

**STAFF REPORT
SOUND TRANSIT**

MOTION NO. M2001-55

Amendment to E. I. Kosty and Associates, Ltd. Contract

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/07/01	Discussion/ Possible Action	Noel Peck, Program Manager	(206) 398-5115

PROPOSED ACTION

The proposed action would authorize the Executive Director to execute an amendment to Contract No. RTA/CR 9-00 with E.I. Kosty and Associates Ltd. for civil engineering and operations services support by extending the contact through March 2003, and adding \$320,000 to the original contract amount of \$195,000, for a new total authorized contract amount not to exceed \$515,000.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Provides for extension of RTA/CR 90999-00 with E.I. Kosty & Associates, Ltd. to cover current two-year contract and one-year extension. This will allow Eric Kosty to provide additional hours of civil engineering and operations services for the Sounder Commuter Rail project and represent Sounder in negotiations with Burlington Northern Santa Fe (BNSF) Railway for the Lakewood-to-Tacoma segment until March 24, 2003.

DISCUSSION

Under E.I. Kosty and Associates, Ltd. contract, Eric Kosty began work at Sound Transit in March 2000, supplementing the 15.7 full-time equivalent staff in the Sounder commuter rail division. His primary responsibilities were to assist as a civil engineer and operations consultant for Sounder. His original scope of work required him to work approximately three days per week. Since then, the scope of work has expanded to include track and field configuration in consultation with BNSF and Tacoma Rail (Lakewood-to-Tacoma segment), as well as continue to provide his civil engineering and operations expertise. This has resulted in additional hours per week. His current contract was predicated on fewer days per week for a two-year period with a one-year option, which expires March 24, 2002. This action is to provide funds for the current contract through March 24, 2002, plus option year March 24, 2003. Please reference Attachment A for details on the scope of work.

BUDGET

Funding for this action is included in the Administration budget phase of the various track and facilities projects, found on pages 84-87 of the Proposed 2001 Budget document. Committing

these funds does not endanger any other project elements that are to be funded out of the respective phases of these projects. Table 1 displays the associated current budget, obligations and amounts available and how this action corresponds to those figures.

Table 1

Description, Project #	Total Project Budget	Budget for this Task ¹ (A)	Expenditures to Date ² (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
Evt-Sea T&F #100	\$ 76,116,000	\$ 6,314,000	\$ 2,888,041	\$ 53,087	\$ 3,372,872
Sea-Aub T&F #110	\$ 269,796,000	\$ 12,929,000	\$ 5,523,756	\$ 134,477	\$ 7,270,767
Aub-Tac T&F #120	\$ 183,647,000	\$ 8,646,000	\$ 4,566,860	\$ 91,018	\$ 3,988,122
Tac-Lak T&F #130	\$ 65,286,000	\$ 4,118,000	\$ 1,400,583	\$ 41,418	\$ 2,675,999
Total	\$ 594,845,000	\$ 32,007,000	\$ 14,379,240	\$ 320,000	\$ 17,307,760
*Amount of Shortfall		Potential Revenues	Funding Sources		
N/A		N/A	N/A		

¹ See Resolution R2000-17, 12/14/00 for approval of 2001 Proposed Budget, pages 86-89.

² Expenditures through 3/31/01.

ALTERNATIVES

1. Sound Transit could send this contract out for re-bid. However, there would be little expectation of securing comparable expertise at a lower cost.
2. Sounder commuter rail department could attempt to perform this scope with available staff. However, the department has only one other engineer on staff, and that position is now devoted full-time to the construction management program.

CONSEQUENCES OF DELAY

Delay in this action would have an impact on the start of construction of the Lakewood-to-Tacoma segment of Sounder Commuter Rail and jeopardize related negotiations now in progress with BNSF. However, a brief delay to request and consider additional information would not negatively affect the Sounder program.

REGIONAL PARTNERSHIP

N/A

PUBLIC INVOLVEMENT

This recommended action does not naturally lend itself to a public involvement.

LEGAL REVIEW

MBL 5/23/01

SOUND TRANSIT

MOTION NO. M2001-55

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 9-00 with E.I. Kosty and Associates Ltd. for civil engineering and operations services support by extending the contact through March 2003, and adding \$320,000 to the original contract amount of \$195,000, for a new total authorized contract amount not to exceed \$515,000.


Background:

Eric Kosty began work at Sound Transit one year ago in March 2000. His primary responsibilities were to assist as a civil engineer and operations consultant for Sounder commuter rail. His original scope of work was expected to require him to work approximately three days per week. Since then, his scope of work has expanded to include negotiations with Burlington Northern Santa Fe Railroad (Lakewood-to-Tacoma segment), as well as continue to provide his civil engineering expertise resulting in additional hours per week. His current contract was predicated on fewer hours per week for a two-year period with a one-year option.

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 9-00 with E.I. Kosty and Associates Ltd. for civil engineering and operations services support by extending the contact through March 2003, and adding \$320,000 to the original contract amount of \$195,000, for a new total authorized contract amount not to exceed \$515,000.

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

ATTACHMENT A

SCOPE OF WORK

The scope of work covered under this contract includes a wide variety of activities required to support the implementation and start-up of service for the Sound Transit *Sounder* Tacoma-to-Seattle, Everett-to-Seattle and Lakewood-to-Tacoma operational segments. Work covered under this contract includes:

- Involvement in the fabrication, quality control & assurance, delivery, testing, burn-in, certification, initial placement into service, maintenance, storage and operation of the *Sounder* fleet of vehicles (General Motors-EMD F59PHI locomotives and Bombardier bi-level cab and coach cars);
- Design, development and management of the *Sounder* train station facilities and supporting systems;
- Development and management of automated fare-vending equipment, a proof of payment system in a barrier-free environment and security programs for trains and stations/facilities;
- Management of civil construction projects performed by Sound Transit's contractors;
- Involvement in contract management oversight for the design of *Sounder* systems and facilities;
- Involvement in the *Sounder* Emergency Response Program;
- Involvement in the development, implementation and management of the *Sounder* ambassador program, including training;
- Involvement in the design, development, construction and operation of yard facilities, and track & signal systems that support the *Sounder* program, including working in partnership with the Burlington Northern Santa Fe (BNSF) and other railroads.

May 96 Sound Move Compared to Current and Proposed Budgets

May 96 Sound Move (in 1995 \$000s)	\$0
Current Budget (in 1995 \$000s)	\$69,416
Proposed Budget (in 1995 \$000s)	\$68,894
Proposed Budget (in YOY \$000s)	\$83,843

Description
 Sound Transit will initiate service between Tacoma and Lakewood by late 2001. Vehicles, track improvements, right-of-way and capacity, layover yard and operating costs are included. System-wide capital and operating costs are pro-rated on a projected vehicle-mile of service basis. Though not discretely identified in Sound Move, this project was included as a part of project 120, which extended from Auburn all the way to Lakewood. The sum of this project and the current project 120 (Auburn to Tacoma Track and Facilities) corresponds to the original project #120. The Current and Proposed budget figures to the right take into account the transfer of construction funds to the Start program per adopted Board policy.

Department	3	Commuter Rail
Division	00	Commuter Rail
Project	130	Tacoma Dome to Lakewood (Track & Fac.)

Capital Costs (in YOY \$000s)

	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Pierce County	\$3,783	\$9,441	\$40,526	\$11,536	\$0	\$0	\$0	\$0	\$65,286
Total	\$3,783	\$9,441	\$40,526	\$11,536	\$0	\$0	\$0	\$0	\$65,286

Operating/Maintenance Costs (in YOY \$000s)

	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Pierce County	\$1	\$0	\$0	\$3,526	\$3,620	\$3,712	\$3,802	\$3,896	\$18,557
Total	\$1	\$0	\$0	\$3,526	\$3,620	\$3,712	\$3,802	\$3,896	\$18,557

Total Project Costs -- Capital and Operating/Maintenance (in YOY \$000s)

	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Grand Total
	\$3,784	\$9,441	\$40,526	\$15,062	\$3,620	\$3,712	\$3,802	\$3,896	\$83,843

Capital Cost Elements (in YOY \$000s)

Cost Element	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
No Phase	\$0	\$14	\$687	\$735	\$0	\$0	\$0	\$0	\$1,436
Agency Administration	\$889	\$774	\$1,114	\$1,341	\$0	\$0	\$0	\$0	\$4,118
Preliminary Engineering	\$259	\$725	\$336	\$0	\$0	\$0	\$0	\$0	\$1,320
Final Design and Specification	\$0	\$2,907	\$0	\$0	\$0	\$0	\$0	\$0	\$2,907
Construction	\$0	\$1,192	\$29,049	\$0	\$0	\$0	\$0	\$0	\$30,242
Vehicles	\$2,635	\$3,828	\$9,340	\$3,781	\$0	\$0	\$0	\$0	\$19,585
Contingency	\$0	\$0	\$0	\$5,679	\$0	\$0	\$0	\$0	\$5,679
Total	\$3,783	\$9,441	\$40,526	\$11,536	\$0	\$0	\$0	\$0	\$65,286

May 96 Sound Move Compared to Current and Proposed Budgets

Department	Division	Project	Description
3	Commuter Rail		Sound Transit is responsible for certain components of a transportation center located at Smith Avenue and Pacific in Everett. The center will include a passenger terminal and park-and-ride lot(s), and will accommodate a variety of transportation modes. The Current and Proposed Budget figures to the right take into account the transfer of construction funds to the Start program per adopted Board policy. The Proposed Budget includes a transfer of all Bond Street Station (project #203) budget, according to the Board adopted preferred northern segment alignment alternative. The Proposed Budget also reflects a transfer from vehicle phase cost savings associated with this subarea, to offset additional costs incurred during the Environmental phase (related to an increase of EIS scope associated with the Endangered Species Act.)
00	Commuter Rail		
201	Everett Multimodal Station		

May 96 Sound Move (in 1995 \$000s)	\$12,000
Current Budget (in 1995 \$000s)	\$11,967
Proposed Budget (in 1995 \$000s)	\$13,297
Proposed Budget (in YOY \$000s)	\$17,023

Capital Costs (in YOY \$000s)

Subarea	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Snohomish County	\$1,061	\$8,888	\$5,906	\$1,168	\$0	\$0	\$0	\$0	\$17,023
Total	\$1,061	\$8,888	\$5,906	\$1,168	\$0	\$0	\$0	\$0	\$17,023

Total Project Costs -- Capital and Operating/Maintenance (in YOY \$000s)

1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Grand Total
\$1,061	\$8,888	\$5,906	\$1,168	\$0	\$0	\$0	\$0	\$17,023

Capital Cost Elements (in YOY \$000s)

Cost Element	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Agency Administration	\$129	\$156	\$182	\$306	\$0	\$0	\$0	\$0	\$773
Preliminary Engineering	\$801	\$562	\$804	\$0	\$0	\$0	\$0	\$0	\$2,166
Final Design and Specification	\$0	\$839	\$0	\$0	\$0	\$0	\$0	\$0	\$839
ROW Acquisition and Permits	\$1	\$7,331	\$0	\$0	\$0	\$0	\$0	\$0	\$7,332
Construction	\$130	\$0	\$4,921	\$0	\$0	\$0	\$0	\$0	\$5,051
Contingency	\$0	\$0	\$0	\$862	\$0	\$0	\$0	\$0	\$862
Total	\$1,061	\$8,888	\$5,906	\$1,168	\$0	\$0	\$0	\$0	\$17,023

Department	3	Commuter Rail
Division	00	Commuter Rail
Project	203	Bond St. Station (Everett)

Description

Redevelopment of the current Amtrak station (on Bond Street) into a Sounder commuter rail station has been cancelled, and the budget has been transferred to the Everett Multi-modal Station (project #201) to reflect the Board adopted preferred northern segment alignment alternative.

May 96 Sound Move Compared to Current and Proposed Budgets

May 96 Sound Move (in 1995 \$000s)	\$1,000
Current Budget (in 1995 \$000s)	\$996
Proposed Budget (in 1995 \$000s)	\$0
Proposed Budget (in YOY \$000s)	\$0

Capital Costs (in YOY \$000s)

Subarea	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Snohomish County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total Project Costs -- Capital and Operating/Maintenance (in YOY \$000s)

1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Grand Total
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Capital Cost Elements (in YOY \$000s)

Cost Element	1997-99	2000 (est.)	2001	2002	2003	2004	2005	2006	Subtotal
Agency Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Final Design and Specification	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0