

## STAFF REPORT

### SOUND TRANSIT MOTION NO. M2001-33

#### Amendment to Contract No. RTA/CR 132-00 with Wilder Construction for Tacoma Dome Temporary Commuter Rail Station Construction Contingency

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/5/01	Discussion/Possible action	Bob Sundin, Construction Program Manager Paul Price, Commuter Rail Director	(206)398-5118 (206)398-5111

### PROPOSED ACTION

The proposed action would authorize the establishment of a contingency fund for Contract No. RTA/CR 132-00 with Wilder Construction Company, Inc. for construction of the temporary Sounder Commuter Rail Station in Tacoma, increasing the original contract amount of \$197,375 by adding \$50,000 for a contingency fund, for a total authorized contract amount not to exceed \$247,375.

### KEY FEATURES

#### Highlights of Proposed Action

- ◆ Establishes a contingency fund for Contract No. RTA/CR 132-00 with Wilder Construction Company, Inc. for construction of the temporary Sounder Commuter Rail Station in Tacoma, increasing the original contract amount of \$197,375 by adding \$50,000 for a contingency fund, for a total authorized contract amount not to exceed \$247,375.
- ◆ Allows payment due contractor for work already performed that permitted the Commuter Rail service to be launched on September 18, 2000.

#### Discussion

This action is requested to cover change order work at the temporary station in Tacoma. The temporary station was needed to allow the start of commuter rail service. The temporary station had to be constructed at an alternate site when negotiations to secure permission to construct a temporary station at the Freighthouse Square site were not completed by July 2000. The Burlington Northern Santa Fe (BNSF) yard adjacent to the Tacoma Amtrak station was the only feasible alternative.

Design work was completed for the station in a short duration and the construction documents were advertised for bids. The budget of the work was set at \$200,000. Bids were requested for construction of a temporary 700 foot platform as the base bid with bid alternates for extending the length of the platform an additional 700 feet.

On August 3, 2000, four bids were received ranging in price from \$151,950 to \$257,400. The bids were evaluated on August 16, 2000, and a contract was awarded to Wilder Construction for construction of the commuter rail station at the BNSF rail yard property in Tacoma. Based on the pricing received from the bidders, the contract was awarded to the lowest responsive responsible bidder on the base bid. Sound Transit evaluated which

alternates could be afforded under the \$200,000 threshold and award additional work with the goal of completing a station that could be operated by Sound Transit for up to two years.

To operate the station most effectively the platform length should be 1,400 feet. This was not possible based on the budget. As a compromise the platforms were constructed to a length of 700 feet but located at the easterly end of the BNSF yard. This location was more expensive than the lowest cost base bid by \$45,000 but the operation of the trains is much improved. As allowed under the bid documents, bid alternates were selected by Sound Transit to construct the platform at the desired location for a price under \$200,000. Due to the budget constraints no contingency funds were available at the time of award.

The construction of the station was substantially completed in just over thirty days and in time to open for commuter rail service on September 18, 2000. During the course of construction, additional work was necessary to finish the project taking into account existing site conditions and to provide for the minimum level of improvements to open the station for commuter rail service. All efforts were made to limit the amount of changes.

Table 1 below summarizes the known changes to the original contract.

<b>Table 1 – Change Orders to Contract RTA/CR 132-00 with Wilder Construction – Tacoma Temporary Platform</b>			
<b>Item</b>	<b>Description</b>	<b>Cost</b>	<b>Reason for change</b>
1	Add Light Fixtures	2,226	Requested by City of Tacoma to install under this contract.
2	Delete Tactile tile	(21,000)	Change to less costly system
3	Install fixed fencing	11,780	Change from a rental fence on piers to an anchored fence.
4	Add striping and markings	2,585	Striping used in lieu of tactile tile
5	Add drainage pipes	4,034	Required to drain low area of site
6	Add Paving	17,136	Add paving area for vehicle access to platforms for servicing.
7	Increase platform	623	Increase platform dimensions for improved access
8	Add granular fill	19,628	Additional fill needed to reach desired elevations of platform
9	Pedestrian Bench	1,240	Added to platform
10	Timber stair installation	671	Required by Amtrak
11	Additional paving and fencing	7,827	Increase length of fence to provide secure site and increase paving. Adjustments required by BNSF and the City of Tacoma
	Total known change issues	\$46,750	

The majority of the requested contingency will be utilized to cover the change issues listed above. All changes submitted by Wilder construction have been found to be in addition to the original bid and the pricing has been determined to be prepared in accordance with the contract.

### **Contingency to Complete**

A small portion of the requested increase in contingency will cover potential change issues. The proposed action allows for minor changes to the contract with Wilder to close the contract for construction of the commuter rail station in Tacoma. No further changes are expected, so the request amount was rounded up to provide flexibility if needed.

## **BUDGET**

Budget for this agreement is included in the construction phase budget of the Tacoma Commuter Rail Station, as shown on page 99 of the agency's 2001 Authorized Budget, approved by Resolution No. R2000-17 on December 14, 2000. Committing these funds with this action does not endanger any other program elements that are to be funded out of this phase.

Table 2 below presents the current budget as it relates to the forecast and the impact of this action:

**Table 2 – Action as it Relates to Tacoma Dome Station Construction Budget**

<b>Total Project Budget</b>	<b>Budget for Construction Phase (A)</b>	<b>Obligations<sup>1</sup> (B)</b>	<b>Total Amount Requested (C)</b>	<b>Surplus D= (A-B-C)</b>
<b>\$ 15,612,000</b>	<b>\$9,685,000</b>	<b>\$1,992,953</b>	<b>\$ 50,000</b>	<b>\$7,642,247</b>

<sup>1</sup>Expenditures of \$1,048,063 and commitments of \$944,890 as of 2-28-01

## **ALTERNATIVES**

The work has been completed on the station. The funds requested are required to compensate the Contractor for work performed above the amount included in their original bid price. The only other alternative is not to pay the contract and let the contractor place a claim for the money. Staff recommends that Sound Transit make payment to the contractor, as the changes submitted have been prepared in accordance with the contract.

## **CONSEQUENCES OF DELAY**

Delay in this action will have an impact on staff's capacity to close the contract with Wilder Construction and resolve all outstanding issues within the contingency amount requested. The contractor has done a very good job and staff recommends we not delay closing out the contract. Further delay could hinder future possible work with this firm.

## **REGIONAL PARTNERSHIP AND COOPERATION**

Sound Transit has coordinated closely with the City of Tacoma, BNSF and Amtrak to construct a temporary station in Tacoma for the least possible cost to allow commuter rail service to start on schedule. Negotiations for construction work at the permanent commuter rail station site in Tacoma could not be completed in time to open for service in September 2000. An alternate site was needed. Approval to use the location at the BNSF rail yard was secured in late July of 2000 allowing only a short period of time to complete the temporary platform. All parties worked together in completing the station for the opening of service.

## **PUBLIC INVOLVEMENT**

There has been limited but ongoing public involvement with the station construction process. We have provided community outreach and information on station construction operations through neighborhood briefing handouts, signage and the Sound Transit website.

## **LEGAL REVIEW**

MBL

## SOUND TRANSIT

### MOTION NO. M2001-33

A motion in the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the establishment of a contingency fund for Contract No. RTA/CR 132-00 with Wilder Construction Company, Inc. for construction of the temporary Sounder Commuter Rail Station in Tacoma, increasing the original contract amount of \$197,375 by adding \$50,000 for a contingency fund, for a total authorized contract amount not to exceed \$247,375.

#### **Background:**

This action is requested to cover change order work at the temporary station in Tacoma. The temporary station was needed to allow the start of commuter rail service. The temporary station had to be constructed at an alternate site when negotiations to secure permission to construct a temporary station at the Freighthouse Square site were not completed by July 2000. The Burlington Northern Santa Fe (BNSF) yard adjacent the Tacoma Amtrak station was the only feasible alternative.

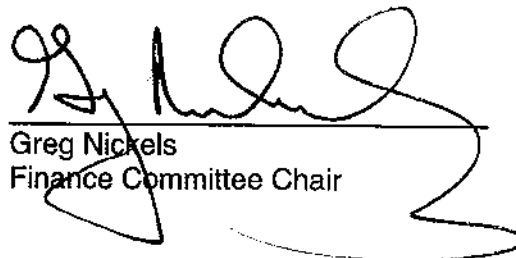
The work has been completed on the station. The funds requested are required to compensate the Contractor for work performed above the amount included in their original bid price.

Budget for this agreement is included in the construction phase budget of the Tacoma Commuter Rail Station, as shown on page 99 of the agency's 2001 Authorized Budget, approved by Resolution No. R2000-17 on December 14, 2000. Committing these funds with this action does not endanger any other program elements that are to be funded out of this phase.

#### **Motion:**


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority to establish a contingency fund for Contract No. RTA/CR 132-00 with Wilder Construction Company, Inc. for construction of the temporary Sounder Commuter Rail Station in Tacoma, increasing the original contract amount of \$197,375 by adding \$50,000 for a contingency fund, for a total authorized contract amount not to exceed \$247,375.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 5th day of April, 2001.



Greg Nickels  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator