

MOTION NO. M2011-21
RSIP Engineering and Construction Management Services

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	03/10/11	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	03/24/11	Final Action	Johnathan Jackson, Project Manger	206-398-5272

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Jones Payne Group, Inc. to provide additional architectural, engineering, and construction management services for the Residential Sound Insulation Program to mitigate noise in the Rainier Valley for the Initial Segment project in the amount of \$2,585,000, for a new total authorized contract amount not to exceed \$5,984,519.

KEY FEATURES

- In accordance with Federal Transit Administration (FTA) and the Sound Transit Light Rail Noise Mitigation Policy (Motion No. M2004-08), the Residential Sound Insulation Program (RSIP) has been implemented to mitigate defined noise impacts along the light rail alignment.
- To date, 138 residents have had RSIP noise mitigation elements installed in their homes. The proposed action would provide for additional noise mitigation services for 165 Rainier Valley residences impacted by the operation of light rail.
- Noise mitigation services include pre-construction and construction activities.
 - Pre-construction activities would include acoustical testing to identify noise intrusion entry points, design of noise reduction improvements around entry points, and development of contract packages and cost proposals.
 - Construction would include interior/wall ceiling treatments, architectural woodwork (rough and finish work), minor removal/demolition to remove and install doors, door-frames, windows, and weather-stripping, as well as mechanical and electrical modification for the installation of various types of fresh-air ventilation systems such as air conditioners, heat pumps and fans.
- The additional funds are necessary to continue architectural and engineering (A&E) and construction management services to complete the RSIP work in the Rainier Valley.

PROJECT DESCRIPTION

The 14-mile Initial Segment of the Central Link light rail line has a northern terminus in the Pine Street Stub Tunnel (PSST), with passenger service beginning at Westlake Station serving downtown Seattle, the SODO industrial area, Beacon Hill, Rainier Valley, and Tukwila. Passenger stations include Westlake, University Street, Pioneer Square, International District/Chinatown, Stadium, SODO, Beacon Hill, Mount Baker, Columbia City, Othello Rainier Veach, and Tukwila International Boulevard.

FISCAL INFORMATION

(Year of Expenditure \$000)

Initial Segment	Adopted 2011 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	184,333	183,758		183,758	575
Preliminary Engineering	33,275	33,269		33,269	6
Final Design	144,142	143,939		143,939	203
Right of Way	206,729	204,529		204,529	2,200
Construction	1,203,397	1,197,164		1,197,164	6,232
Construction Services	104,912	103,032	2,585	105,617	(705)
Third Party Agreements	61,409	61,917		61,917	(508)
Vehicles	131,803	131,803		131,803	(0)
Total Current Budget	2,070,000	2,059,411	2,585	2,061,996	8,004

Construction Services Phase Detail					
RSIP CM	3,400	3,400	2,585	5,985	(2,585)
Other Construction Services	101,512	99,632		99,632	1,880
Total Phase	104,912	103,032	2,585	105,617	(705)

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)
Contract Amount	3,090	3,400	2,585	5,675	5,985
Contingency	309	-	-	309	-
Total Contract	3,400	3,400	2,585	5,985	5,985
Percent Contingency	10%	0%	0%	5%	0%

Budget Shortfall	\$Amount (K)	Potential Resources (L)	Source (M)
RSIP CM	2,585	8,004	Unallocated contingency within the Construction phase of the Initial Segment project.

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of January 2011 + approved and pending board actions not recorded as of 1/31/11, or submitted after that date, and include allocated contingencies.

(1) "SHORTFALL" to the Adopted 2011 Budget for Third Party Agreements phase of the Initial Segment project: "Committed to Date" amount shown here includes unused funds authorized for allocated contract contingencies that will be decommitted as these contracts complete.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:
Small Business/DBE: 40%

Commitment:
Small Business: 45.8%
DBE: 30.96%

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
SM Stemper Architects	Small Business	14.84%	\$ 380,871
The Greenbusch Group	DBE	8.05%	\$ 206,463
Comprehensive Language Svc	DBE	3.41%	\$ 87,541
JTS Manage Services	DBE	14.75%	\$ 378,507
Tres West Engineers	DBE	4.75%	\$ 122,033
Total		45.80%	\$1,175,415

EQUAL EMPLOYMENT WORKFORCE PROFILE

36 employees; 38.8% women; 19.4% minorities.

BACKGROUND

Prior to the start of revenue service for the Central Link Initial Segment in July 2009, Sound Transit began receiving complaints from Rainier Valley residents about noise from the light rail vehicles, including on-board warning bells, wheel squeal around tight radius curves, noise as the vehicles passes through cross-over switching tracks, and noise from the signalized intersection bells.

Sound Transit has implemented a number of measures to reduce light rail noise in the Rainier Valley including rail grinding, reducing the volume and duration of train bell use, reducing the volume of intersection crossing bells, modifying crossover switches, and lubricating curves to mitigate wheel squeal. After implementation of the mitigation measures, Sound Transit's noise consultant published the Noise Impact Analysis Test Results and Recommendations report (October 2010) which indicates that there are 95 properties, with a total of 185 residential units in the Rainier Valley with noise levels above the FTA criteria.

Sound Transit is required by the FTA Record of Decision for the Light Rail Initial Segment to mitigate noise above the FTA criteria. Noise mitigation using sound walls or barriers is not practical in the Rainier Valley because of the numerous cross streets and driveways along Martin Luther King Jr. Way South. Sound Transit's Link Noise Mitigation Policy (Motion No. M2004-08) directs the agency to implement residential sound insulation as a noise mitigation measure when an identified impact cannot be reduced or eliminated through the use of source treatments or sound walls or barriers.

Jones Payne Group, Inc. (JPG) is completing A&E design for 20 of the most-impacted residences identified in the October 2010 Noise Impact Analysis report. The contract term expires October 30, 2012.

JPG will manage small contractors on Sound Transit's small works roster and be responsible for the work. JPG is responsible for all services involved in the A&E residential noise mitigation design, construction management and technical aspects of the RSIP. The additional funds are necessary to continue A&E and Construction Management services through the end of the RSIP in the Rainier Valley.

ENVIRONMENTAL COMPLIANCE

Environmental compliance pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) for the Link Initial Segment was completed with the Central Link Final Environmental Impact Statement (EIS) issued in November 1999, Tukwila Freeway Route Final Supplemental EIS (November 2001), the Initial Segment SEPA Addendum (November 2001), Initial Segment NEPA Environmental Assessment (February 2002) and Tukwila SEPA Addendum (August 2004). The Federal Transit Administration issued an Amended Record of Decision in May 2002.

Jl 2/25/11

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2007-48 – Authorized the chief executive officer to execute a contract amendment with The Jones Payne Group, Inc. to provide additional engineering and construction management services for the Residential Sound Insulation Program construction within the Central Link Initial Segment in the amount of \$1,147,153, with a 10% contingency of \$114,715 totaling \$1,261,868, for a new total authorized contract amount not to exceed \$3,399,519.

Motion No. M2005-114 – Authorized 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.

Motion No. M2004-08 – Adopted a Link Noise Mitigation Policy and authorized the chief executive officer to implement the policy as defined.

TIME CONSTRAINTS

In September 2009, the Sound Transit Board declared an emergency for action to be taken as quickly as possible to reduce noise impact to residents. 165 Rainier Valley residents still have noise levels that exceed the Federal criteria. A delay in approval of this action would extend completion of noise mitigation for these residents.

PUBLIC INVOLVEMENT

Public involvement and outreach is included as part of the scope of work for JPG.

LEGAL REVIEW

LA 3/4/11

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A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Jones Payne Group, Inc. to provide additional architectural, engineering, and construction management services for the Residential Sound Insulation Program to mitigate noise in the Rainier Valley for the Initial Segment project in the amount of \$2,585,000, for a new total authorized contract amount not to exceed \$5,984,519.

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installation of various types of fresh-air ventilation systems such as air conditioners, heat pumps and fans.

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 Jones Payne Group, Inc. to provide additional architectural, engineering, and construction management services for the Residential Sound Insulation Program to mitigate noise in the Rainier Valley for the Initial Segment project in the amount of \$2,585,000, for a new total authorized contract amount not to exceed \$5,984,519.

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



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator