

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2004-119

**Mercer Island Park-and-Ride Lot/North Mercer Way
Final Design Contract with URS Corporation**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/2/04	Discussion/Possible Action	Jim Edwards, Deputy Director, Capital Projects, Sounder & Regional Express Vicki Youngs, Program Manager, Capital Projects Eric Beckman, Project Manager, Capital Projects	(206) 398-5436 (206) 398-5024 (206) 398-5251

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

✓ *Applicable to proposed transaction.*

ACTION

Authorizes the Chief Executive Officer to execute a contract with URS Corporation to provide final design services for the Mercer Island Park-and-Ride Lot/North Mercer Way project in the amount of \$890,623, with a contingency of \$89,062, for a total authorized contract amount not to exceed \$979,685.

KEY FEATURES

- Establishes a contract with URS Corporation to provide final design services for the Mercer Island Park-and-Ride Lot/North Mercer Way project including preparation of bid documents and construction cost estimates as well as support for permitting, and design assistance during construction.
- Provides for a final design contract scoped for a project with structured parking to increase parking capacity. The Proposed 2005 Budget includes \$4.306 million in additional project funding to pay for the anticipated costs associated with this project alternative.
- The proposed action is in keeping with the selection of the preferred alternative and provides for project design work to proceed without delay.

BUDGET IMPACT SUMMARY

Project Description: Mercer Island Park-and-Ride Lot (#354)

Current Status: Final Design

Projected Completion Date: First Quarter 2007

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N	
This Project	N	
This Phase	Y	This action will cause the current commitments to exceed the phase level budget by \$0.3 million. Sufficient contingency exists to fund this shortfall.
This Task	N	
Budget amendment required	N	
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	Y	Project contingency of \$1.3 million is sufficient to fund this contract.
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

The Mercer Island Park-and-Ride Lot project (#354) was included in the 2004 budget with a total project budget of \$9 million. Of this amount, \$700,119 was budgeted for final design. To date, a total of \$2.1 million has been committed on this project, including estimates of allocated agency costs over the life of the project.

The proposed action would result in a final design phase level shortfall of \$296,727. Consistent with Sound Transit budget policies, the final design phase level shortfall would have a negative variance until the 2005 budget is adopted. Sufficient project contingency exists in the adopted 2004 budget to fund this shortfall. Staff has proposed a new lifetime budget of \$13.3 million in the proposed 2005 budget. The proposed 2005 budget includes funding sufficient to cover the proposed action and all other anticipated costs for the project's design, property acquisition and construction.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity. There are no new revenues accruing to Sound Transit as a result of this action.

BUDGET TABLE

The following table illustrates the impacts of this action on the current phase level and project budgets for this project:

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

Action Item: Execute contract with URS Corporation to provide final design services for the Mercer Island Park-and-Ride/N Mercer Way project (#354), \$s in thousands

	2004 Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 540	\$ 383	\$ -	\$ 383	\$ 157
Preliminary Engineering	1,300	1,585	-	1,585	(285)
Final Design	700	17	980	997	(297)
Right of Way/Permits	500	40	-	40	460
Construction	5,000	80	-	80	4,920
Contingency	968	-	-	-	968
Total Current Budget	\$ 9,008	\$ 2,105	\$ 980	\$ 3,085	\$ 5,923

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
Design Services	\$ -	\$ -	\$ 891	\$ 891
ST Contingency	-	-	89	89
Total	\$ -	\$ -	\$ 980	\$ 980
Percent Contingency	0%	0%	10%	10%

Budget Shortfall³

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
Preliminary Engineering	\$ (285)	\$ 285	Project Contingency
Final Design	\$ (297)	\$ 297	Project Contingency
Total	\$ (582)	\$ 582	

Notes:

¹ Adopted Budget is taken from Page 177 of the Adopted 2004 Budget

² Committed to-date includes actual outlays and commitments through November 4, 2004 (HQ). Committed amount includes contract contingencies.

³ Consistent with Sound Transit Board budget policies, these phase level shortfalls will be depicted as negative variances until the 2005 budget is adopted. At that time, the unallocated project contingency can be reallocated to the phases to align phase budget amounts with project phase activity.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

URS Corporation is the prime consultant for this contract. URS Corporation has committed to a 27.68% M/W/DBE and Small Business goal.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Infrastructure Consulting Engineers and Surveyors (ICON)	M/DBE	7.69%	\$68,452
Nakano Associates	M/DBE	7.01%	\$62,435
Mirai Associates	M/DBE	2.36%	\$21,045
Yuan And Associates PLLC	MBE	10.62%	\$94,559
Total		27.68%	\$246,493

EEO Commitment

URS Corporation workforce demographics are 38% women, 14% minorities, and 2% disabled.

Apprentice Utilization Commitment

Not applicable for this action.

History of Project

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2003-107	Contract amendment with URS for completion of the preliminary engineering and environmental documentation phase for the “daylight basement” alternative.	11/6/03
M2003-27	Amendment to URS Contract for Completion of Environmental Documentation the I-90 Two-Way Transit and HOV Project.	4/3/03
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

In 1998, work began on this project under the URS contract for alternatives analysis and site selection and by 1999, preferred sites were identified with the objective of adding approximately 200 to 250 additional stalls of capacity.

The community preferred alternative, located under the existing sculpture garden park, was found to be infeasible because it exceeded the budget for this project (\$49,000 to \$57,000 per stall). Concerns were also raised about the 4F process required for environmental review.

Beginning in 2002 a new concept emerged to co-locate stalls with a planned development at SE 27th and 77th SE, known as the “Dollar Development” proposal. The thinking was that approximately 200 stalls would be added to the planned garage to handle the needed capacity

on Mercer Island and that this location was within reasonable walking distance of the existing transit station.

As the development proposal schedule continued to slip and the per stall cost started to exceed the range of affordability established by other projects, direction was given by the Executive Committee to re-evaluate an alternative on the existing park-and-ride lot site.

In 2003, a “day light basement” concept emerged that would allow for up to 450 stalls to be built on the existing site while minimizing impacts to the surrounding neighborhood and keeping costs within an acceptable range for Sound Transit. This concept was also unanimously endorsed by the City Council and has been the focus of the Preliminary Engineering and Environmental Documentation (PE/ED) efforts since December 2003. The project now is providing a garage for all 450 stalls in a single location rather than 200 stalls in a separate location plus the 250 at the existing site.

During 2004, the Federal Transit Administration issued the Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) and Sound Transit issued the Adoption of Existing Environmental Document and Determination of Nonsignificance under the State Environmental Policy Act (SEPA) on the Mercer Island Park-and-Ride Lot project. No appeals were received on the EA which closed on October 8, 2004. The Determination of Non-Significance appeal period closes on December 1, 2004.

In May 2004, a Request for Qualifications was issued for final design services on the park-and-ride lot project. Six firms submitted and three were short listed for interviews, URS Corporation was the successful proposer with the highest combined score of written and oral presentation.

Sound Transit and the Washington State Department of Transportation (WSDOT) have initiated the process to transfer the ownership of the site to Sound Transit through the land bank agreement.

Sound Transit has reached an agreement in principle with King County Metro (KCM) to share operating and maintenance costs for a bus platform improvement with structured parking and to ensure that KCM's use of the site is preserved. During final design, staff will continue work on identifying the overall anticipated costs related to operation and maintenance of the facility, and staff will endeavor to design the facility to minimize those ongoing costs.

CONSEQUENCES OF DELAY

A significant delay of this action will delay the start of the final design phase of the Mercer Island Park-and-Ride Lot. Mercer Island would like to have the project completed as soon as possible so that overflow parking in the adjacent neighborhood and the Central Business District is reduced.

PUBLIC INVOLVEMENT

In January 2004, outreach meetings were held with City of Mercer Island staff and two local representatives of the surrounding neighborhood regarding the preliminary site layout and design. A neighborhood meeting was held on February 9, 2004, at Mercer Island City Hall in which immediate neighbors were invited (those living within two to three blocks of the park-and-ride lot).

This year, Sound Transit has hosted three public open houses. The initial open house was held on February 24, 2004, to obtain public comment on the project and get suggestions for alternatives, issues and options to consider. The second was held on September 22, 2004, for the public to review and submit testimony on the EA prepared for the project and to view project design displays and initial project art concepts.

In addition, three public informational meetings have been held in 2004 with the City of Mercer Island.

LEGAL REVIEW

JW 11/18/04

SOUND TRANSIT

MOTION NO. M2004-119

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract with URS Corporation to provide final design services for the Mercer Island Park-and-Ride Lot/North Mercer Way project in the amount of \$890,623, with a 10% contingency of \$89,062, for a total authorized contract amount not to exceed \$979,685.

Background:

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Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Chief Executive Officer to execute a contract with URS Corporation to provide final design services for the Mercer Island Park-and-Ride Lot/North Mercer Way project in the amount of \$890,623, with a 10% contingency of \$89,062, for a total authorized contract amount not to exceed \$979,685.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 2, 2004.



Kevin R. Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator