

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2002-14

**David Evans and Associates, Inc.
Contract Amendment**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/21/02	Discussion/Possible Action	David Beal , Interim Director, Sounder Commuter Rail	(206) 398-5124

OBJECTIVE OF ACTION

- To complete final design of track and signals for the Reservation Junction – Freighthouse Square portion of the Tacoma to Seattle commuter rail line.

ACTION

- Authorizes the Executive Director to execute a contract amendment to contract No. RTA/CR - 98-99 with David Evans and Associates, Inc., to provide final design services for track and signals for the Reservation Junction – Freighthouse Square portion of the Tacoma to Seattle commuter rail line.
- This action authorizes an increase of \$595,920 plus a 10% contingency of \$59,592 to the original contract amount of \$896,339 for a new total authorized amount not to exceed \$1,551,851.

KEY FEATURES

- In December 2000, Sound Transit executed agreements with the City of Tacoma that allowed Sound Transit to construct a connection between Tacoma Rail and Burlington Northern Santa Fe Railway (BNSF), upgrade and share Tacoma Rail track, and work with the City of Tacoma to find funding to ultimately construct a parallel second track.
- This work is required to allow Sound Transit to operate its commuter rail service on the Tacoma Rail corridor to the permanent Tacoma Dome Sounder Station.
- In finalizing the design for the above agreements, a revised alignment was developed that will provide operating benefits for Sound Transit and the City of Tacoma. The revised alignment for the second track requires less work to build and will result in considerable cost savings.
- This revised alignment requires an amendment to the City of Tacoma agreement which is being finalized and will be the subject of a separate Board action.
- The MWDBE goal for David Evans and Associates is 31%. As of December 29, 2001, their actual participation is 30.7%.

BUDGET

Budget for this action is included in the construction phase of the respective Sounder track and facilities projects (See pages 77-79 of the Proposed 2002 Budget document). Committing these funds does not endanger any other project elements that are to be funded out of these projects. Table 1 below displays by project the associated budgets, obligations, and the corresponding impacts of this action.

The proposed action is consistent with the current board adopted budget at the ten-year total, though budget will need to be transferred to year 2002 from 2003 (see Financial Impacts section). The proposed action is affordable within the agency's current long-term financial plan and subarea financial capacity. The action will have no new revenue impacts on the agency.

Table 1 – Budget, Obligations and Impact of this action on the Reservation Connection

	Column A	Column B	Column C	Column D	Column E
Project Name / No.	Total Project Budget¹	Budget for this Task²	Obligated to Date	Total Amount Requested³	Surplus (B-[C+D])
Seattle-Auburn, #110	\$316,549,000	\$1,106,000	0	\$ 79,670	\$ 1,026,330
Auburn-Tacoma, #120	\$248,802,000	\$ 894,000	0	\$ 64,399	\$ 829,601
Tacoma-Lakewood, #130	\$103,604,000	\$7,100,000	0	\$ 511,443	\$ 6,588,557
Total	\$668,955,000	\$9,100,000	0	\$ 655,512	\$ 8,444,488

¹Proposed 2002 Budget, R2001-17, approved by Board on 12/13/01.

²This design was budgeted in construction phase 50, task "297 – Reservation Connection."

³Distribution uses allocation rule derived from distribution of budget available.

Financial Impacts

Impact on Current Year Budget: The budgeted line item is found within the budget document in the year 2003, as it was combined with the construction budget. Because costs will begin accruing for the design in 2002, there is a need to transfer the requested amount into the year 2002. This transfer is within the Executive Director's authority.

Impact On Cost-To-Complete: This action has no impact.

Impact on Subarea(s) Budget(s): Both South King and Pierce County projects have budget for this item; actual expenditures will be allocated to match the ratio of budgets forecasted.

HISTORY

In December 1999, Sound Transit awarded a contract to David Evans and Associates to provide professional services for improvements to the Tacoma Rail line between Reservation Junction and Freighthouse Square and a new rail connection between Freighthouse Square and the existing BNSF line near M Street in Tacoma. In December 2000, Sound Transit entered into agreements with the City of Tacoma for improvements to the existing Tacoma Rail line and the construction of a second parallel line. Since that time, a revised alignment has been developed that will provide operating benefits for both Sound Transit and the City. David Evans and

Associates have, under their existing contract, provided design services for the alignment in the original agreement, and preliminary engineering design support during the negotiations for the revised alignment.

Motion/Resolution Number	Summary of Action	Date of Action
M2000-122	Authorized the Executive Director to execute a Construction Agreement with the City of Tacoma	12/14/00
M2000-123	Authorized the Executive Director to execute a Property Construction Agreement with the City of Tacoma for an interconnection between BNSF and Tacoma Rail.	12/14/00
(Within Executive Director's Authority)	Contract No. RTA/CR #98-99 – Contract with David Evans & Associates for professional services including preliminary engineering design, final design, design support during construction, and construction management.	12/10/99

CONSEQUENCES OF DELAY

The design and construction schedule for the work of this agreement is very short, a delay in executing this contract may result in a delay to the increase in Sounder service frequency and delay the opening of the permanent Sounder Tacoma Dome Station. While such a delay is undesirable, they can be accommodated should the Board require more time or information to reach a decision.

REGIONAL PARTNERSHIP AND COOPERATION

The revised 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 contract with David Evans and Associates has not been the subject of any specific public outreach. An environmental re-evaluation was undertaken and it determined that the FTA concurs with the re-evaluation and that the project still warrants a Finding of No Significant Impact (FONSI).

LEGAL REVIEW

JW 2/8/02

SOUND TRANSIT

MOTION NO. M2002-14

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment to Contract No. RTA/CR 98-99 with David Evans and Associates, Inc., to provide final design services for track and signals for the Reservation Junction – Freighthouse Square portion of the Tacoma to Seattle commuter rail line. This action authorizes an increase of \$595,920 plus a 10% contingency of \$59,592 to the original contract amount of \$896,339 for a new total authorized amount not to exceed \$1,551,851.

Background:

In December 2000, Sound Transit executed agreements with the City of Tacoma that allowed Sound Transit to construct a connection between Tacoma Rail and Burlington Northern Santa Fe Railway (BNSF), upgrade and share Tacoma Rail track, and work with the City of Tacoma to find funding to ultimately construct a parallel second track. This work is required to allow Sound Transit to operate its commuter rail service on the Tacoma Rail corridor to the permanent Tacoma Dome Sounder Station.

In finalizing the design for the above agreements, a revised alignment was developed that will provide operating benefits for Sound Transit and the City of Tacoma. The revised alignment for the second track requires less work to build and will result in considerable cost savings. This revised alignment requires an amendment to the City of Tacoma agreement which is being finalized and will be the subject of a separate board action.

David Evans and Associates have, under their existing contract, provided design services for the alignment in the original agreement, and preliminary engineering design support during the negotiations for the revised alignment.

Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is hereby authorized to execute a contract amendment to Contract No. RTA/CR 98-99 with David Evans and Associates, Inc., to provide final design services for track and signals for the Reservation Junction – Freighthouse Square portion of the Tacoma to Seattle commuter rail line. This action authorizes an increase of \$595,920 plus a 10% contingency of \$59,592 to the original contract amount of \$896,339 for a new total authorized amount not to exceed \$1,551,851.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 21, 2002.



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator