



**MOTION NO. M2011-11**  
**Montlake Triangle Project Memorandum of Agreement**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Capital Committee	2/10/11	Recommendation to Board	Ahmad Fazel, Executive Director, DECM	206-398-5389
Board	2/24/11	Final Action	<b>Tracy Reed, Deputy Project Director – Business Services</b>	206-398-5205

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a memorandum of agreement with the Washington State Department of Transportation and the University of Washington to implement the Montlake Triangle Project for the University Link project in the amount of \$38,000,000 with a project construction reserve of \$5,000,000, for a total authorized agreement amount not to exceed \$43,000,000, with a \$12,000,000 maximum contribution from Sound Transit.

**KEY FEATURES**

- The proposed action authorizes a new third party agreement to implement changes in the design of the University of Washington (UW) Station pedestrian bridge. The changes are referred to as the Montlake Triangle Project (MTP).
- The MTP is a result of a directive from the Washington State Legislature for the Washington State Department of Transportation (WSDOT) to work with stakeholder agencies to develop transit connections in the SR-520 corridor, including improvements at the Montlake Triangle as a multimodal transit hub.
- The proposed action is consistent with the Mitigation section of the Board-adopted Scope Control Policy. The MTP implements U-Link Record of Decision (ROD) measures and serves as partial mitigation for effects of WSDOT’s SR-520 Bridge Replacement Project.
- The Memorandum of Agreement (MOA) between WSDOT, UW, and Sound Transit establishes a baseline project cost of \$38,000,000, with a project construction reserve of \$5,000,000, to design and build a grade-separated connection between the UW Station and UW campus over Montlake Boulevard, NE Pacific Place, and the Burke-Gilman Trail.
- Sound Transit’s share of the project budget consists of an estimated \$8,000,000 realized from removing the pedestrian bridge included in Contract U-250 (University of Washington Station Civil and Finishes) and a contribution of \$4,000,000, for a total amount of up to \$12,000,000, or approximately 31 percent of the baseline MTP cost estimate. The MOA commits WSDOT to contribute up to \$22,000,000 and UW to contribute up to \$4,000,000, totaling approximately 69 percent of the baseline MTP cost, and further commits WSDOT to contribute \$5,000,000 to a MTP construction reserve fund.
- The MTP is contemplated to be completed as three sub-projects and the MOA includes the process by which Sound Transit is reimbursed for work performed during final design or construction:
  - Sub-Project 1 – New pedestrian bridge from UW Station over Montlake Boulevard. Final design and construction by Sound Transit.
  - Sub-Project 2 – New pedestrian land bridge over NE Pacific Place, lowering the Burke-Gilman Trail and minor arterial street below, and raising the elevation of Lower Rainier Vista on campus. Final design and construction by either Sound Transit or UW.
  - Sub-Project 3 – Landscaping and site finishes west of Montlake Boulevard. Final design and construction by UW.

**PROJECT DESCRIPTION**

University Link (U-Link) is a 3.15-mile light rail extension located entirely underground with tunnels traveling east from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the UW campus, near Husky Stadium. The UW Station construction will include the station structure, finishes, mechanical and electrical work, and restoration of the Husky Stadium parking lot.

**FISCAL INFORMATION**

**Budget Table**

(Year of Expenditure \$000)

University Link	Adopted 2011 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	115,229	39,941		39,941	75,288
Preliminary Engineering	24,349	24,266		24,266	82
Final Design	87,633	76,053	1,700	77,753	9,880
Right of Way	152,332	124,797		124,797	27,535
Construction	1,158,183	713,121	8,300	721,421	436,762
Construction Services	95,726	66,250	2,000	68,250	27,476
Third Party Agreements	18,646	11,407		11,407	7,239
Vehicles	103,909	99,185		99,185	4,724
<b>Total Current Budget</b>	<b>1,756,007</b>	<b>1,155,020</b>	<b>12,000</b>	<b>1,167,020</b>	<b>588,987</b>

**ST Contribution by Phase**

Final Design	87,633	76,053	1,700	77,753	9,880
Construction	1,158,183	713,121	8,300	721,421	436,762
Construction Services	95,726	66,250	2,000	68,250	27,476
<b>Total Phases</b>	<b>1,341,542</b>	<b>855,424</b>	<b>12,000</b>	<b>867,424</b>	<b>474,118</b>

**Memorandum of Agreement (MOA) for  
Montlake Triangle Project (Contract  
Amount)**

	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
ST Contribution	-	-	12,000	12,000	12,000
UW Contribution	-	-	4,000	4,000	4,000
WSDOT Contribution	-	-	22,000	22,000	22,000
<b>Subtotal</b>	-	-	<b>38,000</b>	<b>38,000</b>	<b>38,000</b>
WSDOT Contribution - Project Reserve	-	-	5,000	5,000	5,000
<b>Total Contract</b>	-	-	<b>43,000</b>	<b>43,000</b>	<b>43,000</b>
Percent Contingency (Reserve)	0%	0%	13%	13%	13%

(B) COMMITTED TO DATE amounts are from Link WBS Report as of December 2010 + approved and pending board actions not recorded as of 12/31/10, or submitted after that date, and include allocated contingencies.

(C) THIS ACTION does not commit budget funds. Amounts shown reflect an estimate of how Sound Transit's share of costs for the Montlake Triangle Project (MTP) would break down by phase within the University Link project. Contract awards to provide final design, construction and construction services for MTP, and that accommodate cost sharing as described in the proposed MOA, will be separately presented in future actions for ST Board for consideration.

**SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

**EQUAL EMPLOYMENT WORKFORCE PROFILE**

Not applicable to this action.

**BACKGROUND**

The Federal Transit Administration (FTA) and Board-approved 2006 U-Link design included a station at UW on the east side of Montlake Boulevard, near Husky Stadium. The UW Station included a grade-separated pedestrian crossing of Montlake Boulevard NE, via a tunnel or bridge, with an option for an extended tunnel or bridge across NE Pacific Place and the Burke-Gilman Trail to provide access to the Rainier Vista corridor

and central campus. Resolution No. R2006-07 acknowledged that a profile decision would be made during final design after additional safety/security reviews and third party partnership negotiations.

Sound Transit committed to building a grade-separated crossing of the trail and NE Pacific Place to maintain connectivity between the UW Station and campus and alleviate concerns about the volume of transit patrons crossing the Burke-Gilman Trail. This mitigation measure is documented in the NEPA ROD issued in June 2006. The ROD also commits to improvements at existing crosswalks where Montlake Boulevard NE intersects with NE Pacific Place and NE Pacific Street.

Subsequent to the issuance of the FEIS and ROD, Sound Transit designed a grade-separated bridge as part of the UW Station final design. The grade-separated pedestrian bridge design extends from the station over Montlake Boulevard NE, NE Pacific Place, and the Burke-Gilman Trail, connecting to the eastern edge of the lower Rainier Vista on campus. The grade-separated pedestrian bridge design implements the 2006 design and the ROD mitigation measures relating to the Burke-Gilman Trail.

The MTP is a result of a directive from the Washington State Legislature for WSDOT to work with stakeholder agencies to develop transit connections in the SR-520 corridor, including improvements at the Montlake Triangle as a multimodal transit hub. The MTP was jointly developed by Sound Transit, UW, King County Metro, WSDOT, and Seattle Department of Transportation. These agencies worked together to evaluate various options for improvement of pedestrian connections between the UW Station and the central campus area; and improvements to bus and bicycle/trail facilities at the Montlake Triangle. The MTP revises the original project design to include an updated pedestrian and bicycle access plan and other landscape improvements to connect the UW Station to the central campus area while also improving light rail to bus transit connections and regional multi-purpose trail connections. The MTP implements the U-Link ROD commitments and also serves as partial mitigation for effects of the SR-520 Bridge Replacement Project.

The proposed MTP design would implement the grade-separated crossing of Montlake Boulevard NE, NE Pacific Place, and the Burke-Gilman Trail identified in the 2006 FSEIS and Record of Decision (ROD) with the following:

- A pedestrian and bicycle access bridge over Montlake Blvd. NE that would connect UW Station to the Montlake Triangle.
- Montlake Triangle pedestrian, bicycle, and bus stop improvements.
- A landscaped pedestrian bridge over a lowered NE Pacific Place and improved Burke-Gilman Trail.
- Improvements to the Lower Rainier Vista to enhance pedestrian connections between UW Station and central campus area.

All costs associated with final design, project administration, construction management, and construction of these facilities are included within the MTP budget.

Sound Transit's share of the project budget consists of an estimated \$8,000,000 in savings from removing the currently designed pedestrian bridge and a contribution of \$4,000,000 for a total amount of up to \$12,000,000, or 31 percent of the baseline project cost estimate. The MOA commits WSDOT to contribute up to \$22,000,000 and UW to contribute up to \$4,000,000, totaling approximately 69 percent of the baseline MTP cost, and further commits WSDOT to contribute \$5,000,000 to a MTP construction reserve fund. WSDOT's funding is already committed in the state 2011-2013 biennium budget for the SR-520 project. UW's funding is under consideration by their Board of Regents and scheduled for action on February 17, 2011. The MTP budget has several layers of contingencies and reserves built into the budget and procedures to ensure final design is consistent with baseline scope. If the total project costs exceed the overall MTP budget including WSDOT's \$5,000,000 project reserve, the agreement requires that the three parties will share the funding of such overruns proportionate to their contributions.

## **ENVIRONMENTAL COMPLIANCE**

FTA reviewed the proposed project modifications and provided NEPA approval on January 6, 2011. As SEPA lead agency, the University of Washington issued a SEPA addendum to the North Link FSEIS on January 14, 2011, with Sound Transit as co-lead agency.

Jl 2/4/11

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2006-07 – Selected the final route, profile, and station locations of North Link light rail project; selected the University Link portion of North Link to be constructed and operated as part of the Central Link Light Rail Project; authorized the steps necessary to complete final design and implementation of the University Link Project including securing a federal Full Funding Grant Agreement; increased the University Link lifetime Adopted 2006 Budget and revised the annual Adopted 2006 Budget; and for planning purposes reduced the minimum debt service coverage for the North King County subarea to 1.15x for the University Link Finance Plan.

## **TIME CONSTRAINTS**

A one month delay would introduce an equal delay in the design and construction schedule.

## **PUBLIC INVOLVEMENT**

In June and July 2010, Sound Transit participated in an intensive workshop process which included representatives from UW, King County Metro, WSDOT, the Seattle Department of Transportation, Seattle Design Commission, Pedestrian and Bicycle Advisory Committees. Two public steering committee meetings were held to review the recommendations of this group in July and August 2010. In October 2010, a summary report was published and distributed by WSDOT identifying the MTP as the preferred action. Additional progress reports were delivered to Seattle City Council, the Seattle pedestrian and bicycle advisory committees, and the Seattle Design Commission during the fall of 2010. The MTP was presented for and received schematic design approval from both the UW Architecture Commission and the Seattle Light Rail Review Committee on December 6 and 16, 2010 respectively. Finally, Sound Transit held a public open house on the proposed MTP design and its relationship to the UW Station on January 12, 2011.

## **LEGAL REVIEW**

LA 2/4/11

**MOTION NO. M2011-11**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a memorandum of agreement with the Washington State Department of Transportation and the University of Washington to implement the Montlake Triangle Project for the University Link project in the amount of \$38,000,000 with a project construction reserve of \$5,000,000, for a total authorized agreement amount not to exceed \$43,000,000, with a \$12,000,000 maximum contribution from Sound Transit.

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**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a memorandum of agreement with the Washington State Department of Transportation and the University of Washington to implement the Montlake Triangle Project for the University Link project in the amount of \$38,000,000 with a project construction reserve of \$5,000,000, for a total authorized agreement amount not to exceed \$43,000,000, with a \$12,000,000 maximum contribution from Sound Transit.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 24, 2011.



Aaron Reardon  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator