

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2010-23

Interlocal Agreement with the City of Edmonds

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/4/10	Discussion/Possible Action	Ahmad Fazel, Executive Director Jim Edwards, Director Eric Beckman, Program Manager Jodi Mitchell, Project Manager	(206) 398-5389 (206) 398-5436 (206) 398-5251 (206) 398-5080

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

PROJECT NAME

Edmonds Station

PROPOSED ACTION

Authorizes the chief executive officer to execute the Interlocal Agreement with the City of Edmonds for the implementation of the Sounder Edmonds Station Project.

KEY FEATURES of PROPOSED ACTION

The Interlocal Agreement:

- Grants non-exclusive use of Railroad Avenue to construct, operate, maintain, and own the Edmonds Station project for an indefinite term.
- Acknowledges that Community Transit may own, operate, and maintain the transit center portion of the Edmonds Station project.
- Provides that conflicting non-City, private utilities must relocate when necessary at the utilities' expense.
- Establishes insurance requirements throughout the term of this agreement against construction, operation, or maintenance claims.

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 and FINANCIAL PLAN DISCUSSION

The Adopted 2010 Budget for this project is \$12,929,166. The proposed action is to authorize the execution of two agreements with the City of Edmonds regarding the development of Edmonds Station; there is no financial impact to this action.

BUDGET TABLE

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

Project: 209 - Edmonds Station

	2010 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	\$ 703	\$ 703	\$ -	\$ 703	\$ 0
Final Design	\$ 1,337	\$ 1,302	\$ -	\$ 1,302	\$ 35
Right of Way	\$ 2,323	\$ 2,334	\$ -	\$ 2,334	\$ (11)
Construction	\$ 7,614	\$ 1,169	\$ -	\$ 1,169	\$ 6,445
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 278	\$ -	\$ -	\$ -	\$ 278
Total Current Budget	\$ 12,929	\$ 6,183	\$ -	\$ 6,183	\$ 6,746

Notes:

¹ Project budget is located on page 69 of the Proposed 2010 Transit Improvement Plan budget book. The 2010 Budget was adopted by the Board on December 10, 2009.

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

SMALL BUSINESS PARTICIPATION

Not applicable for this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The Interlocal Agreement provides Sound Transit the right to use a portion of Railroad Avenue, which is city right-of-way, for the Edmonds Station project. The Edmonds Station project is a Sound Move project to provide for permanent station improvements for Sounder service. The 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.

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 Edmonds Crossing project features a multimodal terminal intended to integrate several modes of transportation (including commuter rail) and accommodate future growth along the SR-104 corridor and the Edmonds/Kingston ferry run. 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 to accommodate a potential future relocation.

Plans for the less expansive interim station were advanced to 100% design, with building permits pending in 2008. However, when the WSF 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. In response to the letter, the Board adopted Motion No. M2009-46, allowing KPFF to provide additional design services on the Edmonds Station project to incorporate the City's modifications.

The Edmonds Station project includes two rail platforms (shared with Amtrak); eight weather protection rail passenger shelters; a ticket vending machine shelter; bicycle locker(s) and bicycle rack(s); 163 parking stalls; landscaping; lighting; informational signage; railing and fencing incorporating artistic elements; a Community Transit station located between James and Main Streets (includes bus platform, two or three weather protection shelters, landscaping, lighting, signage, etc.); and other associated elements as shown in the project plans.

The current design plans are for work associated with the east side of the project and do not reflect the construction phasing required to accommodate BNSF's construction of the second track. Given the current economic condition, BNSF has indicated that there is no specific date when the second track will be constructed, only that it could be any time over the next 2-20 years. Accordingly, though design plans exist for the west platform, the element has been dropped from current design plans because a construction timeline for it has yet to be specified. This will require the existing East platform to remain in service until the 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.

Sound Transit and the City of Edmonds will continue to work with the WSDOT, including WSF, on efforts to implement the Edmonds Crossing Project to determine what amenities of the Edmonds Station Project, if any, can or should be incorporated into Edmonds Crossing Project.

Environmental documentation and compliance under NEPA and SEPA for this project was completed through the Everett to Seattle Commuter Rail Project Final EIS (December 1999) and FTA approval of the Record of Decision (ROD) in February 2000. A SEPA Addendum was issued by Sound Transit in October 2008 to address the effects of providing temporary replacement parking during commuter rail station construction.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
M2009-46 6/4/09	Authorizing a contract amendment with KPFF Consulting Engineers to provide additional final design services.
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 in Board action would not have a significant impact.

PUBLIC INVOLVEMENT

Over the life of the project, Sound Transit has held a number of public hearings and open houses with municipalities, public agencies, Native American tribes, and other community and business organizations. As well, a Technical Advisory Committee (TAC) was established to provide public input into the design of the commuter rail station. It is comprised of local residents, business representatives, and elected officials. Throughout the design process, the TAC has been closely involved with Sound Transit to ensure that the community's interest is represented, that design reflects the character of Edmonds, and that the project stays within the approved budget.

ENVIRONMENTAL COMPLIANCE

SSK 1/15/10

LEGAL REVIEW

LA 1/29/10

SOUND TRANSIT

MOTION NO. M2010-23

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute the Interlocal Agreement with the City of Edmonds for the implementation of the Sounder Edmonds Station Project.

Background:

The Interlocal Agreement provides Sound Transit the right to use a portion of Railroad Avenue, which is city right-of-way, for the Edmonds Station project. The Edmonds Station project is a Sound Move project to provide for permanent station improvements for Sounder service. The 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.

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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 the Interlocal Agreement with the City of Edmonds for the implementation of the Souder Edmonds Station Project.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 4, 2010.



Fred Butler
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator