

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2002-06

**Project Budget Amendment
I-5 at 317th Street HOV Direct Access Ramp Project**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee Board	4/4/02	Discussion/Possible Action to Recommend Board Approval Action	Agnes Govern, Director Regional Express	(206) 398-5037
	4/11/02		Jim Edwards, Program Manager, Capital Projects	(206) 398-5436
			Vicki Youngs, Project Manager, Capital Projects	(206) 398-5024

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	3

4 Applicable to proposed transaction.

OBJECTIVE OF ACTION

- To amend the 2002 budget to transfer \$900,000 from the South King County Capital Program Reserve to the I-5 at 317th Street HOV Direct Access Ramp project, based on direction from the Finance Committee on March 21, 2002 (reference Motion No. M2002-31).

ACTION

- Authorizes a budget amendment to transfer funds in the amount of \$900,000, from the South King County Capital Program Reserve to the I-5 at 317th Street HOV Direct Access Ramp Project for Preliminary Engineering/Environmental Documentation (PE/ED) and Final Design (Plans, Specifications, and Estimates [PS&E]) work.

KEY FEATURES

Highlights of Proposed Action:

- Authorizes a budget amendment to transfer \$900,000 from the South King County Capital Program Reserve to the I-5 at 317th Street HOV Direct Access Ramp project. This action will correct the 2002 budget by increasing the PE/ED phase by \$700,000 and will increase the final design phase by \$200,000.
- This budget amendment will require a super majority approval by the Sound Transit Board.
- The South King County Capital Program Reserve of \$7,000,000, was established in the 2002 Budget for the Regional Express Program to fund basic project costs above Sound Move assumptions, including unexpected costs, costs not included in Sound Move, and costs that were underestimated in Sound Move.

- This action will be the first disbursement from the South King County Capital Program Reserve.

BUDGET IMPACT SUMMARY

Project Description: I-5 at 317th Street HOV Direct Access Ramp (Page 178 in the 2002 Proposed Budget document, Project number 125).

Current Status: Final design phase approved by the Finance Committee on March 21, 2002.

Projected Completion Date: 3rd Quarter 2005

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Department/LOB	N	
This Project	Y	Requesting project budget increase of \$900,000
This Phase	N	
This Task	N	
Budget amendment required	Y	Requesting budget amendment to increase PE/ED and Final Design phase budgets by a total of \$900,000
Key Financial Indicators:	Y/N	Y Requires Comment
Project contingency funds required	N	
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

Staff is requesting an amendment to the 2002 budget to transfer \$900,000 from the Capital Program Reserve for South King County. A total of \$900,000 is required including \$700,000 to correct the 2002 PE/ED phase budget for this project, consistent with previous Board authorizations. The amount of \$200,000 is required to complete final design work. Costs have increased for final design due to schedule delays related to the environmental review and documentation effort. The result of this transfer brings the total for PE/ED and final design to 15% of the project total, which is in line with other Regional Express HOV Direct Access projects.

This action will increase the total project budget by \$900,000 and will decrease the South King County Program Reserve by \$900,000. There remains a risk that additional funds will also be needed to complete construction of the project. Upon completion of final design, staff will be able to evaluate the adequacy of the existing construction budget. Attachment A is the amended 2002 project budget.

The following tables show the current project budget, the proposed amendment, and the revised budget amounts:

Table 1: Proposed Budget Amendment:

	(A) Current Budget (1)	(B) Budget Amendment Requested	(A + B) Revised Budget
I-5 at 317th Project Budget	\$27,176,000	\$900,000	\$28,076,000
Capital Program Reserve Fund, South King County	\$7,000,000	(\$900,000)	\$6,100,000

Table 2: Current and Revised Project Budget:

Project Phase	(A) Current Project Budget (1)	(B) Budget Amendment Requested	(A + B) Revised Project Budget
Agency Administration	\$1,412,000	\$0	\$1,412,000
Preliminary Engineering / Environmental Documentation	\$1,519,000	\$700,000	\$2,219,000
Final Design	\$1,758,000	\$200,000	\$1,958,000
ROW Acquisition/Permits/Construction (2)	\$22,487,000	\$0	\$22,487,000
Project Contingency	\$0	\$0	\$0
Total	\$27,176,000	\$900,000	\$28,076,000

(0) The current budget amounts shown above reflect the 2002 adopted budget.

(0) The proposed amendment does not include additional funds for ROW or construction.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the 2002 board adopted budget and is affordable within the agency's current long-term financial plan and the subarea financial capacity. The action will have no new revenue impacts on the agency.

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. In 2001, 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.

On April 2, 1998, Sound Transit entered into 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 PE/ED 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 \$4.2 million 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 was issued on March 15, 2002.

The Finance Committee approved Motion No. M2002-31 on March 21, 2002, which authorized a new Agreement, #GCA-3157, with WSDOT for final design/PS&E for the I-5 at 317th Street HOV Direct Access Ramp Project. The scope of services for the agreement includes development of PS&E necessary for construction of the project. Specific services 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
M2002-31	Authorized Agreement #GCA-3157 with WSDOT for completion of Final Design (PS&E) work.	3/21/02
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

LEGAL REVIEW

BN 3-27-02

SOUND TRANSIT

RESOLUTION NO. R2002-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to implement a budget amendment to transfer \$900,000 from the South King County Capital Projects Program Reserve Fund into the I-5 at 317th Street HOV Direct Access Ramp Project.

WHEREAS, by Resolution No. R2001-17, adopted December 13, 2001, the Sound Transit Board adopted the annual budget for the period from January 1 to December 31, 2002; and

WHEREAS, a \$7,000,000 (YOES) South King County Capital Projects Program Reserve Fund was established in the 2002 Budget for the Regional Express Program to fund basic project costs above Sound Move assumptions, including unexpected costs, costs not included in Sound Move, and costs that were underestimated in Sound Move; and

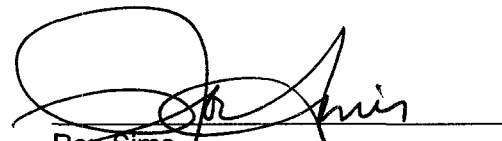
WHEREAS, \$900,000 of the South King County Capital Projects Program Reserve Fund is being requested to complete Final Design work and to correct the 2002 budget by increasing the Preliminary Engineering/Environmental Documentation phase; and

WHEREAS, use of the South King County Capital Projects Program Reserve requires a budget amendment approved by a super majority of the Sound Transit Board.

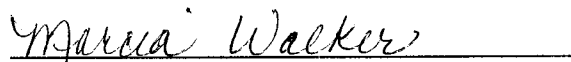
NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to amend the 2002 Adopted Budget as follows:

1. Increase the I-5 at 317th Street HOV Direct Access Ramp Project budget from \$27,176,000 to \$28,076,000, an increase of \$900,000 and,
2. Decrease the South King County Capital Projects Program Reserve from \$7,000,000 to \$6,100,000, a decrease of \$900,000.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 11, 2002.


Ron Sims
Board Chair

ATTEST:


Marcia Walker
Board Administrator

**Resolution No. R2002-06
Attachment A**

Summary of Amended 2002 Project Budget

I-5 at 317th Street HOV Direct Access Ramp Project:

Phase	1997-00	2001	2002	2003	2004	2005	2006	Total
Agency Administration	\$ 493	\$ (367)	\$ 67	\$ 423	\$ 796	\$ -	\$ -	\$ 1,412
Preliminary Engineering	1,363	657	700					2,720
Final Design and Specification			838	1,081	38			1,958
ROW and Construction		287		7,448	14,251			21,986
Project Contingency								-
Total	\$ 1,856	\$ 577	\$ 1,605	\$ 8,953	\$ 15,085	\$ -	\$ -	\$ 28,076

South King County Capital Program Reserve :

Phase	1997-00	2001	2002	2003	2004	2005	2006	Total
Agency Administration								\$ -
Preliminary Engineering								-
Final Design and Specification								-
ROW and Construction								-
Project Contingency					\$ 2,333	\$ 2,333	\$ 1,433	\$ 6,100
Total					\$ 2,333	\$ 2,333	\$ 1,433	\$ 6,100

YOES\$ in Thousands