

MOTION NO. M2012-34
Contract for Consulting Services for the Federal Way Transit Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	6/14/12	Final Action	Ric Ilgenfritz, PEPD Executive Director Michael Williams, Light Rail Project Development Director Cathal Ridge, South Corridor Development Manager	(206) 398-5239 (206) 398-5145 (206) 903-7484

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with HDR, Inc., to provide consulting services for Phase 1 of the Federal Way Transit Extension in the amount of \$3,200,421 with a 10% contingency of \$320,042, for a total authorized contract amount not to exceed \$3,520,463.

KEY FEATURES

- This action establishes the consultant services contract for the first of three phases of the project development process.
 - Phase 1 includes Alternatives Analysis and NEPA/SEPA environmental scoping.
 - Phase 2 includes the preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering design to support the environmental analysis.
 - Phase 3 includes the preparation of a Final EIS leading to the Record of Decision for the full project, and includes preliminary engineering design for the 2.3-mile segment from South 200th Street to Kent/Des Moines.
- This action funds and authorizes execution of a contract with HDR, Inc., for Phase 1. The contract includes options to negotiate future amendments for the completion of Phases 2 and 3. Execution of contract amendments for Phases 2 and 3 would be subject to future Board approval.
- Phase 1 is expected to take approximately one year to complete. Completion of all three phases is anticipated by 2016.

PROJECT DESCRIPTION

The Federal Way Transit Extension extends from South 200th Street in the City of SeaTac to the Federal Way Transit Center in the City of Federal Way, a distance of 7.6 miles. The project scope includes Alternatives Analysis, Draft and Final Environmental Impact Statements, and conceptual engineering to support the environmental analysis. The project scope also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering further south.

FISCAL INFORMATION

Federal Way Transit Extension Project

	2012 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted/ (Shortfall)
Agency Administration	9,385	208	0	208	9,176
Preliminary Engineering	30,883	0	3,520	3,520	27,363
Final Design	0	0	0	0	0
Third party	1,575	0	0	0	1,575
Right of Way	0	0	0	0	0
Construction	0	0	0	0	0
Vehicles	0	0	0	0	0
Total Current Budget	41,843	208	3,520	3,729	38,114

Preliminary Engineering Phase Detail

AA/EIS/PE	30,883	0	3,520	3,520	27,363
Contingency	0	0	0	0	0
Total Phase	30,883	0	3,520	3,520	27,363

HDR, Inc. Contract detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	0	0	3,200	3,200
Contingency	0	0	320	320
Total	0	0	3,520	3,520
Percent Contingency	0%	0%	10%	10%

Notes:

Amounts are expressed in Year of Expenditure \$000.

Board Approvals to Date includes amounts through April 30th, 2012, plus any pending Board Actions.

Project (formerly South Corridor HCT – South 200th to Federal Way Transit Center) budget is located on page 45 of the 2012 Transit Improvement Plan.

Board Approvals = Committed to-date + Contingency

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 18%

DBE: 4%

Commitment:

Small Business: 20.8%

DBE: 17.3%

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
ATS	Small Business	0.45%	\$14,394
BERK	Small Business	0.44%	\$14,053
Entech	DBE	0.38%	\$12,231
Grijalva Engineering	DBE	5.02%	\$160,689
J. Keiser & Associates	DBE	0.86%	\$27,405
Lin & Associates	DBE	3.40%	\$108,926
Michael Minor & Associates	DBE	0.70%	\$22,518
PRR	DBE	6.90%	\$220,678
VIA Architecture	Small Business	2.61%	\$83,401
Total		20.8%	\$664,295

EQUAL EMPLOYMENT WORKFORCE PROFILE

58 project staff; 26% women; 17% minority

BACKGROUND

The ST2 Plan approved by voters in the fall of 2008 included extension of the Central Link system to South 200th Street and Kent/Des Moines (Highline Community College) by 2020, and to South 272nd Street (Redondo/Star Lake) by 2023. The ST2 Plan also included environmental review and preliminary engineering from South 272nd Street to the Tacoma Dome, as well as right-of-way preservation.

As a result of the projected \$3.9 billion revenue loss resulting from the 2007-2009 national economic recession, there is insufficient revenue to complete all elements of the ST2 program by 2023 as originally planned.

In December 2010, the Board approved Motion No. M2010-102 “approving a program implementation plan to implement the regional transit system plan within existing resources” and provided direction to “execute a work plan to evaluate the South Corridor and develop a program implementation plan.” The initial results of this evaluation concluded that extending Link to South 272nd Street by 2023 was no longer feasible, however, an extension to Kent/Des Moines could be completed by 2023. Based on these conclusions, the Board directed staff to proceed with environmental review and preliminary engineering from South 200th Street to Kent/Des Moines and to initiate a separate study to conduct alternatives analysis from Kent/Des Moines to Tacoma.

In February 2012, the Board adopted Resolution No. R2012-07 which expanded the project scope to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center. The resolution also included related actions reducing the scope of the South Corridor Alternatives Planning Project and modifying the Adopted Lifetime and 2012 budgets for both projects.

A request for qualifications for three phases of the project development process (Alternatives Analysis, Draft EIS & Conceptual Engineering, Final EIS & Preliminary Engineering) was issued on March 12, 2012. Four teams submitted statements of qualifications and two were chosen for interviews. The HDR team was ranked highest by the selection team and was invited to negotiate the scope of work and cost for Phase 1.

ENVIRONMENTAL COMPLIANCE

The project has undergone plan level environmental review under the Washington State Environmental Policy Act (SEPA) in the Supplemental Environmental Impact Statement (SEIS) for the Regional Transit Long-Range Plan (2005).

JI 6/1/2012

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2012-07: Extended the scope of the South Corridor HCT project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center, and approved related actions reducing the scope of the South Corridor Alternatives Planning Project and modifying the Adopted Lifetime and 2012 budgets for both projects.

Motion No. M2010-102: Approved a plan to implement the Sound Move and ST2 Plans within available resources.

TIME CONSTRAINTS

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

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

LA 6/8/2012

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MOTION:


It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with HDR, Inc., to provide consulting services for Phase 1 of the Federal Way Transit Extension in the amount of \$3,200,421 with a 10% contingency of \$320,042, for a total authorized contract amount not to exceed \$3,520,463.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 14, 2012.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator