

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-80

Contract Amendment for Additional Civil Engineering Design Services for Airport Link

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/19/07	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	7/26/07		Ron Lewis, Airport Link Project Manager	(206) 689-4905
			Rod Kempkes, Airport Link Design Manager	(206) 398-5374

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

Airport Link

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Hatch Mott MacDonald to provide additional civil and architectural design services for the redesign and repackaging of the SeaTac/Airport Station for the Airport Link project in the amount of \$949,239, with a contingency in the amount of \$46,716, totaling \$995,955 for a new total authorized contract amount not to exceed \$29,831,305.

KEY FEATURES of PROPOSED ACTION

- Under this amendment, Hatch Mott MacDonald (HMM) will provide additional civil and architectural final design services for the redesign and repackaging of the SeaTac/Airport Link Station. The overall proposed contract amount of \$29,831,305 also includes design services for the Initial Segment.
- These services are needed to support the effort to reduce the overall cost of the SeaTac/Airport Station through a redesign of selected station elements.
- To maintain the project schedule of completing the Airport Link project by December 2009, the additional final design work would be completed by October 2007.

BUDGET IMPACT SUMMARY

Current Project Phase: Construction
Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task	✓	Proposed action requires funding from unallocated contingency and surplus budget within the final design phase.
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 Airport Link is \$243.6 million. Within that amount, \$8,096,017 was set aside in the final design phase for Civil Design, which had been performed by Hatch Mott MacDonald. In January 2007, the Link Change Control Board authorized a transfer within the final design phase of \$206,718 from design services during construction (DSDC) to this budget line item (LCR 02303, approved 1/09/07), which increased the total commitment to \$8,302,735. The proposed action would increase this amount by \$995,955 for a revised total commitment of \$9,298,690, and result in a budget shortfall of \$1,202,673 for this line item, which would be funded from unallocated contingency and surplus budget within the final design phase.

Should the proposed action be approved, no unallocated contingency would remain in the final design phase, and a balance of \$908,744 would remain for the entire final design phase.

Approval of the proposed action would increase the authorized not to exceed value for Hatch Mott MacDonald to \$29,831,305, which includes other civil design work for Airport Link and the Initial Segment.

The proposed action is consistent with the current adopted budget, and is affordable within the agency's long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Hatch Mott MacDonald (provide additional civil and architectural design services for the redesign and repackaging of the SeaTac/Airport Station and trackwork for the Airport Link project)

(Year of Expenditure \$000)

Airport Link	Adopted 2007 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	5,000	2,808		2,808	2,192
2 Preliminary Engineering	5,073	4,726		4,726	347
3 Final Design	15,405	13,500	996	14,496	909
4 Right of Way	20,000	17,497		17,497	2,503
5 Construction	163,522	143,276		143,276	20,246
6 Construction Services	10,500	6,457		6,457	4,043
7 Third Party Agreements	2,600	1,810		1,810	790
8 Vehicles	15,500	14,587		14,587	913
9 Contingency	6,000	-		-	6,000
10 Total Current Budget	243,600	204,662	996	205,658	37,942

Final Design Phase Detail

11 Civil Design (HMM)	8,096	8,303	996	9,299	(1,203)
12 Other Final Design	6,702	5,197		5,197	1,505
13 FD Unallocated Contingency	606	-		-	606
14 Total Phase	15,405	13,500	996	14,496	909

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)
15 Contract Amount	26,628	28,835	949	27,577	29,785
16 Contingency	2,208	-	47	2,254	47
17 Total Contract	28,835	28,835	996	29,831	29,831
18 Percent Contingency	8%	0%	5%	8%	0%

Budget Shortfall Task Level	\$Shortfall (K)	Potential Resources (L)	Source (M)
19 Civil Design (HMM)	1,203	2,111	Unallocated contingency and surplus budget within the final design phase

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of May 2007 + approved and pending board actions not recorded as of 5/31/07, or submitted after that date.

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

HMM is the prime consultant for this contract. The actual Small Business participation achieved will vary depending on the needs of the redesign effort and cannot, at this time, be confirmed. However, consistent with the actions of HMM through final design, HMM is committed to distributing the work to the subconsultant designer of record as necessary to provide the services as required.

The Small Business participation goal established for this contract was 20%. Performance to date has achieved 41.73% Small Business participation for the Airport Link final design services.

The following M/W/DBE and Small Business subconsultants may be utilized for this contract amendment:

Rosewater Engineering	WBE/DBE
CTS Engineers	Small Business

Anil Verma Associates	MBE/DBE
Pac Rim	MBE/DBE
Civil Tech	MBE/DBE
Anthony Steadman	Small Business
Bright Engineering	MBE/DBE
Duane Hartman	Small Business
Nakano	MBE/DBE
Radiance	WBE/DBE
C3MG	WBE/DBE
IBT	Small Business
Karen Kiest	WBE/DBE

EEO Commitment

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

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Under this amendment, Hatch Mott MacDonald (HMM) will provide additional civil and architectural final design services for the redesign and repackaging of the SeaTac/Airport Link Station. The SeaTac/Airport Link Station is the last major construction element for the Airport Link project. The scope includes the SeaTac/Airport Link Station, two pedestrian bridges (one Sound Transit and one Port of Seattle), the International Boulevard Plaza, and 5,900-feet of light rail trackwork.

After final design of the SeaTac/Airport Link Station and Trackwork (Contract C430) was completed by HMM, Sound Transit advertised the C430 contract package in December 2006. On March 6, 2007, Sound Transit received a single bid of \$95,305,250 from Mowat Construction (Mowat) for the C430 contract. Sound Transit's engineer's estimate was \$51,844,172. After completing a review of the single bid received relative to the engineer's estimate, staff have recommended that the C430 contract be converted to a negotiated procurement with a reduced scope that initially includes the station structural concrete, guideway, and trackwork; then redesign the remainder of the station elements, including the station interior, ground plane, windscreens, and roof; the International Boulevard Plaza, and pedestrian bridges to reduce cost. After redesign, the remainder of the station elements could be re-advertised or added to the awarded contract by negotiation.

The additional final design services to be provided under this amendment are to prepare the plans, specifications, and estimates as necessary for the recommended redesign and repackaging plan to move forward with construction of the SeaTac/Airport Link Station. To maintain the project schedule of completing the Airport Link project by December 2009, the additional final design and repackaging work would be completed by October 2007.

Prior Board/Committee Actions on this Project

Motion/Resolution Number and Date	Summary of Action
M2006-47 6/08/06	Executed a contract amendment with Hatch Mott MacDonald to (1) provide additional civil engineering design services during construction of the Central Link Light Rail Initial Segment - Tukwila section, in the amount of \$1,100,000; and (2) executed an option for civil engineering design services during construction of the Airport Link project in the amount of \$1,800,000, for a new total authorized contract amount not to exceed \$28,835,350.
M2005-37 4/14/05	Executed 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 154 th Street in the City of Tukwila and the proposed Airport light rail station near South 176 th 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.
M2005-15 3/10/05	Ratified and approved the contract for civil engineering design services with Hatch Mott MacDonald and authorizes the Chief Executive Officer to execute a contract amendment to the contract to provide additional civil engineering design services during construction for Central Link Light Rail Initial Segment project from South Boeing Access Road to South 154 th Street in the amount of \$1,650,000 for a new total authorized amount not to exceed \$15,950,000.
M2002-45 4/25/02	Executed a contract with AMEC-Hatch Mott MacDonald 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.

CONSEQUENCES of DELAY

A delay beyond July 2007 will delay the redesign of the SeaTac Airport Station and potentially delay the opening of the Airport Link extension of Central Link.

PUBLIC INVOLVEMENT

The redesign of the SeaTac/Airport Station will aspire to maintain the overall imagery and functionality of the previous design, while reducing the cost of certain station elements which contributed to the high bid price received. The City of SeaTac and the Port of Seattle are engaged in the redesign process to ensure that prior commitments are honored.

ENVIRONMENTAL COMPLIANCE

Jl, 05/22/07

LEGAL REVIEW

JW 7/16/07

SOUND TRANSIT

MOTION NO. M2007-80

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Hatch Mott MacDonald to provide additional civil and architectural design services for the redesign and repackaging of the SeaTac/Airport Station for the Airport Link project in the amount of \$949,239, with a contingency in the amount of \$46,716, totaling \$995,955 for a new total authorized contract amount not to exceed \$29,831,305.

Background:

Under this amendment, Hatch Mott MacDonald (HMM) will provide additional civil and architectural final design services for the redesign and repackaging of the SeaTac/Airport Link Station. The SeaTac/Airport Link Station is the last major construction element for the Airport Link project. The scope includes the SeaTac/Airport Link Station, two pedestrian bridges (one Sound Transit and one Port of Seattle), the International Boulevard Plaza, and 5,900-feet of light rail trackwork.

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The additional final design services to be provided under this amendment are to prepare the plans, specifications, and estimates as necessary for the recommended redesign and repackaging plan to move forward with construction of the SeaTac/Airport Link Station. To maintain the project schedule of completing the Airport Link project by December 2009, the additional final design and repackaging work would be completed by October 2007.

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 Hatch Mott MacDonald to provide additional civil and architectural design services for the redesign and repackaging of the SeaTac/Airport Station for the Airport Link project in the amount of \$949,239, with a contingency in the amount of \$46,716, totaling \$995,955 for a new total authorized contract amount not to exceed \$29,831,305.

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

Connie Marshall
Connie Marshall
Board Vice-Chair

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator