

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-58

Contract Option for On-Call Railroad Engineering Consultant Services

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/2/09	Discussion/Possible Action	Jim Edwards, Capital Projects Director Eric Beckman, Rail Program Manager	(206)398-5426 (206) 398-5251

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

On-Call Railroad Engineering Consultant Contract

PROPOSED ACTION

Authorizes the chief executive officer to exercise a contract option with HNTB Corporation to provide continuation of on-call railroad engineering services, and to amend the contract in the amount of \$250,000, for a new total authorized contract amount not to exceed \$750,000.

KEY FEATURES of PROPOSED ACTION

- The proposed action is to exercise an option to extend the contract for one year and to increase the authorized amount of the contract. The original contract duration was for two years and took effect on October 15, 2007 with an option to extend the contract period for one year through October 14, 2010.
- Exercising the option will allow HNTB to continue to provide the following various railroad engineering services:
 - Railroad Engineering
 - Engineering Analysis
 - Independent Review
 - CADD Support Services
- Anticipated work for this authorization includes independent technical reviews of the 75% and 100% design submittals for the D Street to M Street Track and Signal Project.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

The budget associated with railroad engineering services work is contained within the preliminary engineering, final design, and construction phases of each capital project's budget; based on the project's anticipated need for such service. In addition, there is railroad engineering consulting services work done within the Operations group. This is an on-call contract used as the need arises.

The first table below indicates where the existing contract funds have been used and where the new funds are expected to be used. The second table shows the budget, commitments, and remaining budget for each project.

There are sufficient funds to complete this action within the project's budgets. Committing these funds will not endanger any other project elements that are to be funded out of the overall project.

BUDGET TABLE

Summary for Board Action (Year of Expenditure \$000)

Action Item: HNTB Corporation on-call contract.

Contract Budget	Current Approved Contract Value (A)	Committed To Date (B)	Proposed Action (C)	Proposed Total Contract Value (D)
HNTB Corporation				
Everett-Seattle Track & Signal	\$ 14	\$ 2	\$ -	\$ 14
Layover	\$ 298	\$ 291	\$ 50	\$ 348
M St.-Lakewood Track & Signal	\$ 4	\$ -	\$ -	\$ 4
D St.-M St. Track & Signal	\$ 50	\$ -	\$ 75	\$ 125
Tukwila Station	\$ -	\$ -	\$ 30	\$ 30
Mukilteo Station, South Platform	\$ -	\$ -	\$ 20	\$ 20
Souder Transit Operations	\$ 134	\$ 85	\$ 75	\$ 209
Contingency	\$ -	\$ -	\$ -	\$ -
Total	\$ 500	\$ 377	\$ 250	\$ 750
Percent Contingency	0%	0%	0%	0%

Capital	2009 PE/EIS, Final Design & Construction Budget's ¹ (E)	Committed PE/EIS, Final Design & Construction Budget ² (F)	This Action (G)	Uncommitted (Shortfall) (H)
Everett-Seattle Track & Signal	\$ 4,586	\$ 4,590	\$ -	\$ (4)
Layover	\$ 24,071	\$ 18,932	\$ 50	\$ 5,088
M St.-Lakewood Track & Signal	\$ 50,836	\$ 13,029	\$ -	\$ 37,807
D St.-M St. Track & Signal	\$ 28,203	\$ 12,274	\$ 75	\$ 15,854
Tukwila Station	\$ 1,589	\$ 1,084	\$ 30	\$ -
Mukilteo Station, South Platform	\$ 9,784	\$ 1,327	\$ 20	\$ -
Capital Total	\$ 119,068	\$ 51,236	\$ 175	\$ 58,746

Operations	2009 Misc. Services Uncommitted Budget (I)	Future Operating Budget (J)	This Action (K)	Uncommitted (Shortfall) (L)
Souder Transit Operations	\$ 45	\$ 30	\$ 75	\$ -

Total Capital & Operating	2009 Budget (L)	Committed (M)	This Action (N)	Uncommitted (Shortfall) (O)
Total Capital & Operating	\$ 119,113	\$ 51,236	\$ 250	\$ 58,746

Notes:

¹ Project/Program budgets are located on page 120 Everett-Seattle Track & Signal, page 127 Layover, page 124 M St.-Lakewood Track & Signal, page 126 D St.-M St. Track & Signal, page 131 Mukilteo Station, South Platform, page 134 Tukwila Station and page 60 Souder Transit Operations of the Adopted 2009 Budget book. The 2009 Budget was adopted by the Board on December 11, 2008.

² Committed to date amount includes actual outlays and commitments through April 30, 2009.

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

HNTB Corporation is the prime consultant for this contract. The consultant has teamed up with small business consultants to provide CADD design, survey, and railroad signal work.

This on-call railroad engineering contract is accessible through task orders that are issued to the consultant when staff requires railroad engineering support unavailable through other contractual mechanisms. Staff will discuss opportunities for small business participation on each new railroad engineering task requested.

Utilization Breakdown Table

Subconsultant/Subcontractor	Business Type	Type of Work	% of Work
True North Land Surveying Inc	MWDBE	Surveying	Task Order
Lin & Associates	DBE/MBE	Surveying	Task Order
Bolima Drafting	DBE/MBE	CADD	Task Order
Midvale Electric	Small Business	Railroad Signal	Task Order

Equal Employment Workforce Profile

HNTB Corporation workforce demographics are 27.77% women, 16.66% minorities and 62% disabled.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The HNTB on-call engineering consultant contract was competitively procured in 2007. The purpose of the on-call contract is to assist the agency in addressing railroad engineering issues as they arise for Sounder capital or operations projects. The Capital Projects Department and the Sounder Operations Division jointly fund the on-call contract budget. The contract duration was for two years with an option to extend the contract for one additional year.

Since 2007, seven task orders have been issued under this contract. The various tasks included cost estimate reviews, feasibility analyses, independent technical reviews, and development of contract design packages for small works projects. HNTB's local presence has been of significant value to the agency in terms of its ability to respond quickly to requests for proposals and performance of assigned tasks. Most recently, HNTB has provided an independent technical review of the 30% design submittal for the D Street to M Street Track and Signal Improvements project.

The D Street to M Street Track and Signal Project will require additional independent technical review for the 75% and 100% design submittals. It is both cost effective and efficient to have HNTB continue with the independent technical reviews for the project instead of acquainting a new consultant team with the details of the project. In addition, HNTB is a locally based firm providing quick turnaround reviews, meeting directly with Sound Transit and the designer of record, Parsons Brinckerhoff.

The project design schedule has been compressed following lengthy negotiations with the City of Tacoma. The D Street to M Street Track and Signal Project's 75% design submittal will be transmitted in August 2009 and the 100% design submittal will be transmitted in October 2009. The Invitation for Bid for construction is scheduled to be advertised in December 2009. Sound Transit's milestone event opening the Lakewood-to-Tacoma extension for revenue service is scheduled for Spring 2012.

In compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA), the Federal Transit Administration (FTA) and Sound Transit prepared and issued a Final Environmental Impact Statement (FEIS) for the Lakewood to Tacoma Commuter Rail and SR-512 Park and Ride Expansion in May 2002 which covered the proposed locations for the two commuter rail stations in South Tacoma and Lakewood, track and signal improvements and extensions from Tacoma to Lakewood, and a new layover yard at Camp Murray. A Record of Decision (ROD) was issued by FTA in December 2002. FTA approved a NEPA Reevaluation in February 2007 which evaluated, among other design changes

and new information, the proposed change of location of the layover facility from Camp Murray to Lakewood after Camp Murray became unavailable. On November 28, 2007, FTA approved another NEPA Reevaluation which evaluated the impacts of a new alignment in the D to M Street segment in Tacoma (Modified Alternative 3 with a grade separated railroad bridge at Pacific in Tacoma). In compliance with SEPA, a SEPA Addendum was issued on December 4, 2007 which also evaluated the impacts of Modified Alternative 3. NEPA and SEPA documentation and compliance are complete for the set of proposed Lakewood to Tacoma commuter rail improvements authorized to date by the Sound Transit Board, including the D to M Street segment.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
M2007-103 10/4/2007	Authorized the chief executive officer to execute a contract with HNTB Corporation to provide on-call rail engineering consulting services for Sounder commuter rail track and signal projects for a total authorized contract amount not to exceed \$500,000.

CONSEQUENCES of DELAY

There is no significant consequence if the Finance Committee decides not to approve the action on July 2, 2009. However, a delay in authorizing the contract amendment beyond August 2009 would impact the design review schedule for the D Street to M Street Track and Signal project.

PUBLIC INVOLVEMENT

Not applicable for this action.

ENVIRONMENTAL COMPLIANCE

SSK 6-08-09

LEGAL REVIEW

LA 6/25/09