

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-99 - REPLACEMENT VERSION

Contract Amendment for final design of Lakewood Station including structured parking

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/01/05	Discussion/Possible Action	Jim Edwards, Deputy Director, Capital Projects Vicki Youngs, Program Manager, Capital Projects 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 type="checkbox"/>
Sole Source	<input type="checkbox"/>	Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)	<input type="checkbox"/>	Budget Amendment	<input type="checkbox"/>

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with KPFF Consulting Engineers to exercise the option for final design for the Lakewood Station in the amount of \$1,938,000, with a 10% contingency of \$193,800, for a new total authorized contract amount not to exceed \$2,683,072, and to extend the contract through December 2007.

KEY FEATURES of PROPOSED ACTION

- Exercises the option in the contract for final design services.
- The proposed action provides funding for a scope of work for final design, bid support and design support during construction of the Lakewood Station.
- Includes final design for structured parking at the Lakewood Station.
- Includes final design of site demolition and remediation to be advertised prior to Station construction.
- Responding to Board direction on June 2, 2005 Sound Transit and City of Lakewood staffs have come to an agreement for cost contributions, both capital and on-going operations and maintenance.
- The Proposed 2006 Budget will include a budget transfer from Pierce County Sub-area Reserve to the Lakewood Station Project based on the new project scope.

BUDGET IMPACT SUMMARY

Project Name: Lakewood Station (253)
Current Project Phase: Final Design
Projected Completion Date: 2007

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase	Y	This action creates a final design phase level shortfall of \$262,205.
This Task		
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required	Y	The project contains \$376,000 in the Contingency phase.
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The Board-adopted budget for this project is \$25,403,943 with a final design phase of \$1,881,649. In April 2005, the Finance Committee authorized a contract to KPFF Consulting Engineers to provide preliminary engineering services with an option for final design for the Lakewood Station in an amount not to exceed \$551,272. The remaining balance for the project is \$18,780,727.

The proposed action is to execute a contract amendment with KPFF Consulting Engineers to exercise the contract option for final design services for the Lakewood Station in the amount not to exceed \$2,131,800. The proposed action would result in a final design phase level shortfall of \$262,205. This shortfall will be corrected in the 2006 budget process. Sufficient project contingency exists in the budget to fund this shortfall. Staff is preparing a proposed budget for 2006 which increases the project budget to include a parking garage at the station. This proposed increased budget would be sufficient to fund the completion of all elements of the project.

In spring 2004, the Puget Sound Regional Council conducted its bi-annual regional project competition where \$36.9 million in federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds were available for award to regionally significant transportation improvement projects. Through this process, Sound Transit was awarded \$9 million in CMAQ funds to be used toward the construction and implementation of the Tacoma-to-Lakewood Commuter Rail segment.

BUDGET TABLE

Summary for Board Action (Year of Expenditure \$000)

Action Item: Execute a contract amendment with KPFF Consulting Engineers to exercise the option for final design services for the Lakewood Station (#253)

	Current Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	\$ 1,711	\$ 625	\$ -	\$ 625	\$ 1,086
2 Preliminary Engineering	1,178	1,038	-	1,038	140
3 Final Design	1,882	12	2,132	2,144	(262)
4 Right of Way	9,331	2,542	-	2,542	6,788
5 Construction	10,926	274	-	274	10,653
7 Contingency	376	-	-	-	376
8 Total Current Budget	\$ 25,404	\$ 4,491	\$ 2,132	\$ 6,623	\$ 18,781

Phase Budget Detail

9 Final Design	\$ 1,882	\$ -	\$ 2,132	\$ 2,132	\$ (250)
11 Misc. Activity	-	12	-	12	(12)
12 Total Phase	\$ 1,882	\$ 12	\$ 2,132	\$ 2,144	\$ (262)

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
13 KPFF Consulting Engineers	\$ 501	\$ -	\$ 1,938	\$ 2,439
14 Contingency	50	-	194	244
15 Total	551	-	2,132	2,683
16 Percent Contingency	10%		10%	10%

Budget Shortfall

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
17 Final Design phase	(262)	376	Contingency phase

Notes:

Committed to-date amount includes actual outlays and commitments through August 9, 2005.
Project budget is located on page 107 of the 2005 Adopted budget book.

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 participation goal for the initial contract. Based on projections through August 31, 2005, the anticipated participation for the initial contract is 26.8%.

KPFF made concerted efforts to maximize utilization of M/W/DBE and small business firms to complete distinct portions of the final design work as described in the scope of work for this contract amendment. The type of work required for the final design will be performed primarily by KPFF personnel with less involvement of subconsultants, unlike the preliminary engineering portion of the contract. The result is 21.1% overall M/W/DBE and Small Business participation.

Utilization Breakdown Tables

Final Design Contract Amendment

Sub consultant	Business Type	% of Work	Dollar Value
True North Land Surveying	WBE/DBE	0.8%	\$ 14,896
Bright Engineering	MBE/DBE	2.3%	\$ 41,000
CivilTech Engineering	MBE/DBE	3.0%	\$ 53,234
Heffron Transportation	WBE/DBE	0.6%	\$ 10,311
Tres West Engineers	DBE	4.6%	\$ 83,472
KJM	WBE and Small Business	5.1%	\$ 92,569
Graelic	Small Business	1.9%	\$ 33,348
Total		18.5%	\$ 328,830

Entire Contract

Subconsultant	Business Type	% of Work	Dollar Value
True North Land Surveying	WBE/DBE	2.6%	\$ 60,116
Adolfson Associates	WBE/DBE	1.3%	\$ 29,769
Bright Engineering	MBE/DBE	1.8%	\$ 30,000
CivilTech Engineering	MBE/DBE	3.6%	\$ 82,743
Heffron Transportation	WBE/DBE	1.4%	\$ 32,834
Tres West Engineers	DBE	4.1%	\$ 94,603
KJM	WBE and Small Business	4.8%	\$ 110,043
Graelic	Small Business	1.5%	\$ 35,088
Total		21.1%	\$ 486,196

EEO Commitment

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

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The Lakewood Station project will provide a single side platform for commuter rail, a bus transit facility for regional and local bus service and a parking garage with approximately 620 parking stalls.

In April 2005, the Finance Committee authorized a contract to KPFF Consulting Engineers to provide preliminary engineering services with an option for final design for the Lakewood Station. KPFF was selected as the top ranked firm after a competitive procurement process. Preliminary Engineering was completed in August 2005 and final design is expected to be completed in mid 2006 should the proposed action be approved.

On June 2, 2005 the Executive Committee directed staff to complete the station preliminary engineering including structured parking, rescind offers on two properties only necessary for surface parking and negotiate an agreement with the City of Lakewood for cost contributions, both capital and on-going operations and maintenance.

Sound Transit has rescinded offers on the property and completed the preliminary engineering. Staff also reviewed the existing environmental documentation to ensure that the project, with structured parking, was sufficiently studied. Structured parking was analyzed as an option in the NEPA/SEPA Final Environmental Impact Statement for Sound Transit's Lakewood to Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion. No further environmental analysis is required.

The term sheet between Sound Transit and the City of Lakewood has been signed. The City and Sound Transit continue to work cooperatively to develop the Station and coordinate plans for roadway improvements along Pacific Highway SW adjacent to the Station by the City.

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2005-58	Directed staff to complete preliminary engineering and any necessary environmental documentation to replace parking with structured parking at the Lakewood Station.	6/02/05
M2005-46	Executed a contract with KPFF Consulting Engineers, Inc. to provide preliminary engineering services with an option for final design for the Lakewood Station.	4/21/05
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
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

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 construction which is expected to be completed by the end of 2007.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

JW 7/29/05

SOUND TRANSIT

MOTION NO. M2005-99

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 KPFF Consulting Engineers to exercise the option for final design for the Lakewood Station in the amount of \$1,938,000, with a 10% contingency of \$193,800, for a new total authorized contract amount not to exceed \$2,683,072, and to extend the contract through December 2007.

Background:

The Lakewood Station project will provide a single-side platform for commuter rail, a bus transit facility for regional and local bus service and a parking garage with approximately 620 parking stalls.

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The proposed action provides funding for a scope of work for final design, bid support and design support during construction of the Lakewood Station. The contract includes final design for structured parking at the Lakewood Station and final design of site demolition and remediation to be advertised prior to construction.

Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized the Chief Executive Officer to execute a contract amendment with KPFF Consulting Engineers to exercise the option for final design for the Lakewood Station in the amount of \$1,938,000, with a 10% contingency of \$193,800, for a new total authorized contract amount not to exceed \$2,683,072, and to extend the contract through December 2007.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 1, 2005.



Jack Crawford
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator