

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-65

**Contract Amendment for Systems Design Services
for the Central Link Light Rail Project Airport Link Segment**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/16/05	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Director	(206) 398-5389
Board	6/23/05		Steve Proctor, Link Systems Engineering Manager	(206) 370-5509

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	

ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with LTK Engineering Services to provide preliminary systems engineering services for the Airport Link preferred alternative and to provide final design services following the Board's selection of the Airport Link project to be constructed in the amount of \$1,362,280 with a 5% contingency, for a new total authorized contract amount not to exceed \$50,235,845.

KEY FEATURES

- The scope of systems design services includes project management and design for the system wide electrical, signals, communications, traction power, and vehicles. The scope also includes change order preparation, systems engineering support, systems integration, and operations support.
- The scope of this proposed amendment includes services for both preliminary engineering and final design for the Airport Link project, and would be authorized and performed as part of two distinct elements:
 - Sound Transit would authorize performance of preliminary engineering services in the amount of \$256,869 with a 5% contingency for a total amount not to exceed \$269,712 that would be funded under the Adopted 2005 Budget for Airport Link. Preliminary engineering services would begin in June 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 amendment scope is consistent with the original contract scope of systems services to be provided by LTK for Central Link.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Construction

Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project	✓	Proposed action requires use of budget surplus and unallocated contingency from other phases within the project.
This Phase		
This Task		
Budget Amendment Required	✓	Final design services proposed in this action anticipate a future amendment to the Airport Link capital project.

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET DISCUSSION

The proposed action would authorize the execution of a contract amendment with LTK Engineering Services in the amount of \$1,430,394 to provide systems design services for the Airport Link preferred alternative, for a total authorized contract amount not to exceed \$50,235,845, including preliminary engineering services in an amount not to exceed \$269,712 that would be funded under the existing adopted 2005 lifetime capital budget for the Airport Link study of \$18.6 million.

The preliminary engineering phase currently has a budget shortfall of \$1,867,048, which will be funded by the use of surplus budget available in other project phases. Should the proposed action be approved, the budget shortfall would increase by \$269,712 to \$2,136,760. Although the preliminary engineering phase is at variance to the adopted budget plan, a remaining balance of \$2,660,077 is projected for the overall Airport Link project budget of \$18.6 million.

Final design services in an amount not to exceed \$1,160,682 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. 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.

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 \$1.16 million, as noted in the above Budget Discussion. This is in addition to the \$6.69 million for civil final design services authorized in Board Motion M2005-37, approved April 14, 2005.

BUDGET TABLE

Action Item: LTK Engineering Services (provide preliminary engineering and systems design services for the Airport Link project within Central Link)

(Year of Expenditure \$000)

Airport Link	Adopted 2005 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	3,798	3,166		3,166	632
2 Preliminary Engineering	4,945	6,812	270	7,082	(2,137)
3 Final Design	4,228	2,415		2,415	1,813
4 Right of Way	2,200	2,116		2,116	84
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	15,670	270	15,940	2,660

Preliminary Engineering Phase Detail

11 LTK Prelim Engineering Services	207	107	270	377	(170)
12 Other Preliminary Engineering	4,638	6,705		6,705	(2,067)
13 PE Unallocated Contingency	100	-		-	100
14 Total Phase	4,945	6,812	270	7,082	(2,137)

3(B) Final Design COMMITTED TO DATE excludes \$6.7M architectural design services (Board Motion BM2005-37, approved 4/14/05), which is deferred until funded in conjunction with ST Board adoption of a budget for completing Airport Link.

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 (Preliminary Engineering)	44,075	47,720	257	44,332	47,977
16 Contingency	4,731	1,086	13	4,743	1,098
17 Total Funded in 2005 Adopted Budget	48,805	48,805	270	49,075	49,075
18 Percent Contingency	11%	2%	5%	11%	2%

19 Contract Amount (Final Design)	-	-	1,105	1,105	1,105
20 Contingency	-	-	55	55	55
21 Total Other Funded	-	-	1,161	1,161	1,161
22 Percent Contingency	0%	0%	5%	5%	5%

23 Contract Amount	44,075	47,720	1,362	45,437	49,082
24 Contingency	4,731	1,086	68	4,799	1,154
25 Total Contract	48,805	48,805	1,430	50,236	50,236
26 Percent Contingency	11%	2%	5%	11%	2%

17(G) Reflects prior contract work, including PE and previously executed Final Design services that are 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 LTK Engineering Services proposed contract amendment = 17(H) + 21(H).

Budget Shortfall

Task Level	\$ (K)	Potential Resources (L)	Source (M)
27 Preliminary Engineering Phase	2,137	2,528	Budget surplus and unallocated contingencies in the Administration, Preliminary Engineering, Final Design and ROW phases

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

LTK is the prime consultant for this contract. LTK has committed to 20.59% M/W/DBE and Small Business participation. To date, LTK has achieved 21.57% M/W/DBE and Small Business participation on this contract.

The M/W/DBE and small business participation for this contract amendment is 12.41%. LTK is projecting to complete this contract with 21.15% M/W/DBE and Small Business participation.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
ACEX Technologies, Inc.	DBE/MBE	3.82%	\$52,027
Bolima Drafting & Design, Inc.	DBE/MBE	4.24%	\$57,840
Russell Northwest Assoc. Inc.	Small Business	3.32%	\$45,244
Pacific Communications Consultants	DBE/MWBE	1.03%	\$14,024
Total		12.41%	\$169,135

EEO Commitment

LTK Engineering Services' workforce demographics are 22% women and 14% minorities.

Apprentice Utilization Commitment

There are no apprentice utilization requirements since this is a professional services contract.

HISTORY OF PROJECT

On December 15, 1997, Sound Transit advertised and issued a Request for Proposals (RFP) for Systems Preliminary Engineering Design Services for Phase I of the Central Link light rail project. The RFP provided notice that the contract may be amended in the future to include final design and construction management. On April 23, 1998, the Board authorized the Executive Director to execute a contract with LTK.

As the Tacoma Link and Central Link Light Rail projects have advanced through the preliminary design, final design, and construction phases, the Board has authorized incremental amendments to the LTK contract to cover specific systems tasks. This approach has allowed staff to effectively inform the Board, maximize oversight of the contract, minimize costs, and respond more effectively to changing project conditions.

Airport Link is part of the Central Link Light Rail 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.

During 2004, Sound Transit and the Port of Seattle 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 Port of Seattle capital projects.

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 was issued on May 26, 2005. This EA will also serve as a project Addendum under SEPA. Notice to proceed for final design will not be authorized until the SEPA Addendum is 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
M2004-24	Executed contract amendment with LTK Engineering to provide systems construction management services for the Central Link Light Rail Project Initial Segment in the amount of \$15,420,184, with a 7% contingency, for a new total authorized contract amount not to exceed \$48,805,451, and to extend the term of the contract through December 2009.	3/25/04
M2002-25	Executed a contract amendment with LTK Engineering for systems engineering final design for Central Link Initial Segment, conceptual and preliminary systems engineering design for North Link alternatives, and systems construction management, design support services during construction and startup for Tacoma Link through December 31, 2002, in the amount of \$2,281,884 plus a 10% contingency, for a new total authorized contract amount not to exceed \$32,305,854.	3/14/02
M2000-20	Executed a contract amendment with LTK Engineering for systems engineering final design for Central and Tacoma Link, and systems construction management and services during construction and start-up for Tacoma Link Light Rail Project in the amount of \$20,516,347 with a 10% contingency for a total amount not to exceed \$22,567,982.	3/9/00
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
R98-17	Executed a contract to LTK Engineering for conceptual and preliminary work, not to exceed \$5,856,500. \$1,171,300 contingency reserve.	4/23/98

CONSEQUENCES OF DELAY

A significant delay in approval of this contract amendment may delay preliminary engineering for the Airport Station, which may then delay the opening of light rail service to the airport by the end of 2009. The schedule for achieving Airport Link's opening by the end of 2009 continues to be considered aggressive.

PUBLIC INVOLVEMENT

Not applicable for this action.

LEGAL REVIEW

JW 6/2/05

SOUND TRANSIT

MOTION NO. M2005-65

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with LTK Engineering Services to provide preliminary systems engineering services for the Airport Link preferred alternative and to provide final design services following the Board's selection of the Airport Link project to be constructed, in the amount of \$1,362,280 with a 5% contingency, for a new total authorized contract amount not to exceed \$50,235,845.

Background:

On December 15, 1997, Sound Transit advertised and issued a Request for Proposals (RFP) for Systems Preliminary Engineering Design Services for Phase I of the Central Link light rail project. The RFP provided notice that the contract may be amended in the future to include final design and construction management. On April 23, 1998, the Board authorized the Executive Director to execute a contract with LTK Engineering Services (LTK).

As the Tacoma Link and Central Link Light Rail projects have advanced through the preliminary design, final design, and construction phases, the Board has authorized incremental amendments to the LTK contract to cover specific systems tasks. This approach has allowed staff to effectively inform the Board, maximize oversight of the contract, minimize costs, and respond more effectively to changing project conditions.

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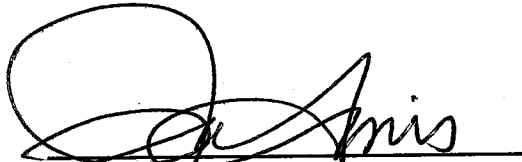
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Motion:

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 contract amendment with LTK Engineering Services to provide preliminary systems engineering services for the Airport Link preferred alternative and to provide final design services following the Board's selection of the Airport Link project to be constructed, in the amount of \$1,362,280 with a 5% contingency, for a new total authorized contract amount not to exceed \$50,235,845.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 23, 2005.



Ron Sims
Board Chair Pro Tem

ATTEST:



Marcia Walker
Board Administrator