

**SOUND TRANSIT**

**MOTION NO. M2000-25**

**Traffic Engineering Consultant Contract  
BACKGROUND AND COMMENTS**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	3/2/2000	Discussion/Possible Action	Paul Bay, Director, Link Bill Houppermans, Chief Engineer Clifford Kurtzweg, Traffic Engineer	206-398-5134 206-398-5125 206-398-5127

**ACTION:**

Authorizing the Executive Director to execute a contract with DKS Associates for traffic engineering facilities final design/analysis for Phase I of the Central Link Light Rail line in an amount of \$2,281,446 with a 10% contingency of \$228,145 for a total amount not to exceed \$2,509,591.

**BACKGROUND:**

DKS Associates has been selected to perform all traffic engineering final design for Phase I of the Central Link Light Rail line. Their final design will be packaged into the other civil segment final design contracts. The consultant will prepare engineering reports, final plans, specifications, and estimates for traffic facilities including traffic signal systems, signing and striping in close coordination with Civil and Systems designers. The traffic engineering report, prepared by DKS Associates, will provide the final design parameters for traffic signal systems, downtown Seattle surface bus transit and traffic improvements during and after construction and construction area traffic control. DKS will also develop maintenance of traffic plans during construction.

**RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:**

- ◆ Adoption of *Sound Move*, The Ten-Year Regional Transit System Plan (May 31, 1996)  
The Ten-Year Regional Transit System Plan (May 31, 1996) Sound Move calls for coordinating with other transportation providers and creating important regional connections.
- ◆ 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 (LPA) for Central Link Light Rail LPA by segment, operations, and maintenance facility.

**FUNDING:**

Funding for this Scope of Work is included in *Sound Move* 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. 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 <sup>2</sup>	Life to Date Expenditures and Outstanding Commitments <sup>3</sup>	Pending Board and Finance Committee Decisions <sup>4</sup>	Budget Available	Proposed Board Action
	A	B	C	A-(B+C)	E
Final Design <sup>1</sup>	\$200,620,000	\$ 16,884,965	\$ 39,460,286	\$144,274,750	\$ 2,509,591

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), and Shannon & Wilson Amendment (as acted upon by Finance Committee on Feb 17, 2000)
4. Includes LTK and PSTC Amendments, Golder Associates and Huitt-Zollars contracts

**EXECUTIVE SUMMARY:**

**Scope of Work**

The scope of work for this contract includes preparing analysis, reports, plans, specifications, and estimates for traffic facilities including traffic signal systems, signing, and striping associated with the design of the Central Link Light Rail line. The scope also includes the development of maintenance of traffic plans during construction.

**Procurement and Selection Process**

On October 25, 1999, Sound Transit advertised and issued a Request for Proposals (RFP) for the Civil Engineering Final Design Services for the Traffic Engineering contract. In response to the RFP, three Proposals were submitted to Sound Transit for review on November 16, 1999. All three consultant teams that submitted written qualifications were considered qualified. Oral interviews commenced and were completed the week of December 6, 1999. The selection committee recommended that Sound Transit pursue negotiations with DKS Associates, the firm considered most qualified based upon written qualifications and the oral interview.

**Contingency**

A 10% contingency is requested to be authorized for this contract in the amount of \$228,145. The Director of Light Rail will hold the contingency in reserve.

### **M/W/DBE Participation**

All consulting teams proposing on this contract were advised that Sound Transit has a federal DBE goal of 18%. Goals for this contract include:

MBE 14%

WBE 9%

All WBE and MBE firms are also DBE so the total DBE is 23%.

### **ALTERNATIVES:**

Two alternative approaches to securing the needed traffic engineering design services are possible, as follows:

- 1) Procurement of a different consultant team for traffic engineering services.
- 2) Hire additional Sound Transit staff to perform traffic engineering services in support of the Light Rail project implementation.

### **CONSEQUENCES OF DELAY:**

An approval of this motion will enable us to begin final design on the light rail system. Delay in traffic engineering analysis/design will adversely affect the final design work on all other final design projects. Schedules are aggressive to meet operational dates adopted by *Sound Move*.

### **LEGAL REVIEW:**

MBL 2/17/00.

**SOUND TRANSIT**

**MOTION NO. M2000-25**

A Motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with DKS Associates for traffic engineering final design services for the Central Link Light Rail Project in the amount of \$2,281,446 with a 10% contingency of \$228,145 for a total amount not to exceed \$2,509,591.

**Background:**

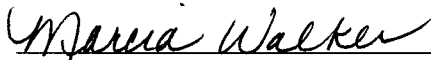
DKS Associates has been selected to perform all traffic engineering final design for Phase I of the Central Link Light Rail line. Their final design will be packaged into the other civil segment final design contracts. The consultant will prepare engineering reports, final plans, specifications, and estimates for traffic facilities including traffic signal systems, signing and striping in close coordination with Civil and Systems designers. The traffic engineering report, prepared by DKS Associates, will provide the final design parameters for traffic signal systems, downtown Seattle surface bus transit and traffic improvements during and after construction and construction area traffic control. DKS will also develop maintenance of traffic plans during construction.

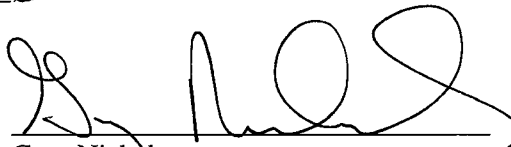
**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with DKS Associates for traffic engineering facilities final design work for Phase I of the Central Link Light Rail line in the amount of \$2,281,446 with a 10% contingency of \$228,145 for a total amount not to exceed \$2,509,591.

Approved by the Finance Committee of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 2<sup>nd</sup> day of March 2000.

ATTEST:

  
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Marcia Walker  
Board Administrator

  
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Greg Nickels  
Finance Committee Chair