

## **SOUND TRANSITMOTION NO. M2002-27**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment with Puget Sound Transit Consultants (Contract No. RTA/LR26-97) to continue project control support of Link Light Rail through 2003 and engineering and architectural design support services for Central Link construction through 2008, in the amount of \$13,728,020 plus a contingency of \$696,545 for a total of \$14,424,565 and for a new total authorized contract amount not to exceed \$71,241,877.

### **Background:**

In December 1997, Sound Transit established a limited notice to proceed for the Joint Venture Partnership composed of Parsons Brinkerhoff Quade & Douglas, Inc., Earth Tech (formerly ICF Kaiser Engineers Inc.), and BRW Inc. otherwise known as Puget Sound Transit Consultants (PSTC) to perform engineering/architecture services for both the Tacoma and Central Link Light Rail Projects. In January 1998, the Board authorized the Executive Director to award a contract to PSTC for conceptual and preliminary engineering for Central Link Light Rail Project.

The contract (RTA/LR26-97) established a base contract amount of \$22,989,057 and a contingency of \$4,600,000 for a total amount of \$27,589,057. Upon execution of the contract, Link staff and PSTC consultants initiated civil facilities engineering for numerous alignment alternatives for both Central and Tacoma Link. The focus of these studies was refined to those alternatives identified by Sound Transit and included in the Link Draft Environmental Impact Statements (DEIS). The DEIS for Tacoma was published in October 1998 followed by the publication of the DEIS for Central Link in December 1998.

Following publication of the DEIS documents, the PSTC team provided preliminary engineering services and additional technical support and information for both the Tacoma and Central Link Final Environmental Impact Statements (FEIS). The FEIS for Tacoma Link was published in January 1999. The FEIS for Central Link was published in December 1999.

In early 2000, following the Board's selection of the Locally Preferred Alternative (LPA) for Central Link, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to execute the option to extend the scope of services and continue engineering/architecture services for Central Link (Work Order #2).

In March 2000, the Board approved Motion No. M2000-18 authorizing the Executive Director to amend the contract with PSTC for \$26,054,869 and a 10% contingency of \$2,605,487 for a total of \$28,660,356. This motion established Amendment #1 in the contract and the total authorized amount was revised to \$56,249,413.

In the fall of 2000, engineering services under Work Order #2 were adjusted to support the development of a revised scope, schedule, and budget for Central Link. In January 2001, Link established the "6-Month" Work Program to evaluate and identify a revised scope (i.e. LPA and Minimum Operating Segment (MOS)) based on a revised cost estimate and master schedule.

At the outset of the 6-Month Work Program, Sound Transit redefined the Central Link Project into two main segments identified as "University Link" and "Airport Link." To support this Work Program, the PSTC contract was adjusted to focus project management and engineering/ architectural resources on the key deliverables in the Work Program. In June 2001, the Link team completed the 6-Month Work Program and reported its findings to the Board. In late June 2001, the Link team initiated the 3-Month Work Program to define the Initial Segment and MOS for Airport Link. In September 2001, the Link team completed the 3-Month Work Program and reported its findings to the Board.

On September 27, 2001, by Motion No. M2001-103, the Sound Transit Board identified a 14-mile preferred Initial Segment to be constructed and operated for the Central Link light rail project from Convention Place in downtown Seattle to South 154<sup>th</sup> Street. The Board made the final decision on selecting the Initial Segment on November 29, 2001, by Resolution No. R2001-16.

During selection of the Initial Segment, the Sound Transit Board expressed a consistent commitment to building the entire Central Link Light Rail project from SeaTac to Northgate. As a result, on September 27, 2001, by Motion No. M2001-104, the Board authorized staff to complete an 18- to 24-month supplemental EIS and design effort to analyze alternative routes to the north of the Initial Segment interim terminus at Convention Place. In addition, the Board's resolution adopting the new Initial Segment also called for examining ways to complete the line to South 200<sup>th</sup> Street by 2009.

In October 2001, engineering and architectural assignments were established for all three segments of Central Link (i.e. North, Initial and South) to maintain the schedule of deliverables for both conceptual and preliminary engineering. These assignments are consistent with and budgeted for in the Central Link project elements that the Board authorized in Motion Nos. M2001-103 and M2001-104 together with Resolution No. R2001-16. Simultaneously, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to extend the scope of authorized services and continue project management and engineering/architecture services, and expanded responsibilities for project control for Central Link.

**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 Puget Sound Transit Consultants (Contract No. RTA/LR26-97) to continue project control support of Link through 2003 and engineering and architectural design support services

for Central Link construction through 2008, in the amount of \$13,728,020 plus a contingency of \$696,545 for a total of \$14,424,565 and for a new total authorized contract amount not to exceed \$71,241,877.

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

Ron Sims  
Board Chair

ATTEST:

Marcia Walker  
Board Administrator

**SOUND TRANSITSTAFF REPORTMOTION NO. M2002-27Contract Amendment with Puget Sound Transit Consultants (PSTC) for Link Light Rail**

| Meeting:          | Date:   | Type of Action:  | Staff Contact:  | Phone:              |
|-------------------|---------|--|---|---------------------|
| 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> | <b>206-689-3350</b> |

**Objective of Action**

- Amend the existing contract with Puget Sound Transit Consultants to extend the scope of work in the current contract into Work Order #3. The two main tasks include project control and engineering/architecture services. The project control tasks include management/ support services for Link Project Control Division (extension of Link staff for 2002 and 2003). The engineering/architecture services include work on three segments of Central Link as described below:

Central Link – North Segment

- Conceptual & Preliminary Engineering Studies, Central Link, North Alternatives Analysis/ Supplemental Environmental Impact Statement (2002 & 2003)

Central Link – Initial Segment

- Preliminary Engineering, Central Link, Tukwila Freeway Route (Contracts D750 and D760), (through mid-2002)

- Final Design Management and Oversight, Central Link, Convention Place to South 154<sup>th</sup> Street, (through 2004)
- Design Support During Construction, Central Link – Initial Segment (extension of Link staff, 2002 to 2008)

#### Central Link – South Segment

- Engineering Studies, Central Link, Alternatives Analysis for South 154<sup>th</sup> Street to South 200<sup>th</sup> Street (2002)

#### **Action**

- Authorizes the Executive Director to execute a contract amendment with Puget Sound Transit Consultants (Contract No. RTA/LR26-97) to continue project control support of Link Light Rail through 2003 and engineering and architectural design support services for Central Link construction through 2008, in the amount of \$13,728,020 plus a contingency of \$696,545 for a total of \$14,424,565 and for a new total authorized contract amount not to exceed \$71,241,877.

#### **Key Features**

- This action will provide key personnel (i.e. project control, transportation planning, civil engineering, architecture, and associated technicians and administrative staff) to complete a number of essential functions within the Link Division. The key features of this action are consistent with the major goals and deliverables identified by Link's Director for Central Link and described to the Sound Transit Board last fall. In particular, the key features of this action will provide the following:
  1. Key staff to manage and support Link's Project Control Division for a period of two years.
  2. Key planning, engineering, architectural and administrative staff to complete both the Conceptual and Preliminary Engineering for the Alternative Analysis and Supplemental Environmental Impact Statement for Link's North Alignment between Convention Place Station (CPS) and Northgate.
  3. Key engineering and administrative staff to complete the Preliminary Engineering for all civil facilities associated with the Tukwila Freeway Route, the section of Link's Initial Segment near Boeing Access Road (at the north end) to the interim station at S. 154<sup>th</sup> Street (at the south end).
  4. Key engineering staff to assist Link staff in the management and oversight of a number of Final Design contracts associated with the Initial Segment between CPS and South 154<sup>th</sup> Street.
  5. Key planning, engineering, architectural and administrative staff to complete an analysis of alternatives for completing Link's South Alignment between the interim South 154<sup>th</sup> Street Station and the South 200<sup>th</sup> Street Station.

6. Key engineering staff to serve as an extension of Link staff to provide design support during the construction of the Initial Segment of Central Link.
  - With this amendment the total authorized contract amount would be increased to \$71,241,877 from the current authorized amount of \$56,249,413.
  - This action also extends the duration of this contract through 2008 thereby allowing continual engineering support services during the construction of civil facilities for Link's Initial Segment.
  - This contract was initiated in December 1997 and the time extension requested in this motion exceeds the five-year limitation set forth by the Federal Transit Administration. Sound Transit has submitted written correspondence to the Federal Transit Administration formally requesting a waiver from their limitation. The official response from the Federal Transit Administration is still pending.
  - For this amendment, PSTC will maintain its current level of Disadvantaged Business Enterprise (DBE) and Minority and Women Business Enterprise (M/WBE) participation of 20.3%. Included are 22 firms (19 firms from the State of Washington) that have been working with the Puget Sound Transit Consultant team providing significant support for this contract.

## **Budget**

On December 13, 2001, the Board adopted the 2002 agency budget. This motion fully commits budget for the contemplated tasks within each of the Link projects.

The total budget for the segment from CPS to Northgate (as identified in Amendment 9) is \$110 million, which includes the \$21 million for future work, as well as an estimate of expenditures for work already completed in this area. Within the \$21 million budget for the two-year work plan, \$5,767,429 was identified for future facilities design and ridership studies as contemplated in this motion.

The total budget for the Initial Segment from CPS to South 154th (as identified in Amendment 9) is \$2.07 billion. Within that budget, the activity contemplated within this motion is identified within the Preliminary Engineering, Final Design, and Construction Services phases. These activities were included within the cost estimate and there are sufficient funds identified for work identified in this motion.

The current Board-adopted budget for the segment running between South 154th and South 200th (as identified in Amendment 9) is \$20 million. Within that budget, the activity contemplated within this line is identified within the Preliminary Engineering and Final Design phases. These activities were included within the cost estimate and there are sufficient funds identified for work identified in this motion. The total budget for PSTC activities for the airport work program is \$3,057,190 including previously completed work.

The current Board-adopted budget for the segments running between Northgate and South 200th (as identified in Amendment 9) is \$2.2 billion. Within that budget, project control 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.

**Table A - Total Link Project Budgets (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]) |
| <u>Obligated to Date</u>              | \$ 110,000,000       | \$ 5,767,429             | \$ 56,249,413         | \$ 0                       | \$ 0                           |
| <u>Central Link - North Segment</u>   | \$ 2,070,000,000     | \$ 3,156,238             | \$ 0                  | \$ 5,767,429               | \$ 0                           |
| <u>Central Link - Initial Segment</u> | \$ 20,000,000        | \$ 1,000,000             | \$ 0                  | \$ 3,156,238               | \$ 0                           |
| <u>Central Link - South Segment</u>   | \$ 2,200,000,000     | \$ 4,500,898             | \$ 0                  | \$ 1,000,000               | \$ 0                           |
| <u>Project Control</u>                |                      |                          |                       | \$ 4,500,898               |                                |
|                                       |                      |                          |                       | \$ 14,424,565              |                                |

**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 the Link projects 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 each of the projects.

**Impact on Subarea Budget(s):** This action will not further impact the North King County or the South King County subarea budgets beyond that contemplated within the 2002 Adopted Budget.

**History of Project Prior Board or Committee Actions and Relevant Board Policies**

| <b>Motion or Resolution No.</b> | <b>Summary of Action</b> | <b>Date of Action</b> |
|---------------------------------|--------------------------|-----------------------|
|---------------------------------|--------------------------|-----------------------|

|           |  |          |
|-----------|--|----------|
| R2001-17  | Adopted an annual budget for period from January 1 to December 31.   | 12/13/01 |
| R2001-16  |  | 11/29/01 |
| M2001-104 | Selected the Initial Segment of the Central Link Light Rail Project to be constructed and initiate operations by the fall 2009.  |          |
| M2001-103 |  | 9/27/01  |
| M2001-21  | Directing the Executive Director to evaluate Central Link Light Rail routes and station alternatives between Convention Place and Northgate.   | 9/27/01  |
| M2001-02  | Identified the preferred Initial Segment to be constructed and operated for Central Link Light Rail.   | 3/8/01   |
| M2000-18  | Adopted a work program for the Airport Link portion of the Central Link Project for the 2001-2003 time frame.  | 2/8/01   |
| R99-34    |  | 3/9/00   |
| M99-28    | Identified a Preferred Alternative for the Central Link Light Rail Project in the City of Tukwila for purposes of completing the Supplemental Environmental Impact Statement.  | 11/18/99 |
| M99-14    | Authorized the Executive Director to execute a contract amendment to contract RTA/LR26-97 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. | 7/8/99   |
| M99-05    |  | 2/25/99  |
| R98-3     | Identified route, station locations, and operations and maintenance facility for Tacoma light rail line  | 2/11/99  |
|           | Selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built and operated for the Central Link Light Rail Project.   | 1/22/98  |
|           | Identifying the route and station locations for the northern portion of the Tacoma Link light rail line and determining a construction schedule  |          |
|           | Identified the locally preferred alternative for the alignment, station locations, and location of the vehicle maintenance facility for the Central Link Light Rail Project  |          |
|           | Awarded a Civil Facilities Consulting contract (RTA/LR26-97) for conceptual and preliminary engineering in the amount of   |          |



\$22,989,057 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. An additional \$4,600,000 was authorized as a contingency reserve.

**BACKGROUND**

In December 1997, Sound Transit established a limited notice to proceed for the Joint Venture Partnership composed of Parsons Brinkerhoff Quade & Douglas, Inc., Earth Tech (formerly ICF Kaiser Engineers Inc.), and BRW Inc. otherwise known as Puget Sound Transit Consultants (PSTC) to perform engineering/architecture services for both the Tacoma and Central Link Light Rail Projects. In January 1998, the Board authorized the Executive Director to award a contract to PSTC for conceptual and preliminary engineering for Central Link Light Rail Project.

The contract (RTA/LR26-97) established a base contract amount of \$22,989,057 and a contingency of \$4,600,000 for a total amount of \$27,589,057. Upon execution of the contract, Link staff and PSTC consultants initiated civil facilities engineering for numerous alignment alternatives for both Central and Tacoma Link. The focus of these studies was refined to those alternatives identified by Sound Transit and included in the Link Draft Environmental Impact Statements (DEIS). The DEIS for Tacoma was published in October 1998 followed by the publication of the DEIS for Central Link in December 1998.

Following publication of the DEIS documents, the PSTC team provided preliminary engineering and additional technical support and information for both the Tacoma and Central Link Final Environmental Impact Statements (FEIS). The FEIS for Tacoma Link was published in January 1999. The FEIS for Central Link was published in December 1999.

In early 2000, following the Board's selection of the Locally Preferred Alternative (LPA) for Central Link, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to execute the option to extend the scope of services and continue engineering/architecture services for Central Link. The negotiations focused on continued professional services for the LPA in the following areas:

- Project management and oversight and associated administrative support for the design of Link Light Rail.
- Management support and oversight of the Civil Facilities Final Design Section Contracts for both Central and Tacoma Link.
- Management support and oversight of architectural and urban design activities undertaken by Link's Architectural Consultants.
- Engineering support for the Link Light Rail Civil Facilities Final Design Consultants (including survey, mapping, and trackwork design).
- Survey work in support of Link's right-of-way acquisition activities.
- Engineering support for the development/refinement of key Link documents (including the Project Management Plan, Project Baseline Unit Description, Project Master Schedule System Safety and Security Program Plan, System Safety Certification Plan, Standard and Directive Drawings for Civil Facilities, Construction Safety Plan, and the Resident Engineer's Manual).
- Engineering and management support for construction.

In March 2000, the Board approved Motion No. M2000-18 authorizing the Executive Director to amend the contract with PSTC for \$26,054,869 and a 10% contingency of \$2,605,487 for a total of \$28,660,356. This motion established Amendment #1 in the contract and the total authorized amount was revised to \$56,249,413.

In the fall of 2000, engineering services under Work Order #2 were adjusted to support the development of a revised scope, schedule, and budget for Central Link. In January 2001, Link established the 6-Month Work Program to evaluate and identify a revised scope (i.e. LPA and Minimum Operating Segment (MOS)) based on a revised cost estimate and master schedule.

At the outset of the 6-Month Work Program, Sound Transit redefined the Central Link Project into two main segments identified as "University Link" and "Airport Link." To support this Work Program, the PSTC contract was adjusted to focus project management and engineering/ architectural resources on the key deliverables in the Work Program. In June 2001, the Link team completed the 6-Month Work Program and reported its findings to the Board. In late June 2001, the Link team initiated the 3-Month Work Program to redefine the Initial Segment and identify the MOS for Airport Link. In September 2001, the Link team completed the 3-Month Work Program and reported its findings to the Board.

On September 27, 2001, by Motion No. M2001-103, the Sound Transit Board identified a 14-mile preferred Initial Segment to be constructed and operated for the Central Link light rail project from Convention Place in downtown Seattle to South 154<sup>th</sup> Street. The Board made the final decision on selecting the Initial Segment on November 29, 2001, by Resolution No. R2001-16.

During selection of the Initial Segment, the Sound Transit Board expressed a consistent commitment to building the entire Central Link Light Rail project from SeaTac to Northgate. As a result, on September 27, 2001, by Motion No. M2001-104, the Board authorized Sound Transit to complete an 18- to 24-month supplemental EIS and design effort to analyze alternative routes to the north of the Initial Segment interim terminus at Convention Place. In addition, the Board's resolution adopting the new Initial Segment also called for examining ways to complete the line to South 200<sup>th</sup> Street by 2009.

In October 2001, engineering and architectural assignments were established for all three segments of Central Link (i.e. North, Initial and South) to maintain the schedule of deliverables for both conceptual and preliminary engineering. These assignments are consistent with and budgeted for in the Central Link project elements that the Board authorized in Motion No. M2001-103 and M2001-104 together with Resolution No. R2001-16. Simultaneously, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to extend the scope of authorized services and continue project management and engineering/architecture services, and expanded responsibilities for project control for Central Link. The summary of these negotiations is outlined in Column D of Table A.

### **Consequences of Delay**

Notice to Proceed with some of the tasks for Work Order #3 started in the last quarter of 2001. This includes tasks for Project Control, the North and South Segments of Central Link, and preliminary engineering for the Tukwila Freeway Route of the Initial Segment of Central Link. If this approval is delayed, it will affect completion of the design tasks and the implementation program for project control. This will affect Link's current administration and schedule of deliverables in Central Link's Master Schedule for the North and South Segments. The impact of these delays would eventually delay the start of revenue service for the initial segment.

### **Regional Partnership and Cooperation**

N/A

### **Public Involvement**

N/A

### **LEGAL REVIEW**

JDW 2/21/02

## **SOUND TRANSIT**

### **MOTION NO. M2002-27**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment with Puget Sound Transit Consultants (Contract No. RTA/LR26-97) to continue project control support of Link Light Rail through 2003 and engineering and architectural design support services for Central Link construction through 2008, in the amount of \$13,728,020 plus a contingency of \$696,545 for a total of \$14,424,565 and for a new total authorized contract amount not to exceed \$71,241,877.

#### **Background:**

In December 1997, Sound Transit established a limited notice to proceed for the Joint Venture Partnership composed of Parsons Brinkerhoff Quade & Douglas, Inc., Earth Tech (formerly ICF Kaiser Engineers Inc.), and BRW Inc. otherwise known as Puget Sound Transit Consultants (PSTC) to perform engineering/architecture services for both the Tacoma and Central Link Light Rail Projects. In January 1998, the Board authorized the Executive Director to award a contract to PSTC for conceptual and preliminary engineering for Central Link Light Rail Project.

The contract (RTA/LR26-97) established a base contract amount of \$22,989,057 and a contingency of \$4,600,000 for a total amount of \$27,589,057. Upon execution of the contract, Link staff and PSTC consultants initiated civil facilities engineering for numerous alignment alternatives for both Central and Tacoma Link. The focus of these studies was refined to those alternatives identified by Sound Transit and included in the Link Draft Environmental Impact Statements (DEIS). The DEIS for Tacoma was published in October 1998 followed by the publication of the DEIS for Central Link in December 1998.

Following publication of the DEIS documents, the PSTC team provided preliminary engineering services and additional technical support and information for both the Tacoma and Central Link Final Environmental Impact Statements (FEIS). The FEIS for Tacoma Link was published in January 1999. The FEIS for Central Link was published in December 1999.

In early 2000, following the Board's selection of the Locally Preferred Alternative (LPA) for Central Link, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to execute the option to extend the scope of services and continue engineering/architecture services for Central Link (Work Order #2).

In March 2000, the Board approved Motion No. M2000-18 authorizing the Executive Director to amend the contract with PSTC for \$26,054,869 and a 10% contingency of \$2,605,487 for a total of \$28,660,356. This motion established Amendment #1 in the contract and the total authorized amount was revised to \$56,249,413.

In the fall of 2000, engineering services under Work Order #2 were adjusted to support the development of a revised scope, schedule, and budget for Central Link. In January 2001, Link established the "6-Month" Work Program to evaluate and identify a revised scope (i.e. LPA and Minimum Operating Segment (MOS)) based on a revised cost estimate and master schedule.

At the outset of the 6-Month Work Program, Sound Transit redefined the Central Link Project into two main segments identified as "University Link" and "Airport Link." To support this Work

Program, the PSTC contract was adjusted to focus project management and engineering/architectural resources on the key deliverables in the Work Program. In June 2001, the Link team completed the 6-Month Work Program and reported its findings to the Board. In late June 2001, the Link team initiated the 3-Month Work Program to define the Initial Segment and MOS for Airport Link. In September 2001, the Link team completed the 3-Month Work Program and reported its findings to the Board.

On September 27, 2001, by Motion No. M2001-103, the Sound Transit Board identified a 14-mile preferred Initial Segment to be constructed and operated for the Central Link light rail project from Convention Place in downtown Seattle to South 154<sup>th</sup> Street. The Board made the final decision on selecting the Initial Segment on November 29, 2001, by Resolution No. R2001-16.

During selection of the Initial Segment, the Sound Transit Board expressed a consistent commitment to building the entire Central Link Light Rail project from SeaTac to Northgate. As a result, on September 27, 2001, by Motion No. M2001-104, the Board authorized staff to complete an 18- to 24-month supplemental EIS and design effort to analyze alternative routes to the north of the Initial Segment interim terminus at Convention Place. In addition, the Board's resolution adopting the new Initial Segment also called for examining ways to complete the line to South 200<sup>th</sup> Street by 2009.

In October 2001, engineering and architectural assignments were established for all three segments of Central Link (i.e. North, Initial and South) to maintain the schedule of deliverables for both conceptual and preliminary engineering. These assignments are consistent with and budgeted for in the Central Link project elements that the Board authorized in Motion Nos. M2001-103 and M2001-104 together with Resolution No. R2001-16. Simultaneously, Sound Transit and PSTC entered into negotiations to amend Contract RTA/LR26-97 to extend the scope of authorized services and continue project management and engineering/architecture services, and expanded responsibilities for project control for Central Link.


**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 Puget Sound Transit Consultants (Contract No. RTA/LR26-97) to continue project control support of Link through 2003 and engineering and architectural design support services for Central Link construction through 2008, in the amount of \$13,728,020 plus a contingency of \$696,545 for a total of \$14,424,565 and for a new total authorized contract amount not to exceed \$71,241,877.

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

  
Rorr Sims  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator