

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2009-34**

**Amend University Link Civil Engineering/Architectural  
Final Design Consultant Services Contract**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/16/09	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	4/23/09	Action	John Harrison, University Link Project Director <b>John Sleavin, Civil Engineering Manager</b>	(206) 398-5309 (206) 398-5150

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**

North Link – ST2 Early Work

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture for additional funding in order to provide Early Work (Advanced Preliminary Engineering) on the North Link extension from the University of Washington Station (to the portal for the North Link tunnels near Interstate 5 and NE 76<sup>th</sup> Street in the amount of \$2,898,800, with a contingency of \$289,880 totaling \$3,188,680, for a new total authorized contract amount not to exceed \$53,529,269.

**KEY FEATURES of PROPOSED ACTION**

- The purpose of this action is to retain available engineering and architectural resources to begin North Link Early Work via the proposed contract amendment with Northlink Transit Partners, Joint Venture.
- One of the primary objectives of this Early Work is to refine the civil and systems design for the underground workings along the alignment based on lessons learned from the University Link project. This Early Work will also focus on construction issues (ex. staging, access, methodology, contract package) to further our on-going risk assessment on the scope and budget for North Link. The Early Work will also provide the team additional information to assist in the upcoming negotiations with the University of Washington as it relates to their interests tied to their campus and property holdings in proximity to Brooklyn Station.
- The scope of the consultant work would include:
  - Performing select geotechnical investigations to further assess hydro-geologic conditions along the alignment (especially at the Brooklyn Station);
  - Finalizing horizontal and vertical alignments of the tunnel bores;
  - Setting the Brooklyn Station depth, entrance locations and configurations, excavation requirements and construction staging, and access and ventilation requirements;
  - Setting the Roosevelt Station depth, excavation requirements and tunnel boring operation staging needs.

- The Early Work effort will confirm and update the Preliminary Engineering cost estimates for the underground portions of North Link. The Early Work will also finalize the contract packaging strategy and delivery method for the North Link extension through Value Engineering workshops and Constructability workshops. The Early Work design effort is anticipated to be completed by the end of 2009.

**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 Adopted 2009 Lifetime Capital Budget includes \$5.0 million for North Link – ST2 Early Work. The entire \$5.0 million budget has been set aside for ST2 Early Civil Engineering work in the preliminary engineering phase. The proposed action would commit \$3,188,680 of this amount, and leave a remaining balance of \$1,811,320 for this budget line item.

It is anticipated that the North Link – ST2 Early Work will be consolidated with the North Link – Northgate to 45<sup>th</sup> ST project and the North Link – UW Station to Brooklyn Station (NE 45<sup>th</sup> St) project to create a single project for the light rail segment from UW Station to Northgate as part of the Proposed 2010 Budget. 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, JV (Additional funding to provide Early Work (Advanced Preliminary Engineering) on the North Link extension from Husky Stadium (northern terminus of University Link) to the portal for the North Link tunnels near I-5 and NE 76th Street)

(Year of Expenditure \$000)

<b>North Link - ST2 Early Work</b>	Adopted 2009 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	-	-	-	-	-
Preliminary Engineering	5,000	-	3,189	3,189	1,811
Third Party Agreements	-	-	-	-	-
<b>Total Current Budget</b>	<b>5,000</b>	<b>-</b>	<b>3,189</b>	<b>3,189</b>	<b>1,811</b>
<b>Construction Phase Budget Detail</b>					
Civil - ST2 Early Work	5,000	-	3,189	3,189	1,811
PE Other	-	-	-	-	-
<b>Total Phase</b>	<b>5,000</b>	<b>-</b>	<b>3,189</b>	<b>3,189</b>	<b>1,811</b>
<b>Contract Amount</b>					
	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
Contract Amount	49,372	49,372	2,899	52,271	52,271
Contingency	969	969	290	1,259	1,259
<b>Total</b>	<b>50,341</b>	<b>50,341</b>	<b>3,189</b>	<b>53,529</b>	<b>53,529</b>
Percent Contingency	2%	2%	10%	2%	2%
Less University Link	50,341	50,341	-	50,341	50,341
<b>Total North Link - ST2 Early Work</b>	<b>-</b>	<b>-</b>	<b>3,189</b>	<b>3,189</b>	<b>3,189</b>

(A) ADOPTED 2009 BUDGET amounts as adopted by resolution of the Sound Transit Board (R2008-14, approved 12/11/08).

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of February 2009 + approved and pending board actions not recorded as of 2/28/09, or submitted after that date.

## **SMALL BUSINESS PARTICIPATION**

### Prime Consultant/Contractor

Northlink Transit Partners, Joint Venture (NTP) is the prime consultant for this contract. NTP committed to a 20% small business goal. To date, NTP has achieved 21.51% small business participation. For this amendment it is anticipated that the small business participation will be 22.12%. Small business participation is expected to be 19.45% at the conclusion of the contract (the design services during construction contract amendment has a 10.95% goal, which will lower the total participation rate by contract end). The table below reflects small business participation for the additional funds proposed in this contract amendment.

### Utilization Breakdown Table

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	
Apsect Consulting	Small Business	7.74%	\$224,369
Bolima Drafting	DBE	1.74%	\$50,439
Grijalva Engineers	DBE	1.80%	\$52,178
Lin & Associates	DBE	2.64%	\$76,528
Lorilla Engineering	DBE	1.39%	\$40,293
Moniz Art + Architecture	DBE	2.15%	\$62,324
Perrone Consulting	Small Business	1.23%	\$35,655
Swift & Company	DBE	1.79%	\$51,889
Yonemitsu Geologic Services	DBE	1.13%	\$32,756
The Greenbusch Group	WBE	.51%	\$14,784
<b>Total</b>		<b>22.12%</b>	<b>\$641,215</b>

## **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 the project budget. 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 and North Link was completed in spring 2006. The Record of Decision for North Link was issued by the Federal Transit Administration in June 2006, completing the environmental review process. Final design for University Link began in December 2006, following the Board approval of the University Link civil engineering and architectural final design services contract with NTP on November 9, 2006.

The NTP joint venture is made up of the firms of Jacobs Associates, HNTB, and AECOM (formerly 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 NTP contract scope of work was divided into three phases: early work, final design, and design services during construction (DSDC). Early work tasks included evaluating revised station entrance configurations, value engineering recommendations, and other ideas for reducing project costs, advancing station architectural work, and other pre-final design activities. The final design work phase brought the University Link project from 30% design completion to 100% design completion. The remaining contract phase is DSDC. The total original authorized NTP contract amount for final design was \$38,883,635 and did not include a contract contingency or funding for DSDC and/or Bid Support.

The contract was amended by Motion No. M2008-106 on November 13, 2008 to give NTP the authority to provide DSDC of the University Link segment for a new total contract amount not to exceed \$50,340,589. The first University Link construction contracts started in early 2009 and include advance utility relocation, site demolition work, and I-5 undercrossing work. Station excavation and construction activities will begin in late 2009. University Link service is scheduled to start in 2016.

The contract with NTP also has an option for completing civil and architectural final design (including Early Work) for the remaining University of Washington Station to Northgate portion of North Link. This option gives Sound Transit the ability to utilize the consultant team expertise and knowledge gained during University Link 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. Sound Transit staff has been satisfied with the contractor’s performance, to date. This action, if approved by the Board, would exercise only the North Link tunneling Early Work portion of this option. The Board would need to approve a subsequent NTP contract amendment for any additional North Link design work at a future date.

**Prior Board/Committee Actions**

<b>Motion/Resolution Number and Date</b>	<b>Summary of Action</b>
M2008-106 11/13/08	Executed a contract amendment with Northlink Transit Partners to provide bid support and design services during construction for University Link in the amount of \$10,479,900, with a contingency of \$968,660 totaling \$11,456,954, for a new total authorized contract amount not to exceed \$50,340,589.
M2006-78 11/9/06	Executed a contract with Northlink Transit Partners 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.

**CONSEQUENCES of DELAY**

A short delay would not adversely affect this contract. A long delay could mean key individuals may not be available to bring lessons learned from the University Link final design forward to North Link Early Work efforts. Also, third party coordination and negotiations could potentially be delayed due to lack of detailed information.

**PUBLIC INVOLVEMENT**

Sound Transit staff 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 University Link study area during the final design process.

Sound Transit will continue an active community outreach program during University Link construction including the use of a 24 hour-a-day construction hotline, periodic community construction meetings, the use of a variety of written and electronic communication materials and other outreach activities. A more limited public outreach effort using existing Link staff is initially anticipated to support the North Link Early Work design effort. The NTP team will continue to provide design resources to assist Sound Transit in future outreach activities.

**ENVIRONMENTAL COMPLIANCE**

JI, 02/27/09

**LEGAL REVIEW**

LA 4/10/09

## SOUND TRANSIT

### MOTION NO. M2009-34

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture for additional funding in order to provide Early Work (Advanced Preliminary Engineering) on the North Link extension from the University of Washington Station (to the portal for the North Link tunnels near Interstate 5 and NE 76<sup>th</sup> Street in the amount of \$2,898,800, with a contingency of \$289,880 totaling \$3,188,680, for a new total authorized contract amount not to exceed \$53,529,269.

#### **Background:**

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 the project budget. 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.

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The NTP joint venture is made up of the firms of Jacobs Associates, HNTB, and AECOM (formerly 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 NTP contract scope of work was divided into three phases: early work, final design, and design services during construction (DSDC). Early work tasks included evaluating revised station entrance configurations, value engineering recommendations, and other ideas for reducing project costs, advancing station architectural work, and other pre-final design activities. The final design work phase brought the University Link project from 30% design completion to 100% design completion. The remaining contract phase is DSDC. The total original authorized NTP contract amount for final design was \$38,883,635 and did not include a contract contingency or funding for DSDC and/or Bid Support.

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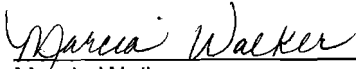
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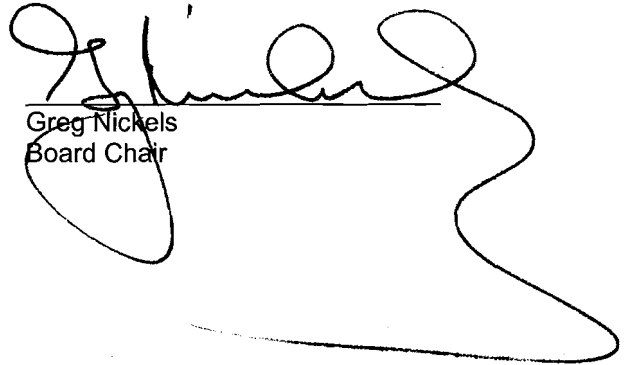
**Motion:**

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 amendment with Northlink Transit Partners, Joint Venture for additional funding in order to provide Early Work (Advanced Preliminary Engineering) on the North Link extension from the University of Washington Station (to the portal for the North Link tunnels near Interstate 5 and NE 76<sup>th</sup> Street in the amount of \$2,898,800, with a contingency of \$289,880 totaling \$3,188,680, for a new total authorized contract amount not to exceed \$53,529,269.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 23, 2009.

ATTEST:

  
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Marcia Walker  
Board Administrator

  
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Greg Nickels  
Board Chair