

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-59

Contract for Final Design Services for Tukwila Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/2/09	Discussion/Possible Action	Jim Edwards, Director, Capital Projects Eric Beckman, Rail Program Manager Paul T. Cornish, Project Manager	(206) 398-5436 (206) 398-5251 (206) 398-5342

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Souder Commuter Rail - Tukwila Station

PROPOSED ACTION

Authorizes the chief executive officer to exercise a contract option with KPFF to provide final design services for the Tukwila Souder Commuter Rail Station project and amend the contract in the amount of \$2,922,930 with a 10% contingency of \$292,293 totaling \$3,215,223, for a new total authorized contract amount not to exceed \$4,302,944.

KEY FEATURES of PROPOSED ACTION

- The proposed action exercises a contract option with KPFF consulting services to provide final design services for the Tukwila Souder Commuter Rail Station identified in the Station Master Plan.
- KPFF was selected through a competitive process to assist Sound Transit in developing the master plan for the station. The procurement process allowed Sound Transit to award KPFF a contract for preliminary engineering and environmental documentation services, with an option for final design services.
- The contract with KPFF includes the following key design tasks:
 - Prepare construction plans and specifications;
 - Prepare a construction cost estimate;
 - Permitting support;
 - Assistance during construction solicitation; and
 - Construction support.
- Key permanent station elements included in this contract are:
 - A modified parking lot layout reflecting the Union Pacific railroad not being relocated as originally planned;
 - Passenger access to the platforms via a tunnel under the BNSF embankment;
 - Station platforms consistent with a permanent Souder commuter rail station; and
 - A stormwater detention pond and associated drainage structures.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design
Projected Completion Date: 2011

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase	✓	This action will leave a Final Design phase level shortfall of \$2.8M.
This Task	✓	
Budget Amendment Required		
Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required	✓	Sufficient unallocated project contingency exists to fund this phase level shortfall.
Funding required from other parties (other than what is in financial plan)		

Not checked-action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The Adopted 2009 Budget for this project is \$16,433,659, with a final design phase budget of \$413,778. The proposed action is to exercise a contract option with KPFF, which will increase the contract by \$3,215,223 for final design services. This action will leave a final design phase level shortfall of \$2,817,962; this shortfall will be covered by using a portion of the project contingency. This action would leave a remaining project contingency balance of \$2,659,460 and a remaining project budget of \$2,769,725.

A project level funding shortfall was identified to complete construction on the Tukwila Sounder Commuter Rail Station. The Cities of Renton and Tukwila have received a WSDOT regional grant and will be contributing funding towards the shortfall. ST2 included funding for the Tukwila commuter rail station.

BUDGET TABLE

Summary for Board Action (Year of Expenditure \$000)

Project: 236 - Tukwila Station

	2009 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 901	\$ 901	\$ -	\$ 901	\$ -
Preliminary Engineering	\$ 1,175	\$ 1,072	\$ -	\$ 1,072	\$ 103
Final Design	\$ 414	\$ 17	\$ 3,215	\$ 3,232	\$ (2,818)
Right of Way	\$ 8,466	\$ 8,459	\$ -	\$ 8,459	\$ 7
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 5,477	\$ -	\$ -	\$ -	\$ 5,477
Total Current Budget	\$ 16,434	\$ 10,449	\$ 3,215	\$ 13,664	\$ 2,770

Phase Budget Detail

Final Design	\$ -	\$ -	\$ 3,215	\$ 3,215	\$ (3,215)
Misc. Activity	\$ 414	\$ 17	\$ -	\$ 17	\$ 397
Total Phase	\$ 414	\$ 17	\$ 3,215	\$ 3,232	\$ (2,818)

Contract Budget	Current Approved Contract Value (F)	Committed To Date ² (G)	Proposed Action (H)	Proposed Total Contract Value (I)
KPFF	\$ 989	\$ 948	\$ 2,923	\$ 3,912
Contingency	\$ 99	\$ 93	\$ 292	\$ 391
Total	\$ 1,088	\$ 1,041	\$ 3,215	\$ 4,303
Percent Contingency	10%	10%	10%	10%

Budget Shortfall

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
Final Design	\$ (2,818)	\$ 5,477	Project Contingency
Total	\$ (2,818)	\$ 5,477	

Notes:

¹ Project budget is located on page 134 of the Adopted 2009 Budget book. The 2009 Budget was adopted by the Board on December 11, 2008.

² Committed to date amount includes actual outlays and commitments through May 31, 2009.

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

The amended contract for preliminary engineering, final engineering and construction support contract has a small business utilization of 10.9%.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Adolfson Associates, Inc.	WBE/DBE	3.7	106,160
Tres West Engineers, Inc.	DBE	2.7	78,703
Karen Keist Landscape Architects	WBE/DBE	1.5	43,459
Heffron Associates	WBE/DBE	1.3	36,882
Geomatrix	DBE	0.7	20,384
Gram	DBE	1.0	30,000
Total		10.9%	\$315,588

EEO Commitment

KPFF’s workforce demographics are 31% women and 20% minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Sounder commuter rail service to Tukwila is currently provided at a temporary station constructed in February 2001 for the start up of Sounder service.

An agreement was reached in 2002 whereby Sound Transit agreed to delay the final station design for up to ten years to allow the City of Tukwila to incorporate its downtown development plan and for the City of Renton to pursue the intersection of Strander Blvd. as an overpass over the BNSF and UPRR tracks.

Since 2007, Sound Transit and the KPFF design team have worked with project partners (including representatives from the Cities of Tukwila and Renton, King County Metro, and Amtrak) to develop the Tukwila Station Master Plan and the subsequent 30% plans. The 30% plans developed the station footprint and identified the requirements needed for completion of the environmental documentation. The 30% design plans and environmental documentation were subsequently completed in January 2009.

Environmental documentation under both NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) has been completed. A NEPA Environmental Assessment (EA) was completed and issued by Sound Transit and the Federal Transit Administration (FTA) in January 2009. A FONSI (Finding of No Significant Impact) was issued by FTA for the Tukwila Station project in March 2009. SEPA compliance was fulfilled as the NEPA Environmental Assessment also served as a SEPA Addendum to the Seattle to Tacoma Commuter Rail Notice of Adoption of NEPA Environmental Assessment and SEPA Mitigated DNS (June 1998). The FTA issued a finding of No Significant Impact (FONSI) in January 2009.

PRIOR BOARD/COMMITTEE ACTIONS

Motion/Resolution Number and Date	Summary of Action
M2007-73 7/19/07	Authorized the chief executive officer to execute a contract amendment with KPFF to provide preliminary engineering and environmental documentation services for the Tukwila Commuter Rail Station project in the amount of \$739,149 with a 10% contingency of \$73,915 totaling \$813,064, for a new total authorized contract amount not to exceed \$1,087,721.
M2005-136 12/15/05	Authorized the chief executive officer to execute a contract with KPFF to provide an Alternatives Analysis and a Project Sequencing Plan for the Tukwila Station in the amount of \$249,688 with a 10% contingency of \$24,969, for a total authorized contract amount not to exceed \$274,657.

CONSEQUENCES of DELAY

A two-week delay in Board action would not adversely impact this project.

PUBLIC INVOLVEMENT

A public open house to discuss the environmental impacts and elements was held January 29, 2009.

This fall, Sound Transit will apply for an unclassified use permit for the permanent station. The permit process will require a public hearing and a presentation to the Tukwila City Council. The station design elements will be presented and discussed at these meetings.

ENVIRONMENTAL COMPLIANCE

SK 6/19/09

LEGAL REVIEW

LA 6/26/09