Operations and Maintenance Facility South

Project Update & M2023-38

System Expansion Committee
05/11/2023
Why We’re Here Today

- Provide an update on the Operations and Maintenance Facility South (OMF South) project
- Discuss how planning has advanced since Board's identification of Preferred Alternative in 2021
- Review the schedule
- Consider a contract award for Phase 1 Design-Build Project Management Services for Operations and Maintenance Facility South (M2023-38)
Operations & Maintenance Facility South

- Supports light rail vehicles for Graham St and Boeing Access Road Infill Stations, WSLE, TDLE
- Supports 144 light rail vehicles
- Serves system-wide needs including Link Systemwide Storage or vehicle storage
- Provides ~470 living wage jobs

Three Alternative sites:
- Preferred Alternative: S. 336th St. (Federal Way)
- S. 344th St. (Federal Way)
- Midway Landfill (Kent)
### Cost Risks
- Street vacation and code deviations for PA require negotiation with city
- Unknown third-party requests/requirements
- Environmental mitigation costs could increase
- Higher real estate costs
- Unidentified utility conflicts, contaminated soil discovered during construction

### Schedule Risks
- Change in level of NEPA documentation will impact the schedule
- Street vacation and code deviations for PA require negotiation with city
- Permitting challenges with permitting authorities
- Potential delays associated with real estate acquisition process
S. 336th Street Preferred Alternative Update

Current Design Concept & key design refinements

- Site reconfiguration to accommodate new street, 18th Place S., replacing 20th Ave
- Added test track
- Site increased ~5 acres
- Grade separated interior roadway over tracks
- 21st Ave S extension
- EIS now includes connecting mainline track
Environmental Review Process Update

- **2020**: FHWA/WSDOT/ST agreement on NEPA approach and likely level of documentation (Environmental Assessment)
- **2021**: SEPA Draft EIS published
- **2022**: Need for NEPA EIS (Environmental Impact Statement) identified
- **2023**: Change in federal lead to FTA due to their transit expertise and federal funding opportunities
Schedule Update & Recovery Opportunities

Project Opening
• Current trend indicates realignment target delivery date (2029) is unachievable due to realized and potential schedule delays

Revised Schedule Assumptions
• Concurrent NEPA Draft EIS & SEPA Supplemental Draft EIS (2023)
• Combined NEPA/SEPA Final EIS (2024)
• Typical FTA review and procurement process

Exploring Schedule Recovery Opportunities
• Early Design Build Project Management (DBPM) procurement (this action)
• Streamlining: environmental review, agreements, permitting, acquisitions, etc. (requires FTA, jurisdiction, and/or Board concurrence)
OMF South Previous vs. Revised Schedule

*Dates are subject to change

**Assumes implementation of all schedule recovery opportunities
Today’s Action – M2023-38

- Authorizes the OMF South Design-Build Project Management contract with engineering consultant Mott MacDonald;
- Phase 1 services are in the amount of $19,182,251 with a contingency amount of $661,293, for a total authorized contract amount not to exceed $19,843,544.
Key Features of this Action

Phase 1 services will provide support and technical oversight services during the Design-Build procurement including:

- Preparation of procurement documents including review of requirements and preliminary engineering
- Risk and commercial assessments in support of mitigation strategies
- Cost estimating and schedule input to establishment of project baseline
- Evaluation of design build proposals, including Safety and Quality
- Project management

Contract includes an option to exercise a contract option for Phase 2 project management services to administer and oversee the Design-Build contract, at ST's sole discretion.
Risk & Opportunity of this Action

- **Risk:** if other schedule mitigation strategies are not successful, DBPM activities may be slowed or paused, leading to turnover in key personnel

- **Opportunity:** DBPM award brings forward effort and expertise necessary for development of Design-Build procurement documents

- **Opportunity:** Advancing work on Design-Build Procurement in parallel with FEIS seeks to recover impacted schedule
Affordability

- The current cost estimate for the OMF South project, which was completed in 2021, is $1.4 billion in 2022$ (site only) and is affordable within the Agency’s Finance Plan. The estimate is expected to increase when updated in 2023.

- Staff are pursuing all schedule mitigation options to manage the project as near as possible to the 2029 delivery, set forth in both the Affordable and Target Schedules.

- This action is consistent with the schedule and financial plan adopted by the Board in Resolution No. R2021-05 and does not impact the affordability of any other system expansion project.
TDLE/OMF South: $19.8M Mott MacDonald contract execution

Illustrative - Not to Scale

ALLOCATE $ COMMITMENTS

Construction Services $19.8M
Uncommitted $158.8M

Agency Administration, Preliminary Engineering, Third Parties, & Right of Way $120.5M

2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030

Approved  Today's Action  Future Action
Thank you.