

STAFF REPORT

SOUND TRANSIT MOTION NO. M2000-111

Task Order with Washington State Department of Transportation For Services toward Completion of Design File for the Kirkland/I-405 HOV Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	11/9/00	Meeting Postponed	Agnes Govern, Director	(206)398-5037
Finance Committee	11/16/00	Discussion/Possible Action	Regional Express Andrea Tull, Project Manager, Capital Projects	(206)398-5040

PROPOSED ACTION

Authorizes the Executive Director to execute Task Order 1A with the Washington State Department of Transportation (WSDOT) for services toward completion of the design file for the Sound Transit Kirkland/I-405 HOV Project. The Task Order is for a total authorized amount not to exceed \$1,234,446.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the execution of a Task Order with WSDOT for management, design file work (defined as technical activities preparatory to the development of final plans and specifications), and administrative services for the Sound Transit Kirkland/I-405 HOV Project. The Task Order is for a total authorized amount not to exceed \$1,234,446.
- ◆ Provides an outline of services to be provided by WSDOT.
- ◆ Estimates costs for future WSDOT Task Orders to cover the cost of production of plans, specifications, and construction cost estimates (PS&E) as well as services during construction.

Discussion of Proposed Action:

In the spring of 1998, Sound Transit entered into Master Agreement GCA 1234 with WSDOT to define roles and responsibilities in implementing four groupings of projects in Lynnwood, Federal Way, Kirkland, and Mercer Island (see Resolution No. 98-12). GCA 1234 stipulates that these projects will be divided into three phases, or Task Orders:

- Task Order 1 Preliminary engineering and environmental design (PE/ED)
- Task Order 2 Plans, specifications, and estimates (PS&E) and right-of-way acquisition
- Task Order 3 Bidding and construction management

Sound Transit and WSDOT executed Task Order 1 for the Kirkland Project as a part of Resolution No. 98-12. Task Order 1 addressed preliminary engineering and environmental

documentation work for the project. The design file, though considered by WSDOT to be part of preliminary engineering, was not included as part of the 1998 WSDOT Task Order 1 because it was agreed that it would be addressed in a later, separate Task Order 1A. Task Order 1A will cover all efforts required to complete the design file for the Kirkland project.

The breakdown of costs included in Task Order 1A are summarized as follows:

Cost Breakdown – WSDOT Task Order 1A, Kirkland Project	
Task	Cost
Task 1. Project Administration	\$244,116
Task 5. NEPA Environmental Assessments for HOV Access	18,153
Task 8. Preliminary Engineering	37,670
Task 9. Traffic Analysis	8,138
Task 10. Eight Point Access Report	10,828
Design File	
Task 13. Design Documentation/Ramps	237,511
Task 14. Structures/Bridges/Retaining Walls	39,625
Task 15. Geotechnical/Materials Engineering	49,275
Task 16. Preliminary Stormwater Site Plan	15,863
Task 17. Environmental Hearing Support	5,230
Task 18. Value Engineering Support	16,911
Task 19. SR 908 Transit Enhancement Review and Support	5,016
SUBTOTAL	\$688,336
Labor Cost Increases, Fee, Overhead, Direct Expenses	546,110
GRAND TOTAL	\$1,234,446

Background:

The Kirkland/I-405 Direct Access Project is one of several Sound Move projects that have been combined together and called the Regional Express Kirkland Project. The other project in this grouping is the Totem Lake Transit Center Project. Although these projects are identified in Sound Transit’s budget as two separate projects, they have been treated as one project for purposes of preliminary engineering and the environmental process. An environmental assessment (EA) is being prepared for the Totem Lake area projects in compliance with the National Environmental Policy Act (NEPA). The EA is anticipated to be issued in December 2000. The Federal Highway Administration is expected to issue A Finding of No Significant Impact (FONSI) in early 2001. Once the FONSI is received, the HOV access ramps, inline transit stops, and freeway overcrossing project will proceed with WSDOT acting as lead for design and construction. Sound Transit and its consultants will act as lead for the Transit Center Project.

Future Board items related to this request:

Staff will bring additional requests to the Board in 2001 as this project moves out of the environmental phase and into final design and property acquisition, including:

- Request to proceed with acquisition of property.
- Request to amend Sound Move to shift funds from the Kirkland direct access project to Central Kirkland transit improvements, including a new Downtown Kirkland Transit Center and transit enhancement improvements relating to ST Express Route 540.

- Request to execute Task Order 2 with WSDOT for the PS&E phase of the project.
- Request to execute Task Order 3 with WSDOT for the construction phase of the project.

Representatives from the City of Kirkland have asked the Kirkland HOV Direct Access project team to evaluate transit projects in lieu of a second direct access ramp/inline transit stop in central Kirkland. The project team is evaluating central Kirkland transit improvements, including a new downtown transit center and transit enhancement improvements along the NE 85th Street and 108th corridors for ST Express Route 540. Based on the results of the analysis and the development of cost information, the Sound Transit Board will be asked to amend Sound Move to shift funds from the Kirkland direct access project due to the limited benefits and high cost associated with a direct access ramp/inline transit stop at NE 85th Street/I-405. The Executive Committee concurred with this approach in December 1999. Analysis of a preferred site and design for a downtown Kirkland transit center is underway. Recommendations will be formulated for ETP and the Sound Transit Board to consider as part of a proposed amendment to Sound Move.

BUDGET

The following table shows the available budget as it relates to expenditures, commitments and the impact of this action.

Phase	2000 Budget Total Project ¹	2000 Budget for PE/ED (A) ¹	Life-to-Date Expenditures and Commitments² (B)	Total Amount Requested (C)	Budget Remaining (A-{B+C})
PE/ED – HOV and TC Projects	\$120,170	\$7,113	\$4,862	\$1,234	\$1,016

All figures shown are in YOES\$ in thousands

¹ Adopted 2000 Budget (per Resolution No. R99-33) for preliminary engineering and environmental review for the Kirkland I-405 HOV Access Improvements Project number 140 and the Kirkland Transit Center Project Number 328.

² Life-to-date expenditures through August 31, 2000, with outstanding commitments, excluding this proposed action. Note that the expenditures and commitments shown in column B include other consultant costs in addition to WSDOT costs.

The table above shows that the adopted 2000 budget contains sufficient budget for the design file effort. The proposed 2001 budget, which is currently under review, also includes sufficient budget for this effort but the dollars have been placed in the final design phase of the project rather than the preliminary engineering phase. The design file is a bridge between preliminary engineering and final design, and will need to be completed before final design can begin. The proposed 2001 Budget does contain sufficient funding for this effort and committing these funds will not endanger any other project elements that are to be funded out of the respective elements of the budget.

The table on the following page compares the projected WSDOT costs to the independent cost estimate for the WSDOT effort on this project.

Phase Name	WSDOT Task Order Number	WSDOT Task Order Amount	WSDOT Costs as % of Estimated Construction Costs (\$50 million)*
PE/ED	1	\$2,189,262	4.0%
Design File	1A	\$1,234,446	2.5%
Subtotal		\$3,423,708	
PS&E (Final Design)	2	\$3,903,730	8.0%
Construction Admin.	3	5,250,000	10.5%
Total Projected WSDOT Costs		\$12,577,438	25.0%

All figures shown in YOES\$

* Note: Preliminary engineering cost estimates project HOV ramp, inline transit stops, and freeway overcrossing construction cost of \$50 million.

Note: Not reflected in the table above is (1) WSDOT administrative and staff costs if WSDOT staff is contracted to acquire right of way, (2) cost of actual right-of-way, or (3) Sound Transit agency and consultant cost related to this project, estimated at approximately \$5.2 million. These costs have been analyzed and will be presented in greater detail as part of the 2001 budget adoption process.

Regional Express staff has compared WSDOT costs for this project to WSDOT costs on other WSDOT projects and concluded that the costs identified fall into the average range for WSDOT work. These expenditures have been assumed in the development of the 2001 budget.

ALTERNATIVES

Sound Move states that “actual design and construction of all HOV lanes and ramps will be done by the State Transportation Department.”¹ The interagency coordination activities outlined by the master agreement signed by WSDOT and Sound Transit in May 1998 cannot be accomplished through another contractor under the terms of this agreement.

CONSEQUENCES OF DELAY

WSDOT has a policy stating that preparation of plans, specifications, and estimates cannot begin until completion of the design file. Currently, the Kirkland project schedule calls for final design to begin in April 2001. Sound Transit will be unable to move into the final design phase without the completion of this work.

REGIONAL PARTNERSHIP AND COOPERATION

The Kirkland Project has established a Project Management Team (PMT) and an Executive Advisory Committee (EAC) to assist staff in making project decisions. Technical personnel from partnering agencies who meet regularly to make day-to-day project design decisions staff the PMT. WSDOT, jurisdiction, partnering transit agency, and Sound Transit staff make up these teams. The EAC is comprised of elected officials, key agency management staff, and city business and community leaders whose responsibility is to advise Sound Transit on project matters. Finally, Sound Transit’s agreement with WSDOT (GCA 1234, Task Order 1) and this proposed Task Order 1A are further examples of regional partnership on this project.

¹ Sound Move – The Ten-Year Regional Transit System Plan, 1996, p.27.

PUBLIC INVOLVEMENT

The Kirkland Project has an extensive public involvement process. To date this has included three project newsletters and three open house events. Additionally Sound Transit staff and consultants have met with the Kirkland Planning Commission, the City of Kirkland's Totem Lake Task Force, Evergreen Healthcare, the Totem Lake Mall, nearby residents and the Downtown Kirkland Strategic Plan Task Force. Sound Transit will continue to involve the public in future stages of the Kirkland Project through newsletters and open house activities.

LEGAL REVIEW

MBL 10-19-00

SOUND TRANSIT

MOTION NO. M2000-111

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Executive Director to execute Task Order 1A with the Washington State Department of Transportation (WSDOT) for services toward completion of the design file for the Sound Transit Kirkland Direct Access Project, for a total authorized amount not to exceed \$1,234,446.

Background:

In the spring of 1998, Sound Transit entered into Master Agreement GCA 1234 with WSDOT to define roles and responsibilities in implementing the HOV direct access portions of four Regional Express capital projects in Federal Way, Kirkland, Lynnwood, and Mercer Island. GCA 1234 divides the Sound Transit HOV projects into three phases, or task orders:

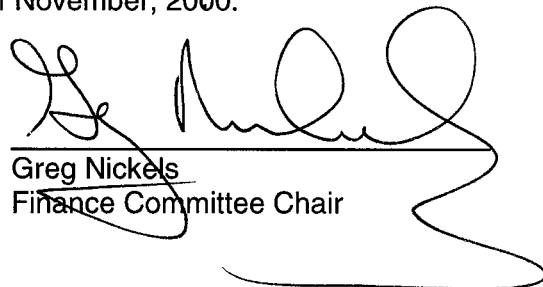
- Task Order 1 (Preliminary engineering and environmental design)
- Task Order 2 (Plans, specifications, and estimates and right of way acquisition)
- Task Order 3 (Bidding and construction management).

Task Order 1 for the Kirkland Project was executed through Resolution No. 98-12. The design file, considered by WSDOT to be part of preliminary engineering, was not included as part of the 1998 WSDOT Task Order 1 because it was agreed that it would be addressed in a separate Task Order 1A. Task Order 1A covers all of the efforts required to complete the design file for the Kirkland project.

Motion:

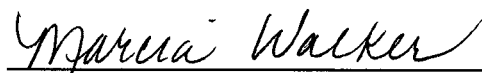
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute Task Order 1A with the Washington State Department of Transportation for agency project services toward completion of the design file for the Sound Transit Kirkland Direct Access Ramp Project, for a total authorized amount not to exceed \$1,234,446.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 16th day of November, 2000.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator