



Motion No. M2019-76

Contract modification with HDR Engineering, Inc. for the Tacoma Dome Link Extension

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	07/11/2019 7/25/2019	Recommend to Board 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 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.

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 of a preferred alternative and other alternatives as identified by the Board in a separate motion.
- In addition to supporting the Draft EIS effort, the Phase 2 scope brings forward some work elements that would typically fall in the Phase 3 (EIS and Preliminary Engineering) stage of project development. These include a supplemental task to provide advanced conceptual engineering plans.
- 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 and authorization is sought to proceed to Phase 2 for the link extension portion of Tacoma Dome Link Extension Project. Motion No. M2019-60 authorized a contract modification with HDR for Phase 2 of the Operations and Maintenance Facility South. Execution of a contract amendment for Phase 3 would be subject to future Board approval.
- Phase 2 is expected to take approximately 23 months to complete. Completion of all three phases is anticipated by 2022.

Background

The Tacoma Dome Link Extension Project is a voter-approved project under the ST3 Plan. The Project will provide fast, reliable light rail connections to dense residential and job centers throughout the region. The Link light rail extension to Tacoma Dome will operate from the Federal Way Transit Center to Tacoma Dome with four new stations at South Federal Way, Fife, East Tacoma, and Tacoma Dome.

The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of a preferred alternative and other alternatives. Phase 2 includes the preparation of a Draft EIS and conceptual engineering of a preferred alternative and other alternatives 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.

This action is to fund Phase 2 of the link extension. To maintain eligibility for federal funding, the project will comply with the requirements of the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). A decision to identify a preferred alternative and other alternatives for detailed study in the Draft EIS is part of a separate motion for Board consideration in July at the same meeting as this contract modification is considered. Following Board action on a preferred alternative and other alternatives for detailed study in the Draft EIS, HDR will begin preparation of the Draft EIS and conceptual engineering of alternative alignments and stations.

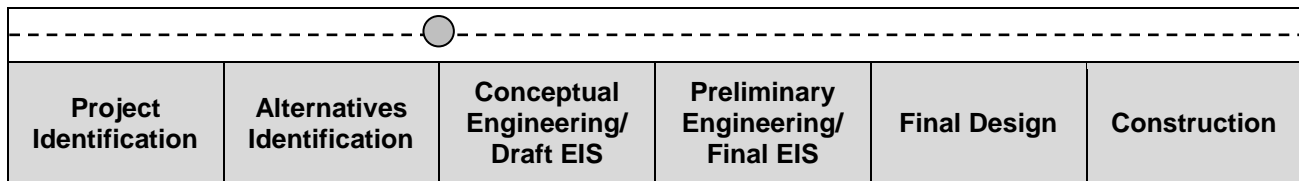
The specific alignments, station locations, and station development programs for each alternative will be further defined at the beginning of Phase 2 work. Alternatives will be defined in enough detail to allow the impacts and benefits to be identified and compared in the EIS consistent with NEPA and SEPA requirements. 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.

The contract modification includes two large supplemental tasks,

- To advance engineering and station design beyond the 10% CE level to approximately 20% level, to the degree that preferred station and alignment locations are known, at a cost of approximately \$8.3 million, and
- To add a subsurface station alternative in the Tacoma Dome Station area, at a cost of approximately \$1.5 million.

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. This contract amendment approves Phase 2 consultant services scope of work and adds funds to complete it.

Project status



Projected completion date for Conceptual Engineering/Draft EIS: 2Q 2021

Project scope, schedule and budget summary are located on page 95 of the May 2019 Agency Progress Report.

Procurement information

A Request for Qualifications (RFQ) for three phases of the project development process (Alternatives Development, Draft EIS and 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, \$40,550,000 has been allocated to the budget line item for DEIS / CE (Phase 2). The proposed action would commit an additional \$31,759,732 including 10% contingency, to this line item and leave a remaining budget balance of \$196,630.

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	\$4,479	\$	\$4,479	\$22,369
Preliminary Engineering	87,075	20,109	31,760	51,868	35,207
Final Design				0	0
Third Party	5,750	693		693	5,057
Right of Way	6,000			0	6,000
Construction					
Construction Services					
Vehicles					
Total Current Budget	\$125,673	\$25,281	\$31,760	\$57,040	\$68,633
Phase Detail - Preliminary Engineering					
DEIS / CE (Phase 2)	\$40,550	\$8,594	\$31,760	\$40,353	\$197
Other Preliminary Engineering	46,525	11,515		11,515	35,010
Total Phase	\$87,075	\$20,109	\$31,760	\$51,868	\$35,207
Contract Detail					
HDR Engineering, Inc.	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
Contract Amount	\$18,102	\$18,102	\$28,872	\$46,975	
Contingency	1,810	1,810	2,887	4,697	
Total Contract Amount	\$19,913	\$19,913	\$31,760	\$51,672	
Percent Contingency	10%	10%	10%	10%	

Notes:

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

Board Approvals = Committed and PO Contingency Remaining as of 6/24/19.

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
1 Alliance	DBE	\$185,126
Aqua Terra	DBE	\$487,781
Axis	DBE	\$187,039
Casseday Consulting	DBE	\$41,606
Cross Spectrum	DBE	\$320,874
EnviroIssues	DBE	\$1,093,903.5
FSI	Small Business	\$129,903
FRA	Small Business	107,156.5
ECONorthwest	Small Business	\$116,375
Heffron	Small Business	\$52,481
Krebs	Small Business	\$395,420
Ott Sakai	DBE	\$231,153.5
Pacific Communication	DBE	\$48,756
Reyes Engineering	DBE	\$41,454
Saez	DBE	\$181,361.5
Scharrer Architecture	DBE	\$609,838
Schemata Workshop	DBE	\$594,560
Skipstone	DBE	\$327,585
Tran Tech	DBE	\$112,591
Two Hundred	DBE	\$188,045
Urban Forestry	DBE	\$325,543
Urban Technology	DBE	\$156,420
Total		\$5,934,972

Public involvement

Sound Transit is committed to actively seeking public feedback at all project stages for the Tacoma Dome Link Extension 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

A delay in approval of this action would result in an equivalent delay in the subsequent production and review of the Draft EIS.

Prior Board/Committee actions

Motion No. M2019-60: Executed a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South with 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.

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

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.

Environmental review – SSK 7/3/2019

Legal review – AJP 7/5/2019



Motion No. M2019-76

A motion of the Board 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 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.

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Motion

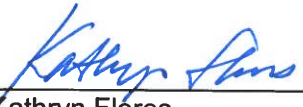
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract modification with HDR Engineering, Inc. to provide project development services for Phase 2 of the Tacoma Dome Link Extension Project in the amount 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.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 25, 2019.



Kent Keel
Board Vice Chair

Attest:



Kathryn Flores
Board Administrator