

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Acting Executive Director to execute a change order to contract No. RTA/CR 51-99 with INCA Engineers to provide design services for a storage track at the Everett commuter rail station in an amount of \$100,000 for a total authorized amount not to exceed \$300,000.

Background:

The Sounder business plan and budget anticipated the need for overnight layover storage tracks at each end of the 82-mile commuter rail corridor. With design now proceeding on both the BNSF track and signal improvements and on the three Snohomish County stations on the Everett-Seattle line, the storage track at Everett must also be designed. The storage track is on right-of-way owned by the Burlington Northern Santa Fe Railway (BNSF). Sound Transit is in the process of acquiring property rights to the portion of the BNSF right-of-way to be used for the station facilities and for the overnight layover facilities.

No heavy maintenance of train equipment will be performed at these end-of-the line layover tracks at Everett and Lakewood. Sounder trains are maintained at the Amtrak yard at Holgate Street in Seattle, just south of King Street Station. At the overnight storage yards, Sounder's contracted crews will clean out the cars at the end of the evening service. Early in the morning, BNSF train crews will report to work at a small operations building next to the storage track, and then prepare the trains for morning service.

Approval of Motion No. M2001-53 authorizes the Executive Director to execute a change order with our on-call engineers, INCA Engineers, adding \$100,000 for the design of a track at the Everett Station. The new total authorized amount for the on-call contract would be \$300,000. This proposed design work would be charged against the storage yard budget, which is separate from the Everett Station budget and from the BNSF mainline track and signal budget.

Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Acting Executive Director be authorized to execute a Change Order to contract no. RTA/CR 51-99 with INCA Engineers to accomplish the design of a storage track at the Everett Sounder Station. This action authorizes an increase of \$100,000 for a new total authorized contract amount not to exceed \$300,000.

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

Greg Nickels
Finance Committee Chair

ATTEST:

Marcia Walker
Board Administrator

STAFF REPORT SOUND TRANSIT MOTION NO. M2001-53 Authorize Design of Everett Storage Track

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
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Finance Committee	6/7/2001	Discussion/Possible Action	Val Batey, Project Manager	(206) 398-5117
			Bob Harvey, RR Operations Specialist	(206) 398-5116

PROPOSED ACTION

Approval of Motion No. M2001-53 authorizes the Acting Executive Director to execute a change order with INCA Engineers, adding \$100,000 to an existing \$200,000 on-call engineering contract for a new total of \$300,000. The additional money is for the design of a track at the Everett Station for overnight storage of Sounder trains. This proposed design work would be charged against the storage yard budget, which is separate from the Everett Station budget and from the BNSF track and signal budget.

KEY FEATURES

Highlights of Proposed Action:

Authorizes design of a layover track at Everett Station for overnight storage of Sounder trains.

Adds a Work Order #7 to an existing contract for on-call railroad engineering services for the additional design work.

Limits the total expenditure under this contract to \$300,000, of which about \$175,000 has already been paid for engineering on previous on-call work orders.

Funds this design work from the budget line item for design and construction of end-of-the line overnight storage yards within the track and facilities budget, not affecting the Everett Station budget or the track and signals budget.

Discussion

The Sounder business plan and budget anticipated the need for overnight layover storage tracks at each end of the 82-mile commuter rail corridor. With design now proceeding on both the BNSF track and signal improvements and on the three Snohomish County stations on the Everett-Seattle line, the storage track at Everett must also be designed. The storage track is on right-of-way owned by the Burlington Northern Santa Fe Railway (BNSF). Sound Transit is in the process of acquiring property rights to the portion of the BNSF right-of-way to be used for the station facilities and for the overnight layover facilities.

No heavy maintenance of train equipment will be performed at these end-of-the line layover tracks at Everett and Lakewood. Sounder trains are maintained at the Amtrak yard at Holgate Street in Seattle, just south of King Street Station. At the overnight storage yards, Sounder's contracted crews will clean out the cars at the end of the evening service. Early in the morning, BNSF train crews will report to work at a small operations building next to the storage track, and then prepare the trains for morning service.

The architectural design team responsible for Everett Station, Zimmer Gunsul Frasca (ZGF), has already begun design of this operations building. The building will be just beyond the end of the Sounder passenger platform. The storage track design must be coordinated both with the ongoing station design work and with the BNSF design of mainline track and signal improvements.

ZGF is designing the Everett Station for both Sound Transit and the City of Everett. The Sound Transit portion of that design work is funded from the Everett Station section of the adopted 2001 Budget, and authorized by the Board in Motion No. M20001-19 on March 15, 2001, for Preliminary Engineering and in Motion No. M2001-45 on May 5, 2001, for Final Design. Motion No. M2001-45 for Final Design included \$55,000 for design of the operations building, funded from the track and facilities budget, not the Everett Station budget.

In October of 1999, INCA Engineers was awarded a \$200,000 contract for on-call engineering services after a competitive procurement which specifically included track design in the scope of work. After 18 months of satisfactory performance on several work orders under this contract, about \$25,000 remains uncommitted. The work performed thus far has primarily involved review of BNSF track and signal designs in support of staff negotiations with the BNSF. The \$175,000 already committed under this contract is being charged against the Preliminary Engineering budget line items on pages 84, 85, 86, and 87 of the Sound Transit 2001 Budget.

BUDGET

Table 1 shows only the impact of the proposed action on the INCA contract. The impacts on the No Phase budget lines set aside for layover facilities is shown in Table 2.

Table 1 - Impact of Action on INCA Contract

	Current Contract Value Not to Exceed (A)	Proposed Action Cost for of This Change Order (B)	Proposed Total Contract Value – Not to Exceed (C) = (A+B)
Total	\$ 200,000	\$ 100,000	\$ 300,000

Funding for this change order is included in the track and facilities budgets in the adopted Sound Transit 2001 Budget on pages 84-87. The budget lines listed as "No Phase" under each commuter rail segment represent the allocation for the overnight storage yards at each end of the 82-mile corridor. The total budget for these storage facilities is the summation of the "No Phase" numbers from the four commuter rail track and facilities segments, pages 84, 85, 86, and 87, a total of \$10,180,000. Committing these funds does not endanger any other elements that are to be funded out of the respective phases of the projects shown.

Although the facilities are located in Lakewood and Everett, the subarea allocation is according to the same formula as the Sounder vehicles, since the storage yards are necessary components of whole commuter rail line, not just the subareas in which they must be located.

Table 2 – Maintenance /Layover Yard Budget, Obligations and Related Impact of Action

Project / Phase Name	Project # / Budget Page	Budget for Related Task (A)	Obligations to Date¹ (B)	Total Requested (C)	Balance Available (A-[B+C])
Everett-Sea T&F/Maint. Yard ¹	#100 / p.84	\$1,707,000	\$ 9,223	\$ 16,768	\$ 1,681,009
Sea-Auburn T&F/Maint. Yard ¹	#110 / p.85	\$3,930,000	\$ 21,233	\$ 38,605	\$ 3,870,162
Aub-Tacoma T&F/Maint. Yard ¹	#120 / p.86	\$3,107,000	\$ 16,786	\$ 30,521	\$ 3,059,693
Tac-Lakewood T&F/Maint Yard ¹	#130 / p.87	\$1,436,000	\$ 7,758	\$ 14,106	\$ 1,414,136
Total	N/A	\$10,180,000	\$ 55,000	\$ 100,000	\$10,025,000

¹ The \$10,180,000 budgeted total includes design *and construction* of the layover facilities at Everett and Lakewood.

ALTERNATIVES

1) Design of the station storage track could be performed by BNSF.

Not Recommended: BNSF has informed staff that because the first phase of track and signal design work on the Everett-Seattle tracks does not include work at Everett, it would be prohibitively expensive for them to perform this isolated piece of design work this year. They have expressed willingness to undertake the design at their regular rates about a year from now. The BNSF engineering and operations managers will review the designs for safety and for compatibility with other BNSF designs in any case.

2) Design of the station storage track could be bid as a separate package.

Not Recommended: Staff believes that introducing another firm, not already involved in the station project, would increase both the dollar costs and the time costs associated with completing the work. The proposed storage track is within the area currently under survey and design for the other station elements, through contracts managed by both the City of Everett and Sound Transit. The original procurement scope of work, for which INCA successfully competed, specifically included this type of track design work.

Regional Partnership and Cooperation

Design of the Everett Station has been a successful cooperative effort between the City of Everett and Sound Transit, with constant input from an Everett Technical Advisory Committee (TAC). The Department of Transportation and the BNSF have also been involved from the beginning in aspects of the track design which directly affect their interests.

Consequences of Delay

Taking action on this change order at this time would allow proper coordination between the station design process and the track design, without slowing the station design. A two-week delay in approval for further consideration by the Finance Committee would not seriously affect this coordination. Deferring action on the start of the storage track design for a month or more would cause coordination problems for the station design team and could affect the overall cost of completing the station design.

Public Involvement

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.

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

Legal Review

mbl 5/17/01

SOUND TRANSIT

MOTION NO. M2001-53

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a change order to Contract No. RTA/CR 51-99 with INCA Engineers for the design of an overnight storage track at the Sounder Commuter Rail Station in Everett by adding \$100,000 to the existing \$200,000 on-call engineering contract for a new total authorized amount not to exceed \$300,000.

Background:

The Sounder business plan and budget anticipated the need for overnight layover storage tracks at each end of the 82-mile commuter rail corridor. With design now proceeding on both the BNSF track and signal improvements and on the three Snohomish County stations on the Everett-Seattle line, the storage track at Everett must also be designed. The storage track is on right-of-way owned by the Burlington Northern Santa Fe Railway (BNSF). Sound Transit is in the process of acquiring property rights to the portion of the BNSF right-of-way to be used for the station facilities and for the overnight layover facilities.

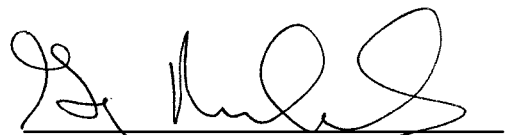
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APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 7th day of June 2001.


Greg Nickels
Finance Committee Chair

ATTEST:


Marcia Walker
Board Administrator