

MOTION NO. M2012-66
Contract for Final Design and Construction Services for the South 200th Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	09/13/12	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	09/27/12	Final Action	Miles Haupt, Project Director	206-370-5501

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with PCL Civil Constructors, Inc., to design and construct the light rail elevated guideway and station, including light rail systems, for the South 200th Link Extension in the amount of \$169,000,000, with an 8% contingency of \$13,520,000, for a total authorized contract amount not to exceed \$182,520,000.

KEY FEATURES

- Under this design/build contract, PCL Civil Constructors, Inc., will design and construct the light rail elevated guideway and one station between the SeaTac/Airport Station and South 200th Street in the City of SeaTac. The contract scope includes:
 - Final design and construction of 1.6 miles of elevated guideway, the South 200th Street light rail station, and elevated pocket track
 - Track work on the elevated guideway and pocket track
 - Light rail systems, including traction power, signaling, and communications
 - Utility relocations
 - Demolition, cleanup, landscaping, and civil improvements
 - Testing and commissioning
- The design/build procurement and contracting method was selected based on the following factors: it allows the design of the project by the team that will be building it, which ensures that the design matches the intended construction methods; it allows Sound Transit to carefully evaluate each contractor's performance history, expertise, and ability to successfully perform the work; it allows price to be a scored component of the selection process, and it minimizes the potential for claims during or after construction by the contractor based on a defective design.
- Sound Transit used a two-phase, best value procurement process for this contract in accordance with RCW 39.10. Based on eleven statements of qualification received from contractors with relevant experience, Sound Transit selected four pre-qualified contractors to receive a formal request for proposal. PCL Civil Constructors, Inc. was the highest-scored proposer based on an evaluation of the technical and price proposals received.

PROJECT DESCRIPTION

The South 200th Link Extension will extend light rail from SeaTac/Airport Station to a new station spanning South 200th Street. The project will extend light rail approximately 1.6 miles beyond the existing interim southern terminus at the SeaTac/Airport Station. The design features an elevated light rail guideway, a new pocket track, and an elevated station. Station amenities include on-street bus pullouts at the station, an off-street passenger drop-off area, secured bicycle parking, and improved pedestrian and bicycle connections in the station vicinity. The project is being accelerated through a design/build project delivery method in order to begin light rail service in 2016.

A park-and-ride facility will be constructed under a separate contract adjacent to the station. The park-and-ride facility will have a long-term capacity of approximately 700 stalls and an interim capacity of up to 1,100 stalls during the time the South 200th Street station is a temporary southern terminus of the Link system. A market analysis is currently underway to determine the best configuration of the parking structure to optimize TOD opportunities in the future.

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 Construction phase as contained in the current cost estimates.

PROJECT TABLE

S 200th Link Extension	2012 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	16,064	3,732		3,732	12,332
Preliminary Engineering	5,878	5,746		5,746	132
Final Design	20,005	4,238		4,238	15,767
Right of Way	43,549	19,123		19,123	24,426
Construction	275,725	7,414	182,520	189,934	85,791
Construction Services	15,135	16,416		16,416	(1,281)
Third Party Agreements	6,885	5,584		5,584	1,301
Vehicles	-	-		-	-
Total Current Budget	383,241	62,253	182,520	244,773	138,468

Phase Detail - Construction

S440 Design-Build	248,160	-	182,520	182,520	65,640
Other Construction	27,565	7,414	-	7,414	20,151
Total Phase	275,725	7,414	182,520	189,934	85,791

Contract Detail

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	-	-	169,000	169,000
Contingency	-	-	13,520	13,520
Total	-	-	182,520	182,520
Percent Contingency	0%	0%	8%	8%

Notes:

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

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

Project Budget is located on page 44 of the 2012 Transit Improvement Plan (TIP).

"Shortfall" to the Construction Services phase reflects pending Board Motion M2012-56 for Design-Build Project Management (DB PM). Budget for DB PM set aside in two phases (Final Design and Construction Services) in the 2012 TIP is consolidated into the Construction Services phase in the Proposed 2013 TIP.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:	(Design)	Small Business: 16%	DBE: 5%
	(Construction)	Small Business: 16%	DBE: 5%
Commitment:	(Design)	Small Business: 33.3%	DBE: 6.7%
	(Construction)	Small Business: 16.1%	DBE: 6.84%

Since this is a design-build contract, many subcontractors, and in particular the smaller ones, have not been identified by name because PCL is not able to procure the subcontract packages without the design being further advanced.

EQUAL EMPLOYMENT WORKFORCE PROFILE

17 employees; 35% women; 18% people of color.

BACKGROUND

Consistent with RCW 39.10, Sound Transit received authorization from the Washington State Capital Projects Advisory Review Board's Project Review Committee (PRC) to utilize the Design/Build procedure for the South 200th Link Extension Project on July 28, 2010.

On July 28, 2011, the Sound Transit Board adopted the South 200th Link Extension Project baseline scope, schedule, and budget for extension of Link light rail to South 200th Street by September 2016, four years earlier than contemplated in the ST2 Plan. The baseline schedule for the project was based on utilizing a design/build procurement and contracting method for the major project elements including the aerial guideway and station. Thereafter, Sound Transit utilized a competitive, two-step best value procurement process in accordance with RCW 39.10, consisting of a Request for Qualifications (RFQ) and a Request for Proposal (RFP) process to determine the highest ranked proposal team to design and construct the South 200th Link Extension Project. The design/build method was selected based on several factors: it requires the design of the project by the team that will be building it, which ensures that the design matches the intended construction methods; it allows Sound Transit to carefully evaluate each contractor's performance history, expertise, and ability to successfully perform the work; it allows price to be a scored component of the selection process. The scope of work in the contract includes the aerial guideway, station, and LRT systems elements. The parking garage, station area roadway improvements, SCADA and fare collections systems, and advance utility relocation work will be procured separately.

A request for qualifications (RFQ) was issued on October 13, 2011. On November 18, 2011, eleven statements of qualifications (SOQ) were submitted by interested design/build teams. The SOQs were evaluated in accordance with the criteria stated in the RFQ, and four finalists were selected to receive the request for proposals (RFP).

The RFP was issued to the four selected teams on March 7, 2012. Sound Transit held individual meetings with proposers where proposers could present and discuss Alternative Technical Concepts (ATC's) which could provide equal or better value to Sound Transit compared to the base design requirements in the RFP. Any ATC that the proposers wished to include in their final submitted proposals required written approval by Sound Transit in advance. Sound Transit reviewed 70 ATC's submitted by the proposers during this process. As a condition for receipt of the stipend by unsuccessful proposers, any ATC submitted by an unsuccessful proposer may be

incorporated into the successful proposer's contract by change order after award at Sound Transit's discretion.

On June 26, 2012, Sound Transit received technical and price proposals from each of the four finalists. A technical evaluation panel met and evaluated the technical proposals. A separate financial panel evaluated the price proposals independently from the technical evaluation panel. The technical criteria included proposed design concepts, schedule, approach to quality, safety, construction, traffic control, project control, sustainability, firm experience, team member qualifications, and other technical factors. PCL was the highest ranking proposer. PCL's price of \$169 million is below Sound Transit's estimated range of \$170 million to \$190 million, and is within the budget for the South 200th Link Extension Project. An 8% contract contingency has been assigned to provide authority for future change orders up to deal with technical and permitting complexities, hazardous materials, differing site conditions, utility relocations, and other risks associated with this type of work.

In January 2012, the Board authorized the payment of stipends in the amount of \$400,000 to each firm that executed the stipend agreement, submitted a responsive proposal, and was ultimately not awarded a contract under this procurement. This was done in accordance with RCW 39.10.330, requiring public bodies using the design/build contracting to provide appropriate honorarium payments to finalists submitting responsive proposals that are not awarded a design/build contract. Honorarium payments will not be processed until after contract award. Stipend payments are not included in this requested action.

Sound Transit has identified turnover dates in the design/build contract documents for all critical property required in connection with the South 200th Link Extension Project. All outstanding property acquisitions are on track to be completed in advance of construction access requirements. In addition, Sound Transit has obtained key project agreements with the City of SeaTac and the Port of Seattle. Conditions included in the agreements with the City of SeaTac and the Port of Seattle have been incorporated into this design/build contract.

ENVIRONMENTAL COMPLIANCE

Environmental compliance pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) for Airport Link was completed with the Central Link Final Environmental Impact Statement (EIS) issued in November 1999, the Tukwila Freeway Route Final Supplemental EIS issued in November 2001, Airport Link Environmental Assessment/SEPA Addendum (EA) on May 26, 2005, and a NEPA Re-evaluation and SEPA Addendum to the EA (July 2011). The FTA issued a Record of Decision for Airport Link on September 13, 2005.

Jl 8/24/2012

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2012-01: Authorized the chief executive officer to execute up to four stipend agreements with the contractors selected to submit proposals for a design-build contract to provide the aerial guideway and station elements of the South Link - Airport to South 200th project in the amount of \$400,000 each for a total authorized amount not to exceed \$1,600,000.

Resolution No. R2011-05: Accelerated the South Link – Airport to South 200th Street Project and establishing a project completion schedule milestone of September 2016; (2) Approved Gates 4 and 5 within Sound Transit's Phase Gate system; (3) Amended the Project Lifetime Budget to increase it by \$341,849,600, from \$41,391,400 to \$383,241,000; and (4) amended the Adopted 2011 Annual Project Budget to increase it by \$500,829, from \$11,338,347 to \$11,839,175.

TIME CONSTRAINTS

A one month delay would reduce the amount of project float in the baseline schedule from five months to four months.

PUBLIC INVOLVEMENT

Throughout the development of the South 200th Link Extension project, Sound Transit has conducted an extensive public involvement program including mailings, community open houses, and presentations and meetings with individuals and neighborhood groups.

LEGAL REVIEW

LA, 7 September 2012

MOTION NO. M2012-66

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with PCL Civil Constructors, Inc., to design and construct the light rail elevated guideway and station, including light rail systems, for the South 200th Link Extension in the amount of \$169,000,000, with an 8% contingency of \$13,520,000, for a total authorized contract amount not to exceed \$182,520,000.

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MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with PCL Civil Constructors, Inc., to design and construct the light rail elevated guideway and station, including light rail systems, for the South 200th Link Extension in the amount of \$169,000,000, with an 8% contingency of \$13,520,000, for a total authorized contract amount not to exceed \$182,520,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 27, 2012.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator