

Motion No. M2023-68

Contract Modification to increase the authorized contract amount with Jacobs for General Engineering Consultant Services for the Stride Bus Rapid Transit Program

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	08/10/2023	Recommend to Board	Brooke Belman, Deputy CEO, Chief Expansion Delivery Officer
Board	08/24/2023	Final action	Ron Lewis, DECM Executive Director Bernard Van de Kamp, Stride Program Executive Wit Ekman, Stride Program Deputy Director

Proposed action

Authorizes the chief executive officer to execute a modification to the contract with Jacobs Project Management Co. for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$81,000,000, with a 10 percent contingency of \$8,000,000, totaling \$89,000,000 for a new total authorized amount not to exceed \$193,000,000, all within the approved Stride baseline budgets.

Key features summary

- This action provides additional funding for support of the Stride BRT Program as projects progress, to support construction procurement, design services during construction, construction management, and program management through the start of operations.
- The initial contract was awarded with limited funding of \$2,000,000 through Motion No. M2020-67 to enable the General Engineering Consultant (GEC) to timely conduct knowledge transfers with the project development consultants.
- In 2021, after the adoption of the program realignment Resolution No. R2021-05 and selecting the Stride projects to be built in Resolution Nos. R2021-06, R2021-07, and R2021-08, the contract was amended, expanding the initial authorization of the contract to \$104,000,000, through Motion No. M2021-45.
- Use of GEC services has been greater than anticipated due to unanticipated factors such as program realignment, the evolution of Stride program delivery strategy, extension of program schedules, restructuring of project packages and delivery methods, design refinements, additional coordination with authorities-having-jurisdiction, permitting, and public and stakeholder engagement, and identification of different conditions.
- The total requested contract modification amount is estimated to be sufficient to fund the remaining work required from the GEC and was included in the Baseline Budget that was approved by Sound Transit board in July 2023, through Resolution Nos. R2023-17, R2023-18, and R2023-19.

Background

The Stride Bus Rapid Transit (BRT) program is part of Sound Transit's 2016 voter-approved system expansion ST3, which consists of the BRT Operations and Maintenance Facility (Bus Base North), I-405 BRT, and SR522/NE 145th Street BRT projects. Stride BRT will provide fast, reliable high-capacity transit service every ten minutes at peak for both the I-405, and SR-522/NE 145th Street BRT corridors (and every 15 minutes off-peak for the I-405 BRT), providing connections to light rail service in Bellevue, Tukwila, Shoreline and Lynnwood.

Stride service lines will replace existing ST Express regional bus service currently run by transit partners. The S1 Line: I-405 South will replace Route 560, the S2 Line: I-405 North will replace Route 535, and the S3 Line will replace Route 522. Stride buses will be connecting to light rail and to communities north, east, and south of Lake Washington.

Environmental review of Stride BRT program elements under the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a SEPA Determination of Nonsignificance (DNS) for the Bus Base North in August 2020; a DNS for the I-405 BRT in September 2020; and a DNS for the SR522 / NE 145th BRT in March 2021. Sound Transit also coordinated with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to prepare National Environmental Policy Act (NEPA) documentation to inform federal approval and/or grant funding decisions for elements of the program.

In 2020, during the preliminary engineering phase and the final stages of the environmental process of the Stride BRT program, Sound Transit competitively procured the on-call General Engineering Consultant (GEC) contract in preparation for the next phase of the project. Due to the size and interdependencies of the Stride program elements, combining engineering services to support multiple project deliveries into a single GEC contract for the Stride program was determined beneficial for timely delivery for Stride BRT by creating efficiencies with procurement timelines and flexibility to manage a large program with multiple related projects.

The GEC contract scope provides for broad-based support for the Stride BRT program, which includes supporting Sound Transit in program delivery, transitioning from project development to final design, providing design and engineering services for multiple Stride BRT projects, and ultimately facilitating the implementation of the Stride BRT program. The scope is comprised of various categories of work from which tasks are identified and assigned by Task Orders after negotiation of specific scope, schedule and either a not-to-exceed or fixed price budget. The GEC contract supports the entire Stride BRT Program, and can support all phases of design-build, general contractor/construction manager and design-bid-build project delivery methods, whether the project is being designed and constructed by WSDOT, cities or others under contracts with Sound Transit. Categories of Contract Scope include project development and design, procurement and permitting support, construction and design-build project management, and systems and operational activation.

After the Board adopted the program realignment and selecting the project to be built resolutions in 2021, significant level of effort was needed to advance the Stride program through the design, permitting, and right-of-way acquisition phases, due to realignment of the program, the evolution of Stride program delivery strategy, extension of program schedules, restructuring of project packages and delivery methods, to complete design refinements, coordination with authorities-having-jurisdiction, permitting, and public and stakeholder engagements.

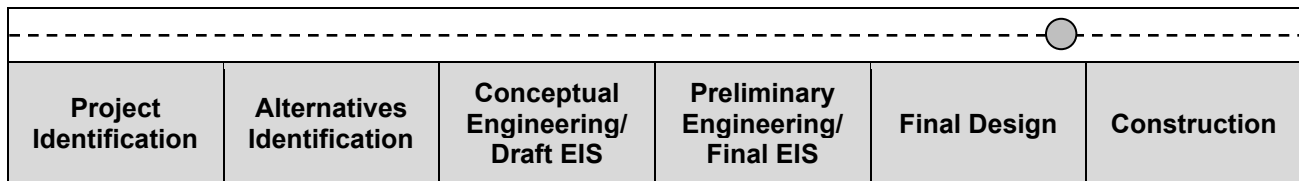
During the program realignment and the uncertainty of project advancement, the design-build related procurements for the Bus Base North were canceled. In the same period of time, TriUnity, who was retained by the board to conduct project reviews, issued a report identifying cost risks and concerns related to site conditions.

In late 2021, Sound Transit shifted the delivery method of the bus base to design-bid-build to allow the team to complete additional engineering necessary to address the issues reported by TriUnity, and to allow the development of design in close coordination with stakeholders related to operational requirements, property rights, storm water management, environmental permitting, land use and conditional use concerns. This required the GEC to take on the design of the bus base, which was not originally contemplated in the initial authorized contract amount.

In 2022, there was also an increased level of effort of the GEC required to advance the design and administer the project in the SR522 corridor, including additional project coordination with authorities-having-jurisdictions, permitting, public and stakeholder engagements, and design revisions.

The previously authorized contract amount is projected to be sufficient to complete the final design, and related program management support through mid-2024. The total requested contract modification amount is needed for the GEC to complete design and provide quality construction procurement support, design services during construction, construction management, and program management through the start of operations.

Project status



Projected completion date for the final design phase: 2024

Project scope, schedule and budget summary are located on page 122 of the June Agency Progress Report.

Procurement information

A request for proposal (RFQ RTA/OA 0206-19) was advertised January 2020, as appropriate for architect-engineer professional services. Sound Transit received five proposals. The qualification evaluation committee determined that Jacobs Project Management Co. was the most qualified firm and was therefore awarded the contract with five years term, with three one-year extension options. Price was not a factor in selection of the most qualified firm.

The contract was authorized in Motion No. M2020-67 and awarded in December 2020 in an amount not to exceed \$2,000,000 and modified to an amount of \$104,000,000 in accordance with authorization by M2021-45. The 5-year base term will expire in December 2025, and the contract includes 3 one-year options to extend the term.

The requested amount was determined to be a reasonable increase in contract value to meet the needs of the Stride BRT Program through completion of construction and revenue service start up. The contract is administered as an on-call contract, with work identified from the categories in the scope of work and assigned by task orders issued by Sound Transit. Each task order identifies a specific scope of work and schedule, with a not-to-exceed cost or negotiated fixed price. To date, 30 task orders have been issued, with a total value not to exceed \$78,947,331.

Fiscal information

This modification to an existing on-call contract is being used exclusively for the Stride BRT projects. The actual GEC services described in this action will be assigned on an as-needed basis after available budget is verified. Since the proposed services will be assigned on an as-needed basis, the distribution

of the cost will be determined as task orders are executed. The total cost of these services was included in the program baseline, which was approved by the Board in July 2023, and this action will not impact the affordability or schedule for any other system expansion projects.

Disadvantaged business enterprise 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.

For this specific contract, the following goals were set, and Jacobs Project Management Co. has committed to the following small business/DBE participation:

Small business and DBE Participation	
Sound Transit Small Business Goal: 15%	DBE Goal: N/A
Small Business Commitment: 16%	DBE Commitment: N/A
Small Business Participation To-Date: 16%	DBE Participation To-Date: 16%

Public involvement

Sound Transit is committed to proactively engaging and empowering communities along the I-405, SR 522/NE 145th and Bus Base North in the Stride BRT program corridor. The overarching goals for the stakeholder involvement program are to create public trust and build relationships through transparent communication, meaningful involvement, and responsiveness to comments. Project engagement along the corridor includes local and elected leaders, agency partners, businesses, residents, and other stakeholders to help shape the program. Sound Transit’s open, inclusive, and ongoing stakeholder involvement program includes a variety of tools and techniques to inform and engage the public.

Time constraints

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

Prior Board/Committee actions

Motion No. M2021-45: Authorized the chief executive officer to execute a modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co. to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

Motion No. M2020-67: Authorized the chief executive officer to execute a five-year contract with three one-year options to extend with Jacobs Project Management Co. to provide on-call general engineering consultant services for the Stride Bus Rapid Transit program for an initial total authorized contract amount not to exceed \$2,000,000.

Environmental review – KH 7/25/23

Legal review – JSA 8/4/23



Motion No. M2023-68

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a modification to the contract with Jacobs Project Management Co. for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$81,000,000, with a 10 percent contingency of \$8,000,000, totaling \$89,000,000 for a new total authorized amount not to exceed \$193,000,000, all within the approved Stride baseline budgets.

Background

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In 2022, there was also an increased level of effort of the GEC required to advance the design and administer the project in the SR522 corridor, including additional project coordination with authorities-having-jurisdictions, permitting, public and stakeholder engagements, and design revisions.

The previously authorized contract amount is projected to be sufficient to complete the final design, and related program management support through mid-2024. The total requested contract modification amount is needed for the GEC to complete design and provide quality construction procurement support, design services during construction, construction management, and program management through the start of operations.

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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 modification to the contract with Jacobs Project Management Co. for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$81,000,000, with a 10 percent contingency of \$8,000,000, totaling \$89,000,000 for a new total authorized amount not to exceed \$193,000,000, all within the approved Stride baseline budgets.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 24, 2023.



Dow Constantine
Board Chair

Attest:



Kathryn Flores
Board Administrator