

MOTION NO. M2014-80

Contract Amendment for Civil Final Design Services for the International District Station to South Bellevue Segment of the East Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	10/09/14	Recommendation to Board	Ahmad Fazel, DECM Executive Director Ron Lewis, Executive Project Director, East Link
Board	10/23/14	Final Action	Dirk Bakker, Corridor Design Manager

PROPOSED ACTION

Authorizes the chief executive officer to add contract contingency for the contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$5,498,903, for a total authorized contract amount not to exceed \$35,839,782.

KEY FEATURES SUMMARY

- The additional contingency funds will be used to address anticipated additions and changes including design changes at Sound Transit’s direction and third-party input.
- These additions and changes include additional analysis, testing, modeling and design effort, additional field work, and other new design services. Specific changes include:
 - Preliminary Hazard Analysis to identify hazards and establish mitigation methods through design.
 - D2 Roadway alignment and profile improvements and incorporation of a pocket track to enhance light rail operations. These refinements also provide opportunities to improve access to the Rainier Avenue Station.
 - Additional analysis, testing, modeling (including 3-D modeling) and design efforts related to the track attachment test program for the I-90 Floating Bridge, and additional wind and wave analysis.
 - Additional analysis and design related to Fire/Life Safety modifications in the Mercer Island and Mount Baker tunnels.
 - Design changes and refinements at the Mercer Island Station including a platform elevation change and transit system integration in partnership with King County Metro.

BACKGROUND

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecasted for 2023.

In October 2012, the Board authorized a contract with Parsons Brinckerhoff, Inc. (PB) for final design services for civil and architectural elements necessary to construct the International District Station to South Bellevue segment of the East Link Extension. Work began in November 2012 and the design has progressed significantly. In July 2013, the Board authorized an amendment to the

PB contract to provide funding for final design services associated with the turn-back track facility at the International District Station. In October 2013, the Board authorized an amendment to the PB contract to provide a contingency for final design services associated with the Track Attachment testing program.

Under this proposed action, a Preliminary Hazard Analysis will be conducted for the I-90 portion of East Link Extension. The analysis will identify hazards and establish mitigation methods through design. Major design items include tenable environment analysis and ventilation and egress analysis for station and tunnel safety. This analysis was not included with the original services but is required.

Sound Transit continues to work cooperatively with WSDOT to establish the appropriate evaluation of the floating bridge stresses, to determine appropriate overlay thickness as it relates to weight mitigation and freeboard loss, and to refine the structural analysis of the fixed structures for seismic retrofits. Additional analysis and fieldwork has and continues to be required to support this effort.

Additional preliminary engineering work is needed for bus and rail operations along the D2 Roadway, which is a 1.4 mile stretch between I-90's Rainier Freeway Station and the Downtown Seattle Transit Tunnel. After final design had commenced, Sound Transit continued to evaluate a rail-only D2 design. The refined design afforded opportunities to improve the track alignment (speed, ride quality and reliability), systems operations, and Rainier Station design and access. Additional design is required to fully integrate the D2 changes. Additional analysis and design is also required for Fire/Life Safety modifications in the Mercer Island and Mount Baker tunnels.

FISCAL IMPACT

This action is within the Adopted Budget and sufficient funds remain after approval of this action to fund the remaining work in the Final Design Phase as contained in the current cost estimates. As final design progresses through the fourth quarter of 2014, staff will continue to work closely with WSDOT and other key stakeholders to advance the analysis and adequately address open issues. Once design direction is finalized, any additional resources required for this contract will be identified as part of project baselining, currently scheduled for the first quarter of 2015.

The 2014 Lifetime Adopted Budget for East Link Extension project is \$798,346,894. Within that amount, \$232,620,872 has been set aside for the Final Design Phase. Out of that amount \$157,243,840 has been committed.

The proposed action would increase commitments for this line item by \$5,498,903 to the revised total of \$162,742,743, leaving a remaining uncommitted balance of \$69,878,129 in the Final Design Phase.

East Link Extension	2014 TIP	Commitment to Date	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	68,119	27,694	0	27,694	40,424
Preliminary Engineering	56,594	55,123	0	55,123	1,471
Final Design	232,621	157,244	5,499	162,743	69,878
Third Party Agreements	40,605	6,435	0	6,435	34,170
Right of Way	365,408	47,338	0	47,338	318,070
Construction	24,000	13,832	0	13,832	10,168
Construction Services	11,000	5,790	0	5,790	5,210
Vehicles	0	0	0	0	0
Total Current Budget	798,347	313,456	5,499	318,955	479,392

Phase Detail - Final Design

Civil/Arch FD Package 2	35,841	30,342	5,499	35,841	-
Other Phase Work	196,780	126,902	0	126,902	69,878
Total Phase	232,621	157,244	5,499	162,743	69,878

Parsons Brinckerhoff Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	28,641	29,624	0	28,641
Contingency	1,700	717	5,499	7,199
Total Contract Amount	30,341	30,341	5,499	35,840
Percent Contingency	6%	2%	0%	25%

Notes:

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

Board Approvals to Date includes amounts through August 31st 2014, plus any pending Board Actions.

Project Budget is located on page 31 of the 2014 Transit Improvement Plan (TIP), plus any pending Board Action.

SMALL BUSINESS/DBE PARTICIPATION

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 Disadvantaged Business Enterprise Goals

Sound Transit Goal:

Small Business: 12%

DBE: 6%

Parsons Brinckerhoff, Inc. has achieved 20.65% in small business participation on work to date. Under this amendment, Sound Transit continues to promote and encourage small business participation. Small Business/DBE subcontracting opportunities will be identified as work is developed.

PUBLIC INVOLVEMENT

Public outreach on the East Link Extension has taken place for the last eight years. Outreach activities have included meeting with communities, businesses, stakeholders, local jurisdictions,

and agencies. Since project kickoff in 2006, Sound Transit has hosted 35 public meetings while also holding nearly 300 briefings to property owners and stakeholders. The comments gathered at those public sessions have and will continue to help the decision-making process for the East Link Extension.

TIME CONSTRAINTS

Final design will need to be advanced to 90% by spring 2015 to meet the scheduled 90% submittal milestone. A one month delay of this action would not delay the continuity of final design and would not significantly impact the final design schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-91: Authorizes the chief executive officer to execute a contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment in the amount of \$1,700,000, for a new total authorized contract amount not to exceed \$30,340,879.

Motion No. M2013-48: Authorizes the chief executive officer to execute a contract with Parsons Brinckerhoff, Inc., to provide final design services for the East Link Extension civil design to include a turn-back track facility at the International District Station in the amount of \$755,879, for a total authorized contract amount not to exceed \$28,640,879.

Motion No. M2012-75: Authorizes the chief executive officer to execute a contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension for a total authorized contract amount not to exceed \$27,885,000.

Motion No. M2012-57: Authorized the chief executive officer to execute a contract amendment with H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald, to provide Phase 2 final design services for the portion of the East Link project from South Bellevue to the Overlake Transit Center in the amount of \$83,000,000, for a new total authorized contract amount not to exceed \$87,800,000.

Motion No. M2012-12: Authorized the chief executive officer to execute a contract with H-J-H Design Partners (Joint Venture) to provide Phase 1 final design services for the East Link – South Bellevue to Overlake Transit Center Station project for a total authorized contract amount not to exceed \$4,800,000.

Motion No. M2011-81: Implemented the East Link Light Rail Project.

Motion No. M2011-77: Authorized the Chief Executive Officer to (1) execute an Umbrella Memorandum of Understanding with the City of Bellevue to reduce Sound Transit's costs associated with the construction of a tunnel alignment in downtown Bellevue, and (2) execute a Transitway Agreement with the City of Bellevue to grant Sound Transit non-exclusive use of City right-of-way to construct, operate, and maintain the East Link project.

Resolution No. R2011-10: Selected the route, profiles, and station locations for the East Link Light Rail Project.

Motion No. M2011-62: Authorized the Chief Executive Officer to enter into a term sheet with the City of Bellevue regarding the East Link Project.

Motion No. M2010-44: Modified the preferred light rail routes and stations previously identified in Motion No. M2009-41 for the East Link Light Rail Project Final Environmental Impact Statement.

ENVIRONMENTAL REVIEW

JI 10/3/2014

LEGAL REVIEW

LA 3 Oct 2014

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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 add contract contingency for the contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$5,498,903, for a total authorized contract amount not to exceed \$35,839,782.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 23, 2014.



Paul Roberts
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator