

MOTION NO. M2016-29

**Final Design Services for Lynnwood Link Extension**

| MEETING:          | DATE:      | TYPE OF ACTION:    | STAFF CONTACT:  |
|-------------------|------------|--------------------|---|
| Capital Committee | 03/10/2016 | Recommend to Board | Ahmad Fazel, Executive Director, DECM   |
| Board             | 03/24/2016 | Final Action       | <b>Rod Kempkes, Executive Project Director, Lynnwood Link Extension</b><br><b>Joel Theodore, Corridor Design Manager, Lynnwood Link Extension</b> |

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil final design services for the Lynnwood Link Extension in the amount of \$70,256,263, with a 5% contingency of \$3,512,813, for a total authorized contract amount not to exceed \$73,769,076.

KEY FEATURES SUMMARY

- Final design services for the Lynnwood Link Extension will be delivered using two design contracts, one for the civil facilities and one for the systems facilities. The consultant for this contract will be responsible for civil final design of the entire Lynnwood Link alignment.
- The civil final design consultant will develop the design in coordination with two General Contractor/Construction Management (GC/CM) contractors that will be selected to construct the civil elements of the Lynnwood Link Extension. The GC/CM contractors will provide construction input into the final design process under separate pre-construction services contracts.
- The civil final design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station systems design, cost estimating, and sustainability report.
- Sound Transit received approval from FTA for the project to enter the New Starts Engineering phase of the Capital Investment Grant Program on February 8, 2016.

BACKGROUND

Sound Transit completed environmental and preliminary engineering work for the Lynnwood Link Extension in 2015. The Lynnwood Link Extension Final Environmental Impact Statement was issued in April 2015, in compliance with the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). The Sound Transit Board selected the project route, profile, and stations on April 23, 2015. The Federal Transit Administration issued a NEPA Record of Decision (ROD) for the project on July 10, 2015.

The Federal Highway Administration, as a cooperating agency under NEPA, issued a Record of Decision in August of 2015. On November 19, 2015, through Resolution No. R2015-30, the Sound Transit Board authorized the chief executive officer to advance the Lynnwood Link project into final design.

The final design for the civil elements of the project will be developed in a single final design contract. There is also a separate contract for the systems final design, which is also for the entire alignment. At approximately the 60% design level the Board will consider the adoption of the baseline schedule and budget.

A request for qualifications (RFQ) for final design was advertised in September 2015. Four proposers submitted statements of qualifications in October 2015. The submitted proposals were reviewed and evaluated based on the criteria in the RFQ.

The Lynnwood Link Extension will be seeking a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) for up to 50% of the project cost. Under MAP-21 guidelines, Sound Transit has received approval from FTA for the Lynnwood Link Extension to enter the New Starts Engineering phase of the Capital Investment Grant Program which provides pre-award authority to incur costs for Engineering activities, demolition, and other non-construction activities in advance of an FFGA.

PROJECT STATUS

|                        |                             |                        |                         |              |              |
|------------------------|-----------------------------|------------------------|-------------------------|--------------|--------------|
| Project Identification | Alternatives Identification | Conceptual Engineering | Preliminary Engineering | Final Design | Construction |
|------------------------|-----------------------------|------------------------|-------------------------|--------------|--------------|

Projected Completion Date for Final Design: 3Q 2018

Project scope, schedule and budget summary located on pages 43 – 45 of the December 2015 Agency Progress Report.

FISCAL INFORMATION

This action is within the Adopted Budget and sufficient funds remain after approval of this action to fund the remaining work in the Final Design Phase as contained in the current cost estimates.

| Lynnwood Link Extension Project                             | 2016 TIP*                      | Board Approvals                         | This Action            | Board Approved Plus Action               | Uncommitted / (Shortfall) |
|---|--------------------------------|---|------------------------|--|---------------------------|
| Agency Administration                                       | 88,305                         | 7,750                                   | 0                      | 7,750                                    | 80,555                    |
| Preliminary Engineering                                     | 42,000                         | 41,620                                  | 0                      | 41,620                                   | 380                       |
| Final Design  | 111,453                        | 0                                       | 73,769                 | 73,769                                   | 37,683                    |
| Third Party Agreements                                      | 17,400                         | 2,126                                   | 0                      | 2,126                                    | 15,274                    |
| Right of Way  | 123,778                        | 6,262                                   | 0                      | 6,262                                    | 117,516                   |
| Construction  | 0                              | 0                                       | 0                      | 0  | 0                         |
| Construction Services                                       | 104,925                        | 0                                       | 0                      | 0  | 104,925                   |
| Vehicles  | 0                              | 0                                       | 0                      | 0  | 0                         |
| <b>Total Current Budget</b>                                 | <b>487,861</b>                 | <b>57,758</b>                           | <b>73,769</b>          | <b>131,527</b>                           | <b>356,334</b>            |
| <b>Phase Detail -Final Design</b>                           |                                |   |                        |  |                           |
| Civil FD  | 73,770                         | 0                                       | 73,769                 | 73,769                                   | 1                         |
| Other FD Phase Work   | 35,453                         | 0                                       | 0                      | 0  | 35,453                    |
| FD Unallocated Contingency                                  | 2,230                          | 0                                       | 0                      | 0  | 2,230                     |
| <b>Total Phase</b>  | <b>111,453</b>                 | <b>0</b>                                | <b>73,769</b>          | <b>73,769</b>                            | <b>37,683</b>             |
| <b>HNTB Jacobs Trusted Design Partners Contract Details</b> |                                |   |                        |  |                           |
|   | <b>Board Approvals to Date</b> | <b>Current Approved Contract Status</b> | <b>Proposed Action</b> | <b>Proposed Total for Board Approval</b> |                           |
| Contract Amount   | 0                              | 0                                       | 70,256                 | 70,256                                   |                           |
| Contingency   | 0                              | 0                                       | 3,513                  | 3,513                                    |                           |
| <b>Total Contract Amount</b>                                | <b>0</b>                       | <b>0</b>                                | <b>73,769</b>          | <b>73,769</b>                            |                           |
| Percent Contingency   | 0%                             | 0%                                      | 5%                     |  |                           |

**Notes:**  
 \* 2016 TIP Lynnwood Link Extension project Budget located on page 10 of the Proposed 2016 Transit Improvement Plan ( TIP) as amended in Board Resolution No R2015-30 adopted by the ST Board on 11.19.2015.  
 Amounts are expressed in Year of Expenditure \$000s.  
 Board Approvals to Date includes amounts through January 2016 plus any pending Board Actions.  
 Board Approvals = Committed to-date + Contingency.

The 2016 Lifetime Adopted Budget for Lynnwood Link Extension project is \$487,861,000. Within that amount, \$111,452,500 has been set aside for the Final Design Phase. \$0.00 has been committed for the Final Design Phase.

The proposed action would commit \$73,769,076 to execute a contract with HNTB Jacobs Trusted Design Partners, HNTB Corporation, and Jacobs Engineering Group, Inc. to provide civil final design services for the Lynnwood Link Extension leaving the remaining uncommitted budget of \$37,683,424 in the Final Design Phase.

### SMALL BUSINESS/DBE 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 has established Small Business/DBE goals for this contract. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following Small Business/DBE Participation:

**Sound Transit Goal:**

- Small Business: 14%
- DBE: 7%

**Consultant Commitment:**

- Small Business: 16.5%
- DBE: 10%

| <b>Subconsultant/Subcontractor</b>        | <b>Business Type</b> | <b>% of Work</b> | <b>Amount<sup>1</sup></b> |
|---|----------------------|------------------|---------------------------|
| Bolima Drafting & Design                  | DBE                  | 0.8%             | \$525,169                 |
| C&N Consultants                           | Small Business       | 0.5%             | \$366,113                 |
| Chudgar Engineering                       | DBE                  | 0.0%             | \$29,601                  |
| Convergent Pacific                        | DBE                  | 0.6%             | \$385,515                 |
| Entitlement & Engineering Solutions, Inc. | DBE                  | 0.4%             | \$310,448                 |
| Environmental Issues Management, Inc.     | DBE                  | 0.5%             | \$340,503                 |
| Grijalva Engineering                      | DBE                  | 0.8%             | \$591,962                 |
| Hough Beck & Baird                        | DBE                  | 0.6%             | \$394,552                 |
| Integrated Design Engineers               | DBE                  | 0.6%             | \$430,566                 |
| The Greenbusch Group, Inc.                | DBE                  | 0.3%             | \$201,375                 |
| International Bridge Technologies         | Small Business       | 1.2%             | \$861,970                 |
| Lin & Associates                          | DBE                  | 5.4%             | \$3,759,207               |
| LKG-CMC, Inc.                             | DBE                  | 0.4%             | \$263,142                 |
| Moniz Art + Architecture                  | DBE                  | 0.5%             | \$382,179                 |
| Natural Systems Design                    | Small Business       | 1.0%             | \$673,413                 |
| NSI Engineering, Inc.                     | DBE                  | 0.3%             | \$235,516                 |
| O'Brien & Company                         | DBE                  | 0.2%             | \$113,872                 |
| Planning & Management Services            | Small Business       | 0.9%             | \$618,043                 |
| Reyes Engineering, Inc.                   | DBE                  | 0.3%             | \$199,219                 |
| Rolluda Architects, Inc.                  | DBE                  | 1.9%             | \$1,308,160               |
| Romar7                                    | DBE                  | 0.1%             | \$84,240                  |

| <b>Subconsultant/Subcontractor</b>      | <b>Business Type</b> | <b>% of Work</b> | <b>Amount<sup>1</sup></b> |
|---|----------------------|------------------|---------------------------|
| Rushing Company                         | Small Business       | 1.4%             | \$981,828                 |
| Scharrer Architecture & Design          | DBE                  | 0.3%             | \$234,761                 |
| TriUnity Engineering & Management, Inc. | DBE                  | 0.4%             | \$311,019                 |
| The VOSK Group                          | DBE                  | 1.0%             | \$680,287                 |
| Wilson Ihrig & Associates, Inc.         | Small Business       | 1.5%             | \$1,085,004               |
| Golder                                  | Small Business       | 0.9%             | \$666,308                 |
| GeoEngineers                            | Small Business       | 0.9%             | \$627,300                 |
| <b>Total</b>                            |                      | <b>23.7%</b>     | <b>\$16,661,272</b>       |

## PUBLIC INVOLVEMENT

Sound Transit is committed to hearing from the public about the Lynnwood Link Extension light rail project. Over the past 5 years, Outreach has met with communities, businesses, stakeholders, property owners, and agencies to help shape the project by asking questions, talking with project staff, and providing ideas and comments as the project moved through the early planning and environmental review phase. Public input will continue into final design as we engage the communities and stakeholders as a part of the station design process and other aspects of the project.

## TIME CONSTRAINTS

Final design of the alignment is on the critical path for Lynnwood Link Extension project. A one month delay may impact the overall project schedule.

## PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2015-30: Amended the 2015 Adopted Budget by (1) increasing the lifetime capital budget for the Lynnwood Link Extension project by \$423,742,313 from \$64,118,687 to \$487,861,000, (2) increased the 2015 Annual Budget by \$2,329,890 from \$16,324,776 to \$18,654,671, and (3) authorized the project to advance through Gate 4 within Sound Transit's Phase Gate Process.

Resolution No. R2015-05: Selected the route, profile and stations for the Lynnwood Link Extension.

Motion No. M2013-96: Identified the preferred light rail routes and station locations for the Lynnwood Link Extension Final Environmental Impact Statement.

Motion No. M2013-97: Authorized the chief executive officer to execute a contract amendment with North Corridor Transit Partners, LLC to provide engineering, environmental, and community development services for Phase 3 of the Lynnwood Link Extension project in the amount of \$18,550,205, with a 10% contingency of \$1,855,020, totaling \$20,405,225, for a new total authorized contract amount not to exceed \$40,209,710.

## ENVIRONMENTAL REVIEW

JI 2/9/2016

## LEGAL REVIEW

LA 3 March 2016

## **MOTION NO. M2016-29**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil final design services for the Lynnwood Link Extension in the amount of \$70,256,263, with a 5% contingency of \$3,512,813, for a total authorized contract amount not to exceed \$73,769,076.

### **BACKGROUND:**

Sound Transit completed environmental and preliminary engineering work for the Lynnwood Link Extension in 2015. The Lynnwood Link Extension Final Environmental Impact Statement was issued in April 2015, in compliance with the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). The Sound Transit Board selected the project route, profile, and stations on April 23, 2015. The Federal Transit Administration issued a NEPA Record of Decision (ROD) for the project on July 10, 2015.

The Federal Highway Administration, as a cooperating agency under NEPA, issued a Record of Decision in August of 2015. On November 19, 2015, through Resolution No. R2015-30, the Sound Transit Board authorized the chief executive officer to advance the Lynnwood Link project into final design.

The final design for the civil elements of the project will be developed in a single final design contract. There is also a separate contract for the systems final design, which is also for the entire alignment. At approximately the 60% design level the Board will consider the adoption of the baseline schedule and budget.

A request for qualifications (RFQ) for final design was advertised in September 2015. Four proposers submitted statements of qualifications in October 2015. The submitted proposals were reviewed and evaluated based on the criteria in the RFQ.

The Lynnwood Link Extension will be seeking a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) for up to 50% of the project cost. Under MAP-21 guidelines, Sound Transit has received approval from FTA for the Lynnwood Link Extension to enter the New Starts Engineering phase of the Capital Investment Grant Program which provides pre-award authority to incur costs for Engineering activities, demolition, and other non-construction activities in advance of an FFGA.

**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 HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil final design services for the Lynnwood Link Extension in the amount of \$70,256,263, with a 5% contingency of \$3,512,813, for a total authorized contract amount not to exceed \$73,769,076.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 24, 2016.



Dow Constantine  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator