

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2003-47

South Everett Park-and-Ride Lot and Direct Access Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	5/1/03	Deferred	Agnes Govern, Director,	(206)398-5037
Finance Committee	5/15/03	Discussion/Possible Action	Regional Express Jim Edwards, Program Administrator, Capital Projects	(206)398-5436
			Tamara Jenkins, Project Manager, Capital Projects	(206)398-5316

OBJECTIVE OF ACTION

- Complete the preliminary engineering and environmental documentation (PE/ED) for the South Everett Park-and-Ride Lot and Direct Access project.

ACTION

- Authorize the Executive Director to execute a supplemental agreement with Washington State Department of Transportation (WSDOT) for the completion of PE/ED phase for the South Everett Park-and-Ride Lot and Direct Access project in an amount not to exceed \$427,470.

KEY FEATURES

- Authorization to enter into a supplemental agreement with WSDOT to take the project design to 30% design level, completing the PE/ED phase and providing conceptual design cost estimate.
- No additional contingency is being requested at this time as the existing agreement with WSDOT has \$28,000 remaining in contingency, which is thought to be adequate to complete PE/ED.
- Completion of NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) documentation.
- Advises the Finance Committee of the staff's proposed next steps associated with the project development, including future Board reviews and actions.

BUDGET IMPACT SUMMARY

Project Description: South Everett Park-and-Ride Lot and Direct Access Project.

Current Status: Preliminary Engineering and Environmental Documentation.

Projected Completion Date: 4th Quarter 2006.

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N	
This Project	N	
This Phase	Y	This action is over the 2003 adopted phase budget for PE/ED. Project contingency funds will be used to complete the PE/ED work. Funding will be restructured in the Proposed 2004 Budget to more closely align budget to project phase activity.
This Task	Y	
Budget amendment required	N	
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	Y	Sufficient unallocated project contingency in the amount of \$427k is available to fund this action.
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

BUDGET DISCUSSION

The 2003 adopted budget for the preliminary engineering phase of this project is \$2,280,000. Of this, \$2,277,488 has been committed for PE/ED related work through two agreements. One agreement is with Entranco Engineers for \$1,868,372 with \$108,000 remaining. The other was with WSDOT for \$409,116 with \$157,966 remaining.

This action, together with prior commitments, will result in a phase budget shortfall of \$427,000. The contingency phase contains sufficient, unallocated budget to fund this action. Consistent with Sound Transit Board budget policies, this shortfall will be depicted as a negative variance until the 2004 budget is adopted. At that time, the unallocated project contingency can be reallocated to the preliminary engineering phase to align budget amounts with project phase activity. The available project contingency would be reduced to \$1,857,000 from \$2,284,000. After this action, the remaining project contingency budget will equate to almost 9% of the total project budget.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

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

SUMMARY FOR BOARD ACTION

Action Item: Supplemental Agreement with WSDOT for Preliminary Engineering and Environmental Documentation for the South Everett Park & Ride / Direct Access Project (#319)
(Dollars in thousands)

	2003 Proposed Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 1,925	\$ 1,349	\$ -	\$ 1,349	\$ 575
Preliminary Engineering / Environmental Doc	2,280	2,280	427	2,707	(427)
Final Design	2,656	30	-	30	2,626
Right of Way	450	-	-	-	450
Construction	16,481	157	-	157	16,324
Contingency	2,284	-	-	-	2,284
Total Current Budget	\$ 26,075	\$ 3,816	\$ 427	\$ 4,243	\$ 21,832

Phase Budget Detail

Preliminary Engineering / Environmental Doc	\$ 2,280	\$ 2,280	\$ 427	\$ 2,707	\$ (427)
	-	-	-	-	-
Total Phase	\$ 2,280	\$ 2,280	\$ 427	\$ 2,707	\$ (427)

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
Supplemental Agreement with WSDOT	\$ 381	\$ 240	\$ 427	\$ 808
ST Contingency	28	-	\$ -	28
Total	\$ 409	\$ 240	\$ 427	\$ 837
Percent Contingency	7%		0%	3%

Budget Shortfall

Level	Shortfall Amt (J)	Potential Revenues (K)	Funding Source (L)
Phase	\$ (427)	\$ 427	Project Contingency

Committed to-date includes actuals and commitments through March 15, 2003 (HQ).

M/W/DBE – SMALL BUSINESS PARTICIPATION

WSDOT is the prime contractor on this supplement. WSDOT will perform 100% of the work. If WSDOT decides to sub-contract any portion of this work, they will subcontract it in accordance with their M/W/DBE program. WSDOT will further contact Sound Transit and notify the agency if they sub-contract any portion of this work.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M99-52	Executed a contract with Entranco for the preliminary engineering and environmental review for the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop in the City of Everett	8/5/99
M99-53	Executed an agreement with the Washington State Department of Transportation for preliminary engineering and environmental review for the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop in the City of Everett	8/5/99

The South Everett Direct Access project will provide a 400 stall park-and-ride lot and direct transit access between I-5 at 112th Street SE in South Everett near Silver Lake. The current South Everett Direct Access project consists of two Sound Move projects: the I-5 at 112th Street project and the 112th Street Park-and-Ride/Flyer Stop (Silver Lake) project. These two projects were combined during the 2001 budget process.

Sound Transit has been working since August 1999 with WSDOT and Entranco to select and analyze the preferred alternative for the South Everett Direct Access project. PE/ED work to this point has resulted in a project defined as: HOV direct access ramps between I-5 and the 112th Street SE bridge via a park-and-ride lot to be constructed in the I-5 median north of and adjacent to 112th Street SE.

In 2001, the project team determined that the South Everett Access project could not proceed without widening and replacing portions of the 112th Street Bridge over I-5. This work was not envisioned in the original scope and budget. However, the bridgework is now realized as a necessary element to provide access to the project and is tied together with the City of Everett's proposed widening of the 112th Street SE overcrossing of I-5. The NEPA/SEPA review will need to be completed based on the recommended bridge design.

Under the City of Everett's and Snohomish County's direction, a capacity needs assessment recommended that the 112th Street/I-5 overpass be widened from a two-lane configuration to a five-lane configuration. An agreement in principle has been reached with the City of Everett to share the cost of widening and replace portions of the 112th Street SE Bridge over I-5 to accommodate access to the South Everett Park-and-Ride Lot and to provide for widening of 112th Street SE to the east and the west of I-5. The agreement in principle provides that Sound Transit, subject to Board review and approval, would consider funding a portion of 20% to 33% and the City of Everett (City) to pay for the balance, dependent on the final cost estimate and budget availability.

Currently, the 20% construction cost estimates for the South Everett Direct Access project are more than the available 2003 approved construction budget. The construction cost estimates range from \$26 million to \$30 million. Based on the estimates, there is a forecasted Sound Transit budget shortfall range of \$2 million to \$4 million, depending on WSDOT and City contributions. The major contributing budget shortfall factor is the bridge portion of the project.

Specifically, the requested action will supplement the existing agreement with WSDOT to fund additional engineering. This work is needed to resolve questions about and provide accurate cost estimates for bridge widening or replacement, additional hydraulic work and retaining walls. The structural elements are estimated to be high cost items and are a major variant in the range of current cost estimates. This work was not included in the original scope of work with WSDOT or with the Consultant. At the completion of PE/ED, staff will seek Board direction prior to pursuing intermediate and final design. If intermediate and final design is authorized, the project management team will pursue value engineering and other means to eliminate or reduce the budget shortfall.

OPTIONS TO CONSIDER

- A. Authorize the supplemental agreement to complete the PE/ED phase. A more reliable cost estimate of the project including the bridge portion will be available at this stage.
- B. Direct staff to re-evaluate the cost/benefit of the project. This option will most likely generate a schedule delay beyond 2006 completion and potentially add additional cost to the project budget, if the decision is made to move forward with the project.
- C. Terminate the project and transfer the remaining project budget to REX program reserves. This option would impact the bus rapid transit system along I-5 which includes Mountlake Terrace, Ash Way Transit Direct Access, Lynnwood HOV Direct Access, and South Everett Direct Access.

CONSEQUENCES OF DELAY

Delay would cause the project advertisement date to be extended past the scheduled date of February 2005, resulting in construction delays of at least one season beyond 2006.

REGIONAL PARTNERSHIP AND COOPERATION

Through the establishment of the Project Management Team, Sound Transit has coordinated with WSDOT, FHWA, the City of Everett, Snohomish County, Everett Transit, and Community Transit.

PUBLIC INVOLVEMENT

An open house was held on June 21, 2000, to review and discuss conceptual design alternatives. The comments received from this open house were generally supportive of the proposed project.

LEGAL REVIEW

MB 4/22/03

SOUND TRANSIT

MOTION NO. M2003-47

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a supplemental agreement with the Washington State Department of Transportation for the completion of the preliminary engineering and environmental documentation phase for the South Everett Park-and-Ride Lot and Direct Access project in an amount not to exceed \$348,470.

Background:

The South Everett Direct Access project will provide a 400 stall park-and-ride lot and direct transit access between I-5 at 112th Street SE in South Everett near Silver Lake. The current South Everett Direct Access project consists of two Sound Move projects: the I-5 at 112th Street project and the 112th Street Park-and-Ride/Flyer Stop (Silver Lake) project. These two projects were combined during the 2001 budget process.

Sound Transit has been working since August 1999 with the Washington State Department of Transportation (WSDOT) and Entranco to select and analyze the preferred alternative for the South Everett Direct Access project. Preliminary engineering and environmental documentation (PE/ED) work to this point has resulted in a project defined as: direct access ramps from I-5 via the 112th Street SE bridge to a park-and-ride lot to be constructed in the I-5 median north of and adjacent to 112th Street SE.

The supplement will fund additional engineering needed to resolve questions about bridge widening or replacement, additional hydraulic work, and retaining walls. The structural elements are estimated to be high cost items and are a major variant in the range of cost estimates. This work was not included in the original scope of work with WSDOT. No additional contingency is being requested at this time as the existing agreement with WSDOT has \$28,000 remaining in contingency, which is thought to be adequate to complete PE/ED.

Motion:

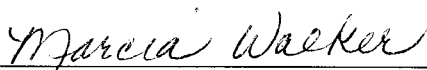
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a supplemental agreement with the Washington State Department of Transportation for the completion of the preliminary engineering and environmental documentation phase for the South Everett Park-and-Ride Lot and Direct Access project in an amount not to exceed \$348,470.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 15, 2003.

ATTEST:



Kevin Phelps
Finance Committee Chair



Marcia Walker
Board Administrator