

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-117

**Contract Amendment for Construction Management Services
Downtown Seattle Transit Tunnel Expansion and Retrofit Project**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	11/15/07	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	11/29/07		Joe Gildner, Link Deputy Executive Director	(206) 689-3350
			Stephanie Kirby – Link Deputy Construction Manager	(206) 370-5503

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement	✓	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Central Link Initial Segment

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with URS Corporation to provide construction management services for the Downtown Seattle Transit Tunnel Expansion and Retrofit project in the amount of \$300,000, for a new total authorized contract amount not to exceed \$6,873,633.

KEY FEATURES of PROPOSED ACTION

- This contract amendment is necessary to provide additional funding to facilitate the task of project closeout, which includes resolution of all change orders and completion of all final submittals. Final submittals include operation and maintenance manuals, spare parts inventories, warranties and final as-builts.
- The budget reserved for the contract closeout task was depleted due to the additional hours required to open the Downtown Seattle Transit Tunnel (DSTT) on time. The level of effort required for integrated testing, system/civil interface with the communications contractor, and re-commissioning of existing equipment exceeded original expectations.

BUDGET IMPACT SUMMARY

Current Project Phase: Construction
Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase	✓	Proposed action would require funding from surplus budget in other phases of the Initial Segment project.
This Task		
Budget Amendment Required		

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

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

BUDGET and FINANCIAL PLAN DISCUSSION

The Adopted 2007 Budget for the Central Link Initial Segment is \$2.07 billion. Within that budget, \$6.0 million has been set aside for construction management services for the C510 Downtown Tunnels project in the construction services phase.

Since the current commitment of \$6,573,633 (previously authorized under Motion No. M2007-69, approved 7/12/2007) already exceeds the budget for this line item, the proposed action would increase the commitment to \$6,873,633, resulting in a budget shortfall of \$873,633. Approval of the proposed action, when added to other construction services commitments approved by the Board, would result in a budget shortfall of \$2,655,806 for the phase, which would be funded from surplus budget in other phases of the Initial Segment project.

This action, however, is consistent at the phase level with the Proposed 2008 Budget for the Initial Segment project, 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: URS Corporation (provide additional construction management services required for the C510 Downtown Tunnels construction segment in the Initial Segment project)

(Year of Expenditure \$000)

Initial Segment

	Adopted 2007 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	214,780	140,684		140,684	74,096
2 Preliminary Engineering	33,357	33,310		33,310	46
3 Final Design	147,167	146,498		146,498	669
4 Right of Way	217,516	203,299		203,299	14,217
5 Construction	1,174,572	1,128,803		1,128,803	45,769
6 Construction Services	90,037	92,393	300	92,693	(2,656)
7 Third Party Agreements	60,264	62,543		62,543	(2,279)
8 Vehicles	132,307	131,799		131,799	508
9 Total Current Budget	2,070,000	1,939,330	300	1,939,630	130,370

Construction Services Phase Detail

10 CM Services C510	6,000	6,574	300	6,874	(874)
11 Other Construction Services	83,037	84,819		84,819	(1,782)
12 Constr Svcs Unallocated Contingency	1,000	1,000		1,000	-
13 Total Phase	90,037	92,393	300	92,693	(2,656)

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	6,028	6,574	300	6,328	6,874
15 Contingency	545	-	-	545	-
16 Total Contract	6,574	6,574	300	6,874	6,874
17 Percent Contingency	9%	0%	0%	9%	0%

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of September 2007 + approved and pending board actions not recorded as of 9/30/07, or submitted after that date.

Budget Shortfall Task Level	\$ (K)	Potential Resources (L)	Source (M)
18 CM Services C510	874	130,370	Surplus budget in other phases of the Initial Segment project

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

URS Corporation is the prime consultant for this contract. URS committed to a 28.48% Small Business goal and is currently at 48.02%.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
ICC Electrical	Small Business	21.3%	\$ 64,000
CS3W Associates	M/DBE	10.67%	\$ 32,000
Total		31.97%	\$ 96,000

EEO Commitment

URS Corporation has a workforce demographic of 37.5% women and 23.9% minorities

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

In November 2001, the Board selected the Central Link Light Rail Initial Segment to be constructed from downtown Seattle to South 154th Street in Tukwila. Construction of the Downtown Seattle Transit Tunnel (DSTT) Retrofit and Expansion included an 800-foot cut and cover tunnel under Pine Street, new vent shaft, replacing the rail within the DSTT, and upgrading its fire, life, and safety systems.

In April 2004, Sound Transit issued a Notice to Proceed to URS Corporation for construction management services of the C530 project. Services included providing resident engineering, office engineering, inspection (civil, structural, electrical, track, mechanical, and utilities), change order administration, and diversity. The contract period initially ended in April 2007 and was extended by change order to end in April 2008.

In August 2004, Sound Transit identified Balfour Beatty Construction Incorporated as the most responsive and responsible bidder for the DSTT Retrofit and Tunnel Expansion Project (C510). Balfour Beatty's baseline schedule showed completion of the tunnel expansion under Pine Street to be completed by October 6, 2006 and the DSTT retrofit to be completed by June 4, 2007. Pine Street restoration was not completed until May 15, 2007. The DSTT was substantially complete by June 4, 2007 and opened on time for revenue service on September 24, 2007.

The hours required in support of systems/civil integrated testing of the fire, life, and safety elements and the re-commissioning of existing equipment exceeded our original estimated hours. Funds are now required for project closeout.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
M2007-69 7/12/07	Authorized the chief executive officer to execute a contract amendment with URS Corporation to provide construction management services for the Downtown Seattle Transit Tunnel retrofit and tunnel expansion project in the amount of \$573,683, for a new total authorized contract amount not to exceed \$6,573,633.
M2004-33 4/8/04	Executed a contract with URS for construction management services for the Downtown Seattle Transit Tunnel Retrofit and Tunnel Expansion in the amount of \$5,454,500 with a contract contingency of \$545,450 for a total amount not to exceed \$5,999,950 for a three year term with the option of two additional one-year extensions.

CONSEQUENCES of DELAY

Current authorized funds are forecasted to be exhausted by December 2007. A delay beyond this date will impact Link's ability to provide construction management services for closeout of the Downtown Seattle Transit Tunnel Expansion and Retrofit contract.

PUBLIC INVOLVEMENT

Sound Transit Outreach and Communications staff continues to keep local and area residents informed about the status of the project and the impact of construction on the neighborhoods.

ENVIRONMENTAL COMPLIANCE

JI, 10/25/07

LEGAL REVIEW

JW 11/8/07

SOUND TRANSIT

MOTION NO. M2007-117

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with URS Corporation to provide construction management services for the Downtown Seattle Transit Tunnel Expansion and Retrofit project in the amount of \$300,000, for a new total authorized contract amount not to exceed \$6,873,633.

Background:

In November 2001, the Board selected the Central Link Light Rail Initial Segment to be constructed from downtown Seattle to South 154th Street in Tukwila. Construction of the Downtown Seattle Transit Tunnel (DSTT) Retrofit and Expansion included an 800-foot cut and cover tunnel under Pine Street, new vent shaft, replacing the rail within the DSTT, and upgrading its fire, life, and safety systems.

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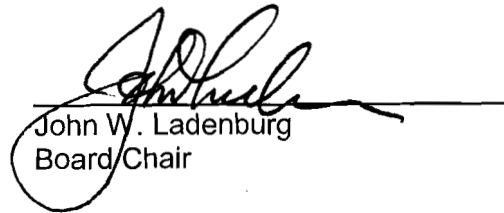
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Motion:

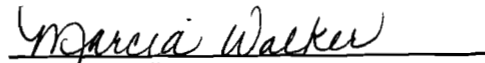
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract amendment with URS Corporation to provide construction management services for the Downtown Seattle Transit Tunnel Expansion and Retrofit project in the amount of \$300,000, for a new total authorized contract amount not to exceed \$6,873,633.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 29, 2007.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator