

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-46

Contract Amendment for Additional Final Design Services for Edmonds Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/4/09	Discussion/Possible Action	Jim Edwards, Director, Capital Projects Eric Beckman, Rail Program Manager Paul Cornish, Project Manager	(206) 398-5436 (206) 398-5251 (206) 398-5342

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Edmonds Station

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with KPFF Consulting Engineers to provide additional final design services for the Edmonds Station project in the amount of \$276,910 with a 10% contingency of \$27,691 totaling \$304,601, for a new total authorized contract amount not to exceed \$1,427,225.

KEY FEATURES of PROPOSED ACTION

- The proposed action would provide funding to modify the 2008 interim commuter rail station plan to meet the intent of the 2002 permanent station plan as requested by the Edmonds City Council in an April 2009 letter to Sound Transit.
- The proposed amendment would add the following elements to the scope of work:
 - A transit center
 - Revised traffic access and traffic loop
 - Permanent platform shelters
 - Additional transit canopies and site landscaping
- The proposed amendment would also add an option to prepare a construction bid package for the west platform and modification of the existing Amtrak building if and when BNSF constructs a second mainline track through the station.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design Projected Completion Date: 2011

Action Outside of Adopted Budget:	<input checked="" type="checkbox"/>	Comments on Checked Items
This Project		
This Phase	<input checked="" type="checkbox"/>	This action creates a phase level shortfall of \$311K; there are surplus funds in the construction phase that will be used to cover this shortfall.
Budget Amendment Required		

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

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
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 Adopted 2009 Budget for this project is \$12,929,166, with a final design phase budget of 1,025,987. The proposed action is to amend a contract with KPFF Consulting Engineers to provide additional final design services in the amount of \$276,910 with a 10% contingency of \$27,691. This action will leave a final design phase shortfall of \$311,426. There are sufficient funds in the construction phase to cover the final design phase level shortfall. The remaining project balance will be \$6,778,052.

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)

Project: 209 - Edmonds Station

	2009 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 674	\$ 674	\$ -	\$ 674	\$ -
Preliminary Engineering	\$ 713	\$ 703	\$ -	\$ 703	\$ 10
Final Design	\$ 1,026	\$ 1,033	\$ 305	\$ 1,337	\$ (311)
Right of Way	\$ 2,221	\$ 2,268	\$ -	\$ 2,268	\$ (47)
Construction	\$ 8,086	\$ 1,169	\$ -	\$ 1,169	\$ 6,917
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 210	\$ -	\$ -	\$ -	\$ 210
Total Current Budget	\$ 12,929	\$ 5,846	\$ 305	\$ 6,151	\$ 6,778

Phase Budget Detail

Final Design	\$ 1,026	\$ 1,033	\$ 305	\$ 1,337	\$ (311)
Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
Total Phase	\$ 1,026	\$ 1,033	\$ 305	\$ 1,337	\$ (311)

Contract Budget	Current Approved Contract Value (F)	Committed To Date ² (G)	Proposed Action (H)	Proposed Total Contract Value (I)
KPFF Consulting Engineers	\$ 1,035	\$ 905	\$ 277	\$ 1,312
Contingency	\$ 87	\$ 87	\$ 28	\$ 115
Total	\$ 1,123	\$ 992	\$ 305	\$ 1,427
Percent Contingency	8%	10%	10%	9%

Budget Shortfall

Level	Shortfall Amt (J)	Potential Funds (K)	Funding Source (L)
Final Design	\$ (311)	\$ 311	Construction
Total	\$ (311)	\$ 311	

Notes:

¹ Project budget is located on page 133 of the Adopted 2009 Budget book. The 2009 Budget was adopted by the Board on December 11, 2008.

² Committed to date amount includes actual outlays and commitments through April 30, 2009.

SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

KPFF Consulting Engineers is the prime consultant for this contract. KPFF Consulting Engineers committed to a 16% M/W/DBE - Small Business participation goal in the original contract.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Adolfson	WBE	6%	\$7,776
Jay Rood	Small Business	1.7%	\$20,763
True North	WBE	1.1%	\$13,830
KJM	WBE	4.6%	\$56,865
Tres West	DBE	5.9%	\$72,798
Zipper Zeman	Small Business	4.9%	\$60,934
Total		18.8%	\$176,100

EEO Commitment

KPFF Consulting Engineers workforce demographics are 31% women and 20% minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The site for Edmonds Station (on Railroad Avenue between Dayton and Main Streets) was identified in the Everett to Seattle Commuter Rail Project Environmental Impact Statement (EIS), December 1999. The EIS included alternative sites for a station in Edmonds, including the existing Amtrak Station site and the future Edmonds Crossing site. The Edmonds Crossing project features a multimodal terminal intended to integrate several modes of transportation (including commuter rail) and accommodate future growth along the SR104 corridor and the Edmonds/Kingston ferry run.

The Board selected the Amtrak Station site as the preferred alternative in January 2000 as an interim station until the Edmonds Crossing project is built. The Board asked staff to evaluate design alternatives in order to determine the appropriate level of investment at this site to serve as an interim station (ten to fifteen-year lifespan). In 2002, the City of Edmonds approved the layout for a fifteen-year interim station. Following this decision, the Edmonds Crossing project gained significant momentum, warranting Sound Transit and the City to agree on a less expansive station at the current site.

The Edmonds Station improvements are necessary for both Sounder and Amtrak trains to provide continuous service once BNSF builds a second mainline track. The current station services both northbound and southbound trains from a single platform, located on the east side of the existing single track. The second mainline track will be constructed to the east of the existing tracks, which will require the existing platform to be reconstructed further to the east as well as the new platform on the west.

Plans for the less expansive interim station were advanced to 100%, with building permits pending in 2008. However, when the Washington State Ferries issued its 2009-2030 long-range plans, it did not include funding for the Edmonds Crossing project. On February 24, 2009, the Edmonds City Council took action to request that Sound Transit construct a permanent station; including improvements based upon a plan approved by the City’s Architectural Design Review Board in 2002. Sound Transit received a letter in April 2009 requesting project modifications to meet the intent of the 2002 plan.

The design team and City staff have been working together to determine how the 2008 interim station plans can be modified to meet the intent of the 2002 permanent station plan. In order to do so, additional improvements would need to be made. Under the proposed action, the contract with KPFF Consulting Engineers would be amended to add these elements to the scope of work: a transit center; revised traffic access and traffic loop; permanent platform shelters; and additional transit canopies and site landscaping.

Given the planned design revisions, it is not anticipated at this time that additional environmental documentation will need to be completed for NEPA or SEPA. This will be confirmed during final design when the design elements are fully known.

The current design plans must also be revised to reflect the phasing of construction required to accommodate BNSF's construction of the second track. With the current economic condition, BNSF has indicated that they do not know when it will be constructed. Accordingly, the west platform cannot be built at this time. This will also require the existing platform to remain in service until this second line is constructed. The permanent east platform will be constructed behind the existing asphalt platform, such that the existing asphalt platform will be removed when the second track is constructed.

In the event that BNSF constructs the second mainline track within the next two years, KPFF's contract will include an option to complete plans that would allow Sound Transit to advertise the west platform construction bids as a separate project. If BNSF construction schedule is postponed indefinitely, the existing contract with KPFF will be closed and a new contract will be procured to complete the west platform design support, construction award, and construction support.

PRIOR BOARD/COMMITTEE ACTIONS

Motion/Resolution Number and Date	Summary of Action
M2007-18 2/1/07	Executing a contract amendment with KPFF Consulting Engineers to provide final design services.
M2004-13 2/19/04	Executing a contract amendment with Streeter & Associates Architects to complete preliminary engineering services for the Edmonds Station project.
M2000-05 1/13/00	Selecting the station locations and corridor improvements to be built for the Everett-to-Seattle Commuter Rail Project.
R98-37 7/23/98	Executing an intergovernmental agreement with the City of Edmonds for planning, coordination and cooperation in the development and implementation of a commuter rail station in the City of Edmonds.

CONSEQUENCES of DELAY

A two-week delay would not create adverse impacts for this project.

PUBLIC INVOLVEMENT

Not applicable to this action.

ENVIRONMENTAL COMPLIANCE

SSK 5-20-09

LEGAL REVIEW

JW 5/27/09

SOUND TRANSIT

MOTION NO. M2009-46

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 provide additional final design services for the Edmonds Station project in the amount of \$276,910 with a 10% contingency of \$27,691 totaling \$304,601, for a new total authorized contract amount not to exceed \$1,427,225.

Background:

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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 KPFF Consulting Engineers to provide additional final design services for the Edmonds Station project in the amount of \$276,910 with a 10% contingency of \$27,691 totaling \$304,601, for a new total authorized contract amount not to exceed \$1,427,225.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 4, 2009.



Aaron Reardon
Finance Committee Chair

ATTEST:


Marcia Walker
Board Administrator