

## **SOUND TRANSIT MOTION NO. M2002-26**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment with CH2M Hill (Contract RTA/LR 39-00) to provide additional Civil Engineering Final Design Services for the MLK Jr. Way S. light rail segment in the amount of \$1,751,152 for a total authorized contract amount not to exceed \$8,423,697.

### **Background:**

An Agreement for Professional Services RTA/LR 39-00 with CH2M Hill was executed on August 14, 2000 for final design of the civil facilities along MLK Jr. Way S. in the Rainier Valley from South Walden Street to South Boeing Access Road.

After the 60% design submittal in April 2001, the architectural teams were suspended after the Sound Transit Board adoption of the Airport Link Work Plan. The civil design progressed through the pre-100% submittals in November and December 2001, in order to complete third party reviews and gain concurrence on commitments with our stakeholders. Through the design process it was known that the architectural teams were to be re-engaged in early 2002. Items that were necessary to coordinate requiring coordination with the architects were not completed beyond the 60% level (station design, plazas, and other urban design work). Additional work was also identified and will be added to the 2002/2003 work scope. With the suspension of the architectural teams eliminated some of the economies, the economy associated with concurrent design was lost. Also, there is inefficiency in stopping and restarting the design process. After the 60% design submittal in April 2001, the architectural teams were suspended after the Sound Transit Board adoption of the Airport Link Work Plan. The civil design progressed through the pre-100% submittals in November and December 2001, in order to complete third party reviews and gain concurrence on commitments with our stakeholders. Through the design process it was known that the architectural teams were to be re-engaged in early 2002. Items that were necessary to coordinate with the architects were not completed beyond the 60% level (station design, plazas, and other urban design work). With the suspension of the architectural teams, the economy associated with coordination during concurrent design was lost. Also, the start up effort for the re-engagement of the civil design concurrent with the architectural design is an inefficiency that will be realized. Although changes from the 60% architectural work will be minimized, 3<sup>rd</sup> third party personnel have changed and will likely burden this effort.

The Civil Final Designer's schedule was ahead of several abutting and interdependent related design processes (utility relocations and residential housing projects). These designs must be coordinated with our partners and modified to provide seamless interfaces.

Other design work, such as the Seattle Housing Authority (SHA) projects of Holly Park and Rainier Vista interfaces were impacted due to SHA design schedule and review process with the City of Seattle. The SHA design was lagging behind the Sound Transit work so full coordination was at risk. SHA is developing two major projects along the MLK corridor; Rainier Vista and Holly Park. Both Holly Park and Rainier Vista Each development abuts the MLK corridor for a significant distance and changes the street grid by adding and deleting intersections. The effort to gain concurrence from Seattle Transportation (SeaTrans) on intersection design is substantial. SHA could not maintain the design schedule and momentum of the ST consultant so these areas were not included in the ST concurrence process. Effort was made to keep the designs synchronized but ultimately the Civil Final Designer continued to their pre-100% submittal.

Seattle City Light (SCL) is designing the overhead to overhead utility relocations for this project. The Seattle City Light (SCL) design of overhead to overhead utility relocations for this project could was not able to support the ST design schedule and is currently at approximately 45% completion. The SCL poles will support the new light fixtures so tThis is additional work design and coordination waswere ST has been unable to take advantage of the economy associated with concurrent designs.

Design work requiring access to private properties for additional survey was suspended due to the moratorium on community outreach as a result of the, then pending, SOV litigation.

Work at the intersections is delayed due to SeaTrans and SPU conflicting direction on intersection grading.

The street connector contracts were identified but only progressed to a conceptual level pending re-engagement of the architectural teams.

Added but not designed is the Cedar River Pipeline replacement. The Civil Final Designer was to continue their effort throughout 2002 so it was decided to complete this work in this time frame.

With the re-engagement of the architectural teams, an additional 60% combined package will be submitted to stakeholders for review. Additional 90% and 100% combined packages will also be submitted for review.

The Civil Final Designerfinal designer is scheduled to restart work in March 2002. The architectural teams were re-engaged in early 2002 and the first design submittal, (60%), will be delivered in May 2002. Board action is required to authorize the additional funds required to complete the civil facilities design for the fully complete and operational civil system to allow ain support of construction Notices-to-Proceedstart in early 2004 (C740 and C730 respectfully).

