

MOTION NO. M2011-88
Contract Amendment for North Corridor High Capacity Transit Consulting Services

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	12/8/11	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director	(206) 398-5239
Board	12/15/11	Final Action	Matt Shelden, Light Rail Project Development Manager	(206) 398-5292

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with North Corridor Transit Partners, LLC to provide engineering, environmental, and community development services for Phase 2 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$13,210,955, with a 10% contingency of \$1,321,095, totaling \$14,532,050, for a total authorized contract amount not to exceed \$19,804,484.

KEY FEATURES

- This action amends the consultant services contract for the light rail project development process to authorize Phase 2 work including preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering of alternative routes and stations as identified through an alternatives analysis.
- The contract with North Corridor Transit Partners, LLC (NCTP) included an option to negotiate the scope and cost for completion of Phases 2 and 3 of the light rail project development process. NCTP has satisfactorily completed Phase 1 and authorization is sought to proceed to Phase 2. Authorization for Phase 3 will be sought separately in a future amendment to this contract.
- Phase 2 activities are expected to take approximately two years. Completion of all three phases is anticipated by 2015.
- Consultant support for public outreach activities is provided through a separate consultant contract to ensure efficient coordination with agency-wide outreach activities.

PROJECT DESCRIPTION

The North Corridor HCT Project is part of ST2 and extends light rail from Northgate Station in the City of Seattle to the City of Lynnwood in Snohomish County. The project also serves the cities of Shoreline and Mountlake Terrace. The project will extend light rail along the Interstate 5 corridor with stations, profiles, and alignments to be determined following the issuance of the Final EIS and Board selection of the project to be built.

FISCAL INFORMATION

Budget Table

Action Item: contract Amendment with North Corridor Transit Partners, LLC (NCTP) to provide engineering, environmental and community development services for Phase 2 of the North Corridor Transit Project.

(Year of Expenditure \$000)

North Corridor Transit Project	2012 TIP	Board Approvals	This Action	Board Approved Plus Action	(Shortfall)
Agency Administration	10,738	878		878	9,860
Preliminary Engineering	44,334	6,355	14,532	20,887	23,447
Final Design	0	0		0	0
Third party	996	0		0	996
Right of Way	1,050	7		7	1,043
Construction	0	0		0	0
Vehicles	0	0		0	0
Total Current Budget	57,119	7,240	14,532	21,772	35,347

Preliminary Engineering Phase Detail

AA/EIS/PE	36,049	5,272	14,532	19,804	16,245
Other Preliminary Engineering Phase activities	1,191	1,083	0	1,083	108
Contingency	7,094	0	0	0	7,094
Total Phase	44,334	6,355	14,532	20,887	23,447

Contract Detail NCTP	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
NCTP contract	4,793	4,793	13,211	18,004
Contingency	479	479	1,321	1,800
Total Contract Amount	5,272	5,272	14,532	19,804
Percent Contingency	10%	10%	10%	10%

Notes:

Amounts are expressed in Year of Expenditure \$000.

Board Approvals to Date includes amounts through October 31, 2011, plus any pending Board Actions.

Project budget is located on page 34 of the 2012 Transit Improvement Plan.

M2010-42 - Board has approved NCTP for Phase 1 on April 22, 2010.

Board Approvals = Committed to-date + Contingency

SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 20%

Committed Goal: 20% over the life of the contract through Phase 3. To date, NCTP has achieved 14% participation for Phase 1. 20.7% participation is anticipated for Phase 2 work.

Phase 1 small business participation did not meet the goal because of two factors. First, the Alternatives Analysis (AA) scope of work was changed based on a request by the FTA, and second, the opportunity to narrow the Draft EIS alternatives to a single primary corridor extended the Phase 1 schedule from 12 months to 20 months. These changes resulted in additional conceptual planning and design activities in Phase 1 and a delay of photogrammetry, survey and mapping work and environmental methodology documentation to Phase 2. Completion of this work in Phase 2 should make up for the shortfall in phase 1. The contract is still expected to meet the 20% participation goal set for Phases 1 through 3.

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
Bolima Drafting & Design	DBE	0.47	62,439
Casseday Consulting	DBE	0.73	96,000
Transportation Consulting Services	DBE	0.61	81,000
GHL Consultants	DBE	3.24	427,696
Graylane Preservation	Small Business	0.17	23,200
Grijalva Engineering	DBE	3.96	523,659
HRA	Small Business	0.38	50,349
Holocene Drilling	Small Business	1.32	174,000
Lin & Associates	DBE	1.44	190,000
Michael Minor	DBE	0.89	117,250
Paula Ito CADD Services	DBE	1.77	233,700
ReadWagoner	Small Business	0.20	26,100
RST International	DBE	0.53	69,600
Sheridan Associates	DBE	0.66	87,787
Schemata Workshop Inc.	DBE	0.57	75,537
Traffic Count Consultants, Inc.	Small Business	0.08	10,000
The Underhill Company	DBE	2.65	350,790
Wakerobin	DBE	0.11	14,309
Wilson Ihrig	Small Business	0.96	126,482
Total		20.74%	2,739,898

EQUAL EMPLOYMENT WORKFORCE PROFILE

307 employees; 46% women; 12.4% minorities

BACKGROUND

The North Corridor HCT Project will extend light rail infrastructure and service from Northgate Station to the City of Lynnwood. This project is part of Sound Transit's Long Range Plan and the ST2 system expansion program. Service is planned to begin in 2023.

The development process of the project has three phases. Phase 1 included alternatives analysis and environmental scoping. Phase 2 includes the preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering of alternative routes and stations as identified through an alternatives analysis. Phase 3 will include the preparation of a Final EIS, including responses to public and agency comments on the Draft EIS, and preliminary engineering of the project to be built.

Sound Transit intends to compete nationally for federal New Starts grant funds (49 USC §5309) for this project. The New Starts grant program has several requirements. First, a formal AA is required. The AA must evaluate different transit modes and routes prior to a project-level environmental impact statement. The AA and SEPA Addendum were completed in 2011, along with Environmental Scoping comments and input from agencies, jurisdictions, other stakeholders, and the public. That information has led to a narrowed range of modes and routes for consideration in the EIS. A decision to narrow the mode and route to light rail along the Interstate 5 (I-5) corridor between Northgate and Lynnwood will be considered by the Board in December 2011. Following Board action on the alternatives to include in the Draft EIS, NCTP will begin preparation of the Draft EIS and conceptual engineering of alternative routes and stations.

NCTP has satisfactorily completed Phase 1 work and was invited to negotiate the scope of work and cost for Phase 2 Draft EIS and conceptual engineering. This contract amendment approves the Phase 2 consultant services scope of work and adds funds to complete it.

ENVIRONMENTAL COMPLIANCE

Environmental review for the North Corridor project has occurred in several phases. To date, the project has undergone programmatic environmental review under the Washington State Environmental Policy Act (SEPA). Light rail along with other potential regional transit system enhancements in the North Corridor were evaluated on a planning level in 2005 (in the Supplemental Environmental Impact Statement (EIS) for the Regional Transit Long-Range Plan. Like the 1993 EIS it supplements, the 2005 Supplemental EIS provided plan-level environmental review under SEPA of potential high capacity transit modes and corridors.

The project has also now undergone a formal Alternatives Analysis as required by Federal Transit Administration (FTA) guidelines for projects that intend to compete for 49 USC §5309 New Starts grant funding (September 2011). The AA included a SEPA Addendum, which adds to the analysis contained in the Sound Transit 2005 Supplemental EIS. The addendum added information and analysis regarding the North Corridor transit alternatives considered in the alternatives analysis and their environmental impacts. The addendum was issued pursuant to the SEPA rules, WAC 197-11-600(4)(c) and WAC 197-11-625.

The next step in the environmental review process is to prepare the project-level Draft EIS consistent with both the National Environmental Policy Act (NEPA) and SEPA requirements. This more detailed project-level environmental review will evaluate potential alignment, station location, and profile alternatives for the North Corridor project.

SSK 11-30-11

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2010-42: Executing a contract with North Corridor Transit Partners, LLC to provide engineering, environmental and community development services for Phase 1 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$4,793,122, with a 10% contingency of \$479,312, for a total authorized contract amount not to exceed \$5,272,434.

TIME CONSTRAINTS

Delay of this action could delay the start of Phase 2 and delay subsequent publication of the Draft EIS, identification of a preferred alternative, preliminary engineering of that alternative and application to the FTA New Starts grant program.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

LA 12/6/11

MOTION NO. M2011-88

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with North Corridor Transit Partners, LLC to provide engineering, environmental, and community development services for Phase 2 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$13,210,955, with a 10% contingency of \$1,321,095, totaling \$14,532,050, for a total authorized contract amount not to exceed \$19,804,484.

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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 contract amendment with North Corridor Transit Partners, LLC to provide engineering, environmental, and community development services for Phase 2 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$13,210,955, with a 10% contingency of \$1,321,095, totaling \$14,532,050, for a total authorized contract amount not to exceed \$19,804,484.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 15, 2011.



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator