

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2002-30

Final Design Authorization for Tacoma Dome Commuter Rail Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/21/02	Discussion/Possible Action	Lee Bullock, Director David Beal, Program Manager, Project Development Kimberly Denny , Project Lead	(206) 398-5111 (206) 398-5124 (206) 398-5329

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Memorandum of Agreement		Contingency Funds Required	<input checked="" type="checkbox"/>
Purchase/Sale Agreement		Budget Amendment Required	

Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Authorize the Executive Director to execute an amendment to contract CR30-97T with Otak, Inc. for Tacoma Dome Commuter Rail Station final design.

ACTION

- Authorize the Executive Director to exercise a contract amendment to Contract No. CR 30-97T with Otak Inc. to provide final design services for Tacoma Dome Commuter Rail station by adding \$567,909 plus a 10% contingency of \$56,791, for a new total authorized contract amount not to exceed \$858,159.

KEY FEATURES

<p>Highlights of Action:</p> <ul style="list-style-type: none"> • Authorizes the Executive Director to executive a contract amendment with Otak, Inc. to provide final design services for the Tacoma Dome Commuter Rail Station. • Increases the total authorized contract from \$233,459 for a new total authorized contract amount not to exceed \$858,159. • Contract amendment retains Otak, Inc to provide on-going design support services during construction.
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BUDGET

Table 1 - Impact of Action on Otak Inc. Contract:

Description	Original Contract Value ¹ (A)	Proposed Action Contract Value (B)	Proposed Total Contract Value - Not to Exceed (C) = (A+B)
Base	\$ 212,235	\$ 567,909	\$ 780,144
Contingency	\$ 21,224	\$ 56,791	\$ 78,015
Total	\$ 233,459	\$ 624,700	\$ 858,159
Percent Contingency	10%	10%	10%

¹ See Motion No. M2002-03 dated 1/17/02

Budget for this action is included in the final design phase of the Tacoma Dome station project (page 90 of the 2002 Adopted Budget.) Committing these funds does not endanger other elements that are to be funded out of these projects. Table 2 below displays by project, the associated budget, obligations and the corresponding impact of this action to those figures.

The proposed action is consistent with the current board adopted policies and 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 2 – Budget, Obligations and Impact of this action on Tacoma Dome Station

Phase	Column A Total Project Budget ¹	Column B Budget for this Task ^{1,2}	Column C Obligated to Date	Column D Total Amount Requested ³	Column E Surplus* (B-[C+D])
Preliminary Design	N/A	\$ \$ 457,840 ⁴	\$ 219,461	\$ 0	\$ 238,379
Final Design	N/A	\$1,396,000	\$ 734,246	\$ 624,700	\$ 37,054
Total	\$17,319,000	\$1,853,840	\$ 953,707	\$ 624,700	\$ 275,433

¹2002 Adopted Budget, Resolution No. R2001-17 approved by Board on 12/13/01.

²This task includes preliminary engineering and final design phase budgets.

³Includes 10% contingency.

⁴Includes \$36,354 from Tacoma Dome Station's contingency per Motion No. M2002-03 on 1/17/02.

FINANCIAL IMPACTS

Impact on Current Year Budget: This action is within the amount budgeted for this year.

Impact on Cost-to-Complete: Work included in this action can be completed within the budget presented in the Tacoma to Seattle Cost-to-Complete, adopted by the Board on August 9, 2001.

Impact on Subarea(s) Budget(s): This action would be funded through the Pierce County subarea budget, as currently approved, and is consistent with that budget.

HISTORY OF PROJECT

The Tacoma Dome Commuter Rail Station is the interim terminus on the Tacoma to Seattle rail line. This station was addressed in the Environmental Assessment for the Commuter Rail Facility at Tacoma Dome Station (April 1999). The Federal Transit Administration issued a Finding of No Significant Impact on April 6, 1999.

On October 22, 2001, a Request for Qualifications/Proposals was issued for station design services for Tacoma Dome Station. Seven proposals were received, three finalists interviews were held and Otak, Inc. was selected.

On January 17, 2002, the Finance Committee approved a contract with Otak, Inc. to perform preliminary design service and an option for final design with a total not to exceed amount of \$233,459. Otak, Inc. has performed satisfactorily throughout the preliminary design phase and has been responsive to Sounder's schedule needs and budget constraints. Staff recommends the contract be amended to authorize final design of the Tacoma Dome Commuter Rail Station elements including passenger platform and amenities and a concourse through Freighthouse Square.

The M/W/DBE participation on this contract is 20.5%.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2002-03	Authorize the Executive Director to execute a contract for preliminary design services with Otak, Inc.	1/17/2002
M2000-122	Authorize 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	Authorize the Executive Director to negotiate and execute contracts for commuter rail station design.	7/23/1998

CONSEQUENCES OF DELAY

- Sound Transit's contract with Burlington Northern Sante Fe does not allow operation of a third round trip between Tacoma and Seattle until the Tacoma Dome Station platform is available and the Tacoma Rail track is ready for passenger trains.

- The station and track design teams should proceed together in order to coordinate the bid documents. Construction of the station at Freighthouse Square should happen concurrently with construction of improvements to the Tacoma Rail line.
- The Board could opt to direct staff to complete a competitive procurement for final design services.

REGIONAL PARTNERSHIP AND COOPERATION

- The revised track design has involved the cooperation of the City of Tacoma, the Port of Tacoma, WSDOT and the BNSF.

PUBLIC INVOLVEMENT

- Staff and members of the design team met with a Tacoma Fire Department representative and Building and Land Use permit staff member regarding emergency vehicle access and permitting requirements for the Tacoma Dome Station, including requirements during construction and upon completion.
- Staff and members of the design team have met with Freighthouse Square business owners and Tacoma Dome District group to get feedback on preliminary design concepts.
- Staff meets regularly with Freighthouse Square ownership representative and building manager regarding station design and construction schedule, as well as design issues.
- 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 commuter rail and Tacoma Link station locations at Freighthouse Square.

LEGAL REVIEW

JDW 2/7/02

SOUND TRANSIT

MOTION NO. M2002-30

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority approving an amendment to Contract No. CR30-97T with Otak, Inc. for commuter rail station final design and construction support services for the Tacoma Dome Commuter Rail Station in the amount of \$567,909 with a 10% contingency of \$56,791 for a new total authorized contract amount not to exceed \$858,159.

Background:

The Tacoma Dome Commuter Rail Station is the interim terminus on the Tacoma to Seattle rail line. This station was addressed in the Environmental Assessment for the Commuter Rail Facility at Tacoma Dome Station (April 1999). The Federal Transit Administration issued a Finding of No Significant Impact on April 6, 1999.

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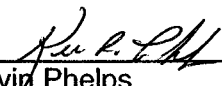
On January 17, 2002, the Finance Committee approved a contract with Otak, Inc. to perform preliminary design service and an option for final design for a total amount not to exceed \$233,459. Otak, Inc. has performed satisfactorily throughout the preliminary design phase and has been responsive to Sounder's schedule needs and budget constraints. Staff recommends the contract be amended to authorize final design of the Tacoma Dome Commuter Rail Station elements including passenger platform and amenities and a concourse through Freighthouse Square.

The M/W/DBE participation on this contract is 20.5%.

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 an amendment to Contract No. CR30-97T with Otak, Inc. for commuter rail station final design and construction support services for the Tacoma Dome Commuter Rail Station in the amount of \$567,909 with a 10% contingency of \$56,791 for a new total authorized contract amount not to exceed \$858,159.

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



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator