



## Motion No. M2023-38

### Contract Award for Design-Build Project Management Services for Operations and Maintenance Facility South Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	05/11/2023	Final Action	Ron Lewis, DECM Executive Director <b>Tim Muller, Executive Project Director – OMF South</b> <b>Waleed Shawkat, Principal Construction Manager</b>

### Proposed action

Authorizes the chief executive officer to execute a contract with Mott MacDonald, LLC to provide Phase 1 Design-Build Project Management services for the Operations and Maintenance Facility South project in the amount of \$19,182,251, with a contingency of \$661,293, for a total authorized contract amount not to exceed \$19,843,544.

### Key features summary

- This action will authorize the execution of a Design Build Project Management (DBPM) services contract with Mott MacDonald, LLC (MM), for the Operations and Maintenance Facility (OMF) South project for Phase 1 services.
- Phase 1 Services include preparation of the design-build procurement documentation, technical oversight services, requirements management, scheduling and estimating services, risk and commercial assessments, evaluation of Design-Build proposals and other services as required.
- The requested amount covers Phase 1 DBPM Services during the project procurement phase (approximately 2 years).
- The contract includes a contract option that may be exercised at Sound Transit's sole discretion for Phase 2 project management services in the administration and oversight of the design-build contract, subject to acceptable performance of Phase 1 services and Board action.

### 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 a second facility in Bellevue. Two more facilities, one in the North Corridor and one in the South Corridor, are needed as the system-wide fleet expands to over 400 total light rail vehicles.

In March 2021, Sound Transit published a Draft Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) which evaluated the S. 336<sup>th</sup> St. Alternative, S. 344<sup>th</sup> St. Alternative, and the Midway Landfill Alternative. In December 2021, the Sound Transit Board of Directors approved Motion No. M2021-81, identifying the S. 336<sup>th</sup> St. Alternative as the Preferred Alternative to advance in the Final EIS along with the other Draft EIS alternatives. Since that time, the project team has been advancing the project design and environmental review. Final design and construction would begin after

completion of the environmental review process and the Board selection of the project to build. The proposed action would secure necessary consultant support to begin the contract procurement process for final design and construction, regardless of which alternative is selected to be built.

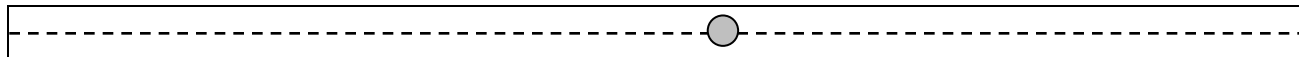
Sound Transit has been advancing environmental review of the OMF South project under SEPA; however, there is a federal nexus for each of the three alternatives that requires environmental review under the National Environmental Policy Act (NEPA) to support I-5 right-of-way approvals. Through ongoing coordination with our federal partners, it has been determined that a NEPA EIS is needed. The Federal Transit Administration (FTA) will serve as the lead federal agency for NEPA. The Federal Highway Administration (FHWA) will be engaged as a cooperating agency.

Coordination with FTA is ongoing to confirm the environmental review timeline. The schedule delay from design revisions and environmental review is approximately one to two years from the previously planned Board action to select the project to build in December 2022.

The DBPM will assist Sound Transit in understanding risks and identify opportunities to minimize schedule delays. Securing DBPM resources now is essential to bring in the expertise to develop and execute an effective procurement strategy.

Sound Transit could then award a design-build construction contract after the environmental review process, and the Board selects the project to be built.

## Project status



Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Design-Build (Construction)
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Projected completion date for Q4, 2029.

Project scope, schedule and budget summary are on page 112 of the March 2023 Year Agency Progress Report.

## Procurement information

A request for proposals (RFQ) was advertised on December 8, 2022, for Operation and Maintenance Facility South Project Design Build Project Management (DBPM) services in accordance with requirements for Architect/Engineer contracts. Statements of Qualifications (SOQ) were due January 18, 2023. Sound Transit received two proposals. On January 31, 2023, after the completion of the evaluation process, Mott MacDonald, LLC was determined to be the highest qualified firm. A letter was sent to Mott MacDonald notifying them of the results and to inform them of the start of negotiations.

This current motion before the Board is for the award of Phase 1 DBPM Services, at the negotiated amount not to exceed \$19,182,251, and a term of 2 years. The contract option for Phase 2 DBPM scope of work identified in the contract may be exercised at Sound Transit's sole discretion by Change Order, after negotiation of not to exceed amount, schedule and subject to Board approval.

The negotiated not to exceed amount was deemed fair and reasonable by Contract Specialist in conjunction with the project team, for the negotiated level of effort and schedule of the anticipated Phase 1 scope of work, after consideration of the Sound Transit prepared independent cost estimate, and other factors.

## Fiscal information

This action is within the authorized project allocation and additional allocation will be required to fund Phase 2 work through a future Board action.

The cost estimates for the Tacoma Dome Link Extension (TDLE) and OMF South projects, totaling \$5.4 billion in 2022\$, share a combined budget. The combined authorized project allocation for the Tacoma Dome Link Extension (TDLE)/OMF South project is \$299,117,000. Within that amount, \$20,000,000 has been allocated to the construction services phase for OMF South design-build project management. This OMF South specific action would commit \$19,843,544 to this line item and leave an uncommitted phase budget balance of \$156,456. This action is in alignment with Resolution No. R2021-05 and does not impact the affordability of any other system expansion project.

The current cost estimate for the OMF South project is \$1.4 billion in 2022\$ and is affordable within the Agency's Finance Plan. The affordable and target schedules identify a 2029 delivery. OMF South is experiencing cost pressure and schedule delay resulting from design revisions and changes to the environmental review process. The delivery date will be updated in the Finance Plan as appropriate when more information is available. The cost estimate will be updated later in 2023.

The current cost estimate for TDLE is \$4.0 billion in 2022\$ and is affordable within the Agency's Finance Plan. The initial affordable and target schedules (from Resolution No. R2021-05) identify a 2032 delivery. However, the March 2023 Board action identifying additional alternatives for study in the TDLE Draft EIS delayed the revenue service date to 2035 and this action is anticipated to result in higher project costs. An updated cost estimate is anticipated later in 2023. The 2023 Board Annual Program Review Report (slated for May 2023) will reflect the 2035 in-service date and include a discussion and placeholder cost estimate increase for TDLE in addition to an update of known or anticipated risks to project cost and schedule for all system expansion projects.

### Tacoma Dome Link Extension/OMF South

(in thousands)

Project Phase	Authorized Project Allocation to Date	Total Current Commitment	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Operations and Maintenance	\$	\$		\$	\$
Agency Administration	31,348	20,055		20,055	11,293
Preliminary Engineering	97,778	95,356		95,356	2,422
Final Design					
Third Party	6,350	3,868		3,868	2,482
Right of Way	143,641	1,233		1,233	142,408
Construction					
Construction Services	20,000		19,844	19,844	156
Vehicles					
<b>Total Current Budget</b>	<b>\$299,117</b>	<b>\$120,511</b>	<b>\$19,844</b>	<b>\$140,355</b>	<b>\$158,762</b>

#### Phase Detail - Construction Services

DB Project Management	20,000		19,844	19,844	156
<b>Total Phase</b>	<b>\$20,000</b>	<b>\$</b>	<b>\$19,844</b>	<b>\$19,844</b>	<b>\$156</b>

Contract Detail	Board Approvals to Date*	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
<b>Mott MacDonald</b>				
Contract Amount	\$	\$	\$19,182	\$19,182
Contingency			661	661
<b>Total Contract Amount</b>	<b>\$</b>	<b>\$</b>	<b>\$19,844</b>	<b>\$19,844</b>
Percent Contingency	0%	0%	3%	3%

## Disadvantaged and small business participation

### Participation by small businesses and disadvantaged business enterprises (DBEs)

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 has established small business goals for this contract. These goals are based on an examination of subcontracting opportunities in this contract's work and the number of small businesses available to perform such subcontracting work.

For this specific contract, the following Small Business goal was set, and Mott MacDonald, LLC has committed to the following Small Business participation:

Small business goal	
Sound Transit Small Business Goal: <b>13%</b>	Small Business Commitment: <b>36%</b>

**Public involvement**

Not applicable to this action.

**Time constraints**

A one-month delay would not significantly impact the overall project schedule, proceeding now enhances staff ability to mitigate delay.

**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. M2019-50: Identified Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

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**Environmental review** – KH 4/28/23

**Legal review** – JSA 5/2/23

## **Motion No. M2023-38**

A motion of the System Expansion Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Mott MacDonald, LLC to provide Phase 1 Design-Build Project Management services for the Operations and Maintenance Facility South project in the amount of \$19,182,251, with a contingency of \$661,293, for a total authorized contract amount not to exceed \$19,843,544.

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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 execute a contract with Mott MacDonald, LLC to provide Phase 1 Design-Build Project Management services for the Operations and Maintenance Facility South project in the amount of \$19,182,251, with a contingency of \$661,293, for a total authorized contract amount not to exceed \$19,843,544.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 11, 2023.

  
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Claudia Balducci  
System Expansion Committee Chair

**Attest:**

  
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Kathryn Flores  
Board Administrator