

MOTION NO. M2011-13
Contract Amendment for Final Design Services for the D Street - M Street Track and Signal Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	2/10/11	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	2/24/11	Final Action	Mark Johnson, Project Manager	206-398-5192

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with PB Americas, Inc. for final design services for the D Street - M Street Track & Signal Improvement project in the amount of \$2,137,731 with a 10% contingency of \$213,773, for a total of \$2,351,504, for a total authorized contract amount not to exceed \$13,245,774.

KEY FEATURES

- The proposed action will provide additional funds for design services during construction (DSDC) efforts that are more extensive than anticipated in the original contract.
- The proposed action will also provide funds for design tasks that could not be anticipated during the negotiation of the contract for final design in 2008, but are within the contract scope:
 - At the request of the Federal Rail Administration (FRA), Sound Transit will direct the consultant to conduct design studies demonstrating the feasibility of future construction of a second track in this rail corridor as a condition of awarding \$34.4M in federal High-Speed Rail grant funds to the project. The FRA is providing Sound Transit with up to \$500,000 in additional funding to reimburse costs of the requested studies.
 - Simulations of Sounder commuter rail operations in support of two contested property acquisitions.
 - Design and DSDC services for a noise wall at the Tacoma Rescue Mission for mitigation of noise produced by Sounder commuter rail operations.
 - Design and DSDC services for poured-in-place concrete storm and sanitary sewer vaults for relocated City of Tacoma sewers in the area of the Pacific Avenue crossing and A Street.

PROJECT DESCRIPTION

The D Street – M Street Track & Signal project will design and construct a rail connection between the Tacoma Dome Station and the Sound Transit railroad right-of-way (the Lakeview Subdivision Line). The Project includes 1.4 miles of track work, rail bridge over Pacific Avenue, roadway construction, utility relocations, and centralized traffic control for the rail line.

FISCAL INFORMATION

Summary for Board Action (Year of Expenditure \$000)

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

	2011 Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 8,907	\$ 8,907	\$ -	\$ 8,907	\$ -
Preliminary Engineering	\$ 1,744	\$ 1,744	\$ -	\$ 1,744	\$ -
Final Design	\$ 13,460	\$ 13,421	\$ -	\$ 13,421	\$ 39
3rd Party	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ 45,545	\$ 38,337	\$ -	\$ 38,337	\$ 7,209
Construction	\$ 57,161	\$ 45,923	\$ 2,352	\$ 48,275	\$ 8,886
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ 8,953	\$ 8,953	\$ -	\$ 8,953	\$ -
Contingency	\$ 25,811	\$ -	\$ -	\$ -	\$ 25,811
Total Current Budget	\$ 161,581	\$ 117,285	\$ -	\$ 119,636	\$ 41,945

Phase Budget Detail

Construction	\$ 57,161	\$ 45,923	\$ 2,352	\$ 48,275	\$ 8,886
Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
Total Phase	\$ 57,161	\$ 45,923	\$ 2,352	\$ 48,275	\$ 8,886

Contract Budget	Current Approved Contract Value (F)	Committed To Date ² (G)	Proposed Action (H)	Proposed Total Contract Value (I)
PB Americas, Inc.	\$ 9,904	\$ 9,904	\$ 2,138	\$ 12,042
Contingency	\$ 990	\$ 973	\$ 214	\$ 1,204
Total	\$ 10,894	\$ 10,877	\$ 2,352	\$ 13,246
Percent Contingency	10%	10%	10%	10%

Notes:

¹ Project budget is located on page 77 of the Proposed 2011 Transit Improvement Plan. There is a concurrent action to amend the 2011 budget reducing the project budget in the construction phase by \$300K and transferring the budget to the SStart Program, the result of that action is not reflected in this table.

² Committed to date amount includes actual outlays and commitments through November 30, 2010.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 12.5%
DBE: 0%

Commitment:

Small Business: 14.3%
DBE: 13%

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
GHL	DBE	5.1%	\$554,015
Envirolssues	DBE	0.7%	\$73,349
Cosmopolitan Engineering	DBE	6.2%	\$672,846
William P. Ott Consulting	Small Business	2.3%	\$253,000
Total		14.3%	\$1,553,210

EQUAL EMPLOYMENT WORKFORCE PROFILE

30.16% women; 19.58% minorities.

BACKGROUND

The D Street - M Street Track and Signal project will connect the Tacoma Dome Station, the southern terminus of current Sounder commuter rail service, with Sound Transit's existing rail right-of-way at Tacoma Avenue South and extend track and signal improvements westward to join the improvements of the M Street to Lakewood Track and Signal project. A centralized traffic control (CTC) railroad signaling system will be installed over the entire Lakewood-to-Tacoma segment of the Sound Transit rail corridor.

In December 2007, the Sound Transit Board selected an alignment that provides grade-separation over Pacific Avenue. Final design of the project began in July 2008. Resolution No. R2009-19, approved by the Board on September 24, 2009 amended the Adopted 2009 Budget and established the project budget at \$161M. The project will receive funds from the FRA, FTA, Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and WSDOT Regional Mobility programs.

In the public bid opening held on June 29, 2010, Sound Transit received seven bids through the competitive bid process. The bids ranged from \$40,823,190 to the highest bid of \$46,595,347. The engineer's estimate was \$66,423,688.

Construction began in October of 2010 and is anticipated to be substantially complete by third quarter 2012.

The contract amendment will cover changes anticipated as a result of property negotiations, potential claims and additional administration costs. These changes include additional work on a noise wall to address noise impacts to the Tacoma Rescue Mission associated with Sounder service, the redesign of storm and sanitary sewers to handle bypass flows during construction, and additional funds for project team costs associated with meetings, requests for information and submittal reviews. In addition, a 10% contingency will allow Sound Transit to deal with unforeseen requirements that emerge as construction proceeds.

The FRA is providing \$500,000 to support additional work being performed for studies they requested to release \$34.4M in funding that FRA has granted the project through the State of Washington's share of HSICPR funding.

ENVIRONMENTAL COMPLIANCE

Environmental documentation and approvals required under NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) have been completed by Sound Transit. NEPA/SEPA Final EIS for the Lakewood to Tacoma Commuter Rail project, which included the D to M Street segment, was issued by Sound Transit and the Federal Transit Administration (FTA) in May 2002. FTA approved a Record of Decision (ROD) in December 2002 for the Lakewood to Tacoma Commuter Rail project. FTA approved a NEPA Reevaluation for the revised D to M Street alignment (Modified Alternative 3) in November 2007. Sound Transit also issued a SEPA Addendum (December 2007) for Modified Alternative 3, which is the project authorized for construction by the Sound Transit Board in December 2007. While not anticipated, additional environmental documentation under SEPA or NEPA could be required prior to construction if new design elements are added to the project, including as a result of the FRA-requested design studies.

SSK 1/21/11

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2008-63 – Authorized the chief executive officer to execute a contract with Parsons Brinckerhoff Incorporated to provide final design services for the D-to-M Street Track & Signal Project in the amount of \$9,903,882, with a 10% contingency of \$990,388, for a total authorized contract amount not to exceed \$10,894,270.

TIME CONSTRAINTS

A one month delay could create a delay to construction activities.

LEGAL REVIEW

LA 2/3/11

MOTION NO. M2011-13

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with PB Americas, Inc. for final design services for the D Street - M Street Track & Signal Improvement project in the amount of \$2,137,731 with a 10% contingency of \$213,773, for a total of \$2,351,504, for a total authorized contract amount not to exceed \$13,245,774.

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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 PB Americas, Inc. for final design services for the D Street - M Street Track & Signal Improvement project in the amount of \$2,137,731 with a 10% contingency of \$213,773, for a total of \$2,351,504, for a total authorized contract amount not to exceed \$13,245,774.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 24, 2011.



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator