

STAFF REPORT

SOUND TRANSIT MOTION NO. M2000-112

Task Order 1A with Washington State Department of Transportation For Services Toward Completion of the Environmental Analysis for the I-90 Two-Way Transit Operations Project and the Mercer Island Park-and-Ride Lot and Transit Station 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	
Finance Committee	11/30/00	Discussion/Possible Action	Andrea Tull, Project	(206)398-5040
Finance Committee	12/7/00	Discussion/Possible Action	Manager, Capital Projects	

PROPOSED ACTION

Authorizes the Executive Director to execute Task Order 1A with the Washington State Department of Transportation (WSDOT) for services needed for the completion of the environmental analysis for the I-90 Two-Way Transit Operations Project and the Mercer Island Park-and-Ride Lot and Transit Station Project. Task Order 1A is for a total authorized amount not to exceed \$768,460.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the execution of Task Order 1A with WSDOT for management, preliminary engineering, and environmental analysis necessary for the completion of an Environmental Assessment for the Sound Transit Mercer Island/I-90 Project, in compliance with the National Environmental Policy Act (NEPA). Task Order 1A is for a total authorized amount not to exceed \$768,460.
- ◆ Provides an outline of services to be provided by WSDOT for this particular Task Order.

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

Task Order 1 of GCA 1234 for the Mercer Island/I-90 Project addressed preliminary design and environmental documentation. Due to the lengthy analysis of potential I-90 roadway

alternatives and the addition of a new version of an alternative, the existing agreement with WSDOT needs to be supplemented to provide funds for the completion of the environmental evaluation.

This work needs to be completed so that the environmental assessment can be prepared. Staff is forwarding to the Finance Committee this request for authorization to enter into Task Order 1A to cover WSDOT costs for the completion of the environmental analysis and any preliminary design work required to complete the environmental analysis.

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

Cost Breakdown – WSDOT Task Order 1A, Mercer Island/I-90 Project	
Task	Cost
Project Administration	\$195,000
NEPA for I-90	43,700
Community and Agency Involvement	50,800
Preliminary engineering	222,400
Traffic Analysis	156,700
Eight Point Access Report	30,000
SUBTOTAL	\$698,600
Contingency	69,860
GRAND TOTAL	\$768,460

Background:

The Mercer Island/I-90 Project includes two Sound Move projects that have been combined, the I-90 Two-Way Transit Operations project and the Mercer Island Park-and-Ride Lot and Transit Station 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 is being prepared for the Sound Transit Mercer Island/I-90 project, in compliance with NEPA. The environmental assessment is to be issued in spring 2001. The Federal Highway Administration (FHWA) is expected to issue A Finding of No Significant Impact (FONSI) in fall 2001. Once the FONSI is received, the improvements to I-90 would proceed with WSDOT acting as lead for design and construction. Sound Transit and its consultants will act as lead for the Mercer Island Park-and-Ride Lot and Transit Station project.

Future Board items related to this request:

Staff will return to the Board on several occasions in 2001 as this project moves out of the environmental phase and into the final design phase. Specific requests are expected to include:

- Request to execute Task Order 1B with WSDOT for the preparation of the design file.
- Request to amend the existing contract with Dames and Moore for final design for the Mercer Island Transit Station and Park-and-Ride Lot projects.
- 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.

The Board may be asked to take action regarding funding for the I-90 Two-Way Transit project. Currently the funding shortfall for the project ranges from \$10 million to \$40 million in year 2000

dollars, based on preliminary cost estimates prepared by WSDOT consultants. Potential funding sources are being evaluated. They include: regional and statewide sources, transit and roadway funds, potential reprogramming of unobligated grant funds, East King County unanticipated revenue, WSDOT funds from the 2001 legislature, Statewide STP funds, Bus Rapid Transit grant funds, and direct appropriation for the federal fiscal 2001/2002 budget.

BUDGET

The following table shows the available budget (combined for the two projects) as it relates to expenditures and the impact of this action (all figures shown are in YOES\$ in thousands):

Phase	Project Budget (2000 Adopted)	Life-to-Date Expenditures and Commitments	Total Amount Requested	Budget Remaining
	(A)	(B)	(C)	(A)-(B+C)
PE/ED	\$3,772	\$3,184	\$768	(\$180)
PS&E (Final Design)	2,677	0	0	2,677
Construction	16,724	0	0	16,724
Total PE, FD, Construction	\$23,173	\$3,184	\$768	\$19,221

*All figures shown are in YOES\$ in thousands

Due to the complexity of the I-90 Two-Way Transit Project, costs for WSDOT preliminary engineering and environmental documentation are higher than had been anticipated in the 2000 Budget. The project team and consultants have spent an additional year evaluating potential I-90 roadway alternatives in the effort to identify an alternative that provides the greatest benefits for transit operations and carpools while minimizing impacts on other users. Potential sources for funding to cover the budget shortfall are being evaluated, as discussed in the preceding section on future board items. In the interim, it is proposed that funds be shifted from the construction phase to complete the preliminary engineering effort.

The amount of this Task Order has been negotiated with WSDOT for a total amount of \$768,460. Column B shows the amount actually expended and the amount on contract for the life of the project, as of August 31, 2000.

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

If the environmental analysis is not completed, the project cannot proceed. The environmental assessment must be completed so the FTA can issue a FONSI and the final design phase of the project can be initiated. This project has already been delayed. Impacts to bus service and

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

ridership in the I-90 corridor continue. It will continue to cost more every year to provide transit service on the I-90 corridor due to delays for buses in both directions across I-90.

REGIONAL PARTNERSHIP AND COOPERATION

A Steering Committee comprised of representatives from the cities and agencies that were signatory to the 1976 Memorandum of Agreement on I-90 provides oversight on the project. Committee members include representatives from the cities of Mercer Island, Bellevue and Seattle, King County/Metro Transit, WSDOT, FTA, FHWA, and Sound Transit. The Mercer Island/I-90 Project has also established a Project Management Team (PMT) which includes technical personnel from partnering agencies who meet regularly to make day-to-day project design decisions. WSDOT, Mercer Island, King County/Metro Transit, and Sound Transit staff make up these teams. 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.

PUBLIC INVOLVEMENT

The Mercer Island/I-90 Project has an extensive public involvement process including three project newsletters, nine open houses and workshops. Sound Transit will continue to involve the public in the environmental process and in future stages of the Mercer Island/I-90 Project through newsletters and open house activities.

LEGAL REVIEW

MBL 10-18-00

SOUND TRANSIT

MOTION NO. M2000-112

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Executive Director to execute a Task Order with the Washington State Department of Transportation (WSDOT) for services toward completion of the environmental documentation and preliminary design phase for the Sound Transit Mercer Island/I-90 Project, for a total authorized amount not exceed \$768,460.

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:

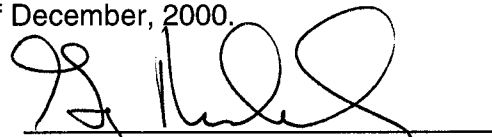
- Task Order 1 (Preliminary engineering and environmental design)
- Task Order 2 (Plans, specifications, and estimates and right of way acquisition)
- Task Order 3 (Bidding and construction management).

Task Order 1 for the Mercer Island/I-90 Project was executed through Resolution No. 98-12. Task Order 1A will fund all work required to complete the environmental documentation and preliminary engineering for the Mercer Island/I-90 Project. This Task Order is necessary to complete environmental and preliminary engineering work needed due to the complexity of the I-90 project and the identification of a new configuration of an alternative that resulted in the need for additional analysis and comparison of alternatives.

Motion:

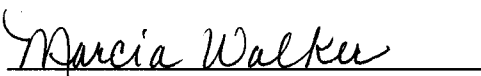
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute a Task Order with Washington State Department of Transportation for agency project services toward completion of the environmental documentation and preliminary engineering for the Sound Transit Mercer Island/I-90 Project, for a total authorized amount not exceed \$768,460.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 7th day of December, 2000.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator