

SOUND TRANSIT

MOTION NO. M99-77

**Project Agreement with Washington State Department of Transportation Concerning Design and Construction of I-5 Bridge-Widening at South 272nd Street in Kent
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	11/4/99	Discussion/Possible Action	Agnes Govern, Director, Regional Express Bill Guenzler, Program Manager, Capital Projects Fred Chou, Project Manager, Capital Projects	(206) 398-5037 (206) 398-5041 (206) 398-5034

ACTION:

Approval of Motion No. M99-77 authorizes the Executive Director to execute a Project Agreement between Sound Transit and the Washington State Department of Transportation (WSDOT) designating WSDOT as the lead agency for the design and construction of the I-5 bridge-widening at South 272nd Street in Kent. The Agreement also provides the method for reimbursement to WSDOT for Sound Transit's portion of costs of \$1,006,200.

BACKGROUND:

The I-5 at 272nd HOV Access Project is one of eleven HOV access projects included in Sound Move, and one of four capital projects being developed in the Federal Way and Star Lake (Kent) region of the South King sub-area. The project calls for direct-access ramps to link the inside HOV lanes of I-5 to the existing Star Lake Park-and-Ride Lot. This would allow transit and HOVs to bypass the congested intersection of I-5 and South 272nd Street. This project is currently in the Preliminary Engineering / Environmental Documentation phase.

Last November, the Board adopted Motion No. M98-87 which allows staff to pursue alternatives to direct-access ramp projects in certain locations where local or regional transit operators' usage of the ramps is low or uncertain. Based on this action, staff is reconsidering the value of HOV access ramps at 272nd and is pursuing the alternative of constructing an in-line freeway station in the median of I-5 with a pedestrian crossing into the Star Lake Park-and-Ride facility. Both the HOV access ramps and the in-line freeway station will be included as alternatives in the Environmental Assessment document. Under both options, the I-5 bridge structure at South 272nd Street will have to be widened by approximately 7 meters or 23 feet.

WSDOT is completing final design for the I-5 HOV lane extension in South King County referred to as the Stage III Project. This project will extend the southbound HOV lanes from Tukwila to I-5 and 320th Street in Federal Way. Additionally, the bridge structure at South 272nd Street will be widened for the HOV project by 7.2 meters or 23.6 feet. The contract advertisement is currently scheduled for early December, and contract award is scheduled for late February 2000.

As bridge-widening at South 272nd Street is required for both projects – roughly 7 meters for Sound Transit and 7.2 meters for WSDOT (a total of 14.2 meters) – the two agencies see an opportunity to combine the widening work to save money and resources and to minimize construction impacts to I-5 and South 272nd Street. The estimated cost to incorporate Sound Transit bridge-widening work into WSDOT’s Stage III design and construction efforts is approximately \$1 million. This total includes the Sound Transit’s portion of design and construction cost of an off-site storm water detention facility which is sized for the required bridge widening and access ramp/in-line freeway station construction. The cost breakdown of this work for design and construction is as follows:

<u>I-5/South 272nd Street Bridge-Widening</u>	
Design	\$94,700
Construction	\$792,600
Construction Management (10%)	\$79,300
Construction Contingencies (5%)	\$39,600
Total	\$1,006,200

Potential Effects of Initiative 695 (I-695)

If Initiative 695 passes, WSDOT’s Stage III Project will most likely be placed on hold due to funding constraints. Under this scenario, Sound Transit will reimburse WSDOT for Sound Transit’s portion of the bridge design work and then proceed with one of the following options for construction:

1. Incorporate the bridge-widening (both WSDOT and Sound Transit) into the design and construction of the in-line freeway station/direct access ramps, with WSDOT reimbursing Sound Transit for the required WSDOT bridge-widening.
2. Proceed with construction of Sound Transit bridge-widening only, and WSDOT will have to complete their bridge-widening at a later date.
3. If WSDOT obtains funding to construct bridge-widening in 2002, WSDOT still can complete the bridge-widening for both parties.

Sound Transit and WSDOT will revisit the terms of the agreement with respect to construction options if Initiative 695 passes.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of Sound Move, the Ten-Year Regional Transit System Plan (May 31, 1996).
- ◆ Approval of Resolution No. R97-99, 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 Resolution No. R98-4, developing Sound Transit budget policies. This resolution gave authority to the Executive Director to shift funds between years as long as it did not result in a project budget increase (February 26, 1998).
- ◆ Adoption of Resolution No. R98-11, awarding contracts for preliminary engineering and environmental documentation for the big four Community Connections/HOV projects, including the Federal Way grouping (April 9, 1998).
- ◆ Adoption of Motion No. M98-87, directing the project evaluation process recommended by the HOV/TSM Committee be applied to all projects to the extent possible (November 19, 1998).
- ◆ Adoption of Fiscal Year 1999 Budget (November 12, 1998).
- ◆ Regional Express Capital Projects Risk Analysis (Discussion Paper, July 1999).

KEY FEATURES:

- This agreement takes advantage of an opportunity to combine efforts between Sound Transit and WSDOT to save money, resources, and construction impacts to I-5 and South 272nd Street.
- Sound Transit's and WSDOT's roles and responsibilities will be set forth for the combined I-5 bridge-widening at South 272nd Street. WSDOT is incorporating Sound Transit's portion of the bridge-widening into their designs, and will construct this portion of the bridge-widening to meet the needs of both agencies. Sound Transit will reimburse WSDOT for Sound Transit's portion of the design, construction, and construction oversight work.
- WSDOT is completing final design for Stage III construction and plans to bid the contract in late November or early December. The construction award is planned for February 2000. Bridge-widening work at 272nd Street will be completed prior to the construction of Sound Transit's preferred project alternative.
- Sound Transit will reimburse WSDOT for design work required for Sound Transit's bridge-widening at South 272nd Street if I-695 passes. The bridge-widening construction responsibilities will be revisited and covered under a separate Board action.

FUNDING:

The Adopted 1999 Budget and Capital Plan included \$34.8 million for Sound Transit's I-5 at 272nd HOV Access Project. According to the latest available cost information, the project can be completed within current budget authority. Cooperation with WSDOT on this project will lead to cost efficiencies that enhance Sound Transit's ability to complete the project within budget.

The following table summarizes current project costs and outstanding commitments, as well as project budget information from the Adopted 1999 Budget:

Phase	FY2000 Budget (in YOES)	Lifetime Budget (in YOES)	LTD Expenditures and Outstanding Commitments	This Action
Final Design	\$927,000	\$2,947,000	\$0	\$94,700
Construction	\$0	\$22,099,000	\$0	\$911,500
Total	\$927,000	\$25,046,000	\$0	\$1,006,200

This action would expedite the previously anticipated schedule of construction expenditures. As such, it would require shifting budget authority in the construction phase from FY2003 to FY2000. The Board-adopted budget guidelines (Resolution No. 98-4) authorize the Executive Director to shift funds between years so long as such action would not result in a necessary increase in the project budget. This shift would not cause a necessary increase in the project budget. The expenditures were anticipated, but the schedule has been amended.

ALTERNATIVES:

1. Proceed without executing the Agreement. Sound Transit and WSDOT construct their perspective bridge-widening separately. Sound Transit would finish preliminary engineering/environmental documentation work that is currently underway. The project will move into design phase in early 2000, and construction will begin in 2002. However, this means that WSDOT would complete the Stage III Project and widening of WSDOT's portion of 272nd bridge before the start of the Sound

Transit HOV access project. The time and cost savings opportunity of completing the required bridge-widening for both agencies will be lost, and there will be more traffic disruptions for I-5 users.

2. Proceed without executing the Agreement. Sound Transit constructs required bridge-widening for both agencies (assuming I-695 passes). Sound Transit would finish preliminary engineering/environmental documentation work as planned and incorporate the bridge-widening design prepared by WSDOT into the construction documents. Sound Transit agrees to reimburse WSDOT for Sound Transit's portion of the bridge-widening design costs. Sound Transit would then construct the required bridge-widening sufficient for both agencies' needs. WSDOT agrees to reimburse Sound Transit for their portion of the bridge-widening costs.

CONSEQUENCES OF DELAY:

If the Agreement is not executed, the opportunity to save money and resources and minimize construction impact to the same area will be lost. From an I-5 user's perspective, construction related delays caused by the bridge-widening will be frustrating if the same bridge is torn up twice within a short period of time.

LEGAL REVIEW:

The Legal Department has reviewed and approved the Background and Comments as to legal sufficiency.

SOUND TRANSIT

MOTION NO. M99-77

A motion of the Finance Committee of the Central Puget Sound Transit Authority authorizing the Executive Director to execute a Project Agreement between Sound Transit and the Washington State Department of Transportation (WSDOT) designating WSDOT as the lead agency for the design and construction of the I-5 bridge-widening at South 272nd Street in Kent, and providing reimbursement to WSDOT of \$1,006,200 for Sound Transit's share of costs.

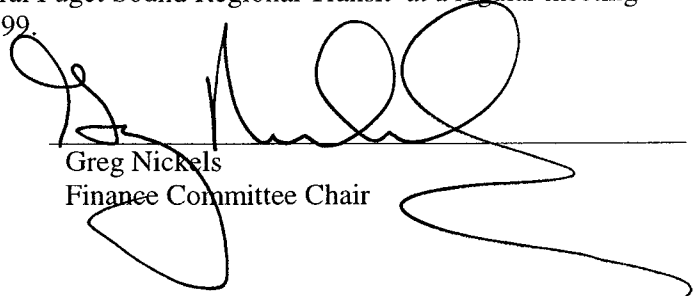
Background:

The I-5 at 272nd HOV Access Project is one of eleven HOV access projects included in Sound Move, and one of four capital projects being developed in the Federal Way and Star Lake (Kent) region of the South King sub-area. Currently, the project is in the Preliminary Engineering/Environmental Documentation phase. The project design requires that the I-5 bridge structure at South 272nd Street be widened by approximately 7 meters. WSDOT is currently completing final design for an HOV lane extension project which will also require widening the bridge structure at South 272nd Street by approximately 7.2 meters. Since the widening is required for both projects, the two agencies see an opportunity to save money and resources by combining the widening work which will also minimize construction impacts to I-5 and South 272nd Street.

Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a Project Agreement between Sound Transit and the Washington State Department of Transportation designating WSDOT as the lead agency for design and construction of the I-5 bridge-widening at South 272nd Street in Kent and for reimbursement to WSDOT of \$1,006,200 for Sound Transit's share of costs.

Approved by the Finance Committee of the Central Puget Sound Regional Transit at a regular meeting thereof on the 4 day of Nov. 1999.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator