

MOTION NO. M2014-87

Contract Award for Preconstruction Services for the Sounder Point Defiance Bypass, Tacoma Trestle Track and Signal, and Sounder Yard Expansion Projects

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	11/13/2014	Final Action	Ahmad Fazel, DECM Executive Director Eric Beckman, Deputy Executive Director – Business and Construction Services Richard Sage, Director Construction Management

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with HNTB Corporation to provide construction management services for the preconstruction phases of the three Sounder projects, which include Point Defiance Bypass, Tacoma Trestle Track and Signal, and Sounder Yard Expansion, in the amount of \$2,000,000, with a 10% contingency of \$200,000, for a total authorized contract amount not to exceed \$2,200,000.

KEY FEATURES SUMMARY

- The Sounder program in the South Sound area consists of three separate contracts: a Design-Bid-Build contract for the Point Defiance Bypass project, a Design-Bid-Build contract for the Tacoma Trestle Track & Signal project, and a Design-Build contract for the Sounder Yard Expansion project.
- The construction management consultant (CMC) contract for the three Sounder projects will be implemented in two phases: Phase 1 Preconstruction Services and Phase 2 Construction Management Services. This action is to authorize Phase 1 only.
- This action is needed because 1) not all of the three projects have been baselined and 2) the design work for these projects has progressed beyond the 30% level. Before the construction contract documents are finalized, preconstruction services by the CMC will help verify that contract documents are well-developed and will promote a competitive bid process.
- Phase 1 preconstruction will include: procurement support, permit support, contract document review, construction estimate reviews, participation in value engineering, risk assessments and constructability reviews, construction management support and oversight of early works by adjacent private and public developments, and public and private utility relocations.
- Following project baselining for all three projects, anticipated in early 2015, Sound Transit intends to execute Phase 2 Construction Management Services work with HNTB, subject to Sound Transit Board approval.
- Because all three projects are in the same general area (in and south of Tacoma), will be constructed during the same relative time period, are relatively similar with respect to scope (principally trackwork) and can be managed by a single Resident Engineer supported by inspectors on each project, there is significant cost savings to use a single construction management consultant contract rather than three separate CMC contracts.

BACKGROUND

Construction management consultant services are needed for three Sounder projects in the South Sound area—Point Defiance Bypass, Tacoma Trestle Track & Signal, and Sounder Yard Expansion.

Point Defiance Bypass

The Point Defiance Bypass project will use the standard Design-Bid-Build contracting method and include:

- Construction of a new second track adjacent to Sound Transit's existing main line between South Tacoma (66th Street Bridge) and Lakewood (Bridgeport Way);
- Installation of new rails, ties, and ballast on Sound Transit's existing railroad right-of-way between Lakewood and Nisqually;
- Improvements at the connection to BNSF's main line near Nisqually; and
- Safety improvements at some existing at-grade crossings within the project corridor.

WSDOT has obtained nearly \$800 million in funding through the Federal Railway Administration (FRA) High-Speed Intercity Passenger Rail Program. WSDOT will be using the funds to deliver rail infrastructure improvements that expand travel choices, preserve freight mobility, and foster economic growth across the state. The program goal is to improve Washington's Amtrak Cascades service between Portland, Oregon and Vancouver B.C. with specific outcomes to reduce travel time between Portland and Seattle, increase on-time performance to 88%, and add two additional round trips.

WSDOT wishes to make the railroad improvements listed above on Sound Transit's railroad right-of-way between the City of Tacoma and Nisqually Junction as part of its Point Defiance Bypass Project. WSDOT is designing this project. Under agreement with WSDOT, Sound Transit will construct the project for WSDOT and will be reimbursed by WSDOT for its costs, including the cost of the CMC contract.

Tacoma Trestle Track & Signal

Tacoma Trestle Track & Signal project will use a standard Design-Bid-Build contracting method and include:

- Replacement of the existing wooden train trestle located in Tacoma, WA between East 'C' Street and Tacoma Rail Junction rail corridor with a new double track train bridge and modification of the railroad signals;
- Maintaining the existing trestle in operation while the first section of the new train bridge is constructed adjacent to the existing trestle, and constructing the second section, including the second track, after the first new track is operational; and
- Relocating and/or rebuilding the existing infrastructure and utilities that are in conflict with the new design.

The voter-approved ST2 Plan included the Tacoma Trestle Track & Signal project. The project's scope is to increase track capacity along the rail corridor between East 'C' Street and Reservation Junction in Tacoma, WA. The main component of this project is to replace the single track wooden trestle bridge currently owned by Tacoma Rail which will be owned by Sound Transit with a new double track bridge.

The project is funded in the ST2 Financing Plan through 2023. Sound Transit will complete the construction phases by 2017. This rail corridor will have increased passenger and freight traffic through the single track bridge. Sound Transit currently operates 10 roundtrip trains and plans to add Sounder trains in the Fall 2016 and Fall 2017. WSDOT's Inter-City Amtrak service will operate six passenger trains and Amtrak's Coast Starlight passenger train beginning in 2017. Tacoma Rail

will continue to operate short line freight operations from the Port of Tacoma to its Mountain Line Division.

Souder Yard Expansion

The Souder Yard Expansion project will use the Design-Build contracting method and include:

- Construction of additional track (two turn outs) and modification of signals;
- Completing drainage improvements and increasing electrical power to accommodate additional wayside power and yard lighting; and
- Construction of a Train and Enginemen (T&E) building, storage building, compressor building, and new parking lot and grading throughout the site.

This project needs to be completed by September of 2016 to accept the new train sets that will arrive at that time. Since Sound Transit is using a design-build delivery method and plans to award the contract in the second quarter of 2015, the CMC will assist in the review of the bridging documents before the Request for Qualifications (RFQ) is issued, which will be sometime in November. Subsequent to the submission of the RFQ the CMC will assist Sound Transit with the procurement and then manage and provide oversight of the Design-Build construction contract. It is anticipated that Notice to Proceed for construction will be issued in the third quarter of 2015 with construction complete in the third quarter of 2016.

FISCAL INFORMATION

The contract with HNTB for Construction Management Services is shared between three Souder Projects, Point Defiance Bypass, Tacoma Trestle Track and Signal, and Souder Yard Expansion project.

- The Lifetime budget for Point Defiance Bypass, as shown in the 2015 proposed TIP, is \$6,400,000. Within that amount, \$5,000,000 has been set aside in the Construction Services phase. Out of that amount \$11,000 has been committed. The proposed action would commit \$1,298,000 to this line item, including a 10% contract contingency, leaving a remaining balance of \$3,691,000.
- The Lifetime budget for Tacoma Trestle Track and Signal, as shown in the 2015 proposed TIP, is \$34,554,000. Within that amount, \$5,425,000 has been set aside in the Construction Services phase. The proposed action would commit \$726,000 to this line item, including a 10% contract contingency, leaving a remaining balance of \$4,699,000.
- The Lifetime budget for Souder Yard Expansion, as shown in the 2015 proposed TIP, is \$20,550,000. Within that amount, \$1,400,000 has been set aside in the Construction Services phase. The proposed action would commit \$176,000 to this line item, including a 10% contract contingency, leaving a remaining balance of \$1,224,000.

This action is within the adopted budget and sufficient monies remain after approval of this action to fund the remaining work in the Construction Services phase as contained in the current cost estimates.

Point Defiance Bypass

	Amended 2014 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	400	78	-	78	322
Preliminary Engineering	-	-	-	-	-
Final Design	-	-	-	-	-
Right of Way	1,000	-	-	-	1,000
Construction	-	-	-	-	-
Construction Services	5,000	11	1,298	1,309	3,691
Third Party Agreements	-	-	-	-	-
Vehicles	-	-	-	-	-
Total Current Budget	6,400	89	1,298	1,387	5,013

Phase Detail

Construction Services

Construction Services	5,000	11	1,298	1,309	3,691
Other Construction Services	-	-	-	-	-
Total Phase	5,000	11	1,298	1,309	3,691

Tacoma Trestle

	Amended 2014 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	1,676	613	-	613	1,063
Preliminary Engineering	5,165	-	-	-	5,165
Final Design	10,374	6,401	-	6,401	3,973
Right of Way	11,914	416	-	416	11,498
Construction	-	-	-	-	-
Construction Services	5,425	-	726	726	4,699
Third Party Agreements	-	-	-	-	-
Vehicles	-	-	-	-	-
Total Current Budget	34,554	7,430	726	8,156	26,398

Phase Detail

Construction Services

Construction Services	5,425	-	726	726	4,699
Other Construction Services	-	-	-	-	-
Total Phase	5,425	-	726	726	4,699

Souder Yard Expansion

	Amended 2014 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	1,200	181	-	181	1,019
Preliminary Engineering	2,150	1,749	-	1,749	401
Final Design	-	-	-	-	-
Right of Way	400	-	-	-	400
Construction	15,400	-	-	-	15,400
Construction Services	1,400	-	176	176	1,224
Third Party Agreements	-	-	-	-	-
Vehicles	-	-	-	-	-
Total Current Budget	20,550	1,930	176	2,106	18,444

Phase Detail

Construction Services

Construction Services	1,400	-	176	176	1,224
Other Construction Services	-	-	-	-	-
Total Phase	1,400	-	176	176	1,224

Contract Detail HNTB	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount			2,000	2,000
Contingency Amount			200	200
Total Contract	-	-	2,200	2,200
Percent Contingency			10%	10%
Point Defiance Bypass Share	-	-	1,180	1,180
10% Contingency Amount			118	118
Total Point Defiance Bypass	-	-	1,298	1,298
Tacoma Trestle Share	-	-	660	660
10% Contingency Amount			66	66
Total Tacoma Trestle Share	-	-	726	726
Souder Yard Expansion Share	-	-	160	160
10% Contingency Amount			16	16
Total Souder Yard Expansion	-	-	176	176

Notes:

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

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

Project budget pages for Tacoma Trestle Track and Signal and Souder Yard Expansion is located on pages 51 and 52 of 198 respectively of the Adopted 2014 Transit Improvement Plan (TIP).

Project budget for Point Defiance Bypass was established in April 2014 after the 2014 budget was adopted. Reference for the project page is located in the Proposed 2015 Transit Improvement Plan (TIP).

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.

A separate goal was not established for Phase 1 – Preconstruction Services.

For the total CMC contract, including Phase 1- Preconstruction Services and Phase 2 – Construction Management Services, Sound Transit’s Small Business and Disadvantaged Business Enterprise goals and HNTB’s commitments are as follows:

For the overall contract the Sound Transit Goal is:

Small Business: 15.0%
DBE: 7.5%

HNTB has made the following Small Business/DBE Participation commitments for the entire contract including Phase 1 and Phase 2.

Small Business: 30%
DBE: 25%

TIME CONSTRAINTS

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

PRIOR BOARD/COMMITTEE ACTIONS

Not applicable to this action.

ENVIRONMENTAL REVIEW

JI 10/27/2014

LEGAL REVIEW

LA 7 November 2014

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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 HNTB Corporation to provide construction management services for the preconstruction phases of the three Sounder projects, which include Point Defiance Bypass, Tacoma Trestle Track and Signal, and Sounder Yard Expansion, in the amount of \$2,000,000, with a 10% contingency of \$200,000, for a total authorized contract amount not to exceed \$2,200,000.

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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 HNTB Corporation to provide construction management services for the preconstruction phases of the three Sounder projects, which include Point Defiance Bypass, Tacoma Trestle Track and Signal, and Sounder Yard Expansion, in the amount of \$2,000,000, with a 10% contingency of \$200,000, for a total authorized contract amount not to exceed \$2,200,000.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 13, 2014.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator