



## Motion No. M2022-98

### Contract Modification with HDR Engineering, Inc. for the Tacoma Dome Link Extension

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	12/08/2022 12/15/2022	Recommend to Board Final action	Don Billen, PEPD Executive Director <b>Curvie Hawkins, PEPD Project Development Director</b>

### Proposed action

Authorizes the chief executive officer to execute contract modifications with HDR Engineering, Inc. to provide additional project development services to complete Phase 2 of the Tacoma Dome Link Extension project, in amounts not to exceed \$10,002,573 with a 10-percent contingency of \$1,000,258 for a new total authorized contract amount not to exceed \$93,653,336 contingent upon Board approval of the Proposed 2023 Budget through Resolution No. R2022-35.

### Key features summary

- This action authorizes modifications to the consultant services contract with HDR Engineering, Inc. to provide additional project development services, and authorizes additional funding for work related to completion of Phase 2 - Draft Environmental Impact Statement (DEIS) and Conceptual Design for the Tacoma Dome Link Extension project (TLDE).
- The additional services will include:
  - Additional analysis and conceptual design work in the area south of the South Federal Way Enchanted Parkway Station.
  - Additional analysis and conceptual design needed to support development of potential additional station options in Fife outside the limits of the FEMA-mapped floodplain.
  - Updated Conceptual Engineering Capital Cost Estimates
- The information and analysis, including cost and schedule impacts will inform future Board action(s) related to stations and the alignments identified in Motion No. M2019-75 or modifications thereof with consideration of additional alignment(s) and additional station option(s) in Fife to be evaluated in the Draft Environmental Impact Statement (DEIS).
- This action includes funding to complete Phase 2 consultant work, including conceptual engineering and environmental analysis necessary to publish the DEIS.

### Background

The Tacoma Dome Link Extension project extends Link light rail from the Federal Way Transit Center to the Tacoma Dome. The approximately 10-mile project is part of the regional Sound Transit 3 Transit Plan approved by voters in 2016.

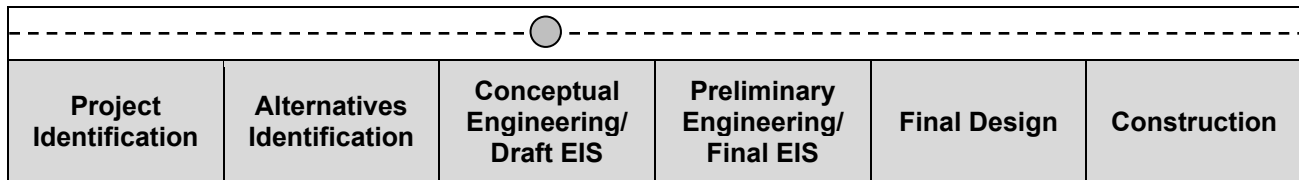
During the project's alternatives development phase, Sound Transit conducted technical analysis, public engagement, and coordination with affected Tribal Nations, the public, and local, state and federal agencies to help inform which alternatives to study in the DEIS. On July 25, 2019, the Sound Transit

Board identified a preferred alternative and other alternatives to study in a DEIS in Motion No. M2019-75. This included one alignment alternative from the South Federal Way Station to the city of Milton and one station option in the city of Fife.

During the environmental review process, Sound Transit identified the need to conduct additional analysis in the South Federal Way segment and to conduct analysis to evaluate additional station option(s) in Fife that are outside of the FEMA designated floodplain.

The amount requested includes consultant support to expedite and complete the Phase 2 conceptual engineering and environmental analysis work required to publish the DEIS.

## Project status



The Project is currently in the Conceptual Engineering / Draft EIS stage (Phase 2) of project development.

Consistent with the Project Performance Tracker the Project has currently incurred eight months of delay to Phase 2, which had been planned for completion in Q4 2022.

Project scope, schedule and budget summary are located on page 103 of the September 2022 Agency Progress Report.

## Procurement information

A Request for Qualifications (RFQ) for three phases of the project development process (Phase 1 Alternative Development, Phase 2 Draft EIS & Conceptual Engineering, and Phase 3 Final EIS & Preliminary Engineering) was advertised on July 5, 2017. Sound Transit received three Statements of Qualifications (SOQs) on August 7, 2017. The SOQs were reviewed and evaluated per the criteria in the RFQ.:

Based on these evaluations, two submitters were invited for interviews. The HDR Engineering, Inc. team was determined to be the highest ranked firm based on qualifications and was invited to enter into negotiations for the contract. Notice to proceed was issued to HDR Engineering, Inc., on January 5, 2018. This is a cost-plus fixed fee contract, with not-to-exceed amounts authorized for each work phase.

The Phase 2 (Draft EIS) and Phase 3 (Final EIS) were included as options in the original scope of work. The costs for these two additional phases were not included in the original contract amount. A modification increasing the contract amount for Phase 2 was approved by the Board in M2019-76. This proposed Board action increases the contract not to exceed amount for all analysis required for the additional potential alignment alternative and station options and funding to complete Phase 2 Draft EIS and Conceptual Engineering for the TDLE project.

The additional work funded by this proposed motion falls within the contract's original scope of work, and does not change the direct labor rates or indirect cost rates which our contracts staff determined to be fair and reasonable and which is consistent with the our independent cost estimate for the work.

## Fiscal information

This action is contingent on the adoption of the 2023 Budget and TIP. This action is within the authorized project allocation and sufficient monies remain after approval of this action to fund the remaining project work. The 2023 Tacoma Dome Link Extension project includes a project allocation increase of \$172,744,000.

Pending the approval of the 2023 Budget, the authorized project allocation for the Tacoma Dome Link Extension project is \$299,117,000. Within that \$97,778,000 is allocated to the preliminary engineering phase of which \$42,213,404 has been allocated for the PE Phase 2 work. This action would commit an additional \$11,002,831 to this line item and leave a budget balance of \$550,054.

The current cost estimate for the Tacoma Dome Link Extension project is \$3.95 billion in 2022\$ and is affordable within the Agency's Finance Plan. The affordable and target schedules identify a 2032 delivery. 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.

### Tacoma Dome Link Extension

(in thousands)

Project Phase	Proposed 2023 Project Allocation	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Operations and Maintenance	\$486	\$486		\$486	\$
Agency Administration	30,862	17,991		17,991	12,871
Preliminary Engineering	97,778	84,277	11,003	95,280	2,498
Final Design					
Third Party	6,350	3,664		3,664	2,686
Right of Way	163,641	1,105		1,105	162,536
Construction					
Construction Services					
Vehicles					
<b>Total Current Budget</b>	<b>\$299,117</b>	<b>\$107,038</b>	<b>\$11,003</b>	<b>\$118,040</b>	<b>\$180,591</b>
<b>Phase Detail - Preliminary Engineering</b>					
DEIS/CE Phase 2	\$42,213	\$30,661	\$11,003	\$41,663	\$550,054
Other	55,565	53,616		53,616	1,948
<b>Total Phase</b>	<b>\$97,778</b>	<b>\$84,277</b>	<b>\$11,003</b>	<b>\$95,280</b>	<b>\$2,498</b>
<b>Contract Detail</b>					
<b>HDR Engineering, Inc.</b>	<b>Board Approvals to Date</b>	<b>Current Approved Agreement Status</b>	<b>Proposed Action</b>	<b>Proposed Total for Board Approval</b>	
Contract Amount	\$79,409	\$79,409	\$10,003	\$89,412	
Contingency	3,241	3,241	1,000	4,241	
<b>Total Contract Amount</b>	<b>\$82,651</b>	<b>\$82,651</b>	<b>\$11,003</b>	<b>\$93,653</b>	
Percent Contingency	4%	4%	10%	5%	

#### Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed and PO Contingency Remaining as of 10/31/22

For detailed project information, see page 71 of 185 of the Proposed 2022 Transit Improvement Plan (TIP).

## Disadvantaged and small business participation

### Participation by small businesses and disadvantaged business enterprises (DBEs)

Sound Transit promotes and encourages 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.

<b>Disadvantaged business enterprise (DBE) Small Business (SB) goals, commitments, and participation-to-date</b>		
	DBE	Small Business
Sound Transit Goal	6%	15%
Prime Commitment	13%	16%
Participation-to-date	13%	16.5%

## **Public involvement**

### **Time constraints**

A delay in Board's action on the HDR Engineering, Inc. contract risks further jeopardizing timely completion of the DEIS. This additional analysis will support the Board's future action(s) on the alternatives to study in the DEIS. Decision-making would have a day for day impact on the Project schedule (for publication of the Draft EIS). A delay to the DEIS would likely affect downstream milestones, including completing the Project's environmental review (Phase 3) and entering construction (Phase 4/5).

### **Prior Board/Committee actions**

Motion M2017-159: Authorized the chief executive officer to execute a contract with HDR Engineering, Inc. to provide project development services for the Tacoma Dome Link Extension project in the amount of \$10,289,907, with a 10% contingency of \$1,028,991, for a total not to exceed amount of \$11,318,898, contingent upon Board approval of the 2018 Budget.

Motion M2019-60: Authorized the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South within the Tacoma Dome Link Extension Project in the amount of \$7,812,399 with a ten percent contingency of \$781,239, for a new total authorized amount not to exceed \$19,912,536.

Motion M2019-75: Identified the preferred alternative(s) and other alternatives for study in the Environmental Impact Statement for the Tacoma Dome Link Extension project.

Motion M2019-76: Authorized the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Phase 2 of the Tacoma Dome Link Extension Project in the amount of \$28,872,484, with a 10 percent contingency of \$ 2,887,248, for a new total authorized amount not to exceed \$51,672,268.

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**Environmental review** – KH 12/2/22

**Legal review** – JSA 12/2/22



## Motion No. M2022-98

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute contract modifications with HDR Engineering, Inc. to provide additional project development services to complete Phase 2 of the Tacoma Dome Link Extension project, in amounts not to exceed \$10,002,573 with a 10-percent contingency of \$1,000,258 for a new total authorized contract amount not to exceed \$93,653,336 contingent upon Board approval of the Proposed 2023 Budget through Resolution No. R2022-35.

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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 contract modifications with HDR Engineering, Inc. to provide additional project development services to complete Phase 2 of the Tacoma Dome Link Extension project, in amounts not to exceed \$10,002,573 with a 10-percent contingency of \$1,000,258 for a new total authorized contract amount not to exceed \$93,653,336 contingent upon Board approval of the Proposed 2023 Budget through Resolution No. R2022-35.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 15, 2022.

  
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Kent Keel  
Board Chair

**Attest:**

  
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Kathryn Flores  
Board Administrator