

SOUND TRANSIT

MOTION NO. M99-37

Lakewood-to-Tacoma Commuter Rail and 512 Park-and-Ride/Regional Express combined Environmental Impact Statement Change Order

BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/17/99	Discussion/Possible Action	John L. Hubbard Paul W. Price Fred Chou	253-581-8137 206-398-5111 206-398-5034

ACTION:

Finance Committee authorization to execute a change order with Berger/Abam Engineers, Inc. for the increase in scope to convert the Lakewood-to-Tacoma commuter rail Environmental Assessment to the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride/Regional Express combined Environmental Impact Statement (EIS). This contract change order will have a maximum value not to exceed \$560,387 consisting of an award of \$466,989 plus \$93,398 (20%) contingency. If approved, this change order would bring the resulting overall total contract value with Berger/Abam Engineers, Inc. to \$1,050,720.

BACKGROUND:

If commuter rail service is to be implemented between Lakewood and Tacoma and the parking capacity for 512 expanded, the Federal Transit Administration (FTA) has determined that an EIS will be required. Original work on the environmental review for Tacoma-to-Lakewood commuter rail began as part of an Environmental Assessment (EA) and expanded environmental checklist. During the fall of 1998, a request was submitted to the FTA for using a separate Environmental Assessment for the commuter rail facility at the Tacoma Dome Station. This would involve carving that process off of the larger Tacoma-to-Lakewood environmental review. The reason for making that request was to expedite the design of the Tacoma Dome Station commuter rail facility to ensure it would be ready for initial service start-up in 1999. When negotiating this arrangement, it became apparent that the FTA staff would expect the remaining portions of the Tacoma-to-Lakewood environmental review to become an Environmental Impact Statement, which had been their previous desire, from which they had, until then, been repeatedly dissuaded.

During discussions with the FTA, it made sense to all concerned that the environmental review process for the expansion of park-and-ride capacity at or near the 512 Park-and-Ride, a Regional Express project, be combined with the commuter rail environmental review. A prerequisite project, the park-and-ride site selection process, was also added to the work scope. It was determined that this was the most efficient way to produce both projects and to take an integrated look at the two capital projects since they are located relatively close to each other. This will also ensure that all reasonable alternatives in the area are explored, including combining the facilities, and will result in a fully defensible environmental document. With this combined effort, staff determined that four additional site alternatives analyses would be needed in addition to the three analyzed during previous work. Combining efforts will reduce overall costs and eliminate the potential for duplicated efforts.

This change order is not considered a sole source contract amendment. In the original request for proposal for this work which was competitively procured, the scope was defined as "work required to complete a legally adequate Environmental Assessment/Supplemental Environmental Impact Statement successfully, for the commuter rail segment between Lakewood and Tacoma." Task 3 in the request for proposal is for support coordination with local jurisdictions on station site design. Language in this task states that the consultant will support Sound Transit in coordinating with other transit agencies and cities in the station site selection, new park-and-ride lots, and design processes. This adequately covers the added tasks for the 512 Park-and-Ride site selection process.

Sound Move was the product of more than seven years of planning work, including preparation of an EIS in 1993 evaluating the impacts of various system alternatives. That EIS was prepared as part of a "phased" environmental review process. Phased environmental review is designed to help agencies and the public focus on issues that are "ready" for decisions and to exclude issues that are already decided or not yet ready for decision. The 1993 EIS on the regional transit system plan was the first phase of environmental review. It focused on broad, regional, system level impacts. The combined environmental impact statement proposed to be funded by this action will evaluate the project specific impacts of various commuter rail station and track design alternatives, as well as park-and-ride project specific site alternatives and impacts. The proposed environmental document is a legally required next step prior to Board selection of station sites and track design, and park-and-ride sites, commitment of federal funds, initiation of final design, permitting and construction.

M/W/DBE participation

Berger/Abam has demonstrated a commitment to the full inclusion of M/W/DBE and local-area firms, maintaining a current 71.29% and exceeding their contractual commitment of 60%. Berger/Abam intends to utilize their current subconsultants in conjunction with this change, and it is the opinion of the project management team that they will continue to uphold their above standard commitment.

Subconsultants on this project will include the following firms: Tsang Partnership (architecture and urban design), MBE, Tacoma; Herrera Environmental (natural resources), MBE/DBE/SBA 8A, Seattle; Heffron Transportation (traffic engineering) WBE/DBE, Seattle; Patterson and Associates (rail engineering), Orange, CA; Artifacts (archeologists and historical), WBE/DBE, Tacoma; Michael Minor and Associates (noise assessment), Portland, OR; White Shield (mapping and land surveying), WBE/MBE/DBE Bellevue; and Entech Northwest (air quality), MBE/WBE, Tacoma. Berger/Abam will be responsible for project management, land use, sociology, and economics.

Informal public scoping/information meetings/open houses will be scheduled in the affected communities during the early weeks of this contract. Given the very recent station area planning work done in the communities, it is anticipated that the public involvement process, which is already started, will transition smoothly to encompass environmental issues.

Work under this contract is scheduled to begin as soon as possible, with the expectation that a Draft Environmental Impact Statement will be available for public and agency review this fall. After responding to all comments, a final document will be prepared for issuance and submitted to the FTA by early 2000.

The contract for this project, as proposed, meets current agency M/W/DBE goals.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

Adoption of Sound Move (May 31, 1996).

Adoption of Implementation Guide (May 22, 1997).

Adoption of Resolution No. R98-49, the 1999 Budget (November 12, 1998).

KEY FEATURES

The proposed contract establishes a fee for which Berger/Abam Engineers, Inc. will undertake all activities and tasks that could be reasonably anticipated in order to complete the combined environmental document and site selection process.

FUNDING

The currently adopted Sound Transit budget for 1999 includes funds for the preparation of environmental documents for the development of stations and other capital facilities along the Lakewood-to-Tacoma commuter rail corridor and expansion of park-and-ride capacity at or near the existing 512 Park-and-Ride. This is a scope change and funds will be transferred from the project contingencies to cover the cost increase for this change. A small percentage of contingencies from the Auburn-to-Lakewood track and facilities project, the S. 56th Street station in Tacoma, the Lakewood station, and the Tacoma Dome station will be used. The amount needed to move from project contingencies is approximately \$277,000 of which there is \$37,668,000 available and it is staff opinion that the impact of this change is minimal.

The additional costs for this project will be a shared responsibility of both commuter rail and regional express, with commuter rail assuming \$249,496 of the costs and Regional Express assuming \$217,493 of the costs.

ALTERNATIVES

If commuter rail service is to be implemented between Lakewood and Tacoma and the parking capacity for 512 expanded, the FTA has determined that an EIS will be required. Neither the Commuter Rail Department nor the Regional Express Department currently have on staff the requisite expertise (such as civil and geotechnical engineering, noise and vibration, biology) to perform and complete a combined EIS and site selection process. Therefore, contracting for these services is a necessary step prior to proceeding further into project development.

CONSEQUENCES OF DELAY

Environmental review must precede Board selection of station sites and track design alternatives, park-and-ride sites, federal funding, final engineering/design, permitting, construction and, ultimately, the operation of passenger service and park-and-ride lots.

LEGAL REVIEW:

The legal department has reviewed and approved the Motion, Background and Comments

SOUND TRANSIT

MOTION NO. M99-37

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority approving a contract change order on Contract Number RTA/CR 37-97 with Berger/Abam Engineers, Inc. for services in connection with the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion combined environmental impact statement process, in the amount of \$560,387 (including a 20% contingency of \$93,398) for a total of \$1,050,720.

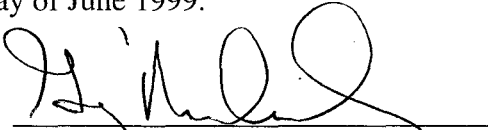
Background:

Sound Move was the product of more than seven years of planning work, including preparation of an EIS in 1993 evaluating the impacts of various system alternatives. That EIS was prepared as part of a "phased" environmental review process. Phased environmental review is designed to help agencies and the public focus on issues that are ready for decisions, and to exclude issues that are already decided or not yet ready for decision. The 1993 EIS on the regional transit system plan was the first phase of environmental review. It focused on broad, regional, system level impacts. The combined environmental impact statement proposed to be funded by this action will evaluate the project specific impacts of various commuter rail station and track design alternatives, as well as park-and-ride project specific impacts and site alternatives. The proposed environmental document is a legally required next step prior to Board selection of station sites and track design, and park-and-ride sites, commitment of federal funds, initiation of final design, permitting, and construction.

Motion:

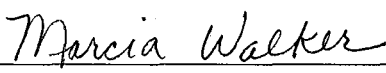
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the contract change order on contract number RTA/CR37-97 with Berger/Abam Engineers, Inc. for services in connection with the Lakewood-to-Tacoma commuter rail and 512 Park-and-Ride expansion combined environmental impact statement process is approved for an amount not to exceed \$560,387, consisting of an award of \$466,989 plus \$93,398 (20%) contingency, to be reserved for unforeseen conditions. If approved, this change order would bring the resulting overall total contract value with Berger/Abam Engineers, Inc. to \$1,050,720.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 17th day of June 1999.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator