

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2006-78**

**Civil Engineering/Architectural Final Design Consultant Services Contract**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	11/2/06	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Director	(206) 398-5389
Board	11/9/06		<b>Ron Endlich, North Link Program Manager</b>	(206) 398-5141

<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	
Real Estate		Property Acquisition	

**PROJECT NAME**

University Link – Pine Street Stub Tunnel to University of Washington Station

**PROPOSED ACTION**

Authorizes the Chief Executive Officer to execute a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link project for a total authorized contract amount not to exceed \$38,883,635, with final design work, subject to Federal Transit Administration final design approval.

**KEY FEATURES of PROPOSED ACTION**

- The University Link project is a 3.15-mile extension of light rail in twin-bored tunnels with two cut-and-cover stations connecting downtown Seattle with Capitol Hill and the University of Washington (UW) campus. Northlink Transit Partners (NTP), Joint Venture, consisting of the firms of Jacobs Associates, HNTB, and Earth Tech, will provide civil engineering and architectural final design services for University Link. The NTP team includes over 20 sub-consultants and includes integrated civil engineering and tunneling design, architectural, geotechnical, surveying, project integration, cost estimating, scheduling, quality control (QC)/quality assurance (QA), project control, and other capabilities.
- The proposed NTP contract scope of work is divided into two phases, early work and final design. Early work tasks include evaluating revised station entrance configurations, value engineering recommendations and other ideas for reducing project costs including the potential elimination of the Montlake vent facility, advancing station architectural work, and other pre-final design activities. The final design work phase will bring the University Link project from 30% design completion to 100% design completion, including construction contract bid support.

- Early work activities would begin shortly after the contract is executed and the consultant team mobilizes via a limited Notice to Proceed. The use of a limited Notice To Proceed for early work activities is proposed to expedite the start of University Link design work and mitigate a potential schedule delay if the FTA does not issue final design approval in December 2006, as currently expected. Final design work would not begin until after the FTA has issued final design approval for the University Link project.
- The total authorized contract amount is not to exceed \$38,883,635 and does not include a contract contingency at this time. An important task in the early work phase is to determine whether the Montlake vent facility can be eliminated from the University Link project. The elimination of this facility is expected to sufficiently reduce later final design work currently contained in the proposed contract to create an adequate contract contingency. If Sound Transit determines that the Montlake vent facility is required, staff may request a contract amendment to provide a contract contingency at a future date.
- The proposed contract with NTP includes options that allow Sound Transit to negotiate future scopes of work to provide design support during construction of University Link and for completing civil and architectural final design for the remaining UW station to Northgate portion of North Link. If approved by the Board, these options give Sound Transit the ability to utilize the consultant team expertise and knowledge gained during final design to efficiently expedite the completion of future project work, if Sound Transit is satisfied with the contractor's performance during the University Link final design effort.

### **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 other parties other than what is already assumed in the financial plan.

### **BUDGET and FINANCIAL PLAN DISCUSSION**

The proposed action would authorize execution of a contract with NTP to provide civil engineering and architectural final design services for the University Link project in the amount of \$38,883,635, with no contract contingency at this time, for a total authorized contract amount not to exceed \$38,883,635.

The total current adopted budget for University Link is \$1.514 billion. Within that amount, \$40,114,000 has been set aside for civil engineering and architectural services within the final design phase. Approximately \$3,000,000 of the total proposed \$38,883,635 contract amount will be used for early work pre-final design work activities. Approval of the proposed action would result in a remaining budget balance of \$1,230,365 for this budget line item.

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

## **BUDGET TABLE**

**Action Item:** Northlink Transit Partners (provide civil engineering and architectural final design services for University Link - PSST to UW Station within North Link)

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

<b>University Link</b>	<b>Amended 2006 Budget (A)</b>	<b>Committed To Date (B)</b>	<b>This Action (C)</b>	<b>Total Committed &amp; Action (D)</b>	<b>Uncommitted (Shortfall) (E)</b>
1 Agency Administration	87,532	8,741		8,741	78,791
2 Preliminary Engineering	23,776	25,118		25,118	(1,342)
3 Final Design	74,635	4,929	38,884	43,813	30,822
4 Right of Way	135,261	30,971		30,971	104,290
5 Construction	972,140	-		-	972,140
6 Construction Services	57,911	-		-	57,911
7 Third Party Agreements	20,433	496		496	19,937
8 Vehicles	142,320	-		-	142,320
9 Contingency	-	-		-	-
10 <b>Total Current Budget</b>	<b>1,514,008</b>	<b>70,254</b>	<b>38,884</b>	<b>109,138</b>	<b>1,404,870</b>
<b>Final Design Phase</b>					
11 Civil Design	40,114	-	38,884	38,884	1,230
12 Other Final Design	30,467	4,929		4,929	25,538
13 FD Unallocated Contingency	4,054	-		-	4,054
14 <b>Total Phase</b>	<b>74,635</b>	<b>4,929</b>	<b>38,884</b>	<b>43,813</b>	<b>30,822</b>
<b>Contract Amount</b>					
	<b>Board Approvals to Date (F)</b>	<b>Current Approved Contract Value (G)</b>	<b>Proposed Action (H)</b>	<b>Proposed Total for Board Approval (I)</b>	<b>Proposed Contract Value (J)</b>
15 Contract Amount	-	-	38,884	38,884	38,884
16 Contingency	-	-	-	-	-
17 <b>Total</b>	<b>-</b>	<b>-</b>	<b>38,884</b>	<b>38,884</b>	<b>38,884</b>
18 Percent Contingency	0%	0%	0%	0%	0%

(A) AMENDED 2006 BUDGET reflects Board Resolution R2006-07 (adopted 4/27/06) that established the new University Link project (Pine St Stub Tunnel to UW Station).

(B) COMMITTED TO DATE from September 2006 Agency WBS Report + adopted and proposed board actions not yet included in the report.

## **M/W/DBE – SMALL BUSINESS PARTICIPATION**

### **Prime Consultant/Contractor**

The NTP joint venture is acting as prime consultant for this contract. In its proposal, NTP committed to utilize M/W/DBE and small businesses for a minimum of 20% of all work (civil engineering, architectural, geotechnical, and other services) over the life of the contract. NTP is committed to achieving its goal with this proposed contract.

### Utilization Breakdown Table

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Dollar Value</b>
Aspect Consulting	Small Business	1.81%	\$702,220
Bolima Drafting & Design	M/DBE	2.25%	\$876,515
Bright Engineering	M/DBE	1.06%	\$413,273
Cherokee Drilling	M/W/DBE	2.62%	\$1,017,136
Chudgar Engineering Company	M/DBE	.53%	\$207,651
Dr. G. Sauer Corporation	Small Business	1.59%	\$619,498
GHL Consultants	M/DBE	1.51%	\$587,737
The Greenbusch Group	W/DBE	.07%	\$28,767
Grijalva Engineering	M/DBE	.60%	\$233,713
JTS Manage Services	M/W/DBE	1.30%	\$506,851
Lin & Associates	M/DBE	1.55%	\$602,008
Lorilla Engineering	M/W/DBE	.42%	\$161,436
Moniz Architecture + Art	M/W/DBE (CBE)	.68%	\$265,112
Perrone Consulting	Small Business	.47%	\$181,476
PRR	M/W/DBE	.15%	\$59,180
Radiance Lighting	W/DBE	.26%	\$99,805
Soils Technology	Small Business	.52%	\$200,366
Swift & Company	W/DBE	1.26%	\$489,807
True North Land Surveying, Inc.	W/DBE	1.32%	\$514,862
Yonemitsu Geological Services	M/DBE	.35%	\$136,173
<b>Total</b>		<b>20.33%</b>	<b>\$7,903,987</b>

### **EEO Commitment**

In its proposal, NTP provided an EEO profile for the contract of 21.43% People of Color, 24.11% Women, and .89% Persons with Disabilities.

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

The North Link Final SEIS was published on April 7, 2006, which informed the Board's final decision on the North Link project to be built, including route, station locations, project phasing, and financing. On April 27, 2006, the Sound Transit Board adopted Resolution No. R2006-07, which selected the University Link project to be advanced to final design and property acquisition, followed by construction and operation; in addition to approval of a revised lifetime project budget of \$1.514 billion. The University Link project is a 3.15-mile extension of the Initial Segment of light rail in twin-bored tunnels with two cut-and-cover stations connecting downtown Seattle with Capitol Hill and the UW campus.

Preliminary Engineering for University Link was completed in spring 2006. Sound Transit transmitted a request for final design approval to FTA in May 2006. The Record of Decision (ROD) for North Link was issued by FTA in June 2006, completing the environmental review process. Final design for University Link will begin after permission from FTA to enter into final design is received, anticipated in December 2006.

NTP will provide civil engineering and architectural final design services for University Link. The NTP joint venture is made up of the firms of Jacobs Associates, HNTB, and Earth Tech. Other major firms on the NTP design team include Hewitt Architects, LMN Architects, and KPFF, Inc. Overall, the NTP team includes over 20 sub-consultants and includes integrated civil engineering and tunneling design, architectural, geotechnical, surveying, project integration, cost estimating, scheduling, QA/QC, project control, and other capabilities.

The proposed NTP contract scope of work is divided into two phases, early work and final design. Early work tasks include evaluating revised station entrance configurations, value engineering recommendations and other ideas for reducing project costs including the potential elimination of the Montlake vent facility, advancing station architectural work, and other pre-final design activities. The final design work phase will bring the University Link project from 30% design completion to 100% design completion, including construction contract bid support.

Early work activities would begin shortly after the contract is executed and the consultant team mobilizes via a limited Notice To Proceed. The contract amount for early work activities is approximately \$ 3,000,000. Final design work would not begin until after FTA has issued final design approval for the University Link project, currently expected in December 2006. University Link final design work will be completed within 24 months of the start of the NTP contract.

The total authorized contract amount is not to exceed \$38,883,635 and does not include a contract contingency at this time. An important contract early work task is to determine whether the Montlake vent facility can be eliminated from the University Link project. After the technical analysis is completed and fire/life/safety ventilation requirements of the project are reviewed with appropriate agencies, Sound Transit will determine whether the vent facility can be eliminated from the project. If the vent facility is eliminated, final design work hours currently included in the contract to complete the Montlake vent facility design would be reallocated within the contract to establish a contract contingency account. If Sound Transit determines that the Montlake vent facility is required, staff may return to the Sound Transit Board and request a contract amendment to provide a contract contingency at a future date.

In addition to this civil engineering and architectural final design contract, Sound Transit will also procure one other large final design contract and several other smaller contracts for University Link. The University Link systems engineering final design consultant procurement process is scheduled to begin in November and would cover scope tasks including vehicle traction power, communications, signaling, trackwork, and other systems design work. Sound Transit is also seeking consultant assistance to provide design management support services to supplement Link staff capacity during University Link final design. This procurement is currently underway. In addition, Sound Transit will also procure smaller consultant contracts for other technical expertise including vibration and electro-magnetic field (EMF) work. These contracts will be brought to the Sound Transit Board for appropriate approvals, following completed negotiations.

The proposed contract with NTP includes options that allow Sound Transit to negotiate future work scope for providing design support during construction of University Link and for completing civil and architectural final design for the remaining University of Washington station to Northgate portion of North Link. If approved by the Board, these options give Sound Transit the ability to utilize the consultant team expertise and knowledge gained during final design to efficiently expedite the completion of future project work, if Sound Transit is satisfied with the contractor's performance during the University Link final design effort.

The first University Link construction contracts are scheduled to begin by late 2008 and will include advance utility relocation and site demolition work. Station excavation and construction activities would begin in 2009. University Link service would start in 2016.

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

Motion/Resolution Number and Date	Summary of Action
R2006-07 4/27/06	(1) Selected the final route, profile, and station locations for the North Link Light Rail Project; (2) selected the University Link portion of North Link to be constructed and operated as part of the Central Link Light Rail Project, including authorizing the steps necessary to complete final design and implementation of the University Link Project including securing a federal Full Funding Grant Agreement; (3) increased the University Link lifetime Adopted 2006 Budget and revising the annual Adopted 2006 Budget; and (4) for planning purposes reduced the minimum debt service coverage for the North King County subarea to 1.15x for the University Link Finance Plan.
R2005-06 1/27/05	Identified the 12 <sup>th</sup> Avenue alternative as the preferred Roosevelt route and station location for the North Link Light Rail Project.
M2003-33 3/13/03	Directed staff to complete additional work on North Link route alternatives in order to provide the Board with more comprehensive information for its North Link route decision-making process.
M2002-69 5/23/02	Authorized staff to modify the set of route alternatives in the North Link Draft Supplemental Environmental Impact Statement.
M2002-13 2/24/02	Selected route alternatives for inclusion and study in the North Link Draft Supplemental Environmental Impact Statement excluding less promising route alternatives for further study.
M2001-104 9/27/01	Directed staff to reevaluate route alternatives from Convention Place Station to Northgate and approved the North Link work program and budget needed to complete this effort.

**CONSEQUENCES of DELAY**

Because of the limited number of Sound Transit Board meetings in November and December, a delay in approving this contract would delay the start of design work by a minimum of five weeks and may increase the cost of the contract somewhat due to scheduled contractor salary escalation requirements.

The use of a limited Notice To Proceed for early work activities is proposed to expedite the start of University Link design work and mitigate a potential schedule delay if the FTA does not issue final design approval in December 2006, as currently expected.

## **PUBLIC INVOLVEMENT**

Sound Transit staff has held a number of station design workshops, project open houses, and other meetings involving property owners, neighborhood and business groups, and other interested parties throughout the North Link study area as part of the environmental and Preliminary Engineering work completed to date. A 45+ day comment period on the 2005 Draft SEIS began in October 2005 and two public open houses/hearings were held in November 2005.

Sound Transit will continue an active community outreach program as part of University Link final design work efforts. The NTP team will provide design resources to assist Sound Transit in future outreach activities.

## **ENVIRONMENTAL COMPLIANCE**

JI 10/13/06

## **LEGAL REVIEW**

JW 10/27/06

## **SOUND TRANSIT**

### **MOTION NO. M2006-78**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link project for a total authorized contract amount not to exceed \$38,883,635 with final design work subject to Federal Transit Administration final design approval.

#### **Background:**

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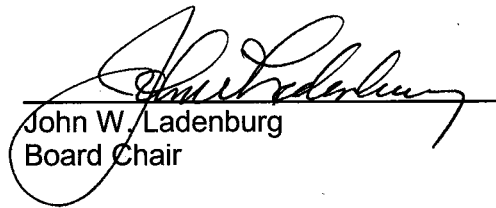
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Construction on the first University Link contracts is scheduled to begin by late 2008 and will include advance utility relocation and site demolition work. Station excavation and construction activities would begin in 2009. University Link service would start in 2016


**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link project for a total authorized contract amount not to exceed \$38,883,635 with final design work subject to Federal Transit Administration final design approval.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 9, 2006.

  
John W. Ladenburg  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator