

SOUND TRANSIT

STAFF REPORT MOTION NO. M2001-120

Re-negotiated contract for Station Design Package #5 (Contract LR 32-99e)

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/6/01	Discussion/Possible Action	Debora Ashland, Link Architecture Manager	206-689-3309
Finance Committee	12/20/01	Discussion/Possible Action		

OBJECTIVE OF ACTION

- To re-engage Link Station Design Package #5 architectural contract which was "paused" based on the Airport Link Work Plan adopted by the Sound Transit Board in March 2001.
- To complete architectural final design of the Edmunds, Othello and Henderson Stations.
- To complete architectural final design of the urban design along Martin Luther King Jr. Way South
- To complete architectural design of street improvements on Edmunds and Henderson Streets.

ACTION

Authorize the Executive Director to execute a revised contract with Arai Jackson (Contract No. RTA/LR32-99) to provide architectural design services for (1) the Edmunds, Othello and Henderson Stations, (2) urban design along Martin Luther King Jr. Way South, and (3) street improvements on Edmunds and Henderson Street in the amount of \$3,467,263 including; spent to date costs of \$1,596,457, cost to complete of \$1,700,706 and a 10% contingency of the cost to complete of \$170,100. This contract revision would add \$569,042 to the original Finance Committee approved contract amount.

KEY FEATURES

Highlights of Action:

- An additional \$569,042 would be added to the remaining contract amount to total a revised contract amount of \$3,467,263, requested above.
- Original authorized contract amount was \$2,898,221 (\$2,235,543 contract with \$662,677 contingency).
- \$1,596,457 has been spent to date for completion of preliminary engineering and partial final design work (this also includes \$28,708 in settlement costs for the "pause" in work).

- Remaining authorized contract amount is \$1,301,764.
- A cost to complete contract amount of \$1,700,706 has been negotiated.
- The 10% contingency may not accommodate potential changes to this design work due to the uncertainties of utility location solutions along Martin Luther King Junior Way South without resolution by the end of January 2002. The utility location decisions may affect the urban design.

Budget

On November 29, 2001, the Board adopted Resolution No. R2001-16 that selected the initial segment for the Central Link project. On December 13, 2001, the Board adopted the 2002 agency budget, including budget for this initial segment. Within that budget, there are sufficient funds identified for the activity contemplated in this motion.

Table A - Initial Segment Budget (as adopted by the Board on December 13, 2001)

Column A	Column B	Column C	Column D	Column E
Total Project Budget	Budget for this Task (B)	Obligated to Date (C)	Total Amount Requested (D)	Shortfall* or Surplus (B-[C+D])
\$2,070,000,000	\$3,800,000	\$2,898,221	\$569,042	\$332,737

Column B based on Link estimate to complete

Financial Impacts

Impact on Current Year Budget: This action is included within the 2002 Adopted Budget and will not have any additional impact on the current year budget beyond that contemplated within the 2002 Adopted Budget.

Impact on Sound Move Budget: The total proposed budget for Central Link is higher than the original Sound Move budget.

Impact on Cost-to-Complete: The amount requested is included within the cost at completion for the new initial segment.

Impact on Subarea(s) Budget(s): According to the current financial plan, North King will have additional capacity. This action will not further impact the South King County subarea budget beyond that contemplated within the 2002 Adopted Budget.

History of Project

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2001-103	Identified the preferred initial segment to be constructed and operated for Central Link Light Rail.	9/27/01
M2001-21	Adopted a work program for the Airport Link portion of the Central Link Light Rail project for the 2001-2003 time period (at which point this contract was paused).	3/8/01
R99-34	Selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail line	11/18/99
M99-63	Finance Committee approval of Arai Jackson contract (LR 32-99e)	10/7/99
M99-14	Identified the locally preferred alternative for alignment, station locations, and location of a vehicle maintenance facility for the Central Link light rail line.	2/25/99

Station Design Package #5 was one of seven station design packages that were awarded as a result of the Sound Transit Board preliminary indication of the Central Line LPA in February 1999. This contract (LR 32-99e) was awarded to Arai Jackson, Architects and Planners and includes the design of the station finishes for the Edmunds, Othello and Henderson Stations and associated landscape/urban design along the Martin Luther King Jr. Way South corridor. This scope of work includes preliminary engineering and final design, with both phases authorized separately. Preliminary engineering work progressed from June 1999 to March 2000. Final Design was authorized in September 2000. This work was paused in April 2001 after the Sound Transit Board adoption of the Airport Link Work Plan, which outlined limited work on the southern alignment.

With the preliminary adoption of the southern initial segment on September 27, 2001 by the Board, staff is preparing to complete design of all stations and urban design within that segment. Final design for this contract is scheduled to begin in January 2002.

