



**COMMISSION
AGENDA MEMORANDUM**

Item No. 10c

ACTION ITEM

Date of Meeting December 15, 2020

DATE: December 4, 2020

TO: Stephen P. Metruck, Executive Director

FROM: Wayne Grotheer, Director, Aviation Project Management Group
Arlyn Purcell, Director, Aviation Environment and Sustainability

SUBJECT: Sound Insulation Consultant Procurement

Amount of This Request: \$0
Estimated Value of Contract: \$40,000,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to execute \$40,000,000 consultant services IDIQ contract to provide Sound Insulation Program development, project design and construction management support services for single-family homes, apartments and places of worship inside the Federal Aviation Administration Part 150 Noise Remedy Boundary. This contract will be for five years with three additional one-year options. No funding is associated with this request.

EXECUTIVE SUMMARY

As part of the Port's long-term commitment to communities surrounding the airport, it is necessary to offer sound insulation for up to 140 single-family homes, 903 apartment units within 18 separate complexes and 7 places of worship within the Federal Aviation Administration (FAA) noise remedy boundary, using a consultant for program support and management services with an Indefinite Delivery Indefinite Quantity (IDIQ) contract to manage the work.

Separate funding authorizations for the selected consulting firm to provide program development, project design, and construction support services for the Apartment and Places of Worship programs will be requested at later dates. Staff will also be requesting authorization for individual construction contract procurements as designs are completed for each of these programs.

Design and construction for the Single-Family Program was authorized by the Commission on October 11, 2016 and is being completed using a Job Order Contract (JOC). The project delivery methods for the Apartment and Places of Worship Programs have yet to be determined.

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On February 25, 2020, the Commission was briefed on the status of the Sound Insulation Program (SIP) and instructed staff to complete these programs by the end of 2026.

JUSTIFICATION

Resolution No. 3683 was adopted by the Commission on October 22, 2013 and included all recommendations from the Part 150 Study, including sound insulation for eligible structures within the Noise Remedy Boundary. The goal of this program is to meet the requirements of Resolution No. 3683 to conduct an ongoing SIP. In February of 2020, the Commission instructed the SIP to accelerate this work with the goal of completing work on these programs by the end of 2026.

Diversity in Contracting

Since the SIP is anticipated to be up to 80% FAA grant funded, the Port's Diversity in Contracting department will establish a Certified Disadvantaged Business Enterprise (DBE) requirement for subconsultants on this procurement. DBE requirements will also be established for each of the follow-on construction procurements. DBE program efforts will be administered in accordance to United States Department of Transportation's small business program via 49 CFR Part 26.

DETAILS

The Port will provide funding and a limited number of FTEs to oversee the selected consulting firm's activities, for the sound insulation of eligible properties, within the Noise Remedy Boundary. These services will include assisting with SIP program management, property owner outreach and prequalification, acoustic testing, project design, project management, and on-site construction management.

For a property to be eligible for participation in the SIP, it must be located within the FAA approved Noise Remedy Boundary and must have been built prior to the establishment of local jurisdictional building codes enacted to either meet, or exceed the FAA standards for noise reduction. These dates include December 3, 1986, for the City of Des Moines and September 6, 1987, for all other areas of King County.

In 2012, the FAA implemented an acoustic testing qualification requirement for all properties participating in FAA-funded SIP based on pre- and post-construction noise audits. Each structure must be tested pre-construction to ensure the interior noise level is 45 dB or greater with a minimum reduction of 5 dB that can be achieved through sound insulation treatments. Some structures may not qualify for participation in the SIP because of the acoustic testing requirement.

The primary goal of the SIP is to achieve the FAA standard 45 dB or less interior noise level. This work includes installing new Sound Transmission Class (STC) rated windows, doors and storm doors as well as providing supplemental exterior ventilation, upgraded smoke and fire detectors and other items as required by code for each location. It is anticipated that up to approximately

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80% of eligible costs will be funded by FAA Airport Improvement Program (AIP) grants assuming the availability of grant funding is consistent with the Commission’s February 2020 motion concerning acceleration of the sound insulation program.

The selected consulting firm will have experience in FAA sound insulation work with oversight provided by the Port. This consulting firm will help determine whether a property within the noise remedy boundary meets FAA eligibility and owner participation requirements.

The pre-construction acoustic testing and design of potentially eligible properties will allow the consulting firm to more fully define the scope of each project and develop detailed cost estimates prior to Port staff seeking authorization for the procurement of construction contracts.

There are 140 potentially eligible single-family homes within the Noise Remedy Boundary, however based on historical participation data, staff expects a maximum of 80 owners to enroll.

Scope of Work

The Port has overall responsibility for the SIP and is the sponsor of each program/project. The selected consulting firm will regularly report to and communicate with various members of the Port’s SIP team and other program/project stakeholders, as required by the Port.

The selected consulting firm will provide support during the following program/project phases, to include:

1. Program Development and Planning
2. Program Participant Outreach and Pre-qualification including but not limited to acoustic testing for eligibility and obtaining required homeowner documents
3. Construction Project Design
4. Construction Contract Procurement
5. Pre-Construction
6. On-site Construction Management
7. Construction Project Closeout
8. Construction Project Warranty Phase and post-construction acoustic testing

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Procure individual consultant support Service Contracts for the Single-Family, Apartment and Places of Worship SIP.

Cost Implications: \$200,000 more than the preferred alternative during the life of the contracts.

Pros:

- (1) Provides flexibility if a consultant fails to perform well.
- (2) Allows for the work to be distributed to multiple consulting firms.

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Cons:

- (1) Coordinating and administering three contracts will complicate program acceleration.
- (2) Three contracts require more Port resources, time and money to administer and manage.
- (3) Three contracts do not encourage continuity and consistency between programs.
- (4) Consultant staffing augmentation is more difficult with three contracts.
- (5) There is less interest from the consulting community in smaller contracts.

This is not the recommended alternative.

Alternative 2 – Procure two consultant support Service Contracts and divide them between the Single-Family, Apartment and Places of Worship SIP.

Cost Implications: \$100,000 more than the preferred alternative over the life of the contracts.

Pros:

- (1) Provides flexibility if a consultant fails to perform well.
- (2) Allows for the work to be distributed to two consulting firms.

Cons:

- (1) Coordinating and administering two contracts will complicate program acceleration.
- (2) Two contracts require more time and money to administer and manage.
- (3) Procuring two contracts does not encourage continuity between programs.
- (4) Consultant staffing augmentation is more difficult with two contracts.
- (5) There is less interest from the consulting community in smaller contracts.

This is not the recommended alternative.

Alternative 3 – Procure one larger consultant IDIQ contract for the Single-Family, Apartment and Places of Worship SIP.

Cost Implications: \$40 million.

Pros:

- (1) Supports acceleration and continuity across all programs.
- (2) Is less expensive and time consuming to procure.
- (3) Is simpler for the Port to administer and manage.
- (4) Allows more consultant resources to be committed to a larger contract.
- (5) Enables consultant to react more efficiently to fluctuations in staffing needs.
- (6) Is consistent with the best practices learned from recent peer reviews with other airports/municipalities and is recommended by the Executive Review Panel.

Cons:

- (1) Increases risk if there are difficulties with the consultant's performance.
- (2) Work is not distributed to multiple firms.

This is the recommended alternative.

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FINANCIAL IMPLICATIONS

There is no funding request as part of this authorization. Funding for the associated scopes of work and costs will be through separate program/project-specific authorizations. Individual service directives will be executed to authorize the consulting firm to perform any specific work on the contract against the approved program/project or spending authorizations and within the total contract amount.

ATTACHMENTS TO THIS REQUEST

- (1) PowerPoint Presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

December 15, 2020 – Commission briefing update on sound insulation programs, acceleration and staff recommendations.

February 25, 2020 – Commission briefing on sound insulation programs, acceleration and staff recommendations. Motion 2020-04 of the Port of Seattle Commission directing the acceleration of the sound insulation programs at SEA.

July 10, 2018 – Commission authorization of \$5,107,000.00 for procurement of a firm to provide consulting services for condominium complex noise remediation.

October 11, 2016 – Commission authorization of \$14,535,000.00 for Single-Family SIP.

October 22, 2013 – Second reading and final passage of Resolution No. 3683 concluding the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study Update for Seattle-Tacoma International Airport.

October 8, 2013 – First reading of Resolution No. 3683 concluding the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Study Update for Seattle-Tacoma International Airport.