

MOTION NO. M2012-14
Ultra-Straight Rail Procurement for University Link

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	03/08/12	Final Action	Ahmad Fazel, DECM Executive Director Justin Garrod, Senior Systems Engineer	206-398-5389 206-398-5384

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with Progress Rail Services Corporation to provide ultra-straight rail for the University Link project in the amount of \$259,515, with a 10% contingency of \$25,952 for a total authorized contract amount not to exceed \$285,467.

KEY FEATURES

- This contract would purchase 3,000 linear feet of high strength, ultra-straight rail.
- Ultra-straight rail is being purchased for installation on the University Link Project for testing of the vibration mitigation requirements by UW for North Link that may be achieved from the use of this type of rail.
- Sound Transit is furnishing the rail to be installed by the University Link Systems and Trackwork contractor (U830 contract). Ultra-straight rail is not readily available in the U.S. Sound Transit planned to procure the rail for testing purposes and, due to Buy America concerns, did not include the rail as a part of the U830 contract scope.

PROJECT DESCRIPTION

University Link is a 3.15-mile light rail extension located entirely underground with tunnels traveling east from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the UW campus, near Husky Stadium.

FISCAL INFORMATION

Consistent with the U-Link forecast cost at completion, this action and remaining contracts for construction are within the project phase approved budget.

Project Budget

University Link	2012 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	115,229	48,404		48,404	66,825
Preliminary Engineering	24,261	24,266		24,266	(5)
Final Design	87,633	78,377		78,377	9,256
Right of Way	152,332	125,856		125,856	26,476
Construction	1,158,183	714,105	285	714,391	443,792
Construction Services	95,814	81,532		81,532	14,281
Third Party Agreements	18,646	11,915		11,915	6,731
Vehicles	103,909	99,185		99,185	4,724
Total Current Budget	1,756,007	1,183,641	285	1,183,926	572,081

Phase Detail

Construction

Miscellaneous Procurement	500	-	285	285	215
Other Construction	1,157,683	714,105		714,105	443,578
Total Phase	1,158,183	714,105	285	714,391	443,792

Contract Detail

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	-	-	260	260
Contingency	-	-	26	26
Total	-	-	285	285
Percent Contingency	0%	0%	10%	10%

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

Project Budget is located on page 35 of the Proposed 2012 Transit Improvement Plan (TIP) as amended and adopted by resolution of the ST Board in December 2011 (Resolution R2011-18, approved 12/15/11).

SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 0%

Commitment: 0%

The contractor will perform 100% of the work, there are no sub-contracting opportunities on this contract.

EQUAL EMPLOYMENT WORKFORCE PROFILE

4390 employees; 8.9% women; 26.4% minorities.

BACKGROUND

Sound Transit has committed to minimize vibration from train operations under the University of Washington campus through the implementation and use of certain wayside vibration mitigation measures.

Ultra-straight rail is a type of rail with high quality in terms of strength & surface hardness, stricter manufacture tolerances on straightness, and surface flatness. Compared with standard rail, the ultra-straight rail usually generates less noise and vibration with reduced wheel/rail interaction forces and has a smoother ride with a longer rail life expectancy.

The University Link Project is installing ultra-straight rail to test the vibration mitigation benefits prior to construction of the North Link Project that would take light rail under the University of Washington campus. The vibration from this test section will be measured and compared to typical rail in order to determine the overall benefit of this type of rail. High compliance fasteners and use of a "floating slab" in the tunnel construction are other vibration mitigation elements that are utilized in both University Link and North Link design to mitigate vibration.

In January 2012, an invitation for bid was advertised for an ultra-straight rail contract and one bid was submitted. Progress Rail Services Corporation was found to be responsive and responsible. Notice to proceed is anticipated in March 2012 and be substantially complete by January 2013.

ENVIRONMENTAL COMPLIANCE

Jl 1/31/2012

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

JW 3/2/12

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A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Progress Rail Services Corporation to provide ultra-straight rail for the University Link project in the amount of \$259,515, with a 10% contingency of \$25,952 for a total authorized contract amount not to exceed \$285,467.

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MOTION:


It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Progress Rail Services Corporation to provide ultra-straight rail for the University Link project in the amount of \$259,515, with a 10% contingency of \$25,952 for a total authorized contract amount not to exceed \$285,467.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 8, 2012.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator