



Motion No. M2020-60

Everett Link Extension & OMF North Project Development Consultant Services

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	10/08/2020	Final Action	Don Billen, PEPD Executive Director Linneth Riley-Hall, Project Director

Proposed action

Authorizes the chief executive officer to execute a contract with Kimley-Horn and Associates, Inc. to provide project development services for the Everett Link Extension & Operations & Maintenance Facility (OMF) North project for Phase 1 - Alternatives Development in the amount of \$14,429,861, with a 10 percent contingency of \$1,442,986, for a total authorized contract amount not to exceed \$15,872,847.

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 (option, future action)
 - Phase 3 – Final EIS and Preliminary Engineering (option, future action)
- This action funds and authorizes execution of the contract with Kimley-Horn & Associates, Inc. for Phase 1. The contract includes options to negotiate future amendments for the completion of Phases 2 and 3 to be exercised at Sound Transit's sole discretion.
- Phase 1 will identify and evaluate through an iterative screening process a preferred alternative and other potential alternatives, including alignment options, station locations, OMF North sites, access options and operating features. At the conclusion of Phase 1, the Sound Transit Board will confirm the preferred alternative and other alternatives to advance into environmental review.
- Phase 1 is expected to take approximately 18 months to complete. Completion of all three phases is anticipated by 2026.
- As of this writing, the Sound Transit Board is undertaking a realignment process in response to the financial effects of COVID-19, which may affect the products and timing of Alternatives Development and/or subsequent project phases.
- Consistent with Sound Transit Board Motion M2020-55, approved on September 24, 2020, Phase 1 will also develop phasing options including potential interim termini and update cost estimates to help inform the realignment process. Execution of contract amendments for Phases 2 and 3 would be subject to Board approval.

Background

The Everett Link Extension and OMF North are projects under the voter-approved ST3 Plan. The Project includes the following representative ST3 Plan projects:

Everett Link Extension Representative Alignment

The Everett Link Extension ST3 representative alignment extends Link light rail transit approximately 16.3 miles from Lynnwood City Center station to Everett Station. The alignment includes six stations, one unfunded provisional station, two parking facilities, and allowances for system access, sustainability and Transit Oriented Development (TOD).

The representative alignment begins at the tail tracks for the Lynnwood City Center station, the northern terminus of the ST2 Lynnwood Link Extension (LLE) project. The alignment runs elevated along Alderwood Mall Boulevard, crossing to an elevated station in the vicinity of West Alderwood Mall. Then the alignment returns to I-5, crossing over the SR 525/I-405 interchange, and continuing to an elevated station on the west side of I-5 at the Ash Way Park-and-Ride lot at 164th Street SW.

The alignment continues north along the west side of I-5 from Ash Way with a mix of at-grade and elevated profiles to an elevated light rail station near the current Mariner Park-and-Ride lot at 128th Street SW. From there, it continues west in an elevated profile along 128th Street SW and Airport Road, past a provisional station at SR 99/Airport Road and past Paine Field. It then turns east along the south side of SR 526 to an elevated station serving the Southwest Everett Industrial Center, where the Boeing plant and Seaway Transit Center are located.

Continuing east, the alignment crosses over to the north side of SR 526 on an elevated span and proceeds to an at-grade station in the vicinity of SR 526/Evergreen Way. The representative alignment then continues farther east through the SR 526/I-5 interchange and then turns north along I-5. The alignment leaves I-5 and travels northward parallel to Broadway Avenue to reach an elevated station in the Everett Station area.

OMF North

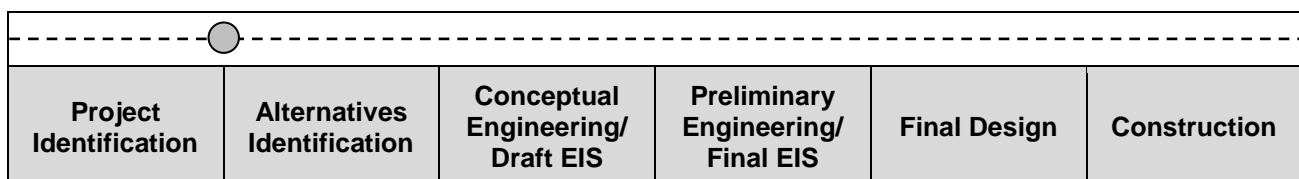
The OMF North is a necessary facility for the overall light rail system expansion. For purposes of project development, the OMF North will be evaluated as an element of the Everett Link Extension. The OMF North is planned to be operational in 2032 to receive and commission light rail vehicles in time for the start of service to Ballard in 2035 and for Everett Link Extension in 2036.

The OMF North is currently planned to accommodate approximately 152 light rail vehicles on 50-60+ acres and is assumed to provide a full range of services including heavy maintenance. The size, components and functions of OMF North will need to be planned in coordination with the other OMFs in the system.

Environmental Review/Environmental Commitments

Sound Transit has informed the Federal Transit Administration (FTA) of its intent to apply for federal funds for all or part of Everett Link Extension and OMF North. The FTA has agreed to initiate Early Scoping during Phase 1, with publication of the Early Scoping notice expected in Q1/Q2 2021. During Phase 2, it is assumed that the Everett Link Extension and OMF North will be studied together in more detail in one Environmental Impact Statement (EIS) to satisfy the requirements of the National Environmental Policy Act and State Environmental Policy Act.

Project status



Projected completion date for Phase 1: 2Q 2022.

Project scope, schedule and budget summary are scheduled to be included in the monthly Agency Progress Report beginning in 2021.

Procurement information

Sound Transit advertised the Request for Qualifications (RFQ No. RTA/AE 0179-19) for three phases of the project development process on December 17, 2019. Sound Transit received three Statements of Qualifications (SOQs) on January 27, 2020. 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 Kimley-Horn and Associates, Inc. team was determined to be the highest ranked firm based on qualifications to perform all three phases of project development, and was invited to enter into negotiations for the contract for Phase I. Exercise of Options for other phases will be at the sole discretion of Sound Transit.

The price negotiated with Kimley-Horn and Associates for Phase I Alternatives Development is within Sound Transit's staff Independent Cost Estimate and the not-to-exceed amount approved by the Change Control Board. The Contract Specialist, in coordination with the project team, determined that the price is fair and reasonable.

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 project is \$185,042,000. Within the preliminary engineering phase, \$16,004,000 has been allocated to the budget line item for Phase 1 Alternatives Development. The proposed action would commit \$ \$15,872,847 to this line item and leave a remaining budget balance of \$131,153.

Everett Link Extension and Operations & Maintenance Facility North project

(in thousands)

	Authorized Project Allocation	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Administration	\$34,167	\$662	\$	\$662	\$33,505
Preliminary Engineering	125,572		15,873	15,873	109,699
Final Design					
Third Party Agreements	13,200				13,200
Right of Way	11,100				11,100
Construction	1,000	640		640	360
Construction Services					
Vehicles					
Project Contingency					
Total Current Budget	\$185,039	\$1,302	\$15,873	\$17,175	\$167,864

Phase Detail

Preliminary Engineering

Alternative Development Phase 1	\$16,004		\$15,873	\$15,873	\$131
Other Preliminary Engineering	109,568				109,568
Total Phase	\$125,572	\$	\$15,873	\$15,873	\$109,699

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Kimley-Horn and Associates				
Contract Amount			14,430	14,430
Contingency			1,443	1,443
Percent Contingency			10%	10%
Total	\$	\$	\$15,873	\$15,873

Notes:

Amounts are expressed in Year of Expenditure.

Board Approvals = Committed To-Date + Contingency as of Aug 2020 and includes pending Board actions.

Details of this project will be found on page 95 in the 2020 Financial Plan & Adopted Budget book.

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/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:

Small business and disadvantaged business enterprise (DBE) goals and commitments:	
Sound Transit small business goal: 15%	Small business commitment: 15.5%
DBE goal: 5%	DBE commitment: 14%

For this specific contract/agreement, the following commitments were set and the successful Bidder/Proposer has committed to the following small business/DBE participation for Phase 1 - Alternatives Development:

Subconsultant/Subcontractor	Business Type	% of Work	Amount
Cascade Heritage Consultants	Small business	0.70%	95,307.84
Swift Company	Small business	0.70%	95,720.19
Envirolssues	DBE/Small business	7.78%	1,066,338.14
1AllianceGeomatics	DBE/Small business	0.83%	113,038.67
Concord Engineering	DBE/Small business	0.57%	48,521.80
Connetics Transportation Group	DBE/Small business	1.02%	139,110.24
Cross-Spectrum Acoustics	DBE/Small business	0.13%	17,881.24
Equinox Research and Consulting Firm	DBE/Small business	0.65%	88,256.25
Jimale Technical Services (JTS)	DBE/ Small business	2.79%	382,234.98
Lin and Associates	DBE/ Small business	2.01%	275,657.28
Ott-Sakai	DBE/ Small business	1.46%	199,678.86
Scharrer AD	DBE/ Small business	0.72%	99,305.51
The Vida Agency	DBE/ Small business	0.71%	97,209.19
Total		20%	2,748,530.61

Title VI compliance

With guidance from the Office of Civil Rights, Equity and Inclusion, the project should team should plan for the following Title VI requirements: the OMF North facility Title VI equity analysis must be completed prior to a locally preferred alternative; and the EVLE Service and Fare Equity Analysis (SAFE) must be completed six months prior to revenue service date.

Public involvement

With guidance from the Office of Civil Rights, Equity and Inclusion, the project will develop an equitable engagement strategy to ensure best practices are used to include seniors, people with disabilities, Title VI-protected populations (race, color, national origin), low-income and limited-English-proficiency populations. In addition, the Everett Link Extension and OMF North project will engage the community at large, businesses, stakeholders and other agencies. The project is included in the Racial Equity Toolkit pilot project which will help ensure an explicit consideration of racial equity in decisions.

Community engagement will influence the projects by asking questions, holding conversations with communities and seeking ideas and comments for review by project staff, consultants, partner agencies and elected leaders. Sound Transit will host public meetings, briefings, public hearings and drop-in sessions consistent with the Community Engagement Plan. Project staff will also coordinate closely with state and federal partners, tribes, Snohomish County, City of Everett, City of Lynnwood, WSDOT and other agencies or groups with a key interest in the Project. Implementation and the format of external engagement will depend on applicable restrictions associated with the COVID-19 pandemic.

Distribution of project information will occur through many channels. Examples include local newsletters, social media outlets, emails, subscription lists, the social service and partner agency database and conventional mailings. The comments gathered will help inform and support the decision-making process for the projects. In addition to Sound Transit staff who will be leading this effort, consultant resources will be required to ensure the extensive level of outreach is completed successfully and in accordance with Sound Transit's agency goals, standards and values, such as Inclusion & Respect and Customer Focus.

Advisory Groups

In accordance with the System Expansion Implementation Plan, Sound Transit's engagement effort will include formation of key advisory groups, which are anticipated to start in late 2020 or early 2021.

- *Elected Leadership Group*, composed of Sound Transit Board members and other local elected officials from the project corridor.
- *Interagency Group*, composed of technical staff from Sound Transit, cities along the project corridor, Snohomish County, and state and federal agencies.
- *Stakeholder Group or process*, including transit riders, residents, businesses, major institutional organizations, community organizations and other key stakeholders in the project corridor.

A charter and work plan will be developed for each of the advisory groups initiated, and project staff will gather and apply recommendations from previous and current peer projects regarding how these groups can work most effectively.

Time constraints

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

Prior Board/Committee actions

Resolution No. R2019-30: Adopted an annual budget for the period from January 1 through December 31, 2020, and adopting the 2020 Transit Improvement Plan.

Environmental review – KH 9/29/20

Legal review – JSA 10/2/20



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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 Kimley-Horn and Associates, Inc. to provide project development services for the Everett Link Extension & Operations & Maintenance Facility (OMF) North project for Phase 1 - Alternatives Development in the amount of \$14,429,861, with a 10 percent contingency of \$1,442,986, for a total authorized contract amount not to exceed \$15,872,847.

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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 with Kimley-Horn and Associates, Inc. to provide project development services for the Everett Link Extension & Operations & Maintenance Facility (OMF) North project for Phase 1 - Alternatives Development in the amount of \$14,429,861, with a 10 percent contingency of \$1,442,986, for a total authorized contract amount not to exceed \$15,872,847.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 8, 2020.



Claudia Balducci
System Expansion Committee Chair

Attest:



Kathryn Flores
Board Administrator