

**SOUND TRANSIT**

**MOTION NO. M2000-13**

**Sounder Tacoma Rail Segment – Commuter Rail Track Improvements:  
Phase I (service to Tacoma Dome Station) Final Design and Construction Support;  
Phase II (potential double-tracking) Preliminary Design and Cost Estimates; and  
Phase III (in support of extension to Lakewood) Preliminary Design  
Contract Change Order**

**BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/17/00	Discussion/Possible Action	Paul Price David Beal	(206) 398-5111 (206) 398-5124

**ACTION:**

To authorize the Executive Director to execute a change order to contract RTA CR 98-99 with design consultant, David Evans and Associates, Inc. for the Sounder Tacoma Rail Segment – Phase I Final Design and Construction Support (\$175,269), Phase II Conceptual and Preliminary Design and Cost Estimates, and Phase III Preliminary Design (\$597,485). The requested authorization for this change order is in the amount of \$772,754 plus a contingency amount of 10% (\$77,275) for a total of \$850,029. In combination with the previously authorized contract (\$123,585), this action results in a contract value not to exceed \$973,614.

The original contract for Phase I Preliminary Engineering was executed on December 10, 1999 for the amount of \$123,585. The contract was authorized by the Executive Director, under Section 2B of Resolution No. 78-1, Sound Transit's delegated authority and procurement policy for materials, work and services.

**BACKGROUND:**

Sounder's initial passenger service from the Tacoma Dome to King Street station in Seattle is scheduled to begin in September of this year. The design and construction of the tracks and signal improvements within the BNSF right-of-way (ROW) are performed by BNSF while the improvements within the Tacoma Rail ROW in the vicinity of the Tacoma Dome Station are being designed and constructed by Sound Transit. The work within the Tacoma Rail ROW begins in the area of Reservation Junction, in the City of Tacoma and continues east to the Tacoma Dome Station area (near Freight House Square). The improvements will be carried out under a proposed "License Agreement between the city of Tacoma and the Central Puget Sound Regional Transit Authority." The License Agreement is currently under negotiations and will be presented to the Board for approval in the near future.

To accomplish the design of track and signal improvements within the Tacoma Rail ROW and beyond (to the connection to the BNSF's Lakeview subdivision over which the extension to Lakewood occurs), Sound Transit has retained the services of David Evans and Associates, Inc. (DEA). This consultant was selected through Sound Transit RFP No. RTA/CR 98-99 in September 1999 to perform the design and construction support work. The work is divided into three phases to meet ST's timing requirement, as dictated by service start-up and pending environmental clearances. The three phases are summarized below:

### **Phase I**

This phase includes final design of those improvements necessary to initiate commuter service between the Tacoma Dome and the King Street station in Seattle in September 2000. These improvements include the portion of tracks, bridges and other associated facilities improvements between the BNSF track connection in the vicinity of Reservation Junction in Tacoma to Freight House Square/Tacoma Dome station near D street in Tacoma. (The preliminary engineering for this phase has already been authorized via contract RTA CR 98-99.)

### **Phase II**

This phase includes conceptual design, preliminary engineering and cost estimates for those improvements necessary to develop a potential double track corridor from the BNSF mainline track connection at Reservation Junction (BNSF approximate milepost 38.3) to the BNSF Lakeview subdivision in the vicinity of South Tacoma Way and Yakima Avenue. This work will also support environmental work in-progress.

### **Phase III**

This phase includes preliminary engineering and final design necessary for a single-track commuter rail connection between the Tacoma Dome Station and the BNSF's Lakeview subdivision. The scope of work includes ROW identification and certification, geotechnical investigation and design of rail facilities, except stations. (This requested Finance Committee action would fund only the preliminary engineering portion of the Phase III work. Until a Federal Record of Decision is received on the Lakewood-to-Tacoma corridor environmental impact statement, final design can not proceed. When that Federal approval occurs, an additional contract change order will be necessary to authorize that work.)

### **Prior Action Taken**

Preliminary engineering of Phase I, in the amount of \$123,585 was authorized by the Executive Director, under Section 2B of Resolution No. 78-1, Sound Transit's delegated authority and procurement policy for materials, work and services. ST gave DEA a notice to proceed on December 10, 1999.

This action of awarding the preliminary engineering in advance of the final design for Phase I was taken to: 1) initiate the investigation of the existing conditions and, 2) establish

understandings with the City of Tacoma so that criteria for the final design could be established. This understanding with the City of Tacoma and criteria for improvements are essential to begin and complete the final design in a timely manner. Based on the portion of the preliminary engineering work accomplished so far, the final design criteria is now clear and the design is ready to move into final design. This motion will provide the authorization to begin the final design so that the bid documents can be completed and construction can begin to initiate Sounder service in September 2000.

Action requested through this motion

The requested authorization under this motion is for Phase I Final Design and Construction Support, Phase II Conceptual/Preliminary Design and Cost Estimates, and Phase III Preliminary Design.

**RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:**

- ◆ Resolution No. 78-1 (April 9, 1998)  
Grants the Finance Committee authority to execute contracts up to \$5,000,000.
- ◆ Adoption of Resolution No. R99-33, Year 2000 Budget (November 18, 1999)  
Establishes the Sounder program budget for 2000 and through the remaining years of Sound Move implementation.

**COST:**

The Finance Committee's action will authorize a change order of \$772,754 *plus* a contingency amount of 10% (\$77,275) for a total amount of \$850,029. In combination with the previously authorized contract (\$123,585), this action results in a contract value not to exceed \$973,614.

With Finance Committee approval, staff will have authority to approve expenditures above the contract award through change orders or contract modifications, up to the maximum contingency amount (\$77,275). If expenditures beyond the 10% contingency limit are required, that matter will be brought before the Finance Committee for additional approval.

**BUDGET:**

Funding for this contract is included in the Preliminary Engineering/Environmental and Final Design budget phases of the Lakewood-to-Tacoma project, as shown in the adopted 2000 Budget (page 82). Committing these funds does not endanger any other project elements that are to be funded out of the respective phases. The following table presents the available budget.

**TACOMA TO LAKEWOOD PRELIMINARY ENGINEERING, ENVIRONMENTAL & FINAL DESIGN BUDGET**

<b>Description</b>	Proposed 2000 Ten-Year Budget  A	Expenditures And Outstanding Commitments <sup>1</sup>  B	Budget Available  C (A - B)	Proposed Board Action <sup>2</sup>  D	Remaining Budget After Proposed Action G
<b>Total</b>	\$7,745,000	\$ 163,735	\$7,704,850	\$ 850,029	\$ 6,854,821

<sup>1</sup> Expenditures through October 31,1999.

<sup>2</sup> Figure includes 10% Contingency.

**TACOMA TO LAKEWOOD PRELIMINARY ENGINEERING, ENVIRONMENTAL & FINAL DESIGN BUDGET**  
**Action Impact on Contract Amount**

Current Contract Amount (Phase I PE)	Proposed Board Action	Total Contract Amount (Not to Exceed)
\$123,585	\$ 850,029	\$ 973,614

**EXECUTIVE SUMMARY:**

The award of this contract provides for the one of the critical design segments required for the initial *Sounder* passenger service in September 2000 as well engineering necessary for the future commuter rail extension to the City of Lakewood.

**Scope of work:**

The scope of work include in this change order includes:

- Preliminary engineering
- Final Design
- Construction support
- Investigation of the feasibility and costs of a potential double track connection from the BNSF mainline, through the Tacoma Dome Station/Freighthouse Square area, and to the a connection with the BNSF's Lakeview subdivision

The engineering work included in the requested change order includes:

- Improvements to existing bridges
- Renewal and or replacement of existing rail
- Replacement of some wood ties and ballast
- Replacement of turnouts
- Improvement to an existing siding
- Grading work
- Utilities
- Geotechnical/soils
- Aerial and ground surveys
- Track configurations, including signal work.
- ROW acquisition needs, track alignment
- Cost estimates

**Procurement process:**

Consultant services were solicited by Sound Transit via a Request for Proposals (RFP), No. RTA/CR 98-99. Five proposals were received on August 31, 1999. Based on the criteria established within the RFP, they were evaluated by the selection committee and three teams were short-listed for interview: Inca Engineers, Inc., HDR Engineering, Inc.; and David Evans and Associates, Inc. David Evans and Associates was selected unanimously based on their qualifications and suitability for the Sounder project.

Sound Transit has established a goal of 25% for Small Business participation. David Evans and Associates has stated that Small Business consultants will perform 25% or more of the work. (The only invoice submitted to date on the authorized portion of the contract reflected 54% participation by small businesses.)

**ALTERNATIVES:**

At least three alternative actions exist:

1. Request that no changes be made to existing railroad and establish the *Sounder* service on the existing Tacoma Rail tracks.
2. Do not extend the Sounder Service to the Tacoma Dome Station and instead consider Sounder service to the existing Amtrak station in Tacoma.
3. Take no action at this time.

It is not the recommendation of staff to consider any of the alternatives for the following reasons:

1. To achieve Sounder service to the Tacoma Dome Station, it is essential that the tracks and structures be improved to meet FRA and other codes and criteria.
2. Sounder service to the Tacoma Dome Station is established in Sound Move, and is a much-anticipated feature of the commuter rail system.

3. Establishing Sounder service at the existing Amtrak station would require a new round of negotiations with various parties, as well as increasing involved and will increase costs associated with the BNSF beyond already agreed upon ST investments. Such an action would also likely necessitate improvements at the Amtrak station of unknown cost.

**CONSEQUENCES OF DELAY:**

This authorization is an important step in meeting the Sounder goal of establishing service to the Tacoma Dome Station by September 2000. Without the final design for Phase I, the required bid documents cannot be prepared nor can construction itself be initiated. A delay in this award would negatively affect ST's ability to maintain the overall project schedule.

**LEGAL REVIEW:**

MBL 2/11/00.

**SOUND TRANSIT**

**MOTION NO. M2000-13**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a change order to contract RTA CR 98-99 with design consultant, David Evans and Associates, Inc. for the Sounder Tacoma Rail Segment – Phase I Final Design and Construction Support (\$175,269), Phase II Conceptual and Preliminary Design and Cost Estimates, and Phase III Preliminary Design (\$597,485). The authorization is in the amount of \$772,754 plus a contingency amount of 10% (\$77,275) for a total of \$850,029. In combination with the previously authorized contract (\$123,585), this action results in a contract value not to exceed \$973,614.

**Background:**

Sounder's initial passenger service from the Tacoma Dome to King Street station in Seattle is scheduled to begin in September 2000. To accomplish the design of track and signal improvements within the Tacoma Rail ROW and beyond (to the connection to the BNSF's Lakeview subdivision over which the extension to Lakewood occurs), Sound Transit has retained the services of David Evans and Associates, Inc. (DEA). This consultant was selected through Sound Transit RFP No. RTA/CR 98-99 in September 1999 to perform the design and construction support work. The work is divided into three phases to meet ST's timing requirement, as dictated by service start-up and pending environmental clearances.

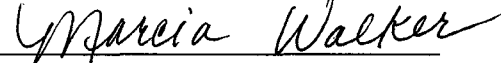
**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a change order to contract RTA CR 98-99 with design consultant, David Evans and Associates, Inc. for the Sounder Tacoma Rail Segment – Phase I Final Design and Construction Support (\$175,269), Phase II Conceptual and Preliminary Design and Cost Estimates, and Phase III Preliminary Design (\$597,485). The authorization for this change order is in the amount of \$772,754 plus a contingency amount of 10% (\$77,275) for a total of \$850,029. In combination with the previously authorized contract amount (\$123,585), this action results in a contract value not to exceed \$973,614.

ADOPTED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 17 day of February 2000.

  
Greg Nickels  
Finance Committee Chair

ATTEST:

  
Marcia Walker  
Board Administrator