

MOTION NO. M2013-49

Contract Amendment for Final Design Services for the East Link Extension Systems Design

| MEETING: | DATE: | TYPE OF ACTION: | STAFF CONTACT: | PHONE: |
|-------------------|----------|-------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------|
| Capital Committee | 07/11/13 | Recommendation to Board | Ahmad Fazel, DECM Executive Director | 206-398-5389 |
| Board | 07/25/13 | Final Action | Ron Lewis, Executive Project Director, East Link John Sleavin, Deputy Project Director, East Link | 206-689-4905 206-398-5150 |

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with LTK Engineering Services, to provide final design services for the East Link Extension systems design in support of a turn-back track at the International District Station in the amount of \$199,098, for a total authorized contract amount not to exceed \$17,906,805.

KEY FEATURES

- The turn-back track facility will improve operational flexibility for trains traveling between the existing Operation and Maintenance Facility (OMF) at SODO and East Link.
- The operational flexibility provided by the turn-back track facility will accommodate adding or removing light rail vehicles for early morning start up and peak period demand, and will also allow for taking a disabled train out of service at the International District Station (IDS) before continuing further into the Downtown Seattle Transit Tunnel (DSTT).
- Constructing the connection between East Link and Central Link, including the turn-back track facility, is anticipated to occur in 2019. Construction is estimated to require up to 10 weekend closures and one full week closure of the DSTT.
- Once the turn-back track facility is constructed joint operations with buses in the tunnel will no longer be feasible. The design will include a construction sequencing plan that will minimize disruptions to existing light rail service and public events in the downtown area.
- Design services will begin following Board approval and issuance of Notice to Proceed. The turn-back track level of the design to be commensurate to the East Link project plans authorized last fall.
- The scope of work includes preparation of comprehensive Systems contract documents for construction, third party coordination, cost estimating, and scheduling for systems elements (signals, traction power, system-wide electrical and communication) and integration of systems elements with civil design.

BACKGROUND

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, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecasted for 2023.

Once East Link is constructed, trains from the east and south will converge at IDS and continue north on the same tracks in the DSTT. Southbound trains running through the DSTT will be routed onto either the new East Link line or will continue south on Central Link toward the OMF, to Sea-Tac Airport, and Angle Lake Station.

An interdisciplinary Sound Transit team agreed that a turn-back track facility along the Central Link alignment would improve train movements between East Link and the OMF. These improvements include the ability to add or remove light rail vehicles for early morning start up and peak period demand as well as the ability to accommodate a disabled train. Various options were evaluated for cost, construction impacts, service impacts, and operational efficiency. The option of a turn-back track facility at IDS was selected.

The final design for the civil and system elements of the project will be developed in two separate design contracts. Approval of a civil final design contract is being sought in Motion No. M2013-48.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) for the East Link Extension was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011 and the East Link Extension 2013 SEPA Addendum issued March 26, 2013. The Federal Transit Administration and Federal Highway Administration issued a Record of Decision for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act (NEPA) process.

FISCAL IMPACT

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

| East Link | 2013 TIP | Commitment to Date | This Action | Board Approved Plus Action | Uncommitted / (Shortfall) |
|-----------------------------|----------------|--------------------|-------------|----------------------------|---------------------------|
| Agency Administration | 66,539 | 17,493 | 0 | 17,493 | 49,046 |
| Preliminary Engineering | 61,123 | 55,195 | 0 | 55,195 | 5,928 |
| Final Design | 223,685 | 147,017 | 199 | 147,216 | 76,469 |
| Right of Way | 365,408 | 17,406 | 0 | 17,406 | 348,002 |
| Construction | 0 | 0 | 0 | 0 | 0 |
| Construction Services | 0 | 0 | 0 | 0 | 0 |
| Third Party Agreements | 40,064 | 5,105 | 0 | 5,105 | 34,959 |
| Vehicles | 0 | 0 | 0 | 0 | 0 |
| Total Current Budget | 756,819 | 242,217 | 199 | 242,416 | 514,403 |

Phase Detail - Final Design

| | | | | | |
|-------------------------------------|----------------|----------------|------------|----------------|---------------|
| Systems FD | 28,500 | 17,708 | 199 | 17,907 | 10,593 |
| Other Final Design Phase Activities | 195,185 | 129,309 | 0 | 129,309 | 65,876 |
| Total Phase | 223,685 | 147,017 | 199 | 147,216 | 76,469 |

LTK Engineering Services, LLC

Contract Detail

| | Board Approvals to Date | Current Approved Contract Status | Proposed Action | Proposed Total for Board Approval |
|---------------------|-------------------------|----------------------------------|-----------------|-----------------------------------|
| Contract Amount | 17,708 | 17,708 | 199 | 17,907 |
| Contingency | 0 | 0 | 0 | 0 |
| Total | 17,708 | 17,708 | 199 | 17,907 |
| Percent Contingency | 0% | 0% | 0% | 0% |

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 Board Approvals to Date includes amounts through May 31st 2013, plus any pending Board Actions.
 Project Budget is located on page 38 of the 2013 Transit Improvement Plan (TIP).
 Board Approvals = Committed to-date + Contingency.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 10.5%
DBE: 3%

Commitment:

Small Business: 10.5%
DBE: 5.35%

| Subconsultant/Subcontractor | Business Type | % of Work | Dollar Value |
|-----------------------------------|----------------|---------------|--------------------|
| Cite Specific | DBE | 0.52% | \$93,085 |
| Hatfield and Dawson | Small Business | 0.75% | \$133,642 |
| Moniz Art & Architecture | DBE | 1.79% | \$321,045 |
| Pacific Communication Consultants | DBE | 0.28% | \$50,563 |
| Romar + 7 | DBE | 6.16% | \$1,044,234 |
| Systems Consulting, LLC | DBE | 1.47% | \$263,629 |
| Triunity Engineering & Management | DBE | 19.17% | \$3,431,455 |
| Virginkar & Associates, Inc. | DBE | 2.38% | \$426,105 |
| YSM Solutions | DBE | 1.47% | \$262,875 |
| Total | | 33.99% | \$6,026,635 |

EQUAL EMPLOYMENT WORKFORCE PROFILE

293 employees; 21% women; 15% minorities

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay of this action would not impact the Project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2012-48: Authorized the chief executive officer to execute a contract with LTK Engineering Services to provide Systems engineering final design services for East Link Extension for a total authorized contract amount not to exceed \$17,707,707.

ENVIRONMENTAL REVIEW

JI 6/3/2013

LEGAL REVIEW

LA 8 July 2013

MOTION NO. M2013-49

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with LTK Engineering Services, to provide final design services for the East Link Extension systems design in support of a turn-back track at the International District Station in the amount of \$199,098, for a total authorized contract amount not to exceed \$17,906,805.

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Decision for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act (NEPA) process.

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 LTK Engineering Services, to provide final design services for the East Link Extension systems design in support of a turn-back track at the International District Station in the amount of \$199,098, for a total authorized contract amount not to exceed \$17,906,805.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 25, 2013.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Marcia Walker
Board Administrator