



**MOTION NO. M2010-42**  
**Contract for North Corridor High Capacity Transit Consulting Services**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Capital Committee	4/8/10	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director	(206) 398-5239
Board	4/22/10	Final Action	<b>Michael Williams, Light Rail Project Development Director</b>	(206) 398-5145

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract with North Corridor Transit Partners, LLC to provide engineering, environmental and community development services for Phase 1 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$4,793,122, with a 10% contingency of \$479,312, for a total authorized contract amount not to exceed \$5,272,434.

**KEY FEATURES**

- This action establishes the consultant services contract for a three-phase light rail project development process. Phase 1 includes alternatives analysis and NEPA/SEPA environmental scoping. Phase 2 includes the preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering of alternative routes and stations. Phase 3 includes the preparation of a Final EIS, including responses to public and agency comments on the Draft EIS, and preliminary engineering of the project to be built.
- The proposed contract with North Corridor Transit Partners, LLC (NCTP) includes an option to negotiate a future amendment(s) for the completion of Phases 2 and 3. The option gives Sound Transit the ability to take advantage of efficiencies that could result from the consultant's knowledge gained during Phase 1 for further project level review and design if satisfied with the contractor's performance during this initial effort. Board authorization to proceed with this consultant on Phases 2 and 3 will be sought separately in the future through amendments to this contract.
- Phase 1 activities are expected to take approximately one year. Completion of all three phases is anticipated by 2014.
- This action constitutes a Gate 1 Board approval within the agency's Phase/Gate system for formal creation of the North Corridor HCT project and approval to enter into the project development phase.
- Primary consultant support for public outreach activities will be provided through a separate contract to ensure efficient coordination with agency-wide outreach activities.

**PROJECT DESCRIPTION**

The North Corridor HCT Project is part of ST2 and extends light rail from Northgate Station in the City of Seattle to the City of Lynnwood in Snohomish County. The project also serves the cities of Shoreline and Mountlake Terrace. For costing purposes, the alignment is assumed to be primarily aerial and built along I-5. The cost estimate assumes four stations north of the Northgate Station.

**FISCAL INFORMATION**

<u>Project Phase</u>	<u>Amount Requested</u>	<u>Approved Phase Budget</u>	<u>Remaining Phase Budget if Approved</u>
Preliminary Engineering	\$5,272,434	\$42,219,000	\$36,946,566

## SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 20%

Committed Goal: 20% over the life of the contract, 19.5% for Phase 1

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
Casseday Consulting	DBE	0.80%	\$38,300
Entech Northwest	DBE	0.45%	\$21,874
GHL Consultants	DBE	3.50%	\$167,625
Grijalva Engineering	DBE	1.02%	\$49,059
Heffron Transportation	DBE	0.95%	\$45,303
HRA	Small Business	0.40%	\$19,173
Lin & Associates	DBE	4.48%	\$214,568
Paula Ito CADD Services	DBE	2.59%	\$124,260
ReadWagoner	Small Business	0.28%	\$13,200
RST International	DBE	1.33%	\$63,600
Sheridan Associates	DBE	0.60%	\$28,842
The Underhill Company	DBE	3.12%	\$149,500
<b>Total</b>		<b>19.5%</b>	<b>\$935,214</b>

## EQUAL EMPLOYMENT WORKFORCE PROFILE

307 employees; 46% women; 12.4% minorities

## BACKGROUND

Substantial federal funding will be necessary to build the North Corridor High Capacity Transit project. Consequently, Sound Transit intends to compete nationally for federal New Starts funds (49 USC 5309), which requires that certain activities be completed meet Federal Transit Administration (FTA) requirements. The first of these is a locally led formal alternatives analysis where different transit modes and routes will be evaluated to determine a reasonable set of alternatives to evaluate in detail in an EIS.

While the Sound Transit Board and the region's voters have approved light rail as the high capacity transit mode for this corridor through the ST2 Plan and ballot, alternatives analysis will include a bus alternative(s) for comparison, and to satisfy FTA requirements.

The representative light rail project defined during ST2 development for system planning and cost estimation purposes runs generally along the Interstate 5 corridor, but other routes may be possible and will be defined and evaluated as part of this project before the Board is asked to select alternatives to examine in detail in an EIS. The Final EIS will inform the Board's alignment decision.

NCTP was selected through a competitive procurement process. A request for qualifications for the entire project development process (alternatives analysis, environmental review and preliminary engineering) was issued on December 12, 2009. Five teams submitted statements of qualifications and two were chosen for interviews. NCTP was ranked highest by the selection team and was invited to negotiate the scope of work and cost for Phase 1.

The North Corridor HCT project was a component of the voter-approved ST2 plan and was included in the Adopted 2010 Transit Improvement Plan (TIP). Within the agency's Phase/Gate system for capital project management, the North Corridor project is now ready for approval of Gate 1, which formally creates a capital project within the agency's management systems and approves the project for entry into the project development phase for alternatives analysis.

## **ENVIRONMENTAL COMPLIANCE**

- This project has undergone programmatic-level environmental review under the Washington State Environmental Policy Act (SEPA) per Revised Code of Washington (RCW) section 43.21C.
- This project was last evaluated in 2005 along with other potential regional transit system enhancements in the Supplemental Environmental Impact Statement (SEIS) for the Regional Transit Long-Range Plan.
- Like the 1993 EIS it supplements, the SEIS provided plan-level environmental review to be followed, as appropriate, by more detailed project-level environmental review for specific project elements.

SSK 3/16/10

## **TIME CONSTRAINTS**

A one-month delay would not create a significant impact to the project schedule.

## **LEGAL REVIEW**

JW 3/30/10