



Motion No. M2019-60

Contract modification with HDR Engineering, Inc. for the Operations and Maintenance Facility South

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	06/13/2019	Final Action	Don Billen, Executive Director, PEPD Curvie Hawkins, Project Director

Proposed action

Authorizes the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South within the Tacoma Dome Link Extension Project in the amount of \$7,812,399 with a ten percent contingency of \$781,239, for a new total authorized amount not to exceed \$19,912,536.

Key features summary

- This action modifies the consultant services contract with HDR Engineering, Inc. (HDR) for Phase 2 work including preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering on three action alternatives for the OMF South as identified by the Board in Motion M2019-50.
- The initial contract with HDR included options to negotiate future amendments for the completion of Phases 2 and 3. HDR has satisfactorily completed Phase 1 for the OMF South and authorization is sought to proceed to Phase 2 for the OMF South. Execution of a contract amendment for Phase 2 of Tacoma Dome Link Extension (TDLE) and Phase 3 would be subject to future Board approval.
- A separate contract modification is expected for Phase 2 of the link extension portion of the TDLE project.
- Phase 2 is expected to take approximately 18 months to complete. Completion of all three phases is anticipated by 2021.

Background

The Tacoma Dome Link Extension Project is a voter-approved project under the ST3 Plan that includes the Operations and Maintenance Facility South. To expand its light rail system, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles. Sound Transit has an existing operations and maintenance facility (OMF) at South Forest Street in Seattle and is building 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. These vehicles are needed to serve the 62 mile expansion of light rail and the future growth in ridership system-wide. The OMF South will be designed to accommodate approximately 144 vehicles.

The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of alternatives. Phase 2 includes the preparation of a Draft EIS and conceptual engineering on three action alternatives for the OMF South as identified through

alternatives development. Phase 3 will include 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.

As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). A decision to identify three action alternatives for detailed study in the Draft EIS was taken by the Board in May 2019 (M2019-50). One site is on the Midway Landfill and two sites are in the City of Federal Way. If this action is approved by the System Expansion Committee, HDR will begin preparation of the Draft EIS and conceptual engineering of alternative sites.

The alternatives reflect the conceptual layouts developed during Phase 1 planning and will be subject to design revisions as a result of the programming requirements for the OMF that will be developed at the beginning of Phase 2. Alternatives will be defined in enough detail to allow the impacts and benefits to be identified and compared in the EIS. Outreach activities will be conducted related to release of the Draft EIS and will also include ongoing engagement with established stakeholder groups and the public.

HDR has satisfactorily completed Phase 1 work and was invited to negotiate the scope of work and cost for the Phase 2 Draft EIS and conceptual engineering for the OMF South. This contract amendment approves Phase 2 consultant services scope of work for OMF South and adds funds to complete it.

Project status

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected completion date for Conceptual Engineering/Draft EIS for OMF South: 3Q 2020

Project scope, schedule and budget summary are located on page 101 of the March 2019 Agency Progress Report.

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 July 5, 2017. Sound Transit received three Statements of Qualifications (SOQs) on August 7, 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. The HDR Engineering, Inc. team 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 Tacoma Dome Link Extension project is \$125,673,000. Within the preliminary engineering phase, \$19,550,000 has been allocated to the budget line item for DEIS / CE (Phase 2). The proposed action would commit an additional \$8,593,638 including 10% contingency, to this line item and leave a remaining budget balance of \$10,956,362.

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	\$4,276	\$	\$4,276	\$22,572
Preliminary Engineering	87,075	11,515	8,594	20,109	66,966
Final Design				0	0
Third Party	5,750	283		283	5,467
Right of Way	6,000			0	6,000
Construction				-	0
Construction Services				-	0
Vehicles					
Total Current Budget	\$125,673	\$16,074	\$8,594	\$24,668	\$101,005
Phase Detail - Preliminary Engineering					
DEIS / CE (Phase 2)	\$19,550	\$	\$8,594	\$8,594	\$10,956
Other Preliminary Engineering	67,525	283		283	67,242
Total Phase	\$87,075	\$11,515	\$8,594	\$8,877	\$78,198

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
				HDR Engineering, Inc.	
Contract Amount	\$10,290	\$10,290	\$7,812	\$18,102	
Contingency	1,029	1,029	781	1,810	
Total Contract Amount	\$11,319	\$11,319	\$8,594	\$19,913	
Percent Contingency	10%	10%	10%	10%	

Notes:

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

Board Approvals = Committed and PO Contingency Remaining as of 6/3/19.

For detailed project information, see page 20 of the Adopted 2018 Transit Improvement Plan (TIP).

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 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.

The following goals were set by Sound Transit, and HDR Engineering, Inc. 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: 15%

DBE: 6%

Commitment:

Small Business: 16%

DBE: 13%

Performance to date:

Small Business: 19.97%

DBE: 16.08%

For Phase 2, HDR Engineering Inc. has committed to the following Small Business/DBE participation:

Subconsultant Name	Business Type	Amount
Aqua Terra	DBE	\$59,777.04
Cross Spectrum	DBE	\$59,041.73
EnviroIssues	DBE	\$555,641.83
FSI	Small Business	\$93,657.09
Krebs	Small business	\$40,564.48
Mwilliams & Associates	Small Business	\$136,022.18
Ott Sakai	DBE	\$140,353.91
Skipstone	DBE	\$29,333.00
Two Hundred	DBE	\$80,823.11
Urban Technology	DBE	\$168,353.90
Total		\$1,363,568.27

Public involvement

Sound Transit is committed to actively seeking public feedback at all project stages for the Operations and Maintenance Facility South Project with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The project team will continue reaching 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.

This contract amendment will continue extensive community engagement and outreach that began in Phase 1, Alternatives Development, including public meetings, briefings, public hearings and drop-in sessions. The proposed budget for this action supports online and in-person communications to evaluate the alternatives that will be studied in the Draft EIS and solicit feedback.

Time constraints

To support the delivery and commissioning of vehicles for light rail extensions scheduled to open in 2030, the OMF South needs to open by 2026 and include tracks connecting to the Federal Way Link Extension. The current schedule to complete the OMF South by 2026 is very constrained and is driven by the rate at which new light rail vehicles are anticipated to be delivered for the projects. A one-month delay could negatively impact the project schedule.

Prior Board/Committee actions

Motion No. M2017-159: Executed a contract with HDR Engineering, Inc. to provide project development services for the Tacoma Dome Link Extension project (including the OMF South project tasks) in the amount of \$10,289,907, with a 10% contingency of \$1,028,991, for a total not to exceed amount of \$11,318,898, contingent upon Board approval of the 2018 Budget.

Motion No. M2019-50: Identified Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Environmental review – KH 6/3/19

Legal review – AJP 6/6/19



Motion No. M2019-60

A motion of the System Expansion Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South within the Tacoma Dome Link Extension Project in the amount of \$7,812,399 with a ten percent contingency of \$781,239, for a new total authorized amount not to exceed \$19,912,536.

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Motion

It is hereby moved by the System Expansion Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South within the Tacoma Dome Link Extension Project in the amount of \$7,812,399 with a ten percent contingency of \$781,239, for a new total authorized amount not to exceed \$19,912,536.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 13, 2019.



Claudia Balducci
System Expansion Committee Chair

Attest:



Kathryn Flores
Board Administrator