

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2007-31**

**Contract Amendment for  
East Corridor High Capacity Transit Services**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	2/15/07	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	2/22/07	Action	Mike Williams, Project Development Manager <b>Don Billen, Project Manager</b>	(206) 398-5145 (206) 398-5052

<b>Contract/Agreement Type:</b>	<input checked="" type="checkbox"/>	<b>Requested Action:</b>	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	<input type="checkbox"/>
Sole Source	<input type="checkbox"/>	Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)	<input type="checkbox"/>	Budget Amendment	<input type="checkbox"/>
Real Estate	<input type="checkbox"/>	Property Acquisition	<input type="checkbox"/>

**PROJECT NAME**

Phase II Planning Project – East Corridor

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract amendment with CH2M Hill to provide engineering, environmental, and public outreach services for the Phase II East Corridor High Capacity Transit planning project in the amount of \$11,947,789, with a 10% contingency of \$1,194,779, totaling \$13,142,568, for a new total authorized contract amount not to exceed \$17,499,141.

**KEY FEATURES of PROPOSED ACTION**

- Exercises a contract option for the completion of conceptual engineering and preparation of the draft Environmental Impact Statement (draft EIS) for the East Link project. The CH2M Hill consultant team includes integrated civil, systems, environmental, project control, transit operations, and public outreach capabilities. Exercising this contract option gives Sound Transit the ability to utilize the consultant knowledge gained during environmental scoping and light rail alternative screening. Sound Transit also has the option to negotiate a future amendment(s) for the completion of preliminary engineering and environmental documentation, if the consultant continues to perform satisfactorily.
- The Board identified light rail alternatives to study in detail in the (draft EIS) at the December 14, 2006 Board meeting. The alternatives studied will generally be developed to a conceptual engineering level of design level of 5% to 10%. During conceptual engineering, alignment, station, and maintenance facility locations will be refined within the general routes and station areas identified in the November 2006 East Link Project Sound Transit Board Briefing Book: Light Rail Alternatives.

**BUDGET IMPACT SUMMARY**

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan

**BUDGET and FINANCIAL PLAN DISCUSSION**

The proposed action is consistent with the current adopted budget and is affordable within the agency's long-term financial plan and sub area financial capacity. The action will have no new revenue impact on Sound Transit.

The budget for this action is in the operating budget of the Phase II Planning Project which is on page 33 of the Proposed 2007 Budget Book. That project included \$5.5 million for the original contract with CH2M Hill. Resolution No. R2006-24 (see attachment B-2 page 1) included an amendment to the Proposed 2007 budget for \$17.5 million for the East Corridor Project.

**BUDGET TABLE**

**Summary for Board Action (Year of Expenditure \$000)**

Budget Summary: This action would authorize xxx for contract for yyy. This amount is within the

**Action Item: Contract with CH2M Hill for East Corridor High Capacity Transit project**

	(A) Current Approved Contract Value	(B) Committed to Date	(C) Proposed Action	(D) Proposed Total Contract Value
<b>Contract Budget</b>				
CH2M Hill - East Corridor project	3,961	3,961	11,948	15,909
Contingency	396	-	1,195	1,591
<b>Total</b>	<b>4,357</b>	<b>3,961</b>	<b>13,143</b>	<b>17,500</b>
Percent Contingency	10%	-	10%	10%

<b>Direct Charge Budget</b>	<b>Lifetime Operating Budget</b>	<b>Committed to Date</b>	<b>This Action</b>	<b>Budget Surplus (Shortfall)</b>
East Corridor Project	23,000	9,857	13,143	-
<b>Total Account</b>	<b>23,000</b>	<b>9,857</b>	<b>13,143</b>	<b>-</b>

**Notes**

The budget for the Phase II Planning Project is on page 33 of the Proposed 2007 Budget Book, plus amendments.

## **SMALL BUSINESS PARTICIPATION**

### **Prime Consultant/Contractor**

CH2M Hill is the prime consultant for this contract. In the consultant selection process, CH2M Hill committed to utilize M/W/DBE and other small business for 26% of all work (engineering, environmental, and public outreach services) over the life of the contract.

For the first phase of the contract, CH2M Hill committed to a 20% M/W/DBE and Small Business participation goal and to date has achieved a 22% level of participation. During the next phase of the contract CH2M Hill is committed to a 25.6% M/W/DBE and Small Business participation goal. If the option is exercised for the completion of preliminary engineering and environmental documentation and other related services, CH2M Hill will utilize M/W/DBE and other small businesses to meet its overall commitment of 26% on the entire contract.

### **Utilization Breakdown Table**

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Dollar Value</b>
Bolima Drafting	MBE/DBE	2.6%	\$ 309,499
Entech	DBE	1.1%	\$ 134,575
Gregory Drilling	Small business	0.8%	\$ 94,033
Grijalva Engineering	MBE/DBE	3.8%	\$ 454,133
Historical Research Association	Small business	1.0%	\$ 122,644
KBA/Kristen Betty & Associates	WBE/DBE	0.7%	\$ 87,716
Langton Spieth	Small business	0.7%	\$ 89,323
Michael Minor	MBE/DBE	1.0%	\$ 119,942
Milbor Pita	MBE/DBE	1.0%	\$ 115,751
Mirari Associates	MBE/DBE	2.6%	\$ 306,090
Nakano Associates	MBE/DBE	0.6%	\$ 72,622
Pacific Communications Consultants	MWBE/DBE	0.3%	\$ 35,693
PRR	MWBE/DBE	7.1%	\$ 842,402
Printex	WBE/DBE	0.9%	\$ 109,341
Streeter Architects	MBE/DBE	1.4%	\$ 170,658
<b>Total</b>		<b>25.6%</b>	<b>\$ 3,064,423</b>

### **EEO Commitment**

In the consultant selection process, CH2M Hill provided an EEO profile over the life of the contract of 23% People of Color and 17% Women. The EEO profile of personnel identified to work on Phase 1 was 35% People of Color and 22% Women. The EEO profile of personnel identified to work on Phase 2 is 16% People of Color and 36% Women.

## **PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION**

East Link is a project in the ST2 draft investment package to provide light rail transit between Seattle, Bellevue, and Redmond via I-90 and Mercer Island. Within Redmond, the eastern limits of the project may be either Overlake or downtown Redmond depending upon available revenue and project costs. The project also includes a light rail operations and maintenance facility.

In May 2006, the Finance Committee authorized the chief executive officer to execute a contract with CH2M Hill to provide engineering, environmental, and public outreach services for the

Phase II East Corridor High Capacity Transit planning. Subsequently, staff initiated NEPA/SEPA project-level environmental review, route, station, and maintenance facility screening, and project-level public involvement in the corridor.

In July 2006 following the review of planning and other studies, the Board identified light rail as the preferred mode in the Seattle to Redmond via I-90 corridor. Light rail provides the highest level of ridership and the shortest travel time of all the modes evaluated in the corridor and provides a higher level of system integration, because East Link light rail will be interlined with northbound Central Link light rail in downtown Seattle.

For this project-level EIS, a scoping process took place to receive comments on the project's proposed purpose and need, range of alternatives and impacts to be discussed in the draft EIS. The scoping comment period for the East Link project ended October 2, 2006. The process involved a 30-day comment period, four scoping open houses, and an agency scoping meeting, where the public had the opportunity to review possible route alternatives and provide comments. Those comments were considered in further defining the route alternatives brought before the Board for consideration.

At the November 9, 2006 Board meeting, staff briefed the Board on the evaluation of route alternatives and maintenance facility locations for the East Link project. Staff also provided the Board with information on cost factors, environmental impacts, and transportation service of the various route and maintenance facility alternatives. On December 14, 2006 the Board identified the light rail routes, stations, and maintenance facility alternatives to study in detail in the draft EIS.

Evaluation of the alternative project routes, stations, and maintenance facility locations identified by the Board will be conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the East Link project, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the East Link project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that alternative routes and stations in the project may have probable significant adverse environmental impacts. The Washington State Department of Transportation (WSDOT) is also expected to be a SEPA co-lead agency. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

## **Prior Board/Committee Actions on this Project and Relevant Board Policies**

<b>Motion/Resolution Number &amp; Date</b>	<b>Summary of Action</b>
M2006-87 12/14/06	Identifying the light rail routes, stations, and maintenance facility alternatives to be studied in detail in the East Link draft Environmental Impact Statement
R2006-15 7/13/06	Identifying light rail as the preferred high capacity transit mode in the Seattle to Bellevue to Redmond via I-90 corridor
M2006-39 5/4/06	Authorizing the Chief Executive Officer to execute a contract to provide the first portion of engineering, environmental, and public outreach services of a multi-part project with CH2M Hill for the Phase II East Corridor High Capacity Transit project

### **CONSEQUENCES of DELAY**

A delay would delay the completion of conceptual engineering, public involvement, and publication of the East Link draft EIS.

### **PUBLIC INVOLVEMENT**

The scoping comment period for the East Link project EIS ended on October 2, 2006. The process involved a comment period, four scoping open houses, and an agency scoping meeting where the public had the opportunity to review possible route alternatives and provide comments. Two of the scoping meetings were held in conjunction with ST2 open houses in Seattle and Bellevue. Sound Transit also held a public meeting at Bellevue City Hall on September 27, 2006 to further inform Bellevue neighborhoods about the South Bellevue routes and solicit public comments.

A summary report of all scoping comments was provided to the Board on November 9, 2006 along with a briefing on the evaluation of route alternatives and maintenance facility locations for the East Link project. Staff also provided briefings to local jurisdiction staff, elected officials, neighborhood groups, and other project stakeholders. On December 14, 2006 the Board accepted public comment prior to identifying the light rail alternatives to be studied in detail in the draft EIS.

During conceptual engineering, staff will hold route and station development workshops to engage affected communities in the project development process and get feedback on alignment and station location design issues. Sound Transit will also seek to avoid, minimize, or mitigate potential impacts of the project as design progresses.

Following publication of the draft EIS, a public comment period and public hearing(s) will held prior to the Board identifying a locally preferred alternative.

### **ENVIRONMENTAL COMPLIANCE**

Jl 1/26/2007

### **LEGAL REVIEW**

JW 2/9/2007

## **SOUND TRANSIT**

### **MOTION NO. M2007-31**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with CH2M Hill to provide engineering, environmental, and public outreach services for the Phase II East Corridor High Capacity Transit planning project in the amount of \$11,947,789, with a 10% contingency of \$1,194,779 totaling \$13,142,568, for a new total authorized contract amount not to exceed \$17,499,141.

#### **Background:**

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In May 2006, the Finance Committee authorized the chief executive officer to execute a contract with CH2M Hill to provide engineering, environmental, and public outreach services for the Phase II East Corridor High Capacity Transit planning. Subsequently, staff initiated NEPA/SEPA project-level environmental review, route, station, and maintenance facility screening, and project-level public involvement in the corridor.

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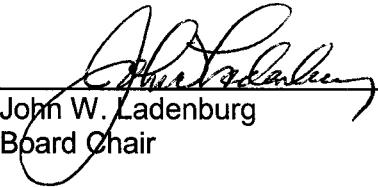
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environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the East Link project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that alternative routes and stations in the project may have probable significant adverse environmental impacts. The Washington State Department of Transportation (WSDOT) is also expected to be a SEPA co-lead agency. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the 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 amendment with CH2M Hill to provide engineering, environmental, and public outreach services for the Phase II East Corridor High Capacity Transit planning project in the amount of \$11,947,789, with a 10% contingency of \$1,194,779 totaling \$13,142,568, for a new total authorized contract amount not to exceed \$17,499,141.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 22, 2007.

  
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John W. Ladenburg  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator