

MOTION NO. 2014-42**Agreement with King County Metro to Provide Construction Services for the University Link Extension**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	06/12/2014	Final Action	Ahmad Fazel, DECM Executive Director Joe Gildner, Executive Project Director - University Link Madeleine S. Greathouse, Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute an agreement with King County to provide construction assistance and support services for the University Link Extension in the amount of \$656,569, with a contingency of \$68,431, for a total authorized agreement amount not to exceed \$725,000.

KEY FEATURES SUMMARY

- Under this agreement, Sound Transit would reimburse King County for specific project-related expenses in support of University Link Extension construction and start-up activities in the Downtown Seattle Transit Tunnel (DSTT) and Link Control Center (LCC).
- The scope of this agreement covers services to be provided by King County Metro (KCM) in the following areas:
 - Construction Services - work by KCM Power and Facilities crews in the DSTT and LCC and management thereof; and
 - Construction Assistance - review construction submittals, respond to Requests for Information (RFIs), and attend coordination meetings.
- Extensive testing will be required due to the phased cut-over approach required to commission the DSTT and University Link Extension fire and life safety systems. The approximate 10% contingency would cover support for re-tests of these complex systems.

BACKGROUND

University Link is a 3.15 mile light rail extension located entirely underground with tunnels traveling east from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.

As the owner of the DSTT, King County requires contractors working in the tunnel to observe KCM protocols regarding construction work in close proximity to existing KCM operational facilities. These protocols may include the presence of KCM Power and Facilities staff throughout the duration of the work activity to observe contractor means and methods and to ensure the operational integrity of the facility. Additionally, construction activities which includes system tie-ins to existing facilities requires coordination with KCM Power and Facilities crews.

As part of the University Link Extension, Sound Transit is retrofitting the DSTT's existing Supervisory Control and Data Acquisition (SCADA) systems for the Link Initial Segment to integrate the newly installed facilities and systems from the University Link Extension.

Finally, KCM Power and Facilities crews will install additional power circuits at the LCC and stations in the DSTT. These installations are necessary to improve the integrity of the overall University Link systems installation.

PROJECT STATUS

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Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction

Project scope, schedule and budget located on pages 3, 4 and 8 of the February 2014 Agency Progress Report.

FISCAL INFORMATION

The Lifetime project budget for the University Link Extension, as shown in the 2014 TIP, is \$1.756 billion. Within that amount:

- \$165,000 has been set aside for King County Metro (KCM) Construction Assistance in the Third Party Agreements phase. The proposed action would commit \$725,000 to this line item and result in a budget shortfall of \$560,000, which will be funded from Third Party Agreements phase unallocated contingency.
- \$1,700,955 has been set aside in the Third Party Agreements phase for unallocated contingency. Should the proposed action be approved, this amount will be reduced by \$560,000, leaving a remaining balance of \$1,140,955.

This action is within the adopted budget and sufficient monies remain after approval of this action to fund the remaining work in the Third Party Agreements phase as contained in the current cost estimates.

University Link Extension

	2014 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	113,554	63,988		63,988	49,566
Preliminary Engineering	24,261	24,261		24,261	-
Final Design	89,308	85,382		85,382	3,926
Right of Way	152,332	125,630		125,630	26,702
Construction	1,158,183	1,013,297		1,013,297	144,886
Construction Services	95,814	84,367		84,367	11,447
Third Party Agreements	18,646	11,785	725	12,510	6,136
Vehicles	103,909	99,185		99,185	4,724
Total Current Budget	1,756,007	1,507,895	725	1,508,620	247,387

Phase Detail

Third Party Agreements

KCM Construction Assistance	165	-	725	725	(560)
Other Third Party Agreements	16,780	11,785		11,785	4,995
Third Party Unallocated Contingency	1,701	-		-	1,701
Total Phase	18,646	11,785	725	12,510	6,136

Contract Detail

King County Metro (KCM)

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	-	-	657	657
Contingency	-	-	68	68
Total	-	-	725	725
Percent Contingency	0%	0%	10%	10%

Budget Shortfall Funding	(560)
Third Party Unalloc Contingency (UAC)	1,701
Remaining Third Party UAC	1,141

Notes:

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

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

2014 TIP = Lifetime project budget located on page 34 of the 2014 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE 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.

King County Metro staff will perform the work tasks conducted under this agreement. Consequently, any procurement of services by King County will be consistent with King County's DBE program in accordance with the U.S. Department of Transportation (USDOT), 49 CFR Part 26.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay could impact the ability of the U830 Systems Contractor to complete any construction activities in the DSTT which require KCM support. This delay could impact substantial completion of the SCADA retrofit milestone.

PRIOR BOARD/COMMITTEE ACTIONS

Not applicable to this action.

ENVIRONMENTAL REVIEW

Jl 5/16/2014

LEGAL REVIEW

LA 6 June 2014

MOTION NO. M2014-42

A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute an agreement with King County to provide construction assistance and support services for the University Link Extension in the amount of \$656,569, with a contingency of \$68,431, for a total authorized agreement amount not to exceed \$725,000.

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Under this agreement, Sound Transit would reimburse King County for specific project-related expenses in support of University Link Extension construction and start-up activities in the DSTT and LCC. The scope of this agreement covers construction services and construction assistance.

MOTION:

It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute an agreement with King County to provide construction assistance and support services for the University Link Extension in the amount of \$656,569, with a contingency of \$68,431, for a total authorized agreement amount not to exceed \$725,000.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 12, 2014.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator