

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2003-29

Final Design Contract for the Pine Street Stub Tunnel

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/6/03	Discussion/Possible Action	Ahmad Fazel, Link Light Rail Director Stephanie Kirby, Link Line Section Manager	(206) 398-5389 (206) 689-3324

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement	3	Execute New Contract/Agreement	3
Sole Source		Amend Existing Contract/Agreement	
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

4 Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Procure final design services necessary for the preparation of a contract document package for the construction of civil facilities for the Link Light Rail C520 Pine Street Stub Tunnel.

ACTION

- Authorize the Executive Director to execute a contract with KPFF to provide civil final design services for the initial segment of Central Link for the Pine Street Stub Tunnel in the amount of \$2,460,000 with a 10% contingency of \$246,000 for a total authorized contract amount not to exceed \$2,706,000.

KEY FEATURES

- Executes a contract for civil final design services for the light rail segment which extends from just east of 7th Avenue (south of Convention Place Station) to just west of the I-5 Freeway. This segment is 800 feet of cut and cover tunnel under Pine Street and includes a vent shaft, underground ventilation, a traction power substation, and a crossover track for the northern terminus of the initial segment of Central Link.
- Includes final design work scheduled to begin in March 2003. Final design will consist of the preparation of one complete contract document package, including plans, specifications, and estimates, for the C520 civil construction contract.
- Funds for this contract are available within the Central Link Initial Segment budget.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Final Design

Projected Completion Date: 2009

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N	
This Project	N	
This Phase	N	
This Task	Y	Requires a transfer from unallocated contingencies within the final design phase.
Budget amendment required	N	
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	Y	Requires a transfer from unallocated contingencies within the final design phase.
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The total 2003 adopted budget for the Central Link Initial Segment is \$2.07 billion. Within that budget the activities considered by this motion are identified within the final design phase, with a budget line item of \$2,200,000.

Under previous Board authorization (Motion No. M2002-136), \$220,000 was awarded for the D520 geotechnical work, leaving a remaining balance of \$1,980,000 for D520 civil final design. When the budget was developed, it was assumed that the drawings for shoring support for construction would be completed to a preliminary level of design. The City of Seattle is now requiring these elements to be completed to their final design level, resulting in a substantial increase in scope and cost for this work element.

Should the Board authorize the execution of this contract, the total commitment to KPFF to perform D520 final design will exceed the remaining balance for the task budget (\$1,980,000) by \$726,000. This variance is generally due to the additional design scope that is now included in this contract. Performance of this work as part of this final design contract eliminates the need for these services to be provided by the construction contractor. The funds will be transferred from unallocated contingencies within the final design phase to cover this amount. This increase is expected to be offset by a comparable cost reduction in construction.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board adopted budget and is affordable within the agency's current long-term financial plan and subarea financial capacity. The action will have no new revenue impacts on Sound Transit.

SUMMARY FOR BOARD ACTION

Action Item: KPFF (new contract for Final Design of the C520 Pine Street Stub Tunnel)

(Year of Expenditure \$000)

Initial Segment	Adopted FY2003 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	226,780	108,828		108,828	117,952
2 Preliminary Engineering	35,000	33,208		33,208	1,792
3 Final Design	123,000	101,710	2,706	104,416	18,584
4 Right of Way	233,016	76,922		76,922	156,094
5 Construction	1,172,633	8,496		8,496	1,164,137
6 Construction Services	82,464	3,119		3,119	79,345
7 Third Party Agreements	58,800	16,366		16,366	42,434
8 Vehicles	138,307	-		-	138,307
9 Contingency				-	-
10 Total Current Budget	2,070,000	348,650	2,706	351,356	1,718,644

Phase Budget Detail

11 Segment D520 (Design)	1,980	-	1,980	1,980	-
13 Segment D520 (Geotech)	220	220	-	220	-
14 Other Segments	117,640	101,490	-	101,490	16,150
15 Unallocated Contingency	3,160	-	726	726	2,434
16 Total Phase	123,000	101,710	2,706	104,416	18,584

(B) Committed To Date amounts are from the Link *Program Cost Summary Report* (HQ Reports) dated 2/26/03

Line 13 (B): Segment D520 (Geotech) contract for Shannon and Wilson approved by Board Motion M2002-136 on 12/12/02

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
17 Contract Amount	0	0	2,460	2,460
18 Contingency	0	0	246	246
19 Total	0	0	2,706	2,706
20 Percent Contingency	0%	0%	10%	10%

M/W/DBE – SMALL BUSINESS PARTICIPATION

KPFF is the prime consultant on this contract. KPFF will receive 48.69% of the contract with a total of \$1,197,948 dollars. M/W/DBE and Small Business Participation on this contract will receive 21.62 % - a total of \$531,818. The KPFF key project team is comprised of one female, six Caucasian/White males, and one Asian male.

Subconsultant Work

Architectural and Urban Design (M/DBE)

CAD Drafting and Design (M/DBE)

Landscaping Architecture (W/DBE)

Signalization, illumination and power design (M/DBE)

Surveying Services (M/DBE)

Permitting (minority-owned business)

HISTORY OF PROJECT

A procurement process was carried out from November 2002 to January 2003 to select a design team for the civil final design of the Pine Street Stub Tunnel. Five proposals were received and evaluated by the selection committee. Three teams were chosen for interviews and KPFF was selected as the most qualified firm.

The contract amount is \$2,460,000, with a 10% contingency of \$246,000 for a total contract amount of \$2,706,000. The contract period is 12 months, starting in March 2003 and ending March 2004. Sound Transit's estimate for the work in this contract is \$2,460,000 for final design services. An allowance for design support during construction will be negotiated at a later date and will return to the Finance Committee for action at that time.

The reason for the increase to the original design budget was due to a change in scope of the RFP. When the RFP was developed, it was assumed that the drawings for shoring support for construction would be completed to a preliminary level of design. The design budget was consistent with the assumed scope. Meetings with the various City of Seattle Departments found that the City staff will require the support drawings (which include shoring, decking and support of utilities) to be completed to their final design level in order to secure the necessary permits and approval of the Departments. Completion of these drawings during design will assure that the permits are in place when the notice to proceed for the construction is issued.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution	Summary of Action	Date of Action
M2002-136	Execute a contract amendment with Shannon & Wilson, Inc., for geotechnical services necessary for final design of the Link Pine Street Stub Tunnel in the amount of \$200,000 plus a 10% contingency of \$20,000 for a total of \$220,000 and for a new total authorized contract amount not to exceed \$10,801,601.	12/12/02

CONSEQUENCES OF DELAY

This scope of work is on the critical path of the Central Link Project Master Schedule. Delay in Finance Committee approval could cause a delay in the schedule for construction of this segment.

REGIONAL PARTNERSHIP AND COOPERATION

N/A

PUBLIC INVOLVEMENT

Sound Transit staff continues to work to keep local and area residents informed about the status of the project and the impact of construction on the neighborhoods.

LEGAL REVIEW

MB 2/28/03

SOUND TRANSIT

MOTION NO. M2003-29

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with KPFF to provide civil final design services for the initial segment of Central Link for the Pine Street Stub Tunnel in the amount of \$2,460,000 with a 10% contingency of \$246,000 for a total authorized contract amount not to exceed \$2,706,000.

Background:

A procurement process was carried out from November 2002 to January 2003 to select a design team for the civil final design of the Pine Street Stub Tunnel. Five proposals were received and evaluated by the selection committee. Three teams were chosen for interviews and KPFF was selected as the most qualified firm.


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Motion:

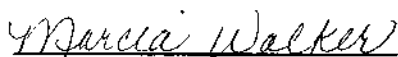
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with KPFF to provide civil final design services for the initial segment of Central Link for the Pine Street Stub Tunnel in the amount of \$2,460,000 with a 10% contingency of \$246,000 for a total authorized contract amount not to exceed \$2,706,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 6, 2003.



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator