

MOTION NO. M2013-40

Design Services for Link Maintenance of Way Facility for University Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	06/13/2013	Final Action	Ahmad Fazel, DECM Executive Director Joe Gildner, Executive Project Director, U-Link Madeleine Greathouse, Project Manager	206-398-5389 206-689-3350 206-398-5023

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with Studio Meng Strazzara to provide architecture and engineering design services to complete the necessary engineering, design/build program requirements and procurement documents for the Link Maintenance of Way Facility for the University Link Extension in the amount of \$960,000, with an 10% contingency of \$96,000, for a total authorized contract amount not to exceed \$1,056,000.

KEY FEATURES SUMMARY

- The Maintenance of Way (MOW) facility was originally planned as part of the Central Link Light Rail system but was deferred to construct the Initial Segment and Airport Link program. The MOW facility will house the maintenance staff, equipment and spare parts associated with Link operation and maintenance of light rail tracks, facilities, power, train control and signals. The facility will be a pre-engineered building and provide space for service shop areas, signal component and other spare parts storage, operation support offices, training room, service vehicle parking, and associated site improvements and utilities.
- Agency staff is recommending a Design/Build procurement combining final architecture and engineering services with construction. The MOW facility requirements are clearly defined and expertise to design and build these facilities is widely available. The Design/Build procurement offers tangible advantages to cost and schedule efficiencies because the contractor and designer are working together throughout the entire process. As a pre-engineered metal building, using the design/build delivery method for this facility is exempt from the state Capital Project Advisory Review Board approval process.
- The scope of this contract includes:
 - Completion of the necessary engineering and building program requirements to support a Design/Build procurement delivery method and
 - Preparing design/build contract documents for inclusion in a Request for Proposals (RFP) to be issued in December 2013
 - Providing necessary design documentation to obtain the required Master Use Accessory Permit
 - Ensuring the project is designed to LEED Silver certification standards
 - Providing oversight support during final design and construction of the MOW facility

BACKGROUND

University Link Extension is a 3.15-mile light rail extension located entirely underground with tunnels traveling east from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.

The MOW facility was originally planned as part of the Central Link Light Rail system but was deferred when the project was refocused to construct the Initial Segment and Airport Link program. In February 2012, Sound Transit requested approval from the Federal Transit Administration (FTA) to activate the deferred scope for a MOW Facility as an eligible expense under the University Link Extension Full Funding Grant Agreement. Sound Transit received FTA approval on December 6, 2012.

The MOW facility will be located on the site of the existing Operations and Maintenance Facility (OMF), in the northern portion of the site. No changes to the existing OMF building or track system will be required. The facility will be a pre-engineered building.

A Request for Qualifications (RFQ) for Architectural and Engineering Services was issued on March 8, 2013, and three statements of qualifications (SOQs) were received on April 4, 2013. The SOQs were evaluated in accordance with the evaluation criteria identified in the RFQ, and two firms were selected for interviews. Interviews with the selected firms were conducted on April 30, 2013 and the subsequent scoring of the firms determined Studio Meng Strazzara to be the highest ranking proposer. Sound Transit entered into negotiations with Studio Meng Strazzara on May 21, 2013. The contract amount of \$960,000 was agreed to on May 31, 2013.

Sound Transit adopted a schedule for the design and construction of the Maintenance of Way facility which meets a pre-revenue completion date of February 2016. In order to meet the schedule, it was determined that a design-build procurement was the most appropriate method to use. Because the MOW facility is a pre-engineered metal building, state Capital Projects Review Board and Project Review Committee approval is not necessary to proceed with the alternate procurement method. The MOW facility is exempt under RCW 39.10.300. This Contract prepares the design-build project and building program requirements for inclusion into a Request for Proposals (RFP) to be issued in December 2013.

Environmental compliance for the University Link Extension, including the MOW Facility, pursuant to the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) was completed with the North Link Final Supplemental Environmental Impact Statement (EIS) issued on April 7, 2006. The FTA issued a Record of Decision for North Link in June 2006.

FISCAL IMPACT

The 2013 TIP for the University Link Extension is \$1.756 billion. Within that amount \$38,901,523 has been set aside for unallocated contingency within the Construction phase, The proposed action would commit \$1,056,000 of this amount to fund a new budget line item within the Construction phase for a Maintenance of Way Facility, and leave a remaining budget balance of \$37,845,523 for unallocated contingency in the phase.

The 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 current cost estimates.

University Link Extension

	2013 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	115,229	55,481		55,481	59,748
Preliminary Engineering	24,261	24,261		24,261	-
Final Design	87,633	85,278		85,278	2,355
Right of Way	152,332	125,540		125,540	26,792
Construction	1,158,183	949,221	1,056	950,277	207,906
Construction Services	95,814	81,319		81,319	14,495
Third Party Agreements	18,646	11,785		11,785	6,861
Vehicles	103,909	99,185		99,185	4,724
Total Current Budget	1,756,007	1,432,070	1,056	1,433,126	322,881

Phase Detail

Construction

U810 Maintenance of Way Facility	-	-	1,056	1,056	(1,056)
Other Construction	1,119,281	949,221		949,221	170,061
Constr Unallocated Contingency	38,902	-		-	38,902
Total Phase	1,158,183	949,221	1,056	950,277	207,906

Contract Detail

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	-	-	960	960
Contingency	-	-	96	96
Total	-	-	1,056	1,056
Percent Contingency	0%	0%	10%	10%

Budget Shortfall	1,056
Constr Unallocated Contingency	1,056
Total Funding	1,056

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 30 of the 2013 Transit Improvement Plan (TIP).

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 8%

DBE: 4%

The Prime Contractor, Studio Meng Strazzara, is a certified Small Business Enterprise and will self-perform 39% of the contract amount. The table below represents SBE and DBE participation among subconsultants.

Commitment:

Small Business: 30%

DBE: 4%

Subconsultant/Subcontractor	Business Type	% of work	Amount
Maintenance Design Group	Small Business	11%	\$ 104,154.00
Meng Analysis	Small Business	3%	\$ 33,492.00
Tres West Engineers	Small Business	11%	\$ 104,653.00
Lin & Associates	DBE	4%	\$ 34,394.00
Nakano Associates	Small Business	1%	\$ 9,889.00
Total		30%	\$ 286,582.00

EQUAL EMPLOYMENT WORKFORCE PROFILE

26 employees; 31% women; 19% minorities.

PUBLIC INVOLVEMENT

Not applicable to this section.

TIME CONSTRAINTS

A one month delay could affect completion of the design/build RFP documents scheduled for issuance in December 2013.

ENVIRONMENTAL REVIEW

JI 5/23/2013

LEGAL REVIEW

JN 6/7/13

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APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 13, 2013.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator