

STAFF REPORT

SOUND TRANSIT MOTION NO. M2001-18

Station Design Contract for the Lakewood Transportation Center

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/15/01	Discussion/Possible Action	Paul Price, Director, Sounder Commuter Rail John L. Hubbard, Project Manager Fred Chou, Project Manager	(206) 398-5111 (253) 581-8137 (206) 398-5034

PROPOSED ACTION

This motion authorizing the Executive Director to execute a contract with Merritt+Pardini to provide preliminary design services for the Lakewood Transportation Center (combined commuter rail station and express bus facility) in the amount of \$272,684 plus a 10% contingency of \$27,268, for a total authorized amount not to exceed \$300,000.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute a contract with Merritt+Pardini to provide preliminary design services for the Lakewood Transportation Center (combined commuter rail station and express bus facility) in the amount of \$272,684 plus a 10% contingency of \$27,268, for a total authorized amount not to exceed \$300,000.
- ◆ Assuming satisfactory performance through the preliminary design phase, this contract will be amended to include final design of the Lakewood Transportation Center when Federal Transportation Administration (FTA) approval to proceed with final design is obtained.

Discussion of Proposed Action:

Following the Board's recent action concurring in the selection of "preferred alternatives" for this line, generating the preliminary designs for the Lakewood Transportation Center is one of the next steps in the delivery of commuter service. The Lakewood Transportation Center will also provide for expanded park and ride capacity for Regional Express bus riders. The scoping and preliminary environmental portions of the program are complete, and the final environmental process will be completed soon.

The contract amount has been negotiated with Merritt+Pardini to reflect the needs of the project and the realities of the available budget. Assuming satisfactory performance through the preliminary design phase, this contract will be amended to cover the provision final design services for the commuter rail station. Staff will return to Finance Committee for authorization to award any contract amendment for final design.

During recent Board discussion of the “Preferred Alternative” for this facility, at which time area residents expressed concerns, staff was directed to come back to the Board at a later date with a recommendation on which specific parcels should be purchased for this facility. That recommendation will be based on this proposed preliminary design work, including public process. During this design process, by exploring a full range of site design and phasing alternatives, the issues of and impacts to the residents of the Lakewood Mobile Home Park will have been fully considered.

BUDGET

Funding for this contract is included in the Preliminary Engineering budget phase of the Lakewood Commuter Rail station project and the Regional Express SR 512 Park & Ride Expansion Project, as shown in the adopted 2001 Budget, on page 101 and 209 respectively. Committing these funds does not endanger any other project elements that are to be funded out of the respective phases. All funding for this project will be derived from the Pierce County Subarea budget.

Table 1: Adopted 2001 Budget and Obligations

Station/ Project #	Total Project Budget	Budget for PE/Environ. Phase (A)	Obligated to Date¹ (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
Lakewood Station #253 P. 101	\$13,337,000	\$ 800,000	\$ 470,633	\$ 240,000	\$ 89,367
512 P&R Expansion #362 P. 209	\$ 6,213,000	\$ 665,000	\$ 228,410	\$60,000	\$ 376,590
Total	N/A	\$ 1,465,000	\$ 699,043	\$ 300,000	\$465,957
	*Amount of Shortfall	Potential Revenues	Funding Sources		
	N/A				

¹ Obligated to date includes actual expenditures through 11/30/00 (\$211,710) and outstanding commitments (\$258,923) for Sounder and for Regional Express, actual expenditures of \$202,759 and outstanding commitments of \$25,651.

ALTERNATIVES

- 1) Publish a new request for proposals for the project.

Not Recommended: The Merritt+Pardini team has performed well on other Sound Transit projects and was the first choice of the Lakewood Station Technical Advisory Committee (TAC) subcommittee appointed to work with ST staff on this consultant selection process. The delay in consultant selection would delay implementation of both the commuter rail and express bus elements of this project.

- 2) Re-open negotiations with the firms selected.

Not Recommended: Staff has worked hard to negotiate a contract with these consultants which responds to the needs of the project, but at the same time keeps in mind the limited project budget. Staff has also been careful to include adequate resources to respond to the issues of the community as we undertake this design effort.

CONSEQUENCES OF DELAY

Delay of the start date for this project element will ultimately delay the opening date of this commuter rail line, in both Lakewood and South Tacoma. It will also delay the much-needed expansion of park and ride capacity for the express bus users in Lakewood. A brief delay, while not desirable, would have a limited impact on the overall project.

REGIONAL PARTNERSHIP AND COOPERATION

Technical advisory committees have been formed in each of the communities along the Tacoma to Lakewood line, including one in Lakewood. They will assist Sound Transit in making design related decisions at the station locations. The Lakewood TAC was also directly involved in the selection process for the design consultants which are the subject of this contract request. In addition, staffs from the City of Lakewood and Pierce Transit have been very cooperative on this project.

PUBLIC INVOLVEMENT

An extensive series of combined community open houses/workshops are planned and budgeted for this station design process, and dates for these meetings will be set as the design effort progresses. At these sessions, participants will be able to directly influence the design of this station, helping to produce the best station possible within the available budget. The Lakewood TAC will be instrumental in this process as well.

Key issues seem to be potential residential relocations, possibly including the Lakewood Mobile Home Park, to make room for parking, parking in surface lots or in a structure, and issues related to effectively connecting the station to the rest of the Lakewood, the surrounding business district and neighborhood. Staff will be challenged to produce the best possible station within the scope of the project budget, while at the same time being as responsive as possible to the wishes of the community.

LEGAL REVIEW

MBL 1/31/01

SOUND TRANSIT

MOTION NO. M2001-18

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with Merritt+Pardini to provide preliminary design services for the Lakewood Transportation Center (combined commuter rail station and express bus facility) in the amount of \$272,684 plus a 10% contingency of \$27,268, for a total authorized amount not to exceed \$300,000.


Background:

Following the Board's recent action concurring in the selection of "preferred alternatives" for this line, generating the preliminary designs for the Lakewood Transportation Center is one of the next steps in moving the overall delivery of commuter service to this line forward. The Lakewood Transportation Center will also provide for expanded park and ride capacity for Regional Express bus riders. The scoping and preliminary environmental portions of the program are complete, and the final environmental process will be completed soon.

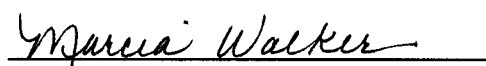
Motion:

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 contract with Merritt+Pardini to provide preliminary design services for the Lakewood Transportation Center (combined commuter rail station and express bus facility) in the amount of \$272,684 plus a 10% contingency of \$27,268, for a total authorized amount not to exceed \$300,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 15th day of March, 2001.


Greg Nickels
Finance Committee Chair

ATTEST:


Marcia Walker
Board Administrator