

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-61

Lakewood-Tacoma Track and Signal Final Design Contract Amendment

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/16/05	Discussion/Possible Action to Recommend Board Approval	Jim Edwards, Deputy Director Capital Project Department	(206) 398-5436
Board	6/23/05	Action	Jennifer Ryan, Program Manager Capital Projects Department Diane Hilmo, Project Manager Capital Projects Department	(206) 398-5472 (206) 398-5415

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement	✓	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Agreement with Other Jurisdiction(s)			

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with HDR Engineering Inc. to include final design services for track and signal work for the Lakewood to Tacoma commuter rail segment, in the amount of \$3,929,927 with a 10% contingency of \$392,997, for a new total authorized contract amount not to exceed \$5,429,916 and to extend the term of the contract to November 22, 2009.

KEY FEATURES of PROPOSED ACTION

- The existing contract with HDR Engineering Inc., to finalize preliminary engineering for the Lakewood to Tacoma commuter rail segment, was awarded November 22, 2004 for one year, with options to add final design and design support during construction services. This action will extend the contract for five years, with the option to discontinue or cancel the contract on an annual basis at Sound Transit's discretion.
- Consultant will provide final design plans and specifications for track, signals, structures, utility relocations, and grade crossings.
- Consultant will furnish a design report, permitting acquisition support, geotechnical investigations and reports, surveying, cost estimates and construction schedules, track maintenance plans during construction, initial start-up and testing plans, and support during bidding for the Lakewood-Tacoma project.
- Consultant will also provide final design plans and specifications for demolition and remediation of Sound Transit parcels within City of Tacoma, and will provide cleanup protocol for track construction taking place within the South Tacoma Fields Superfund Section, based on additional geotechnical and survey information.

- Future contract amendments will include; final design of the layover yard in Lakewood; design services during construction; and support services during testing and startup. Staff will seek Board approval at a later date for these actions.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

The Board-adopted budget for this project is \$136,036,880 with a final design phase Board adopted budget of \$5,855,472. The proposed action is to award a contract for demolition and remediation to HDR in the amount not to exceed \$5,429,916 leaving a remaining final design phase balance of \$1,331,082. The remaining balance for the project is \$78,435,540.

BUDGET TABLE

The project budget can be found on page 90 from the 2005 Board Adopted Budget.

Summary for Board Action (Year of Expenditure \$000)

Action Item: Lakewood-Tacoma Track and Signal (#130) Final Design Contract Amendment with HDR Engineering.

	Current Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	10,174	4,437	-	4,437	5,738
2 Pre-Engineering	2,989	2,751	-	2,751	238
3 Final Design	5,855	201	4,323	4,524	1,331
4 Right of Way	28,237	26,093	-	26,093	2,144
5 Construction	68,874	13	-	13	68,860
6 Contingency	124	-	-	-	124
7 Total Current Budget	116,254	33,495	4,323	37,818	78,436

Phase Budget Detail

8 Final Design Award	5,855	-	4,323	4,323	1,533
9 Misc. activity	-	201	-	201	(201)
10 Total Phase	5,855	201	4,323	4,524	1,331

Lakewood-Tacoma Track and Signal (#130)

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
11 HDR Engineering	1,006	0	3,930	4,936
12 Contingency	101	0	393	494
13 Total	1,107	0	4,323	5,430
14 Percent Contingency			10%	10%

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

HDR is the prime consultant and will perform 50.3% of the work. HDR has committed to meeting a 28% goal of usage of MWDBE and other Small Businesses.

Utilization Breakdown Table

The following percentages are based on the consultant's design fee proposal, which includes the layover design work in Preliminary Engineering but not in Final Design.

Subconsultant	Business Type	% of Work	Dollar Value
Lin and Associates	MBE / DBE	7.4%	\$ 363,999
Systems Consulting	MWBE	7.2%	\$ 356,283
Twin City Signals	Small Business	14.1%	\$ 695,268
GHL Consulting	MBE / DBE	6.2%	\$ 308,708
Transit Safety Management	DBE	0.7%	\$ 34,234
ETG	WBE	0.3%	\$ 14,400
Railway CPS	Small Business	0.1%	\$ 4,060
Civil Tech	MWBE	0.3%	\$ 14,850
Cherokee Drilling	MBE	0.8%	\$ 37,192
On Site Environmental Laboratories	MBE	2.0%	\$ 99,815
Total		39.1%	\$1,928,809

EEO Commitment

HDR Engineering, Inc.'s workforce demographics are 29% women and 13% minorities.

Apprentice Utilization Commitment

There are no apprentice utilization requirements since this is a professional-services contract.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

This 8.2 mile Sounder segment is comprised of a new 1.2-mile-long rail line on new right-of-way, upgrading of 7.0 miles of the Lakeview Subdivision railroad branch line that Sound Transit purchased from BNSF, and two new Sounder commuter rail stations - South Tacoma and Lakewood. The new track segment will connect to the Seattle-to-Tacoma segment at Freighthouse Square and will include three new at-grade crossings between D Street and M Street in Tacoma. The Lakeview Subdivision track will be improved with track, signal and grade crossing improvements from M Street in Tacoma to Bridgeport Way in Lakewood, along with a new commuter rail train layover facility. Customer parking will be available at both the South Tacoma and Lakewood Stations with regional and local bus transit connections at Lakewood Station.

As part of the Purchase and Sale Agreements executed with BNSF in December 2003, Sound Transit acquired the BNSF right-of-way from Tacoma-to-Lakewood in September 2004 and will

acquire Lakewood-to-Nisqually in September 2005. The latter purchase will preserve an option to extend Sounder service south of Lakewood in the future. The design and construction elements of the current Lakewood to Tacoma project will extend south into the Lakewood-Nisqually segment in order to provide the advance signals for the Centralized Traffic Control signals system.

The initial preliminary engineering in 2001 was done based on acquiring an operating easement on the BNSF's Lakeview Subdivision railroad corridor. With the agreement to purchase the Lakeview Subdivision in December 2003, and acquisition of the Northline Rail Properties from M Street in Tacoma to Bridgeport Way in Lakewood in September 2004, HDR Engineering revised the preliminary engineering in early 2005 to reflect Sound Transit's ownership of the rail corridor. Sound Transit's ownership allowed deletion of a passing track and elimination of the BNSF track connection to Pacific Avenue near M Street in Tacoma.

Preliminary engineering was completed in April 2005 as scheduled and within budget. Final design is scheduled to be complete in early 2006, and construction is scheduled to be completed by the end of 2007.

As a result of changes in the trackwork and information developed during the completion of preliminary engineering, there are two updates to the environmental documents for Project 130 Track and Facilities. An addendum under **SEPA** to the Final Environmental Impact Statement (EIS) (May 2002) has been prepared to evaluate the effects of changes or new information related to this project subsequent to the Final EIS including the following: a new wetland identified along South Tacoma Way in Tacoma; and proposed grade crossing closures at South 50th Street, Alaska Street, and Chandler Street.

A Federal Transit Administration's (FTA) re-evaluation will also be required for portions of the project that have changed since the publication of the Final EIS in May 2002. The re-evaluation will include: a new wetland identified along South Tacoma Way in Tacoma; and proposed grade crossing closures at South 50th Street, Alaska Street, and Chandler Street.

Within the Tacoma to Lakewood corridor, the relocation of the layover facility from Camp Murray to Lakewood also involves a SEPA Addendum and FTA re-evaluation to update the environmental documents. Once the update to the layover environmental documents is completed later this summer, an amendment to HDR's contract to authorize the final design phase of the project #140 layover work will be submitted.

Other items affecting the schedule are approval of the third party interlocal agreements with the City of Tacoma. The Right-of-Use Agreement provides a perpetual franchise agreement allowing Sound Transit to utilize portions of Tacoma's street right-of-way for commuter rail purposes. The Master Utilities License Agreement provides a mechanism to update the existing various utilities easements with the City of Tacoma that were included as part of the BNSF Lakeview Subdivision railroad corridor purchase in 2004. The Right-of-Use Agreement, Master Utilities License Agreement and Construction Reimbursement Agreements with Tacoma will be presented to the Board for approval Summer 2005. The agreements are substantially completed after 10 month of negotiations with one item remaining for resolution which is expected in June 2005.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2004-115	A contract with HDR Engineering, Inc. to provide preliminary engineering services for the Tacoma to Lakewood Track and Signal project in the amount of \$1,006,356, with a 10% contingency of \$100,636 for a total authorized contract amount not to exceed \$1,106,992 with options for Final Design and Design Support during construction.	11/18/04

CONSEQUENCES of DELAY

The schedule for the Tacoma to Lakewood Corridor has been identified as a high risk for completion of needed construction improvements by December 2007. Completing third party agreements and final design are critical to meeting the 2007 completion date. The consultant is being asked to have the final design complete by February 2006 in order to have the construction begin in the summer 2006 construction season.

In order for the project to stay on schedule, Finance Committee authorization is needed by June 16, 2005, with full Board approval on June 23, 2005 so the consultant can receive full Notice to Proceed on June 24, 2005.

PUBLIC INVOLVEMENT

Not applicable to this action

LEGAL REVIEW

JW 6/2/05

SOUND TRANSIT

MOTION NO. M2005-61

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with HDR Engineering Inc., to include final design services for track and signal work for the Lakewood to Tacoma commuter rail segment, in the amount of \$3,929,927 with a 10% contingency of \$392,997, for a new total authorized contract amount not to exceed \$5,429,916 and to extend the term of the contract to November 22, 2009.

Background:

Final design includes preparation of the 100% plans, specifications, and cost estimates for track, signals, structures, utility relocations, and grade crossings in the 8.2 mile commuter rail corridor. Consultant will also furnish design report, permitting acquisition support, geotechnical investigations and reports, surveying, cost estimates and construction schedules, track maintenance during construction plans, initial start-up and testing plans, and support during bidding for the Lakewood-Tacoma project.

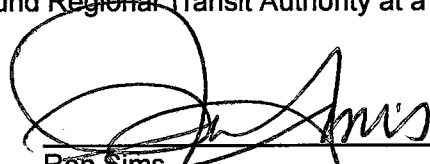
Final design will also include plans and specifications for demolition and remediation of Sound Transit parcels within City of Tacoma, and will provide cleanup protocol for track construction taking place within the South Tacoma Fields Superfund Section. The additional geotechnical and survey information will provide more information about potential contamination disposal requirements.

Preliminary engineering was completed in April 2005 as scheduled and within budget. Final design is scheduled to be complete in early 2006, and construction is scheduled to be completed by the end of 2007.

Motion:

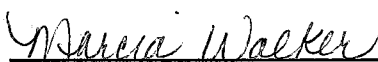
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with HDR Engineering Inc. to include final design services for track and signal work for the Lakewood to Tacoma commuter rail segment, in the amount of \$3,929,927 with a 10% contingency of \$392,997, for a new total authorized contract amount not to exceed \$5,429,916 and to extend the term of the contract to November 22, 2009.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 23, 2005.



Ron Sims
Board Chair Pro Tem

ATTEST:



Marcia Walker
Board Administrator