

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2006-39

Contract For East Corridor High Capacity Transit Services

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	5/4/06	Discussion/Possible Action	Paul Matsuoka, Chief Policy and Planning Officer Mike Williams, Project Development Manager Don Billen, Project Manager	(206) 398-5070 (206) 398-5145 (206) 398-5052

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	<input checked="" type="checkbox"/>
Sole Source	<input type="checkbox"/>	Amend Existing Contract/Agreement	<input type="checkbox"/>
Agreement with Other Jurisdiction(s)	<input type="checkbox"/>	Budget Amendment	<input type="checkbox"/>
Real Estate	<input type="checkbox"/>	Property Acquisition	<input type="checkbox"/>

PROJECT NAME

Phase II Planning Project – East Corridor

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract to provide the first portion of engineering, environmental, and public outreach services of a multi-part project with CH2M Hill for the Phase II East Corridor High Capacity Transit project in the amount of \$3,960,521 with a contingency of \$396,052 for a total authorized contract amount not to exceed \$4,356,573.

KEY FEATURES of PROPOSED ACTION

- The consultant contract included in this action further advances planning in the East Corridor by developing and analyzing multiple route and alignment alternatives in the East Corridor between I-90, Bellevue, and Redmond. This work will provide the basis for initiating NEPA/SEPA project level environmental review, conceptual engineering and project level public involvement in the corridor.
- Until a mode choice decision is made by the Sound Transit Board, the route and alignments developed will be capable of supporting either rail convertible bus rapid transit or light rail transit. Additionally, the design, traffic, operations, and environmental analyses advanced under this contract will be available as required to support ST2 planning assumptions and decisions.
- Performing this work will allow Sound Transit to refine ST2 cost estimates and better coordinate East Corridor high capacity transit with other projects and studies in the corridor, including: final design of the I-90 two-way transit and HOV operations project, the City of Bellevue Bel-Red Corridor Study, and the City of Redmond Overlake Neighborhood Plan and Downtown High Capacity Transit Studies.

- The CH2M Hill consultant team includes integrated civil, systems, environmental, project control, transit operations, and public outreach capabilities. The proposed contract with CH2M Hill includes an option to negotiate a future amendment(s) for the completion of preliminary engineering and environmental documentation. The option gives Sound Transit the ability to utilize the consultant knowledge gained during advance planning for future project level review, if satisfied with the contractor's performance during this initial effort.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

The proposed action is consistent with the current adopted budget and is affordable within the agency's long-term financial plan and sub area financial capacity. The action will have no new revenue impact on Sound Transit.

The budget for this action is in the operating budget of the Phase II Planning Project which is on page 33 of the 2006 Adopted Budget. The Phase II Planning Project has a lifetime budget of \$38.7 million and a 2006 budget of \$16.3 million, of which \$4.5 million is budgeted for the East Corridor High Capacity Transit Project.

BUDGET TABLE

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

Action Item: Contract with CH2M Hill for East Corridor High Capacity Transit project

	(A) Current Approved Contract Value	(B) Spent to Date As of 2/9/06	(C) Proposed Action	(D) Proposed Total Contract Value
Contract Budget				
CH2M Hill - East Corridor project			3,961	3,961
Contingency		-	396	396
Total	-	-	4,357	4,357
Percent Contingency	0%	0%	10%	10%

Direct Charge Budget	2006 Budget	Spent to Date	This Action	Budget Suplus (Shortfall)
Phase II Planning Project	4,500		4,357	143
Total Account	4,500	-	4,357	143

Notes

The budget for the Phase II Planning Project is on page 33 of the 2006 Adopted Budget

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

CH2M Hill is the prime consultant for this contract. In the consultant selection process, CH2M Hill committed to utilize M/W/DBE and small businesses for 26% of all work (engineering, environmental, and public outreach services) over the life of the contract.

For this initial work, CH2M Hill is committed to a 20.2% M/W/DBE and Small Business participation goal for this contract. As design and environmental review advances through preliminary engineering, additional M/W/DBE and Small Business participation will occur in the areas of air quality, surveying, right of way, noise and vibration, and architecture. If this contract is amended to exercise the option for the completion of preliminary engineering and environmental documentation and other related services, CH2M Hill will utilize M/W/DBE and small businesses to meet its overall commitment of 26% on the contract as a whole.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Bolima Drafting	MBE/DBE	0.9%	\$34,052
Grijalva Engineering	MBE/DBE	2.4%	\$96,083
Historical Research Association	Small business	0.7%	\$25,652
KBA/Kristen Betty & Associates	WBE/DBE	2.3%	\$90,783
Langton Spieth	Small business	1.1%	\$42,560
Michael Minor	MBE/DBE	0.7%	\$28,150
Milbor Pita	MBE/DBE	1.7%	\$65,433
Mirari Associates	MBE/DBE	3.6%	\$144,021
Pacific Communications Consultants	MWBE/DBE	0.2%	\$8,000
PRR	MWBE/DBE	5.0%	\$201,411
Tres West Engineers	DBE	0.8%	\$31,667
Virginkar and Associates	MBE/DBE	0.8%	\$32,821
Total		20.2%	\$800,633

EEO Commitment

In the selection process, CH2M Hill provided an EEO profile over the life of the contract of 23% People of Color and 17% Women. The EEO profile of personnel identified to work on the activities of this proposed action is 35% People of Color and 22% Women.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The East Corridor High Capacity Transit Project will provide either light rail or rail convertible bus rapid transit between Seattle and Redmond via I-90 and Bellevue. The project also includes a transit operations and maintenance facility.

The history of high capacity transit planning in the East Corridor dates back to the early 1960's with a report to the Puget Sound Conference of Governments recommending construction of a rapid transit line between Seattle and Bellevue.

The 1976 Memorandum Agreement for the configuration and operation of the I-90 roadway between Bellevue and Seattle specified that “the I-90 facility shall be designed and constructed so that conversion of the transit roadway to fixed guideway is possible.” The Agreement was approved by the Cities of Mercer Island, Bellevue, and Seattle; King County; Metro Transit; and the Washington State Department of Transportation.

Sound Transit's 1996 adoption of the Regional Transit Long-Range Vision and Sound Move - the Regional Transit System Plan established the agency's long-range plan. The Long-Range Vision included a potential rail extension in the I-90/East Corridor.

The I-90 Two-Way Transit and HOV Operations project was initiated in 1998 to address the lack of priority for transit in the reverse-peak direction in the I-90 corridor. The purpose of the project was to provide reliable two-way transit and HOV operations between Bellevue and Seattle while minimizing impacts to the environment and other users and transportation modes.

At its July 15, 2003 meeting, the I-90 Steering Committee identified its ultimate configuration for I-90, with High Capacity Transit (HCT) in the center roadway. The Committee identified Alternative R-8A (HOV lanes on the outer roadways) as the first step toward the ultimate configuration of I-90. In November 2003, the Sound Transit Board identified Alternative R-8A as the preferred alternative for the I-90 project. The Board also directed staff to negotiate an amendment to the Memorandum Agreement to address the I-90 Steering Committee's recommendations.

On August 12, 2004, the Sound Transit Board amended Sound Move to include HOV lanes on the outer roadways, to select Alternative R-8A as the project to be built, and to enter into an amendment to the Memorandum Agreement for I-90 which identifies Alternative R-8A as the first step toward the ultimate configuration for I-90 with (HCT) in the center roadway.

The cities and agencies that participated on the I-90 Steering Committee, and were signatories to the 1976 Memorandum Agreement on I-90, approved the amendment to the Memorandum Agreement which calls for the implementation of Alternative R-8A and establishes guiding principles regarding the ultimate configuration of I-90 with HCT in the center roadway. The amendment and the proposed change to I-90 were approved by the State Transportation Commission, as required by the I-90 Memorandum Agreement, on September 16, 2004.

On June 1, 2005, Sound Transit released a Supplemental Environmental Impact Statement (Supplemental EIS) to update its plan-level environmental analysis and to inform regional transit project decisions. Like the 1993 EIS which it supplements, the Supplemental EIS provides plan-level environmental review to be followed, as appropriate, by more detailed project-level environmental review for specific project elements.

In July 2005 following the completion of appropriate planning studies, the Sound Transit Board designated Seattle to Redmond via I-90 and Bellevue as a light rail or rail convertible bus rapid transit corridor in the Regional Transit Long Range Vision. Subsequently, staff developed a representative high capacity transit alignment in this corridor for the purpose of ST2 planning. The representative alignment is not a preferred alternative but was developed for the purposes of providing ST2 planning level cost and ridership estimates for light rail and rail convertible bus rapid transit.

In September 2005, Sound Transit and the Washington State Department of Transportation conducted a load test on the I-90 Bridge over three days. This full-scale test was launched to provide additional information to complement and affirm modeling work and structural analyses prepared by WSDOT consulting engineers in 2001 which showed that the bridge is capable of carrying Sound Transit's light rail system. Results of this load test confirmed previous findings.

The consultant contract and Sound Transit scope of work included in this action further advance planning in the East Corridor by developing and analyzing multiple alignment alternatives in the East Corridor between I-90, Bellevue, and Redmond. This work will provide the basis for initiating NEPA/SEPA project level environmental scoping and public involvement in the corridor.

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2005-86	Task Order with Washington Department of Transportation for light rail simulation on the I-90 Floating Bridge	7/28/05
R2005-18	Amending the Adopted 2005 Budget for High Capacity Transit Phase 2 Planning for payment to the Washington State Department of Transportation for light rail simulation on the I-90 Floating Bridge	7/28/05
R2005-14	Adoption of the Regional Transit Long-Range Plan designating Seattle to Redmond via I-90 and Bellevue as light rail or rail convertible bus rapid transit	7/7/05
M2005-19	Executed Agreement GCA 3536 Task Order #12 with the Washington State Department of Transportation for design services for Stage 1 of the I-90 Two-Way Transit and HOV Operations project.	5/18/05
M2004-63	Authorized the Chief Executive Officer to enter into an amendment to the I-90 Memorandum Agreement.	8/12/04
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.	8/12/04
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.	11/13/03
M2003-99	Identified Alternative R-8A as the preferred alternative for the I-90 Two-Way Transit and HOV Operations Project.	11/13/03
Resolution 73	Adoption of the Regional Transit Long-Range Vision identifying the I-90/East Corridor as a potential rail extension	5/31/96

CONSEQUENCES of DELAY

A short-term delay would not create adverse impacts on the project.

PUBLIC INVOLVEMENT

East Corridor High Capacity Transit is included in the Regional Transit Long-Range Vision updated in 2005. The process of updating the long-range vision included:

- Scoping for the Supplemental Long-Range Plan EIS (mailings, announcements, meeting logistics, five public meetings to solicit public comment)
- Draft SEIS (released December 2, 2004)
- 10 public hearings (January 2005) to solicit public comment on the draft SEIS
- Draft Long-Range Plan (released for public review April 28, 2005)
- 14 public meetings to solicit input on the draft Long-Range Plan (May/June 2005)
- Active public outreach through varied methods, such as:
 - Transit Squads distributing information at transit centers, rail stations and park-and-rides
 - Mall Patrols at regional shopping malls, handing out ST materials and answering questions
 - Fairs and Festivals Outreach targeting selected events throughout the five subareas
 - Three Traveling Displays circulating to libraries and city halls, around the region
- Response to more than 1,000 public comments on the draft SEIS

ENVIRONMENTAL COMPLIANCE

JI 4/11/06

LEGAL REVIEW

JW 4/26/06

SOUND TRANSIT

MOTION NO. M2006-39

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract to provide the first portion of engineering, environmental, and public outreach services of a multi-part project with CH2M Hill for the Phase II East Corridor High Capacity Transit project in the amount of \$3,960,521 with a contingency of \$396,052 for a total authorized contract amount not to exceed \$4,356,573.

Background:

The East Corridor High Capacity Transit project will provide either light rail or rail convertible bus rapid transit between Seattle and Redmond via I-90 and Bellevue. Within ST2, the eastern limits of the project may be in Bellevue or Redmond. The project also includes a transit operations and maintenance facility.

The consultant contract and Sound Transit scope of work included in this action further advance planning in the East Corridor by developing and analyzing multiple alignment alternatives in the East Corridor between I-90, Bellevue, and Redmond. This work will provide the basis for initiating NEPA/SEPA project level environmental scoping and public involvement in the corridor.

Until a mode choice decision is made by the Sound Transit Board, the route and alignments developed will be capable of supporting either rail convertible bus rapid transit or light rail Transit. Additionally, the design, traffic, operations, and environmental analyses advanced in this proposed action will be available as required to support ST2 planning assumptions and decisions.

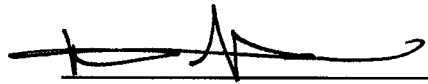
Performing this work will allow Sound Transit to refine ST2 cost estimates and better coordinate East Corridor high capacity transit with other projects and studies in the corridor, including: final design of the I-90 two-way transit and HOV operations project, the City of Bellevue Bel-Red Corridor Study, and the City of Redmond Overlake Neighborhood Plan and Downtown High Capacity Transit Studies.

The CH2M Hill consultant team includes integrated civil, systems, environmental, project control, transit operations, and public outreach capabilities. The proposed contract with CH2M Hill includes an option to negotiate a future scope for the completion of preliminary engineering and environmental documentation. The option gives Sound Transit the ability to utilize the consultant knowledge gained during advance planning for future project level review, if satisfied with the contractor's performance during this initial effort.

Motion:

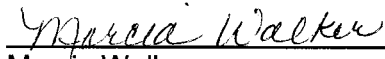
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract to provide the first portion of engineering, environmental, and public outreach services of a multi-part project with CH2M Hill for the Phase II East Corridor High Capacity Transit project in the amount of \$3,960,521 with a contingency of \$396,052 for a total authorized contract amount not to exceed \$4,356,573.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 4, 2006.



Fred Butler
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator