

STAFF REPORT

SOUND TRANSIT MOTION NO. M2001-26

Agreement between Sound Transit and Washington State Department of Transportation for Construction of First Phase of Bellevue Direct Access Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/5/01	Discussion/Possible Action	Agnes Govern, Director, Regional Express Jim Edwards, Program Manager, Capital Projects Bill Guenzler, Project Manager, Regional Express	(206)398-5037 (206)398-5436 (206)398-5041

PROPOSED ACTION

Approval of Motion No. M2001-26 would authorize the Executive Director to enter into an agreement with Washington State Department of Transportation (WSDOT) stating that Sound Transit will pay \$1,735,100 to cover 20% of WSDOT's cost of constructing improvements to the I-405 SE 8th Interchange in Bellevue. Motion No. M2001-26 would also provide a 10% contingency for construction changes of \$173,510, for a total not to exceed amount of \$1,908,610. The proposed improvements constitute the first phase of the Bellevue Direct HOV Access Project that was approved in January 2001 by the Federal Highway Administration (FHWA).

KEY FEATURES

Highlights of Proposed Action:

- ◆ Commits Sound Transit to pay 20% (\$1,735,100) of the projected cost to construct improvements to the SE 8th Interchange.
- ◆ Provides for a 10% contingency (\$173,510) that may be authorized by Sound Transit's project manager to cover changes during construction that can be justified by WSDOT.
- ◆ Cost increases in excess of the funding commitment (\$1.9M including contingency) would require renegotiations and approval by the Finance Committee. Sound Transit may terminate the agreement by paying for costs incurred prior to the date of termination and costs resulting from cancellation. If Sound Transit elects to terminate, the agency may be required to pay costs that are not matched by a grant obtained by the City of Bellevue.
- ◆ The funding commitment is based upon the engineer's cost estimate. The agreement provides that Sound Transit's funding commitment could be adjusted downward if the lowest responsible bid is less than the engineer's cost estimate. Sound Transit would return to the Finance Committee with a recommendation for action should the lowest responsible bid be substantially higher than the engineer's cost estimate.
- ◆ Sound Transit will seek a credit for the money paid under this agreement as described in the Sound Transit/WSDOT Land Bank Agreement of July 2000.

Discussion of Proposed Action:

Sound Move states that “design and construction of all HOV lanes and ramps will be designed and constructed by the State Transportation Department.” The final design was prepared by WSDOT under Agreement GCA 2182 of May 2000. The SE 8th Interchange improvements project is scheduled for advertisement in April 2001 and the beginning of construction is scheduled for July 2001 allowing 220 working days to complete.

BUDGET

The following table shows the available budget for the Bellevue HOV Direct Access Project as it relates to expenditures, commitments, and the impact of this action. The 2001 Adopted Budget contains sufficient funding for this effort.

Total Project Budget⁽¹⁾	Budget for Construction^(1, 2) (A)	Obligations To Date⁽³⁾ (B)	Total Amount Requested (C)	Remaining Budget (A-[B+C])
\$106,530	\$71,444	\$0	\$1,909	\$69,535

All figures shown are in year of expenditure (YOE\$) in thousands

- (1) Budget amounts shown are in accordance with the 2001 Adopted Budget, per Resolution No. R2000-17. (Reference page 176 of the 2001 Budget document, project number 145).
- (2) Total budget for the construction phase of the project.
- (3) Includes life-to-date expenditures and outstanding commitments for the construction phase, through February 28, 2001, excluding this proposed action.

ALTERNATIVES

In May of 2000, the Board approved accelerating the design of the SE 8th Street Interchange improvements as the first phase of the Bellevue HOV Direct Access Project. The acceleration enables the first phase to go promptly into construction now that the FHWA has approved the Record of Decision for the project. Alternatives to approving construction at this time include:

- Delay the construction agreement with WSDOT.
- Cancel or modify the Bellevue HOV Direct Access Project.

CONSEQUENCES OF DELAY

The project is scheduled to be completed by the end of 2005 and the construction work on SE 8th contemplated in the proposed motion must be completed prior to beginning work on the next construction phase. Changing the project at this point in the development process would delay the schedule beyond the timeframe of the ten-year transit plan, delay the benefits of the project, and jeopardize the grant [grant(s) obtained by Bellevue for this project] and partnership funding for this project.

REGIONAL PARTNERSHIP AND COOPERATION

This project involves the City of Bellevue, King County Metro, WSDOT, and the FHWA. The US Congress authorized a \$23.5M demonstration grant to Bellevue from the original ISTEA. The City is now prepared to assign a portion of that grant to pay for 80% of the cost of constructing the first phase of the Bellevue HOV Direct Access Project. WSDOT will direct construction.

PUBLIC INVOLVEMENT

A scoping meeting was held on March 22, 1994. There have been four open houses, one public hearing, and numerous meetings before the Bellevue City Council and Bellevue Transportation Commission. The staff has provided several newsletters as well as on-going information in Bellevue's "It's Your City" newsletter that is mailed to every address in Bellevue. The final EIS was published by FHWA in the Federal Register and a notice of availability was published twice in local newspapers in November of 2000.

The City of Bellevue also holds monthly meetings with an advisory committee including two city council members and representatives of the community and business groups. This committee is expected to meet for the duration of the project providing advice on managing construction impacts and communicating with the public.

LEGAL REVIEW

JB 3-21-01

SOUND TRANSIT

MOTION NO. M2001-26

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to enter into an agreement with Washington State Department of Transportation (WSDOT) stating that Sound Transit will pay \$1,735,100 to cover 20% of WSDOT's cost of constructing improvements to the I-405 SE 8th Interchange in Bellevue. Motion No. M2001-26 also provides staff with a 10% contingency for construction changes of \$173,510, for a total authorized amount not to exceed amount of \$1,908,610. The proposed improvements constitute the first phase of the Bellevue Direct HOV Access Project that was approved by Federal Highway Administration (FHWA).

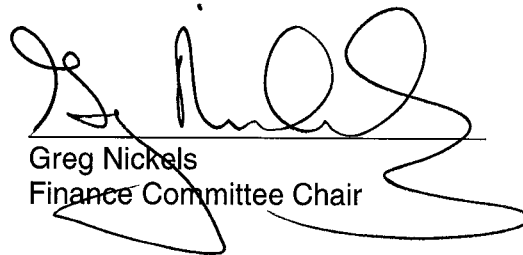
Background:

This motion authorizes the Executive Director to enter into an agreement with WSDOT for Sound Transit to provide 20% of the cost of improvements to the I-405 SE 8th Interchange in Bellevue. The proposed improvements constitute the first phase of the Bellevue HOV Direct Access Project that was approved by Federal Highway Administration Record of Decision, February 2001.

Motion:

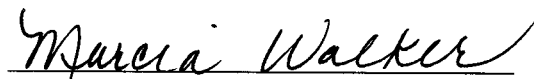
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute an agreement with WSDOT that provides Sound Transit to pay \$1,735,100 to cover 20% of WSDOT's cost of constructing improvements to the SE 8th Street Interchange on I-405 and provides Sound Transit staff authority to approve and pay for construction changes for an additional \$173,510, for a total authorized amount not to exceed amount of \$1,908,610.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 5th day of April, 2001.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator