

MOTION NO. M2014-34

**Amendment to the Task Order Agreement for Final Design Services for the I-90 Two-Way Transit and HOV Operations, Stage 3 Project**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	05/08/14	Recommendation to the Board	Ahmad Fazel, DECM Executive Director <b>Jim Edwards, Deputy Executive Director, Design &amp; Engineering</b>
Board	05/22/14	Final Action	<b>Paul Bennett, Corridor Design Manger</b>

PROPOSED ACTION

Authorizes the chief executive officer to execute an amendment to the existing 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 \$2,085,000, plus a Sound Transit-controlled contingency in the amount of \$550,000, for a new total authorized agreement amount not to exceed \$20,675,000.

KEY FEATURES SUMMARY

- This action to amend a Task Order Agreement with the Washington State Department of Transportation (WSDOT) for the I-90 Two-Way Transit and HOV Operations, Stage 3 Project will allow completion of final design. Additional design efforts were required to meet evolving Fire and Life Safety requirements and conduct additional design reviews to resolve and complete technical design requirements.
- Approval of this action authorizes a Sound Transit controlled-contingency of \$550,000 to address any unanticipated WSDOT staff costs through the life of the Task Order which is expected to be closed by June 2015.

BACKGROUND

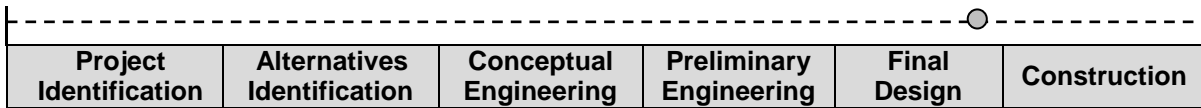
The I-90 Two-Way Transit and HOV Operations, Stage 3 Project is the final phase of the addition of high-occupancy vehicle (HOV) lanes in the outer I-90 roadways identified in Sound Move. Stages 1 and 2 have been completed and consisted of HOV lane additions now being used on I-90 between Bellevue and Mercer Island. The project will add HOV lanes on I-90 in both the eastbound and westbound directions between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. The project will also upgrade and retrofit fire, life, safety and other systems in the Mount Baker and Mercer Island/First Hill tunnels, and also includes dowel bar retrofit work on the west side of Lake Washington, and the installation of pedestrian railing on the I-90 floating bridge.

Additional Stage 3 design efforts have been required to meet evolving Fire and Life Safety requirements, to research new fire detection and response systems, and to coordinate with local and national agencies on system retrofits to 30-year-old structures. It became necessary to research alternative technologies associated with early fire detection and to provide a fire response system capable of early start up and a longer event response. Three field pan fire tests of those systems were required that were not planned for in the original scope of work. As new field information was developed, a complete redesign of the tunnel ventilation system was required along with the design of a new emergency public egress system within the Mount Baker Tunnel. The proposed Fire and Life Safety upgrades in this action have been approved by the Seattle Fire Department, the Mercer Island Fire Department, and the Federal Highway Administration.

In addition to completing the I-90 HOV system, construction of Stage 3 is also critical to the East Link schedule. Construction of East Link cannot begin until the Stage 3 project has been completed, which will allow the I-90 center roadway to be closed and committed to the East Link Extension. Over the past two years, Sound Transit and WSDOT staffs have been coordinating project schedules with the goals of optimizing the schedules for both projects to ensure a seamless transition between completing and activating the additional I-90 HOV lanes, the closure of I-90's center roadway, and the start of construction of East Link in the center roadway. Sound Transit and WSDOT have defined June 2017 as the planned date for such a transition. East Link is currently scheduled to begin service in 2023.

A 2004 Final Environmental Impact Statement (FEIS) was completed in compliance with the Washington State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) for the I-90 Two-Way Transit and HOV Operations Stage 3 Project and the Federal Highway Administration issued a Record of Decision (ROD) for this project in 2004 and the Federal Transit Administration issued a ROD in 2011.

**PROJECT STATUS**



Projected Completion Date for Final Design: 3Q 2014  
 Project scope, schedule and budget summary located on page 7 of the December 2013 Agency Progress Report for Regional Express I-90 Two Way Transit and HOV Operations, Stage 3

**FISCAL INFORMATION**

This action increases the task order agreement with WSDOT for final design by \$2.6M which includes a \$550,000 contingency to cover potential risk. This contingency is under the control of Sound Transit. There is sufficient budget authority to support this action.

This action is a companion action to Resolution R2014-09 which amends the I-90 Two Way Transit and HOV Operations, Stage 3 Project and increases the project to its baseline budget. The table displayed below assumes the adoption of the baseline budget.

<b>I-90 Two-Way Transit &amp; HOV Operations, Stage 3</b>	<b>Amended 2014 TIP</b>	<b>Committed to Date</b>	<b>This Action</b>	<b>Board Approved Plus Action</b>	<b>Uncommitted / (Shortfall)</b>
Agency Administration	3,648	1,044		1,044	2,604
Preliminary Engineering	1,549	1,549		1,549	(0)
Final Design	22,121	18,040	2,635	20,675	1,446
Right of Way				-	-
Construction	198,330	-	-	-	198,330
Construction Services				-	-
Third Party Agreements				-	-
Vehicles				-	-
Contingency			-	-	-
<b>Total Current Budget</b>	<b>225,648</b>	<b>20,633</b>	<b>2,635</b>	<b>23,268</b>	<b>202,380</b>

**Phase Detail - Final Design**

WSDOT	20,942	18,040	2,635	20,675	267
Other Phase Work	399				399
Unallocated Contingency	780		-		780
<b>Total Phase</b>	<b>22,121</b>	<b>18,040</b>	<b>2,635</b>	<b>20,675</b>	<b>1,446</b>

<b>WSDOT Agreement Detail</b>	<b>Board Approvals To Date</b>	<b>Current Approved Contract Status</b>	<b>Proposed Action</b>	<b>Proposed Total for Board Approval</b>
WSDOT	16,400	16,400	2,085	18,485
Contingency	1,640	1,640	550	2,190
Total Contract	18,040	18,040	2,635	20,675
<b>Percent Contingency</b>	<b>10%</b>	<b>10%</b>	<b>26%</b>	<b>12%</b>

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

The Project budget is located on page 69 of 198 of the 2014 Transit Improvement Plan (TIP)

## SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

### Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

While this project will be jointly funded by the Washington State Department of Transportation (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.

## PUBLIC INVOLVEMENT

Sound Transit and WSDOT have worked as partners throughout this project, which began with Stage 1 in 2005. WSDOT has taken the lead on communications and community outreach for this project with Sound Transit Community Outreach providing a supporting role. Throughout the project, the community involvement strategy has provided neighboring communities with the opportunity to learn about the project, and to meet with staff and provide comments and questions.

Community outreach tools and tactics for this project include:

- Maintaining up-to-date project information on WSDOT and Sound Transit websites;
- Using all available WSDOT and Sound Transit social media channels to keep the public informed, including Twitter, GovDelivery email updates, YouTube, blogs, etc.;
- Maintaining contact with the public, neighbors, commuters and stakeholders through open house meetings, presentations, print materials and local events;
- Engaging the local media in affected communities.

Target audiences for community outreach tools and tactics include:

- Transit and non-transit commuters;
- Residents and businesses affected by construction and road closures;
- Truck drivers;
- Bicycle and pedestrian community
- Transit agencies;
- Mercer Island, Seattle and Bellevue residents and affected businesses;
- Various media outlets; and
- Local elected officials.

## TIME CONSTRAINTS

A one month delay would impact continuing design because fund commitments will be exceeded by June 2014. A delay could potentially cause the design to stop until additional funding is authorized.

## PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2011-36: Authorized 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.

Motion No. M2010-14: Authorized the chief executive officer to execute Agreement GCA 3361 Task Order A-I 2 with the Washington State Department of Transportation 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% 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) amended 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) amended 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 officer 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, Stage 2 Project in the amount of \$1,954,782 with a contingency of \$195,478, for a total authorized Task Order 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 Washington State Department of Transportation 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 5% 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 the chief executive officer to execute Agreement GCA 3536 Task Order #12 with the Washington State Department of Transportation for design services for the I-90 Two-Way Transit and HOV Operations project (#382) necessary to complete 30% design for certain project elements that were deferred during the Preliminary Engineering/Environmental Documentation phase and to prepare final design for Stage 1 of construction in the amount of \$3,398,911 with a contingency of \$339,891 for a total authorized amount not to exceed \$3,738,802, contingent upon execution of a letter of agreement between Sound Transit and the Washington State Department of Transportation which communicates that the Washington State Department of Transportation will reimburse Sound Transit for funding final design of the HOV lane components of Stage 1.

Motion No. M2004-63: Authorized the chief executive officer to enter into an Amendment to the 1976 Memorandum Agreement for I-90.

Resolution No. R2004-09: Amended Sound Move to provide for two-way transit and HOV operations in the outer roadways of I-90 between Seattle and Bellevue and to select Alternative R-8A as the project to be built for the I-90 Two-Way Transit and HOV Project.

Motion No. M2003-120: Directed staff to immediately negotiate an agreement with the parties to the 1976, I-90 Corridor Agreement to define the ultimate configuration for I-90, consistent with appropriate planning activities and environmental studies, and to work with regional partners to accelerate planning for future High Capacity Transit (HCT) investments in the I-90 corridor by analyzing various HCT alternatives consistent with the Metropolitan Transportation Plan and the update of the Regional Transit Long-Range Vision.

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

Motion No. M2003-17: Authorized the Executive Director to execute a supplement Task Order 1B to the existing agreement with WSDOT, GCA 1234, Task Order 4, for the completion of the environmental process and associated preliminary engineering work of the I-90 Project in the amount of \$764,548, with a contingency of \$67,000, for a total of \$831,548, and a new total authorized contract amount not exceed \$2,937,252.

Motion No. M2001-75: Provided direction to Sound Transit staff on the appropriate level of environmental documentation for the three build alternatives for the I-90 Two-Way Transit Operations Project, pending Federal Highway Administration (FHWA) determination on including Alternative R-8A in the environmental analysis.

Motion No. M2001-07: Provided direction on the approach for completing the analysis of the three build alternatives for the I-90 Two-Way Transit Operations Project.

Motion No. M2000-112: Authorized the Executive Director to execute a Task Order with the Washington State Department of Transportation (WSDOT) for services toward completion of the environmental documentation and preliminary design phase for the Sound Transit Mercer Island/I-90 Project, for a total authorized amount not exceed \$768,460.

Resolution No. R98-12: Authorized the Executive Director to execute a Master Agreement for Civil Support Services with Washington State Department of Transportation (WSDOT) covering projects within the geographic areas of Federal Way, Mercer Island, Kirkland, and Lynnwood.

## ENVIRONMENTAL REVIEW

JI 4/21/2014

## LEGAL REVIEW

BN 05/02/2014

## **MOTION NO. M2014-34**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute an amendment to the existing 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 \$2,085,000, plus a Sound Transit-controlled contingency in the amount of \$550,000, for a new total authorized agreement amount not to exceed \$20,675,000.

### **BACKGROUND:**

The I-90 Two-Way Transit and HOV Operations, Stage 3 Project is the final phase of the addition of high-occupancy vehicle (HOV) lanes in the outer I-90 roadways identified in Sound Move. Stages 1 and 2 have been completed and consisted of HOV lane additions now being used on I-90 between Bellevue and Mercer Island. The project will add HOV lanes on I-90 in both the eastbound and westbound directions between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. The project will also upgrade and retrofit fire, life, safety and other systems in the Mount Baker and Mercer Island/First Hill tunnels, and also includes dowel bar retrofit work on the west side of Lake Washington, and the installation of pedestrian railing on the I-90 floating bridge.

Additional Stage 3 design efforts have been required to meet evolving Fire and Life Safety requirements, to research new fire detection and response systems, and to coordinate with local and national agencies on system retrofits to 30-year-old structures. It became necessary to research alternative technologies associated with early fire detection and to provide a fire response system capable of early start up and a longer event response. Three field pan fire tests of those systems were required that were not planned for in the original scope of work. As new field information was developed, a complete redesign of the tunnel ventilation system was required along with the design of a new emergency public egress system within the Mount Baker Tunnel. The proposed Fire and Life Safety upgrades in this action have been approved by the Seattle Fire Department, the Mercer Island Fire Department, and the Federal Highway Administration.

In addition to completing the I-90 HOV system, construction of Stage 3 is also critical to the East Link schedule. Construction of East Link cannot begin until the Stage 3 project has been completed, which will allow the I-90 center roadway to be closed and committed to the East Link Extension. Over the past two years, Sound Transit and WSDOT staffs have been coordinating project schedules with the goals of optimizing the schedules for both projects to ensure a seamless transition between completing and activating the additional I-90 HOV lanes, the closure of I-90's center roadway, and the start of construction of East Link in the center roadway. Sound Transit and WSDOT have defined June 2017 as the planned date for such a transition. East Link is currently scheduled to begin service in 2023.

A 2004 Final Environmental Impact Statement (FEIS) was completed in compliance with the Washington State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) for the I-90 Two-Way Transit and HOV Operations Stage 3 Project and the Federal Highway Administration issued a Record of Decision (ROD) for this project in 2004 and the Federal Transit Administration issued a ROD in 2011.

**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 an amendment to the existing 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 \$2,085,000, plus a Sound Transit-controlled contingency in the amount of \$550,000, for a new total authorized agreement amount not to exceed \$20,675,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 22, 2014.

  
\_\_\_\_\_  
Paul Roberts  
Board Vice Chair

ATTEST:

  
\_\_\_\_\_  
Marcia Walker  
Board Administrator