



Motion No. M2022-12

Approval of consultant support for Phase 3 Scope of Work and Budget for the Operations and Maintenance Facility South

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	2/10/2022 2/24/2021	Recommend to Board Final action	Don Billen, Executive Director- Planning Environment & Project Development Curvie Hawkins, Project Development Director OMF South/TDLE Gwen McCullough, HCT Development Manager OMF South

Proposed action

Authorizes the chief executive officer to exercise a contract option with HDR Engineering, Inc. to provide project development services for the Operations and Maintenance Facility South within the Tacoma Dome Link Extension project in the amount \$30,180,256 with a ten percent contingency of \$3,018,026, totaling \$33,198,282, for a new total authorized contract amount not to exceed \$84,870,550.

Key features summary

- This action modifies the consultant services contract with HDR Engineering, Inc. (HDR) to exercise a contract option for Phase 3 Final Environmental Impact Statement (EIS) work for the light rail Operations and Maintenance Facility (OMF) South including preparation of a Final EIS and design of the preferred alternative identified by the Board to 30 percent design (or development of project requirements if a design-build project delivery approach is chosen).
- The initial contract with HDR for Phase 1 of the project development included contract options for the completion of Phases 2 and 3. HDR has satisfactorily completed Phase 1 and Phase 2 for the OMF South, and authorization is sought to exercise Sound Transit's option to proceed with Phase 3 for the OMF South, for the amount negotiated.
- This action approves consultant support services needed to develop the OMF South Final EIS and preliminary engineering to support the Final EIS, advances necessary design in support of environmental and other project permits, supports selection of the project delivery method and development of either 30 percent design or a Design Build Request for Proposal.
- The Final EIS will respond to comments received on the Draft EIS and identify mitigation for impacts.
- The Board will not make a final decision on the project to be built until after publication of the Final EIS, which is anticipated in Q4 2022.

Background

To expand the Link light rail system consistent with the voter approved ST3 Plan, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles. Sound Transit has an existing OMF at South Forest Street in Seattle and has built a second facility in Bellevue. Two additional

OMFs, one in the North Corridor and one in the South Corridor, are needed as the system wide fleet expands to more than 400 total light rail vehicles.

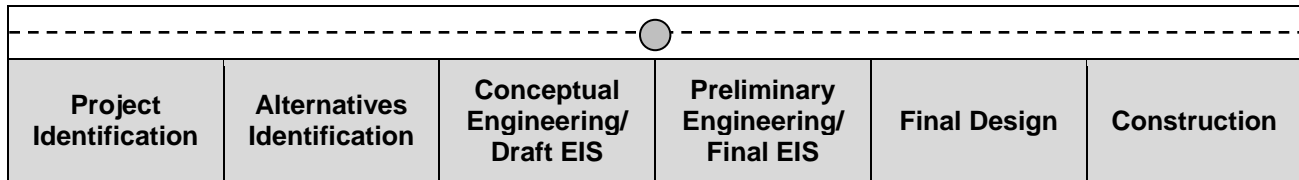
No federal funds are planned to be used for this project. As the State Environmental Policy Act (SEPA) lead agency, Sound Transit determined that the proposed project is likely to have significant adverse environmental impacts. Sound Transit has prepared a Draft EIS for the project, and following approval of this action, will develop a Final EIS that will identify mitigation for those impacts, for review by the Board and selection of the project to be built.

In December 2021, the Sound Transit Board of Directors approved Motion No. M2021-81, identifying the S. 336th St. alternative as the Preferred Alternative for the OMF South Project to advance in the Final EIS. The current proposed action would approve necessary HDR consultant support for completing the Final EIS, associated preliminary engineering, permitting and materials to support contracting for final design and construction. This work is anticipated to be complete in 2023.

Future related actions

Project anticipates coming before the ST Board for selection of the project to be built in Q4 2022.

Project status



Projected completion date for Phase 3: Q3 2023

Project scope, schedule and budget summary are located on page 111 of the November 2021 Agency Progress Report.

Fiscal information

This action is within the authorized project allocation to date and sufficient funds remain after approval of this action to fund the remaining work in the preliminary engineering phase as contained in the current cost estimates of this project.

The Operations and Maintenance Facility South is being developed as part of the Tacoma Dome Link Extension budget. The authorized project allocation to date for the Tacoma Dome Link Extension project is \$125,673,000. Within that amount, \$87,075,000 has been allocated to the preliminary engineering phase. The current commitments to this phase are \$51,085,508, this action would commit an additional \$33,198,232 to this line item and leave the remaining budget balance of \$2,791,260.

The current cost estimate for the OMF South project is \$1,173 million in 2019\$ and is affordable within the Agency’s Finance Plan. Staff is managing the project toward a 2029 delivery, which is the date for both the Affordable and Target Schedules. Also, the current cost estimate for Tacoma Dome Link Extension is \$3,308 million in 2019\$ and is affordable within the Agency’s Finance Plan. Staff is managing the project toward a 2032 delivery, consistent with both Affordable and Target Schedules. This action does not impact the affordability of any other system expansion project.

Tacoma Dome Link Extension

(in thousands)

Project Phase	Proposed Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$26,848	\$14,791	\$	\$14,791	\$12,057
Preliminary Engineering	87,075	51,086	33,198	84,284	2,791
Final Design				0	0
Third Party	6,350	3,101		3,101	3,249
Right of Way	5,400	1,024		1,024	4,376
Construction					
Construction Services					
Vehicles					
Total Current Budget	\$125,673	\$70,002	\$33,198	\$103,200	\$22,473
Phase Detail - Preliminary Engineering					
FEIS / PE (Phase 3)	\$33,198	\$	\$33,198	\$33,198	\$
Other Preliminary Engineering	53,877	51,086		51,086	2,791
Total Phase	\$87,075	\$51,086	\$33,198	\$84,284	\$2,791

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	Phase 1 Contract Surplus Deduction	Proposed Total for Board Approval
HDR Engineering, Inc.						
Contract Amount	\$46,975	\$50,420	\$30,180	\$80,600	(1,191)	\$79,409
Contingency	4,697	1,252	3,018	4,270	(1,029)	3,241
Total Contract Amount	\$51,672	\$51,672	\$33,198	\$84,871	(2,220)	\$82,651
Percent Contingency	10%	2%	10%	5%	N/A	4%

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed and PO Contingency Remaining as of 1/31/22.

For detailed project information, see page 71 of 185 of the Proposed 2022 Transit Improvement Plan (TIP).

Procurement information

Sound Transit advertised the Request for Qualifications (RFQ No. RTA/AE 0030-17) for a cost reimbursement architect/engineering services contract for three phases of the project development on July 7, 2017. SOQs were reviewed and evaluated per the criteria in the RFQ. Firm experience, history, knowledge and key individuals, capacity, project organization, project understanding and approach, good faith and commitment to DBE's and small business, and equal employment (EEO) opportunity.

Based on these evaluations, two submitters were invited for interviews. The HDR Engineering, Inc. team was determined to be the highest ranked firm based on qualifications to perform all three phases of the project development and was invited to enter negotiations for the contract.

Sound Transit executed contract AE 0030-17 for Phase 1 support for identification of preferred alternatives, in the amount of \$10,289,906, on January 8, 2018. The contract outlines consultant support for project management, alternatives evaluation, engineering, planning, environmental, external engagement, cost estimating and value analysis services for Tacoma Dome Link Extension (TDLE) and OMF South including the following Optional Services; Phase 2 Draft EIS development; and Phase 3 Final EIS development.

Sound Transit executed the option for Phase 2 in July of 2019 and that work has been completed. Sound Transit and HDR have conducted negotiations for final scope of work for Phase 3 and for a reasonable not to exceed amount.

This action seeks approval to exercise the contract option for Phase 3 - Final EIS development for the OMF South. Procurements and Contracts has determined that the scope of work for this action is within

the general scope of work originally procured, and that the negotiated not to exceed amount for Phase 3 is fair and reasonable, based on a comparison of other similar contracts with similar scope.

Disadvantaged and small business participation

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit established small business/DBE goals for this contract/agreement. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract/agreement and the number of small businesses/DBEs available to perform such subcontracting work.

Disadvantaged business enterprise (DBE) / Small Business (SB) goals, commitments, and participation to-date		
	DBE	SBE
Sound Transit Goal	6%	15%
Prime Commitment	13%	16%
Participation to-date	13.64%	15.72%

Public involvement

Not applicable to this action.

Time constraints

This scope and budget were developed to support timely development of the OMF South FEIS, project permitting and project contracting materials, which in turn support delivery of the OMF South project consistent with realignment target schedule in 2029. This target schedule will allow for commissioning of vehicles for related light rail extensions scheduled to open in 2032, including Tacoma Dome Link Extension and West Seattle Link Extension. A one-month delay for this item would have a significant impact in that it would delay on time project delivery.

Prior Board/Committee actions

Motion No. M2021-81: Identified a preferred alternative of the three alternatives for further study in the Final Environmental Impact Statement for the Operations and Maintenance Facility South.

Motion No. M2020-26: Authorized the chief executive officer to execute a Partnering Agreement with the City of Kent for the Operations and Maintenance Facility South project.

Motion No. M2019-76: Authorized the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Phase 2 of the Tacoma Dome Link Extension Project in the amount of \$28,872,484, with a 10 percent contingency of \$2,887,248, for a new total authorized amount not to exceed \$51,672,268.

Environmental review – KH 2/3/22

Legal review – JSA 2/8/22



Motion No. M2022-12

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to exercise a contract option with HDR Engineering, Inc. to provide project development services for the Operations and Maintenance Facility South within the Tacoma Dome Link Extension project in the amount \$30,180,256 with a ten percent contingency of \$3,018,026, totaling \$33,198,282, for a new total authorized contract amount not to exceed \$84,870,550.

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Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to exercise a contract option with HDR Engineering, Inc. to provide project development services for the Operations and Maintenance Facility South within the Tacoma Dome Link Extension project in the amount \$30,180,256 with a ten percent contingency of \$3,018,026, totaling \$33,198,282, for a new total authorized contract amount not to exceed \$84,870,550.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 24, 2022.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator