

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2005-114**

**Central Link Light Rail Residential Sound Insulation Program Services**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	10/20/05	Discussion/Possible Action	Ahmad Fazel, Link Director <b>Johnathan Jackson, Link Project Manager</b>	(206) 398-5389 (206) 398-5272

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement	✓	Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Budget Amendment	

**PROJECT NAME**

Central Link Light Rail Initial Segment Construction Services

**PROPOSED ACTION**

Authorizes the Chief Executive Officer to execute a contract with The Jones Payne Group, Inc. to provide Architectural and Engineering Construction Management Services for the Residential Sound Insulation Program in the amount of \$1,943,319 with a 10% contingency of \$194,332 for a total authorized contract amount not to exceed \$2,137,651 for a term of two years, with an option to extend the contract for up to 12 additional months.

**KEY FEATURES of PROPOSED ACTION**

- The Residential Sound Insulation Program (RSIP) Contract includes Architectural and Engineering Design Services, noise analysis for 150 residences and Construction Management (CM) Services.
- The Jones Payne Group would provide these services including: RSIP outreach, customer service, interpretation and translation and homeowner liaison services, and on-call structural and environmental remediation services.
- This action is needed to comply with the Federal Transit Administration’s Amended Record of Decision (Amended ROD) for the Central Link Initial Segment.

## **BUDGET IMPACT SUMMARY**

Project Name: Central Link Initial Segment  
Current Project Phase: Construction  
Projected Completion Date: 2009

<b>Action Outside of Adopted Budget:</b>	<b>✓</b>	<b>Comments on Checked Items</b>
This Project		
This Phase		
This Task	✓	This action requires partial funding from surplus budget and unallocated contingency within the Construction Services phase
Budget Amendment Required		

<b>Key Financial Indicators:</b>	<b>✓</b>	<b>Comments on Checked Items</b>
Contingency Funds Required		
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

## **BUDGET and FINANCIAL PLAN DISCUSSION**

The proposed action would authorize execution of a contract with The Jones Payne Group, Inc. to provide A&E and CM Services for the Sound Transit RSIP Program for a total authorized expenditure amount not to exceed \$2,137,651.

The total adopted capital budget for the Central Link Light Rail Initial Segment is \$2.07 billion. Within that budget, \$7,856,000 has been set aside for RSIP, \$6,701,000 in the construction phase, and \$1,155,000 in the construction services phase. The proposed action would leave a balance of \$5,718,349 for RSIP construction scope, an amount that is sufficient to fund this work.

The current breakdown of the RSIP budget will be revised to reflect the transfer of \$982,651 from the construction phase to the construction support phase as part of the 2006 budget plan. Should the proposed action be approved, the additional funds required for this budget line item would be funded from surplus budget and unallocated contingency within the construction services phase. Approval of this action would leave an unused balance of \$143,856 in the construction services phase, the entire amount being unallocated contingency.

The proposed action is consistent with the 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 impact on Sound Transit.

## BUDGET TABLE

**Action Item:** The Jones Payne Group, Inc. (Provide architectural and engineering (A&E) and construction management (CM) services for the Residential Sound Insulation Program (RSIP) for the Central Link Initial Segment)

**(Year of Expenditure \$000)**

Initial Segment	Amended 2005 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	218,780	113,169		113,169	105,611
2 Preliminary Engineering	34,000	33,363		33,363	637
3 Final Design	143,523	140,493		140,493	3,030
4 Right of Way	225,516	186,054		186,054	39,462
5 Construction	1,172,066	1,040,523		1,040,523	131,542
6 Construction Services	83,892	81,611	2,138	83,748	144
7 Third Party Agreements	58,916	56,012		56,012	2,904
8 Vehicles	133,307	131,799		131,799	1,508
9 <b>Total Current Budget</b>	<b>2,070,000</b>	<b>1,783,024</b>	<b>2,138</b>	<b>1,785,162</b>	<b>284,838</b>

### Construction Services Phase Detail

10 RSIP A&E and CM services	1,155	-	2,138	2,138	(983)
11 Other CS/CM services	81,291	80,401		80,401	890
12 Construction services unallocated contingency	1,446	1,210		1,210	236
13 <b>Total Phase</b>	<b>83,892</b>	<b>81,611</b>	<b>2,138</b>	<b>83,748</b>	<b>144</b>

(A) AMENDED 2005 BUDGET reflects Board Resolution R2005-08 to transfer \$4 million to the Construction Phase from the ROW phase within the Initial Segment, approved by the ST Board 3/10/05.

(B) COMMITTED TO DATE assumes that a pending board motion to amend an agreement with Camp, Dresser, and McKee (CDM) to provide environmental services in support of construction management for the Initial Segment, which is simultaneously under consideration by the ST Board, will be adopted.

Contract Amount	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
14 Contract Amount	-	-	1,943	1,943	1,943
15 Contingency	-	-	194	194	194
16 <b>Total</b>	-	-	<b>2,138</b>	<b>2,138</b>	<b>2,138</b>
17 Percent Contingency	0%	0%	10%	10%	10%

### Budget Shortfall

Task Level	\$ (P)	Potential Resources (Q)	Source (R)
18 RSIP A&E and CM services	983	1,127	Surplus budget and unallocated contingency within the Construction Services Phase

## M/W/DBE – SMALL BUSINESS PARTICIPATION

### Prime Consultant/Contractor

The Jones Payne Group, Inc. is the prime consultant for this contract and is a small business. In addition to its participation, Jones Payne has committed to an additional 66%+ to other DBEs and small businesses. Therefore, one hundred percent (100%) of the team members are small businesses, and over fifty percent (50%) of the team members are M/W/DBEs.

### Utilization Breakdown Table

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Dollar Value</b>
The Greenbush Group	M/DBE	11.31%	\$ 219,728.46
JM Stemper Architects	Small Business	9.8%	\$ 190,470.94
Pacific Communications Group	MW/DBE	9.76%	\$ 189,712.00
Jimale Technical Services (JTS Manage Svcs)	MW/DBE	21.10%	\$ 409,997.63
Comprehensive Language Services	Small Business	8.22%	\$ 159,756.44
Tres West Engineers, Inc.	DBE	2.45%	\$ 47,640.98
MTH Environmental	Small Business	3.15%	\$ 61,130.00
AKB Engineers, Inc.	MBE	0.99%	\$ 19,314.30
Total for Sub-Contractors:		66.78	\$ 1,297,750.75
The Jones Payne Group		33.22%	\$ 645,568.62
Total Small Business & M/W/DBE Participation:		100%	\$ 1,943,319.36

### EEO Commitment

The Jones Payne Group workforce demographics are 27.5% women and 17.5% minorities.

### Apprentice Utilization Commitment

Not applicable for consultant contracts.

### **PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION**

In November 1999, following completion of a Final Environmental Impact Statement (FEIS) the Sound Transit Board adopted Resolution No. R99-34, selecting the alignment and station locations to be built for the Central Link light rail line.

In 2001, the Link project was redefined and the Initial Segment of Central Link light rail was identified as the first light rail segment to be constructed and operated.

Sound Transit's environmental mitigation commitments in accordance with the FTA Amended ROD for Central Link require Sound Transit to mitigate traffic and light rail noise impacts from project operation. Residential sound insulation will be used as the mitigation where sound walls are not reasonable or practical, in accordance with FTA, HUD and FHWA regulations. Noise mitigation needs to be implemented along the Initial Segment prior to the commencement of Link Light Rail operations.

In February 2004, the Sound Transit Board adopted a Link Noise Mitigation Policy and authorized the Chief Executive Officer to implement the policy. The Noise Mitigation Policy was developed to guide Sound Transit's implementation of the RSIP as a form of noise mitigation for Link projects.

The RSIP implements mitigation for noise impacts from the light rail system operation. The RSIP A&E/CM Contract will provide noise analysis, A&E residential designs measures to limit noise intrusion, outreach/notification strategies and Construction Management Services for 150 residences along portions of the Central Link Light Rail Initial Segment, including Rainier Valley and the City of Tukwila.

## Prior Board/Committee Actions on this Project and Relevant Board Policies

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
M2004-08	Adopted a Link Noise Mitigation Policy and authorize the Chief Executive Officer to implement the policy as defined.	2/12/04

### **CONSEQUENCES of DELAY**

A delay beyond January 2006 could result in traffic and light rail noise impacts to residents from operation of the Initial Segment.

### **PUBLIC INVOLVEMENT**

The Jones Payne Group will develop the RSIP Outreach and Notification Strategy consistent with specific deliverables as delineated in the RSIP Contractual Scope of work. Sound Transit Project Manager will serve as the link between RSIP Outreach/Notification and ST's Outreach Manager and ST Outreach staff.

### **ENVIRONMENTAL COMPLIANCE**

Environmental compliance for this action was completed with the Central Link Final Environmental Impact Statement (November 1999), the Initial Segment Addendum (November 2001) under the State Environmental Policy Act (SEPA), and the Initial Segment Environmental Assessment (February 2002) and FTA's Amended Record of Decision (May 2002) under the National Environmental Policy Act (NEPA).

### **LEGAL REVIEW**

JDW 10/11/05

## **SOUND TRANSIT**

### **MOTION NO. M2005-114**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract with The Jones Payne Group, Inc. to provide Architectural and Engineering Construction Management Services for the Residential Sound Insulation Program in the amount of \$1,943,319 with a 10% contingency of \$194,332 for a total authorized contract amount not to exceed \$2,137,651 for a term of two years, with an option to extend the contract for up to 12 additional months.

#### **Background:**

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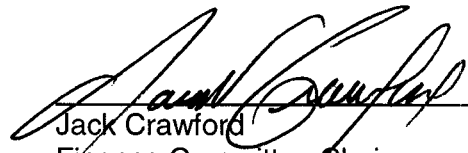
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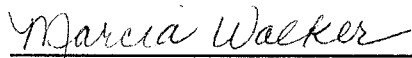
**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract with The Jones Payne Group, Inc. to provide Architectural and Engineering Construction Management Services for the Residential Sound Insulation Program in the amount of \$1,943,319 with a 10% contingency of \$194,332 for a total authorized contract amount not to exceed \$2,137,651 for a term of two years, with an option to extend the contract for up to 12 additional months.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 20, 2005.

  
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Jack Crawford  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator