

## STAFF REPORT

### SOUND TRANSIT MOTION NO. M2000-61

#### Contract with Berger/Abam Engineers, Inc. for Beacon Hill Tunnel Portal to Martin Luther King Jr., Way S. (DS720)

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/20/00	Discussion/Possible Action	Paul Bay, Director Bill Houppermans, Chief Engineer	206-398-5134 206-398-5125

### PROPOSED ACTION

This action authorizes the Executive Director to execute a contract with Berger/Abam Engineers, Inc., for civil engineering final design services associated with the portion of the Central Link Light Rail Project which extends from an area east of the Beacon Hill tunnel portal to the touchdown on Martin Luther King, Jr. Way S. The action would authorize a contract amount of \$1,900,635 with a 15% contingency of \$285,095, for a total authorized amount not to exceed \$2,185,730.

### KEY FEATURES

#### Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute a contract with Berger/Abam Engineers, Inc., for civil engineering final design services associated with the portion of the Central Link Light Rail Project which extends from an area east of the Beacon Hill tunnel portal to the touchdown on Martin Luther King, Jr. Way S.
- ◆ Creates a 15% contingency fund.
- ◆ Authorizes a total contract amount not to exceed \$2,185,730.

#### Discussion of Proposed Action:

Preliminary engineering for this portion of the Central Link Light Rail line was completed in March of 2000. The next step in project implementation is to begin the final design phase.

On March 1, 2000, Sound Transit advertised and issued Request for Proposal No. RTA/LR 110-99, Civil Engineering Final Design Services, D720 - Final Design East of Beacon Hill Tunnel Portal to Martin Luther King Jr. Way S.

On April 10, 2000, Sound Transit received written proposals from seven firms for the Civil Engineering Final Design Services, D720 – Final Design East of Beacon Hill to Martin Luther King Jr. Way project. The seven consultants were considered qualified.

On the basis of written qualifications, four firms were short listed for oral interviews, subsequently interviewed, and the firm of Berger/Abam Inc. was selected. A contract was negotiated by Link Civil with the support of Sound Transit Contracts, Finance and Administration, and Legal departments.

The civil engineering final design scope of services for this contract includes: preparation of plans, specifications and estimates (PS&E) for trackway; aerial and retained fill structures; earthwork; geometric plans and profiles; roadway modifications; new utility services and relocations; grading and drainage; and structural, electrical and mechanical design for stations.

The final design services for systems engineering, traffic engineering, trackwork, geotechnical engineering, and architectural, landscaping and urban station design will be provided by other consulting firms under separate contracts. The Civil Facilities Consultant (CFC) will coordinate all final design services for this contract.

A 15% contingency is requested to provide sufficient funds to accommodate anticipated, but currently undefined, design changes to the McClellan Street Station and the aerial guideway and aerial to at-grade transition structures south of the station. These changes are anticipated as a result of urban design studies now underway. These new studies have been undertaken by the architectural team to identify urban design concepts in response to community comments and design reviews completed to date.

**BUDGET**

Funding for this Scope of Work is included in Sound Move Plan and in the FY2000 adopted capital budget. The budget for completion of these tasks is identified in Sound Transit’s adopted 2000 budget under final design for Central Link. With the budget developed for the Central Link configuration as adopted by the Board on November 18, 1999, there is sufficient funding to complete the remaining work.

<b>Total Project Budget</b>	<b>Budget for this Task (A)</b>	<b>Expenditures** to Date (B)</b>	<b>Total Amount Requested (C)</b>	<b>Shortfall* or Surplus (A-[B+C])</b>
2,482,828,000	208,149,000	70,996,327	2,185,730	134,966,943
<b>*Amount of Shortfall</b>	<b>Potential Revenues</b>	<b>Funding Sources</b>		

\*\* Includes expenditures and Board approved commitments through May 2000.

**ALTERNATIVES**

- Procurement of a different consultant team for final design services.
- Hire additional Sound Transit staff to perform these roles in support of the Light Rail Project implementation.

Both alternatives would result in substantial delay and added costs for the project. Significant time would be lost with a new procurement or staff recruiting process.

### **CONSEQUENCES OF DELAY**

Entering into final design is important to meet the project schedule for the Central Link Light Rail system and is vital to getting final design underway in preparation for our Full Funding Grant Agreement negotiations. Delaying this procurement process would result in added time and costs for the entire project.

### **REGIONAL PARTNERSHIP AND COOPERATION**

NA

### **PUBLIC INVOLVEMENT**

NA

### **LEGAL REVIEW**

MBL 7/5/00.

## SOUND TRANSIT

### MOTION NO. M2000-61

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with Berger/Abam Engineers, Inc. for civil engineering final design services associated with the segment east of the Beacon Hill tunnel portal to the touchdown on Martin Luther King Jr. Way S. for the Central Link Light Rail Project for an amount of \$1,900,635 with a 10% contingency of \$190,064 for a total authorized amount not to exceed \$2,090,699.

#### Background:

Preliminary engineering for this portion of the Central Link light rail line was completed in March of 2000. The next step in project implementation is to begin the final design phase. The civil engineering final design scope of services for this contract includes: preparation of plans, specifications and estimates (PS&E) for trackway; aerial and retained fill structures; earthwork; geometric plans and profiles; roadway modifications; new utility services and relocations; grading and drainage; and structural, electrical and mechanical design for stations.

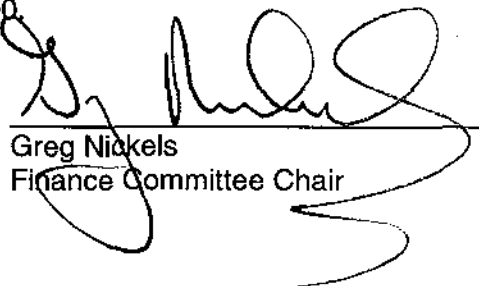
The final design services for systems engineering, traffic engineering, trackwork, geotechnical engineering, and architectural, landscaping and urban station design will be provided by other consulting firms under separate contracts. The Civil Facilities Consultant (CFC) will coordinate all final design services for this contract.

A 15% contingency is requested to provide sufficient funds to accommodate anticipated, but currently undefined, design changes to the McClellan Street Station and the aerial guideway and aerial to at-grade transition structures south of the station. These changes are anticipated as a result of urban design studies now underway. These new studies have been undertaken by the architectural team to identify urban design concepts in response to community comments and design reviews completed to date.

#### Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with Berger/Abam Engineers, Inc., for civil engineering final design services of the portion of the Central Link Light Rail Project from the east portal of the Beacon Hill Tunnel to the touchdown on Martin Luther King Jr., Way S. for a contract amount of \$1,900,635 with a 10% contingency of \$190,064 for a total authorized amount not to exceed, \$2,090,699.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 20th day of July 2000.



Greg Nickels  
Finance Committee Chair

ATTEST:



Marcia Walker  
Board Administrator