

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2004-13

Contract Amendment with Streeter & Associates AIA, PLLC

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	02/19/05	Discussion/Possible Action	Martin Minkoff, Director, Sounder Commuter Rail Val Batey, Project Manager, Project Development, Sounder Commuter Rail	(206) 398-5111 (206) 398-5117

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Interlocal Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

3Applicable to proposed transaction.

OBJECTIVE OF ACTION

To complete preliminary engineering phase of the Edmonds Commuter Rail Station by completing the preliminary engineering (PE) on the Edmonds Amtrak Station building modifications.

ACTION

Authorize the Chief Executive Officer to execute a contract amendment with Streeter & Associates Architects AIA, PLLC, to complete preliminary engineering services for the Edmonds Commuter Rail Station Project in the amount of \$87,915 with a 10 percent contingency of \$8,791, totaling \$96,706, for a new total authorized contract amount not to exceed \$295,178.

KEY FEATURES

- Defines a scope of work, including completion of PE; a preliminary cost estimate; and information for a comparative analysis of the options available for modifying or replacing the Amtrak Station building at Edmonds Station. The modifications to the station structure are required to meet the setback requirements of the Burlington Northern Santa Fe Railway (BNSF) when the second mainline is constructed through the station as part of the Sound Transit-related track improvements. This scope of work provides Sound Transit with the opportunity to understand how much the required modifications will cost and if they are feasible. With this information Sound Transit can then determine if it is cost effective to pursue modifying the structure or if it would be more cost effective to replace the structure.
- The scope of work also includes the acquisition of a Shoreline Management Zone permit, required to develop the Sounder commuter rail station in the City of Edmonds. This permit can take up to one year to obtain. In order to stay on schedule, it is advisable to begin this

process as soon as possible.

- Consultants are required to provide a number of deliverables to Sound Transit, including Progress Reports, Project Control Reports, a Critical Path Management Schedule, Permitting Plan, Cost Estimates, and contract documents, including plans and cost estimates.
- Completion of the PE phase enables Sound Transit to clearly define the scope for the final design phase. Total cost of construction can be evaluated, and opportunities for cost savings can be explored.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET DISCUSSION

The 2004 Provisional Budget for the preliminary engineering/environmental documentation phase of this project is \$1,080,000. Of this, \$477,434 has been spent and/or obligated. This action for \$96,706, together with prior commitments, would result in a total commitment amount of \$574,140 leaving uncommitted budget in the amount of \$505,860 for completion of remaining Preliminary Engineering/Environmental Design work. The project budget contains sufficient funds for this effort and committing these funds does not endanger any other project elements that are to be funded out of the overall project.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

This proposed action is consistent with the current Board-adopted total project budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

BUDGET TABLE

Action Item: Sounder Commuter Rail Edmonds Station project (#207), \$s in thousands

	2004 Provisional Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	516	\$ 414	\$ -	\$ 414	\$ 102
Preliminary Engineering	1,080	477	97	574	506
Final Design	723	5		5	718
Right of Way	3,410	185	-	185	3,225
Construction	3,745	499		499	3,246
Contingency	144	-	-	-	144
Total Current Budget	9,618	\$ 1,580	\$ 97	\$ 1,677	\$ 7,941

Phase Budget Detail

Preliminary Engineering	\$ 1,080	\$ 477	\$ 97	\$ 574	\$ 506
Total Phase	\$ 1,080	\$ 477	\$ 97	\$ 574	\$ 506

Contract Budget

	Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
--	-----------------------------------	----------------------	---------------------------	---

Streeter & Associates	\$ 180	\$ 180	\$ 88	\$ 268
ST Contingency	18	18	9	27
Total	\$ 198	\$ 198	\$ 97	\$ 295
Percent Contingency	10%		10%	10%

Budget Shortfall

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
N/A	N/A	N/A	N/A

Notes:

- (A) The project budget amounts shown above are Provisional, as shown in the 2004 proposed budget book on page 72. An amended project budget, in the amount of \$13.1 million for the total project, was adopted by the Board on December 11, 2003. The amended budget will be presented to the Board in phase detail later in the first quarter of 2004. The phase level budget for preliminary engineering is not anticipated to change with publication of the amended budget.
- (B) Committed to-date amount includes actual outlays and commitments through January 29, 2004.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

Streeter & Associates Architects AIA, LLC is the prime consultant for this contract. Streeter & Associates AIA, PLLC is a MBE/DBE. Streeter & Associates AIA, PLLC will be performing 40 percent of the work on this amendment.

Subconsultant Herrera Environmental is a MBE/DBE and will be performing 30 percent of the work on this amendment.

Work by Streeter & Associates AIA, PLLC and Herrera Environmental represents 70 percent of the total contract amendment being performed by DBE firms.

To date, Streeter & Associates AIA, PLLC has performed 40 percent of the total work under this contract and Herrera Environmental has performed 1.2 percent.

Utilization Breakdown Table

Prime & Subconsultant	Business Type	% of Work	Dollar Value
Herrera Environmental	MBE/DBE	30%	\$29,300
Total		30%	\$29,300

EEO Commitment

The workforce demographics of Streeter & Associates Architects AIA, PLLC are 44 percent women and 44 percent minorities.

Apprentice Utilization Commitment

Not applicable for this item.

History of Project

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
R98-37	Executing an intergovernmental agreement with City of Edmonds, for planning, coordination and cooperation in the development and implementation of a commuter rail station in the City of Edmonds.	7/23/98
M2000-05	Selecting the station locations and corridor improvements to be built for the Everett to Seattle Commuter Rail Project. Includes Alternative 3a - The existing Edmonds Amtrak Facility.	1/13/00

The Edmonds commuter rail station is one of three commuter rail facilities planned on the Everett to Seattle commuter rail line. These stations were 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 Edmonds 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 Edmonds

commuter rail station selected Streeter & Associates AIA, PLLC.

The original contract for Station Design Services was executed on March 30, 2001, in the amount of \$186,139. A subsequent contract amendment in the amount of \$12,333 was executed in March 2002 for additional services within scope. The current contract amount is \$198,472.

The scope of work for the PE phase did not address potential modifications to the Amtrak Station building at Edmonds. At the time the scope was prepared, it was not known where BNSF would locate the second mainline through the Edmond Station area, nor was it known if BNSF would allow a reduced clearance of 15 feet from center-to-center of the existing mainline, or if the standard 18-foot clearance would be required. In addition, the viability of the Edmonds Station remaining a fully staffed Amtrak facility was in question. During the PE phase, discussions were held with BNSF to request a reduction of the center-to-center setback from 18 feet to 15 feet to avoid altering the building. In addition, inquiries about long-term plans for Amtrak service at the Edmonds Station were forwarded to Amtrak and the State Rail Office. The State Rail Office stated that they would continue funding full staffing at the Edmonds Station indefinitely.

BNSF completed PE for track improvements, including the second mainline through the Edmonds station area, in October 2001. For operational reasons, BNSF chose to locate the second mainline to the east of the existing mainline. BNSF also determined that an 18-foot center-to-center clearance would be maintained between the new second mainline and the existing mainline track. In this configuration, the setback from the centerline of the new second mainline to part of the station building is less than the required standard 12 feet. The eave of the roof facing the tracks and a bay containing the ticketing area have to be removed to meet the setback requirements. In addition, if the platform in this location has to be raised to 8 inches above the top of rail, the entrance to the storage area for the baggage cart would no longer be functional.

In 2001, Sound Transit still anticipated that the Edmonds station would be funded with Federal Transit Administration (FTA) New Starts funds. As part of FTA's Final Design approval process, 30 percent design and value engineering of that design needed to be completed as soon as possible and submitted to the FTA for review and approval. Sound Transit concluded the 30 percent design phase, with the exception of the Amtrak building modifications, in March 2002. The value engineering on the 30 percent design was conducted in June 2002 and, at that time, we anticipated submitting the request for Final Design authorization in the fall of 2002. The Amtrak building modifications became a separate task to be incorporated into the final design phase of the project, which Sound Transit anticipated would begin shortly.

FTA final design approval was delayed because of an extended Endangered Species Act concurrence and approval process and protracted negotiations with BNSF for the operating agreement. Subsequently, the stations were removed from the New Starts funding request and New Starts funds are now being applied to the cost of the BNSF agreement for the Everett to Seattle Corridor. Sound Transit is now able to proceed into final design for Edmonds Station without FTA approval.

Sound Transit began daily commuter rail service to the Edmonds Station on December 22, 2003. Passenger service is provided from a temporary platform immediately to the south of the existing Amtrak station building. In order to provide the full level of service to Edmonds at this location, certain improvements must be constructed. These include mini-high platforms for ADA

accessibility, shelters for weather protection and to protect Ticket Vending Machines, pedestrian safety elements, parking built to City standards, bike lockers and permanent platform improvements consistent with BNSF requirements. Streeter & Associates AIA, PLLC is under contract with Sound Transit to perform the necessary preliminary engineering for these improvements.

Completion of preliminary engineering includes the determination of necessary modifications to the Amtrak Station building and analysis of options, including cost estimate(s), before the Final Design scope of work can be defined and the decision can be made to enter into the Final Design Phase. As part of the analysis, Sound Transit will review the proposed action(s) to ensure ongoing compliance with FTA environmental compliance.

CONSEQUENCES OF DELAY

Not Applicable.

PUBLIC INVOLVEMENT

Sound Transit established a Technical Advisory Committee (TAC), comprised of local residents, business representatives and elected officials to provide public input into the design of the commuter rail station. The TAC's first task was to participate in the consultant selection process for the station design contract. Throughout the design process, the TAC has been closely involved with Sound Transit to ensure the community's interest would be represented and that the design would reflect the character of Edmonds. The TAC also appointed a subcommittee to participate in the process to select a *STart* program artist for the station. The subcommittee was very happy with the sculpture proposed by the artist, Gerry Tsutakawa, entitled "Standing Wave." So much so that the subcommittee, on its own initiative, began a fundraising effort to seek private funding to match Sound Transit's *STart* program budget in order to increase the size and the presence of the sculpture for the station. In December 2001, the TAC and Sound Transit hosted a public open house. Nearly 100 local residents attended and the station design was very well received. Once the Final Design phase begins, Sound Transit will continue work with the TAC and City staff to complete a final station design that meets the community's needs, while staying within the approved project budget.

LEGAL REVIEW

MB 01/28/04

SOUND TRANSIT

MOTION NO. M2004-13

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with Streeter & Associates Architects AIA, PLLC, to complete preliminary engineering services for the Edmonds Commuter Rail Station Project in the amount of \$87,915 with a 10 percent contingency of \$8,791, totaling \$96,706, for a new total authorized contract amount not to exceed \$295,178.

Background:

The Edmonds commuter rail station is one of three commuter rail facilities planned on the Everett to Seattle commuter rail line. These stations were 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.

The original contract for Station Design Services was executed on March 30, 2001, in the amount of \$186,139. A subsequent contract amendment in the amount of \$12,333 was executed in March 2002 for additional services within scope. The current contract amount is \$198,472.

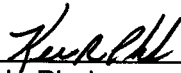
FTA final design approval was delayed because of an extended Endangered Species Act concurrence and approval process and protracted negotiations with BNSF for the operating agreement. Subsequently, the stations were removed from the New Starts funding request and New Starts funds are now being applied to the cost of the BNSF agreement for the Everett to Seattle Corridor. Sound Transit is now able to proceed into final design for Edmonds Station without FTA approval.

Sound Transit began daily commuter rail service to the Edmonds Station on December 22, 2003. Passenger service is provided from a temporary platform immediately to the south of the existing Amtrak station building. In order to provide the full level of service to Edmonds at this location, certain improvements must be constructed. These include mini-high platforms for ADA accessibility, shelters for weather protection and to protect Ticket Vending Machines, pedestrian safety elements, parking built to City standards, bike lockers and permanent platform improvements consistent with BNSF requirements. Streeter & Associates AIA, PLLC is under contract with Sound Transit to perform the necessary preliminary engineering for these improvements.

Motion:

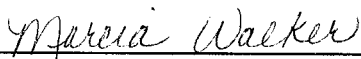
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with Streeter & Associates Architects AIA, PLLC, to complete preliminary engineering services for the Edmonds Commuter Rail Station Project in the amount of \$87,915 with a 10 percent contingency of \$8,791, totaling \$96,706, for a new total authorized contract amount not to exceed \$295,178.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 19, 2004.



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator