

MOTION NO. M2013-48

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

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	7/11/13	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	7/25/13	Final Action	Ron Lewis, Executive Project Director, East Link Dirk Bakker, Corridor Design Manager, East Link (I-90)	206-689-4905 206-370-5661

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Parsons Brinckerhoff, Inc., to provide final design services for the East Link Extension civil design to include a turn-back track facility at the International District Station in the amount of \$755,879, for a total authorized contract amount not to exceed \$28,640,879.

KEY FEATURES SUMMARY

- 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.
- Final design services include the preparation of comprehensive civil contract documents for construction, permit support, survey, third party coordination including King County Metro, SDOT, and WSDOT, systems and operations coordination, cost estimating, and scheduling.

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. Start of 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 systems elements of the project will be developed in two separate design contracts. Approval for the systems final design contract is being sought in Motion No. M2013-49.

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	146,460	756	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	241,660	756	242,416	514,403
Phase Detail - Final Design					
Civil/Arch FD Package 2	29,000	27,885	756	28,641	359
Other Final Design Phase Activities	194,685	118,575	0	118,575	76,110
Total Phase	223,685	146,460	756	147,216	76,469
Parsons Brinckerhoff, Inc.					
Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
Contract Amount	27,885	27,885	756	28,641	
Contingency	0	0	0	0	
Total	27,885	27,885	756	28,641	
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: 12%
DBE: 6%

Commitment, total contract:

Small Business: 23%
DBE: 14.26%

Subconsultant/Subcontractor	Business Type	% Work	Dollar Value
ATS Consulting	Small Business	1.59%	\$456,069
Bolima Drafting and Design	DBE	3.19%	\$913,803
DKA Associates	DBE	1.20%	\$343,632
DL Design Group	DBE	0.34%	\$96,597
Elcon Associates	Small Business	0.28%	\$79,159
Gary Baldasari AIA LLC	Small Business	0.63%	\$181,655
Lin and Associates	DBE	1.62%	\$463,268
LKG-CMC	DBE	2.18%	\$625,049
Moniz Architectures	DBE	0.36%	\$102,916
Nakano	DBE	1.21%	\$348,082
Ott Construction Consultants	Small Business	1.56%	\$445,981
PCSI Design	DBE	0.23%	\$67,404
SC Solutions	Small Business	3.66%	\$1,047,543
SCL Inc.	DBE	3.37%	\$965,258
The Greenbusch Group	DBE	0.56%	\$161,581
Tahoma Road	Small Business	0.12%	\$35,151
The Watershed Group	Small Business	0.89%	\$255,758
Total for Contract		23.00%	\$6,588,906

EQUAL EMPLOYMENT WORKFORCE PROFILE

186 employees; 8% women; 18.8% 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. M2012-75: Authorized the chief executive officer to execute a contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension for a total authorized contract amount not to exceed \$27,885,000.

ENVIRONMENTAL REVIEW

JI 7/5/2013

LEGAL REVIEW

LA 5 July 2013

MOTION NO. M2013-48

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Parsons Brinckerhoff, Inc., to provide final design services for the East Link Extension civil design to include a turn-back track facility at the International District Station in the amount of \$755,879, for a total authorized contract amount not to exceed \$28,640,879.

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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 Parsons Brinckerhoff, Inc., to provide final design services for the East Link Extension civil design to include a turn-back track facility at the International District Station in the amount of \$755,879, for a total authorized contract amount not to exceed \$28,640,879.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Pat McCarthy
Board Chair

ATTEST:

Marcia Walker
Board Administrator