

STAFF REPORT

SOUND TRANSIT MOTION NO. M2001-23

Transfer of Funds from Station Design Package #4 to Station Design Package #3

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/8/01	Discussion/Possible Action	Bill Houppermans, Link Chief Engineer Debora Ashland, Link Architecture Manager	(206)398-5125 (206)689-3309

PROPOSED ACTION

This action authorizes the Executive Director to approve a contract budget transfer in the amount of \$125,000 from the architectural design contract for the Beacon Hill and McClellan stations (Station Design Package #4) to the contract for the Royal Brougham and Lander stations (Station Design Package #3) for additional architecture and urban design work. This transfer will increase the contingency for the contract for Royal Brougham and Lander Stations by \$125,000 to cover outstanding and anticipated future changes to the work through completion of design. This is a transfer of funds only among existing architectural design contracts and does not increase total project costs.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Increases contingency by \$125,000 for the architectural design contract for Royal Brougham and Lander stations (Station Design Package #3).
- ◆ Transfers \$125,000 from the architectural design contract for Beacon Hill and McClellan stations (Station Design Package #4) to cover the increase in the contingency for the architectural design contract for Royal Brougham and Lander stations (Station Design Package #3).
- ◆ Involves a transfer of funds only among existing architectural design contracts and does not increase total project costs.
- ◆ Increases the contract contingency and may not be used by the consultant until approved as a change order by Sound Transit staff.

Discussion of Proposed Action:

In order to complete the architectural design for Station Design Package #3, Royal Brougham and Lander stations, staff is seeking an increase to the contract contingency to cover outstanding and anticipated future change orders. The original contract was approved by the

Finance Committee in October 1999 for \$735,236 including \$107,700 contingency. This contract includes preliminary engineering and final design.

During final design, two major changes in the scope occurred that have depleted the contingency reserves for this contract. The location for Lander Street Station was changed in September 2000 to accommodate Metro bus turning movements on the E-3 Busway (when the station design was approximately 60% complete). In January 2001, the scope of the project was modified to increase the area of the station entry plaza to allow separation of the bike trail and pedestrian access as requested by the City of Seattle (when the station design was approximately 90% complete). These changes have increased the final design schedule by eight weeks, and increased the design costs by \$62,160. This added cost, combined with other changes that have occurred throughout the course of the work, exceeds the original contract contingency and provides no budget for future change orders.

This motion would allow for a contract budget transfer of \$125,000 into the contingency portion of the Lander and Royal Brougham Stations architectural design contract (Station Design Package #3). The transfer would come from the architectural design contract for Beacon Hill and McClellan stations (Station Design Package #4). The Finance Committee approved a contract amount for Station Design Package #4 of \$2,476,276 including contingency of \$412,907. This contract includes preliminary engineering and final design. The Sound Transit Board deferred the Beacon Hill Station in the November 1999 decision on the LPA. The design work for Beacon Hill Station was eliminated and a credit of \$603,706 was realized. With preliminary engineering change orders accounted for, the consultant contract amount is \$1,651,972. The difference between the consultant contract amount and the Finance approved contract is \$824,304. With the approval of this motion that contingency amount would be reduced to \$699,304. The proposed transfer of \$125,000 would not affect the ability to complete the remaining final design of the McClellan station. This transfer of contingency funds would not be available for use by the consultant until approved as a change order through the Link Change Control Board process.

BUDGET

Funding for the completed portion of this contract was identified in the Central Link budget. Funding for this added scope of work is included in Sound Move and in the FY2001 adopted capital budget. The budget for completion of these tasks is identified in Sound Transit's Adopted 2001 Budget under final design. With the budget developed for the Central Link configuration as adopted by the Board on January 11, 2001, there is sufficient funding to complete the remaining work.

Contract	Total Project Budget	Budget for this Task (A)	Expenditures to Date (B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
LR 32-99c	\$735,236	\$125,000	\$ 375,881.12	\$125,000	\$484,354.88
LR 32-99d	\$2,476,276	(\$125,000)	\$531,435.50	(\$125,000)	\$1,819,842.50
	*Amount of Shortfall	Potential Revenues	Funding Sources		
	\$0		Contract RTA/LR 32-99d		

ALTERNATIVES

Possible alternatives are to change the amount of contingency to be added to the architectural design contract for Royal Brougham and Lander stations (Station Design Package #3) or transfer funds from other sources and eliminate transferring funds from the contract for Beacon Hill and McClellan stations (Station Design Package #4). If the proposed transfer amount is reduced, future change orders may not be covered by contingency and additional approval by the Finance Committee will again be requested. This could further lengthen the design schedule at the end of the design process. Transfer of funds from another yet specified source may be available. However, keeping the transfer to a shifting of funds between Link architectural contracts relieves other sources from funding this work.

CONSEQUENCES OF DELAY

Increasing the contract contingency will allow the designers to meet the current schedule for completion of the design in April 2001. Delay of this action will lengthen the design schedule, permit submittals to the City of Seattle and the Issue for Bid documents.

REGIONAL PARTNERSHIP AND COOPERATION

The design changes that have resulted and the need for additional contract contingency have come about as a result of Link efforts to satisfy the concerns of the local jurisdictions and communities.

PUBLIC INVOLVEMENT

N/A

LEGAL REVIEW

MBL 2/01/01

SOUND TRANSIT

MOTION NO. M2001-23

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Executive Director to approve a contract budget transfer in the amount of \$125,000 to the architectural design contract for the Royal Brougham and Lander Stations (Station Design Package #3) from the architectural design contract for Beacon Hill and McClellan Stations (Station Design Package #4) with Streeter and Associates Architects for additional architecture and urban design work.

Background:

In order to complete the architectural design for Station Design Package #3, Royal Brougham and Lander stations, staff is seeking an increase to the contract contingency to cover outstanding and anticipated future change orders. The original contract was approved by the Finance Committee in October 1999 for \$735,236 including \$107,700 contingency. This contract includes preliminary engineering and final design.

During final design, two major changes in the scope occurred that have depleted the contingency reserves for this contract. The location for Lander Street Station was changed in September 2000 to accommodate Metro bus turning movements on the E-3 Busway (when the station design was approximately 60% complete). In January 2001, the scope of the project was modified to increase the area of the station entry plaza to allow separation of the bike trail and pedestrian access as requested by the City of Seattle (when the station design was approximately 90% complete). These changes have increased the final design schedule by eight weeks, and increased the design costs by \$62,160. This added cost, combined with other changes that have occurred throughout the course of the work, exceeds the original contract contingency and provides no budget for future change orders.

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Motion:

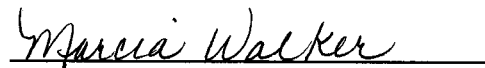
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to approve a contract budget transfer in the amount of \$125,000 to the architectural design contract for the Royal Brougham and Lander stations (Station Design Package #3) from the architectural design contract for Beacon Hill and McClellan Stations (Station Design Package #4) with Streeter and Associates Architects for additional architecture and urban design work.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 8th day of March, 2001.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator