

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2002-19

**Re-negotiation for Central Link Final Design Services with Huitt-Zollars, Inc. for D700
South Royal Brougham Way to Airport Way South**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/21/02	Discussion/Possible Action	Joe Gildner, Link Construction Manager Kent Ng, Senior Civil Engineer Ahmad Fazel, Link Director	206-689-3350 206-398-5128 206-398-5389

OBJECTIVE OF ACTION

- To amend the contract with Huitt-Zollars in order to complete final design of civil facilities for the D700 segment (South Royal Brougham Way to Airport Way South).

ACTION

- Authorize the Executive Director to execute a contract amendment with Huitt-Zollars, Inc. to provide final design services for Central Link light rail D700 (South Royal Brougham Way to Airport Way South) in the amount of \$193,084 plus a contingency of \$19,308 for a total of \$212,392 and for a new total authorized contract amount not to exceed \$3,263,601.

KEY FEATURES

- An additional \$212,392 would be added to the remaining contract amount to total the revised contract amount of \$3,263,601, as requested above.
- Original authorized contract amount was \$3,051,209. (\$2,773,826 contract plus \$277,383 contingency).
- \$2,874,399 has been spent to date for completion of final design work and the remaining authorized contract amount is \$176,810.
- The revised \$19,308 contingency will accommodate potential changes to the work due to additional review comments from local agencies and railroad companies.
- Local agency review comments included some new scope items such as intersection redesign to accommodate bus-turning movements, improvement on S. Forest Street and additional drainage design.
- Internal constructibility review identified incomplete design items and new northern and eastern construction limits.
- The Sound Transit Board adopted Resolution No. R2001-16 on November 29, 2001, which selected the initial segment for Central Link Light Rail and included making the Downtown Seattle Transit Tunnel (DSTT) joint-use (King County Metro buses and Sound Transit light rail). As a result, the Royal Brougham intersection needed to be redesigned; and the construction limit changed.
- Includes cumulative M/W/DBE participation of 25%.

BUDGET

On November 29, 2001, the Board adopted Resolution No. R2001-16 which 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.

Within the 2002 Adopted Budget, the activity contemplated within this motion is identified within the Final Design phase. This activity was included within the cost estimate and there are sufficient funds identified for work identified in this motion. The budget for this activity is \$3,422,461, including previously completed work. There is a remaining budget surplus of \$158,860 for this activity.

2002 Adopted Budget

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	\$3,422,461	\$3,051,209	\$212,392	\$158,860

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. This request will not further increase the Sound Move budget variance.

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 North 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
Resolution R2001-16	Selected the initial segment of the Central Link Light Rail Project to be constructed and operated by 2009.	11/29/01
Motion M2001-103	Identified the preferred initial segment to be constructed and operated for Central Link Light Rail.	9/27/01

Motion M2000-27	Authorized the Executive Director to execute a contract with Huitt-Zollars, Inc., for civil engineering final design services for the Central Link Light Rail Project from the International District to east of Interstate 5 in the amount of \$2,773,826 with a 10% contingency of \$277,383, for a total amount not to exceed \$3,051,209.	3/2/00
Resolution 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

On March 2, 2000, the Sound Transit Board approved the D700 contract (RTA/LR 111-99). This contract was awarded to Huitt-Zollars, Inc. on March 20, 2000 to perform final design services for \$3,051,209. (\$2,773,826 contract with \$277,383 contingency). The final design consultant submitted their pre-final documents in May 2001. Since Sound Transit was still waiting for local agencies to submit their 90% review comments and Sound Transit needed to perform internal constructibility review on the pre-final submittal, the contract was extended to May 2002. The team was temporarily put "on-hold" in order to reserve remaining budget in this design contract.

On November 29, 2001, the Sound Transit Board passed Resolution No. R2001-16, selecting the initial segment to be constructed and operated for Central Link Light Rail. As part of the resolution, the Downtown Seattle Transit Tunnel (DSTT) became joint-use (King County Metro buses and Sound Transit light rail). As a result, the Royal Brougham intersection needed to be redesigned; and the construction limit changed.

Staff then compiled the review comments and other new scope items that included intersection redesign to accommodate bus-turning movements, improvement on S. Forest Street, additional drainage design and new northern and eastern construction limits. Sound Transit sent these review comments and new scope items to Huitt-Zollars for their review. Staff began negotiations with Huitt-Zollars in December 2001 and came to agreement on January 2, 2002. In addition to the new scope items developed in response to review comments and board actions, this motion will replenish the budget for future support during the contract bid period and construction of C700.

The current Huitt-Zollars contract amount is \$3,051,209. Work completed to date has incurred \$2,874,399. The remaining authorized contract amount, including contingency, is \$176,810 (\$174,086 remaining in contract with \$2,724 remaining contingency). An additional \$193,084 plus contingency amount of \$19,308 would be added to the remaining contract amount to total the revised contract amount to \$3,263,601.

	Base Contract	Contingency	Total
Original Board Approved Amount	\$2,773,826	\$277,383	\$3,051,209
New Requested Amount	\$193,084	\$19,308	\$212,392
Total Contract Amount	\$2,966,910	\$296,691	\$3,263,601

Original Board Approved Amount	\$2,773,826	\$277,383	\$3,051,209
Original Contract Spent to Date	\$2,874,399		\$2,874,399
Original Contract Remaining	\$174,086	\$2,724	\$176,810
New Requested Amount	\$193,084	\$19,308	\$212,392
Revised Estimate to Complete	\$367,170	\$22,032	\$389,202

Disadvantage business participation is indicated at 23% for the cost to complete. Previous M/W/DBE participation was running at approximately 25%. The original contract participation level was 25%. The cumulative M/W/DBE percentage is now calculated at 25%.

Overhead and labor rates have been adjusted and were reviewed and accepted by Sound Transit Cost/Price Analyst.

CONSEQUENCES OF DELAY

- The construction contract is scheduled to be advertised on May 1, 2002. Approval past that date will delay construction of this portion of the alignment.

REGIONAL PARTNERSHIP AND COOPERATION

N/A

PUBLIC INVOLVEMENT

N/A

LEGAL REVIEW

JDW 2/8/02

SOUND TRANSIT

MOTION NO. M2002-19

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment with Huitt-Zollars, Inc. to provide final design services for Central Link light rail D700 (South Royal Brougham Way to Airport Way South) in the amount of \$193,084 plus a contingency of \$19,308 for a total of \$212,392 and for a new total authorized contract amount not to exceed \$3,263,601.

Background:

On March 2, 2000, the Sound Transit Board approved the D700 contract (RTA/LR 111-99). This contract was awarded to Huitt-Zollars, Inc. on March 20, 2000 to perform final design services for \$3,051,209. (\$2,773,826 contract with \$277,383 contingency). The final design consultant submitted their pre-final documents in May 2001. Since Sound Transit was still waiting for local agencies to submit their 90% review comments and Sound Transit needed to perform internal constructibility review on the pre-final submittal, the contract was extended to May 2002. The team was temporarily put "on-hold" in order to reserve remaining budget in this design contract.

On November 29, 2001, the Sound Transit Board passed Resolution No. R2001-16, selecting the initial segment to be constructed and operated for Central Link Light Rail. As part of the resolution, the Downtown Seattle Transit Tunnel (DSTT) became joint-use (King County Metro buses and Sound Transit light rail). As a result, the Royal Brougham intersection needed to be redesigned; and the construction limit changed.

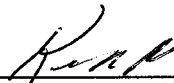
Staff then compiled the review comments and other new scope items that included intersection redesign to accommodate bus-turning movements, improvement on S. Forest Street, additional drainage design and new northern and eastern construction limits. Sound Transit sent these review comments and new scope items to Huitt-Zollars for their review. Staff began negotiations with Huitt-Zollars in December 2001 and came to agreement on January 2, 2002. In addition to the new scope items developed in response to review comments and board actions, this motion will replenish the budget for future support during the contract bid period and construction of C700.

The current Huitt-Zollars contract amount is \$3,051,209. Work completed to date has incurred \$2,874,399. The remaining authorized contract amount, including contingency, is \$176,810 (\$174,086 remaining in contract with \$2,724 remaining contingency). An additional \$193,084 plus contingency amount of \$19,308 would be added to the remaining contract amount to total the revised contract amount to \$3,263,601.

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 amendment with Huitt-Zollars, Inc. to provide final design services for Central Link light rail D700 (South Royal Brougham Way to Airport Way South) in the amount of \$193,084 plus a contingency of \$19,308 for a total of \$212,392 and for a new total authorized contract amount not to exceed \$3,263,601.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority
at a regular meeting thereof held on February 21, 2002.



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator