

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-37

Design Services for Airport Link – South 154th Street to Sea-Tac Airport

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/7/05	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Director	(206) 398-5389
Board	4/14/05	Action	Bob Parsons, Link Civil Engineering Manager	(206) 398-5150

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source	✓	Amend Existing Contract/Agreement	✓
Interlocal Agreement		Contingency Funds (Budget) Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ *Applicable to proposed transaction.*

ACTION

Authorize the Chief Executive Officer to execute a sole source contract amendment with Hatch Mott MacDonald (HMM) in the amount of \$9,077,591 and a 10% contingency in the amount of \$907,759, for a revised total authorized contract amount not to exceed \$25,935,350, to provide preliminary engineering and architectural design services for the Airport Link preferred alternative between South 154th Street in the City of Tukwila and the proposed Airport light rail station near South 176th Street in the City of SeaTac and to provide final design services for the Airport Link project to be selected for construction by the Sound Transit Board.

KEY FEATURES

- In December of 2004, Sound Transit, the Port of Seattle (POS), and the City of SeaTac reached agreement on the preferred alternative for extending the Central Link Initial Segment from South 154th Street to a light rail station located at Sea-Tac International Airport's main terminal. The airport LRT (Airport Link) extension is planned to be completed by the end of 2009, just prior to the 2010 Winter Olympics in Vancouver, B.C.
- Sound Transit and the POS collaborated to integrate the LRT extension with the Port's planned roadway improvements in the same corridor. This led to adoption of a common project schedule that fully integrates the design and construction of LRT facilities with the POS's roadway projects. This integration requires both agencies to maintain flexibility as their respective design efforts advance and led Sound Transit to combine preliminary civil engineering and final design within a single consultant contract.
- The Airport Link extension will be fully integrated into the Initial Segment. In order to address overall system requirements, reduce interface conflicts, and achieve cost efficiencies, the Airport Link design will, to the extent possible, be based on designs and specifications completed for the Initial Segment. Portions of the Airport Link alignment are a direct continuation of the pre-cast segmental LRT guideway in Tukwila, for which HMM recently completed the final design and is providing design support during construction. Reference to these completed designs will streamline the design of some Airport Link structures.

- The scope of this proposed amendment includes the civil engineering, architectural design, geotechnical explorations, and related professional services for both the preliminary engineering and final design for the Airport Link project, including approximately 1.7 miles of LRT guideway, an elevated station near South 176th Street, and a kiss-and-ride facility. Services to be provided under this proposed amendment would be authorized and performed as part of two distinct elements:
 - Sound Transit would proceed to authorize performance of preliminary engineering and architectural services in an amount of \$2,992,196 and a 10% contingency of \$299,220 for a total amount not to exceed \$3,291,416 that would be funded under the Adopted 2005 budget for Airport Link. Preliminary engineering and architectural services would commence in April 2005.
 - Sound Transit would authorize performance of final design services only upon the Sound Transit Board's future adoption of the Airport Link project and completion of the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) environmental reviews. Final design services would be funded through amendment of the Airport Link capital budget in conjunction with the project adoption. Final design services are anticipated to commence in the third quarter of 2005 and are scheduled to be completed in mid-2006.
- In anticipation of the Airport Link extension and given the similar type of construction, the recently awarded Tukwila construction contract (contract C755) includes provisions that allow Sound Transit, at its sole discretion, to add all or portions of the Airport Link project to the scope of that contract. Specific strategies for packaging of the design work into appropriate construction packages will be determined during the preliminary engineering phase, in consultation with the POS.
- Sound Transit will work closely with the City of Tukwila, the City of SeaTac, the Washington State Department of Transportation, and the POS in the final design and permitting for this contract. The light rail facilities are being partially constructed on property owned by the City of Tukwila, WSDOT, City of SeaTac, and the POS.
- Involvement by the engineer of record during the construction phase is critical for construction contracts that prescribe highly specialized construction, such as the LRT guideway construction anticipated for Airport Link. Design support during construction services are not included as part of the proposed contract amendment. In accordance with the Initial Segment procurement practices, Sound Transit may elect to execute an option for these services at the start of construction.
- In 2004, the Airport Link project successfully competed in the regional Federal Transit Administration (FTA) formula funding competition and the project was awarded a total of \$14.25 million to be applied to the preliminary engineering and final design phases. Unlike the congressionally earmarked FTA "New Start" funds used for the Initial Segment, the competitive FTA formula funds awarded for Airport Link do not require FTA approval to enter into the preliminary engineering and final design phases.

SOLE SOURCE JUSTIFICATION

The procurement of preliminary civil engineering and final design services for Airport Link through execution of a sole source contract amendment is justified under applicable

procurement regulations and has been documented in accordance with Sound Transit's policies. The following factors contribute to the sole source justification.

- Implementation of the Airport Link project hinges on the full integration of the design and construction of LRT facilities with concurrent POS roadway projects. This integrated project delivery plan requires Sound Transit to advance its designs in parallel with the POS's ongoing design efforts. This can only be accomplished through the recommended sole source contract amendment, as delays associated with a competitive procurement of civil design services and the mobilization of a new design team would delay the project schedule and preclude opportunities to integrate LRT and roadway construction packages.
- The Airport Link project schedule addresses the strong public interest to extend LRT to the airport in advance of the 2010 Winter Olympics in Vancouver, B.C. The time required for a competitive procurement process for the civil design and the mobilization and learning curve required of a new design team would delay the Airport Link schedule and would adversely impact this public transportation objective.
- The negotiated cost for services to be provided under the proposed sole source contract amendment is fair and reasonable. In fact, based on an analysis of the cost of comparable design scopes of work related to similar construction elements in the Initial Segment, the Airport Link civil design procurement offers tangible cost savings.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Final Design / Construction

Projected Completion Date: 2009

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N	
This Project	N	
This Phase	Y	Proposed action requires use of budget surplus and unallocated contingency from other phases within the project.
This Task	N	
Budget amendment required	Y	Final design services proposed in this action anticipate a future amendment to the Airport Link capital project.
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	N	
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The proposed action would authorize the execution of a contract amendment with HMM in the amount of \$9,077,591 and a contingency of \$907,759 to provide design services for the Airport Link preferred alternative, including preliminary engineering services in an amount not to exceed \$3,291,416 that would be funded under the existing adopted 2005 lifetime capital budget for the Airport Link study of \$18.6 million. Should the proposed action be approved, a budget shortfall

of \$2,332,063 in the preliminary engineering phase would require the use of funds from the administration, final design and right-of-way phases within the project.

Final design services in an amount not to exceed \$6,693,934 would be funded through amendment of the Airport Link capital budget in conjunction with the Sound Transit Board's adoption of a budget for completing Airport Link.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action, as it pertains to preliminary engineering services, is consistent with the current Board-adopted budget and is affordable within the agency's current long-term financial plan and subarea financial capacity. The final design services proposed in this action anticipate a future amendment to the Central Link Light Rail capital budget for Airport Link, and would require additional Sound Transit funding in the amount of \$6.4 million, as noted in the above Budget Discussion.

BUDGET TABLE

Action Item: Hatch Mott MacDonald (HMM) (provide preliminary engineering and architectural design services for the Airport Link project within Central Link)

(Year of Expenditure \$000)

Airport Link	Adopted FY2005 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	3,798	3,157		3,157	641
2 Preliminary Engineering	4,945	3,986	3,291	7,277	(2,332)
3 Final Design	4,228	2,415		2,415	1,813
4 Right of Way	2,200	2,067		2,067	133
5 Construction	-	-		-	-
6 Construction Services	2	2		2	-
7 Third Party Agreements	1,881	1,159		1,159	722
8 Vehicles	-	-		-	-
9 Contingency	1,546	-		-	1,546
10 Total Current Budget	18,600	12,786	3,291	16,077	2,523

Preliminary Engineering Phase Detail

11 HMM Prelim Engineering Services	-	-	3,291	3,291	(3,291)
12 Other Preliminary Engineering	4,845	3,986		3,986	859
13 PE Unallocated Contingency	100	-		-	100
14 Total Phase	4,945	3,986	3,291	7,277	(2,332)

Contract Budget	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
15 Contract Amount (PE and Architectural Services)	14,650	14,300	2,992	17,642	17,292
16 Contingency	1,300	1,650	299	1,599	1,949
17 Total Funded in 2005 Adopted Budget	15,950	15,950	3,291	19,241	19,241
18 Percent Contingency	9%	12%	10%	9%	11%

19 Contract Amount (Final Design)	-	-	6,085	6,085	6,085
20 Contingency	-	-	609	609	609
21 Total Other Funded	-	-	6,694	6,694	6,694
22 Percent Contingency	0%	0%	10%	10%	10%

23 Contract Amount	14,650	14,300	9,078	23,728	23,378
24 Contingency	1,300	1,650	908	2,208	2,558
25 Total Contract	15,950	15,950	9,985	25,935	25,935
26 Percent Contingency	9%	12%	10%	9%	11%

17(H) Preliminary Engineering and Architectural Services that would be funded under the 2005 Adopted Budget.

21(H) Final Design Services that would be funded through amendment of the Airport Link capital budget in conjunction with the project adoption.

25(H) Total Hatch Mott MacDonald (HMM) proposed contract amendment = 17(H) + 21(H).

Budget Shortfall

Task Level	\$ (K)	Potential Resources (L)	Source (M)
27 HMM Preliminary Engineering	3,291	3,546	Budget surplus and unallocated contingencies in the Administration, Preliminary Engineering, Final Design and ROW phases

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

The proposed amendment is valued at \$9,077,591. This includes the preliminary engineering phase, which is estimated at \$2,992,196.

The-M/W/DBE goal established for this contract was 20%. Performance to date has achieved 21.23% M/W/DBE participation. The M/W/DBE participation for the Airport Link segment has been estimated at 16%. The overall contract M/W/DBE participation is estimated at 19%.

The Small Business-M/W/DBE participation for the Airport Link segment has been estimated at 33.83%. When the project is completed, the resulting Small Business-M/W/DBE participation for the overall contract is estimated at 30%.

The following table illustrates the anticipated Small Business-M/W/DBE participation for the Airport Link segment:

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
PacRim Geotechnical	MBE/DBE	0.09%	\$8,306
CivilTech Engineering	MBE/DBE	0.23%	\$21,131
Soil Technology	Small Business	0.03%	\$2,908
Cherokee General	MWBE/DBE	1.07%	\$97,446
Bright Engineering	MBE/DBE	5.28%	\$479,664
CTS Engineers	Small Business	2.59%	\$234,765
Nakano Associates	MBE/DBE	1.33%	\$120,682
Radiance Lighting Design	WBE/DBE	0.42%	\$38,037
C3 Management Group	WBE	1.74%	\$158,028
Karen Kiest Landscape Architects	WBE/DBE	0.59%	\$53,147
RoseWater Engineering	WBE/DBE	4.62%	\$419,444
Anthony Steadman Associates	Small Business	0.73%	\$66,208
Duane Hartman & Associates	Small Business	0.58%	\$52,890
International Bridge Technologies	Small Business	14.53%	\$1,319,134
Total		33.83%	\$3,071,789

EEO Commitment

HMM workforce demographics are 18.7% women and 20.7% minorities.

HISTORY OF PROJECT

On November 18, 1999, the Board adopted Resolution No. R99-34 selecting the alignment, station locations, and the maintenance base to be built for the Central Link Project. The Board action was supported by the Central Link Light Rail Project Final Environmental Impact Statement (November 1999). On that same day, the Board agreed to evaluate an alternative route (Tukwila Freeway Route) through the City of Tukwila that had been proposed by the City. Draft and final supplemental environmental impact statements were prepared evaluating this route.

On November 29, 2001, the Sound Transit Board selected the Initial Segment of the Central Link Light Rail Project to be constructed. The Board's selection included the Tukwila Freeway Route as the alignment for that portion of the Initial Segment that is covered by the C755 contract. A procurement was carried out from October 2001 to February 2002 to select a design team for the civil final design of the Tukwila Freeway Route. In April 2002, HMM was selected and began final design work November 2002 and completed the design in October 2004. Based on the design team's recommendation early in the final design process, Sound Transit adopted a pre-cast segmental design for extended portions of the LRT guideway through Tukwila, given the cost and schedule benefits and reduced environmental impacts associated with this construction method.

Airport Link is part of the Central Link Project defined in Sound Move. In its action identifying the Initial Segment on September 27, 2001, the Sound Transit Board directed the agency to work with the Port of Seattle and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street. In a subsequent action on November 29, 2001, the Board

acknowledged that the delay in the POS's development plans, due in part to aviation security responses to the attacks of September 11, 2001 precluded construction of the LRT extension to the airport within the timeframe of the Initial Segment and authorized implementation of a work plan to evaluate alternatives to serve the airport by the year 2009.

During 2004, Sound Transit and the POS collaborated to integrate the LRT extension with the POS's planned capital improvements in the same corridor and concluded that it is feasible to extend LRT to the Airport by the end of 2009. This led to the adoption of a common project schedule that fully integrates the design and construction of LRT facilities with the POS's capital projects.

In December 2004, Sound Transit signed separate term sheets with the POS and the City of SeaTac that established a basis for working collaboratively to complete the design and construction of Airport Link by the end of 2009. Term sheets were signed in anticipation of formal memoranda of agreement to be executed with the Port of Seattle and the City of SeaTac.

Sound Transit and the POS agreed that achieving the project schedule is ambitious and would require coordination of design and construction efforts and consideration of innovative project delivery and construction packaging strategies. Sound Transit's preliminary implementation plan for Airport Link, including the recommendation for sole source contract amendment proposed under this motion, was presented to the Sound Transit Board on February 10, 2005. In February 2005, Sound Transit commenced scope definition discussions with HMM to provide the preliminary design services and an option for final design services for Airport Link under a contract amendment to the existing contract. Sound Transit successfully completed negotiations with HMM during March 2005.

In March 2005, Sound Transit awarded a contract to PCL Construction Services, Inc. to construct the LRT route and station in Tukwila (C755), including 4.2 miles of pre-cast segmental aerial guideway. The C755 contract contains a provision allowing Sound Transit, at its sole discretion, to add all or portions of the Airport Link construction to the C755 contract, given that the preferred Airport Link alignment includes an elevated guideway which is anticipated to be designed and constructed using the pre-cast segmental method adopted for C755.

As noted above, Board Resolution No. R99-34 included a route selection from the Tukwila International Boulevard Station to the South 200th Station. The proposed Airport Link project would modify the route and station locations in this segment from the alignments and station locations selected by the Board in November 1999. An Environmental Assessment (EA) under NEPA is being prepared to address these modifications to the project. This EA will also serve as a project Addendum under SEPA. Notice to proceed for final design will not be authorized until the EA and SEPA Addendum are complete, the Sound Transit Board has selected the Airport Link project to be constructed, and a NEPA environmental determination has been made by the FTA.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2005-15	Ratified and approved the contract for civil engineering design services with Hatch Mott MacDonald and executed a contract amendment with Hatch Mott MacDonald to provide additional civil engineering design services during construction from South Boeing Access Road to S.154 th Street in the amount of \$1,650,000 for a new total authorized amount not to exceed \$15,950,000.	03/10/05
M2005-27	Executed a contract with PCL Construction Services, Inc. for the construction of the South Boeing Access Road to S.154 th Street in the amount of \$231,675,340 with a 10% contingency of \$23,167,534 for a total authorized amount not to exceed \$254,842,874.	03/10/05
M2002-45	Executed a contract with AMEC-HMM Joint Venture for civil engineering final design services associated with construction of the S. Boeing Access Road to S. 154 th Street segment for the Central Link Light Rail project for a contract amount of \$13,000,000 with a 10% contingency of \$1,300,000 for a total authorized amount not to exceed \$14,300,000.	04/25/02
R2001-16	Selected the Initial Segment of the Central Link Light Rail Project to be constructed and operated by 2009.	11/29/01
M2001-126	Authorized the implementation of a work plan with the Port of Seattle and the City of SeaTac to evaluate alternatives to serve Sea-Tac International Airport.	11/29/01
M2001-103	Identified the preferred Initial Segment to be constructed and operated for Central Link Light Rail and directed staff to work with the Port of Seattle and the Cities of Tukwila and SeaTac to develop a final alignment and financing plan to complete the southernmost segment of Central Link.	09/27/01
M2001-02	Approved the Tukwila Freeway Route as the Preferred Alternative for purposes of completing the Final Supplemental Impact Statement and that staff be directed to identify alternatives for financing the additional costs of the TFR and develop the terms of a potential agreement with the City of Tukwila as related to the Preferred Alternative for the board to consider in the spring following issuance of the final SEIS.	02/08/01
R99-34	Selecting 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

CONSEQUENCES OF DELAY

A delay in the award of this design contract amendment would directly impact the critical path of the Airport Link project and would likely delay the overall project completion and the start of LRT operations to the airport.

PUBLIC INVOLVEMENT

Not applicable to this section

LEGAL REVIEW

JDW 3/31/05

SOUND TRANSIT

MOTION NO. M2005-37

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a sole source contract amendment with Hatch Mott MacDonald in the amount of \$9,077,591 and a 10% contingency in the amount of \$907,759, for a revised total authorized contract amount not to exceed \$25,935,350, to provide preliminary engineering and architectural design services for the Airport Link preferred alternative between South 154th Street in the City of Tukwila and the proposed Airport light rail station near South 176th Street in the City of SeaTac and to provide final design services for the Airport Link project to be selected for construction by the Sound Transit Board.

Background:

Airport Link is part of the Central Link Project defined in Sound Move. In its action identifying the Initial Segment on September 27, 2001, the Sound Transit Board directed the agency to work with the Port of Seattle and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street. In a subsequent action on November 29, 2001, the Board acknowledged that the delay in the POS's development plans, due in part to aviation security responses to the attacks of September 11, 2001 precluded construction of the LRT extension to the airport within the timeframe of the Initial Segment and authorized implementation of a work plan to evaluate alternatives to serve the airport by the year 2009.

In December of 2004, Sound Transit, the Port of Seattle (POS), and the City of SeaTac reached agreement on the preferred alternative for extending the Central Link Initial Segment from South 154th Street to a light rail station located at Sea-Tac International Airport's main terminal. The airport LRT (Airport Link) extension is planned to be completed by the end of 2009, just prior to the 2010 Winter Olympics in Vancouver, B.C.

Sound Transit and the POS collaborated to integrate the LRT extension with the Port's planned roadway improvements in the same corridor. This led to adoption of a common project schedule that fully integrates the design and construction of LRT facilities with the POS's roadway projects. This integration requires both agencies to maintain flexibility as their respective design efforts advance and led Sound Transit to combine preliminary civil engineering and final design within a single consultant contract.

The scope of this proposed amendment includes the civil engineering, architectural design, geotechnical explorations, and related professional services for both the preliminary engineering and final design for the Airport Link project, including approximately 1.7 miles of LRT guideway, an elevated station near South 176th Street, and a kiss-and-ride facility. Services to be provided under this proposed amendment would be authorized and performed as part of two distinct elements:

- Sound Transit would proceed to authorize performance of preliminary engineering and architectural services in an amount of \$2,992,196 and a 10% contingency of \$299,220 for a total amount not to exceed \$3,291,416 that would be funded under the Adopted 2005 budget for Airport Link. Preliminary engineering and architectural services would commence in April 2005.

- Sound Transit would authorize performance of final design services only upon the Sound Transit Board's future adoption of the Airport Link project and completion of the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) environmental reviews. Final design services would be funded through amendment of the Airport Link capital budget in conjunction with the project adoption. Final design services are anticipated to commence in the third quarter of 2005 and are scheduled to be completed in mid-2006.

The procurement of preliminary civil engineering and final design services for Airport Link through execution of a sole source contract amendment is justified under applicable procurement regulations and has been documented in accordance with Sound Transit's policies.

On November 18, 1999, the Board adopted Resolution No. R99-34 selecting the alignment, station locations, and the maintenance base to be built for the Central Link Project. The Board action was supported by the Central Link Light Rail Project Final Environmental Impact Statement (November 1999). On that same day, the Board agreed to evaluate an alternative route (Tukwila Freeway Route) through the City of Tukwila that had been proposed by the City. Draft and final supplemental environmental impact statements were prepared evaluating this route.

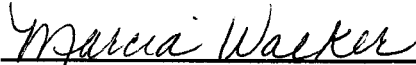
Resolution No. R99-34 included a route selection from the Tukwila International Boulevard Station to the South 200th Station. The proposed Airport Link project would modify the route and station locations in this segment from the alignments and station locations selected by the Board in November 1999. An Environmental Assessment (EA) under NEPA is being prepared to address these modifications to the project. This EA will also serve as a project Addendum under SEPA. Notice to proceed for final design will not be authorized until the EA and SEPA Addendum are complete, the Sound Transit Board has selected the Airport Link project to be constructed, and a NEPA environmental determination has been made by the FTA.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a sole source contract amendment with Hatch Mott MacDonald in the amount of \$9,077,591 and a 10 percent contingency in the amount of \$907,759, for a revised total authorized contract amount not to exceed \$25,935,350, to provide preliminary engineering and architectural design services for the Airport Link preferred alternative between South 154th Street in the City of Tukwila and the proposed Airport light rail station near South 176th Street in the City of SeaTac and to provide final design services for the Airport Link project to be selected for construction by the Sound Transit Board.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 14, 2005.

ATTEST:



Marcia Walker
Board Administrator



John W. Ladenburg
Board Chair



SOUNDTRANSIT

MEMO

30 March 2005

TO: Joni Earl, Chief Executive Officer

VIA: Ahmad Fazel, Link Director
Ellen Gustafson, Contracts Manager

FROM: Martin Schachenmayr, Link Project Control Manager
Bob Parsons, Link Civil Engineering Manager

SUBJECT: Sole Source Procurement for Airport Link Civil and Architectural Design Services

Recommendation

We recommend that Sound Transit procure preliminary civil engineering and final design services for the extension of the Initial Segment to SeaTac International Airport ("Airport Link") through execution of a sole source contract amendment to the existing agreement with Hatch Mott MacDonald (HMM) which currently provides civil engineering final design services for the Tukwila LRT route and station.

Background

- The Airport Link project is part of the Central Link Light Rail Project defined in the Sound Move Plan approved by voters in 1996. In its motion identifying the Initial Segment (Motion No. M2001-103 approved on 27 September 2001), the Sound Transit Board directed the agency to work with the Port of Seattle (POS) and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street. In a subsequent motion (Motion No. M2001-126 approved on 29 November 2001), the Board acknowledged that the delay in the POS's development plans, due in part to aviation security responses to the attacks of September 11th, precluded construction of the LRT extension to the airport within the timeframe of the Initial Segment and authorized implementation of a work plan to evaluate alternatives to serve the airport by the year 2009.
- The Winter Olympics hosted by Vancouver, B.C. in early 2010 will create significant transportation demand in the Puget Sound Region. The LRT extension to the airport provides a critical transit connection for travelers to the Olympics, as the project creates a direct rail link between the airport and King Street Station in Downtown Seattle, where travelers can transfer to inter-city train service to Vancouver, B.C. The airport LRT connection will enhance the mobility of transit-dependent visitors and thereby contribute to this region's economic development opportunities created by the Olympics. Given the significance of Airport Link in connection with the Vancouver Olympics, the project schedule has from the outset required Airport Link to be completed by the end of 2009. This schedule objective was endorsed by the Federal Transit Administration (FTA), as described in the FTA's letter of 7 February 2005 summarizing the 27th Quarterly Progress Review Meeting.
- In 2004, Sound Transit and the POS collaborated to physically integrate the LRT extension with the POS's planned capital improvements in the same corridor. This led to the adoption of a common project schedule that fully integrates the design and construction of Sound Transit's LRT facilities with the POS's capital projects. Sound Transit and the POS agreed that achieving the adopted schedule completion date of December 2009 is ambitious and would require continuous coordination of design and construction efforts and consideration of innovative project delivery and construction packaging strategies. Sound Transit's preliminary implementation plan for Airport Link, including the recommendation for this sole source procurement, was presented to the Sound Transit Board on 10 February 2005.

- Airport Link LRT designs are necessarily an extension of designs and systems developed for the Initial Segment. This is the case in the area of structural engineering, where portions of the Airport Link alignment are a direct continuation of the pre-cast segmental bridge system in Tukwila, for which HMM recently completed the final design and is providing design support during construction.
- The Airport Link design schedule is in part based on engineering efficiencies expected through reference to completed designs during the design for some Airport Link structures and the continuation of a proven design firm. Previous definition of the general bridge structure system supports condensing the design process for some Airport Link civil infrastructure. Since the availability of existing designs will cause the design for Airport Link project elements to proceed at varying rates, Sound Transit has chosen to combine the civil preliminary engineering and final design phases in a single contract.
- Sound Transit and the POS will deliver LRT and POS roadway facilities through an integrated construction packaging plan. The complete integration of capital projects requires both agencies to maintain flexibility as their respective design efforts advance. It is possible, for instance, that evolving construction packaging plans and construction procurement strategies require Sound Transit to accelerate the design for individual project elements. These coordination requirements during a condensed design timeframe underscore the need for Sound Transit's preliminary civil engineering and final design to be performed by a single design team.
- Given similarities between the Tukwila LRT construction and some Airport Link elements, procurement documents for the competitively awarded Tukwila LRT construction (contract C755) provide that Sound Transit may, at its sole discretion, incorporate all or portions of Airport Link into the scope of the C755 contract. The potential procurement of all or some portion of the Airport Link construction through amendment of the C755 contract promises significant schedule savings. Independently, the ongoing design coordination between HMM and the C755 contractor will serve as a constructability review during the design for similar Airport Link facilities. This is expected to increase the quality and shorten the duration of the Airport Link civil engineering design.
- Sound Transit requires key final design consultants (i.e., the engineer of record) to provide design support services during construction. Continued involvement by the engineer of record during the construction phase is standard industry practice and is especially critical for construction contracts that prescribe highly specialized construction such as segmental bridge construction.

Justification

The sole source contract amendment is justified under Section 9.h of FTA Circular 4220.1E, subparagraph 1, sections (a) and (b), and under Sound Transit's procurement regulations, as described below.

Single Source

- The Sound Transit Board acknowledged in 2001 that extension of LRT to the airport would involve close coordination with the POS's capital development plans. Sound Transit and the POS have adopted a implementation plan and schedule that hinges on the full integration of the design and construction of LRT facilities and concurrent POS roadway projects. Execution of this integrated project delivery plan requires Sound Transit to advance its designs in parallel with the POS's ongoing design efforts. This can only be accomplished through the recommended sole source contract amendment with HMM. Delays associated with a competitive procurement of Airport Link civil design services and the mobilization of a new design team would not only delay the adopted project schedule but would also preclude opportunities to integrate LRT and roadway construction packages and thereby undermine underlying Airport Link project assumptions.

- It is possible that all or a portion of Airport Link will be added to the Tukwila LRT construction contract (C755) for which HMM is under contract to provide construction services during construction. In the event that the Airport Link construction is performed as part of the C755 contract, no design team other than the HMM team would be in a position to provide integrated design support during construction for what would effectively be common bridge structure elements in Airport Link and the Tukwila portion of the Initial Segment.

Public Exigency

- The Airport Link project schedule has from the outset addressed the strong public interest to extend LRT to the airport in advance of the 2010 Winter Olympics in Vancouver, B.C. Meeting this project schedule represents a pressing public transportation need. The Airport Link project schedule is based in part on schedule efficiencies to be realized through continuation of HMM's design services, expected efficiencies due to close coordination with the Tukwila LRT (C755) contractor, and the potential delivery of at least a part of the Airport Link construction through amendment to the C755 contract. The time required for a competitive procurement process for the civil design and the mobilization and learning curve required of a new design team would delay the Airport Link schedule and would adversely impact an urgent public transportation need. Further, the additional funding required to compensate for the project delay, lost revenues, and additional procurement and potential redesign costs resulting from a competitive procurement are not in the public's best interest.

Given the justifications for the sole source contract modification stated above, Sound Transit's purchasing regulations allow the Chief Executive Officer to determine, after reviewing the justification, that there is no other practicably available source for this work.

Approval

Please indicate your approval of the recommended sole source contract amendment by signing below.

Ellen Gustafson
Ellen Gustafson, Contracts Manager

3-30-05
Date

Ahmad Fazel
Ahmad Fazel, Link Director

3/30/05
Date

Joni Earl
Joni Earl, Chief Executive Officer

3-30-05
Date