

**SOUND TRANSIT  
STAFF REPORT**

**Motion No. M2002-03**

**Preliminary Design Contract with Otak, Inc. for  
the Tacoma Dome Commuter Rail Station**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	1/17/02	Discussion/Possible Action	Kimberly Denny, Project Specialist David Beal, Interim Director	(206) 398-5329 (206) 398-5124

**OBJECTIVE OF ACTION**

- To complete preliminary design of the Tacoma Dome Commuter Rail Station.

**ACTION**

- Authorize the Executive Director to execute a contract with Otak, Inc. to provide preliminary design services for the Tacoma Dome Commuter Rail Station in the amount of \$216,000 with a 10% contingency of \$21,600 for a total authorized amount not to exceed \$237,600 with an option to amend the contract to include final design services.
- Authorize a budget transfer of \$40,495 from contingency to the preliminary design phase of the budget.

**KEY FEATURES**

**Highlights of Action:**

- Authorizes the Executive Director to execute a contract with Otak, Inc. to provide preliminary design services for the Tacoma Dome Commuter Rail Station.
- Allows for the option to continue into final design should the design firm perform favorably during preliminary design.
- The procurement process resulted in seven proposals, three finalist interviews, and the selection of Otak, Inc.
- The MWDBE participation on this contract is 28.12%.

The Tacoma Dome Commuter Rail Station project has evolved significantly since the passage of Sound Move in November 1996. The station was previously designed based on station and track configurations in the Commuter Rail Facility at Tacoma Dome Station: Final NEPA Environmental Assessment published in April 1999. Design efforts were stopped after cost estimates for the initial design came in significantly higher than the construction budget. Station elements were re-scoped and the designers began again. As the second design entered final design, the City of Tacoma and Washington State Department of Transportation (WSDOT) brought concerns about additional future track capacity to staff's attention.

After negotiations with Tacoma Rail and WSDOT, a track configuration was agreed upon which impacted the station site enough to necessitate further redesign. Staff requested a cost proposal

from the original design firm to complete preliminary design based on the new track configuration. After receipt of a cost proposal from the original design team that was too expensive, staff attempted to negotiate a more fair and reasonable price. The original design firm declined to negotiate the price of their cost proposal. Staff allowed the contract to expire and re-advertised for design of the station in October 2001.

Staff is now confident that with the pending construction and operating agreement between Sound Transit and the City of Tacoma for use of the Tacoma Rail track to Freighthouse Square this new design team can complete design in a satisfactory and expeditious manner. The construction and operating agreement between Sound Transit and the City of Tacoma will be brought to the Board for approval within two months. This new agreement requires three tracks at the station site, necessitating redesign of the station.

## **BUDGET**

Funding for this action is already included in the current budget of the Tacoma Dome Commuter Rail station found on page 90 of the Proposed 2002 Budget document. In addition to the budget available in the Preliminary Design Phase of this project, the proposed action will require a transfer of \$40,495 from the contingency phase. Committing these funds does not endanger any other project elements that are to be funded out of the Tacoma Dome Commuter Rail Station project.

After completing the budget transfer, the remaining project contingency will exceed 10%, the normal target contingency percent for a typical construction project. Table 1 below displays the associated budget, obligations and the corresponding impact of this action to those figures.

The proposed action is consistent with the current Board adopted budget and is affordable within the agency's current long-term financial plan and subarea financial capacity. The station can be completed within the budget presented in the Tacoma to Seattle cost-to-complete. The action will have no new revenue impacts on the agency.

<b>Column A</b>	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>
<b>Total Project Budget<sup>1</sup></b>	<b>Budget for this Task<sup>1</sup> (B)</b>	<b>Obligated to Date<sup>2</sup> (C)</b>	<b>Total Amount Requested (D)</b>	<b>Shortfall* or Surplus (B-[C+D])</b>
\$17,319,000	\$421,000	\$223,895	\$237,600	(\$40,495)

<b>*Amount of Shortfall</b>	<b>Potential Revenues</b>	<b>Funding Sources</b>
(\$40,495)	\$665,000	Contingency Phase

<sup>1</sup> Approved by the Board on December 13, 2001 with Resolution No. R2001-17.

<sup>2</sup> Expenditures of \$219,086 through 12/20/01 and obligations of \$4,809.

## **FINANCIAL IMPACTS**

**Impact on Current Year Budget:** A transfer of \$40,495 is needed from the contingency phase of the 2002 budget.

**Impact on Sound Move Budget:** This action does not alter the cost to achieve the scope provided in Sound Move.

**Impact on Cost-to-Complete:** The station can be completed within the budget presented in Resolution No. R2001-10, the Tacoma to Seattle cost-to-complete.

**Impact on Subarea(s) Budget(s):** This action has no impact on the Pierce County subarea budget, as currently approved.

## **HISTORY OF PROJECT**

Sound Transit published the Environmental Assessment (EA) for Tacoma-to-Seattle Commuter Rail in June 1998. In the EA an interim Tacoma station was located just west of the existing Tacoma Amtrak Station.

In April 1999, Sound Transit published a Supplemental Environmental Assessment studying the impacts of the station at Freighthouse Square. The Supplemental Environmental Assessment assumed two tracks south of Freighthouse Square, which would serve Tacoma Rail, Sounder Commuter Rail, and future Amtrak trains. Sound Transit pursued the two track option because it was assumed that two tracks provided adequate capacity for all three agencies and was affordable.

During the environmental process for the Lakewood to Tacoma segment (after the publication of the supplemental EA in April 1999) the City of Tacoma and WSDOT questioned the capacity of two tracks. As a result, Sound Transit, working with Tacoma Rail, Port of Tacoma, and WSDOT, came up with a track configuration behind Freighthouse Square that will allow a future third track to be built later by WSDOT.

Staff communicated with the original design firm regarding potential changes in track redesign while negotiating with the City of Tacoma. In June 2001 staff requested a cost proposal from the original design firm to complete preliminary design based on the new track configuration. After receipt of a cost proposal that was too expensive, staff attempted to negotiate a more fair and reasonable price. The original design firm declined to negotiate the price of their cost proposal. Staff allowed the contract to expire and re-advertised for design of the station in October 2001.

By agreeing to redesign the Tacoma Dome Commuter Rail Station now, Sound Transit will not preclude the addition of a future third track and will preserve the public's investment in this station. Without this redesign, the commuter rail station at the Tacoma Dome would have to be rebuilt at substantial cost when a third track was needed.

### **Prior Board or Committee Actions and Relevant Board Policies**

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
M2000-122	Authorized the Executive Director to execute an Agreement between Sound Transit and the City of Tacoma regarding the construction and operation of commuter rail facilities located in City of Tacoma rail right of way.	12/14/2000
R99-40	Approved contract change order on contract number RTA/CR30-97c with Wallace Floyd Associates and Joji Minatogawa Inc., a joint venture, for final design services.	6/17/1999
R98-41	Authorized the Executive Director to negotiate and execute contracts for commuter rail station design.	7/23/1998

### **CONSEQUENCES OF DELAY**

- The completion of the Tacoma Dome Commuter Rail Station platform is one item required under the contract between Sound Transit and Burlington Northern Santa Fe (BNSF) for the operation of a third round trip.

### **REGIONAL PARTNERSHIP AND COOPERATION**

- The revised track design leading to an amended agreement has involved the cooperation of the City of Tacoma, the Port of Tacoma, WSDOT and BNSF.

### **PUBLIC INVOLVEMENT**

- The City of Tacoma sponsored public outreach efforts during the creation of the Tacoma Dome Area Plan. The work of the City and the Tacoma Dome Station Working Group resulted in the siting of both the Sounder Commuter Rail and Tacoma Link station locations at Freighthouse Square.
- A member of the Tacoma Dome Station Technical Advisory Committee participated in the selection process of the design firm.

### **LEGAL REVIEW**

JDW 1/6/02

## SOUND TRANSIT

### MOTION NO. M2002-03

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority approving Contract No. CR30-97T with Otak, Inc. for commuter rail station preliminary design services for the Tacoma Dome Commuter Rail Station in the amount of \$212,235 with a 10% contingency of \$21,224 for a total authorized amount not to exceed \$233,459 with an option to amend the contract to include final design services; and authorizing a transfer of \$36,354 from contingency to the preliminary design phase of the budget. Staff is directed to develop for Board action a "latecomers" reimbursement policy for use of the additional track built to accommodate WSDOT and/or Amtrak high-speed rail future use, contingent upon actual usage.

#### **Background:**

Sound Transit published the Environmental Assessment (EA) for Tacoma-to-Seattle Commuter Rail in June 1998. In the EA, an interim Tacoma station was located just west of the existing Tacoma Amtrak Station.

In April 1999, Sound Transit published a Supplemental Environmental Assessment studying the impacts of the station at Freighthouse Square. The Supplemental Environmental Assessment assumed two tracks south of Freighthouse Square, which would serve Tacoma Rail, Sounder Commuter Rail and future Amtrak trains. Sound Transit pursued the two track option because it was assumed that two tracks provided adequate capacity for all three agencies and was affordable.

During the environmental process for the Lakewood to Tacoma segment (after the publication of the supplemental EA in April 1999) the capacity of two tracks was questioned by the City of Tacoma and WSDOT. As a result, Sound Transit, working with Tacoma Rail, Port of Tacoma and WSDOT, came up with a track configuration behind Freighthouse Square that will allow a future third track to be built later by WSDOT.


By agreeing to redesign the Tacoma Dome Commuter Rail Station now, Sound Transit will not preclude the addition of a future third track and will preserve the public's investment in this station. Without this redesign, the commuter rail station at the Tacoma Dome would have to be rebuilt at substantial cost when a third track is needed.


#### **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 Contract No. CR30-97T with Otak, Inc. to provide preliminary design services for the Tacoma Dome Commuter Rail Station in the amount of \$212,235 plus a 10% contingency of \$21,224 for a total authorized amount not to exceed \$233,459 with an option to amend the contract to include final design services; and authorizing a transfer of \$36,354 from contingency to the preliminary design phase of the budget. Staff is directed to develop for Board action a "latecomers" reimbursement policy for use of the additional track built to accommodate WSDOT and/or Amtrak high speed rail future use, contingent upon actual usage.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 17, 2002.

ATTEST:

  
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Marcia Walker  
Board Administrator

  
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Jack Crawford  
Finance Committee Vice Chair