

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-08

Add Royal Brougham Station to Initial Segment Construction

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	1/6/05	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Director	(206) 398-5389
Finance Committee	1/6/05	Discussion/Possible Action to Recommend Board Approval	Michael Williams, Link Project Development Manager	(206) 398-5145
Board	1/13/05	Action		

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source	✓	Amend Existing Contract/Agreement	✓
Interlocal Agreement		Contingency Funds (Budget) Required	✓
Purchase/Sale Agreement		Budget Amendment Required	

✓ *Applicable to proposed transaction.*

ACTION

Amending the project scope of the Central Link Light Rail Initial Segment to include the deferred Royal Brougham Station for a cost not to exceed \$3.7 million and with no increase to the Initial Segment budget and authorizing the Chief Executive Officer to contract for the work necessary to complete the Royal Brougham Station.

KEY FEATURES

- This motion would modify the scope of the Initial Segment project to include the completion of the previously deferred Royal Brougham Station with no increase to the Initial Segment budget.
- This motion would authorize the incorporation of additional work scope into Link contracts, including a number of previously executed contracts.
- Completion of the Royal Brougham Station at this time would achieve cost efficiencies that could not be achieved if the station were completed after completion of the E-3 Busway construction.
- The total project cost to complete the Royal Brougham Station, including additions to future contracts and amendments to existing contracts, shall not exceed \$3.7 million.
- Royal Brougham Station would serve the north SODO area employment and the sports/special events at Safeco Field, Qwest Field and the Qwest Field Event Center. The station is projected to attract between 170,000 and 250,000 annual boardings and would increase transit use among sport spectators and special event visitors.
- The station includes a 30-foot center platform (sized for event crowds), a station plaza leading to the platform for passenger queuing, and canopies covering the center of the platform. A pocket track that is already being constructed south of the station will store an extra train during events.

- The engineering and architectural design for the Royal Brougham station is complete and several of the station components, such as the foundation, the station platform, and underground and embedded conduits, are already included in the scope of the ongoing construction. Selected other station elements, including the station communications systems, are already defined in existing contracts and could be authorized for construction upon direction by the Sound Transit Board through this motion.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Final Design / Construction

Projected Completion Date: 2009

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N	
This Project	N	
This Phase	N	
This Task	Y	Completion of the Royal Brougham station will require the use of unallocated contingency within the construction phase of the Initial Segment project budget
Budget amendment required		
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	N	
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The proposed action would modify the project scope of the Central Link Initial Segment to include completion of the deferred Stadium/Royal Brougham light rail station, and authorize the CEO to increase the aggregate authorized contract expenditures for the C700 and C802 Contracts by an amount, which together with the cost of any other work necessary to complete the station, shall not exceed \$3.7 million. Completion of the Stadium/Royal Brougham station is not included in the Initial Segment adopted budget of \$2.070 billion. The \$3.7 million cost to complete this station would be funded from the available unallocated contingency within the construction phase of the project budget. Should the proposed action be approved, the remaining balance for unallocated contingency in the construction phase will be \$43,312,926.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

Although the proposed action is not included in the current board-adopted scope and budget, it is affordable within the agency's current long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Specific budget detail to complete this table is not available at this time.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Any additional work to construct the Royal Brougham station through existing contracts would maintain the M/W/DBE-Small Business goals established in the base contracts.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2004-94	Authorized the Chief Executive Officer to execute a contract with GE Transportation Systems Global Signaling, LLC (GETSGS) to engineer, manufacture, furnish, install, and test the train signal system for the Initial Segment of the Central Link light rail system in the amount of \$30,269,840 with a 7% contingency of \$2,118,889 for a total authorized amount not to exceed \$32,388,729.	9/23/04
M2003-80	Authorized the Chief Executive Officer to execute a contract with Kiewit Pacific Company for the construction of Contract C700 (E-3 Busway/Forest Street), in the amount of \$40,691,061 with a 10% contingency of \$4,069,106, for a new total contract amount not to exceed \$44,760,167.	8/14/03
R2001-16	Selected the Initial Segment of the Central Link Light Rail Project to be constructed and operated by 2009.	11/18/01
M2001-103	Identified the preferred initial segment to be constructed and operated for Central Link Light Rail.	9/27/01
R99-34	Selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail line.	11/18/99
M99-14	Identified the locally preferred alternative for alignment, station locations, and location of a vehicle maintenance facility for the central Link light rail line.	2/25/99

In November 1999, following completion of a Final Environmental Impact Statement (FEIS) the Sound Transit Board adopted Resolution R99-34, selecting the alignment and station locations to be built for the Central Link light rail line. Resolution R99-34 included deferring construction of the proposed at-grade station on the E-3 Busway at Royal Brougham, except for the construction of the basic concrete slab for the station platform, conduits and supports required for a system expansion.

In 2001, the Link project was redefined and the Initial Segment of Central Link light rail was identified as the first light rail segment to be constructed and operated. In November 2001, following completion of an Addendum under the State Environmental Policy Act (SEPA), the Board selected the Initial Segment (Resolution No. R2001-16), which maintained deferred construction of the Royal Brougham Station. During final design, the Royal Brougham Station was completely designed, but the portions of the design that went beyond the basic concrete slab, conduits and supports were not included in the construction bid documents.

In August 2003, the Board authorized a contract with Kiewit Pacific Company (Motion No. M2003-80) for the construction of the light rail alignment along the E-3 Busway. The contract included all the information for the complete Royal Brougham Station, but the bid was only for the basic concrete slab, conduits and supports. Kiewit is the only contractor that can complete the work within the time required to maintain the schedule, and it is the only contractor that can realize the cost efficiencies afforded by continuous construction with a mobilized work force. As a result, a sole source contract amendment for the work is appropriate.

In September 2004, the Board adopted Motion No. M2004-94, authorizing a contract with GE Transportation Systems Global Signaling for Link train signal systems. Because the original contract is structured to accommodate the additional work necessary to complete the Royal Brougham Station, inclusion of the work in this contract is appropriate.

Because the E-3 Busway construction work is underway, the Royal Brougham Station should be completed at this time to achieve cost efficiencies that will make the station less expensive to construct than it would be if it were built after construction of the E-3 Busway segment is complete.

All required environmental compliance to support the Board's approval of this action has been completed.

Because several major Link construction and systems contracts are expected to cost less than originally budgeted, the Royal Brougham Station can be completed without increasing the project budget.

CONSEQUENCES OF DELAY

In order to realize the cost benefits of completing the Royal Brougham station as part of the ongoing light rail construction along the E-3 Busway, the decision on adding Royal Brougham Station should be made no later than January 2005.

PUBLIC INVOLVEMENT

During the identification of the locally preferred alternative and alignment, the North Duwamish community was involved in the both the station location decision and the design of the Royal Brougham and Lander stations. Presentations were made to the Duwamish Planning Committee, the SODO Business Association, the Duwamish Employee Transportation Coordinators (ETC) Group, the Manufacturing and Industrial Council, the Seahawks, the Mariners, as well as many individual businesses in the area.

LEGAL REVIEW

DLB 12/27/04

SOUND TRANSIT

MOTION NO. M2005-08

A motion of the Board of the Central Puget Sound Regional Transit Authority amending the project scope of the Central Link Light Rail Initial Segment to include the deferred Royal Brougham Station for a cost not to exceed \$3.7 million and with no increase to the Initial Segment budget and authorizing the Chief Executive Officer to contract for the work necessary to complete the Royal Brougham Station.

Background:

In November 1999, following completion of a Final Environmental Impact Statement (FEIS) the Sound Transit Board adopted Resolution R99-34, selecting the alignment and station locations to be built for the Central Link light rail line. Resolution R99-34 included deferring construction of the proposed at-grade station on the E-3 Busway at Royal Brougham, except for the construction of the basic concrete slab for the station platform, conduits and supports required for a system expansion.

In 2001, the Link project was redefined and the Initial Segment of Central Link light rail was identified as the first light rail segment to be constructed and operated. In November 2001, following completion of an Addendum under the State Environmental Policy Act (SEPA), the Board selected the Initial Segment (Resolution No. R2001-16), which maintained deferred construction of the Royal Brougham Station. During final design, the Royal Brougham Station was completely designed, but the portions of the design that went beyond the basic concrete slab, conduits and supports were not included in the construction bid documents.

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In September 2004, the Board adopted Motion No. M2004-94, authorizing a contract with GE Transportation Systems Global Signaling for Link train signal systems. Because the original contract is structured to accommodate the additional work necessary to complete the Royal Brougham Station, inclusion of the work in this contract is appropriate.

Because the E-3 Busway construction work is underway, the Royal Brougham Station should be completed at this time to achieve cost efficiencies that will make the station less expensive to construct than it would be if it were built after construction of the E-3 Busway segment is complete.

All required environmental compliance to support the Board's approval of this action has been completed.

Because several major Link construction and systems contracts are expected to cost less than originally budgeted, the Royal Brougham Station can be completed without increasing the project budget.

Motion:

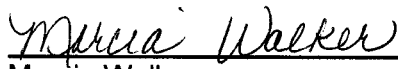
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that:

- (1) the project scope of the Central Link Initial Segment is amended to include the previously deferred Royal Brougham light-rail station for a cost not to exceed \$3.7 million and with no increase to the Initial Segment project budget;
- (2) the Chief Executive Officer is authorized to execute a sole source contract amendment with Kiewit Pacific Company to include the work necessary to complete the Royal Brougham Station and, subject to the limitations herein, to increase the total authorized expenditure for the contract by the amount necessary to pay for the work;
- (3) the Chief Executive Officer is further authorized to amend the contract with GE Transportation Systems Global Signaling, LLC to include the signal work necessary to complete the Royal Brougham Station and, subject to the limitations herein, to increase the total authorized expenditure for the contract by the amount necessary to pay for the work;
- (4) the Chief Executive Officer is further authorized to amend scopes of work and contract amounts of other existing contracts for the Central Link Light Rail Initial Segment as necessary to facilitate the inclusion of Royal Brougham Station, subject to the limitations herein; and
- (5) subject to the Board approval process established in Resolution No. 78-1, and provided that the total cost of all contracts and agreements, including the two contract amendments approved herein, shall not exceed \$3.7 million, the Chief Executive Officer may authorize additional work and such other agreements as may be necessary to complete construction of the Stadium/Royal Brougham Station.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 13, 2005.


John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator