

MOTION NO. M2011-66
Contract Amendment for Tukwila Sounder Station Design Services

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	08/11/2011	Recommendation to Board	Ahmad Fazel, DECM Executive Director
Board	08/25/2011	Final Action	Barry Alavi, Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with KPFF Consulting Engineers to provide final design services for the permanent Tukwila Sounder Station in the amount of \$830,500 with a 10% contingency of \$83,050, for a new total authorized contract amount not to exceed \$5,216,494

KEY FEATURES

- This amendment provides for KPFF Consulting Engineers to complete the revised final design of the permanent Tukwila Sounder Station, including design services during construction and compiling record drawings.
- Design of the permanent improvements at Tukwila Station is being revised to avoid conflicts with the City of Renton's Strander Boulevard project and reduce project construction costs.
- A new project baseline budget and schedule will be established when the design work reaches the 50% completion level in fall 2011.
- Final design is scheduled for completion in March 2012. The new station is scheduled to be completed in summer 2013.

PROJECT DESCRIPTION

The permanent Tukwila Sounder Station will be located on Sound Transit-owned property at Longacres Way in Tukwila, Washington. The project will build a permanent station where the temporary Tukwila Station is located, directly south of Longacres Way. The station will be served by Sound Transit's commuter trains and Amtrak Cascades trains using the Burlington Northern Santa Fe (BNSF) railroad tracks.

Features of the permanent station will include two 600-foot platforms with shelters, ADA compliant ramps, stairs, ticket vending machines, improvements to the underpass connecting the two platforms, a bus transit area with shelters, parking stalls for 390 vehicles, 68 bicycle parking spaces, and underground stormwater detention facilities. The station will also include low impact development (LID) features with the construction of rain gardens to manage stormwater runoff and contribute to Sound Transit's sustainability initiative. The existing temporary station will remain operable during construction of the permanent station.

BUDGET TABLE

Tukwila Station	2011 TIP	Board Approvals	This Action	Board Approved Plus Action	(Shortfall)
Agency Administration	2,555	2,555	-	2,555	-
Preliminary Engineering	1,105	1,105	-	1,105	-
Final Design	3,212	3,269	914	4,183	(971)
3rd Party	-	-	-	-	-
Right of Way	12,296	8,587	-	8,587	3,709
Construction	27,662	1,736	-	1,736	25,926
Construction Management	-	-	-	-	-
Vehicles	-	-	-	-	-
Contingency	2,304	-	-	-	2,304
Total Project Budget	\$ 49,134	\$ 17,252	\$ 914	\$ 18,166	\$ 30,968
Phase Detail					
Preliminary Engineering					
KPFF	1,088	1,088	-	1,088	-
Other Phase Activity	17	17	-	17	-
Total Phase	\$ 1,105	\$ 1,105	\$ -	\$ 1,105	\$ -
Phase Detail					
Final Design					
KPFF	3,215	3,215	914	4,129	(914)
Other Phase Activity	(3)	54	-	54	(57)
Total Phase	\$ 3,212	\$ 3,269	\$ 914	\$ 4,183	\$ (971)
Contract Budget					
	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
KPFF					
Contract Amount	\$ 3,912	\$ 4,089	\$ 831	\$ 4,742	
Contingency	\$ 391	\$ 214	\$ 83	\$ 474	
Total Contract Amount	\$ 4,303	\$ 4,303	\$ 914	\$ 5,216	
Percent Contingency	10%	5%	10%	10%	
Budget Shortfall	\$ 914				
Contingency	\$ 914				
Total Funding	\$ 914				

Notes:

Amounts are expressed in Year of Expenditure \$000.

Committed includes pending Board Actions.

Board Approvals = Committed to-date + Contingency

Project budget is located on page 83 of the 2011 Transit Improvement Plan.

SMALL BUSINESS PARTICIPATION

KPFF Consulting Engineers is the prime consultant. The original contract had a Small Business participation goal of 5.6%. The Final Design phase of the project has a commitment of 8.1%. For this contract amendment, the Small Business commitment is 7.41%.

The following Small Business and DBE subconsultants are anticipated to be utilized for this contract amendment:

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
Tres West	Small Business	3.80%	\$66,382
Gram	Small Business	2.07%	\$36,185
Karen Keist	DBE	1.54%	\$26,942
Total		7.41%	\$129,509

EQUAL EMPLOYMENT WORKFORCE PROFILE

248 employees; 29% women; 14.9% minorities.

BACKGROUND

Sounder service at Tukwila is currently provided at a temporary station which was constructed in February 2001 for the start up of Sounder service. In 2002, Sound Transit agreed to delay final design of the permanent station for up to ten years to allow the City of Tukwila to establish its downtown development plan and the City of Renton to develop plans for the intersection of Strander Blvd. as an overpass over the BNSF and Union Pacific Railroad (UPRR) tracks.

Risks with the original design of the permanent station include conflicts with the City of Tukwila's Strander Boulevard construction schedule that would force Sound Transit to delay construction until late 2012 and costs associated with mitigating and avoiding existing utilities. Because of the risks, Sound Transit conducted a feasibility study to move the permanent station north to the location of the existing temporary station. The study concluded that substantial cost savings could be realized from reduced utility conflicts and the elimination of the pedestrian bridge. Based on the study's conclusions, an alternate design called "the north option" was developed. The north option, located adjacent to Longacres Way, reduces schedule conflicts, avoids the Seattle Public Utilities pipeline, and preserves the 390-stall parking lot.

Results of the study were shared with the City of Tukwila, the City of Renton, King County Metro, and BNSF. The Sound Transit Board was briefed during the study's development and the findings were presented to the Capital Committee on April 14, 2011. The Committee indicated support of the new concept and staff has initiated detail design at this new location. The design will be completed in the first quarter of 2012 and construction is scheduled to begin in the second quarter of 2012. The target for project completion is third quarter 2013.

Sound Move funded the project through final design including right-of-way acquisition, but a funding shortfall was identified for the construction phase of the station. The ST2 plan includes funding to complete the project.

KPFF Consulting Engineers was selected through a qualifications-based competitive procurement in 2005 for a scope of work that covered all the design phases of the Tukwila Station project. To date, KPFF has completed the alternatives analysis, preliminary engineering, and most of the final design work for the original configuration of the station. The revised station design is within the scope of the original request for qualifications (RFQ) on which KPFF was selected. KPFF will continue to use the original project staff, and much of the preliminary work is still relevant to the final design of the north option.

ENVIRONMENTAL COMPLIANCE

Environmental documentation under both NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) has been completed. A NEPA Environmental Assessment (EA) was completed and issued by Sound Transit and the Federal Transit Administration (FTA) in January 2009. A FONSI (Finding of No Significant Impact) was issued by FTA for the Tukwila Station project in March 2009. SEPA compliance was fulfilled as the NEPA Environmental Assessment also served as a SEPA Addendum to the Seattle to Tacoma Commuter Rail Notice of Adoption of NEPA Environmental Assessment and SEPA Mitigated DNS (June 1998). On March 14, 2011, FTA approved a NEPA Reevaluation for the modified Tukwila Station design planned by Sound Transit, as described in this motion. FTA found that no additional environmental review was required.

SSK 6-20-11

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2009-59 – Authorized the CEO to exercise a contract option with KPFF to provide final design services for the Tukwila Commuter Rail Station project and amend the contract in the amount of \$2,922,930 with a 10% contingency of \$292,293 totaling \$3,215,223, for a new total authorized contract amount not to exceed \$4,302,944.

Motion No. M2007-73 – Authorized the CEO to execute a contract amendment with KPFF to provide preliminary engineering and environmental documentation services for the Tukwila Commuter Rail Station project in the amount of \$739,149 with a 10% contingency of \$73,915 totaling \$813,064, for a new total authorized contract amount not to exceed \$1,087,721.

Motion No. M2005-136 – Authorized the CEO to execute a contract with KPFF to provide an Alternatives Analysis and a Project Sequencing Plan for the Tukwila Station in the amount of \$249,688 with a 10% contingency of \$24,969, for a total authorized contract amount not to exceed \$274,657.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

LC 08-05-11

MOTION NO. M2011-66

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with KPFF Consulting Engineers to provide final design services for the permanent Tukwila Sounder Station in the amount of \$830,500 with a 10% contingency of \$83,050 for a new total authorized contract amount not to exceed \$5,216,494.

BACKGROUND:

The purpose of this action is to amend an existing contract with KPFF Consulting Engineers to complete the revised final design of the permanent Tukwila Sounder Station. KPFF was selected through a competitive procurement in 2005 for a scope of work that covered all the design phases of the Tukwila Station Project.


In 2002, Sound Transit agreed to delay final design of the permanent station for up to ten years to allow the City of Tukwila to establish its downtown development plan and the City of Renton to develop plans for an intersection of Strander Boulevard as an overpass over the BNSF and UPRR tracks. Risks of the original design of the permanent station have since been identified. Risks include conflicts with the City of Tukwila's Strander Boulevard construction schedule that would force Sound Transit to delay construction until late 2012 and costs associated with mitigating and avoiding existing utilities.

Because of the risks, Sound Transit conducted a feasibility study to move the permanent station north to the location of the existing temporary station. The study concluded that substantial cost savings could be realized from reduced utility conflicts and the elimination of the pedestrian bridge. Based on the study's conclusions, an alternate design called "the north option" was developed. The north option reduces schedule conflicts, avoids the Seattle Public Utilities pipeline, and preserves the 390-stall parking lot. KPFF Consulting Engineers will complete the revised final design.

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 KPFF Consulting Engineers to provide final design services for the Tukwila Sounder Station in the amount of \$830,500 with a 10% contingency of \$83,050 totaling \$913,550, for a new total authorized contract amount not to exceed \$5,216,494.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 25, 2011.



Claudia Thomas
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator