

MOTION NO. M2015-89

Contract for Civil Construction Management Consultant Services for the Preconstruction Phase of the Seattle to South Bellevue Segment of the East Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	10/08/2015	Final Action	Ahmad Fazel, DECM Executive Director Ron Lewis, Executive Project Director - East Link Matt Preedy, Construction Management Deputy Director, DECM

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with Jacobs Engineering, Inc. to provide civil construction management consultant services for the preconstruction phase of the City of Seattle to South Bellevue segment of the East Link Extension in the amount of \$4,721,795, with a 5% contingency of \$236,090, for a total authorized contract amount not to exceed \$4,957,885.

KEY FEATURES SUMMARY

- The Seattle to South Bellevue segment is approximately seven miles long and serves the International District, the Judkins Park area, Mercer Island communities, and extends east across the East Channel Bridge.
- The construction management consultant (CMC) contract for the Seattle to South Bellevue segment will be implemented in two phases: Phase 1 Preconstruction Services and Phase 2 Construction Management Services. This action would authorize and fund only Phase 1 of the contract.
- Final design work for the Seattle to South Bellevue segment is progressing from 60 percent. Before construction contract documents are finalized, preconstruction services by the CMC will help verify that contract documents are well developed and comprehensive.
- Phase 1 Preconstruction Services includes: procurement support, permit support, contract document review, construction estimates, participation in value engineering, risk assessments and constructability reviews, construction management support and management of the E130 General Contractor/Construction Manager (GC/CM) preconstruction work.
- Following acceptable performance of Phase 1 work, Sound Transit may return to seek Board authorization and funding for Phase 2 Construction Management Services work with Jacobs Engineering.

BACKGROUND

East Link extends light rail 14 miles from downtown Seattle to downtown Bellevue and the Overlake area of Redmond via I-90, with stations serving Judkins Park/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. Light rail service between Seattle and the Overlake Transit Center is forecasted to begin in 2023.

As part of early work in the Final Design phase, a construction delivery plan was developed which includes the contract packaging and delivery strategy as well as the construction management packaging plan.

The construction work and construction management work for the East Link Extension has been divided into eight construction contract packages and four construction management contracts. This CMC contract will provide project management and a resident engineering team to manage and administer the E130 heavy civil GC/CM construction contract along I-90 from the International District Station to the East Channel Bridge. Separate CMC contracts are being procured to manage the remaining construction contracts; one for the Bellevue civil construction contracts, one for the Design-Build construction contract in the SR 520 corridor, and one for the project-wide systems construction contract.

The Seattle to South Bellevue Segment is approximately seven miles of Light Rail Transit (LRT) construction from the International District Station (IDS) along the D2 roadway and the existing I-90 center roadway to the interface with E320 Contract (South Bellevue to Main Street) at the I-90 East Channel Bridge. This segment consists of trackway construction on existing facilities (at-grade, tunnel, floating bridge, and elevated bridge), two stations with vertical circulation facilities (Judkins Park Station and Mercer Island Station), seismic and gravity load retrofits of existing WSDOT structures, tunnel fire/life/safety retrofits for LRT (within the Mt. Baker Tunnel and Mercer Island Lid), and civil construction of the interface with the existing operating LRT system at the IDS.

Sound Transit issued a Request for Qualifications including the work for both Phase 1 – Preconstruction Services and Phase 2 – Construction Management Services and received two proposals on April 24, 2015. Jacobs Engineering was determined to be the best qualified team for this work. Staff has negotiated the CMC Phase 2 work with Jacobs Engineering but will not seek Board approval until successful progress on Phase 1.

PROJECT STATUS

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Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction

Projected Completion Date for Construction Services Phase: 2Q 2023
 Project scope, schedule and budget summary located on page 43 of the July 2015 Agency Progress Report.

FISCAL INFORMATION

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

The 2015 Lifetime Adopted Budget for East Link Extension project is \$3,677,150,000. Within that amount, \$257,450,000 has been set aside for the Construction Services Phase. Out of that amount \$12,859,669 has been committed for the Construction Services Phase.

The proposed action would commit \$4,957,885 to Jacobs Engineering, Inc. contract to provide construction management consultant services for the preconstruction phase of the Seattle to South Bellevue segment leaving the remaining uncommitted budget of \$239,632,446 in the Construction Services Phase.

East Link Extension	2015 TIP*	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	186,200	37,552	0	37,552	148,648
Preliminary Engineering	55,900	54,783	0	54,783	1,117
Final Design	283,000	231,942	0	231,942	51,058
Third Parties	52,150	10,639	0	10,639	41,511
Right of Way	298,150	105,483	0	105,483	192,667
Construction	2,544,300	24,765	0	24,765	2,519,535
Construction Services	257,450	12,860	4,958	17,818	239,632
Vehicles	0	0	0	0	0
Total Current Budget	3,677,150	478,024	4,958	482,982	3,194,168

Phase Detail - Construction Services

I-90 Corridor CMC Construction	55,670	0	4,958	4,958	50,712
Other Construction Services	186,867	12,860	0	12,860	174,008
CM Unallocated Contingency	14,913	0	0	0	14,913
Total Phase	257,450	12,860	4,958	17,818	239,632

Jacobs Engineering, Inc.

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	0	0	4,722	4,722
Contingency	0	0	236	236
Total Contract Amount	0	0	4,958	4,958
Percent Contingency	0%	0%	5%	5%

Notes:

* East Link Extension baseline project budget was approved by Board on April 23, 2015, Resolution No R2015-04.

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

Board Approvals to Date includes amounts through August 31, 2015 plus any pending Board Actions.

Board Approvals = Committed to-date + Contingency.

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. Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established SB/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 SB/DBEs available to perform such subcontracting work.

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

For the overall contract (Phase 1 and Phase 2) the Sound Transit Goal is:

Small Business: 12%

DBE: 5%

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

Because the preconstruction phase has limited opportunities to utilize small and disadvantaged businesses due to the nature of the limited scope of work, there is no SB/DBE commitment for Phase 1.

However the total SB/DBE commitment for this contract including Phase 1 and Phase 2 has been established and will be incorporated into the Contract when the work for Phase 2 – Construction Management Services is authorized by the Board.

For the overall contract (Phase 1 and Phase 2) the Jacobs Engineering's commitments are:

Small Business: 20.08%

DBE: 12.18%

PUBLIC INVOLVEMENT

Public outreach on the East Link Extension has taken place over the last six years. Outreach activities have included meeting with community members, property owners, businesses, stakeholders, local jurisdictions, and agencies. Since the project kickoff in 2006, Sound Transit has hosted 35 public meetings and has held nearly 300 briefings to property owners and stakeholders.

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 8/12/2015

LEGAL REVIEW

LA 1 Oct 2015

MOTION NO. M2015-89

A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Jacobs Engineering, Inc. to provide civil construction management consultant services for the preconstruction phase of the Seattle to South Bellevue segment of the East Link Extension in the amount of \$4,721,795, with a 5% contingency of \$236,090, for a total authorized contract amount not to exceed \$4,957,885.

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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 Jacobs Engineering, Inc. to provide civil construction management consultant services for the preconstruction phase of the Seattle to South Bellevue segment of the East Link Extension in the amount of \$4,721,795, with a 5% contingency of \$236,090, for a total authorized contract amount not to exceed \$4,957,885.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 8, 2015.



Fred Butler
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator