

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2003-107**

**Mercer Island Park-and-Ride/North Mercer Way PE/ED Contract Amendment**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	10/16/03	Deferred	Jim Edwards, Chief Engineer, Regional Express	(206) 398-5436
Finance Committee	11/6/03	Discussion/Possible Action	Vicki Youngs, Program Manager, Regional Express	(206) 398-5024
			<b>Bill Guenzler, Project Manager, Regional Express</b>	(206) 398-5041

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Interlocal Agreement		Contingency Funds Required	✓
Purchase/Sale Agreement		Budget Amendment Required	

✓ *Applicable to proposed transaction.*

**OBJECTIVE OF ACTION**

Approval of a contract amendment for completion of the Preliminary Engineering and Environmental Documentation (PE/ED) phase for the Mercer Island Park-and-Ride/North Mercer Way Project.

**ACTION**

Authorizes the Chief Executive Officer to execute a contract amendment with URS for the completion of the preliminary engineering and environmental documentation phase of the Mercer Island Park-and-Ride/North Mercer Way Project in the amount of \$565,000, with a 10% contingency of \$56,500, for a total amount of \$621,500, and a new total URS contract amount for the Mercer Island Park-and-Ride/North Mercer Way Project and the I-90 Project not to exceed \$3,544,459.

**KEY FEATURES**

- Restores funds within the URS contract that were reallocated to the I-90 Project for the preparation of the Draft Environmental Impact Statement for that project.
- Describes the current approach and identifies engineering and environmental factors that the consultant is required to address in this phase.

## **BUDGET IMPACT SUMMARY**

**Project Description:** PE/ED for the Mercer Island Park-and-Ride/North Mercer Way.

**Current Status:** Analysis is on-hold pending action on proposed contract amendment to fund work by URS.

**Projected Completion Date:** Mercer Island Park-and-Ride/North Mercer Way Project is anticipated to be complete in 2006.

<b>Action Outside of Adopted Budget:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
This Line of Business	N	
This Project	N	
This Phase	Y	Exceeds the Adopted 2003 phase budget
This Task	N	
Budget amendment required	N	
<b>Key Financial Indicators:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
Contingency funds required	Y	\$472,549
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**

This action results in a phase budget shortfall of \$589,549 in the preliminary engineering phase of the Adopted 2003 Budget for the Mercer Island Park-and-Ride (#354). The proposed contract will involve preliminary engineering for the Mercer Island Transit Center (#353) and the Mercer Island Park-and-Ride (#354). Funds to make up for the shortfall can be provided by using \$117,000 available from the preliminary engineering phase of Project #353 and by transferring \$472,549 from the available contingency for Project #354.

As part of the Proposed 2004 Budget, staff is proposing to re-combine the Mercer Island Transit Center Project and the Mercer Island Park-and-Ride Project and name it the Mercer Island Park-and-Ride/North Mercer Way Project, with no budget increase. As part of this proposal, the preliminary engineering phase budget has been adjusted to include sufficient budget to support all anticipated preliminary engineering activities.

## **REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

The proposed action is consistent with the current Board-adopted project budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

## BUDGET TABLE

### Summary for Board Action (Year of Expenditure \$000)

Action Item: Authorize PE/ED contracts with URS for the Mercer Island Park-and-Ride/N Mercer Way Project (#354),  
\$s in thousands

	2003 Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	373	376	-	\$ 376	\$ (3)
Preliminary Engineering	\$ 678	\$ 646	\$ 622	\$ 1,268	\$ (590)
Final Design	10	15	-	15	(5)
Right of Way	4	3	-	3	1
Construction	4,200	80	-	80	4,120
Contingency	1,743	-	-	-	1,743
<b>Total Current Budget</b>	<b>7,008</b>	<b>\$ 1,120</b>	<b>\$ 622</b>	<b>\$ 1,741</b>	<b>\$ 5,267</b>

#### Phase Budget Detail

	2003 Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
PE / Environmental Assessment	\$ 678	\$ 646	\$ 622	\$ 1,268	\$ (590)
<b>Total Phase</b>	<b>\$ 678</b>	<b>\$ 646</b>	<b>\$ 622</b>	<b>\$ 1,268</b>	<b>\$ (590)</b>

Contract Budget - URS	Current Approved Contract (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
PE	\$ 543	\$ 543	\$ 565	\$ 1,108
ST Contingency	-	0	57	57
<b>Total</b>	<b>\$ 543</b>	<b>\$ 543</b>	<b>\$ 622</b>	<b>\$ 1,165</b>
Percent Contingency	0%		10%	5%

#### Budget Shortfall

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
PE/ED Phase	\$ (590)	\$ 117	Mercer Island Transit Center (#353) PE/ED Phase
		\$ 473	Project Contingency
<b>Total</b>	<b>\$ (590)</b>	<b>\$ 590</b>	

#### Notes:

Committed to-date amount includes actual outlays and commitments through September 15, 2003.

Project budget found on page 211 of the Adopted 2003 Budget book.

Contract budget amounts reflect only the portion of the contract assigned to this project.

## M/W/DBE – SMALL BUSINESS PARTICIPATION

URS is the prime consultant for the contract that will be supplemented by the proposed action. The firm originally committed to a 27% participation rate by M/W/DBE and Small Business firms. Based on invoices received through July 2003, the company has maintained an actual participation rate of 27.3%.

For this contract amendment, participation is projected to be 28%.

### Utilization Breakdown Table

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Dollar Value</b>
DSV – Small Business	Operations Evaluation	3.52%	\$ 19,875
ICON - M/DBE	Surveying	8.32%	\$ 47,000
Mirai Associates - M/DBE	Transportation	5.36%	\$ 30,274
Nakano Associates – M/DBE	Landscape	4.70%	\$ 26,555
Rosewater Engineering – W/DBE	Drainage Design	6.09%	\$ 34,405
<b>Total</b>		<b>27.99%</b>	<b>\$158,109</b>

### EEO Commitment

The Seattle office of URS employs 39% women and 13% minorities.

## HISTORY OF PROJECT

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

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
M2003-27	Amendment to URS Contract for Completion of Environmental Documentation for the I-90 Two-Way Transit and HOV Project.	4/3/03
R2002-17	Board Approval of 2003 Proposed Sound Transit Budget and change to Sound Move – separation of Mercer Island Park-and-Ride/Transit Station Project into three projects: <ul style="list-style-type: none"><li>• Mercer Island Park-and-Ride Project</li><li>• Mercer Island Transit Station Project</li><li>• Issaquah Highlands Park-and-Ride Project.</li></ul>	12/12/02
R98-11	Executed Contracts for preliminary design and environmental documentation for 7 Community Connection Projects and 4 HOV Projects – including Mercer Island Park-and-Ride/Transit Station.	4/9/98

The original contract for the Mercer Island/I-90 grouped projects, approved by the Board in April 1998, authorized the executive director to approve a contract with Dames and Moore (which became URS) for the PE/ED in total amount of \$2,267,663 (including contingency).

At the July 26, 2001 meeting, the Sound Transit Board directed staff to prepare an Environmental Impact Statement (EIS) for the I-90 project, pending Federal Highway Administration approval/consent to proceed with evaluating Alternative R-8A. At that time, staff

informed the Board that additional monies would be required to fund the EIS. Funds were reallocated within the URS contract to expand the work on the I-90 EIS. This proposed change was reviewed and approved by the Regional Express change control board in February 2002. Work on the Mercer Island Park-and-Ride Project was put on hold to be re-funded at a later date when a park-and-ride lot site had been confirmed.

### **History of the Mercer Island Park-and-Ride Lot**

In November 1999, the I-90 Steering Committee identified the area beneath the sculpture garden, located adjacent to I-90 to the south, between 77th and 80th Streets Southeast as the preferred alternative for added parking. After additional study in May 2002, the sculpture garden site was determined to be infeasible because the estimated cost (\$13.8 million to \$22 million) exceeded the \$13.3 million budget. Sound Transit and Mercer Island continued to collaborate over the next three years to evaluate other potential sites. Mercer Island suggested evaluating expansion of the existing Mercer Island Park-and-Ride, either above ground or below ground. A public-private joint development within the Mercer Island Central Business District was also evaluated.

### **Sound Move Change**

Noting that it was difficult to find an acceptable alternative for increasing Mercer Island's parking capacity, in the 2003 Budget the Board increased parking supply in the I-90 corridor by transferring \$4,300,000 from the Mercer Island Park-and-Ride Project to the Issaquah Highlands Park-and-Ride Project. Mercer Island representatives concurred with this approach to intercept riders closer to their homes east on I-90. With a reduced budget, staff continued to meet with Mercer Island representatives to work toward an acceptable solution. City representatives evaluated work previously completed by the consultant and the developer and determined that a "daylight basement" concept could address neighbors' concerns about visual effects, glare, etc. and to take advantage of the existing park-and-ride lot site.

At the June 5, 2003, meeting, the Executive Committee directed staff to proceed with the "daylight basement" concept, at the existing Mercer Island Park-and-Ride. The concept would add approximately 200 park-and-ride lot spaces at the existing site, utilizing the existing slope at the site to install a floor of parking partially below grade.

### **Current Approach to the Project**

A critical component of the consultant's scope will be to develop a relocation plan to address the park-and-ride lot needs during construction. In addition, new environmental processes that were not anticipated when the original Mercer Island Park-and-Ride/Transit Center scope was first compiled, need to be completed as part of the scope. These include preparation of a biological assessment, endangered species analysis, additional stormwater analysis, development of three alternative aesthetic concepts, public review of the concepts, parking structure ventilation and security, and replacement parking and transit service access during construction.

### **CONSEQUENCES OF DELAY**

A significant delay of this action will delay the completion of the PE/ED phase of the Mercer Island Park-and-Ride. Mercer Island would like to have the project in place as soon as possible so that overflow parking in the adjacent neighborhood and the Central Business District is reduced.

## **REGIONAL PARTNERSHIP AND COOPERATION**

Sound Transit and Mercer Island representatives have been working together on the Mercer Island projects since 1998. Mercer Island representatives attended the June 5, 2003, Executive Committee and spoke in support of the proposed alternative for the daylight basement concept at the existing Mercer Island Park-and-Ride\North Mercer Way Project.

## **PUBLIC INVOLVEMENT**

Sound Transit, Mercer Island City Council, and the public have been very involved in the site evaluation process for this project. Two open houses and a design workshop have been held to get public input on the project.

## **LEGAL REVIEW**

MB 9/25/03

## SOUND TRANSIT

### MOTION NO. M2003-107

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with URS for the completion of the preliminary engineering and environmental documentation phase of the Mercer Island Park-and-Ride/North Mercer Way Project in the amount of \$565,000, with a 10% contingency of \$56,500, for a total amount of \$621,500, and a new total authorized URS contract amount for the Mercer Island Park-and-Ride/North Mercer Way Project and the I-90 Project not to exceed \$3,544,459.

#### Background:

The existing contract with URS includes the Mercer Island Park-and-Ride/North Mercer Way Project as well as the I-90 Project. When the Board directed staff to prepare an environmental impact statement for the I-90 Project, this work was initiated using funds within the URS contract that had been allocated to the Mercer Island Park-and-Ride Project. Since that work was on hold pending agreement with Mercer Island on a site and concept, those funds were utilized for the I-90 EIS process. It was anticipated that funds for the Mercer Island Park-and-Ride Project would be reallocated from the preliminary engineering/environmental documentation (PE/ED) phase of the project when a decision was made about a preferred site and concept.

At the June 5, 2003, meeting, the Executive Committee directed staff to proceed with a concept endorsed by Sound Transit and Mercer Island representatives, a "daylight basement" concept, at the existing Mercer Island Park-and-Ride. The concept would add approximately 200 park-and-ride lot spaces at the existing site, utilizing the existing slope at the site to install a floor of parking partially below grade.

This motion responds to the direction from the Executive Committee. It proposes an amendment to the existing URS contract to fund the re-initiation of PE/ED work on the Mercer Island Park-and-Ride/North Mercer Way Project.


#### Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with URS for the completion of the preliminary engineering and environmental documentation phase of the Mercer Island Park-and-Ride/North Mercer Way Project for the amount of \$565,000, with a 10% contingency of \$56,500, for a total amount of \$621,500, and a new total authorized URS contract amount for the Mercer Island Park-and-Ride/North Mercer Way Project and the I-90 Project not to exceed \$3,544,459.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 6, 2003.

ATTEST:

  
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Kevin Phelps  
Finance Committee Chair

  
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Marcia Walker  
Board Administrator