**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract amendment with CH2M Hill (Contract RTA/LR 39-00) to provide additional Civil Engineering Final Design Services for the MLK Jr. Way S. light rail segment in the amount of \$1,751,152 for a total authorized contract amount not to exceed \$8,423,697.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 14, 2002\_.

Ron Sims  
Board Chair

ATTEST:

Marcia Walker  
Board Administrator

**SOUND TRANSIT STAFF REPORTMOTION NO. M2002-26Contract amendment with CH2M Hill to provide additional Civil Engineering Final Design Services for D730 and D740 (MLK Jr. Way S segment) of Central Link**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	3/7/02	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Director	206-398-5389
Board	3/14/02	Action	<b>Joe Gildner, Link Construction/Acting Civil Design Manager</b>	206-689-3350

**Objective of Action**

- To complete final design of civil facilities for the MLK Jr. Way S. light rail segment, including the incorporation of the final design architectural elements.

**Action**

- Authorize the Executive Director to execute a contract amendment with CH2M Hill (Contract RTA/LR 39-00) to provide additional Civil Engineering Final Design Services for the MLK Jr. Way S. light rail segment in the amount of \$1,751,152 for a total authorized contract amount not to exceed \$8,423,697.

**Key Features**

- Allows for completing all necessary final design of all civil facilities.

- Incorporates the final design station architectural and urban design work.
- This amendment is comprised of three basic types of work: (1) existing scope that will be completed with the existing hours; (2) existing scope requiring additional hours to complete; and (3) added scope requiring new hours. The cost for the added scope work is approximately \$1.5 million.
- The overhead rates for the majority of the firms will be adjusted due to the time extension of the contract and the change in work location. Some existing scope work will now be completed at a higher cost since the work will be performed off site at a home overhead rate.
- Allows for the added work associated with the street connector contracts, S. Edmunds St. between MLK and Rainier Ave. South and S. Henderson St. between MLK and Seward Park Ave. South. These are additional contracts that will be designed and packaged by the Civil Final Designer in coordination with the urban designers. These contracts include upgrading sidewalks, ADA improvements, and streetscape and lighting improvements.
- Allows for the added work of the Cedar River Pipeline replacement, three existing water transmission pipelines that cross the corridor at Beacon Avenue South, just south of the Henderson Street Station. The pipes are steel and were installed in 1909, 1923 and 1949. They are reported to vary in condition from good to having extensive pitting. An inspection report prepared by Seattle Public Utilities (SPU), dated December 1999, recommended that the pipelines be replaced at the Link Light Rail crossing. SPU and Sound Transit are sharing the cost of replacement. It was determined that a portion of the Sound Transit share would be the design costs.
- For this motion, CH2M Hill is maintaining similar commitments to Disadvantaged Business Enterprise (DBE) and Minority and Women Business Enterprise (M/WBE) participation (20.9%). This includes 5 firms, all in the state of Washington. Of these 5 firms, 2 are MBE (11.1%), and 3 are DBE (9.8%).
- Authorizes the Executive Director to execute a contract amendment with CH2M Hill (Contract RTA/LR 39-00) to provide additional Civil Engineering Final Design Services for the MLK Jr. Way S. light rail segment in the amount of \$1,751,152 for a total authorized contract amount not to exceed \$8,423,697.

## **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.

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 \$8,760,795 including previously completed work. There is a remaining budget surplus of \$337,099 for this activity.

**2002 Adopted Budget**

Column A	Column B	Column C	Column D	Column E
<b>Total Project Budget</b>	<b>Budget for this Task (B)</b>	<b>Obligated to Date (C)</b>	<b>Total Amount Requested (D)</b>	<b>Shortfall* or Surplus (B-[C+D])</b>
\$2,070,000,000	\$8,760,795	\$6,672,544	\$1,751,152	\$337,099

**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**

An Agreement for Professional Services RTA/LR 39-00 with CH2M Hill was executed on August 14, 2000 for final design of the civil facilities along MLK Jr. Way S. in the Rainier Valley from South Walden Street to South Boeing Access Road.

After the 60% design submittal in April 2001, the architectural teams were suspended after the Sound Transit Board adoption of the Airport Link Work Plan. The civil design progressed through the pre-100% submittals in November and December 2001 in order to complete third party reviews and gain concurrence on commitments with our stakeholders. Through the design process it was known that the architectural teams were to be re-engaged in early 2002. Items requiring coordination with the architects were not completed beyond the 60% level (station design, plazas, and other urban

design work). The suspension of the architectural teams eliminated some of the economies associated with concurrent design.

Other design work, such as the Seattle Housing Authority (SHA) projects of Holly Park and Rainier Vista interfaces were impacted due to SHA design schedule and review process with the City of Seattle. The SHA design was lagging behind the Sound Transit work and complicated design coordination. These areas must now be coordinated with SeaTran to obtain concurrence on the intersection, drainage and other utilities designs.

Seattle City Light (SCL) is designing the overhead to overhead utility relocations for this project. The SCL design of overhead to overhead utility relocations could not support the ST design schedule and is currently at approximately 45% completion. This is additional work where ST has been unable to take advantage of the economies associated with concurrent design.

Design work requiring access to private properties for additional survey was suspended due to the moratorium on community outreach as a result of the SOV litigation pending at the time.

Work at the intersections is delayed due to conflicting direction from SeaTran and Seattle Public Utilities (SPU) regarding intersection grading.

The street connector contracts were identified but only progressed to a conceptual level pending re-engagement of the architectural teams.

It was determined that the design of the Cedar River Pipeline replacement was work efficiently completed in the 2002 time frame.

With the re-engagement of the architectural teams, an additional 60% combined package will be submitted to stakeholders for review. Additional 90% and 100% combined packages will also be submitted for review.

The final designer is scheduled to restart work in March 2002. The architectural teams were re-engaged in early 2002 and the first design submittal (60%) will be delivered in May 2002. Board action is required to authorize the additional funds required to complete the civil facilities design in support of construction start in early 2004.

### **Prior Board or Committee Actions and Relevant Board Policies**

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
R2001-16	Selected the Initial Segment of the Central Link Light Rail Project to	11/29/01

M2001-103	<p>be constructed and operated by 2009.</p> <p>Identified the preferred Initial Segment to be constructed and operated for Central Link Light Rail.</p>	<p>9/27/01</p> <p>3/8/01</p>
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).	9/14/00
M2000-80		11/18/99
R99-34	Authorized the Executive Director to execute a contract with CH2M HILL for civil engineering final design services associated with the Central Link light rail project at-grade segments in the Rainier Valley along Martin Luther King Jr. Way South from South Walden Street to South Boeing Access Road. The action establishes a contract amount of \$6,065,949 with a 10% contingency of \$606,595 for a total authorized amount not to exceed \$6,672,544.	10/7/99
M99-63		2/25/99
M99-14	<p>Selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail line</p> <p>Finance Committee approval of Arai Jackson contract (LR 32-99e)</p> <p>Identified the locally preferred alternative for alignment, station locations, and location of a vehicle maintenance facility for the Central Link light rail line.</p>	

### **Consequences of Delay**

- If action is not taken prior to March 15, 2002, there could be a delay to completion of the final design of the 4.5-mile section of light rail along MLK Jr. Way S. through the Rainier Valley. This will delay the completion of the construction plans and specifications, delaying notice to proceed for civil construction, which could lead to delay in the systems contracts and ultimately revenue service in 2009.

### **Regional Partnership and Cooperation**

- Staff continues to work with City of Seattle agencies such as SeaTran, SCL, SPU, SHA and the Seattle Light Rail Review Panel.
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### **Public Involvement**

- N/A

**LEGAL REVIEW**

JDW 2/21/02



## SOUND TRANSIT

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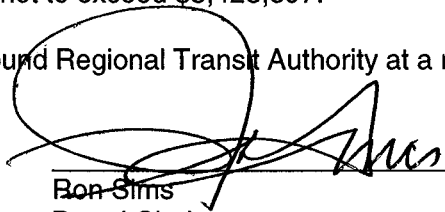
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Ron Sims  
Board Chair

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Marcia Walker  
Board Administrator