

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-44

**Contract Amendment with HDR Engineering
For Track and Signal Design Services**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/19/07	Discussion/Possible Action to Recommend Board Approval	Jim Edwards, Acting Director, Capital Projects	(206) 398-5436
Board	4/26/07	Action	Eric Beckman, Program Manager	(206) 398-5251

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

M Street - Lakewood Track and Signal Project
D Street - M Street Track and Signal Project

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide design services for the M Street - Lakewood and D Street - M Street Track and Signal Projects in the amount of \$329,000, with a 10% contingency of \$32,900 totaling \$361,900, for a new total authorized contract amount not to exceed \$6,024,756.

KEY FEATURES of PROPOSED ACTION

- The scope of the existing contract with HDR Engineering, Inc. (HDR) (RTA/CR 137-04) is to complete preliminary engineering and final design for the track and signal projects along the Tacoma - Lakewood commuter rail corridor.
- The Tacoma - Lakewood Track and Signal Project is now segmented into two track and signal projects which were approved in the Adopted 2007 Budget:
 - M Street - Lakewood Track and Signal Project (130)
 - D Street - M Street Track and Signal Project (135)
- This contract amendment is to increase HDR's budget to complete the following:

M Street - Lakewood Track and Signal Project (130)

- Redesign and repackage the track and signal bid documents to separate out Project 135's track and signal design scope from the original project scope (i.e. 130 & 135 combined).

- Modifications to track and signal design work for a private at-grade crossing at Wilkeson Street.
- Project management and coordination for the items noted above.

D Street - M Street Track and Signal Project (135)

- Complete design refinements to and cost analysis of the grade-separated track alignment options:
 - Modified Alternative 2C
 - Modified Alternative 3
- Complete 3D computer simulations of the grade-separated alignment options Modified Alternatives 2 and 3
- Includes updated opinion of probable cost for alternatives under study.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design
 Projected Completion Date: 2011

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 of adding \$361,900 to the HDR Engineering, Inc. contract will be split between M Street – Lakewood Track and Signal (47%) and D Street – M Street Track and Signal (53%).

The adopted budget for M Street - Lakewood Track and Signal is \$73,601,368 and the final design phase budget is \$3,170,194. The proposed action will leave a final design balance of \$303,384 and the project balance will be \$42,915,112.

The adopted budget for D Street - M Street Track and Signal is \$76,024,555 and the final design phase budget is \$4,708,081. The proposed action will leave a final design phase balance of \$2,375,689 and the project balance will be \$48,536,908.

There are sufficient funds to complete this action. Committing these funds will not endanger any other project elements that are to be funded out of the overall project.

BUDGET TABLE

Summary for Board Action (Year of Expenditure \$000)

Project: 130 M Street - Lakewood Track & Signal

	2007 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	\$ 3,372	\$ 3,372	\$ -	\$ 3,372	\$ -
2 Preliminary Engineering	\$ 1,492	\$ 1,490	\$ -	\$ 1,490	\$ 2
3 Final Design	\$ 3,170	\$ 2,697	\$ 170	\$ 2,867	\$ 303
4 Right of Way	\$ 12,122	\$ 11,536	\$ -	\$ 11,536	\$ 586
5 Construction	\$ 40,575	\$ 2,468	\$ -	\$ 2,468	\$ 38,107
6 Vehicles	\$ 9,891	\$ 8,953	\$ -	\$ 8,953	\$ 938
7 Contingency	\$ 2,979	\$ -	\$ -	\$ -	\$ 2,979
8 Total Current Budget	\$ 73,601	\$ 30,516	\$ 170	\$ 30,686	\$ 42,915

Phase Budget Detail

9 Final Design	\$ 3,170	\$ 2,697	\$ 170	\$ 2,867	\$ 303
10 Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
11 Total Phase	\$ 3,170	\$ 2,697	\$ 170	\$ 2,867	\$ 303

Notes:

¹ Project budget is located on page 110 of the Adopted 2007 Budget book. The Board approved the Adopted 2007 Budget on December 14, 2006.

² Committed to date amount includes actual outlays and commitments through March 26, 2007.

Project: 135 D Street - M Street Track & Signal

	2007 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	\$ 3,166	\$ 3,166	\$ -	\$ 3,166	\$ -
2 Preliminary Engineering	\$ 1,742	\$ 1,467	\$ -	\$ 1,467	\$ 275
3 Final Design	\$ 4,708	\$ 2,141	\$ 192	\$ 2,332	\$ 2,376
4 Right of Way	\$ 16,652	\$ 11,465	\$ -	\$ 11,465	\$ 5,187
5 Construction	\$ 3,580	\$ 104	\$ -	\$ 104	\$ 3,477
6 Vehicles	\$ 9,891	\$ 8,953	\$ -	\$ 8,953	\$ 938
7 Contingency	\$ 36,284	\$ -	\$ -	\$ -	\$ 36,284
8 Total Current Budget	\$ 76,025	\$ 27,296	\$ 192	\$ 27,488	\$ 48,537

Phase Budget Detail

9 Final Design	\$ 4,708	\$ 2,141	\$ 192	\$ 2,332	\$ 2,376
10 Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
11 Total Phase	\$ 4,708	\$ 2,141	\$ 192	\$ 2,332	\$ 2,376

Notes:

¹ Project budget is located on page 112 of the Adopted 2007 Budget book. The Board approved the Adopted 2007 Budget on December 14, 2006.

² Committed to date amount includes actual outlays and commitments through March 26, 2007.

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action ⁴ (H)	Proposed Total Contract Value (I)
HDR Engineering Inc. ³	\$ 5,148	\$ 4,869	\$ 329	\$ 5,477
Contingency	\$ 515	\$ 507	\$ 33	\$ 548
Total	\$ 5,663	\$ 5,375	\$ 362	\$ 6,025
Percent Contingency	10%	10%	10%	10%

Notes:

³ HDR Engineering Inc. contract includes \$1.1M for PE and \$232K for the Layover projects.

⁴ Proposed action will be split between projects 130 - 47% and 135 - 53%.

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

HDR Engineering, Inc. is the prime consultant and will perform 64% of the work. HDR commits to M/W/DBE and other small businesses participation of 36% of the work.

Utilization Breakdown Table

The following percentages are based on the new contract total:

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
ETG, Inc.	WBE	0.00%	\$285,014.96
GHL Consultants	MBE/DBE	4.76%	445,933.42
Lin & Associates	MBE/DBE	7.45%	3,455.00
Railway CPS	Small Business	0.06%	379,566.96
Systems Consulting	MWBE/DBE	6.34%	36,270.00
Transit Safety Management	DBE	0.61%	839,622.00
Twin City Signal	Small Business	14.03%	73,833.00
Civil Tech	MBE/DBE	1.23%	69,968.00
Cherokee General Corporation	MWBE/DBE	1.17%	21,000.00
Total		36.00%	\$2,154,663.34

EEO Commitment

HDR Engineering, Inc.'s workforce demographics are 29% women and 13% minorities.

Apprentice Utilization Commitment

Not applicable. There are no apprentice utilization requirements since this is a professional-services contract.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

On April 20, 2006, the Board authorized staff to conduct a feasibility study on the proposed grade separated Sounder commuter rail track between D Street and M Street in Tacoma, WA (Motion No. M2006-34). As previously reported to the Board, this task has had an impact to the scope, schedule, and budget of the Sounder's Tacoma - Lakewood Track and Signal Project. It has also required staff to return to the Board to seek additional funding for the contract to support the design and environmental review of the two track and signal projects.

HDR's original contract included completing preliminary design and final design of the entire track and signal segment that includes the Lakeview subdivision rail segment from M Street in Tacoma to Bridgeport Way in Lakewood and the new track segment between D Street and M Street in Tacoma.

Due to the delay of finalizing the design of the D Street - M Street track segment and the desire to minimize effects of construction cost escalation on the M Street - Lakewood portion of the track and signal improvements, staff proposed dividing the Tacoma - Lakewood Track and Signal Project into two project segments:

- M Street - Lakewood Street Track and Signal Project (130)
- D Street - M Street Track and Signal Project (135)

The separated track and signal projects were approved and adopted in the Adopted 2007 Budget (Resolution No. R2006-24). This Board action would allow HDR Engineering, Inc. to continue with finalizing the design of the M Street - Lakewood Street track and signal segment.

On February 22, 2007, the Board authorized staff to expand the D Street - M Street Track and Signal Project's feasibility study to include another grade-separated track alignment option in Tacoma (Motion No. M2007-36). This direction will also impact the project's scope, schedule, and budget.

Prior Board/Committee Actions on this Project

Motion/Resolution Number and Date	Summary of Action
M2007-36 2/22/07	Authorizes staff to expand the D-to-M Street Track & Signal Project's feasibility study to further explore an additional track alignment design concept.
R2006-24 2/14/2007	Approved the Sound Transit Adopted 2007 Budget. <ul style="list-style-type: none"> • Project 130 – M Street-to-Lakewood Track & Signal Project • Project 135 – D-to-M Street Track & Signal Project
Discussion at Finance Committee 12/7/06	Updated the Finance Committee of the status of evaluation of the feasibility of the AIA's design concepts of the D-to-M Street Track & Signal Project.
Discussion at Board Meeting 10/26/06	Updated the Board of Directors of the status of the D-to-M Street Track & Signal Project's feasibility study and environmental assessment.
M2006-34 4/20/06	Authorizing staff to complete a feasibility study on the proposed grade-separated Sounder commuter rail track between D Street and M Street using currently authorized Tacoma to Lakewood track and signal project contingency funds.
Discussion at Board Meeting 3/23/06	Updated the Board of Directors of the status of the Tacoma-to-Lakewood Track & Signal Project.
M2005-61 6/23/05	Authorizes the Chief Executive Officer to execute a contract amendment with HDR Engineering to include final design services for track signal work for the Lakewood to Tacoma commuter rail segment in the amount of \$3,929,927 with a 10% contingency of \$392,997 for a new total authorized amount not to exceed \$5,429,916.
M2004-115 11/18/04	Authorizes the Chief Executive Officer to execute a contract with HDR Engineering, Inc. to provide preliminary engineering services for the Tacoma-to-Lakewood Track and Signal Project in the amount of \$1,006,356, with a 10% contingency of \$100,636 for a total authorized contract amount not to exceed \$1,106,992.
R2002-21 12/12/02	Selected the rail corridor improvements for the Lakewood to Tacoma Commuter Rail project.
M2001-13 2/8/01	Selected the Preferred Alternative for the Lakewood to Tacoma Commuter Rail Project.

CONSEQUENCES OF DELAY

There will not be a significant consequence of delay if the Finance Committee and Board of Directors do not approve this action at this time. Sound Transit is scheduled to advertise the Invitation for Bid for construction services of the M Street - Lakewood Track and Signal Project in summer 2007.

PUBLIC INVOLVEMENT

Not applicable to this action.

ENVIRONMENTAL COMPLIANCE

SSK 4/4/07

LEGAL REVIEW

JW 4/11/07

SOUND TRANSIT

MOTION NO. M2007-44

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide design services for the M Street - Lakewood and D Street - M Street Track and Signal Projects in the amount of \$329,000, with a 10% contingency of \$32,900 totaling \$361,900, for a new total authorized contract amount not to exceed \$6,024,756.

Background:

On April 20, 2006, the Board authorized staff to conduct a feasibility study on the proposed grade separated Sounder commuter rail track between D Street and M Street in Tacoma, WA (Motion No. M2006-34). As previously reported to the Board, this task has had an impact to the scope, schedule, and budget of the Sounder's Tacoma - Lakewood Track and Signal Project (130). It has also required staff to return to the Board to seek additional funding for the contract to support the design and environmental review of the two track and signal projects.

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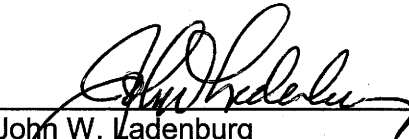
The separated track and signal projects were approved and adopted in the Adopted 2007 Budget (Resolution No. R2006-24). This Board action would allow HDR Engineering, Inc. to continue with finalizing the design of the M Street - Lakewood Street track and signal segment.

On February 22, 2007, the Board authorized staff to expand the D Street - M Street Track and Signal Project's feasibility study to include another grade-separated track alignment option in Tacoma (Motion No. M2007-36). This direction will also impact the project's scope, schedule, and budget.

Motion:

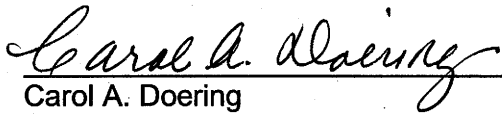
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract amendment with HDR Engineering, Inc. to provide design services for the M Street - Lakewood and D Street - M Street Track and Signal Projects in the amount of \$329,000, with a 10% contingency of \$32,900 totaling \$361,900, for a new total authorized contract amount not to exceed \$6,024,756.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 26, 2007.



John W. Ladenburg
Board Chair

ATTEST:



Carol A. Doering
Acting Board Administrator