

MOTION NO. M2016-43

Amend Contract with David Evans & Associates for Final Design for the Tacoma Trestle Track & Signals Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	4/14/2016	Recommend to Board	Ahmad Fazel, DECM Executive Director Mark Johnson, Project Director
Board	4/28/2016	Final Action	Melissa Flores Saxe, DECM Senior Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with David Evans & Associates to provide additional final design and design support during construction services for the Tacoma Trestle Track & Signals Project in the amount of \$2,825,763, with a 10% contingency of \$282,576, totaling \$3,108,339 for a new total authorized contract amount not to exceed \$16,251,071.

KEY FEATURES SUMMARY

- This action will provide additional final design services to support the relocation of a track crossover to a new location. The final design scope will include track design, and signal designs (which include the central traffic control signals integration with BNSF Railway's dispatching system) and environmental support.
- The contract amendment will also include design support during construction (DSDC) of a platform extension as part of the Tacoma Trestle Track & Signal Project.
- The scope of the amendment includes the following tasks:
 - Design Change Requests (includes Construction Change Orders and Operations L Street Crossover)
 - Review of Contractor Submittals
 - Request for Information (RFI) and Substitution Requests
 - Review of Contractor Value Engineering Change Proposals (VECP)
 - Site Observations
 - Pile Driving/Soldier Pile Installation Observation and Support
 - Construction Instrumentation and Monitoring Support
 - Start Up and Commission Assistance
 - Construction Close-Out Support
 - Archaeological Support During Construction (includes Monitoring, Inadvertent Discovery Response, Monitoring Report and Curation)
 - As-built drawings
- Sound Transit has an agreement with the Washington State Department of Transportation (WSDOT) to reimburse design and construction costs related to the platform extension. Under this agreement, WSDOT will reimburse Sound Transit for all allowable costs related to DSDC of the platform extension based on actual expenditures.

BACKGROUND

The Tacoma Trestle Track & Signal Project will replace a 100-year old single-track wooden trestle with a modern double-track structure along 0.65 mile section of the Sounder South Line from the Tacoma Station to East M Street in Tacoma. The project will be constructed mostly along Sound Transit's railroad right of way and above City of Tacoma public right of way over G Street, J Street, and L Street. Replacement of the trestle includes demolition and track removal of the existing bridge and trestle, upgrades to the embankment along the trestle, and construction of new and erosion control. Service in the corridor will remain active throughout construction.

The Tacoma Trestle Project is included in the ST2 plan and is scheduled for completion in 2018. Sound Transit received a federal TIGER Grant in the amount of \$10 million to increase track capacity to accommodate additional passenger and freight train operations.

The Tacoma Trestle Track & Signal Project includes a WSDOT passenger platform that will be integrated into the trestle as part of the project scope of the Tacoma Trestle Track & Signal Project. WSDOT will fully reimburse Sound Transit for all expenditures related to the platform extension's level boarding height requirements, systems, and canopies as well as railroad signal integration for Sound Transit's Tacoma Trestle Track & Signal Project and WSDOT's Point Defiance Bypass Project.

Sound Transit has executed an agreement with Washington State Department of Transportation's (WSDOT) Rail Division and Amtrak to integrate a platform extension to the Tacoma Trestle Track & Signal Project (authorized under Motion No. M2014-77).

Sound Transit and WSDOT have been working together on the final designs and operating requirements for a platform extension to be integrated to the Tacoma Trestle Track & Signal Project. The platform extension is a component of the WSDOT Point Defiance By-Pass project at their Tacoma Amtrak Station at Freighthouse Square in Tacoma. This platform extension would be used by Amtrak's Coast Starlight train when it arrives at the future Amtrak station.

The design consultant has provided final design services to replace a single track wooden bridge with a new double bridge along Sounder commuter rail corridor in Tacoma, WA. In February, the Sound Transit Board approved a contract with Flatiron West Inc. to construct the Tacoma Trestle Track & Signal Project.

This contract amendment includes final design services for a crossover track at L Street that would be provided after completion of additional environmental review addressing the crossover relocation. The design of the crossover needs to be changed to move the crossover from its original location on the trestle, to the L Street location as requested by the Federal Railroad Administration. The contract amendment also provides DSDC for the Tacoma Trestle Track & Signal Project, including the bridge, signals, and ancillary improvements.

Environmental review for the Tacoma Trestle project was completed with the State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance (DNS) issued July 16, 2014, and the Federal Transit Administration approved a National Environmental Policy Act (NEPA) and Documented Categorical Exclusion (DCE) on April 14, 2014.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
------------------------	-----------------------------	------------------------	-------------------------	--------------	--------------

Projected Completion Date for Construction Phase: 2Q 2018

Project scope, schedule and budget summary located on page 134 of the December 2015 Agency Progress Report.

FISCAL INFORMATION

The adopted lifetime budget for the Tacoma Trestle Track & Signal is \$120,509,000. Within that amount \$13,481,000 has been set aside in the Final Design phase. The proposed action would commit an additional \$3,108,339, including a 10% contract contingency, to the David Evans Contract, leaving a remaining balance of \$497,563.

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

Tacoma Trestle Track & Signal

	2016 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	4,086	2,032		2,032	2,054
Preliminary Engineering	4,497	4,088		4,088	409
Final Design	13,481	9,875	3,108	12,983	498
Third Party Agreements	1,077	871		871	206
Right of Way	10,061	6,101		6,101	3,960
Construction	81,641	64,398		64,398	17,243
Construction Services	5,666	5,352		5,352	314
Vehicles					
Total Current Budget	120,509	92,717	3,108	95,825	24,684

Phase Detail

Final Design

Final Design	13,481	9,875	3,108	12,983	498
Other Final Design					
Total Phase	13,481	9,875	3,108	12,983	498

Contract Detail

David Evans & Associates

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	11,948	11,948	2,826	14,774
Contingency Amount	1,195	1,195	283	1,477
Total Contract	13,143	13,143	3,108	16,251
Percent Contingency	10%	10%	10%	10%

Notes:

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

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

Project budget page is located on page 25 of 116 of the Proposed 2016 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established Small Business/DBE goals for this contract. These

goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following Small Business/DBE Participation:

Small Business and Disadvantaged Business Enterprise Goals

Sound Transit Goal:

Small Business: 8%

DBE: 4%

Commitment:

Small Business: 13.33%

DBE: 4.88%

PUBLIC INVOLVEMENT

Sound Transit has conducted a number of public outreach activities including stakeholders meetings and the environmental outreach process. Sound Transit will continue to conduct public outreach throughout the construction phase of the project.

Sound Transit has conducted public open house meetings and online outreach for the following design milestones:

- February 2014 Conceptual Engineering Design Public Meeting
- November 2014 30% Preliminary Engineering Design Public Meeting
- March 2015 60% Final Design Engineering Public Meeting
- August 2015 90% Final Design Engineering Public Meeting
- September 2015 100% Final Design Engineering On-Line Public Outreach

TIME CONSTRAINTS

A one-month delay would create a significant impact to the project schedule and could jeopardize FRA-administered federal funding that the Washington State Department of Transportation is relying upon to reimburse Sound Transit for the platform extension and added potential change orders of the contract scope.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2016-19: Authorized the chief executive officer to execute a contract with Flatiron West, Inc. to provide construction services for the Tacoma Trestle Track & Signal Project in the amount of \$57,511,780, with a 10% contingency of \$5,751,178, for a total authorized contract amount not to exceed \$63,262,958.

Motion No. M2015-76: Authorized the chief executive officer to execute a contract with David Evans and Associates to provide additional final design services for the Tacoma Trestle Track & Signal Project in the amount of \$919,033, with a 10% contingency of \$91,903, to totaling \$1,010,936, for a new total authorized amount not to exceed \$1,142,732.

Motion No. M2014-78: Authorized the chief executive officer to execute a contract amendment with David Evans & associates to provide final design engineering services for the Tacoma Trestle Track & Signal Project in the amount of \$7,076,388, with a 10% contingency of \$707,639 totaling \$7,784,027, for a new total authorized contract amount not to exceed \$12,131,796.

Motion No. M2014-08: Authorized the chief executive officer to execute a contract amendment with David Evans and Associates to provide preliminary engineering services for the Tacoma Trestle Project in the amount of \$2,596,172 with a 10% contingency of \$259,617, totaling \$2,855,789, for a new total authorized contract amount not to exceed \$4,374,769.

Motion No. M2013-47: Authorized the chief executive officer to execute a contract with David Evans and Associates to provide conceptual engineering services for the Tacoma Trestle Project in the amount of \$1,356,345, with a 10% contingency of \$135,635, for a total authorized contract amount not to exceed \$1,491,980.

ENVIRONMENTAL REVIEW

JI 4/7/2016

LEGAL REVIEW

LA 7 April 2016

MOTION NO. M2016-43

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with David Evans & Associates to provide additional final design and design support during construction services for the Tacoma Trestle Track & Signals Project in the amount of \$2,825,763, with a 10% contingency of \$282,576, totaling \$3,108,339 for a new total authorized contract amount not to exceed \$16,251,071.

BACKGROUND:

The Tacoma Trestle Track & Signal Project will replace a 100-year old single-track wooden trestle with a modern double-track structure along 0.65 mile section of the Sounder South Line from the Tacoma Station to East M Street in Tacoma. The project will be constructed mostly along Sound Transit's railroad right of way and above City of Tacoma public right of way over G Street, J Street, and L Street. Replacement of the trestle includes demolition and track removal of the existing bridge and trestle, upgrades to the embankment along the trestle, and construction of new and erosion control. Service in the corridor will remain active throughout construction.

The Tacoma Trestle Project is included in the ST2 plan and is scheduled for completion in 2018. Sound Transit received a federal TIGER Grant in the amount of \$10 million to increase track capacity to accommodate additional passenger and freight train operations.

The Tacoma Trestle Track & Signal Project includes a WSDOT passenger platform that will be integrated into the trestle as part of the project scope of the Tacoma Trestle Track & Signal Project. WSDOT will fully reimburse Sound Transit for all expenditures related to the platform extension's level boarding height requirements, systems, and canopies as well as railroad signal integration for Sound Transit's Tacoma Trestle Track & Signal Project and WSDOT's Point Defiance Bypass Project.

Sound Transit has executed an agreement with Washington State Department of Transportation's (WSDOT) Rail Division and Amtrak to integrate a platform extension to the Tacoma Trestle Track & Signal Project (authorized under Motion No. M2014-77).

Sound Transit and WSDOT have been working together on the final designs and operating requirements for a platform extension to be integrated to the Tacoma Trestle Track & Signal Project. The platform extension is a component of the WSDOT Point Defiance By-Pass project at their Tacoma Amtrak Station at Freighthouse Square in Tacoma. This platform extension would be used by Amtrak's Coast Starlight train when it arrives at the future Amtrak station.

The design consultant has provided final design services to replace a single track wooden bridge with a new double bridge along Sounder commuter rail corridor in Tacoma, WA. In February, the Sound Transit Board approved a contract with Flatiron West Inc. to construct the Tacoma Trestle Track & Signal Project.

This contract amendment includes final design services for a crossover track at L Street that would be provided after completion of additional environmental review addressing the crossover relocation. The design of the crossover needs to be changed to move the crossover from its original location on the trestle, to the L Street location as requested by the Federal Railroad

Administration. The contract amendment also provides DSDC for the Tacoma Trestle Track & Signal Project, including the bridge, signals, and ancillary improvements.

Environmental review for the Tacoma Trestle project was completed with the State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance (DNS) issued July 16, 2014, and the Federal Transit Administration approved a National Environmental Policy Act (NEPA) and Documented Categorical Exclusion (DCE) on April 14, 2014.

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 David Evans & Associates to provide additional final design and design support during construction services for the Tacoma Trestle Track & Signals Project in the amount of \$2,825,763, with a 10% contingency of \$282,576, totaling \$3,108,339 for a new total authorized contract amount not to exceed \$16,251,071.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 28, 2016.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator