

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2004-96

Star Lake Freeway Station/South 272nd Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	10/7/04	Discussion/Possible Action	Agnes Govern, Director Capital Projects Sounder/Regional Express Christine Engler, Program Manager, Capital Projects Hank Howard, Project Manager, Capital Projects	(206)398-5037 (206)398-5056 (206)398-5078

ACTION

Directing staff to prepare a proposed 2005 budget for the Star Lake Freeway Station/South 272nd project consistent with one of the options on page 3 of this staff report.

KEY FEATURES

- Updates the Executive Committee on the status of the Star Lake Freeway Station/South 272nd project (#131).
- Provides conclusions from the Feasibility Study authorized by the Executive Committee in June 2003.
- Presents information concerning the financial viability of the project.
- Provides information regarding potential impact to the Washington State Department of Transportation (WSDOT) if the project were to be eliminated from Sound Move.
- Presents options for the project's budget.

BUDGET DISCUSSION

The adopted 2004 Budget for the Star Lake Freeway Station/South 272nd project is \$24,825,530. Of this amount, \$3.1 million has been paid to date to advance preliminary engineering and feasibility studies as described below.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Not application for this action.

HISTORY OF PROJECT

Staff briefed the Executive Committee on June 5, 2003, on the results of the February 2003 design charette that evaluated alternatives for the I-5 and South 272nd Street Interchange and the surrounding area. The intent of the effort was to identify a “best option” alternative for transit and mobility improvements to and from the Star Lake area. The charette resulted in two concepts that were felt to best meet project objectives and the needs of the stakeholders. Both concepts included direct transit access between I-5 and South 272nd Street and accommodated a proposed in-line station.

Following the June 5, 2003, briefing, WSDOT, Sound Transit, the Cities of Kent and Federal Way embarked on a feasibility study to identify any potential fatal flaws and refine the cost estimates for the following concepts:

- A Single Point Urban Interchange (SPUI). This concept was initially proposed in early 2002 in response to the divergent viewpoints and stakeholder needs for improvements in and around the I-5/South 272nd Street Interchange.
- Reconfigured Diamond Interchange. The freeway ramps would be realigned and would no longer connect directly to South 272nd Street.

The feasibility study was completed in July 2004. The study determined the Reconfigured Diamond Interchange option would include a significant number of substandard design elements. This alternative was deemed to be fatally flawed. The SPUI option was found to be the appropriate long term solution for this location. The total cost of this option was estimated to be approximately \$60 million; however, it is possible to implement the SPUI option in two phases, with each phase costing approximately \$30 million. The first phase would include the realignment of the I-5 northbound roadway and construction of the direct access ramps at South 272nd Street. The ramps would be limited to transit-only in the first phase due to existing capacity constraints on South 272nd Street. The second phase would rebuild the southbound I-5 roadway, widen South 272nd Street and complete the SPUI interchange. Upon completion of the second phase, the direct access ramps would be opened to HOV traffic.

The feasibility level estimate for the cost of the in-line transit station/HOV ramps portion of the SPUI project is about \$21 million. At this time, Sound Transit has approximately \$21.7 million remaining in the project budget, which could be used to fund the in-line station and direct access ramps. Funding needed to complete phase 1 of the project (about \$13.2 million) and phase 2 of the project (about \$24.8 million) has not been secured.

There are also project budget considerations due to an Agreement and Memorandum of Understanding executed on February 21, 2001, between WSDOT and Sound Transit for coordination between the future Sound Transit project at 272nd Street and the overlapping construction of the WSDOT Stage 3 HOV project on I-5.

The Agreement provided that the design and construction of some improvements needed by Sound Transit for the future project at 272nd Street would be paid for by Sound Transit and included in the WSDOT project. A portion of these improvements consisted of the expansion of

a detention pond for which Sound Transit paid WSDOT \$332,000. The WSDOT project, including Sound Transit's portions of the project, has been completed.

The Agreement also provided that improvements deferred by WSDOT to allow for the construction of Sound Transit's future project at 272nd Street would be designed and constructed by Sound Transit at a future date, with WSDOT paying for the construction of these improvements. If the Star Lake Freeway Station/South 272nd project were never constructed by Sound Transit, WSDOT would incur a cost of approximately \$310,000 to prepare a new set of plans for the deferred improvements. Since the Agreement provided that this cost was to have been borne by Sound Transit, Sound Transit would therefore owe WSDOT this sum.

Recent discussions concerning the viability of the Star Lake Freeway Station/South 272nd project have resulted in an understanding between WSDOT and Sound Transit concerning this cost to prepare new plans. If the Star Lake Freeway Station/South 272nd project were never built, Sound Transit would not need the excess storm water detention capacity that Sound Transit paid for as part of the WSDOT Stage 3 HOV project. In this case, WSDOT would accept the excess capacity, to be used for WSDOT's future SR 509 project, in lieu of actual payment from Sound Transit to WSDOT.

OPTIONS TO CONSIDER

1. Eliminate the project from Sound Move and transfer the remaining project budget to the South King County Program Reserve. Potential future uses could include Airport LINK or Tukwila Commuter Rail Station.
2. Maintain the funds within the project budget to allow time for the stakeholders – the Cities of Kent and Federal Way and WSDOT – to secure additional funding.

LEGAL REVIEW

JW 9/9/04

SOUND TRANSIT

MOTION NO. M2004-96

A motion of the Executive Committee of the Central Puget Sound Regional Transit Authority directing staff to prepare a proposed 2005 budget for the Star Lake Freeway Station/South 272nd project consistent with option number 2 below.

Background:

Staff briefed the Executive Committee on June 5, 2003, concerning the Star Lake Freeway Station/South 272nd project (#131). Since then, the Washington State Department of Transportation, Sound Transit, and the Cities of Kent and Federal Way embarked on a feasibility study to refine I-5/South 272nd Street interchange concepts identified in a February 2003 design charrette. The feasibility study was completed in July 2004. All stakeholders agree that a Single Point Urban Interchange (SPUI) is the appropriate long term solution for this location. The total cost of this option was estimated to be approximately \$60 million; however, it would be possible to implement the SPUI option in two phases, with each phase costing approximately \$30 million. The feasibility level estimate for the cost of the in-line transit station/HOV ramps portion of the SPUI project is about \$21 million. At this time, Sound Transit has approximately \$21.7 million remaining in the project budget, which could be used to fund the in-line station and direct access ramps. Funding needed to complete phase 1 of the project (about \$13.2 million) and phase 2 of the project (about \$24.8 million) has not been secured.

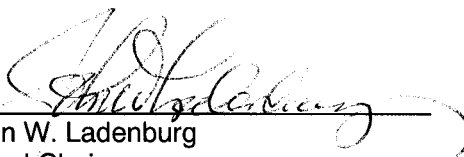
OPTIONS TO CONSIDER

1. Eliminate the project from Sound Move and transfer the remaining project budget to the South King County Program Reserve. Potential future uses could include Airport LINK or Tukwila Commuter Rail Station.
2. Maintain the funds within the project budget to allow time for the stakeholders – the Cities of Kent and Federal Way and the Washington State Department of Transportation – to secure additional funding.

Motion:

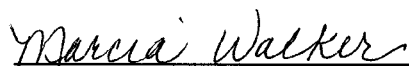
It is hereby moved by the Executive Committee of the Central Puget Sound Regional Transit Authority that staff prepare a proposed 2005 budget for the Star Lake Freeway Station/South 272nd project consistent with option number 2.

APPROVED by the Executive Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 7, 2004.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator