

MOTION NO. M2014-62

Contract Amendment for the Link Operations Maintenance Satellite Facility Extension of Consulting Services

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	8/14/14	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director
Board	8/28/14	Final Action	Michael Williams, Deputy Executive Director, Capital Project Development

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Huitt-Zollars, Inc. to provide engineering and environmental services for the Link Operations and Maintenance Satellite Facility in the amount of \$5,335,480, with a 10% contingency of \$533,548, for a new total authorized contract amount not to exceed \$8,762,708.

KEY FEATURES SUMMARY

- This action permits the exercise of an option for preliminary engineering of the preferred alternative for the Link Operations and Maintenance Satellite Facility (OMSF) site and development of the Final Environmental Impact Statement (EIS).
- This phase of the contract is expected to take approximately 14 months and be completed by late-2015. This phase of the contract will include the preparation of a Final EIS, including responses to public and agency comments on the Draft EIS, and preliminary engineering of the preferred OMSF site.

BACKGROUND

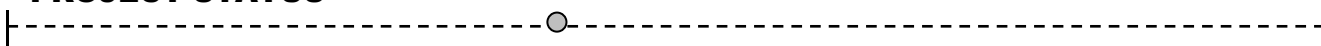
In November 2008, the voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link Operations and Maintenance facilities. Sound Transit currently owns and operates 62 light rail vehicles. The ST2 light rail expansion will require a fleet of 180 light rail vehicles.

The Sound Transit Board Motion No. M2014-51 identified the preferred alternative for preliminary engineering and further evaluation of the preferred alternative and the other alternatives in the Final EIS.

The project development process of the project has two phases. Phase 1 included the preparation of the Draft EIS and conceptual engineering of the alternative OMSF site locations. Phase 2 includes preliminary engineering and preparation of the EIS.

Huitt-Zollars, Inc., has satisfactorily completed Phase 1 and was invited to negotiate the scope of work and cost for Phase 2. This contract amendment approves the Phase 2 consultant services scope of work and adds funds to complete the work.

PROJECT STATUS

					
Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction

Projected Completion Date for Preliminary engineering: 4Q 2015
 Project scope, schedule and budget summary included in the June 2014 Agency Progress Report.

FISCAL INFORMATION

The recent most recent cost estimate for this project, through the conceptual engineering process, estimates this project to exceed the original ST2 cost estimate. Regarding this action, the amended Budget has sufficient funds to support this action and the remaining work in the Preliminary Engineering Phase.

Link Operations and Maintenance Satellite Facility Budget Table

Link Operations and Maintenance Satellite Facility	2014 TIP Amended	Commitment to Date	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	3,237	613	0	613	2,624
Preliminary Engineering	9,982*	3,285,816.30	5,869	9,155	778
Final Design	0	0	0	0	0
Right of Way	23,225	23,158	0	23,158	67
Construction	0	0	0	0	0
Construction Services	0	0	0	0	0
Third Party Agreements	385	0	0	0	385
Vehicles	0	0	0	0	0
Total Current Budget	36,828	27,057	5,869	32,926	3,854
Phase Detail - Preliminary Engineering					
General PE	9,982	3,286	5,869	9,155	826,729.70
Preliminary Engineering Phase Unallocated Contingency	0	0	0	0	0
Total Phase	9,982	3,286	5,869	9,155	827
Huitt-Zollars, Inc. Contract Details					
	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
Contract Amount	2,060	2,826	5,335	7,395	
Contingency	834	113	534	1,367	
Total Contract	2,894	2,939	5,869	8,763	
Percent Contingency	40%	4%	10%	18%	

*Budget Amendment of \$4.3M is approved by Board on July 24th, 2014.

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 Board Approvals to Date includes amounts through June 30th 2014, plus any pending Board Actions.
 Project Budget is located on page 27 of the 2013 Transit Improvement Plan (TIP).
 Board Approvals = Committed to-date + Contingency.

This action is within the Adopted Budget and sufficient funds remain after approval of this action to fund the remaining work in the Preliminary Engineering Phase as contained in the current cost estimates.

The Amended 2014 Lifetime Adopted Budget for Link Operations and Maintenance Satellite Facility project is \$36,825,105 including Budget Amendment approved by Board on July 24th, 2014. Within that amount \$9,981,574 has been set aside for the Preliminary Engineering Phase. Out of that amount \$3,285,816 funds are committed as end of June 2014.

The proposed action would commit an additional amount of \$5,869,028 for this contract. The new total authorized contract amount is not to exceed \$8,762,708, leaving a remaining uncommitted balance of \$826,730 in the Preliminary Engineering Phase.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established Small Business/DBE goals for this contract. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following Small Business/DBE Participation:

Small Business and DBE Goals

Sound Transit Goal:

Small Business: 10%

DBE : 4%

Achieved to date (through completion of Phase 1):

Small Business: 19.96%

DBE : 4.62%

The consultants initial commitment for Small Business participation was 50% higher than the goal set by Sound Transit. By the completion of Phase two the small business commitment is expected to be exceeded (see below).

The DBE commitment for Phase 1 was 6.7 percent versus the agency goal of 4 percent. The consultant has not achieved their commitment. The sites identified by the ST Board for inclusion in the Draft EIS did not require the level of effort or expertise anticipated in the initial scope of work. The DBE firms that were identified in Phase 1 had specific specialties that were not easily transferable between tasks.

Commitment (projected participation at completion of Phase 2):

Small Business: 22.42%

DBE : 4.21%

Due to the nature of remaining scope of work and the specialty expertise of the team's DBE firms the consultant is currently projecting a short fall on achieving their DBE commitment. In an effort to achieve project DBE commitment, Huitt-Zollars will work with Sound Transit to identify additional subcontracting opportunities to be performed by DBE firms and will make affirmative efforts to increase DBE participation during Phase 2.

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
Heffron Transportation, Inc.	DBE	0.84%	44,854
Lin & Associates	DBE	2.45%	130,730
Michael Minor & Associates	DBE	0.71%	38,410
Maintenance Design Group	Small Business	4.63%	246,802
Hart Crowser	Small Business	7.22%	385,324
C&N Consultants, Inc.	Small Business	2.44%	130,025
V&A	Small Business	2.36%	125,684
APS	Small Business	0.28%	15,000
Ott Construction Consultants	Small Business	2.19%	116,898

Econ Northwest	Small Business	0.49%	26,047
Total		23.61%	1,233,457

EQUAL EMPLOYMENT WORKFORCE PROFILE

440 employees; 29.3% women; 31.6% minorities

PUBLIC INVOLVEMENT

Not applicable to the action.

TIME CONSTRAINTS

A one month delay would extend the contract completion from 4th Quarter 2015 to 1st Quarter 2016 and delay the start of Final Design.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2014-51: (1) Identifies the preferred alternative for the Link Operations Maintenance Satellite Facility (OMSF) Final Environmental Impact Statement, (2) approves Gate 3 – Identifying Preferred Alternative within Sound Transit's Phase Gate process.

Motion No. M2013-74: Authorized the chief executive officer to increase the contingency for the contract with Huitt-Zollars, Inc., to conduct conceptual engineering and environmental review of site locations for a Link Operations and Maintenance Satellite Facility in the amount of \$627,772 for a total contract contingency of \$833,764 and a total authorized contract amount not to exceed \$2,893,680.

Motion No. M2012-82: (1) Identified Link Operations and Maintenance Satellite Facility site alternatives to be studied in detail in the project Environmental Impact Statement, and (2) approved Gate 2 within Sound Transit's Phase Gate process.

Motion No. M2012-24: Authorizes the chief executive officer to execute a contract with Huitt-Zollars, Inc., to conduct conceptual engineering and environmental review of site locations for a Link Operations and Maintenance Satellite Facility in the amount of \$2,059,916, with a 10% contingency of \$205,992 for a total authorized contract amount not to exceed \$2,265,908.

ENVIRONMENTAL REVIEW

JI 8/6/2014

LEGAL REVIEW

PW 8/11/2014

MOTION NO. M2014-62

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Huitt-Zollars, Inc. to provide engineering and environmental services for the Link Operations and Maintenance Satellite Facility in the amount of \$5,335,480, with a 10% contingency of \$533,548, for a new total authorized contract amount not to exceed \$8,762,708.

BACKGROUND:

In November 2008, the voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link Operations and Maintenance facilities. Sound Transit currently owns and operates 62 light rail vehicles. The ST2 light rail expansion will require a fleet of 180 light rail vehicles.

The Sound Transit Board Motion No. M2014-51 identified the preferred alternative for preliminary engineering and further evaluation of the preferred alternative and the other alternatives in the Final Environmental Impact Statement (EIS).

The project development process of the project has two phases. Phase 1 included the preparation of the Draft EIS and conceptual engineering of the alternative Link Operations and Maintenance Satellite Facility site locations. Phase 2 includes preliminary engineering and preparation of the EIS.

Huitt-Zollars, Inc., has satisfactorily completed Phase 1 and was invited to negotiate the scope of work and cost for Phase 2. This contract amendment approves the Phase 2 consultant services scope of work and adds funds to complete the work.

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 Huitt-Zollars, Inc. to provide engineering and environmental services for the Link Operations and Maintenance Satellite Facility in the amount of \$5,335,480, with a 10% contingency of \$533,548, for a new total authorized contract amount not to exceed \$8,762,708.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 28, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator