

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2006-09

Amendment to Zimmer Gunsul Frasca Partnership Contract for Everett Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	1/19/06	Discussion/Possible Action	Jim Edwards, Deputy Director, Capital Projects Val Batey, Project Manager	(206) 398-5436 (206) 398-5117

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Everett Station

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction for the Everett Station project in the amount of \$150,840, with a 10% contingency of \$15,084, for a new total authorized contract amount not to exceed \$1,666,112.

KEY FEATURES of PROPOSED ACTION

- This contract provides for revisions and updates of the Everett Station Phase II contract documents to address site conditions encountered during the demolition phase and to meet current codes in effect for the improvements at the station.
- The Phase II contract documents were originally prepared to be bid as one large contract and are now being bid as three separate contracts:
 - Construction of the layover track for Train 2 (was bid in January 2005 and construction complete in June 2005).
 - Demolition and remediation of Sound Transit's properties on the east side of the Burlington Northern Santa Fe tracks (will be complete in January 2006).
 - Construction of the Phase II improvements (to be advertised in the second quarter of 2006).

- Separating the work into three sets of contract documents is requiring additional coordination and revisions not anticipated in the existing contract budget.
- Changes in codes and standards have occurred since the documents were completed in 2004 and now require revisions and additional coordination to update the contract documents.
- Additional contaminated and hazardous materials were encountered on the site during demolition exceeding the amounts originally estimated by the engineers. These conditions will have to be addressed in the Phase II construction documents. Direction for appropriate removal and disposal of the contaminated materials will have to be added to the contract documents.
- This action will provide additional funds for architectural support during contract procurement and during construction.
- This action will also replenish the contract contingency.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design
 Projected Completion Date: 2007

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase	✓	This action will create a shortfall of \$24K.
This Task		
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required	✓	There are sufficient contingency funds to cover the shortfall.
Funding required from other parties (other than what is 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 2006 Adopted Budget for this project is \$26,872,031, with a final design phase budget of \$1,360,483, and a construction phase budget of \$14,616,465. The proposed action is to amend the contract with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction for the Everett Station project in the amount of \$150,840, with a contingency of \$15,084 totaling \$165,924, for a new total authorized contract amount not to exceed \$1,665,310. The \$165,924 has \$143,924 going to the final design phase and \$22,000 going to the construction phase. This leaves a remaining final design phase balance shortfall of \$24,172.

Consistent with Sound Transit Board budget policies, this phase level shortfall will be depicted as a negative variance until the unallocated project contingency can be reallocated to the final design phase to align phase budget amounts with project phase activity. The remaining

construction phase budget is \$7,388,704, and the remaining balance for the project is \$9,163,678.

There are sufficient funds to complete this action. Committing these funds will not endanger any other project elements that are to be funded out of the overall project.

BUDGET TABLE

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

Action Item: Execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction services for the Everett Station (#201).

	2006 Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	\$ 1,593	\$ 782	\$ -	\$ 782	\$ 811
2 Preliminary Engineering	1,195	1,188	-	1,188	7
3 Final Design	1,360	1,241	144	1,385	(24)
4 Right of Way	7,349	7,126	-	7,126	223
5 Construction	14,616	7,206	22	7,228	7,389
7 Contingency	758	-	-	-	758
8 Total Current Budget	\$ 26,872	\$ 17,542	\$ 166	\$ 17,708	\$ 9,164
Phase Budget Detail					
9 Final Design	\$ 1,360	\$ 1,241	\$ 144	\$ 1,385	\$ (24)
10 Misc.	-	-	-	-	-
11 Total Phase	\$ 1,360	\$ 1,241	\$ 144	\$ 1,385	\$ (24)
Phase Budget Detail					
12 Construction	\$ 14,616	\$ 7,206	\$ 22	\$ 7,228	\$ 7,389
13 Misc.	-	-	-	-	-
14 Total Phase	\$ 14,616	\$ 7,206	\$ 22	\$ 7,228	\$ 7,389

Contract Budget	2006 Board Adopted Budget (F)	Spent to Date (G)	Proposed Action - Final Design (H)	Proposed Action - Construction (H)	Amended Total Contract Value (I)
15 Zimmer Gunsul Frasca Contract	\$ 1,363	\$ 1,427	\$ 131	\$ 20	\$ 1,514
16 Contingency	136	-	13	2	151
17 Total	1,499	1,427	144	22	1,665
18 Percent Contingency	10%		10%	10%	10%

Budget Shortfall Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
19 Final Design	(24)	24	Contingency phase

Notes:

Committed to-date amount includes actual outlays and commitments through December 31, 2005.

Project budget is located on page 99 of the Proposed 2006 Budget book, there was also an amendment to the 2006 budget that was approved by the board at the time the 2006 budget was approved.

Consistent with Sound Transit Board budget policies, these phase level shortfalls will be have be covered by reallocating the project contingency from other phases to the Final Design phase to align phase budget amounts with project phase activity.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

Zimmer Gunsul Frasca Partnership is the prime consultant for this contract. Sound Transit originally established a pool of 15 design teams for commuter rail station design services. M/W/DBE and other small firms were encouraged to propose and were included in the pool. On April 19, 2000, a Request for Proposal (RFP) was issued to firms in the pool for commuter rail station design services for the Edmonds, Mukilteo and Everett stations.

Zimmer Gunsul Frasca Partnership was the successful proposer for the Everett Station RFP, and Milbor-Pita and Associates, Inc. a certified M/W/DBE firm, was identified as a subconsultant on the original contract.

For this contract amendment, Zimmer Gunsul Frasca Partnership proposes to have Milbor-Pita and Associates, Inc. perform 46% of the work.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Milbor-Pita & Associates, Inc.	MBE/DBE	46%	30,585
Total		46%	\$30,585

EEO Commitment

Zimmer Gunsul Frasca Partnership workforce demographics are 42% women and 18 % minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, ST Express Bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett and includes the Everett Station building; the off-street bus transit center; parking for commuters, Amtrak and Greyhound customers, and other patrons; a portion of the commuter rail platform and canopies; and the Amtrak passenger boarding platform. Sound Transit is responsible for the final phase of the station including the 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of the 330-stall south parking lot, and an operations building for maintenance equipment and supplies, security personnel and Burlington Northern Santa Fe Railway (BNSF) train crews.

Sound Transit contracted with Zimmer Gunsul Frasca Partnership to design the south and east parking lots, the Amtrak platform, the station track, the commuter rail platform, an operations building, and the pedestrian bridge. This work was broken into two phases: the first, including the Amtrak platform, a portion of the station track and commuter rail platform, was completed and has been in service since December 2003.

Due to the delay in reaching an agreement with BNSF to provide commuter rail service to Everett, Sound Transit elected to delay construction of the second phase of the Sounder Commuter Rail Everett Station. Zimmer Gunsul Frasca Partnership was directed to stop work on finalizing the Phase II contract documents in 2002.

When an agreement was reached with BNSF in December 2003, Zimmer Gunsul Frasca Partnership was directed to update the Phase II contract documents, include a bus layover area in the east parking lot, and provide design services during construction. The Zimmer Gunsul Frasca Partnership contract was amended to include this work in March 2004.

In 2004, to insure that the layover track for Train 2 would be in service by June 2005, procurement of the Phase II improvements was separated into three contracts. The layover track construction contract was completed in June 2005. The demolition and remediation contract work will be completed in January 2006. The remaining Phase II construction contract is scheduled to be advertised in the second quarter of 2006.

Work is proceeding on revisions and updates to the contract documents to meet current site conditions, codes and standards. Contract budget originally programmed for architectural support during bidding and construction, and contingency, have been reallocated to revision and update tasks. Additional funds are required to complete this work, to replenish the contract for the architectural support during bidding and construction, to cover the cost of extending the project schedule, and to replenish the contract contingency.

Environmental impacts resulting from the Everett Station improvements were addressed in the Everett Multimodal Transportation Facility NEPA EA/SEPA EIS (1995) issued by the City of Everett and the Everett – Seattle Commuter Rail Final EIS issued by Sound Transit (December, 1999). A Finding of No Significant Impact was issued for the City’s environmental document and Sound Transit’s Final EIS received a Record of Decision in February 2000. Sound Transit also issued a SEPA Addendum on June 7, 2005 and had a NEPA reevaluation approved by FTA on June 1, 2005 for design refinements to the Everett Station East Parking Lot.

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

Motion or Resolution Number	Summary of Action	Date of Action
M2004-14	Execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete final design for the Sounder commuter rail components of the Everett Station, to provide for the design of a Regional Express bus layover area, and to provide design support services during construction for the Everett Station Phase II Project.	3/18/04
M2001-45	Execute a contract amendment with the Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station.	5/2/01
M2001-19	Execute a contract with the Zimmer Gunsul Frasca Partnership to provide preliminary design services for the Everett commuter rail station.	3/15/01

CONSEQUENCES of DELAY

A delay will require suspension of the construction contract procurement process and delay the construction schedule.

ENVIRONMENTAL COMPLIANCE

SK 11/30/05

LEGAL REVIEW

JW 1/10/06

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Finance Committee	1/19/06	Discussion	Jim Edwards, Deputy Director, Capital Projects	(206) 398-5436
Board	1/26/06	Discussion/Possible Action	Val Batey, Project Manager	(206) 398-5117

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
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Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
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Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2004-14	Execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete final design for the Sounder commuter rail components of the Everett Station, to provide for the design of a Regional Express bus layover area, and to provide design support services during construction for the Everett Station Phase II Project.	3/18/04
M2001-45	Execute a contract amendment with the Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station.	5/2/01
M2001-19	Execute a contract with the Zimmer Gunsul Frasca Partnership to provide preliminary design services for the Everett commuter rail station.	3/15/01

CONSEQUENCES of DELAY

A delay will require suspension of the construction contract procurement process and delay the construction schedule.

ENVIRONMENTAL COMPLIANCE

SK 11/30/05

LEGAL REVIEW

JW 1/10/06

SOUND TRANSIT

MOTION NO. M2006-09

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction for the Everett Station project in the amount of \$150,840, with a 10% contingency of \$15,084, for a new total authorized contract amount not to exceed \$1,666,112.

Background:

Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, ST Express bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett and includes the Everett Station building; the off-street bus transit center; parking for commuters, Amtrak and Greyhound customers, and other patrons; a portion of the commuter rail platform and canopies; and the Amtrak passenger boarding platform. Sound Transit is responsible for the final phase of the station including the 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of the 330-stall south parking lot, and an operations building for maintenance equipment and supplies, security personnel and BNSF train crews.

Sound Transit contracted with Zimmer Gunsul Frasca Partnership to design the south and east parking lots, train platforms, station track, an operations building, and the pedestrian bridge. This work was broken into two phases: the first, including the Amtrak platform, a portion of the station track and commuter rail platform, has been in service since December 2003.


Due to the delay in reaching an agreement with Burlington Northern Santa Fe Railway (BNSF) to provide Commuter Rail service to Everett, Sound Transit delayed construction of Phase II and Zimmer Gunsul Frasca Partnership was directed to stop work on finalizing contract documents in 2002.

Agreement was reached with BNSF in 2003 and Zimmer Gunsul Frasca Partnership was directed to update the Phase II contract documents. Their contract was amended to perform this work in March 2004. In order to insure that the layover track for train 2 would be in service by June 2005, procurement of the Phase II improvements was separated into three contracts. The layover track construction was completed in June 2005. The demolition and remediation contract work will be completed in January 2006. The remaining Phase II construction contract is scheduled to be advertised in second quarter 2006.

Motion:


It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction for the Everett Station project in the amount of \$150,840, with a 10% contingency of \$15,084, for a new total authorized contract amount not to exceed \$1,666,112.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 26, 2006.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator