

MOTION NO. M2017-119

Contract Award for the West Seattle and Ballard Link Extensions

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee Board	09/14/2017 09/28/2017	Recommend to Board Final Action	Ric Ilgenfritz, PEPD Executive Director Don Billen, Deputy Executive Director, Capital Project Development Cathal Ridge, Central Corridor HCT Development Director

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions Project in the amount of \$24,412,019, with a 10% contingency of \$2,441,202, for a total authorized contract amount not to exceed \$26,853,221.

KEY FEATURES SUMMARY

- This action establishes the consultant services contract for the first of the following three phases of project development:
 - Phase 1 – Alternatives Development (this action)
 - Phase 2 – Draft EIS and Conceptual Engineering
 - Phase 3 – Final EIS and Preliminary Engineering
- This action funds and authorizes execution of a contract with HNTB Corporation for Phase 1. The contract includes options to negotiate future amendments for the completion of Phases 2 and 3. Execution of contract amendments for Phases 2 and 3 would be subject to future Board Approval.
- Phase 1 is expected to take approximately 18 months to complete. Completion of all three phases is anticipated by 2022.

BACKGROUND

The West Seattle and Ballard Link Extensions is a voter approved project under the ST3 Plan. The Project includes the following representative ST3 Plan projects:

West Seattle to Downtown Seattle Light Rail

This representative light rail project would connect West Seattle to Downtown Seattle via Alaska Street, Fauntleroy Way, Genesee Street, Delridge Way, Spokane Street, and the SODO Busway. The representative alignment includes five stations – one at-grade and four elevated. The alignment also includes a new connection to the existing Downtown Seattle Transit Tunnel south of the International District/Chinatown Station, a new rail-only high-rise bridge structure over the Duwamish Waterway, elevated alignment over SR 99 and the S Spokane Street Viaduct, and an elevated alignment in West Seattle.

Ballard to Downtown Seattle Light Rail

This project would build light rail from Downtown Seattle to Ballard’s Market Street area. The representative alignment for this light rail project is elevated along 15th Avenue NW starting at Market Street, crossing Salmon Bay on a rail-only new bridge near the Ballard Bridge. South of Salmon Bay, the alignment would continue in an elevated profile along 15th Avenue NW through

the Interbay corridor and Elliott Avenue W, and then transition to a tunnel alignment through the Uptown and South Lake Union neighborhoods. This project would be constructed in conjunction with the Downtown Seattle Light Rail Tunnel project, which would continue the tunnel alignment through downtown to International District. This segment also constructs the connection of the Downtown Seattle Light Rail Tunnel to the existing Central Link tracks at S Massachusetts Street. This project alignment includes five stations – three elevated and two underground.

Downtown Seattle Light Rail Tunnel

This project would build light rail from South Lake Union to the International District. The representative alignment for this light rail project would be underground along Westlake Avenue at Denny to 6th Ave then 5th Ave until the International District. This project would be constructed in conjunction with the Ballard to Downtown Seattle Light Rail project that connects the north end of this project alignment to Ballard and the south end to a connection with Central Link at S Massachusetts Street. This project contains four underground stations.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for Alternatives Identification: 2Q 2019

PROCUREMENT INFORMATION

A Request for Qualifications (RFQ) for three phases of the project development process (Alternatives Development, Draft EIS & Conceptual Engineering, Final EIS & Preliminary Engineering) was advertised on April 20, 2017. Sound Transit received two Statements of Qualifications (SOQs) on May 17, 2017. The SOQs were reviewed and evaluated per the criteria in the RFQ: Firm Experience and History, Knowledge and Experience of Key Individuals, Capacity and Project Organization, Project Understanding and Approach, Good Faith Efforts and Commitment to DBEs and other Small Businesses, and Equal Employment Opportunity (EEO) Commitment.

Based on these evaluations, two submitters were invited for interviews. HNTB Corporation was determined to be the highest ranked firm based on qualifications, and was invited to enter into negotiations for the contract.

FISCAL INFORMATION

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

The authorized project allocation to date for the West Seattle and Ballard Link Extension project is \$285,896,000. Within the preliminary engineering phase, \$27,115,000 has been allocated to the budget line item for alternatives development (Phase 1). The proposed action would commit \$26,853,221 to this line item and leave a remaining budget balance of \$261,779.

There is no tax associated with this action.

West Seattle & Ballard Link Extensions

(in thousands)

Project Phase	Authorized Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$63,080	\$	\$	\$	\$63,080
Preliminary Engineering	205,416		26,853	26,853	178,563
Final Design	0			0	0
Third Party	11,400			0	11,400
Right of Way	6,000			0	6,000
Construction	0			-	0
Construction Services	0			-	0
Vehicles	0				
Total Current Budget	\$285,896	\$	\$	\$26,853	\$259,043
Phase Detail - Preliminary Engineering					
Alternative Analysis (Phase 1)	\$27,115	\$	\$26,853	\$26,853	\$262
Other Preliminary Engineering	178,301			0	178,301
Total Phase	\$205,416	\$	\$26,853	\$26,853	\$178,563

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
HNTB Corporation				
Contract Amount	\$	\$	\$24,412	\$24,412
Contingency			2,441	2,441
Total Contract Amount	\$	\$	\$26,853	\$26,853
Percent Contingency	0%	0%	10%	10%

Notes:

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

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE 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.

The following goals were set by Sound Transit, and HNTB Corporation has committed to the following Disadvantaged and Small Business Enterprises participation for the entire contract, including phases 1, 2 and 3:

Sound Transit Goal:

Small Business: 18%

DBE: 11%

Commitment:

Small Business: 19%

DBE: 12%

For Phase 1, HNTB Corporation has committed to the following Small Business/DBE participation:

Subconsultant	Business Type	% of Work	Amount
3 Square Blocks	DBE	0.7%	\$161,954
Bolima Drafting and Design	DBE	1.4%	\$348,012
EnviroIssues	DBE	8.6%	\$2,109,740
Heffron Transportation, Inc.	SBE	0.7%	\$177,249
Krebs	SBE	2.3%	\$569,700
Lin & Associates	DBE	1.3%	\$315,169
Systems Consulting LLC	DBE	1.2%	\$295,322
The Greenbusch Group, Inc.	SBE	0.4%	\$86,879
The Underhill Group	SBE	1.6%	\$384,717
Pencil on Paper	SBE	1.6%	\$393,216
Total Subconsultants		19.8%	\$4,841,958

PUBLIC INVOLVEMENT

Sound Transit is committed to actively seeking public feedback at all project stages for the West Seattle and Ballard Link Extensions Project with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The project will reach out to communities, businesses, stakeholders and agencies to shape the project by asking questions, holding conversations with project staff and seeking out ideas and comments. Sound Transit will host public meetings, briefings, public hearings and drop-in sessions.

In addition to Sound Transit staff who will be leading this effort, consultant resources will be required to ensure the extensive level of outreach associated with the project is completed successfully and in accordance with project milestones.

TIME CONSTRAINTS

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

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2017-17: Amended the adopted annual operating budget in the amount of \$3,814,704 to pay for additional staffing and other mobilization costs required to facilitate early Sound Transit 3 work.

Resolution No. R2016-37: Adopted an annual budget for the period from January 1 through December 31, 2017, and adopted the 2017 Transit Improvement Plan.

ENVIRONMENTAL REVIEW

KH 9/1/2017

LEGAL REVIEW

AJP 9/8/2017

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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 HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions Project in the amount of \$24,412,019, with a 10% contingency of \$2,441,202, for a total authorized contract amount not to exceed \$26,853,221.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 28, 2017.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator