

**MOTION NO. M2012-57**
**Phase 2 Final Design Services for East Link – South Bellevue to Overlake Transit Center Station**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Capital Committee	08/09/12	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	08/23/12	Final Action	<b>Ron Lewis, East Link Executive Project Director DeWitt Jensen, Corridor Design Manager</b>	206-689-4905 206-903-7486

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract amendment with H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald, to provide Phase 2 final design services for the portion of the East Link project from South Bellevue to the Overlake Transit Center in the amount of \$83,000,000, for a new total authorized contract amount not to exceed \$87,800,000.

**KEY FEATURES**

- East Link final design will be delivered by three design contracts, two for civil improvements and one for systems improvements.
- This civil contract for services from South Bellevue to the Overlake Transit Center (OTC) includes two phases; Phase 1 for Early Work and Phase 2 for Final Design.
- Phase 2 – Final design services include preparation of comprehensive civil contract documents for construction, permit support, survey, geotech investigations, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach.

**PROJECT DESCRIPTION**

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011. Revenue service between Seattle and the Overlake Transit Center is forecast for 2023.

## FISCAL INFORMATION

This action is within the adopted budget and sufficient monies remain after approval of this action to fund the remaining work in the Final Design phase contained in the current cost estimates.

East Link	2012 TIP	Commitment to Date	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	66,539	11,527	326	11,853	54,686
Preliminary Engineering	61,123	55,168	0	55,168	5,955
Final Design	223,685	22,508	82,674	105,182	118,503
Right of Way	365,408	14,632	0	14,632	350,776
Construction	0	0	0	0	0
Construction Services	0	0	0	0	0
Third Party Agreements	40,064	3,875	0	3,875	36,189
Vehicles	0	0	0	0	0
<b>Total Current Budget</b>	<b>756,819</b>	<b>107,710</b>	<b>83,000</b>	<b>190,710</b>	<b>566,109</b>
<b>Phase Detail - Agency Administration</b>					
Project Control On-call Services	430	12	326	338	92
Other Phase Work	66,109	11,515	0	11,515	54,593
<b>Total Phase</b>	<b>66,539</b>	<b>11,527</b>	<b>326</b>	<b>11,853</b>	<b>54,686</b>
<b>Phase Detail - Final Design</b>					
Civil/Arch. Final Design SB to OTC	86,550	4,800	82,674	87,474	(924)
Systems Final Design	29,500	17,708	0	17,708	11,792
Other Phase Work	107,635	0	0	0	107,635
<b>Total Phase</b>	<b>223,685</b>	<b>22,508</b>	<b>82,674</b>	<b>105,182</b>	<b>118,503</b>
<b>Contract Detail</b>					
	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
<b>H-J-H Final Design Partners</b>					
Contract Amount	4,800	4,800	83,000	87,800	
Contingency	0	0	0	0	
<b>Total</b>	<b>4,800</b>	<b>4,800</b>	<b>83,000</b>	<b>87,800</b>	
Percent Contingency	0%	0%	0%	0%	
<b>Budget Shortfall</b>	924				
Surplus from Systems Final Design	924				
<b>Total Funding</b>	<b>924</b>				

### Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals to Date includes amounts through June 30th 2012, plus any pending Board Actions.

Project Budget is located on page 47 of the 2012 Transit Improvement Plan (TIP).

Board Approvals = Committed to-date + Contingency.

## SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 14%

DBE: 4%

Commitment, Phase 2:

Small Business: 16.9%

DBE: 11%

Commitment, total contract:  
 Small Business: 16.5%  
 DBE: 10%

Subconsultant/Subcontractor	Business Type	% Work	Dollar Value
ATS	Small Business	0.7%	\$ 551,000
Bolima	DBE	0.2%	\$ 182,000
Bright	DBE	0.4%	\$ 358,000
C&N	Small Business	0.5%	\$ 404,000
Cass	DBE	0.1%	\$ 70,000
Conv	DBE	0.6%	\$ 494,000
DKA	DBE	0.2%	\$ 132,000
GHA	DBE	0.1%	\$ 58,000
Grij	DBE	0.5%	\$ 449,000
HBB	DBE	0.3%	\$ 253,000
Icicle	Small Business	0.2%	\$ 169,000
IBT	Small Business	1.9%	\$ 1,537,000
Lin	DBE	1.7%	\$ 1,402,000
LKG	DBE	0.4%	\$ 363,000
McKel	DBE	0.3%	\$ 277,000
Moniz	DBE	0.6%	\$ 527,000
Nakano	DBE	0.5%	\$ 417,000
O'Brien	SBE	0.2%	\$ 159,000
Ott	Small Business	0.1%	\$ 89,000
P&M	Small Business	0.4%	\$ 321,000
PacGeo	DBE	0.2%	\$ 148,000
ProjDim	Small Business	0.6%	\$ 474,000
PRR	DBE	0.9%	\$ 720,000
QEI	DBE	0.5%	\$ 381,000
ROMAR	DBE	0.1%	\$ 101,000
Rush	Small Business	0.9%	\$ 744,000
Schemata	SBE	0.1%	\$ 97,000
SDA	Small Business	0.2%	\$ 136,000
Swift	DBE	0.8%	\$ 662,000
Tiscar	DBE	0.7%	\$ 549,000
Tran	Small Business	0.1%	\$ 98,000
TrueN	DBE	1.0%	\$ 795,000
VOSK	DBE	0.8%	\$ 700,000
Golder/DBE	DBE	0.1%	\$ 103,000
*S/DBE	DBE	0.03%	\$ 24,000
*S/DBE	Small Business	0.1%	\$ 60,000
<b>Total for Phase 2</b>		<b>16.9%</b>	<b>\$ 14,004,000</b>
<b>Total for Phase 1</b>		<b>10.7%</b>	<b>\$ 513,120</b>
<b>Total for Contract</b>		<b>16.5%</b>	<b>\$ 14,517,120</b>

\*Denotes work committed to S/DBE but not yet contracted.

Prior to initiating Phase 1, H-J-H anticipated increased participation of S /DBE firms during Phase 2. As the design effort progresses, H-J-H commitment to higher percentages in Phase 2 is consistent with that original plan.

## **EQUAL EMPLOYMENT WORKFORCE PROFILE**

319 employees; 30.72% women; 18.18% minorities.

## **BACKGROUND**

Sound Transit initiated East Link environmental and preliminary engineering work in 2006 and completed the work in 2011. The East Link final environmental impact statement was published in July 2011 and the Federal Transit Administration issued a Record of Decision for the project on November 16, 2011. The project route, profiles, and station locations were selected by the Sound Transit Board on July 28, 2011. On November 17, 2011 the Sound Transit Board authorized the chief executive officer to advance the East Link project into final design.

The final design for the civil and architectural elements of the project will be developed in two design contracts. There is also a separate design contract for the systems improvements, which is for the entire alignment. At approximately 60% design the Board will determine whether to authorize the project to proceed through Gate 5 where the baseline schedule and budget will be established.

Final design for this segment was planned to be completed in two phases. This two phase approach allowed Phase 1 activities to begin as the scope of Phase 2 was in negotiation. Phase 1 – Early Work services was authorized by the Capital Committee in March 2012, was intended to ensure major decisions were made, and to prepare the project for Phase 2 final design. Phase 1 activities included confirming design criteria and standards, advancement of cost savings concepts, contract packaging, preparation of key management plans, development of design schedule, and community outreach.

A request for qualifications (RFQ) for final design services was advertised in November 2011. Four proposers submitted statements of qualifications in December 2011. In January 2012, three proposers were interviewed and the highest ranked proposer was identified. Phase 2 – Final Design negotiations took place from April to July 2012 resulting in the proposed action. The submittals were reviewed and evaluated based on the criteria in the RFQ. H-J-H Final Design Partners was deemed most qualified.

## **ENVIRONMENTAL COMPLIANCE**

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) for East Link was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011. The Federal Transit Administration and Federal Highway Administration issued a Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act (NEPA) process.

JI 7/30/2012

## **PRIOR BOARD/COMMITTEE ACTIONS**

Motion No: M2012-12: Authorized the Chief Executive Officer to execute a contract with H-J-H Final Design Partners (Joint Venture) to provide Phase 1 final design services for the East Link – South Bellevue to Overlake Transit Center Station project.

Motion No: M2011-81: Implemented the East Link Light Rail Project.

Motion No: M2011-77: Authorized the Chief Executive Officer to (1) execute an Umbrella Memorandum of Understanding with the City of Bellevue to reduce Sound Transit's costs associated with the construction of a tunnel alignment in downtown Bellevue, and (2) execute a Transitway Agreement with the City of Bellevue to grant Sound Transit non-exclusive use of City right-of-way to construct, operate, and maintain the East Link project.

Resolution No: R2011-10: Selected the route, profiles, and station locations for the East Link Light Rail Project.

Motion No: M2011-62: Authorized the Chief Executive Officer to enter into a term sheet with the City of Bellevue regarding the East Link Project.

Motion No: M2010-44: Modified the preferred light rail routes and stations previously identified in Motion No. M2009-41 for the East Link Light Rail Project Final Environmental Impact Statement.

## **TIME CONSTRAINTS**

Final design of the alignment through downtown Bellevue is on the critical path of the East Link project. A one month delay may impact the overall project schedule.

## **PUBLIC INVOLVEMENT**

Public outreach on the East Link project has taken place for the last five years. Outreach has included meeting with communities, businesses, stakeholders, local jurisdictions, and agencies which helped shape the project by asking questions, talking with project staff, and providing ideas and comments.

Since project kickoff in 2006, Sound Transit has hosted 28 public meetings while also holding briefings and drop-in sessions. The comments gathered at those public sessions have, and will continue to help the decision-making process for the East Link project. Community outreach is included in the scope for Phase 2.

## **LEGAL REVIEW**

LGA 8/3/12

## **MOTION NO. M2012-57**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald, to provide Phase 2 final design services for the portion of the East Link project from South Bellevue to the Overlake Transit Center in the amount of \$83,000,000, for a new total authorized contract amount not to exceed \$87,800,000.

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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 H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald, to provide Phase 2 final design services for the portion of the East Link project from South Bellevue to the Overlake Transit Center in the amount of \$83,000,000, for a new total authorized contract amount not to exceed \$87,800,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 23, 2012.

  
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Julia Patterson  
Board Vice Chair

ATTEST:

  
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Marcia Walker  
Board Administrator