



MAINTENANCE & OPERATIONS BASE  
INFRASTRUCTURE AND FACILITIES IMPROVEMENT PROJECT

GC/CM APPLICATION TO THE PRC  
NOVEMBER 29, 2018



HUITT-ZOLLARS

**Parametrix**  
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# Agenda

- Introductions
- Project Background
- Meets Applicable Criteria
  - Qualifying project
  - Management Plan
    - Project Team
    - Schedule
    - Budget
    - Funding
- Public benefits
- Summary

# Project Background

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# Project Overview

Base Master Plan - phased development approach to address:

- Aging infrastructure
  - Unmet needs of the current fleet
  - Provide additional capacity for projected fleet growth through 2040
- 
- Primary Goals
    - Increase vehicle parking
    - Upgrade fuel and wash facilities
    - Increase maintenance capacity of existing base
    - Upgrading facilities to contemporary safety and operation standards
    - Maintain operational capacity during construction

**EXISTING  
BASE  
PROPERTIES**



**EXISTING  
BUILDING  
NUMBERS**



**PHASE 1  
PROJECTS**



# PHASE 1 PROJECTS



Fill in pits and  
convert to  
articulated bays

Expansion of South  
Base Parking lot

New Fuel  
and Wash  
Facilities

Expansion  
of Bus Lot

Expansion of  
Building 4  
Visitor lot

# PHASE 1 PROJECTS



Possible roof structure to support electric bus charging and solar panels

# PHASE 1 PROJECTS



Removal of existing fuel and wash facilities to increase bus lot capacity

# PHASE 1 PROJECTS



Bus lot re-striping  
and reorientation

# PHASE 1 PROJECTS

Design for new  
West Base Building

Remove existing  
Buildings 7 and 8



# PHASE 1 PROJECTS

Raise existing  
employee parking  
lot and convert to  
bus lot Parking



# MASTER PLAN PHASING

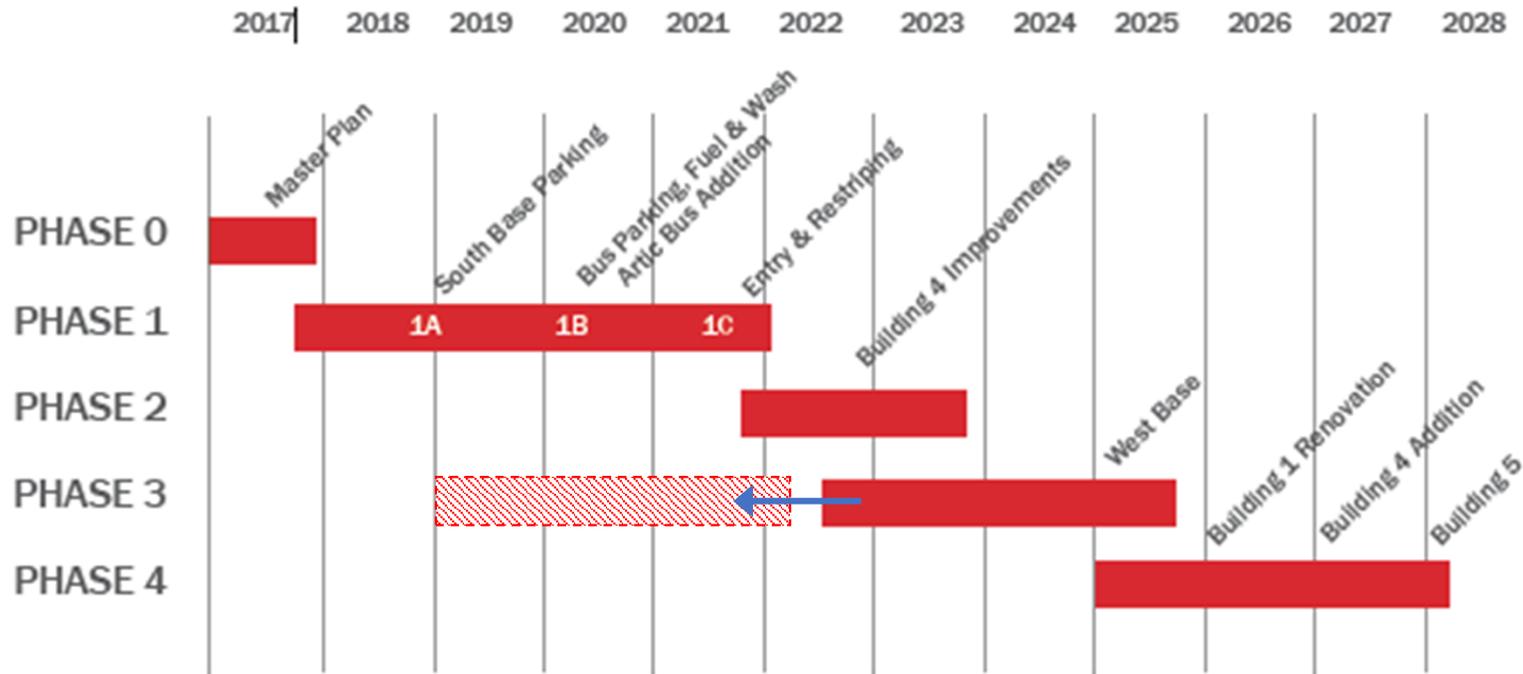


FIGURE 1-2 IMPLEMENTATION SCHEDULE FOR THE PREFERRED ALTERNATIVE

# GC/CM Qualification

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# QUALIFYING CRITERIA

- ✓ Complex scheduling, phasing or coordination
- ✓ Involves construction at an occupied facility
- ✓ Involvement of the GC/CM during design is critical
- ✓ Complex or technical work environment
- ✗ *Historic significance – N/A*
- ✓ Heavy Civil

# 1. COMPLEX SCHEDULING / PHASING

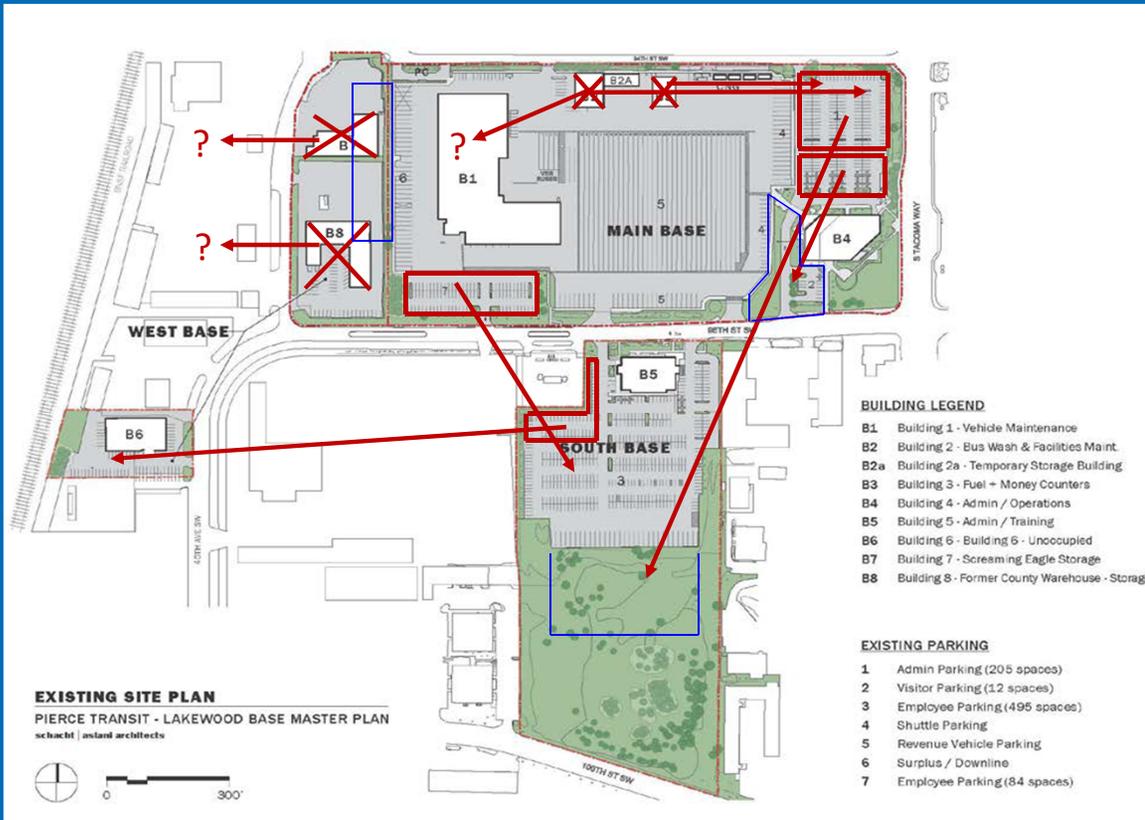
## 14 sub-projects within four phases

- Sequence to minimize disruption and maximize vehicle capacity

## Scheduling, Phasing and Coordination are Critical!

- Currently at capacity
- Must ensure full functionality of the base during construction
- Sound Transit usage may change
- Actual flow of funds may require resequencing
- Electrification and major route expansions may generate new requirements
  - Bus Rapid Transit and 17 Articulated Bus
  - Infrastructure needs for electric fleet expansion

# 2. Occupied Facility



Location/Function	Where Relocated to:
Building 1 south parking lot	Relocated to behind Building 5
Building 2 – Facilities Maintenance, Bus Wash, Temporary Storage Shelter	Facilities and infrastructure to be demolished and relocated to area yet to be determined with input from GC/CM
Building 3 – Fueling, Revenue Counting	Facilities and infrastructure to be demolished and relocated to employee parking lot north of Building 4
Building 4 Employee parking lot (north) Visitor parking (southwest)	Facilities and infrastructure relocated to Building 5 expanded parking lot Expand/reconfigure to accommodate ADA, relief vehicles, admin vehicles and visitor parking
Building 5 – Van Pool operations	Van pool operations to be relocated to Building 6
Building 6	Currently being renovated for future use by van pool operations
Building 7 – Service Supervisors program	Building to be demolished; functions need to be relocated to area yet to be determined with input from GC/CM
Building 8 Warehouse, IT storage, Facilities storage Facilities maintenance storage	Building to be demolished; functions need to be relocated to area yet to be determined with input from GC/CM

### 3. GC/CM INVOLVEMENT IS CRITICAL

Key needs include:

- Initiate critical early safety work
- Develop phasing and sequencing to meet operating needs
- Value Engineering
- Constructability Review
- Validate cost estimates
- Maximize cost effectiveness (e.g., minimize rework)
- Engage local contracting community

## 4. COMPLEX OR TECHNICAL ENVIRONMENT

- Electrification technology is changing rapidly
- FTA funding participation may vary (e.g., national political climate)
- Sound Transit plans may change

# 5. HEAVY CIVIL

- Work is primarily infrastructure
- Industry input will be sought on use of Heavy Civil
- Decision will be made prior to releasing RFP



**OPEN HOUSE  
AND  
REQUEST FOR INFORMATION**

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**MAINTENANCE AND OPERATIONS BASE  
INFRASTRUCTURE AND FACILITIES IMPROVEMENT  
GC/CM PROJECT**  
RFP# 2018-03

**POSITION:** Pierce Transit is holding an Open House and Request for Information (RFI) for the Maintenance and Operations Base Infrastructure and Facilities Improvement GC/CM Project. The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base. The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base. The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base.

**SCOPE:** The project will include the design and construction of the following items:

1. Construction of a new building for the Maintenance and Operations Base.
2. Construction of a new building for the Maintenance and Operations Base.
3. Construction of a new building for the Maintenance and Operations Base.
4. Construction of a new building for the Maintenance and Operations Base.
5. Construction of a new building for the Maintenance and Operations Base.

**ADDITIONAL INFORMATION:** The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base. The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base. The project is a multi-phase project that will improve the existing infrastructure and facilities at the Maintenance and Operations Base.

**CONTACT:** For more information, please contact the project manager at [projectmanager@piercetransit.org](mailto:projectmanager@piercetransit.org).

**PROJECT BACKGROUND:** The recently updated Base Master Plan anticipates a phased development approach to address the aging infrastructure, unmet needs of the current fleet and to provide additional capacity for projected fleet growth through 2040. This will be accomplished through a series of phased projects that increase the vehicle parking, fuel and wash, and maintenance capacity of the existing base while also bringing these facilities up to contemporary safety and operation standards.

**REFERENCE DOCUMENTS:** The Base Master Plan Final Draft dated 3-22-18 is available at the following web address: <https://www.piercetransit.org/bmp/>. Pierce Transit's Project Review Committee GC/CM Application is available for your review at <https://des.wa.gov/about/boards-committees/capital-projects-advisory-review-board/project-review-committee>.

**MACC ESTIMATE:** \$50 Million.

# Management and Funding

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# FUNDING

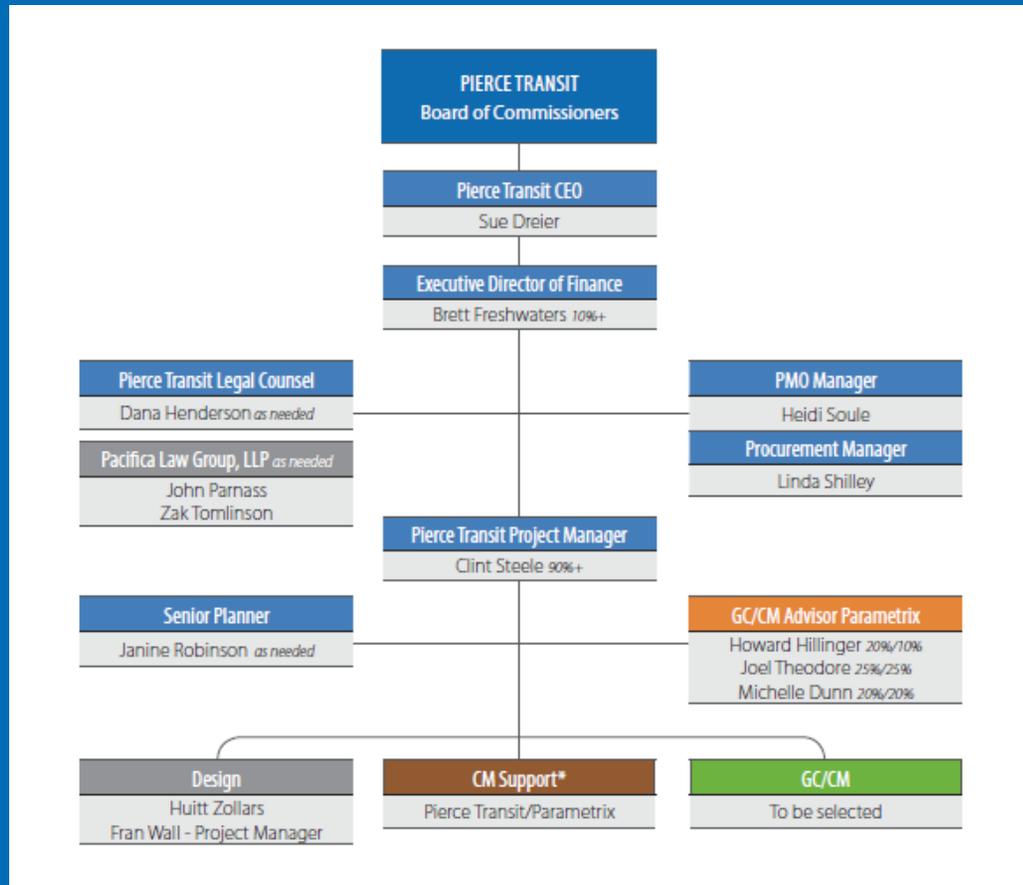
- 2019 Proposed Budget: \$23.3 M
- Planned future appropriations: \$11.9 M
- Sound Transit (estimated): \$39.5 M
- Local Funding, Grants and other sources to be determined (beyond 2025): \$81.7 M

