

SOUND TRANSIT

STAFF REPORT MOTION NO. M2001-44

Contract Amendment with Berger/Abam Engineers, Inc. for Services in Connection with the Lakewood-to-Tacoma Commuter Rail and 512 Park-and-Ride Expansion Combined Environmental Impact Statement Process

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	5/3/01	Discussion/ Possible Action	Paul Price, Director John L. Hubbard, Project Manager	(206) 389-5111 (253) 581-8137

PROPOSED ACTION

The proposed action would authorize the Executive Director to amend Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Final Environmental Impact Statement for the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion. This action would authorize an increase of \$100,000 plus a 10% contingency to the current total authorized contract amount of \$1,050,720 for a new total authorized contract amount not to exceed \$1,160,720.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute a contract amendment on Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Final Environmental Impact Statement for the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride. This action would authorize an increase of \$100,000 plus a 10% contingency to the current total authorized contract amount of \$1,050,720 for a new total authorized contract amount not to exceed \$1,160,720.
- ◆ Amends the existing professional service contract with Berger/Abam, Inc. to complete the Final Environmental Impact Statement (FEIS) for the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion combined environmental impact statement process.
- ◆ Budget for the year 2001 will not be exceeded as a result of this action.

DISCUSSION

On June 17, 1999, the Sound Transit Board passed Motion No. M99-37, authorizing Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion combined environmental impact statement process.

Original work on the environmental review for Tacoma-to-Lakewood commuter rail began as part of an Environmental Assessment and expanded environmental checklist. During the fall of 1998, a request was submitted to the Federal Transportation Administration (FTA) for using a separate Environmental Assessment for the commuter rail facility at the Tacoma Dome Station. The reason for making that request was to expedite the design of the Tacoma Dome Station commuter rail facility to ensure it would be ready for initial service start-up. When negotiating this arrangement, it became apparent that the FTA staff would expect the remaining portions of the Tacoma-to-Lakewood environmental review to require an Environmental Impact Statement.

During discussions with the FTA, it was agreed that the environmental review process for the expansion of park-and-ride capacity at or near the 512 Park-and-Ride, a Regional Express project, be combined with the commuter rail environmental review. Combining the process for both capital projects ensured that all reasonable alternatives in the area were explored, including combining the facilities, and resulted in a comprehensive environmental review.

The Draft Environmental Impact Statement was issued last summer. While few natural environment concerns were raised, several agencies raised issues regarding track design/configuration concerns and track rights and usage. Residents who may potentially be relocated as a result of the project also raised issues.

Staff has been working with Berger/Abam to address these issues. Sound Transit has been negotiating alternatives and mitigation plans for certain segments of the project. Numerous meetings have also been held with residents who may be affected by relocation. The additional level of effort necessary prior to the issuance of the Final Environmental Impact Statement was not anticipated for this phase of the project.

Considerable extra consultant work was needed to address:

- Affected jurisdiction's traffic concerns, especially at roadways and intersections immediately adjacent to planned stations.
- The potential for relocation of the residents of a mobile home park for the Lakewood Transportation Center project.
- On-going re-analysis of the "Environmental Justice" section of the EIS as it relates to that potential relocation.
- Reducing the physical volume of the EIS document in response to the FTA's new guidelines.
- Finally, much work has come from the comments received from Washington State Department of Transportation (WSDOT) Rail Division. Their concerns focus the compatibility of Sound Transit's project with the potential future high-speed train use of this corridor.

The additional unanticipated consultant work required has exhausted the amount provided under the current contract.

The amendment is required to perform the additional environmental services noted above to complete the draft version of the FEIS. Sound Transit will then need to respond to issues likely to be raised during FTA and WSDOT review of that draft, and produce the final document for publication and public distribution. Consultant support will also be needed for completion of the integral Biological Assessment and the multi-agency coordination leading to FTA issuance of the Record of Decision on this project.

BUDGET

Funding for this contract amendment is included in the Preliminary Engineering/ Environmental Review budget phase of the South Tacoma and Lakewood Commuter Rail station projects and the Regional Express SR 512 Park & Ride Expansion Project, as shown in the adopted 2001 Budget, on page 87, 100, 101 and 209. Consultant work concerning the SR 512 Park and Ride Expansion is provided out of the Regional Express budget as indicated in Table 2. Committing these funds does not endanger any other project elements that are to be funded out of the respective phases. Sounder was able to negotiate the current station Preliminary Engineering contracts, also funded out of this phase, for what is believed to be a fair and reasonable amount, based on what was anticipated for the community involvement process. This budget phase was designed to provide adequate resources to respond to community issues and concerns that may arise beyond what may be anticipated, such as has occurred on other Sounder stations. All funding for this project will continue to be derived from the Pierce County Subarea budget.

Table 1 - Impact of Action on Berger/Abam Contract

Current Contract Value Not to Exceed ¹ (A)	Proposed Action Cost for Amendment (including a 10% contingency) (B)	Proposed Total Contract Value - Not to Exceed (C) = (A+B)
\$ 1,050,720	\$ 110,000	\$ 1,160,720

¹ See Motion No. M99-37 of 6/17/99.

Table 2 – Impact of Motion on Lakewood- to-Tacoma Facility Budgets

Station/ Project #	Total Project Budget	Budget for PE/Environ Phase (A)	Obligated to Date¹ (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
South Tacoma (#251, p. 100)	\$10,740,000	\$570,000	\$155,164	\$ 44,000	\$370,836
Lakewood Station (#253, p. 101)	\$13,337,000	\$ 800,000	\$ 221,547	\$ 44,000	\$534,453
Tacoma-Lakewood Station T&F(#130, p. 87)	\$65,286,000	\$1,320,000	\$ 748,906 ²	0	\$571,094
SR 512 P&R Expansion (#362, p. 209)	\$ 6,213,000	\$ 665,000	\$ 214,991	\$ 22,000	\$428,009
Total	N/A	\$3,355,000	\$1,340,608	\$110,000	\$1,904,392
	*Amount of Shortfall	Potential Revenues	Funding Sources		
	N/A				

- Obligated to date includes actual expenditures through 2/28/01 (\$368,139) and outstanding commitments (\$8,572) for Sounder and for Regional Express, actual expenditures of \$214,991.
- Expenditures for Berger/Abam in the amount of \$483,751 have been accrued through early 1999 in project #130 and are included in this amount.

ALTERNATIVES

- 1) Publish a new request for proposals for completing the Final Environmental Impact Statement.

Not Recommended: The Berger/Abam team has performed well on this complicated project. The time involved in packaging and advertising the project, selecting and negotiating a new consultant contract, as well as bringing a new environmental team up to speed would delay completion of the project. Sound Transit's ability to meet service start-up dates for the Lakewood-to Tacoma line, as well as expansion of the SR-512 Park-and-Ride capacity would also be impaired.

- 2) Re-open negotiations with the firm.

Not Recommended: Staff has worked hard to negotiate a contract amendment with these consultants which responds to the needs of the project, but at the same time keeps in mind the limited project budget. Staff has also been careful to include adequate resources to respond to the issues of the community as we complete this environmental process.

CONSEQUENCES OF DELAY

A significant delay in action on this amendment to the Berger/Abam, Inc. contract will result in the possible loss of environmental services on the on-going FEIS process. Insignificant delays to this action – such as a few weeks, should the Finance Committee members desire additional information or time to consider the action recommended by staff – are not likely to have any serious cost or other negative consequences on the environmental review process.

REGIONAL PARTNERSHIP AND COOPERATION

This project is a partnership between the Commuter Rail department and the Regional Express department. Together, Sound Transit staff has been working closely with both local jurisdictions, and their Technical Advisory Committees, as well as Pierce Transit, to plan the scope of work and schedule for implementation of the commuter rail stations in South Tacoma and Lakewood and the expansion of capacity at the SR512 Park-and-Ride.

PUBLIC INVOLVEMENT

An extensive series of combined community open houses/workshops/public hearings have been held for this environmental review process. At these sessions, participants were able to directly influence the layout and design of this segment, helping to produce the best facilities possible within the available budget. Extensive written comments on the draft Environmental Impact Statement have also been received from agencies as well as the general public.

LEGAL REVIEW

MLB 4/20/01

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A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to amend Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Final Environmental Impact Statement for the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion. This action would authorize an increase of \$100,000 plus a 10% contingency of \$10,000 to the current total authorized contract amount of \$1,050,720 for a new total authorized contract amount not to exceed \$1,160,720.

Background:

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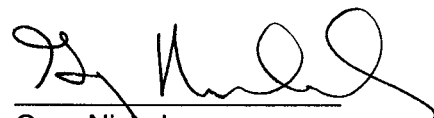
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Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to amend Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Final Environmental Impact Statement for the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion. This action authorizes an increase of \$100,000 plus a 10% contingency of \$10,000 to the current total authorized contract amount of \$1,050,720 for a new total authorized contract amount not to exceed \$1,160,720.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 3rd day of May 2001.


Greg Nickels
Finance Committee Chair

ATTEST:


Marcia Walker
Board Administrator