

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2005-116**

**Agreement with King County for Sound Transit's Share of the  
King County Metro Communications and Control Center Construction Costs**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	10/20/05	Discussion/Possible Action	Ahmad Fazel, Link Director <b>Charles Joseph, Link Operations &amp; Maintenance Manager</b>	(206) 398-5389 (206) 398-5200

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
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.*

**PROJECT NAME**

Central Link Light Rail Initial Segment Third Party Agreements

**PROPOSED ACTION**

Authorizes the Chief Executive Officer to execute an agreement with King County regarding securing space for location and installation of equipment for a combined, co-located King County Downtown Seattle Transit Tunnel Operations Control Center and Sound Transit Central Link Operations Control Center at King County's Metro Communications and Control Center with a contribution of \$417,000 toward the construction of the Metro Communications and Control Center.

**KEY FEATURES OF PROPOSED ACTION**

- This agreement provides for the co-location of King County Metro's Downtown Seattle Transit Tunnel Operations Control Center (DSTT Control Center) and Sound Transit's Central Link Operations Control Center (Link OCC) at the Metro Communications and Control Center (MC&CC).
- Co-location of the DSTT Control Center and the Link OCC would improve the efficiency and effectiveness of the operations of DSTT and Link control functions.
- Sound Transit will contribute \$417,000 toward the construction costs of this new MC&CC building, which fully satisfies Sound Transit's funding obligation toward the construction of the building.
- Sound Transit will not pay any fees for use of the MC&CC during the initial term of the Link Operating Agreement (i.e., five years after passenger service date or December 31, 2015, whichever is earlier). If the Link Operating Agreement is extended, the parties may agree to

extend this agreement with Sound Transit sharing only the cost of operations and maintenance associated with the Link OCC.

**BUDGET IMPACT SUMMARY**

**Project Description:** Central Link Initial Segment

**Current Status:** Construction

**Projected Completion Date:** 2009

<b>Action Outside of Adopted Budget:</b>	✓	<b>Comments on Checked Items</b>
This Project		
This Phase		
This Task		
Budget amendment required		
<b>Key Financial Indicators:</b>	✓	<b>Comments on Checked Items</b>
Contingency funds required		
Funding required from other parties (other than what is in financial plan)		

Not checked = Action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

**BUDGET AND FINANCIAL PLAN DISCUSSION**

The proposed action would authorize execution of an agreement with King County approving payment of \$417,000 as a contribution toward the construction of the King County Metro Communications and Control Center (MC&CC), which includes space for the Link Operations Control Center (Link OCC).

The adopted 2005 lifetime capital budget for the Initial Segment is \$2.07 billion. Within that budget, \$420,000 has been set aside for the MC&CC in the third party phase. Should the proposed action be approved, there will be a remaining balance of \$3,000 for this budget line item.

The proposed action is consistent with the current Board-adopted budget and 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.

Link had originally planned to locate the Link OCC at the Link Operations & Maintenance Facility. King County, however, is relocating its DSTT Control Center to the new MC&CC building. Given the County’s requirement to operate and control train and bus movements in the DSTT, combined with the potential for some cost savings associated with staffing the OCC, Sound Transit agreed to co-locate the Link OCC and the DSTT Control Center at the MC&CC, negating the need to build a back-up control center. Had the Link OCC been located at the operations and maintenance facility, it would have cost approximately \$500,000 to construct a separate back-up control center at another location.

## **BUDGET TABLE**

Action Item: King County (contribution towards construction of the County Communications Center)

**(Year of Expenditure \$000)**

Initial Segment	Amended 2005 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	218,780	113,169		113,169	105,611
2 Preliminary Engineering	34,000	33,363		33,363	637
3 Final Design	143,523	140,493		140,493	3,030
4 Right of Way	225,516	186,054		186,054	39,462
5 Construction	1,172,066	1,040,523		1,040,523	131,542
6 Construction Services	83,892	80,451		80,451	3,441
7 Third Party Agreements	58,916	56,012	417	56,429	2,487
8 Vehicles	133,307	131,799		131,799	1,508
9 <b>Total Current Budget</b>	<b>2,070,000</b>	<b>1,781,865</b>	<b>417</b>	<b>1,782,282</b>	<b>287,718</b>

### **Third Party Phase Detail**

10 KCM Operations Control Center	420	-	417	417	3
11 Other KCM	25,002	24,856		24,856	146
12 Other Third Party	33,494	31,156		31,156	2,338
13 <b>Total Phase</b>	<b>58,916</b>	<b>56,012</b>	<b>417</b>	<b>56,429</b>	<b>2,487</b>

(A) AMENDED 2005 BUDGET reflects Board Resolution R2005-08 to transfer \$4 million to the Construction Phase from the ROW phase within the Initial Segment, approved by the ST Board 3/10/05.

King County Contract Budget	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
14 Contract Amount	-	-	417	417	417
15 Contingency	-	-	-	-	-
16 <b>Total</b>	<b>-</b>	<b>-</b>	<b>417</b>	<b>417</b>	<b>417</b>
17 Percent Contingency	0%	0%	0%	0%	0%

### **Budget Shortfall**

Task Level	\$ (P)	Potential Resources (Q)	Source (R)
18	n/a	-	

## **M/W/DBE – SMALL BUSINESS PARTICIPATION**

King County is funding the construction of this building out of its transportation budget. Since this contract was not federally funded and DBE program requirements are not applicable, the County encouraged contractors, wherever possible, to use small and disadvantaged businesses in the project.

### **Apprentice Utilization**

King County established an apprentice utilization goal of 15% for this project. The 15% goal included specific goals for hiring disabled persons, economically disadvantaged youth, minorities, and women.

## **PROJECT DESCRIPTION AND BACKGROUND FOR PROPOSED ACTION**

In June 2002, Sound Transit, King County, and the City of Seattle entered into an agreement regarding the design, construction, operations and maintenance of the DSTT and related facilities (DSTT Agreement). The DSTT Agreement set forth the terms for the joint use of the King County-owned and operated DSTT by Sound Transit for Central Link. Under the DSTT Agreement, Sound Transit and King County agreed to discuss co-locating the DSTT Operations Control Center (which would control bus and light rail train movement within the DSTT) and the Link OCC (which would control light rail train movements outside of the jointly operated DSTT).

The DSTT Agreement requires Sound Transit to purchase and install the required equipment for the County to operate the DSTT Operations Control Center. The DSTT Agreement also recognizes that the parties may decide to co-locate King County's DSTT Operations Control Center and Sound Transit's Link OCC. Before the DSTT Agreement and before King County was selected as the operator of Central Link, Sound Transit planned to locate the Link OCC at the Link Operations & Maintenance Facility.

In June 2003, Sound Transit and King County executed an agreement for King County to operate and maintain the Central Link system (Operating Agreement).

The parties have determined that it would be mutually beneficial to operate tunnel and rail control functions from a single location in a portion of a new communications center being built by the County for Metro Transit; improving the efficiency and effectiveness of the control functions for both operations. The space previously allocated for the Link OCC at the Link Operations and Maintenance Facility will become the backup control center for the co-located Link OCC.

**Prior Board/Committee Actions on this Project and Relevant Board Policies**

Motion or Resolution Number	Summary of Action	Date of Action
R2003-06	Execution of an intergovernmental agreement between Sound Transit and King County for the operations and maintenance of Central Link Light Rail	5/22/03

**CONSEQUENCES OF DELAY**

No immediate short term consequence if delayed.

**PUBLIC INVOLVEMENT**

Not applicable to this action.

**ENVIRONMENTAL COMPLIANCE**

Environmental Review under the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) for the Link Initial Segment was completed with the Central Link Final EIS (1999), Initial Segment SEPA Addendum (2001) and Initial Segment NEPA Environmental Assessment (2002). The location of the OCC at the new MC&CC was addressed by King County Department of Transportation and King County Metro Transit as part of the SEPA environmental checklist and Determination of Non-Significance (2002) for the Atlantic Central Base Expansion project, as well as by King County Metro Transit, the U.S. Department of Transportation and the Federal Transit Administration in a NEPA Categorical Exclusion Document (2001).

**LEGAL REVIEW**

JDW 10-12-05

## **SOUND TRANSIT**

### **MOTION NO. M2005-116**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute an agreement with King County regarding securing space for location and installation of equipment for a combined, co-located King County Downtown Seattle Transit Tunnel Operations Control Center and Sound Transit Central Link Operations Control Center at King County's Metro Communications and Control Center with a contribution of \$417,000 toward the construction of the Metro Communications and Control Center.

#### **Background:**

In June 2002, Sound Transit, King County, and the City of Seattle entered into an agreement regarding the design, construction, operations and maintenance of the DSTT and related facilities (DSTT Agreement). The DSTT Agreement set forth the terms for the joint use of the King County-owned and operated DSTT by Sound Transit for Central Link. Under the DSTT Agreement, Sound Transit and King County agreed to discuss co-locating the DSTT Operations Control Center (which would control bus and light rail train movement within the DSTT) and the Link OCC (which would control light rail train movements outside of the jointly operated DSTT).

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The parties have determined that it would be mutually beneficial to operate tunnel and rail control functions from a single location in a portion of a new communications center being built by the County for Metro Transit; improving the efficiency and effectiveness of the control functions for both operations. The space previously allocated for the Link OCC at the Link Operations and Maintenance Facility will become the backup control center for the co-located Link OCC.

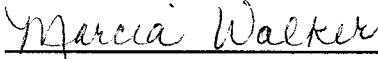
**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute an agreement with King County regarding securing space for location and installation of equipment for a combined, co-located King County Downtown Seattle Transit Tunnel Operations Control Center and Sound Transit Central Link Operations Control Center at King County's Metro Communications and Control Center with a contribution of \$417,000 toward the construction of the Metro Communications and Control Center.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 20, 2005.

  
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Jack Crawford  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator