

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-46

Lakewood Station Refined Preliminary Engineering Contract

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/21/05	Discussion/Possible Action	Jim Edwards, Deputy Director, Capital Projects Vicki Youngs, Community Connections Program Manager Kimberly Denny, Project Manager, Capital Projects	(206) 398-5436 (206) 398-5024 (206) 398-5329

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	<input checked="" type="checkbox"/>
Sole Source	<input type="checkbox"/>	Amend Existing Contract/Agreement	<input type="checkbox"/>
Interlocal Agreement	<input type="checkbox"/>	Contingency Funds (Budget) Required	<input type="checkbox"/>
Purchase/Sale Agreement	<input type="checkbox"/>	Budget Amendment Required	<input type="checkbox"/>

✓ Applicable to proposed transaction.

ACTION

Authorizes the Chief Executive Officer to execute a contract with KPFF Consulting Engineers, Inc. to provide preliminary engineering services with an option for final design for the Lakewood Station in the amount of \$501,156, with a 10% contingency of \$50,116, for a total authorized contract amount not to exceed \$551,272.

KEY FEATURES

- Defines a scope of work for preliminary engineering of the Lakewood Station including all architectural, engineering, survey, and geotechnical investigation.
- Federal grants specific to Lakewood Station total nearly \$5 million. An additional \$37 million in federal grant funding has been secured for the entire Lakewood-Tacoma Sounder segment. Some of the \$37 million will be applied to Lakewood Station, although final breakout will not be available until the construction is complete.
- Includes a task to review the environmental impact statement to determine if any additional evaluation is necessary.
- Includes tasks to design either surface parking or a parking structure. Authorization for work for one of these parking options will be given after direction is received from the Board in June.
- Includes an option for final design support services during advertisement for bids and construction.

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 project budget contains \$1,178,000 for preliminary engineering. Of this, \$541,609 has been obligated so far leaving sufficient funds to complete this action, as shown in the following table. The amount of \$551,272 shown in the budget table for this action assumes design of surface parking.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

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

BUDGET TABLE

Action: Execute Contract for Refined Preliminary Engineering with KPFF for Lakewood Commuter Rail Station (Project #253), \$s in thousands

	2005 Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	1,711	\$ 634	\$ -	\$ 634	\$ 1,077
Preliminary Engineering	\$ 1,178	\$ 542	551	\$ 1,093	\$ 85
Final Design	1,882	12	-	12	1,870
Right of Way and Construction	20,257	1,976	-	1,976	18,281
Contingency	376	-	-	-	376
Total Current Budget	25,404	\$ 3,164	551	\$ 3,715	\$ 21,689

Phase Budget Detail - Preliminary Engineering

Preliminary Engineering	\$ 1,178	\$ 542	551	\$ 1,093	\$ 85
Total Phase	\$ 1,178	\$ 542	\$ 551	\$ 1,093	\$ 85

Contract Budget	Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
Contract Budget	\$ -	\$ -	\$ 501	\$ 501
ST Contingency	-	-	\$ 50	50
Total	\$ -	\$ -	\$ 551	\$ 551
Percent Contingency	0%		10%	10%

Budget Shortfall

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

Notes:

- (A) Project budget shown on page 107 of the Adopted 2005 Budget book.
- (B) Committed to-date amount includes actual outlays and commitments through April 6, 2005.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

KPFF Consulting Engineers, Inc. is the prime consultant for this contract. KPFF committed to 27.9% M/W/DBE and Small Business goal.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
True North Land Surveying	W/DBE	9.02%	\$ 45,220
Adolfson	W/DBE	5.94%	\$ 29,769
CivilTech	M/DBE	5.88%	\$ 29,509
Heffron Transportation	W/DBE	4.49%	\$ 22,523
Tres West	M/DBE	2.22%	\$ 11,131
Graelic	Small Business	0.35%	\$ 1,740
Total		27.9%	\$139,892

EEO Commitment

KPFF Consulting Engineers, Inc. workforce demographics are 25% women and 17% minorities.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2002-21	Selected the corridor improvements, station facilities, train storage facility, and park-and-ride lot improvements to be built for the Lakewood to Tacoma Commuter Rail and SR-512 Park and Ride Lot Expansion Project.	12/12/02
M2002-66	Authorized the execution of the “Funding and Cooperative Agreement Between the City of Lakewood and Sound Transit for the Development of a Regional Rail and Bus Station and Community Connector Budget” which transfers \$1.7 million of local revenue funds to the City to be utilized for the City’s CBD Connector Project upon completion of the city’s environmental review process and the Federal Transit Administration’s review of the agreement.	5/9/02
M2001-13	Identified the preferred alternative for the Lakewood to Tacoma Commuter Rail and SR-512 Park-and-Ride Lot expansion project to be considered in the Final Environmental Impact Statement, including rail line corridor improvements, commuter rail station locations in South Tacoma and Lakewood, a train storage facility, and the expansion of the SR 512 Park-and-Ride Lot parking capacity.	2/8/01
M2001-18	Executed a contract with Merritt & Pardini to provide preliminary engineering design services for the Lakewood Transportation Center in the amount of \$252,684 plus a 10% contingency of \$25,268, for a total authorized amount not to exceed \$277,952.	3/15/01

The preferred site for the Lakewood Station project is located on both sides of Pacific Highway SW, approximately ½ mile north of Bridgeport Way and approximately one mile south of the

I-5/SR-512 interchange. The project includes platforms for commuter rail and bus service, parking for approximately 620 vehicles, a bus layover, and passenger amenities.

The Lakewood Station was evaluated in the Lakewood to Tacoma Commuter Rail and SR-512 Park-and-Ride Lot Expansion NEPA/SEPA Final Environmental Impact Statement published in May 2002 and the Record of Decision issued December 31, 2002. In December 2002, the Board adopted the preferred site for the station.

Preliminary engineering was completed in June 2002. In January 2005, a Request for Proposals for refined preliminary engineering with an option for final design was advertised. Nine proposals were received and KPFF was selected as the top ranked firm. Refinement of the preliminary engineering will begin the first week of May and be complete in August 2005.

In February 2005 a study to look at the feasibility of a parking structure at the Lakewood Station was completed. The study was undertaken in response to a risk that right of way costs could exceed the project budget. The study concluded structured parking would require a project budget increase of \$5 million to \$7 million and a \$6 million increase in operations and maintenance (O&M) costs over a 20-year period. In response to the study findings, the Finance Committee directed staff to work with the City to determine if they could contribute sufficient funds to make up the difference between the project budget and estimated cost to construct the structured parking option and to bring the operations and maintenance (\$6 million) costs on par with a surface parking option. The Finance Committee directed staff to work with the City to create a funding proposal to cover the capital and O&M cost differences between surface and structured parking and report back at the June 2, 2005, Finance Committee meeting.

In order to maintain project schedule, the scope for preliminary engineering was divided into three sections. The first section includes all project management tasks, survey, geotechnical investigation, community outreach, traffic engineering, and permitting (\$374,809.) The other two sections provide for the design of the surface parking (\$126,437) or the structured parking (\$164,778). This strategy will allow survey, geotechnical work and preliminary engineering on the transit center portion of the station to proceed while discussions continue on funding for the structured parking option.

If the Board directs the design work to continue on the surface parking option, the refined preliminary engineering, the total cost is \$501,156. Alternatively, if the Board directs staff to change the project scope of work to include a parking structure, the total cost of the preliminary engineering will be \$539,587. A change order to the contract would be required to transfer money from the contract contingency to cover the increased design cost. This would reduce the contract contingency from \$50,116 to \$11,685.

CONSEQUENCES OF DELAY

The Lakewood Station is currently nearing the critical path in the Lakewood to Tacoma corridor schedule. A significant delay of this action will affect the start of construction.

PUBLIC INVOLVEMENT

Not applicable.

LEGAL REVIEW

JW 4/5/05

SOUND TRANSIT

MOTION NO. M2005-46

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract with KPFF Consulting Engineers, Inc. to provide refined preliminary engineering services for the Lakewood Station in the amount of \$501,156, with a 10% contingency of \$50,116, for a total authorized contract amount not to exceed \$551,272.

Background:

The preferred site for the Lakewood Station project is located on both sides of Pacific Highway S, approximately ½ mile north of Bridgeport Way and approximately one mile south of the I-5/SR 512 interchange. The project includes platforms for commuter rail and bus service, parking for approximately 620 vehicles, a bus layover, and passenger amenities.

Preliminary engineering was complete in June 2002. In January 2005, a Request for Proposals for refined preliminary engineering with an option for final design was advertised. Nine proposals were received and KPFF was selected as the top ranked firm. Refinement of the preliminary engineering will begin the first week of May and be complete in August 2005.

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 with KPFF Consulting Engineers, Inc. to provide refined preliminary engineering services for the Lakewood Station in the amount of \$501,156, with a 10% contingency of \$50,116, for a total authorized contract amount not to exceed \$551,272.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 21, 2005.



Kevin R. Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator