

STAFF REPORT

SOUND TRANSIT MOTION NO. M2001-19

Preliminary Design Services Contract with Zimmer Gunsul Frasca Partnership for Everett Commuter Rail Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/8/01	Discussion/Possible Action	Paul Price, Director	(206) 398-5111
Finance Committee	3/15/01	Discussion/Possible Action	Val Batey, Project Manager	(206) 398-5117

PROPOSED ACTION

This motion authorizes the Executive Director to execute a contract with Zimmer Gunsul Frasca Partnership for preliminary design services at the Everett commuter rail station in an amount of \$382,041, plus a 10% contingency of \$38,204 for a total authorized amount not to exceed \$420,245.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute a contract with the Zimmer Gunsul Frasca Partnership (ZGF) for preliminary design services at the Everett commuter rail station in an amount of \$382,041 plus a 10 % contingency of \$38,204, for a total authorized amount not to exceed \$420,245.
- ◆ Design of the commuter rail elements west of the BNSF Railway's tracks at Everett Station has already been completed, and is currently under construction. The current preliminary design effort is for parking facilities located east of the tracks and the pedestrian bridge connecting the commuter rail platform on the west side of the tracks to the parking lot.
- ◆ Assuming satisfactory performance through the preliminary design phase, this contract will be amended to include final design of the Everett station. Staff will return to the Finance Committee for authorization to award any contract amendment for final design.
- ◆ The contractor has already received limited notice to proceed in the amount of \$50,000.

Discussion of Proposed Action:

The Everett commuter rail station is one of three commuter rail facilities planned on the Everett-to-Seattle commuter rail line. This station, along with those planned for Mukilteo and Edmonds, was addressed in the Environmental Impact Statement for the Everett-to-Seattle commuter rail project (December 1999). The Federal Transit Administration issued a Record of Decision on the Everett-to-Seattle project on February 4, 2000.

In October 1997 Sound Transit established a pool of 15 design teams for commuter rail station design services. On April 19, 2000 a Request for Proposals was issued to the pool for commuter rail station design services for the Edmonds, Mukilteo and Everett stations. The Everett Station Technical Advisory Committee (TAC) met in June 2000 to interview three

prospective design teams for the commuter rail station project. ZGF was selected by the TAC for the Everett commuter rail station.

The scope of work for this contract includes surveying, design of passenger platform and amenities, the pedestrian bridge, parking lots and other site and street improvements as required by the City of Everett. In addition the contract also covers the design of an operations building to house Burlington Northern/Santa Fe train crews and on-site security personnel, as well as equipment and supplies for light maintenance of the Sounder trains.

Assuming satisfactory performance through the preliminary design phase, this contract will be amended to include final design of the Everett station. Staff will return to the Finance Committee for authorization to award any contract amendment for final design.

BUDGET

Funding for this contract is included in the Preliminary Design budget phase of the Everett Multi-modal Commuter Rail station project which totals \$17,023,000, as shown in the adopted 2001 Budget, on page 88. The budget shortfall will be addressed by transferring from the Contingency line item of this project. Committing these funds for preliminary design does not endanger any other project elements that are to be funded out of the overall Everett Station budget. All funding for the subject contract will be derived from the Snohomish County subarea budget.

The actual preliminary engineering costs are higher than budgeted for two primary reasons. First, because the scope of work for the Everett station project has been expanded to include the design of an operations building and layover yard power that is budgeted under a separate line item. Secondly, the cost proposal for preliminary engineering was received by ST after the 2001 budget process was concluded, so the budget could not be adjusted to reflect the actual costs. Because the scope of work has increased not only to include design of the operations building and layover functions, but also because of pre-existing site conditions, the preliminary and final design budgets will be adjusted in the 2002 budget process for the station. The preliminary and final design budgets will be adjusted in the 2002 budget process for the station, and the possibility of any reprogramming required for contingency will be addressed at that time.

Everett Multi-Modal Station: Budget and Obligations Related to ZGF Contract

Project #/Phase	Total Budget for This Phase¹ (B)	Obligations to Date² (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
#201/Prelim.Eng.	\$2,166,000	\$ 1,947,692	\$370,245	(\$151,937)
#100 Layover Facility ³	\$50,000	0	\$ 50,000	
Total	\$2,216,000	\$ 1,947,692	\$420,245	(\$151,937)
*Amount of Shortfall	Potential Available	Funding Sources		
\$151,937	\$862,000	Project Contingency Line Item		

¹ The Sound Transit 2001 Budget, adopted by Resolution R2000-17 on 12/14/00.

² Obligations to date includes actual expenditures through 11/30/00 (\$1,057,964) and remaining commitments (\$889,728). Commitments include \$300,000 for station design and \$100,000 for a TOD study of the area surrounding the station location pursuant to the Memorandum of Agreement between the City of Everett and Sound Transit, authorized by Resolution No. R99-05, Feb. 11, 1999.

³ Preliminary Design includes design for part of the north terminus layover facility, budget for which is found in the Everett to Seattle track and facilities, project #100 (p. 84).

ALTERNATIVES

- 1) The station design packages could be re-bid.

Not Recommended: The Request for Bids (RFP) sent to the pool of design teams very accurately described the scope of work required in designing and permitting commuter rail stations. The design team selected demonstrated that they could meet the criteria established in the RFP. It is doubtful that Sound Transit would receive any benefit in cost by re-advertising this contract.

- 2) Negotiations with the selected firms could be re-opened.

Not Recommended: Sound Transit has spent three months negotiating this contract down to this amount. It is unlikely that we could expect to get a lower price for this work from this design team.

CONSEQUENCES OF DELAY

Taking action on the proposed contracts will allow continued progress towards the goal of starting construction by the end of 2001 and having the station facilities completed and ready for service by the end of 2002.

REGIONAL PARTNERSHIP AND COOPERATION

A Technical Advisory Committee has been established for the Everett station. The TAC has already participated in the selection of the design team for the station and will continue in its advisory role throughout the station design process.

PUBLIC INVOLVEMENT

The TAC will continue to provide community input at key points in the design development process.

LEGAL REVIEW

MBL 1/31/01

SOUND TRANSIT

MOTION NO. M2001-19

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with The Zimmer Gunsul Frasca Partnership to provide preliminary design services for the Everett commuter rail station in an amount of \$382,041, with a 10% contingency of \$38,204, for a total authorized amount not to exceed \$420,245.

Background:

The Everett commuter rail station is one of three commuter rail facilities planned on the Everett-to-Seattle commuter rail line. This station, along with those planned for Mukilteo and Edmonds, was addressed in the Environmental Impact Statement for the Everett-to-Seattle commuter rail project (December 1999). The Federal Transit Administration issued a Record of Decision on the Everett-to-Seattle project on February 4, 2000.

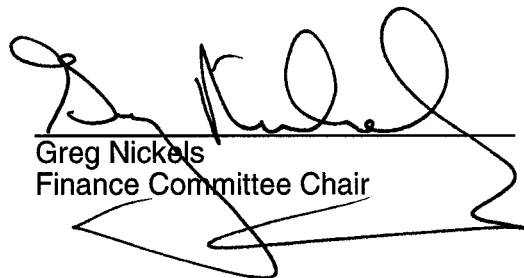
In October 1997 Sound Transit established a pool of 15 design teams for commuter rail station design services. On April 19, 2000 a Request for Proposals was issued for commuter rail station design services for the Edmonds, Mukilteo and Everett stations. The Everett Station Technical Advisory Committee (TAC) met in June 2000 to interview 3 prospective design teams for the commuter rail station project. The Zimmer Gunsul Frasca Partnership was selected by the TAC for the Everett commuter rail station.

The scope of work for this contract includes surveying, design of passenger platform and amenities, the pedestrian bridge, parking lots and other site and street improvements as required by the City of Everett. In addition the contract also covers the design of an operations building to house Burlington Northern/Santa Fe train crews and on-site security personnel, as well as equipment and supplies for light maintenance of the 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 contract with the Zimmer Gunsul Frasca Partnership to provide preliminary design services for the Everett commuter rail station in an amount of \$382,041, with a 10% contingency of \$38,204 for a total authorized amount not to exceed \$420,245.

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