

MOTION NO. M2017-158

Task Order Agreement with WSDOT for Construction Services of the I-5 Lynnwood-Mountlake Terrace Bus-on-Shoulder improvement project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	12/14/2017	Final Action	Don Billen, PEPD Executive Director Kamuron Gurol, Corridor Director Eric Chipps, Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a task order with Washington State Department of Transportation to provide construction services for improvements that will allow authorized transit buses to operate on a segment of the inside southbound shoulder of I-5 for the purpose of bypassing congestion on the adjacent HOV lane and enhancing transit service speed and reliability in the amount of \$265,421, with a 5% contingency of \$14,579, for a total authorized contract amount not to exceed \$280,000, contingent upon Board approval of the 2018 Budget.

KEY FEATURES SUMMARY

- The I-5 Lynnwood-Mountlake Terrace shoulder improvements are undertaken as an element of the “Bus-on-Shoulder” (BOS) ST3 Early Deliverables Program.
- This Task Order will provide construction services including:
 - Improvements to the pavement, drainage, striping, signage and other features as necessary along the southbound inside shoulder of I-5 between 44th Ave West in Lynnwood and 236th St SW that together create a special use shoulder for transit buses; and
 - Construction management services to include inspection, project control, and quality assurance.
- The improvements will be constructed as a Task Order issued under the Umbrella Construction Agreement between the Washington State Department of Transportation (WSDOT) and Sound Transit that was approved by the Board in 2002.

BACKGROUND

The purpose of BOS program is to improve transit speed and reliability by enabling buses to avoid schedule delays through the use of shoulders on freeways and other state route facilities during periods of congestion in general traffic and/or HOV lanes. Projects implemented under this program will require coordination and further study with transit partners, WSDOT, and the Federal Highway Administration (FHWA) in order to determine locations that may be feasible for this program. Funding of the program is provided by Sound Transit, and management of the program will be led by WSDOT with oversight from Sound Transit.

The location and extent of the improvements were determined by WSDOT in consultation with Community Transit and Sound Transit. Both agencies provide fixed-route bus services along I-5 through the project area (with Community Transit operating Sound Transit’s ST Express bus routes). These services currently experience chronic delays to their schedule due to traffic congestion on the inside HOV lane and general purpose lanes.

The existing shoulder adjacent to the HOV lane will require relatively minimal modifications or additions to signage, pavement, drainage, striping and other roadway features in order to allow

buses to enter, travel along, and exit the shoulder in order to bypass adjacent traffic. WSDOT has completed design and environmental review of this segment. WSDOT policy will require bus speeds to be limited to 35 mph or 10 mph above the average speed of traffic adjacent to the shoulder, whichever is less.

WSDOT intends to advertise this project as soon as authorized by Sound Transit through the Task Order, which could occur before the end of 2017. Construction is anticipated to begin 3Q 2018, with the project in service by the end of the year.

WSDOT will be responsible for all environmental compliance, construction, operation and maintenance of the project.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion: 4Q 2018

FISCAL INFORMATION

The Bus on Shoulder program is part of the early deliverable projects in the ST3 plan approved by voters in 2016. The Bus on Shoulder program completed Phase Gate – Gate 1 – Establish Project in November. The initial project allocation for this program was included in the 2018 Proposed Transit Improvement Plan.

Contingency on the adoption of the 2018 Proposed Budget and Transit Improvement Plan, this action is within the Authorized Project Allocation to Date and sufficient monies remain after approval of the action to fund the remaining work in the Preliminary Engineering phase as contained in the current cost estimates.

The Authorized Project Allocation to Date for the new Bus on Shoulder Project is \$3,878,000. Within that amount \$280,000 has been allocated to the Construction phase. The proposed action would commit the whole amount of \$280,000 to this line item.

Bus on Shoulder Project

(in thousands)

Project Phase	2018 Authorized Project Allocation to Date*	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$905	\$	\$	\$	\$905
Preliminary Engineering	2,150				2,150
Third Parties	418	413		413	6
Right of Way	125				125
Construction	280		280	280	
Total Current Budget	\$3,878	\$413	\$280	\$693	\$3,186

Phase Detail - Construction

WSDOT	\$280	\$	\$280	\$280	\$
Total Phase	\$2,150	\$	\$280	\$	\$

WSDOT Agreement GCA 3361

Task Order Details	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Agreement Amount	\$	\$	\$265	\$265
Contingency Amount			15	\$15
Total Agreement Amount	\$	\$	\$280	\$280
Percent Contingency	0%	0%	5%	5%

Notes:

* 2018 Authorized Project Allocation to Date is pending the Board approval.

Amounts are expressed in Year of Expenditure.

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

For detailed project information, see page 52 of the Proposed 2018 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION, APPRENTICESHIP UTILIZATION

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Washington State Department of Transportation (WSDOT) will be providing construction services and will establish Small Business and DBE goals 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.

PUBLIC INVOLVEMENT

Not applicable to this action

TIME CONSTRAINTS

A one-month delay would not create a significant impact to the project schedule.

PRIOR BOARD ACTIONS

Motion No. M2002-72: Authorized the Executive Director to negotiate and execute an umbrella agreement with WSDOT for construction administration of Sound Transit projects to be constructed on WSDOT right-of-ways in accordance with key provisions; and further directing the Executive Director to negotiate additional agreements or amend existing agreements to address outstanding issues regarding HOV speed and reliability standards, Link Light Rail use of State right of way, continuing control requirements, reimbursement of Sound Transit funding and adjustment of Land Bank credits.

ENVIRONMENTAL REVIEW

KH 12/6/17

LEGAL REVIEW

JW 12/7/17

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A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a task order with Washington State Department of Transportation to provide construction services for improvements that will allow authorized transit buses to operate on a segment of the inside southbound shoulder of I-5 for the purpose of bypassing congestion on the adjacent HOV lane and enhancing transit service speed and reliability, in the amount of \$265,421, with a 5% contingency of \$14,579, for a total authorized contract amount not to exceed \$280,000 contingent upon Board approval of the 2018 Budget.

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MOTION:

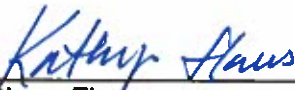
It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a task order with Washington State Department of Transportation to provide construction services for improvements that will allow authorized transit buses to operate on a segment of the inside southbound shoulder of I-5 for the purpose of bypassing congestion on the adjacent HOV lane and enhancing transit service speed and reliability, in the amount of \$265,421, with a 5% contingency of \$14,579, for a total authorized contract amount not to exceed \$280,000 contingent upon Board approval of the 2018 Budget.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 14, 2017.



Fred Butler
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator