

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-88

Contract Amendment for Design Services During Construction for Everett Station

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	08/16/07	Discussion/Possible Action	Jim Edwards, Acting Director, Capital Projects Eric Beckman, Rail Program Manager Val Batey, Project Manager	(206) 398-5436 (206) 398-5251 (206) 398-5117

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"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Everett Station

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Zimmer Gunsul Frasca Architects, LLP (formerly doing business as Zimmer Gunsul Frasca Partnership) to provide design services during construction for the Everett Station project in the amount of \$229,905 with a 10% contingency of \$22,990 totaling \$252,895, for a new total authorized contract amount not to exceed \$1,918,205.

KEY FEATURES of PROPOSED ACTION

- This action is needed to fund design support services during the contract procurement process and during the construction phase. This action also provides for ongoing support to the property acquisition effort.
- The project scope includes the station; including the 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of the 330-stall south parking lot, an operations building for light maintenance equipment and supplies, and Burlington Northern Santa Fe Railway (BNSF) train crews.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design
 Projected Completion Date: 2008

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 Adopted 2007 Budget for this project is \$28,774,390 with a construction phase budget of \$16,543,720. The proposed action is to amend the contract with Zimmer Gunsul Frasca Architects, LLP, increasing it by \$229,905 with a 10% contingency of \$22,990. This will leave a remaining construction phase balance of \$8,514,744, and a remaining balance for the project of \$9,226,083.

There are sufficient funds to complete this action. Committing these funds will not endanger any other project elements that are to be funded out of the overall project.

BUDGET TABLE

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

Project: 201 - Everett Station

	2007 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) ³ (E)
1 Agency Administration	\$ 1,665	\$ 1,665	\$ -	\$ 1,665	\$ -
2 Preliminary Engineering	\$ 1,195	\$ 1,194	\$ -	\$ 1,194	\$ 1
3 Final Design	\$ 1,397	\$ 1,413	\$ -	\$ 1,413	\$ (16)
4 Right of Way	\$ 7,399	\$ 7,248	\$ -	\$ 7,248	\$ 150
5 Construction	\$ 16,544	\$ 7,776	\$ 253	\$ 8,029	\$ 8,515
6 Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
7 Contingency	\$ 575	\$ -	\$ -	\$ -	\$ 575
8 Total Current Budget	\$ 28,774	\$ 19,295	\$ 253	\$ 19,548	\$ 9,226

Phase Budget Detail

9 Construction	\$ 16,544	\$ 7,776	\$ 253	\$ 8,029	\$ 8,515
10 Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
11 Total Phase	\$ 16,544	\$ 7,776	\$ 253	\$ 8,029	\$ 8,515

Contract Budget	Current Approved Contract Value (F)	Committed To Date ² (G)	Proposed Action (H)	Proposed Total Contract Value (I)
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12 Zimmer Gunsul Frasca Contract	\$ 1,514	\$ 1,521	\$ 230	\$ 1,744
13 Contingency	\$ 151	\$ 132	\$ 23	\$ 174
14 Total	\$ 1,665	\$ 1,654	\$ 253	\$ 1,918
15 Percent Contingency	10%	9%	10%	10%

Notes:

¹ Project budget is located on page 115 of the Adopted 2007 Budget book. The Board approved the Adopted 2007 Budget on December 14, 2006.

² Committed to date amount includes actual outlays and commitments through July 27, 2007.

³ Consistent with Sound Transit Board budget policies, the phase level shortfall will be covered by reallocating project contingency funds to align phase budget amounts with project phase activity.

SMALL BUSINESS PARTICIPATION

Zimmer Gunsul Frasca Architects, LLP (formerly doing business as Zimmer Gunsul Frasca Partnership) is the prime consultant for this contract. In 1997, Sound Transit established a pool of 15 design teams for commuter rail station design services. M/W/DBE firms were encouraged to submit their qualifications and were included in the pool. On April 19, 2000, Sound Transit issued a Request for Proposals (RFP) to the pool of firms for commuter rail station design services for the Edmonds, Mukilteo and Everett stations. Sound Transit did not establish a goal for M/W/DBE firms in the 2000 RFP. Rather, proposers were advised of Sound Transit's federal DBE goal of 18% and that, at the time, the "availability of firms for architecture and engineering professional consulting services is 15.5% MBE and 9% WBE." The Zimmer Gunsul Frasca Partnership was the successful proposer for the Everett Station design services contract. Milbor-Pita and Associates, Inc., a certified M/W/DBE firm, was identified as a subconsultant on the original contract. However, a commitment for the level of Milbor-Pita's participation was not required.

Participation to date by Milbor-Pita has been 2.4%.

Milbor-Pita and Associates, Inc. was recently purchased by another firm and no longer qualifies as a small business enterprise.

EEO Commitment

Zimmer Gunsul Frasca Architects, LLP workforce demographics are 46% women and 21% minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, ST Express Bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett and includes the Everett Station building, the off-street bus transit center, parking for commuters, Amtrak and Greyhound customers and other patrons, a portion of the commuter rail platform and canopies, and the Amtrak passenger boarding platform. Sound Transit is responsible for the final phase of the Station, which includes a 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of a 330-stall south parking lot, an operations building for light maintenance equipment and supplies, and Burlington Northern Santa Fe Railway (BNSF) train crews.

Sound Transit contracted with Zimmer Gunsul Frasca Architects, LLP to design the south and east parking lots, the Amtrak platform, the station track, the commuter rail platform, an operations building, and the pedestrian bridge. This work was divided into two phases: the first, which includes the Amtrak platform and a portion of the station track and commuter rail platform, was completed and has been in service since December 2003.

Due to the delay in reaching an agreement with BNSF to provide commuter rail service to Everett, Sound Transit elected to delay construction of the second phase of the Sounder Commuter Rail Everett Station. Zimmer Gunsul Frasca Architects, LLP was directed to stop work on finalizing the Phase II contract documents in 2002. When an agreement was reached with BNSF in December 2003, Zimmer Gunsul Frasca Architects, LLP was directed to update the Phase II contract documents, include a bus layover area in the east parking lot, and provide

design services during bidding and construction. The contract with Zimmer Gunsul Frasca Architects, LLP was amended to include this work in March 2004. To insure that the layover track for Train 2 would be in service by June 2005, procurement of the Phase II improvements was separated into three contracts in late 2004. The layover track construction was completed in June 2005. The demolition and remediation contract work was completed in January 2006. The remaining Phase II construction contract is scheduled to be advertised in August 2007.

Additional design services were required to prepare revisions and updates to the contract documents to meet current site conditions (post demolition), and address changes in codes and standards. Contract budget originally programmed for architectural support during bidding and construction and contingency was reallocated to revision and update tasks. Additional funds are required to complete that work, to replenish the contract for the architectural support during bidding and construction, to cover the cost of extending the project schedule, and to replenish the contract contingency.

Environmental impacts resulting from the Everett Station improvements were addressed in the Everett Multimodal Transportation Facility NEPA EA/SEPA EIS (1995) issued by the City of Everett and the Everett – Seattle Commuter Rail Final EIS issued by Sound Transit (December, 1999). A Finding of No Significant Impact was issued for the City’s environmental document and Sound Transit’s Final EIS received a Record of Decision in February 2000. Sound Transit also issued a SEPA Addendum on June 7, 2005 and had a NEPA reevaluation approved by FTA on June 1, 2005 for design refinements to the Everett Station East Parking Lot.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
M2006-09 1/26/06	Executed a contract amendment with Zimmer Gunsul Frasca Partnership to complete revisions to the final design for station improvements, provide architectural support during construction contract procurement, and provide architectural support during construction for the Everett Station project in the amount of \$150,840, with a 10% contingency of \$15,084, for a new total authorized contract amount not to exceed \$1,666,112.
M2004-14 3/18/04	Executed a contract amendment with Zimmer Gunsul Frasca Partnership to complete final design for the Sounder commuter rail components of the Everett Station, to provide for the design of a Regional Express bus layover area, and to provide design support services during construction for the Everett Station Phase II Project.
M2001-45 5/2/01	Executed a contract amendment with the Zimmer Gunsul Frasca Partnership for final design services at the Everett Commuter Rail station.
M2001-19 3/15/01	Executed a contract with the Zimmer Gunsul Frasca Partnership to provide preliminary design services for the Everett commuter rail station.

CONSEQUENCES of DELAY

A delay will require suspension of the construction contract procurement process and delay the construction schedule.

PUBLIC INVOLVEMENT

Not applicable to this action.

ENVIRONMENTAL COMPLIANCE

SSK 8-2-07

LEGAL REVIEW

JW 8/9/07

SOUND TRANSIT

MOTION NO. M2007-88

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Zimmer Gunsul Frasca Architects, LLP (formerly doing business as Zimmer Gunsul Frasca Partnership) to provide design services during construction for the Everett Station project in the amount of \$229,905 with a 10% contingency of \$22,990 totaling \$252,895, for a new total authorized contract amount not to exceed \$1,918,205.

Background:

Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, ST Express Bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett and includes the Everett Station building, the off-street bus transit center, parking for commuters, Amtrak and Greyhound customers and other patrons, a portion of the commuter rail platform and canopies, and the Amtrak passenger boarding platform. Sound Transit is responsible for the final phase of the Station, which includes a 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of a 330-stall south parking lot, an operations building for light maintenance equipment and supplies, and Burlington Northern Santa Fe Railway (BNSF) train crews.

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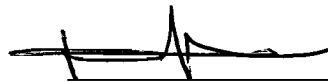
the contract contingency.

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Motion:

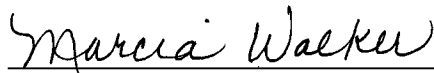
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract amendment with Zimmer Gunsul Frasca Architects, LLP (formerly doing business as Zimmer Gunsul Frasca Partnership) to provide design services during construction for the Everett Station project in the amount of \$229,905 with a 10% contingency of \$22,990 totaling \$252,895, for a new total authorized contract amount not to exceed \$1,918,205.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 16, 2007.



Fred Butler
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator