

MOTION NO. M2011-36
Task Order Agreement - Final Design Services for I-90 Two-Way Transit and HOV Operations Stage 3 Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	05/12/11	Recommendation to Board	Ahmad Fazel, Executive Director, DECM
Board	06/23/11	Cancelled	Jim Edwards, Deputy Executive Director
Board	07/28/11	Final Action	Hank Howard, Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a task order agreement with the Washington State Department of Transportation for final design services for the I-90 Two-Way Transit and HOV Operations Stage 3 Project in the amount of \$16,400,000, plus a 10% contingency of \$1,640,000, for a total amount not to exceed \$18,040,000.

KEY FEATURES

- The I-90 Two-Way Transit and HOV Operations Stage 3 Project final design cost will be jointly funded between Sound Transit and Washington State Department of Transportation (WSDOT). Sound Transit's share is \$18,040,000 and WSDOT's share is \$8,600,000.
- WSDOT will contract with a consultant for professional support services to complete the final design for the tunnel upgrades. WSDOT staff will complete the final design for the remaining project elements.
- The project schedule calls for the Stage 3 design phase to be completed in time to advertise for construction bids in March 2013.

PROJECT DESCRIPTION

The I-90 Two-Way Transit and HOV Operations Stage 3 Project will provide high-occupancy vehicle (HOV) lanes in both the eastbound and westbound outer roadways between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. As a safety requirement of this work, the Stage 3 project will also upgrade and retrofit fire, life, safety and other systems in the Mount Baker and Mercer Island/First Hill tunnels. Stage 3 also includes remaining dowel bar retrofit work on the west side of Lake Washington, the installation of screening on the shared-use pathway on the I-90 floating bridge, and eastbound HOV access to Mercer Island. The conversion of the center roadway for light rail transit use is part of all of the alternatives currently being evaluated in the East Link Final Environmental Impact Statement, which is scheduled for completion this summer.

FISCAL INFORMATION

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

Project: 387 - I-90 Two-way Transit & HOV Operations, Stage 3

	2011 Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 3,382	\$ 3,382	\$ -	\$ 3,382	\$ -
Preliminary Engineering	\$ 2,095	\$ 1,595	-	\$ 1,595	\$ 500
Final Design	\$ 23,000	\$ -	18,040	\$ 18,040	\$ 4,960
3rd Party	\$ -	\$ -	-	\$ -	\$ -
Right of Way	\$ 170	\$ -	-	\$ -	\$ 170
Construction	\$ -	\$ -	-	\$ -	\$ -
Construction Management	\$ -	\$ -	-	\$ -	\$ -
Contingency	\$ 35,575	\$ -	-	\$ -	\$ 35,575
Total Current Budget	\$ 64,222	\$ 4,977	\$ 18,040	\$ 23,017	\$ 41,205

Phase Budget Detail

Final Design	\$ 23,000	\$ -	\$ 18,040	\$ 18,040	\$ 4,960
Misc. Activity	-	\$ -	\$ -	\$ -	\$ -
Total Phase	\$ 23,000	\$ -	\$ 18,040	\$ 18,040	\$ 4,960

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
WSDOT			\$ 16,400	\$ 16,400
Contingency			1,640	\$ 1,640
Total	-	-	18,040	18,040
Percent Contingency	0%	0%	10%	10%

Notes:

¹ Project budget is located on page 125 of the 2011 Transit Improvement Plan.

² Committed to date amount includes actual outlays and commitments through February 28, 2011.

SMALL BUSINESS PARTICIPATION

While this project will be jointly funded by WSDOT and Sound Transit, it is located in the WSDOT right-of-way and WSDOT will be the lead for final design services. Consequently, WSDOT will be responsible for setting and monitoring small business participation goals and commitments.

BACKGROUND

The I-90 Two-Way Transit and HOV Operations project improves regional mobility by providing reliable and safe two-way transit and HOV operations on I-90 between Bellevue and Seattle. The project provides fulltime HOV lanes for both eastbound and westbound traffic on the I-90 outer roadways. It also adds new and modifies existing HOV direct access ramps.

The Stage 1 project, which provided the westbound HOV lane between Bellevue Way and Mercer Island along with the HOV direct access ramp at 80th, has been completed. The Stage 2 project,

which will provide the eastbound HOV lane between Mercer Island and Bellevue Way along with modifying the existing reversible ramp at 80th, is under construction.

The Stage 3 project will provide the HOV lanes in the outer roadway between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. The Stage 3 project will also upgrade and retrofit the fire, life, safety and other systems in the Mount Baker and Mercer Island/First Hill tunnels in order to accommodate the additional lanes. Stage 3 includes remaining dowel bar retrofit work on the west side of Lake Washington, the installation of screening on the shared-use pathway on the I-90 floating bridge, and an eastbound HOV access to Mercer Island.

ENVIRONMENTAL COMPLIANCE

The Final Environmental Impact Statement (FEIS) for the I-90 Two Way Transit project was prepared in compliance with State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) and was issued on May 21, 2004. The Record of Decision (ROD) was approved and issued by the Federal Highway Administration (FHWA) on September 28, 2004. Additional environmental documentation for this project included a NEPA Reevaluation approved by FHWA in 2007; further consultation with the Department of Archaeology and Historic Preservation (DAHP) in 2010 (“no adverse effect” determination after I-90 corridor from Seattle to Bellevue was determined historically significant in 2009); and updates in 2010 to Endangered Species Act (ESA) documentation.

SSK 4-11-11

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2010-14 – Authorized the chief executive officer to execute Agreement GCA 3361 Task Order A-12 with the WSDOT to provide construction and construction management services for the I-90 Two-Way Transit and HOV Operations, Stage 2 Project in the amount of \$19,862,286, with a 15% percent contingency of \$2,979,343, for a total authorized amount not to exceed \$22,841,629.

Resolution No. R2010-01 – Amended the adopted lifetime budget for the I-90 Two-Way Transit and HOV Operations, Stage 2 Project by transferring \$12,311,378 from the East King county Program Reserve to the project and 2) amending the adopted 2010 budget for the I-90 Two-Way Transit and HOV Operations, Stage 2 Project from \$1,127,629 to \$5,586,215 and 3 amending the adopted lifetime budget for the Regional Express Program Reserve from \$34,026,541 to \$21,715,163.

Motion No. M2007-53 – Authorized the chief executive office to execute Agreement GCA 3536 Task Order 18 with the Washington State Department of Transportation for final design services for the I-90 Two-Way Transit and HOV Operations project in the amount of \$1,954,782 with a contingency of \$195,478, for a total authorized amount not to exceed \$2,150,260.

Motion No. M2007-27 – Authorized the chief executive officer to execute Agreement GCA 3361 Task Order A-10 with the WSDOT to provide construction and construction management services for the I-90 Two-Way Transit and HOV Operations, Stage 1 Project in the amount of \$16,790,707, with a five percent contingency of \$839,535, for a total authorized amount not to exceed \$17,630,243.

Resolution No. R2007-02 – Amended the Adopted 2007 Budget for the I-90 Two-Way Transit and HOV Operations, Stage 1 Project to reflect a transfer from the Regional Express East King County Program Reserve in the amount of \$1,375,417.

Motion No. M2005-19 – Authorized execution of Agreement GCA 3536 Task Order 12 with WSDOT for design services necessary to complete 30 percent design for certain project elements that were deferred during the PE/ED phase and to prepare final design for Stage 1 in the amount

of \$3,398,911, with a contingency of \$339,891, for a total authorized amount not to exceed \$3,738,802.

Motion No. M2004-63 – Authorized the chief executive officer to enter into an amendment to the I-90 Memorandum Agreement.

Resolution No. R2004-09 – Amended Sound Move to provide for Two-Way Transit and HOV Operations in the outer roadways of I-90 and to select Alternative R-8A as the project to be built.

Motion No. M2003-120 – Directed staff to negotiate an amendment to the Memorandum Agreement for I-90 to define the guiding principles for the ultimate configuration of the I-90 roadway with HCT in the center roadway.

Motion No. M2003-99 – Identified Alternative R-8A as the preferred alternative for the I-90 Two-Way Transit and HOV Operations Project.

Motion No. M2003-17 – Authorized a supplement to the WSDOT Agreement and an amendment to the URS contract for the completion of PE/ED for the I-90 Project.

Motion No. M2001-75 – Provided direction on how to proceed on the environmental analysis for the I-90 Project.

Motion No. M2001-07 – Provided direction on how to proceed on the I-90 Project.

Motion No. M2000-112 – Approved a supplement to the Agreement with WSDOT for the I-90 Project.

Resolution No. R98-12 – Authorized execution of a Master Agreement with WSDOT for the Big Four Projects (including Mercer Island/I-90).

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule. A delay beyond July 1, 2011 would require payment for WSDOT Headquarters Overhead equal to 10% of WSDOT's labor cost for WSDOT Task Order Agreements.

PUBLIC INVOLVEMENT

Sound Transit conducted an extensive community outreach effort. To date, the agency has mailed four newsletters, held and attended over 17 public meetings, and held three open houses in May 2003 in the cities of Bellevue, Seattle, and Mercer Island, as part of the public review process for the draft and final EIS. Sound Transit will take on additional outreach as the project progresses to Phase 3 in order to address specific impacts related to a new barrier/screen adjacent to the multi-use path. Additionally, Sound Transit continues to monitor construction plans and any necessary communications related to those activities.

LEGAL REVIEW

Desmond L. Brown, 5/6/11