

STAFF REPORT
SOUND TRANSIT
MOTION NO. M2001-45

**Final Design Services Contract Amendment with Zimmer Gunsul Frasca Partnership for
Everett Commuter Rail Station**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	5/3/01	Discussion/Possible Action	Paul Price, Director	(206) 398-5111
Finance Committee	5/17/01	Discussion/Possible Action	Val Batey, Project Manager	(206) 398-5117

PROPOSED ACTION

The proposed motion would authorize the Executive Director to amend Contract No. RTA/CR 30-97K with Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station. This action authorizes an increase of \$801,026 plus a 10% contingency of \$80,102 to the original contract amount of \$420,245 for new a total authorized contract amount not to exceed \$1,301,373.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to amend Contract No. RTA/CR 30-97K with Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station. This action authorizes an increase of \$801,026 plus a 10% contingency of \$80,102 to the original contract amount of \$420,245 for new a total authorized contract amount not to exceed \$1,301,373.
- ◆ The scope of work for this contract amendment includes final design of passenger platform and amenities, a grade-separated pedestrian crossing, a parking lot for 400-plus cars and other site and street improvements as required by the City of Everett. In addition, the contract amendment also covers the final design of an operations building to house BNSF train crews and on-site security personnel, as well as equipment and supplies for light maintenance of the Sounder trains
- ◆ The Zimmer Gunsul Frasca Partnership (ZGF) has performed satisfactorily throughout the preliminary design phase. Staff recommends that the preliminary design contract be amended to include final design of the Everett station commuter rail elements. The existing contract provides the option for amendment to cover final design services should preliminary design services be performed to Sound Transit's satisfaction.

Discussion

On March 15, 2001, the Finance Committee of the Sound Transit Board passed Motion No. M2001-19, authorizing the execution of Contract No. RTA/CR 30-97K with ZGF for preliminary design of the Everett Commuter Rail station.

ZGF has performed satisfactorily throughout the preliminary design phase. Staff recommends the contract be amended to include final design. In addition to the final design tasks, this amendment also includes bid document preparation, bid support and construction administration support by ZGF and their subconsultants.

The Everett commuter rail station is one of three commuter rail facilities planned on the Everett-to-Seattle commuter rail line. This station, along with those planned for Mukilteo and Edmonds, was addressed in the Environmental Impact Statement for the Everett-to-Seattle commuter rail project (December 1999). The Federal Transit Administration issued a Record of Decision on the Everett-to-Seattle project on February 4, 2000.

Under the Memorandum of Agreement (MOA) between the City of Everett and Sound Transit signed in 1999 (Resolution No. R99-5, approved on February 11, 1999) the City is responsible for the design and construction of the commuter rail elements, as well as other facilities, included in the Everett Multimodal Station on the west side of the BNSF tracks. The design for this portion of the site has already been completed, and construction is currently underway. Of the 1,100 parking spaces to be provided at the Everett Station, Sound Transit will require, at full service, approximately 700. 300 spaces currently under construction on the west side of the station will be available to Sounder Commuters. 400 spaces will be provided in the lot to be designed under this contract. The remainder will be designed and built by Everett under the MOA.

In October 1997, Sound Transit established a pool of 15 design teams for commuter rail station design services. On April 19, 2000, a Request for Proposals was issued to the pool for commuter rail station design services for the Edmonds, Mukilteo and Everett stations. The Everett Station Technical Advisory Committee (TAC) met in June 2000 to interview three prospective design teams for the commuter rail station project. The TAC for the Everett commuter rail station selected ZGF.

The scope of work for this contract amendment includes final design of passenger platform and amenities, a grade-separated pedestrian crossing, a parking lot for 400-plus cars and other site and street improvements as required by the City of Everett. In addition, the contract amendment also covers the final design of an operations building to house BNSF train crews and on-site security personnel, as well as equipment and supplies for light maintenance of the Sounder trains. The existing contract provides the option for amendment to cover final design services should preliminary design services be performed to Sound Transit's satisfaction.

Final design is scheduled to take approximately four months to complete. The deliverables in this contract include construction drawings and specifications for the purpose of advertising for bids for construction.

BUDGET

Funding for this contract is included in the Final Design and Specifications budget phase of the Everett Multimodal Commuter Rail station project, which totals \$17,023,000, as shown in the adopted Sound Transit 2001 Budget, on page 88. The budget for final design and specifications is adequate for the proposed contract amendment. Committing these funds for final design does not endanger any other project elements that are to be funded out of the overall Everett Station budget. All funding for the subject contract is derived from the Snohomish County subarea budget.

To date, the contract for preliminary design has been funded from the Preliminary Engineering phase of the Everett Multimodal Station budget. The obligations to date are minimal, as the contract amendment will be funded from a separate phase – the Final Design and Specifications phase.

Table 1 - Everett Multi-Modal Station: Budget and Obligations Related to ZGF Contract

Project #/Phase	Total Budget for This Phase ¹ (A)	Obligations to Date ² (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
#201/Final Design and Specifications	\$839,000	\$3,654	\$826,128	\$9,218
#100 Layover Facility ³	\$55,000	0	\$55,000	0
Total	\$894,000	\$3,654	\$881,128	\$9,218

¹ The Sound Transit 2001 Budget, adopted by Resolution R2000-17 on 12/14/00, project #201 Page 88.

² Actual expenditures and commitments through March 31, 2001.

³ Final Design includes design for part of the north terminus layover facility, budget for which is found in the Everett to Seattle track and facilities, project #100 (p. 84).

Table 2 - Impact of Action on ZGF Contract

	Current Contract Value Not to Exceed ¹ (A)	Proposed Action Cost for Amendment (B)	Proposed Total Contract Value - Not to Exceed (C) = (A+B)
Total	\$420,245	\$881,128	\$1,301,373
Contingency	\$38,204	\$80,102	\$118,306
Percentage	10%	10%	10%

¹ See Motion M2001-19, March 15, 2001.

ALTERNATIVES

- 1) Final design for the station could be re-bid as a separate package.

Not Recommended: Staff is satisfied with the performance of the ZGF team on the preliminary design contract. The design team and subconsultants are familiar with the issues and have satisfactorily provided resolution to the design problems involved in the Everett Station. It would not be cost effective to bring a new design team up to speed when the one already under contract for preliminary design has demonstrated that they can perform the required tasks satisfactorily and meet the criteria established in the RF. It is doubtful that Sound Transit would receive any benefit in cost by re-advertising for a separate final design contract.

- 2) Negotiations with the selected firm could be re-opened.

Not Recommended: Staff have negotiated this contract to get the best price we feel possible to complete the final design scope of work. It is unlikely that a lower price for this work would result from reopening negotiations.

CONSEQUENCES OF DELAY

Taking action on the proposed contract amendment will allow continued progress towards the goal of starting construction by the end of 2001 and having the station facilities completed and ready for the start up of service in early 2003.

REGIONAL PARTNERSHIP AND COOPERATION

A Technical Advisory Committee (TAC) has been established for the Everett station. The TAC has already participated in the selection of the design team for the station. The TAC continues its advisory role throughout the station design process. The TAC has reviewed and commented on the preliminary design for the station. The TAC's comments have been considered in determining the scope of work for the final design contract amendment.

PUBLIC INVOLVEMENT

The TAC will continue to provide community input at key points in the design development process.

LEGAL REVIEW

MLB 4/20/01

SOUND TRANSIT

MOTION NO. M2001-45

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute an amendment to Contract No. RTA/CR 30-97K with the Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station. This action authorizes an increase of \$801,026 plus a 10% contingency of \$80,102 to the original contract amount of \$420,245 for new a total authorized contract amount not to exceed \$1,301,373.

Background:

The Everett commuter rail station is one of three commuter rail facilities planned on the Everett-to-Seattle commuter rail line. This station, along with those planned for Mukilteo and Edmonds, was addressed in the Environmental Impact Statement for the Everett-to-Seattle commuter rail project (December 1999). The Federal Transit Administration issued a Record of Decision on the Everett-to-Seattle project on February 4, 2000.

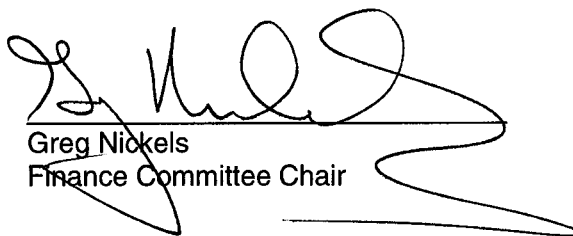
In October 1997, Sound Transit established a pool of 15 design teams for commuter rail station design services. On April 19, 2000, a Request for Proposals was issued to the pool for commuter rail station design services for the Edmonds, Mukilteo and Everett stations. The Everett Station Technical Advisory Committee (TAC) met in June 2000 to interview three prospective design teams for the commuter rail station project. The TAC for the Everett commuter rail station selected ZGF.

ZGF has performed satisfactorily throughout the preliminary design phase. Staff recommends the contract be amended to include final design of the Everett station commuter rail elements including the passenger platform and amenities, a grade-separated pedestrian crossing, parking lots for 400-plus cars and other site and street improvements as required by the City of Everett. The amendment to the contract also covers the final design of the operations building. In addition to the final design tasks, this amendment also includes bid document preparation, bid support and construction administration support by ZGF and their subconsultants.


Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute an amendment to Contract No. RTA/CR 30-97K with the Zimmer Gunsul Frasca Partnership to provide final design services for the Everett commuter rail station. This action authorizes an increase of \$801,026 plus a 10% contingency of \$80,102 to the original contract amount of \$420,245 for new a total authorized contract amount not to exceed \$1,301,373.

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