

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-96

Contract Amendment for On-Call Rail Engineering Services

| Meeting: | Date: | Type of Action: | Staff Contact: | Phone: |
|-------------------|--------------|----------------------------|---|--------------------------------------|
| Finance Committee | 9/06/07 | Discussion/Possible Action | Jim Edwards, Acting Capital Projects Director Eric Beckman, Rail Program Manager | (206) 398-5436 (206) 398-5251 |

| Contract/Agreement Type: | ✓ | Requested Action: | ✓ |
|--------------------------------------|---|-----------------------------------|---|
| 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

Sounder D Street-M Street Track & Signal

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Parsons Brinckerhoff to provide on-call rail engineering services for the Sounder D Street-M Street Track & Signal project in the amount of \$25,000 for a new total authorized contract amount not to exceed \$425,000.

KEY FEATURES of PROPOSED ACTION

- The purpose of this action is to amend the existing on-call rail engineering contract with Parsons Brinckerhoff to provide on-call railroad design and operational analysis for the Tacoma to Lakewood Track and Signal projects. The D Street-M Street project is a separate project that was split out of the Tacoma to Lakewood Track and Signal project in the Adopted 2007 Budget.
- This contract amendment provides additional funding for the completion of independent technical review of the train operations simulation modeling conducted by J. L. Patterson & Associates.
- Parsons Brinckerhoff is providing independent third party review of the train simulations work, preparing operating guidelines for trains on this section of track and preparing the final report, documenting all the work done to date on this critical design element.
- The existing contract was awarded May 23, 2005 based on the agency's standard Request for Qualifications competitive procurement process. The term of the contract is for three years and expires on May 22, 2008.

BUDGET IMPACT SUMMARY

Current Project Phase: PE/ED
Projected Completion Date: TBD

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 Board-adopted budget for this project is \$76,024,554 with a final design phase budget of \$4,708,081. The proposed action is to amend the on-call contract with Parsons Brinckerhoff increasing it by \$25,000 for a new contract amount of \$425,000. Currently \$44,539 of the existing contract has been used on this project in the preliminary engineering phase. This action will leave a remaining final design phase balance of \$16,750 and a remaining balance for the project of \$46,128,402.

There are sufficient funds to complete this action. 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)

Project: 135 - D Street-M Street Track & Signal

| | 2007 Board Adopted Budget ¹ (A) | Committed To Date ² (B) | This Action (C) | Total Committed & Action (D) | Uncommitted (Shortfall) (E) |
|---------------------------|---|--|--------------------|---------------------------------------|-----------------------------------|
| 1 Agency Administration | \$ 3,166 | \$ 3,166 | \$ - | \$ 3,166 | \$ - |
| 2 Preliminary Engineering | \$ 2,153 | \$ 1,516 | \$ - | \$ 1,516 | \$ 636 |
| 3 Final Design | \$ 4,708 | \$ 4,666 | \$ 25 | \$ 4,691 | \$ 17 |
| 4 Right of Way | \$ 17,930 | \$ 11,465 | \$ - | \$ 11,465 | \$ 6,465 |
| 5 Construction | \$ 3,580 | \$ 104 | \$ - | \$ 104 | \$ 3,477 |
| 6 Vehicles | \$ 8,953 | \$ 8,953 | \$ - | \$ 8,953 | \$ - |
| 7 Contingency | \$ 35,534 | \$ - | \$ - | \$ - | \$ 35,534 |
| 8 Total Current Budget | \$ 76,025 | \$ 29,871 | \$ 25 | \$ 29,896 | \$ 46,128 |

Phase Budget Detail

| | | | | | |
|-------------------|----------|----------|-------|----------|-------|
| 9 Final Design | \$ 4,708 | \$ 4,666 | \$ 25 | \$ 4,691 | \$ 17 |
| 10 Misc. Activity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 Total Phase | \$ 4,708 | \$ 4,666 | \$ 25 | \$ 4,691 | \$ 17 |

| Contract Budget | Current Approved Contract Value (F) | Committed To Date ² (G) | Proposed Action (H) | Proposed Total Contract Value (I) |
|-------------------------|--|--|---------------------------|---|
| 12 Parsons Brinckerhoff | \$ 400 | \$ 400 | \$ 25 | \$ 425 |
| 13 Contingency | \$ - | \$ - | \$ - | \$ - |
| 14 Total | \$ 400 | \$ 400 | \$ 25 | \$ 425 |
| 15 Percent Contingency | 0% | 0% | 0% | 0% |

Notes:

¹ Project budget is located on page 112 of the Adopted 2007 Budget book. The Board approved the Adopted 2007 Budget on December 14, 2006.

² Committed to date amount includes actual outlays and commitments through August 20, 2007 for all Rex and Sounder projects that have used this contract.

Small Business Participation

Prime Consultant/Contractor

Parsons Brinckerhoff is the prime consultant for this contract. Parsons Brinckerhoff has committed to an 18% Small Business goal.

Utilization Breakdown Table

| Subconsultant/Subcontractor | Business Type | % of Work | Dollar Value |
|--|---------------|-------------|----------------|
| Bolima Drafting & Design | MBE/DBE | 0 | 0 |
| Civil Tech Engineering | MBE/DBE | 0 | 0 |
| Infrastructure Consulting Corporation (ICON) | MBE/DBE | 0 | 0 |
| The Underhill Company | WBE/DBE | 1.6% | \$6,235 |
| Total | | 1.6% | \$6,235 |

EEO Commitment

Parsons Brinckerhoff workforce demographics are 31.2% women and 22% minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The D Street-M Street Track & Signal project will design and construct a track connection between the current Sounder commuter rail southern terminus at the Tacoma Dome Station to Sound Transit's Lakeview Subdivision rail line. The Lakeview Subdivision rail line will extend Sounder commuter rail service to South Tacoma and Lakewood once necessary track and signal improvements on it are completed. As part of this project, a feasibility study is underway to analyze alternative track alignments.

The on-call rail engineering contract with Parsons Brinckerhoff provides consultant services for railroad engineering, engineering analysis, independent technical review, and CADD support services for the Sounder commuter rail program in Capital Projects.

Parsons Brinckerhoff was selected along with J. L. Patterson & Associates (JLP) to provide on-call railroad engineering services through a Request for Qualifications competitive procurement process. JLP is under a separate contract with Sound Transit to conduct the train operations simulation modeling that supports track design for the D Street-M Street project.

Parsons Brinckerhoff is providing independent third party technical review of the train operations computer simulations modeling performed by JLP.

Prior Board/Committee Actions on this Project

| Motion/Resolution Number and Date | Summary of Action |
|--|---|
| M2006-60 8/30/06 | Contract amendment with Parsons Brinckerhoff (RTA/CP 29-05a) to provide on-call rail engineering services in the amount of \$100,000 for a new total authorized contract amount not to exceed \$400,000. |
| M2005-118 10/20/05 | Contract amendment with Parsons Brinckerhoff Quade & Douglas, Inc. to provide additional on-call railroad and other engineering services for the Capital Projects program in the amount of \$100,000, for a new total authorized contract amount not to exceed \$300,000. |

CONSEQUENCES of DELAY

There would not be a significant impact to the project schedule if the Finance Committee does not take action on September 6, 2007. However, a delay to complete analysis of the train model simulations beyond Fall 2007 may affect the schedule to complete the final design of the new track segment in Tacoma.

PUBLIC INVOLVEMENT

Not applicable for this action.

ENVIRONMENTAL COMPLIANCE

SK 8/16/07

LEGAL REVIEW

JW 8/30/07

SOUND TRANSIT

MOTION NO. M2007-96

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Parsons Brinckerhoff to provide on-call rail engineering services for the Sounder D Street-M Street Track & Signal project in the amount of \$25,000 for a new total authorized contract amount not to exceed \$425,000.

Background:

The D Street-M Street Track & Signal project will design and construct a track connection between the current Sounder commuter rail southern terminus at the Tacoma Dome Station to Sound Transit's Lakeview Subdivision rail line. The Lakeview Subdivision rail line will extend Sounder commuter rail service to South Tacoma and Lakewood once necessary track and signal improvements on it are completed. As part of this project, a feasibility study is underway to analyze alternative track alignments.

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Parsons Brinckerhoff is providing independent third party technical review of the train operations computer simulations modeling performed by JLP.

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 amendment with Parsons Brinckerhoff to provide on-call rail engineering services for the Sounder D Street-M Street Track & Signal project in the amount of \$25,000 for a new total authorized contract amount not to exceed \$425,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 6, 2007.



Fred Butler
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator