

SOUND TRANSIT

MOTION NO. M2000-17

**Change Order for MainLine Management RTA/CR 54-99
Railroad Operations Modeling and Capacity Analysis support for Design Changes of
Tacoma-to-Seattle Railroad Improvements
BACKGROUND AND COMMENTS**

Meeting:	Date:	Agenda Item:	Staff Contact:	Phone:
Finance Committee	2/17/00	Discussion/Possible Action	Paul W. Price, Commuter Rail Director	(206) 398-5111

ACTION:

Approval of Motion M2000-17 would authorize the Executive Director to execute a change order to the contract with MainLine Management, Inc. (MLM) for operations and capacity analysis. This change order would increase the total contract amount available by \$195,000, for a total contract value not to exceed \$390,000. The Executive Director signed the contract with MainLine Management in July 1999.

BACKGROUND:

In August 1999, Sound Transit advertised for and procured consultant services for the analysis of railroad operations and capacity, in support of negotiations with the railroads on operating and capital agreements. This procurement was intended for simulation modeling analysis of the Everett-Seattle and Lakewood-Tacoma rail corridors, in anticipation of the completion of a capital agreement on the initial segment between Tacoma and Seattle. MainLine Management was selected for this work through advertisement and a competitive consultant selection process.

Since the beginning of the modeling work under this contract, the passage of Initiative 695 and the subsequent reopening of negotiations on the Tacoma-Seattle segment have forced ongoing analysis of the Tacoma-Seattle railroad capital improvements. Because the capital agreement between Sound Transit and BNSF may include a revised set of track and signal improvements between Tacoma and Seattle, redesign of those improvements must begin immediately. To support this redesign effort, additional funds must be provided to MainLine Management for modeling and capacity analysis. This change order will add scope to provide modeling and capacity support to the redesign effort for the Tacoma to Seattle segment.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of Sound Move, The Ten-Year Regional Transit System Plan -- calls for commuter rail service to be implemented within two to four years of voter approval (May 31, 1996).
- ◆ Resolution No. R98-29 – Authorized execution of a contract with BNSF for preliminary engineering of the Tacoma-Seattle track and signal improvements (April 23, 1998).
- ◆ Resolution No. R98-45 – Authorized execution of a contract with BNSF for final engineering of the Tacoma-Seattle track and signal improvements (November 12, 1998).
- ◆ Resolution No. R99-22 – Authorized the Executive Director to sign operating and capital agreements with the BNSF enabling BNSF operation of Sounder commuter trains, within cost parameters, legal parameters, and risk parameters discussed with the Board (August 26, 1999).
- ◆ Resolution No. R99-33 – Adopted the Sound Transit budget for 2000 (November 18, 1999).
- ◆ Motion No. M2000-16 - Would authorize a Change Order for BNSF Final Engineering Design Changes of Tacoma-to-Seattle Railroad Improvements (pending).

KEY FEATURES:

- ◆ This change order would add \$195,000 to the contract for operations analysis in support of the redesign effort for the Tacoma to Seattle track and signal modification being performed by BNSF.

FUNDING:

- ◆ The total cost of this proposed change order is \$195,000 subject to approval by the Finance Committee.
- ◆ Funding for this work would come out of the track and signal construction budget for the Tacoma-Seattle segment, using a subarea allocation rule based on the proportion of each project's relative share of route miles.

BUDGET:

The design for track and signal modifications was completed in 1999; therefore, there was no budget allocated for this scope in Sound Transit's 2000 Budget, adopted by the Board on November 18, 1999. Budget will be transferred from the Tacoma-to-Seattle Track and Facilities budget (Projects #110 and #120 on pages 80-81) allocated to construction as shown in Table A (see next page). Notice that the potential impact of the corresponding Board Motion No. M2000-16 has been deducted from the available construction budget shown. There are no other current items before the Board that will impact the numbers presented.

**TABLE A: SOUNDER COMMUTER RAIL - SEATTLE TO TACOMA
IMPACT OF TRANSFER ON PROJECT BUDGETS**

Description	Project #	Phase	Adopted 2000 10-Year Construction Budget ¹	Transfer Impact of Other Pending Board Action ²	Transfer Impact of Proposed Board Action	New Budget After Transfer (A-B-C)
			A	B	C	D
Seattle-Auburn Administration	#110	10	\$ 12,584,000	\$ 0	\$ 107,796	\$ 12,691,796
Seattle-Auburn Construction	#110	50	\$ 127,601,000	- \$ 686,051	- \$ 107,796	\$126,807,153
<i>Total Seattle-Auburn</i>			<i>\$ 140,185,000</i>	<i>- \$ 686,051</i>	<i>\$ 0</i>	<i>\$139,498,949</i>
Auburn-Tacoma Admin.	#120	10	\$ 8,454,000	\$ 0	\$ 87,204	\$ 8,541,204
Auburn-Tacoma Construction	#120	50	\$ 72,400,000	- \$ 554,997	- \$ 87,204	\$ 71,757,799
<i>Total Auburn-Tacoma</i>			<i>\$ 80,854,000</i>	<i>- \$ 554,997</i>	<i>\$ 0</i>	<i>\$ 80,299,003</i>

¹2000 Budget was approved by the Board on 11/18/99 with Resolution R99-33.

²See pending Motion M2000-16 (corresponding debits to Final Engineering phase result in a net impact of zero at total project level)

ALTERNATIVES:

Alternatives to proceeding with renegotiation of the track and signal improvements have been discussed with the Board. These alternatives are related to State DOT participation in funding the improvements.

CONSEQUENCES OF DELAY:

- ◆ Failure to analyze the railroad improvements in all Sounder corridors will put Sound Transit at a disadvantage in attempting to find a cost-effective set of railroad improvements to provide capacity for Sounder trains.
- ◆ Delay in approving this change order would delay the negotiations on the operating and capital agreements with the BNSF necessary to extend Sound service to Everett and Lakewood.

LEGAL REVIEW:

MBL 2/10/00.

SOUND TRANSIT

MOTION NO. M2000-17

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a change order to a contract with MainLine Management, Inc., for railroad operations and capacity analysis, in the amount of \$195,000. This change order would increase the total contract amount available by \$195,000 for a total contract value not to exceed \$390,000.

Background:

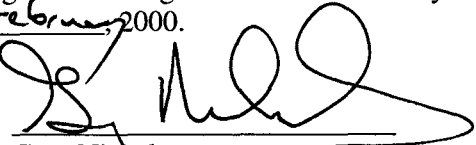
In July 1999, Sound Transit advertised for and procured consultant services for the analysis of railroad operations and capacity, in support of negotiations with the railroads on operating and capital agreements. This procurement was intended for analysis of the Lakewood-Tacoma and the Everett-Seattle rail corridors in anticipation of completion of the agreements for the Tacoma-Seattle segment. Since that procurement, the passage of Initiative 695 and the subsequent reopening of negotiations on the Tacoma-Seattle segment have forced ongoing analysis of the Tacoma-Seattle corridor. This analysis is consuming most of the resources set aside for this contract, but the analysis has been fruitful in that it has identified areas of potential capital cost savings.

However, the analysis on the Everett-Seattle and Lakewood-Tacoma segments must begin soon. At the same time as we are attempting to complete the capital agreement for Tacoma-Seattle, we have begun negotiations on the other two segments. These negotiations still require extensive simulation modeling in order to effectively discuss with the railroads the capital projects most cost-effective in providing additional capacity for Sounder trains.

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 CR54-99 with the MainLine Management, Inc., for railroad operations and capacity analysis, for the amount of \$195,000 for a total contract value not to exceed \$390,000.

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