

SOUND TRANSIT

MOTION NO. M2009-46

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 KPFF Consulting Engineers to provide additional final design services for the Edmonds Station project in the amount of \$276,910 with a 10% contingency of \$27,691 totaling \$304,601, for a new total authorized contract amount not to exceed \$1,427,225.

Background:

The site for Edmonds Station (on Railroad Avenue between Dayton and Main Streets) was identified in the Everett to Seattle Commuter Rail Project Environmental Impact Statement (EIS), December 1999. The EIS included alternative sites for a station in Edmonds, including the existing Amtrak Station site and the future Edmonds Crossing site. The Edmonds Crossing project features a multimodal terminal intended to integrate several modes of transportation (including commuter rail) and accommodate future growth along the SR104 corridor and the Edmonds/Kingston ferry run.

The Board selected the Amtrak Station site as the preferred alternative in January 2000 as an interim station until the Edmonds Crossing project is built. The Board asked staff to evaluate design alternatives in order to determine the appropriate level of investment at this site to serve as an interim station (ten to fifteen-year lifespan). In 2002, the City of Edmonds approved the layout for a fifteen-year interim station. Following this decision, the Edmonds Crossing project gained significant momentum, warranting Sound Transit and the City to agree on a less expansive station at the current site.

The Edmonds Station improvements are necessary for both Sounder and Amtrak trains to provide continuous service once BNSF builds a second mainline track. The current station services both northbound and southbound trains from a single platform, located on the east side of the existing single track. The second mainline track will be constructed to the east of the existing tracks, which will require the existing platform to be reconstructed further to the east as well as the new platform on the west.

Plans for the less expansive interim station were advanced to 100%, with building permits pending in 2008. However, when the Washington State Ferries issued its 2009-2030 long-range plans, it did not include funding for the Edmonds Crossing project. On February 24, 2009, the Edmonds City Council took action to request that Sound Transit construct a permanent station; including improvements based upon a plan approved by the City's Architectural Design Review Board in 2002. Sound Transit received a letter in April 2009 requesting project modifications to meet the intent of the 2002 plan.

The design team and City staff have been working together to determine how the 2008 interim station plans can be modified to meet the intent of the 2002 permanent station plan. In order to do so, additional improvements would need to be made. Under the proposed action, the contract with KPFF Consulting Engineers would be amended to add these elements to the scope of work: a transit center; revised traffic access and traffic loop; permanent platform shelters; and additional transit canopies and site landscaping.

Given the planned design revisions, it is not anticipated at this time that additional environmental documentation will need to be completed for NEPA or SEPA. This will be confirmed during final design when the design elements are fully known.


The current design plans must also be revised to reflect the phasing of construction required to accommodate BNSF's construction of the second track. With the current economic condition, BNSF has indicated that they do not know when it will be constructed. Accordingly, the west platform cannot be built at this time. This will also require the existing platform to remain in service until this second line is constructed. The permanent east platform will be constructed behind the existing asphalt platform, such that the existing asphalt platform will be removed when the second track is constructed.

In the event that BNSF constructs the second mainline track within the next two years, KPFF's contract will include an option to complete plans that would allow Sound Transit to advertise the west platform construction bids as a separate project. If BNSF construction schedule is postponed indefinitely, the existing contract with KPFF will be closed and a new contract will be procured to complete the west platform design support, construction award, and construction support.

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 KPFF Consulting Engineers to provide additional final design services for the Edmonds Station project in the amount of \$276,910 with a 10% contingency of \$27,691 totaling \$304,601, for a new total authorized contract amount not to exceed \$1,427,225.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 4, 2009.



Aaron Reardon
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator