

STAFF REPORT

SOUND TRANSIT MOTION NO. M2001-27

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

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/5/01	Deferred	Agnes Govern, Director,	(206)398-5037
Finance Committee	4/19/01	Discussion/Possible Action	Regional Express Jim Edwards, Program Manager, Capital Projects Bill Guenzler, Project Manager, Regional Express	(206)398-5436 (206)398-5041

PROPOSED ACTION

Approval of Motion No. M2001-27 would authorize the Executive Director to enter into an agreement with Washington State Department of Transportation (WSDOT) for Sound Transit to provide 20% of the cost of final design for interchange modifications on I-405 at 4th Street, 6th Street, and 8th Street in Bellevue. Sound Transit's commitment would be \$1,696,078 plus a 10% contingency of \$169,608, for a total authorized amount not to exceed \$1,865,686. Approval would also reduce funding by \$217,590, which was previously granted under Motion No. M99-73 to fund design improvements. Modifications to these three interchanges, when constructed, would constitute the final phase of the Bellevue HOV Direct Access Project.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Commits Sound Transit to pay 20% (\$1,696,078) of the projected cost of designing the final phases of the Bellevue HOV Direct Access Project.
- ◆ Provides a 10% contingency of \$169,608 that may be authorized by Sound Transit's project manager to cover changes that can be justified by WSDOT.
- ◆ Requires the consultant (HDR) to re-evaluate construction phasing for the 4th Street, 6th Street, and 8th Street Interchange improvements to determine whether time and/or cost can be reduced.
- ◆ Reduces funding authority by \$217,590, which was previously granted under Board approved Motion No. M99-73 to fund design of improvements at intersection of NE 8th/NE 112th intersection. This work will not be done by Parsons Brinkerhoff as originally contemplated under the Memorandum on Understanding with WSDOT (G.C.A. 2182 for final design of SE 8th Interchange improvements). Rather, the design work will be done for approximately the same cost by HDR Engineering, and the cost of this design work at the NE 8th/NE 112th intersection is included in the cost figures cited above.

Discussion of Proposed Action:

Through separate action, the first phase (SE 8th Street Interchange Improvements) has been designed and approved for construction by Federal Highway Administration (FHWA).

The design funded with this agreement and right-of-way acquisition for the remainder of the project are expected to be complete in mid-2002. It is anticipated that, when designed, Sound Transit will negotiate an agreement with Bellevue and WSDOT to fund the final construction of the Bellevue HOV Direct Access Project. Construction of the final phases will take several years and the final schedule is partly dependent on decisions that will be made as part of the final design process funded in this agreement.

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 Final Design^(1, 2) (A)	Obligations To Date⁽³⁾ (B)	Total Amount Requested (C)	Remaining Budget (A-[B+C])
\$106,530	\$12,133	\$3,150	\$1,870	\$7,133

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 final design phase of the project.
- (3) Includes life-to-date expenditures and outstanding commitments for the design phase, through February 28, 2001, excluding this proposed action.

ALTERNATIVES

Considerable resources have been invested in preliminary engineering, environmental approvals, right-of-way acquisition, and design and construction of the first phase. Alternatives to agreeing to the final design are somewhat limited:

- Delay the execution of the agreement with WSDOT.
- Cancel or modify the Bellevue Direct Access Project.

CONSEQUENCES OF DELAY

Delaying the design agreement 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 funding from partners.

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 Direct Access Project. WSDOT has retained HDR and will supervise the design and preparation of the construction contract specifications.

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. M2001-27

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) for Sound Transit to provide 20%, or \$1,696,078 plus a 10% contingency of \$169,608, for a total authorized amount not to exceed \$1,865,686, of the cost of final design for interchange modifications on I-405 at 4th Street, 6th Street, and 8th Street in Bellevue. Approval would also reduce funding by \$217,590, which was previously granted under Motion No. M99-73 to fund design improvements. Modifications to these three interchanges, when constructed, would constitute the final phase of the Bellevue HOV Direct Access Project.

Background:

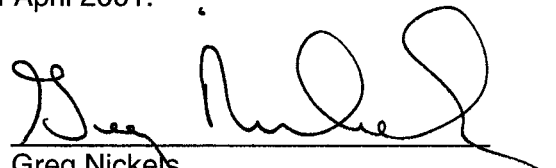
Approval of this motion would authorize the Executive Director to enter into an agreement with WSDOT for Sound Transit to provide 20% of the cost of final design for interchange modifications on I-405 at 4th Street, 6th Street, and 8th Street in Bellevue. Modifications to these three interchanges, when constructed would constitute the final phases of the Bellevue HOV Direct Access 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 an agreement with WSDOT for Sound Transit to provide 20%, or \$1,696,078 plus a 10% contingency of \$169,608, for a total authorized amount not to exceed \$1,865,686, of the cost of final design for interchange modifications on I-405 at 4th Street, 6th Street, and 8th Street in Bellevue.


It is further moved that funding authority of \$217,590 previously granted under Board-approved Motion No. M99-73 is now rescinded.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 19th day of April 2001.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator