

SOUND TRANSIT

MOTION NO. M2000-18

Civil Facilities Contract Extension BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/17/2000	Discussion/Possible Action to Recommend Board Approval	Paul Bay, Director Bill Houppermans	206-398-5134 206-398-5125
Board	2/24/2000	Deferred		
Finance Committee	3/2/2000	Action to Recommend Board Approval		
Board	3/9/2000	Action		

ACTION:

Authorizing the Executive Director to execute a contract amendment to the existing contract with Puget Sound Transit Consultants in the amount of \$26,054,869 and a 10 percent contingency of \$2,605,487 for a total authorized amount of \$28,660,356. The total contract amount would then be revised to \$56,249,413. Puget Sound Transit Consultants is a Joint Venture Partnership composed of Parsons Brinkerhoff Quade & Douglas, Inc., Kaiser Engineers, Inc., and BRW Inc. (d.b.a. Puget Sound Transit Consultants or PSTC). The next phase of services is for design management and oversight of the final design of all civil facilities associated with the Central Link light rail line. In addition, this action extends the contract end date through the year 2005, although the majority of the work will be completed during years 2000 and 2001.

BACKGROUND:

In December 1997, a contract was awarded to PSTC for conceptual and preliminary engineering of all civil facilities associated with the Link Light Rail Project in the amount of \$22,989,057, with an additional \$4,600,000 authorized for contingency reserve (to cover changes in the work). Sound Transit negotiated a composite project and home office overhead rate with PSTC, since most of the consultant staff was co-located with Sound Transit at 1100 Second Avenue in Seattle. On December 4, 1997, a limited notice to proceed was issued to PSTC in the amount of \$200,000 to begin work on conceptual and preliminary engineering.

In December 1997, when the PSTC contract was submitted to the Board for approval, the contract provided for extension beyond January 2000, to provide final design management and oversight services, dependent upon satisfactory performance during preliminary engineering.

Under this contract amendment, PSTC will provide final design management and oversight services for the final design of all civil facilities associated with the Central Link light rail line. PSTC will assist the Sound Transit's Link Light Rail Civil Design Team in the management and oversight of the final section design contracts.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of Sound Move, The Ten-Year Regional Transit System Plan (May 31, 1996).

- ◆ Resolution No. 98-3, awarding Civil Facilities Contract for Conceptual and Preliminary Engineering (January 22, 1998). Resolution No. 98-3 awards a civil facility consulting contract for conceptual and preliminary engineering to a joint venture partnership composed of Parsons Brinkerhoff Quade & Douglas, Inc., ICF Kaiser Engineers, Inc., and BRW, Inc. (d.b.a. Puget Sound Transit Consultants or PSTC).
- ◆ Resolution No. R99-33, adopting Fiscal Year 2000 Budget. The 2000 budget includes funds for final design activities and the acquisition of rights of way.
- ◆ Resolution No. R99-34, selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project (November 18, 1999). Selects the Locally Preferred Alternative for Central Link Light Rail LPA by segment, operations, and Maintenance Facility.

KEY FEATURES:

- ◆ As part of the negotiation of the contract amendment, PSTC has agreed to take a further reduction in their project office overhead rate, lowering it from the current 125 percent to 117 percent. This is an extremely competitive rate.
- ◆ A \$100,000 limitation on costs associated with termination for convenience.
- ◆ Negotiated overhead rate for the term of the contract amendment versus annually adjusted provisional rates, subject to audits.

Funding

Funding for this Scope of Work is included in Sound Move Plan and in the FY'2000 Capital Budget. The budget for completion of these tasks is identified in Sound Transit's 2000 Budget, under Final Design and Construction. With the budget developed for the Central Link configuration as adopted by the Board on November 18, 1999, there is sufficient funding to complete the remaining work.

**LINK LIGHT RAIL
Expenditures and Budget**

	2000 Approved Ten-year Budget ² A	Life to Date Expenditures and Outstanding Commitments ³ B	Pending Board and Finance Committee Decisions ⁴ C	Budget Available A-(B+C)	Proposed Board Action E
Final Design ¹	\$200,620,000	\$ 16,884,965	\$ 22,511,496	\$161,223,539	\$19,458,381
Construction ¹	\$1,751,630,000	\$ 2,309,417	\$ 0	\$1,749,320,583	\$9,201,975

1. All figures for Central Link only
2. Budget figures for Central Link, as developed for configuration adopted by Board action on Nov. 18, 1999
3. Commitments as of January 18, 2000 and expenditures as of November 31, 1999. These figures also include the full commitments for Architectural packages 1-7, Link portion of Signage Plan and Design Build Honorarium (Board Motion 99-70)
4. Includes LTK and Shannon & Wilson Amendments and ILF Consultants contract

EXECUTIVE SUMMARY:

Scope of work

The civil facilities contract for oversight and management of the final design covers the work described as follows:

- ◆ Project management and associated administrative support for the design of all Link Light Rail civil facilities.
- ◆ Survey and mapping support for all Link Light Rail Civil Facilities Final Design Section Contractors and Subcontractors.
- ◆ Trackwork final design.
- ◆ Analysis and design input for the tunnel and subway station emergency ventilation system.
- ◆ Management of all architectural and urban design activities undertaken by Link Light Rail's Architectural Consultants.
- ◆ Support all design review activities.
- ◆ Support the refinement of Link's System Safety Program Plan, Safety Certification Plan, Security Plan, Emergency Response Plan, System Assurance Plan, and Reliability and Maintainability Plan.
- ◆ Support for both computer hardware/software maintenance and document control.
- ◆ Survey work in support of Link's right-of-way acquisition activities, including ALTA Surveys, field staking and Record of Survey for partial takings.
- ◆ Field support for the construction management activities associated with the LB235 Design/Build Contract for the North Segment heavy civil work.
- ◆ Support for the management of all of the Civil Facilities Final Design Section Contracts.

Procurement and Selection Process

An approval letter has been submitted to the Federal Transit Administration requesting authorization to extend PSTC's contract beyond the normal five-year term limit.

Cost

This amendment increases the amount of the contract by \$28,660,356 to \$56,249,413. including contingency.

Contingency

A 10% contingency is requested to be authorized for this contract in the amount of \$2,605,487. The Director of Light Rail will hold the contingency in reserve.

M/W/DBE Participation

The original contract for Work Order No. 1 with PSTC committed to 18 percent Disadvantaged Business Enterprise (DBE) participation and 25 percent Minority and Women Business Enterprise participation. Through December 1999, PSTC has achieved a 23.2 percent DBE and 26.5 percent M/WBE participation rate. For this contract amendment, the goal will be similar for the first two years, and then subject to determination for the balance of the contract. Actual participation rates beyond the first two years of the amendment will be determined pending agreement between PSTC and Sound Transit on the specific PSTC staff to remain on the project.

ALTERNATIVES:

Two alternative approaches are possible for meeting Sound Transit's needs for final design oversight and management, as follows:

- Procurement of another consultant team for oversight and final design management.
- Hire additional Sound Transit Staff to perform these roles in support of the Light Rail Project implementation.

Both alternatives would result in substantial delay and added costs for the project. Significant time would be lost with a new procurement or staff recruiting process. The learning curve together with the difficulty of finding qualified personnel in Light Rail engineering and relocating many of them to the Seattle area make these options highly problematic.

CONSEQUENCES OF DELAY:

Entering into final design is critical to meet the project schedule for the Link Light Rail system. The critical path of the project is the Design/Build Contract for the North Corridor heavy civil works. Delaying the PSTC contract amendment would delay this procurement process and result in added time and costs for the entire project.

LEGAL REVIEW: DLB 2/10/00

SOUND TRANSIT

MOTION NO. M2000-18

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment to contract RTA/LR 26-97 with Puget Sound Transit Consultants, for design management and oversight services for the final design of all civil facilities associated with the Link Light Rail Project, for \$26,054,869 and a 10 percent contingency of \$2,605,487 for a total of \$28,660,356. The total contract amount is revised to \$56,249,413.

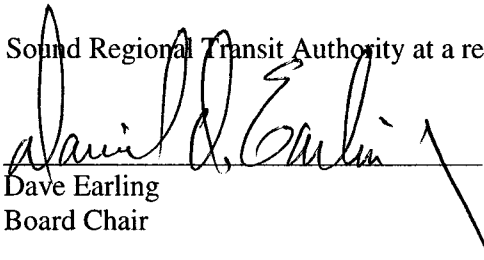
Background:

By Resolution No. 98-3, dated January 22, 1998, the Sound Transit Board authorized Contract No. RTA/LR 26-97 with Puget Sound Transit Consultants, for conceptual and preliminary engineering of all civil facilities associated with the Link Light Rail Project. The Board approved Work Order No. 1 of PSTC's contract in an amount of \$22,989,057 with an additional \$4,600,000 authorized for contingency reserve (to cover changes in work). At the time that Work Order No. 1 was approved, it was anticipated that the contract would be extended beyond January 2000, to provide final design management and oversight services. The majority of PSTC's work under Work No 1 of this contract has now been completed, and various elements of the Light Rail Project are now set to begin final design. As a result, under the contract amendment, PSTC will provide specific individuals who will serve in key roles as part of Sound Transit's Link Light Rail Civil Design Team. The majority of these individuals will assist Link staff in management and oversight roles providing supervision of the final section design contracts as an integrated staff with Link Light Rail staff. In addition, the contract amendment extends the contract end date through the year 2005, although the majority of the work will be completed during the years 2000 and 2001. Therefore, Board approval to execute the contract amendment with PSTC to perform this additional work is required.

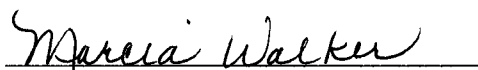
Motion:

It is hereby moved by the Board of Directors of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract amendment to Contract No. RTA/LR 26-97 for design management and oversight services with Puget Sound Transit Consultants. The contract amendment extends the contract end date to December 31, 2005, and increases the amount of the contract by \$28,660,356. The total contract amount is revised to \$56,249,413.

Approved by the Board of Directors of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 9th day of March 2000.


Dave Earling
Board Chair

ATTEST:


Marcia Walker
Board Administrator