Staff is recommending re-initiating this contract with the following changes:

- The original contract was to be complete by December 31, 2001. This change will extend the contract period 17 months to May 31, 2003, with a Notice to Proceed for this work on or before January 2, 2002, to meet the Link master schedule.
- The original project assumed underground utilities. With the findings from Seattle City Light and the inability for partner funds to compensate for some of the costs for undergrounding of utilities, the nature of the project changed and the urban design work did not reach 60% design completion prior to the pause in the work. The

revised contract will accommodate urban design with overhead utilities as the basis of design, modifying previous work as needed, and then completing the urban design.

- Urban design work was nearing 60% completion at the time of the pause to the work. This design work will be reevaluated and modified in relation to utility location and where changes have been made. For example, changes have been made to systems equipment location at Walden Street and plaza areas have been reconfigured to incorporate City of Seattle and community comments.
- Station design work reached 60% prior to the pause in the work. This work will be continued, being modified where changes have occurred, and completed.
- The nationally recognized urban design firm of Sasaki and Associates will continue their urban design role on this team.
- Cost to complete includes additional drawings to assure permit application meets City of Seattle submittal requirements.
- Due to the contract extension, overhead rates have increased and labor rates have escalated. These revised rates were reviewed and accepted by Sound Transit Cost/Price Analyst.
- The Contract language has been revised to include Owner Controlled Insurance Program (OCIP), revisions to contract terms for termination, modified scope of work and related exhibits for consistency with the change to the work.

The costs to complete exceed the original budget amount, as summarized below:

Total original contract	\$2,235,543.00
Original contingency	<u>\$ 662,678.00</u>
Finance Authorized Amt.	\$2,898,221.00
Spent to date	(\$1,596,456.50)
Remaining in Contract	\$1,055,750.50
Remaining Contingency	<u>\$ 246,014.00</u>
Available Authorized Amt.	\$1,301,764.50
Cost to Complete	\$1,700,706.00
10% contingency	<u>\$170,100.00</u>
Total Cost to Complete	\$1,870,806.00
Total Cost to complete	\$1,870,806.00
Available Authorized Amt.	<u>(\$1,301,764.50)</u>
Requested increase	\$569,041.50

Rounded to **\$569,042**

An additional \$569,042 would be added to the remaining authorized contract amount bringing the revised contract total to \$3,467,263, as requested above. The additional costs were foreseen in the preparation of the revised Link budget and have been accounted for in the 2002 budget currently undergoing Board review.

Disadvantage business participation is indicated at 30.22% for the cost to complete work. Previous DBE participation was running at approximately 35%. The original contract participation level was 47%. The cumulative DBE percentage is now calculated at 31%. Changes to the original contract have affected the DBE participation level. The Graham Street Station has been deleted and this work was to be completed by DBE sub-consultants. Sasaki Associates was added to the project and they are not a DBE firm. These participation levels have been reviewed by the Sound Transit Diversity Manager.

Consequences of Delay

Notice to Proceed for this work is on or before January 2, 2002. Approval past that date will affect completion of the Segment 730/740 design schedule, which is part of the larger Link master schedule. Any changes to the master schedule may affect completion of the Link project.

Regional Partnership and Cooperation

N/A

Public Involvement

This contract provides services for architectural consultants to meet with the public during the design process.

Legal Review

JDW 12/19/01

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A motion of the Central Puget Sound Regional Transit Authority to execute a revised contract with Arai Jackson Architects and Planners (Contract No. RTA/ LR32-99e) to provide architectural design services for (1) the Edmunds, Othello and Henderson Stations, (2) urban design along Martin Luther King Jr. Way South, and (3) street improvements on Edmunds and Henderson Streets in the amount of \$3,467,263 including; spent to date costs of \$1,596,457, cost to complete of \$1,700,706, and a 10% contingency of the cost to complete of \$170,100. This contract revision would add \$569,042 to the original Finance Committee approved contract amount.

Background:

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Motion:

It is hereby moved by the of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a revised contract with Arai Jackson Architects and Planners (Contract No. RTA / LR32-99e) to provide architectural design services for (1) the Edmunds, Othello and Henderson Stations, (2) urban design along Martin Luther King Jr. Way South, and (3) street improvements on Edmunds and Henderson Streets in the amount of \$3,467,263 including; spent to date costs of \$1,596,457, cost to complete of \$1,700,706 and a 10% contingency of the cost to complete of \$170,100. This contract revision would add \$569,042 to the original Finance Committee approved contract amount.

APPROVED by the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 20th day of December, 2001.

Rob McKenna
Finance Committee Vice Chair

ATTEST:

Marcia Walker
Board Administrator