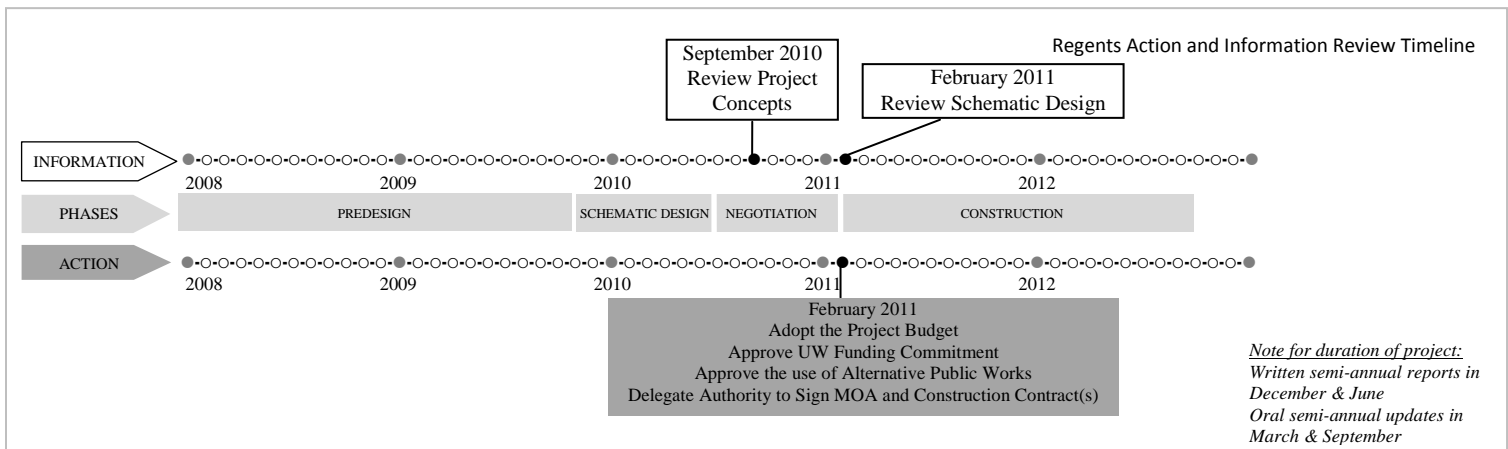


VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Montlake Triangle Project (formerly Rainier Vista Pedestrian Land Bridge) – Adopt Project Budget, Approve UW Funding Commitment, Approve the Use of Alternative Public Works, Delegate Authority to Sign a Memorandum of Agreement, Delegate Authority to Sign Construction Contract(s), and Review Schematic Design (for information only)

RECOMMENDED ACTION:

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents:

- 1) Adopt the Project Budget for the Montlake Triangle Project (MTP) at \$38 million;
- 2) Approve a University of Washington funding commitment of \$4 million;
- 3) Approve the use of Alternative Public Works (General Contractor/ Construction Manager - GC/CM);
- 4) Delegate authority to the President to sign a three party Memorandum of Agreement (MOA) between the Washington State Department of Transportation (WSDOT), Sound Transit (ST) and the University of Washington (UW); and
- 5) Delegate authority to the President to sign construction contract(s).

PROJECT BACKGROUND:

Sound Transit (ST) is required to have a grade separated crossing at the Burke Gilman Trail as part of the pedestrian access to and from the light rail station at

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Husky Stadium and ensure improvement of non-motorized transportation connections between Montlake Boulevard (SR 513) and the Burke Gilman Trail. WSDOT is responsible for the completion and connectivity of the SR 520 regional trail system and, as such, serve as mitigation for effects resulting from the SR 520 I-5 to Medina project.

Sound Transit's original UW approved solution was to provide a 710 foot long pedestrian bridge over Montlake Blvd, Pacific Place, and the Burke Gilman Trail to connect the station to the south end of Rainier Vista.

During the permitting review, Seattle Department of Transportation (SDOT) requested a study be performed to see if there was an equal, if not better, alternative to the bridge. A committee comprised of ST, the UW and SDOT concluded there was indeed a better alternative that used the Rainier Vista Concept Plan (RVCP) as the basis of the design.

In April 2010, the WSDOT SR 520 project announced their preferred alternate for the Montlake Triangle interchange which included portions of the University's RVCP. As part of the preferred alternate review process, additional criteria were introduced mandating all pedestrian crossing concepts be evaluated anew. The result was an agreement that a bridge from the transit station across Montlake boulevard with an incorporated bike ramp on the east side of Montlake onto the triangle was the best solution to accommodate WSDOT needs in addressing regional bike trail requirements.

PROJECT DESCRIPTION:

The scope of the Montlake Triangle Project (MTP) lowers NE Pacific Place and constructs a land bridge that will connect the Montlake triangle with the lower Rainier Vista in a seamless pedestrian experience. Transit patrons will access the triangle via a combination of existing crosswalks and a new mid-block bridge across Montlake connecting directly to the new ST University of Washington Station and Husky Stadium Plaza.

The MTP will consist of three subprojects that will be constructed sequentially and scheduled to minimize impacting light rail tunnel and Husky Stadium

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renovation haul routes designated by the City of Seattle. These subprojects consist of:

- Montlake Pedestrian Bridge: This subproject will be designed and constructed under the management of Sound Transit. ST will construct a new bridge from the light rail station head house to the Montlake Triangle replacing their originally approved pedestrian bridge. They will also construct a new bicycle accessible pedestrian ramp connecting to the public Montlake Blvd sidewalk south of the station headhouse. The budget for this subproject is set at \$11.4 million.
- Rainier Vista Land Bridge Civil/Structural (RVLB): This subproject will be designed and constructed under the management of the UW. UW will lower NE Pacific Place, add light weight “fill” to raise the top of the Montlake Triangle, fill in the roadway which connects to the below grade entrance to the UW Triangle Garage northwest to Stevens Way and construct a “land bridge” connecting Rainier Vista to the Montlake Triangle. The budget for this subproject is set at \$20.8 million.
- Rainier Vista Land Bridge landscaping, hardscaping and finishes: This subproject will be designed and constructed under the management of the UW. UW will install hardsurface pathways, lighting, irrigation, trees and shrubbery from Stevens Way along the lower Rainier Vista, over the land bridge, the top of the Montlake Triangle and under the land bridge along the newly lowered NE Pacific Place. The budget for this subproject is set at \$4.5 million.

PREVIOUS ACTIONS:

Specific to the Montlake Triangle Project, there has been one previous item brought before the regents:

September 2010 – Review Project Concept

Previous to that, the Rainier Vista Land Bridge Project, which is now incorporated into the MTP, was brought before the Regents on three occasions. However, these previous approvals are not applicable on the MTP.

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PROJECT BUDGET AND FUNDING:

The project budget for the three subprojects, plus \$1.3 million for work accomplished to date and permitting is set at \$38 million. Funding commitments for this project are agreed to as follows:

University of Washington	\$ 4 million
Sound Transit	\$ 12 million
Washington State Department of Transportation	<u>\$ 22 million</u>
Total	\$ 38 million

In addition to the above, WSDOT has agreed to place an additional \$5 million into a reserve account which can be used to fund in-scope costs that exceed a subproject's approved budget. This reserve account will be managed by an executive committee consisting of personnel from each of the three agencies. With unanimous agreement, funds from the reserve account can be allocated to a specific subproject, and unspent funds on a subproject can be re-allocated to another subproject for in-scope expenditures.

In the unlikely event that both the \$38 million budget and \$5 million reserve account are fully depleted, in-scope costs over \$43 million would be funded by the three agencies proportional to their original \$38 million funding commitment. That percentage, for the University, is 10.5 percent.

AGREEMENTS:

Three agreements memorialize this project between the five primarily involved agencies. The agencies are WSDOT, ST, UW, SDOT and King County Metro (Metro). These five agencies agreed to a framework necessary to construct this Montlake Triangle project, and executives with all five agencies signed a non-binding term sheet on November 18, 2010.

The second agreement is a Memorandum of Agreement (MOA) between the three funding agencies: WSDOT, ST and UW. This agreement is a binding agreement describing the scope of work, responsibilities of the parties, funding commitments, insurance, indemnification, payments and other terms and

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conditions. For the University, the relevant sections of this document have been reviewed and concurred with by the Capital Projects Office, Office of Risk Management, Attorney General's Office and External Affairs. Approval for delegation of authority to the President to sign the three-party MOA is requested.

The third agreement is currently viewed as a non-binding document between the five above named agencies. This document will more fully describe, at a high level, the roles, responsibilities and commitments of each of the five agencies. This agreement is expected to be completed and signed by the end of March 2011.

CONTRACTING STRATEGY:

It is the recommendation of the Capital Projects Office to use the alternate public works contracting procedure, General Contractor/Construction Manager (GC/CM) for the RVLB. The landscaping and hardscaping may either be incorporated into the GC/CM contract at the time of bidding or separately bid as a design-bid-build.

The Rainier Vista Land Bridge is scheduled to be constructed while the Sound Transit station is still under construction and these projects will need to be carefully coordinated. The lowering of NE Pacific Place will need complex coordination with traffic flows and as well as meeting city, county and federal public agency requirements during construction. With the three party budget commitments and limitations, construction cost estimating and guidance is critical. Since the project has recently completed the 30% (schematic design phase) the timing is critical to get a GC/CM on board and if authority is approved, we will quickly initiate the selection process.

SCHEDULE:

- | | |
|--------------------------------------|-------------------|
| • 30% Design | February 2011 |
| • Execute MOA | February 2011 |
| • 60% Design | April 2011 |
| • Montlake Bridge Construction (SP1) | Start Spring 2012 |
| • RVLB Construction (SP2) | Start Winter 2014 |
| • RVLB Landscaping (SP3) | Start Fall 2014 |
| • Project Complete | Fall 2015 |

Montlake Triangle Project

Board of Regents Meeting

February 17, 2011

Items

- Review Schematic Design – Information
- Adopt Project Budget – Action
- Approve UW Funding Commitment – Action
- Approve Use of Alt. Public Works – Action
- Delegate Authority to sign MOA – Action
- Delegate Authority to sign Contract - Action



Existing Condition of Rainier Vista & Montlake Triangle



Previously-Approved Plan



Proposed New Design



Existing Rainier Vista & Montlake Triangle



Proposed Design w/ Sound Transit Bridge



1. Rainier Vista
2. Land Bridge
3. Plaza
4. Pedestrian Bridge
5. Bike/Pedestrian Ramp
6. UW Station
(Sound Transit)

Proposed Design



New Sound Transit Bridge Landing on Rainier Vista, Looking West



Rainier Vista from New Pedestrian Bridge Landing Plaza on Triangle



Rainier Vista View North to Drumheller Fountain from Triangle



Approaching UW Station & Husky Stadium from South on Montlake



Husky Stadium Approach from Sound Transit UW Station



Approaching UW Station & Husky Stadium from South on Montlake



Approaching UW Station & Husky Stadium from North on Montlake

Project Execution Plan

- Three Subprojects
 - SP1 – Montlake Pedestrian Bridge
 - Design & Construction by Sound Transit
 - Budget \$11.4 million
 - Construction 2012 – 2013
 - SP2 – Rainier Vista Land Bridge
 - Design & Construction by UW
 - Budget \$20.8 million
 - Construction 2014

Project Execution Plan

- Three Subprojects
 - SP3 – Rainier Vista Hardscape and Landscape
 - Design & Construction by UW
 - Budget \$4.5 million
 - Construction 2015
- ST to provide Accounting and Project Control
- 3 Party Executive Committee (WSDOT, ST, UW)

Budget

• Costs through 30% Design	\$ 1.3 million
• SP1 (30%)	\$11.4 million
• SP2 (55%)	\$20.8 million
• SP3 (12%)	<u>\$ 4.5 million</u>
Total Project Cost	\$38.0 million

Funding Plan

• UW	(10.5%)*	\$ 4 million
• ST	(31.6%)*	\$12 million
• WSDOT	(57.9%)*	<u>\$22 million</u>
• Sub Total Project Funding		\$38 million
• WSDOT Construction Reserve		<u>\$ 5 million</u>
• Total Project Funding*		\$43 million

*Funding over \$43 million, if required, will be shared in these percentages

Agreements

- November 2010 Term Sheet
- Three Party MOA
- Five Party Agreement

Three Party MOA

The Three Party MOA outlines the following:

- Roles and responsibilities of each agency for funding and construction of the SP1, SP 2 and SP3
- Funding commitment by each agency
- Process for requesting use of \$5 million reserve
- Process for monitoring progress and reconciliation of expenses
- Process for approval of work, design review, final inspection, ownership and maintenance of project elements
- Termination clause

Five Party Agreement

- The five party agreement is between UW, ST, WSDOT, Metro and SDOT.
- It outlines the work and coordination to be done between these five agencies to assure project moves forward on schedule and within budget
- Metro and SDOT are not funding partners but they are critical to the success of the project through approval of permits and relocation of bus stops during construction

Risks

- No termination after start of first construction
- Majority of budget is committed in 2014
- Unknown Conditions in Triangle Garage
- Unknown Conditions lowering Pacific Place
- Federal Contracting Requirements