



Motion No. M2021-45

Increase On-Call Contract Capacity for General Engineering Consultant Services Contract for the Stride Bus Rapid Transit Program

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	08/12/21	Recommend to Board	Ron Lewis, DECM Executive Director
Board	08/26/2021	Final Action	Bernard van de Kamp, East Corridor Development Director Mark Johnson, Project Director

Proposed action

Authorizes the chief executive officer to execute a modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co. to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

Key features summary

- In 2020, through Motion No. M2020-67, the Board authorized a \$2,000,000 contract as an initial authorization to support limited bus rapid transit (BRT) program development work, and a limited number of task orders for the general engineering consultant (GEC) to advise on program delivery, construction planning, and utility coordination.
- The original amount in the advertised solicitation for this contract was \$104,000,000, but only \$2,000,000 was authorized to begin work while the Board advanced program realignment discussions.
- This action would expand the capacity of the existing contract with Jacobs Project Management Co. to provide on-call GEC services in support of several project teams completing different elements of the program design, as well as to perform system-wide commissioning for the entire BRT program.
- The GEC contract provides consulting services including engineering, architectural, program management, real estate acquisition support services, construction management, and commissioning services for delivery of the BRT program on the I-405 and SR 522 / NE 145th Street corridors, including the operations and maintenance facility, Bus Base North.
- The contract is administered by issuing individual task orders that define detailed scope, deliverables, not to exceed budget or fixed price, and schedule of the work to be performed. Task Order funding is derived from authorized capital project budgets for each of the BRT projects.
- Combining engineering services for multiple project deliveries into a single GEC contract assists in timely delivery for BRT by creating efficiencies with procurement timelines and flexibility to manage a large program with multiple related projects.

Background

Bus Rapid Transit (Stride) is a new line of business authorized by ST3. The Stride system will provide bus service along the I-405 corridor between Lynnwood and Burien, and along the SR 522 / NE 145th

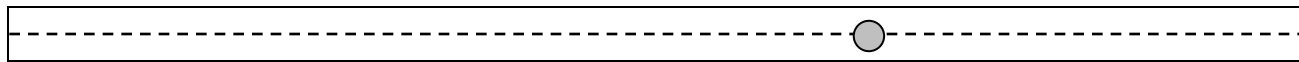
Street corridor from the South Shoreline light rail station to Bothell with continuing service to Woodinville. The BRT program plans, designs, procures, and delivers transit centers, BRT stations, the operations and maintenance facility, state and local roadway improvements, parking garages, surface parking, BRT vehicles, operator / maintainer for service, and various accessibility projects along the I-405 corridor for 37 miles between Lynnwood and Bellevue, and Bellevue to Burien; and SR-522 / NE 145th Street corridor for eight miles between the cities of Shoreline and Bothell, with continuing bus service to Woodinville.

Environmental and preliminary engineering services have been provided by Sound Transit design consultants, and will be utilized by the BRT GEC consultant as these projects progress. In addition to Sound Transit-led projects, portions of the Stride BRT system are being delivered in conjunction with Washington State Department of Transportation (WSDOT) and other third-party projects.

Environmental review of BRT program elements under the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a SEPA Determination of Nonsignificance (DNS) for the Bus Base North in August 2020; a DNS for the I-405 BRT in September 2020; and a DNS for the SR 522 / NE 145th BRT in March 2021. Federal approvals are expected to complete environmental review under the National Environmental Policy Act (NEPA) by the Federal Transit Administration or the Federal Highway Administration in late 2021/early 2022.

The BRT GEC will provide broad-based support for the Stride BRT program. Task orders will be issued for GEC to provide final design, procurement and construction project management services for Sound Transit construction contracts, and other services in support of portions of the BRT programs that are being designed and constructed by WSDOT, cities or others under agreements with Sound Transit.

Project status



Project Identification	Alternatives Identification	Conceptual Engineering/ Environmental Review	Preliminary Engineering	Final Design	Construction
------------------------	-----------------------------	---	-------------------------	--------------	--------------

Prior to the start of the Board’s realignment work, the ST3 Plan’s date for start of revenue service was 2024. Under the Board’s realignment resolution, the target schedule’s start of revenue service is 2026 for S1 (I-405 South) and S2 (SR-522/NE 145th Street) service lines and 2027 for S2 (I-405 North).

Scopes, schedules, and budget summaries for the projects are located on pages 185 through 196 of the May 2021 Agency Progress Report.

Procurement information

Each task order will include specific scope of work, schedule and an agreed not-to-exceed or fixed price. Pricing for each task order will be evaluated and determined to be fair and reasonable before Sound Transit will issue the task order to perform the work.

Fiscal information

This on-call contract will be used for Bus Rapid Transit projects. The GEC services described in this action will be assigned on an as-needed basis after available budget is verified. Since the proposed services will be assigned on an as-needed basis, the distribution of cost will be determined as task orders are executed. The total cost for these services was included in the program realignment financial analysis and this action will not impact the Affordable Schedule for any other system expansion project.

Disadvantaged and small business participation

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, Jacobs Project Management Co. has committed to the following required small business/DBE participation goals:

Small business/DBE participation commitments	
Small business Goal: 15%	SBE Commitment: 16%
DBE Goal: N/A	DBE Commitment: N/A

Public involvement

Not applicable to this action.

Time constraints

Timely approval of this action will allow final design phase work, a critical path activity, to remain on schedule.

Prior Board/Committee actions

Motion No. M2020-67: Authorized the chief executive officer to execute a five-year contract with three one-year options to extend with Jacobs Project Management Co. to provide on-call general engineering consultant services for the Stride Bus Rapid Transit program for an initial total authorized contract amount not to exceed \$2,000,000.

Environmental review – KH 8/4/21

Legal review – JSA 8/5/21



Motion No. M2021-45

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co. to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

Background

Bus Rapid Transit (Stride) is a new line of business authorized by ST3. The Stride system will provide bus service along the I-405 corridor between Lynnwood and Burien, and along the SR 522 / NE 145th Street corridor from the South Shoreline light rail station to Bothell with continuing service to Woodinville. The BRT program plans, designs, procures, and delivers transit centers, BRT stations, the operations and maintenance facility, state and local roadway improvements, parking garages, surface parking, BRT vehicles, operator / maintainer for service, and various accessibility projects along the I-405 corridor for 37 miles between Lynnwood and Bellevue, and Bellevue to Burien; and SR-522 / NE 145th Street corridor for eight miles between the cities of Shoreline and Bothell, with continuing bus service to Woodinville.

Environmental and preliminary engineering services have been provided by Sound Transit design consultants, and will be utilized by the Bus Rapid Transit (BRT) general engineering consultant (GEC) consultant as these projects progress. In addition to Sound Transit-led projects, portions of the Stride BRT system are being delivered in conjunction with Washington State Department of Transportation (WSDOT) and other third-party projects.

In 2020, through Motion No. M2020-67, the Board authorized a \$2,000,000 contract as an initial authorization to support limited bus rapid transit (BRT) program development work, and a limited number of task orders for the general engineering consultant (GEC) to advise on program delivery, construction planning, and utility coordination. The original amount in the advertised solicitation for this contract was \$104,000,000, but only \$2,000,000 was authorized to begin work while the Board advanced program realignment discussions.

Combining engineering services for multiple project deliveries into a single GEC contract assists in timely delivery for BRT by creating efficiencies with procurement timelines and flexibility to manage a large program with multiple related projects.

Environmental review of BRT program elements under the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a SEPA Determination of Nonsignificance (DNS) for the Bus Base North in August 2020; a DNS for the I-405 BRT in September 2020; and a DNS for the SR 522 / NE 145th BRT in March 2021. Federal approvals are expected to complete environmental review under the National Environmental Policy Act (NEPA) by the Federal Transit Administration or the Federal Highway Administration in late 2021/early 2022.

The BRT GEC will provide broad-based support for the Stride BRT program. Task orders will be issued for GEC to provide final design, procurement and construction project management services for Sound Transit construction contracts, and other services in support of portions of the BRT programs that are being designed and constructed by WSDOT, cities or others under agreements with Sound Transit.

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 modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co. to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 26, 2021.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator