

Motion No. M2023-69

Contract Modification with HNTB Corporation for the West Seattle and Ballard Link Extensions

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	08/10/2023	Recommend to Board	Brooke Belman, Deputy CEO, Chief Expansion Delivery Officer Don Billen, Executive Director, PEPD Sandra Fann, Project Director, PEPD
Board	08/24/2023	Final action	

Proposed action

Authorizes the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of \$136,999,751, with a 7% contingency of \$9,589,983 totaling \$146,589,734, for a new total authorized contract amount not to exceed \$318,842,705, contingent upon approval of Resolution No. R2023-25.

Key features summary

- This action allows a modification to the consultant services contract with HNTB Corporation (HNTB) to provide project development services for the remainder of Phase 3 scope of work to prepare a Draft and Final Environmental Impact Statement (EIS) and conduct Preliminary Engineering for the Ballard Link Extension.
- Board Motion Nos. M2023-18 and M2023-57 identified the preferred alternative light rail route and station locations for the Ballard Link Extension for additional environmental review, including preparation of a Final EIS, and to advance Preliminary Engineering for the project.
- The West Seattle Link Extension and Ballard Link Extension projects were initially on the same environmental review timeline. However, given additional environmental review needed to study additional alternatives and project refinements for the Ballard Link Extension, environmental review for the two extensions will proceed on different timelines. A new Draft EIS will be completed for the Ballard Link Extension to include analysis of the preferred alternative, as well as other refinements and alternatives identified in the March and July 2023 Board Motions.
- Board Motion No. M2022-57 authorized initiating the work included in the scope of this contract modification.
- Board Motion No. M2022-73 authorized scope to prepare the Final EIS and conduct Preliminary Engineering for the West Seattle Link Extension, and to conduct further studies and engagement in some areas to inform a future Board action to confirm or modify the Preferred Alternative for the Ballard Link Extension.
- The requested amount builds upon what was approved in Motion No. M2022-56 and Motion No. M2022-73 for HNTB to cover the full scope of services for completing environmental review and Preliminary Engineering for the West Seattle and Ballard Link Extensions projects.

- A separate action, Resolution No. R2023-25, would amend the adopted 2023 Preliminary Engineering budget to support project development activities required to complete environmental review and Preliminary Engineering for the Ballard Link Extension project.

Background

The West Seattle and Ballard Link Extension projects were approved for funding by voters under the ST3 Plan. The projects will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to provide efficient operating capacity for the entire regional system. It consists of two separate Link light rail extensions: one to West Seattle and the other to Ballard. The extension to West Seattle will operate from downtown Seattle to West Seattle's Alaska Junction neighborhood with four stations and will eventually connect to the Everett Link Extension. The Ballard extension will operate from downtown Seattle to Ballard's Market Street area with nine stations and will include a new rail-only tunnel from the Chinatown/International District to South Lake Union and Seattle Center/Uptown. It will eventually connect with the Tacoma Dome Link Extension.

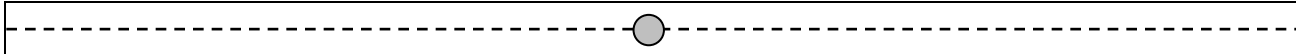
The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of a preferred alternative(s) and other alternatives. Phase 2 included the preparation of a Draft EIS and conceptual engineering of a preferred alternative(s) and other alternatives as identified through alternatives development. Phase 3 includes the preparation of a Final EIS, including responses to public and agency comments on the Draft EIS, and Preliminary Engineering of the Preferred Alternative. As a result of Board Motion No. M2022-57, Phase 3 also included continued planning, conceptual design, and external engagement to support a future Board Action to confirm or modify remaining elements of the Preferred Alternative for the Ballard Link Extension before the start of Preliminary Engineering.

To maintain eligibility for potential 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 Draft EIS for West Seattle and Ballard Link Extensions was issued on January 28, 2022. The Board adopted Motion No. M2022-57 in July 2022 to confirm or modify a preferred alternative(s) for the Final EIS for the West Seattle Link Extension. The Board adopted Motion No. M2023-18 in March 2023 to confirm or modify a preferred alternative(s) for the Final EIS for the Ballard Link Extension. The Board subsequently adopted Motion No. M2023-57 in July 2023 to modify the preferred station location for the Denny Station for the Ballard Link Extension EIS.

HNTB has satisfactorily completed Phase 1 and 2 work and Motion No. M2022-56 authorized Phase 3 Final EIS and Preliminary Engineering to advance for two months. Motion No. M2022-73 authorized a contract amendment to continue Phase 3 to advance the Final EIS and Preliminary Engineering for the West Seattle Extension, and to expand the scope related to the Ballard Link Extension to conduct the work required to support a future Board determination to confirm or modify remaining elements of the Preferred Alternative. This action requests authorization for a contract amendment to advance the Draft and Final EIS and Preliminary Engineering for the Ballard Link Extension and to complete the remainder of the Phase 3 scope of work for both projects.

Project status

West Seattle Link Extension

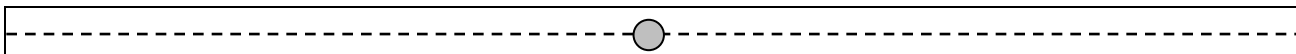


Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected completion date for Preliminary Engineering/Final EIS: 2024

Project scope, schedule and budget summary are located on page 118 of the June 2023 Agency Progress Report.

Ballard Link Extension



Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected completion date for Preliminary Engineering/Final EIS: 2026

Project scope, schedule and budget summary are located on page 14 of the June 2023 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/ROD and 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 Business, and Equal Employment Opportunity (EEO) Commitment. Clauses required for federal funding are included in the contract.

Based on these evaluations, both submitters were invited for interviews. The HNTB Corporation team was determined to be the highest ranked firm based on qualifications and was invited to enter into negotiations. Sound Transit executed the contract with HNTB Corporation on October 15, 2017 in an amount not to exceed \$24,412,019 for Phase 1 work. A Phase 2 modification in the amount not to exceed \$60,293,750 was issued on May 23, 2019. HNTB has satisfactorily completed Phase 1 and 2 work and was invited to negotiate the scope of work and cost for Phase 3.

Phase 3 is proceeding in three motions to reflect the Board's actions to confirm or modify the preferred alternatives for the West Seattle and Ballard Link extensions. A limited portion of the scope of Phase 3 Final EIS and Preliminary Engineering for two months' work was authorized to initiate Phase 3 activities until the Preferred Alternative for West Seattle Link Extension was identified by the Board. A second motion (M2022-73) authorized advancing the Final EIS and Preliminary Engineering for the West Seattle Extension and work to address the Board request for further studies prior to identifying a Preferred Alternative for the Ballard Link Extension. This motion now seeks funding to complete the remainder of

work elements for the Phase 3 scope of work, including finalizing a Final EIS for the West Seattle Link Extension and advancing preparation of the Draft EIS and Final EIS, and completing Preliminary Engineering for the Ballard Link Extension.

Following the Board's identification of the Ballard Link Extension preferred alternative (M2023-18), HNTB prepared and submitted a draft scope of work to Sound Transit. After participating in negotiations with Sound Transit, HNTB submitted a revised scope of work and cost proposal that was accepted by Sound Transit. Based on the review of the scope of work and cost analysis the Procurement and Contracts team has determined that the scope of work for this action is within the general scope of work originally procured and the price is fair and reasonable

Fiscal information

This action is within the authorized project allocations of these two projects and sufficient monies remain after approval of this action to fund the remaining work in the preliminary engineering phase, assuming Board approval of Resolution No. R2023-25.

During the 2023 Budget development process the West Seattle Ballard Link Extension project was split into two standalone projects - West Seattle Link Extension and Ballard Link Extension - which were then adopted by the Board with Resolution No. R2022-35.

The authorized project allocation for the West Seattle Link Extension project is \$225,043,841. Within that amount, \$84,160,000 has been allocated to the preliminary engineering phase of which \$48,023,800 has been allocated for FEIS / PE (Phase 3). The action would commit an additional \$24,119,971 to this line item and leave an uncommitted phase budget balance of \$13,549,419. The current cost estimate for the West Seattle Link Extension project is \$4.0 billion in 2023\$ and is affordable within the Agency's Finance Plan by 2032. This action does not impact the affordability of any other system expansion project.

The authorized project allocation for the Ballard Link Extension project is \$663,407,332. Within that amount, \$268,611,172 has been allocated to the preliminary engineering phase of which \$181,847,372 has been allocated for FEIS / PE (Phase 3). The action would commit an additional \$122,469,762 to this line item and leave an uncommitted phase budget balance of \$16,132,231. The current cost estimate for the Ballard Link Extension project is \$11.1 billion in 2023\$ and is affordable within the Agency's Finance Plan by 2039. This action does not impact the affordability of any other system expansion project.

West Seattle Link Extension

(in thousands)

Project Phase	Authorized Project Allocation	Total Commitment to Date	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$14,473	\$3,820	\$	\$3,820	\$10,653
Preliminary Engineering	84,160	46,491	24,120	70,611	13,549
Final Design					
Third Party	2,735	1,087		1,087	1,648
Right of Way	122,098	1,333		1,333	120,765
Construction					
Construction Services	1,578				1,578
Vehicles					
Total Current Budget	\$225,044	\$52,731	\$24,120	\$76,851	\$148,193
Phase Detail - Preliminary Engineering					
FEIS / PE (Phase 3) - HNTB	48,024	21,189	24,120	45,309	2,715
Other Preliminary Engineering	36,136	25,302		25,302	10,835
Total Phase	\$84,160	\$46,491	\$24,120	\$70,611	\$13,549

Ballard Link Extension

(in thousands)

Project Phase	Authorized Project Allocation	Total Commitment to Date	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$40,557	\$32,833	\$	\$32,833	\$7,724
Preliminary Engineering	268,611	130,009	122,470	252,479	16,132
Final Design					
Third Party	7,665	2,947		2,947	4,717
Right of Way	342,152	3,621		3,621	338,531
Construction					
Construction Services	4,422				4,422
Vehicles					
Total Current Budget	\$663,407	\$169,411	\$122,470	\$291,881	\$371,527
Phase Detail - Preliminary Engineering					
FEIS / PE (Phase 3) - HNTB	181,847	59,378	122,470	181,847	0
Other Preliminary Engineering	86,764	70,632		70,632	16,132
Total Phase	\$268,611	\$130,009	\$122,470	\$252,479	\$16,132

Contract Detail

HNTB Corporation	Board Approvals to Date*	Current Approved Contract Status	This Action	Proposed Total for Board Approval
Ballard LE Contract	\$115,586	\$121,377	\$114,458	\$235,834
Ballard LE Contingency	10,717	4,934	8,012	12,946
West Seattle LE Contract	41,247	43,313	22,542	65,855
West Seattle LE Contingency	3,824	1,750	1,578	3,328
DSTT Contract Amount	362	362		362
DSTT Contingency	36	36		36
RapidRide C and D Contract	481	481		481
RapidRide C and D Contingency	0	0		0
Total Contract Amount	\$172,253	\$172,253	\$146,590	\$318,843
Total Percent Contingency	9%	4%	7%	5%

Notes:

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

For detailed project information, see pages 102 & 105 of the 2023 Financial Plan and Adopted Budget.

*Board Approvals = Commitment and PO Contingency Remaining as of 7/1/23.

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 HNTB has committed to the following small business/DBE participation:

AE 0036-17: West Seattle and Ballard Link Extensions			
Small business and disadvantaged business enterprise (DBE) goals			
Sound Transit small business goal:	18%	Sound Transit DBE goal:	11%
Prime Small business commitment:	19%	Prime DBE commitment:	12%
Current Small Business Attainment: 17.94%		Current DBE Attainment: 12.03%	

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 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 conducted in Phase 1, Alternatives Development, and Phase 2, Draft EIS and Conceptual Engineering, and as initiated in Phase 3 Final EIS and Preliminary Engineering, including public meetings, briefings, community workshops and drop-in sessions. The proposed budget for this action supports online and in-person communications to support community engagement.

Time constraints

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

Prior Board/Committee actions

Motion No. M2023-57: Confirmed or modified the preferred station location for the Denny Station for the Ballard Link Extension Environmental Impact Statement.

Motion No. M2023-18: Confirmed or modified the preferred alternative light rail route and station locations for the Ballard Link Extension, for evaluation in the Final Environmental Impact Statement along with other alternatives.

Motion No. M2022-73: Authorized the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions project in the amount of \$71,858,568, including contingency, for a new total authorized contract amount not to exceed \$172,252,971.

Motion No. M2022-57: Confirmed or modified the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requested further

studies in some areas to inform potential additional future Board action to confirm or modify the Preferred Alternative.

Motion No. M2022-56: Authorized the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions project in the amount of \$11,162,414, including contingency, for a new total authorized contract amount not to exceed \$100,394,403.

Motion No. M2021-43: Authorized the chief executive officer to execute a contract modification with HNTB Corporation to increase the contract contingency for the West Seattle and Ballard Link Extensions in the amount of \$4,206,000 for the identification of capital cost savings opportunities and to provide additional project contingency for a new total authorized contract amount not to exceed \$91,951,971.

Motion No. M2019-52: Authorized the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions Project in the amount of \$54,812,500, with a ten percent contingency of \$5,481,250, for a new total authorized contract amount not to exceed \$87,745,971.

Motion No. M2018-101: Authorized the chief executive officer to execute a contract amendment with HNTB to provide a speed and reliability study for RapidRide C and D Improvements in the amount of \$599,000, for a new total authorized contract amount not to exceed \$27,452,221.

Motion No. M2017-119: Executed 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.

Environmental review – KH 7/20/23

Legal review – JSA 8/4/23



Motion No. M2023-69

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of \$136,999,751, with a 7% contingency of \$9,589,983 totaling \$146,589,734, for a new total authorized contract amount not to exceed \$318,842,705, contingent upon approval of Resolution No. R2023-25.

Background

The West Seattle and Ballard Link Extension projects were approved for funding by voters under the ST3 Plan. The projects will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to provide efficient operating capacity for the entire regional system. It consists of two separate Link light rail extensions: one to West Seattle and the other to Ballard. The extension to West Seattle will operate from downtown Seattle to West Seattle's Alaska Junction neighborhood with four stations and will eventually connect to the Everett Link Extension. The Ballard extension will operate from downtown Seattle to Ballard's Market Street area with nine stations and will include a new rail-only tunnel from the Chinatown/International District to South Lake Union and Seattle Center/Uptown. It will eventually connect with the Tacoma Dome Link Extension.

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This action allows a modification to the consultant services contract with HNTB Corporation (HNTB) to provide project development services for the remainder of Phase 3 scope of work to prepare a Draft and Final Environmental Impact Statement (EIS) and conduct Preliminary Engineering for the Ballard Link Extension.

Board Motion Nos. M2023-18 and M2023-57 identified the preferred alternative light rail route and station locations for the Ballard Link Extension for additional environmental review, including preparation of a Final EIS, and to advance Preliminary Engineering for the project.

The West Seattle Link Extension and Ballard Link Extension projects were initially on the same environmental review timeline. However, given additional environmental review needed to study additional alternatives and project refinements for the Ballard Link Extension, environmental review for the two extensions will proceed on different timelines. A new Draft EIS will be completed for the Ballard Link Extension to include analysis of the preferred alternative, as well as other refinements and alternatives identified in the March and July 2023 Board Motions.

Board Motion No. M2022-57 authorized initiating the work included in the scope of this contract modification.

Board Motion No. M2022-73 authorized scope to prepare the Final EIS and conduct Preliminary Engineering for the West Seattle Link Extension, and to conduct further studies and engagement in some areas to inform a future Board action to confirm or modify the Preferred Alternative for the Ballard Link Extension.

The requested amount builds upon what was approved in Motion No. M2022-56 and Motion No. M2022-73 for HNTB to cover the full scope of services for completing environmental review and Preliminary Engineering for the West Seattle and Ballard Link Extensions projects.

A separate action, Resolution No. R2023-25, would amend the adopted 2023 Preliminary Engineering budget to support project development activities required to complete environmental review and Preliminary Engineering for the Ballard Link Extension project.

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 HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of \$136,999,751, with a 7% contingency of \$9,589,983 totaling \$146,589,734, for a new total authorized contract amount not to exceed \$318,842,705, contingent upon approval of Resolution No. R2023-25.

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