

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2002-31**

**Agreement with the Washington State Department of Transportation for Agency Project Services for PS&E for the I-5 at 317th Street HOV Direct Access Ramp**

| <b>Meeting:</b>   | <b>Date:</b> | <b>Type of Action:</b>     | <b>Staff Contact:</b>   | <b>Phone:</b>   |
|-------------------|--------------|----------------------------|---|---|
| Finance Committee | 3/21/02      | Discussion/Possible Action | Agnes Govern, Director<br>Regional Express<br>Jim Edwards, Program<br>Manager, Capital Projects<br><b>Vicki Youngs, Project<br/>Manager, Capital Projects</b> | (206) 398-5037<br><br>(206) 398-5436<br><br><b>(206) 398-5024</b> |

**OBJECTIVE OF ACTION**

- To complete Plans, Specifications, and Estimates (PS&E) for the Sound Transit I-5 at 317th Street HOV Direct Access Ramp (Project 125).

**ACTION**

- Authorizes the Executive Director to execute Agreement GCA-3157 with the Washington State Department of Transportation (WSDOT) for the preparation of PS&E for the Sound Transit I-5 at 317th Street HOV Direct Access Ramp in the amount of \$1,638,987 with a contingency of \$163,899 for a total authorized amount not to exceed \$1,802,886.

**KEY FEATURES**

**Highlights of Proposed Action:**

- Authorizes the execution of Agreement GCA-3157 with WSDOT for management, plans, development of specifications and estimates, and administrative services for the Sound Transit I-5 at 317th Street HOV Direct Access Ramp Project in the amount of \$1,638,987 with a contingency of \$163,899 for a total authorized amount not to exceed \$1,802,886.
- Provides an outline of services to be provided by the WSDOT.
- Provides an update of the project schedule and key milestones.
- Provides an update on the project budget and transfer of funds between project phases.

**BUDGET**

The table below shows the available budget as it relates to expenditures and commitments for the total project and for the final design (PS&E) phase of the project.

| Column A                    | Column B                       | Column C                                  | Column D                      | Column E                                 |
|-----------------------------|--------------------------------|---|-------------------------------|--|
| <b>Total Project Budget</b> | <b>Budget for Final Design</b> | <b>Obligated to Date for Final Design</b> | <b>Total Amount Requested</b> | <b>(Shortfall) or Surplus* (B-[C+D])</b> |
| (1)                         | (1)                            | (2)                                       |                               |  |
| \$27,176,000                | \$1,758,000                    | \$0                                       | \$1,802,886                   | (\$44,866)                               |
| <b>*Amount of Shortfall</b> | <b>Potential Funding</b>       | <b>Funding Source</b>                     |                               |  |
| (\$44,866)                  | \$200,000                      | Budget transfer from Construction Phase   |                               |  |

- (1) The budget amounts shown are reflected in the 2002 Budget. The amount budgeted was based on a revised "cost to complete" estimate for the project at the conclusion of preliminary engineering (30% design).
- (2) The obligated to date column shows that zero expenditures have been made so far for the PS&E phase of this project.
- (3) A transfer of \$200,000 will cover the shortfall of \$44,866. The remaining balance of \$155,134 is the estimated cost for Sound Transit final design (PS&E) work outside this agreement.

## **FINANCIAL IMPACTS**

**Impact on Current Year Budget:** Staff is proposing a budget transfer including \$700,000 from the construction to the PE/ED phase and \$200,000 from the construction to the final design (PS&E) phase. This will constitute a new working budget at the phase level. The transfer between the phases does not alter the bottom-line project budget approved in the 2002 Budget.

**Impact on Sound Move Budget:** This action, along with future requirements in the final design (PS&E) phase, will expend the entire budget for final design as planned.

**Impact on Cost-to-Complete:** Staff is proposing a budget transfer of funds from the construction phase to the preliminary engineering/environmental design and plans, specifications and estimates phases. This will constitute a new working budget at the phase level. This transfer is required to correct the 2002 PE/ED phase budget for this project and is consistent with previous board authorizations. Transferring these funds between phases does not alter the bottom-line project budget approved in the 2002 budget. However, staff will review the project budget as the final design progresses. A transfer of funds from the Regional Express Program Reserve (South King County) may be required to complete the project. A request for transfer of funds would come to the board near completion of 90% design documents. Right of way costs may also require a transfer from the reserve fund.

**Impact on Subarea(s) Budget(s):** There is no bottom-line impact on the subarea budget. If this project requires additional funds, it would result in a decrease to the Regional Express Program Reserve for South King County.

## **HISTORY OF PROJECT**

The I-5 at 317th Street HOV Direct Access Ramp and the Federal Way Transit Center were evaluated as companion projects in the NEPA environmental assessment issued on September 28, 2001. The projects are being separated for the final design and construction phases. Last year the Finance Committee approved a contract with KPFF Consulting Engineers for final design of the transit center contingent upon completion of the environmental review process.

This action will authorize WSDOT to prepare the PS&E for the I-5 at 317th Street HOV Direct Access Ramp Project on behalf of Sound Transit.

On April 2, 1998, Sound Transit entered into a Master Agreement, GCA-1234, with WSDOT to define the roles and responsibilities in implementing four groups of projects including the Federal Way Group. This agreement included Task Order 3 of GCA-1234 to initiate work required for the preliminary engineering and environmental documentation phase of the I-5 at 317th Street HOV Direct Access Ramp.

In October 2000, funds were reallocated from this project to the Federal Way Transit Center Project. Sound Transit Motion No. M2000-77 reallocated a total of \$18.6 million (1995\$) from three Regional Express projects in the Federal Way and Star Lake area to cover an anticipated funding shortfall in the Federal Way Transit Center Project. Based on the project cost estimate at that time, there was sufficient budget to move \$4.2M from the I-5 at 317th Street HOV Direct Access Ramp Project to the Federal Way Transit Center Project.

On March 15, 2001, the Board approved Motion No. M2001-20, authorizing Task Order 3A to complete the Design File for the I-5 at 317th Street HOV Direct Access Ramp.

Earlier project schedules (4th Quarter 2000) estimated that the environmental review phase of this project would be completed by October 2000. As indicated in the 2002 Budget, the PE/ED phase was anticipated to be complete by year-end 2001. Therefore, the 2002 Budget did not include additional funds for PE/ED work. The SEPA Determination of Non-Significance was issued on March 6, 2002, and issuance of the NEPA Finding of No Significant Impact is anticipated by the time the Executive Committee meets to take this action.

The following table provides background on budget changes to I-5 at 317th Street HOV Direct Access Ramp Project:

|                         | 2002 Budget     | Budget Transfer Between Phases | 2002 Working Project Budget |
|-------------------------|-----------------|--------------------------------|-----------------------------|
| <b>Agency Admin.</b>    | \$ 1,412        |                                | \$ 1,412                    |
| <b>PE/ED</b>            | 1,519           | \$700                          | 2,219                       |
| <b>PS&amp;E</b>         | 1,758           | 200                            | 1,958                       |
| <b>ROW/Construction</b> | 22,487          | (900)                          | 21,587                      |
| <b>Total</b>            | <b>\$27,176</b> |                                | <b>\$ 27,176</b>            |

All figures shown are YOES\$

This Board action authorizes a new Agreement, GCA-3157, with WSDOT for PS&E for the I-5 at 317th Street HOV Direct Access Ramp Project. The scope of services for this proposed Agreement includes development of plans, specifications, and estimates necessary for construction of the project. Specific services will include the following:

- Permits and approvals
- Preliminary design (60% complete)
- Complete design submittal (90% complete)
- Final submittal (100% complete)

**Prior Board or Committee Actions  
and Relevant Board Policies**

| Motion or Resolution Number | Summary of Action   | Date of Action |
|-----------------------------|---|----------------|
| M2001-20                    | Authorized to Execute Task Order 3A (Supplement #4) with WSDOT for services toward completion of the design file for the I-5 at 317th HOV Direct Access Ramp Project.                                     | 3/15/01        |
| M2000-77                    | Reallocation of Budget from I-5 at 320th, I-5 at 272nd and Star Lake/Other Federal Way Park-and-Ride Lot to the Federal Way Transit Center/City Center Project, and Renaming of Three of These Projects   | 10/12/00       |
| R98-12                      | Authorized to execute a Master Agreement for Civil Support Services with WSDOT covering projects within the geographic areas of Federal Way, Mercer Island, Kirkland, and Lynnwood.                       | 2/20/98        |
| Resolution 99               | Authorized to execute a Memorandum of Understanding with WSDOT establishing a cooperative relationship for the construction, ownership, and operation of high-capacity transportation capital facilities. | 10/23/97       |

**CONSEQUENCES OF DELAY**

- Delay in decision at this time will impact the critical path of the project and Sound Transit's ability to keep the current schedule of construction advertisement date in 2nd Quarter 2003. The I-5 at 317th Street HOV Direct Access Ramp Project and the Federal Way Transit Center Project are currently scheduled to open together in 2005.

**PUBLIC INVOLVEMENT**

- Sound Transit has a public outreach program that is designed to solicit feedback at key stages of the project. To date, there have been three open houses and three newsletters on the project, as well as a project web site.
- Sound Transit participated in a WSDOT hosted Access Hearing on December 12, 2001.

**LEGAL REVIEW**

JW 3-7-02

## **SOUND TRANSIT**

### **MOTION NO. M2002-31**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute Agreement GCA-3157 with the Washington State Department of Transportation (WSDOT) for the preparation of Plans, Specifications, and Estimates (PS&E) for the Sound Transit I-5 at 317th Street HOV Direct Access Ramp (Project 125) in the amount of \$1,638,987 with a contingency of \$163,899 for a total authorized amount not to exceed \$1,802,886, and directing staff to prepare for Board action an amendment to the 2002 budget transferring funds from the project reserve fund to cover the resultant budget shortfall of \$900,000.

#### **Background:**

On April 2, 1998, Sound Transit entered into a Master Agreement, GCA-1234, with WSDOT to define the roles and responsibilities in implementing four groups of projects including the Federal Way Group. That agreement included Task Order 3 of GCA-1234 to initiate work required for the preliminary engineering and environmental design phase of the I-5 at 317th Street HOV Direct Access Ramp. On March 15, 2001, the Board approved Motion No. M2001-20, authorizing Task Order 3A for additional work required to complete preliminary engineering for the I-5 at 317th Street HOV Direct Access Ramp.

Two projects in the Federal Way Group, the I-5 at 317th Street HOV Direct Access Ramp and the Federal Way Transit Center (Project 321), were evaluated as companion projects in the NEPA environmental assessment issued on September 28, 2001. The projects are being separated for the final design and construction phases. Last year the Finance Committee approved a contract with KPFF Consulting Engineers for final design of the transit center contingent upon completion of the environmental review process. This action will authorize the next step in the process, which is the preparation of PS&E for the I-5 at 317th Street HOV Direct Access Ramp Project.

This request to initiate the PS&E phase is based on Sound Transit's issuance under SEPA of a Determination of No Significant Impact and the FHWA and FTA's anticipated issuance of a Finding of No Significant Impact based on the Environmental Assessment.

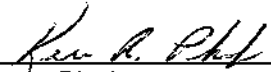
The scope of services for this proposed agreement includes development of PS&E necessary for construction of the project. Specific services will include the following:

- Permits and approvals
- Preliminary design (60% complete)
- Complete design submittal (90% complete)
- Final submittal (100% complete)


**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is hereby authorized to execute Agreement GCA-3157 with the WSDOT for the preparation of Plans, Specifications, and Estimates (PS&E) for the Sound Transit I-5 at 317th Street HOV Direct Access Ramp Project in the amount of \$1,638,987 with a contingency of \$163,899 for a total authorized amount not to exceed \$1,802,886, and directing staff to prepare for Board action an amendment to the 2002 budget transferring funds from the project reserve fund to cover the resultant budget shortfall of \$900,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 21, 2002.

  
\_\_\_\_\_  
Kevin Phelps  
Finance Committee Chair

**ATTEST:**

  
\_\_\_\_\_  
Marcia Walker  
Board Administrator