*\* Contract will include options to continue GC/CM services as additional funding is received*

# KEY MILESTONES

Activity	Date
A/E Selection (Huitt Zollars)	August 2018 (Complete)
A/E Notice to Proceed	October 2018 (Complete)
GC/CM Advisor Selection (Parametrix)	October 2018 (Complete)
Project Review Committee (PRC) Application	October 22, 2018
PRC Meeting	November 29, 2018
GC/CM Outreach	November 2018
Advertise GC/CM RFP	December 2018
Shortlist GC/CM and Interview	January 2019
Final Proposal and Fee	January 2019
Selection and Notice of Intent to Award of Preconstruction Services	February, 2019
NTP/Board Approval of GC/CM Selection	March 2019
Phase 1A 30% Design Submittal	March 2019

# TEAM ORGANIZATIONAL CHART



\*PM/CM support team onsite will be defined and developed from within Pierce Transit, Parametrix, and Huitt Zollar resources once the project schedule and funding is better known.

Anticipated Level of Effort: 1-3 FTEs

# PROJECT TEAM

- **Brett Freshwaters, Pierce Transit**
  - Pierce Transit CFO, responsible executive
  - GC/CM experience: Two projects for Metro Parks Tacoma
- **Clint Steele, Pierce Transit**
  - 30+ Years PM/CM experience
  - Completed AGC/UW GC/CM Class
  - Large project experience includes:
    - Harned Center for Health Careers
    - Annette B. Weyerhaeuser Early Learning Center (LEED Gold)
    - Pamela Transue Center for Science and Engineering (LEED Gold)
- **Doug Dickinson, Pierce Transit**
  - Managed previous GC/CM project for Building 5
  - Available as in-house resource
- **Other Key Staff (All completed AGC/UW GC/CM training) include:**
  - Heidi Soule, Project Management Office Manager
  - Naomi Graham, Purchasing Coordinator
  - Ashley DeGraffenreid, Project Controls Administrator

# PROJECT TEAM

- **Howard Hillinger, Parametrix**
  - 30+ Years PM/CM experience, CCM
  - GC/CM experience: 10+ project including Tacoma Schools, WSF Colman Dock and the City of Seattle Overlook Walk
  - Member: PRC, GC/CM Heavy Civil Task Force
- **Joel Theodore, Parametrix**
  - 20+ Years Design and Construction experience
  - GC/CM experience: Multiple projects including Lynnwood Link, Convention Place Station, Portland to Milwaukie Light Rail Project.
- **John Parnass & Zak Tomlinson, Pacifica Law Group, LLP**
  - Legal Counsel
  - Extensive GC/CM experience

# PROJECT TEAM

- Fran Wall, Huitt Zollars
  - 31 Years experience
  - GC/CM experience: Maintenance base experience includes South Transit's Operations and Maintenance Base East and Maintenance of Way Facility
  - Will receive GC/CM orientation and support from Parametrix
- Dennis Erwood, Studio Meng
  - 39 Years experience
  - GC/CM experience: Lake Washington and Clover Park School Districts

# PUBLIC BENEFITS

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# PUBLIC BENEFITS

## GC/CM

- Schedule
- Risk Management
- Enhanced Cost Control
- Predictable Schedule Management

## Heavy Civil

- More control of delivery of critical safety needs
- More flexibility to level work
- May improve the attractiveness of the project
- Predictable Schedule Management

# SUMMARY

- ✓ Meets Four Qualifying Criteria
  - ✓ Occupied site
  - ✓ Complex schedule with multiple linkages
  - ✓ Technically complex
  - ✓ Involvement of the GC/CM during design is critical
  - ❖ Heavy Civil
  
- ✓ GC/CM will be under contract early in design
  
- ✓ Public body has necessary management plan
  - ✓ Experienced personnel and resources
  - ✓ Clear and logical management plan
  - ✓ Necessary funding and budget
  
- ✓ Public benefits: risk management, time, cost

# RESPONSE TO QUESTIONS

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# QUESTIONS

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