

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2006-25

Airport Link Civil Construction Management and Coordination Services

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board	3/09/06	Meeting Cancelled	Ahmad Fazel, Link Director	(206) 398-5389
Finance Committee	3/16/06	Discussion/Possible Action to Recommend Board Approval	Martin Schachenmayr, Project Manager	(206) 398-5162
Board	3/23/06	Discussion/Possible Action		

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

PROJECT NAME

Airport Link

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a sole source amendment to the existing construction management contract with Parsons Brinckerhoff Construction Services, Inc. to provide selected civil construction management and coordination services for Airport Link in the amount of \$3,607,157, with a contingency of \$200,000, for a new total authorized contract amount not to exceed \$16,057,157.

KEY FEATURES of PROPOSED ACTION

- In August of 2004, the Sound Transit board authorized execution of a contract with Parsons Brinckerhoff Construction Services, Inc. (PBCS) to provide construction management services for the Tukwila line section of the Initial Segment in an amount of \$11,136,363 with a contingency of \$1,113,637, for a total authorized contract amount not to exceed \$12,250,000. Work under this contract is approximately 25% complete. No contingency funds have been expended to date.
- The scope of the proposed sole source contract amendment would include construction management services for the portion of the Airport Link civil construction between South 154th and South 160th Streets and coordination of other Airport Link construction management efforts, including coordination with the Port of Seattle (Port).
- Airport Link construction is scheduled to commence in the early summer of 2006 in support of a project completion by the end of 2009. Subject to board approval of a Memorandum of Agreement with the Port, construction management for the civil construction south of South 160th Street will be performed by the Port on behalf of Sound Transit.
- Construction management services to be performed under the proposed contract amendment are a direct extension of the current contract with PBCS for civil construction management in the Tukwila line section. Specific services would include resident and office

engineering services; inspection services (i.e., civil, structural, electrical, track, mechanical, and utilities); change order and claims administration; support for dispute resolution; diversity administration; and labor compliance administration. Services would include constructability reviews during the development of contract documents, technical evaluation of construction bids and proposals, and coordination of construction management activities with the Port, including contract interface management, schedule and cost analyses and reporting, safety compliance monitoring, quality assurance.

- Work to be performed under the proposed contract amendment would be completed by August 2009. This is within the total authorized C755 construction management contract period, but would require Sound Transit to exercise one of the two one-year options that are provided for under the base contract.
- Procurement of construction management services through the proposed contract amendment will allow Sound Transit to realize significant efficiencies. Elimination of duplicative field office functions, including project control, document control, and contract administration, is estimated to yield consultant contract savings of 20 - 25%. Further, the proposed approach would reduce the need for additional construction management field offices and thereby increases the areas available for construction staging.

SOLE SOURCE JUSTIFICATION

The procurement of these construction management services 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 (reference Sole Source Justification Memorandum dated 2 March 2006).

The PBCS construction management team that has been mobilized for the ongoing Tukwila construction is the only consultant source practically available to provide the subject civil construction management services. Solicitation and mobilization of another team for delivery of these services is not practical nor feasible within the project schedule time frame and would risk completion of the project in time for the 2010 Winter Olympics and would thereby adversely impact an urgent public transportation need. The following factors contribute to this:

- Airport Link civil construction management services require the prompt mobilization of a wide range of skills and resources in response to varied project needs arising at different times, including pre-construction coordination and planning, constructability reviews, negotiation support, contract management, integration with systems and trackwork construction, coordination with Sound Transit and Port design teams, and coordination with the Port and WSDOT. The level and type of resources required for these activities will vary. Since much of the Airport Link design builds on the design for the Tukwila segment, most of the civil construction management resources that are needed for Airport Link have already been mobilized and organized as part of the existing PBCS team. As a result, PBCS is the only firm that possesses the specific project knowledge necessary to perform the work and that can promptly deploy qualified civil construction management resources at the time that they are required for Airport Link. No other team is in a position to draw upon an integrated pool of dedicated resources in response to the various Airport Link construction management needs. Further, the time required for the mobilization, organization, and learning curve of a new consultant team for these services would delay critical project activities, including the award of Contract 2 and the procurement process for Contract 1, that would pose a substantial project schedule risk.

- Airport Link construction management hinges on effective coordination of activities of many or all of the contractors who are currently constructing or supporting the construction of light rail in the Tukwila section of the Initial Segment. Maintaining the organizations that have been put in place among the construction management teams, each of the contractors, and the various design firms who are providing design support during construction, will create important efficiencies for Airport Link. This integration can effectively only be accomplished through the recommended sole source contract amendment.
- The scope of the proposed contract amendment includes critical construction coordination between Sound Transit and the Port in support of the first Airport Link construction contract that is scheduled to be advertised during the upcoming months. This coordination effort had been planned to be performed by Link construction management staff that is no longer available to provide this support due to longer than expected staff commitments related to the ongoing Initial Segment construction in the SODO district. As a result, these critical coordination activities are proposed to be assigned to consultant resources. The time required for a competitive procurement process for these services and the required mobilization time would severely compromise Sound Transit during the critical pre-construction phase for Airport Link and would delay the award of the first construction contract. Such a delay would likely result in a delay of the overall project completion.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

The proposed action would authorize execution of a contract amendment with PBCS to provide selected construction management and coordination services for Airport Link in an amount not to exceed \$3,607,157 with a contingency in the amount of \$200,000, for a total authorized expenditure not to exceed \$16,057,157.

The adopted lifetime capital budget for Airport Link is \$243.6 million. The construction services phase of this budget includes a budget line item in the amount of \$8 million for civil construction management services. No commitments have been made to date against this budget line item. Approval of this action would leave a budget line item balance of \$4,192,843.

The proposed action 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 action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Parsons Brinckerhoff Construction Services, Inc. (provide selected construction management and coordination services for Airport Link)

(Year of Expenditure \$000)

Airport Link	Adopted 2006 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	5,000	1,998		1,998	3,002
2 Preliminary Engineering	6,095	6,268		6,268	(173)
3 Final Design	15,405	9,602		9,602	5,802
4 Right of Way	23,000	3,334		3,334	19,666
5 Construction	158,000	11,129		11,129	146,871
6 Construction Services	10,500	2	3,807	3,809	6,691
7 Third Party Agreements	2,600	1,367		1,367	1,233
8 Vehicles	17,000	14,587		14,587	2,413
9 Contingency	6,000	-		-	6,000
10 Total Current Budget	243,600	48,288	3,807	52,095	191,505
Construction Services Phase Detail					
11 Civil Construction Management	8,000	-	3,807	3,807	4,193
12 Other Construction Services	2,500	2		2	2,498
13 Total Phase	10,500	2	3,807	3,809	6,691
Contract Amount					
	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
14 Contract Amount	11,136	11,136	3,607	14,744	14,744
15 Contingency	1,114	1,114	200	1,314	1,314
16 Total Contract	12,250	12,250	3,807	16,057	16,057
17 Percent Contingency	10%	10%	6%	9%	9%
Budget Shortfall					
Task Level	\$ (K)	Potential Resources (L)		Source (M)	
18 Civil Construction Management				n/a	

M/W/DBE – SMALL BUSINESS PARTICIPATION

At the time of award, the prime contractor, Parsons Brinckerhoff Construction Services, Inc., committed to 31.4% participation by M/W/DBE firms and small businesses. To date, participation by M/W/DBE firms and small businesses on this contract has exceeded 33%.

Execution of the proposed contract amendment is projected to increase the overall participation by M/W/DBE and small businesses, since the construction coordination services would primarily be performed by the existing subcontractor Kristen Betty & Associates, a certified Women and Disadvantaged Business Enterprise (WBE/DBE). Of the proposed change order amount, it is projected that approximately 50% would be performed by M/W/DBE firms.

EEO COMMITMENT

Parsons Brinckerhoff Construction Services Inc.'s workforce demographics are 26% women and 20% minorities.

APPRENTICE UTILIZATION COMMITMENT

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

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

On November 18, 1999, the Sound Transit Board adopted Resolution No. 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. Resolution No. R99-34 identified the SeaTac alignment from South 154th to South 200th Streets in the City of SeaTac. 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 (Port) and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street. This process culminated in the execution of term sheets between Sound Transit, the Port, and the City of SeaTac in December of 2004 that defined the proposed light rail project scope. On July 14, 2005, the Sound Transit Board adopted Resolution No. R2005-16, selecting the Airport Link alignment and station locations between the Tukwila International Boulevard Station and South 200th Street and selecting the portion of Airport Link from the Tukwila International Boulevard Station to Sea-Tac Airport to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

The 1.7-mile Airport Link project extends the Initial Segment from South 154th Street to an elevated light rail station at Sea-Tac International Airport's main terminal near South 176th Street. Beginning from the elevated station at Tukwila International and Southcenter Boulevards, the Airport Link route continues south on an elevated structure, crossing above SR-518 and transitioning to grade just north of South 160th Street. The route continues in the median of the relocated North Airport Expressway, passing under the South 160th Street bridge and the future return to terminal loop ramp. The alignment crosses above South 170th Street and continues on an elevated structure to an elevated light rail station just east of the airport garage. A kiss-and-ride facility will be constructed on the east side of International Boulevard.

Achieving the Airport Link completion date of December 2009 is ambitious. As summarized in the project implementation plan presented to the Sound Transit Board on February 10, 2005, the delivery of Airport Link relies on integration of Sound Transit and Port construction activities, streamlined delivery of professional services, and execution of contract amendments for selected project elements. Sound Transit and the Port have developed an integrated construction packaging plan and schedule, subject to Sound Transit Board approval of a proposed Memorandum of Agreement. Airport Link designs and construction methods are in many cases direct extensions of the Initial Segment. Portions of the Airport Link elevated alignment are expected to be a continuation of the bridge system currently under construction in Tukwila. Many design services for Airport Link, including architectural design and civil, structural, trackwork, and systems engineering, are being provided by the consultant firms that are providing these services along the Tukwila segment. The contract for the Tukwila Freeway Route construction (C755) provides that Sound Transit may, at its sole discretion, incorporate all or portions of Airport Link into the scope of this contract. Sound Transit is currently considering that the elevated structure between South 154th and South 160th Streets and portions or all of the Airport Link trackwork could be delivered through amendment of the C755 contract.

Airport Link is part of the Central Link Light Rail Line defined in the Sound Move plan approved by voters in 1996 and the Central Link Project adopted by the Sound Transit Board in November of 1999. This Board action was supported by the Central Link Light Rail Project Final Environmental Impact Statement (November 1999). The Tukwila Freeway Route Final Supplemental EIS was issued in November 2001 addressing changes to the project in Tukwila and the north end of the City of SeaTac. Since that time, the Airport Link project scope has been modified from the alignment and station locations selected by the Board in November 1999. An Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) has been published to address these modifications. This Environmental Assessment also serves as an Addendum under the State Environmental Policy Act (SEPA). The FTA issued a

Record of Decision (ROD) on the Airport Link project on September 13, 2005. In February 2006, the City of SeaTac issued land use approvals for Airport Link and construction of the project is expected to begin in the Spring of 2006.

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2006-12	Authorized execution of a Development and Transitway Agreement with the City of SeaTac specifying the terms and conditions for development of the Airport Link Project and to execute necessary subsequent agreements with the City of SeaTac for a total authorized expenditure not to exceed \$7,416,808.	01/26/06
M2005-117	Authorized execution of a contract amendment with Kinkisharyo International, L.L.C./Mitsui & Co. Inc. Joint Venture to manufacture and deliver four additional low floor light rail vehicles to support operational requirements for the Airport Link project.	12/08/05
R2005-16	Selected the Airport Link alignment and station locations between the Tukwila International Boulevard Station and South 200th Street and selected the portion of Airport Link from the Tukwila International Boulevard Station to Sea-Tac Airport to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.	07/14/05
M2005-65	Authorized the execution of a contract amendment with LTK Engineering Services to provide preliminary engineering services for the Airport Link preferred alternative and to provide final design services for the Airport Link project selected for construction in the amount of \$1,362,280 with a 5% contingency in the amount of \$68,114.	06/23/05
M2005-37	Authorized the execution of 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 to provide preliminary engineering and architectural design services for the Airport Link preferred alternative and to provide final design services for the Airport Link project selected for construction.	04/14/05
M2004-77	Authorized execution of a contract with Parsons Brinckerhoff Construction Services, Inc. to provide construction management services for a total authorized contract amount not to exceed \$12,250,000.	08/12/04
M2001-126	Authorized implementation of a work plan to evaluate light rail alternatives to serve the airport by the year 2009.	11/29/01
M2001-103	Identified the preferred Initial Segment to be constructed and operated for Central Link Light Rail and directed Sound Transit staff to work with the Port of Seattle and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154 th Street.	09/27/01
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

CONSEQUENCES OF DELAY

A delay in the approval of the proposed contract amendment would remove key project resources that are essential in the coordination of ongoing project activities, including the critical coordination with the Port of Seattle in preparation for the advertisement of the first civil construction contract in the upcoming months.

PUBLIC INVOLVEMENT

Throughout the development of Airport Link, Sound Transit has conducted an extensive public involvement program including mailings, community open houses, presentations, and meetings with individuals and neighborhood groups. Sound Transit has held four public meetings in SeaTac on the project during the past year, including a meeting on February 22, 2006 where staff presented the final design plans for the project. Each of these meetings was advertised in local newspapers and through mailings of over 9,000 pieces each.

ENVIRONMENTAL COMPLIANCE

JI 2/22/06

LEGAL REVIEW

JN/DB 3/3/06

SOUND TRANSIT

MOTION NO. M2006-25

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a sole source amendment to the existing construction management contract with Parsons Brinckerhoff Construction Services, Inc. to provide selected civil construction management and coordination services for Airport Link in the amount of \$3,607,157, with a contingency of \$200,000, for a new total authorized contract amount not to exceed \$16,057,157.

Background:

On July 14, 2005, the Sound Transit Board adopted Resolution No. R2005-16, selecting the Airport Link alignment and station locations between the Tukwila International Boulevard Station and South 200th Street and selecting the portion of Airport Link from the Tukwila International Boulevard Station to Sea-Tac Airport to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009. The 1.7-mile Airport Link project extends the Initial Segment from South 154th Street to an elevated light rail station at Sea-Tac International Airport's main terminal near South 176th Street. Airport Link designs and construction methods are in many cases direct extensions of the Initial Segment. Portions of the Airport Link elevated alignment are expected to be a continuation of the bridge system currently under construction in Tukwila.

Airport Link construction is scheduled to commence in the early summer of 2006 in support of a project completion by the end of 2009. Delivery of Airport Link relies on integration of Sound Transit and Port of Seattle (Port) construction activities. Sound Transit and the Port have developed an integrated construction packaging plan and schedule, subject to Sound Transit Board approval of a proposed Memorandum of Agreement. The Memorandum of Agreement provides that the Port would perform construction management for the civil construction south of South 160th Street on behalf of Sound Transit.

The scope of the proposed contract amendment would include construction management services for the portion of the Airport Link civil construction between South 154th and South 160th Streets and coordination of other Airport Link construction management efforts, including coordination with the Port. The procurement of Airport Link civil construction management services 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.

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 amendment to the existing construction management contract with Parsons Brinckerhoff Construction Services, Inc. to provide selected civil construction management and coordination services for Airport Link in the amount of \$3,607,157, with a contingency of \$200,000, for a new total authorized contract amount not to exceed \$16,057,157.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 23, 2006.

Connie Marshall
Connie Marshall
Board Vice Chair

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator