

**SOUND TRANSIT
STAFF REPORT**

**MOTION NO. M2005-106
(Replacement Version)**

SCL General Service Agreement for System Modifications

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/15/05	Discussion/Possible Action	Ahmad Fazel, Link Director Steve Procter, Systems Engineering Manager	(206) 398-5389 (206) 370-5509

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)	✓		

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a General Service Agreement with Seattle City Light for the design and installation of system modifications to Seattle City Light electrical facilities necessary to provide power supply infrastructure to the Central Link Light Rail segment in the SODO district, for a total authorized expenditure amount not to exceed \$931,309.

KEY FEATURES of PROPOSED ACTION

- The Link Traction Power Substations (TPSS), which convert alternating current (AC) into direct current (DC) used in the overhead catenary, must be serviced by the regional power grid. In the areas served by the Central Link, the regional power grid is owned by Seattle City Light (SCL).
- Previously Sound Transit has executed Task Orders with SCL under the Construction Services Agreement to provide the preliminary engineering and cost estimates for these system modifications. Separate agreements are necessary for the actual construction of the service connections.
- SCL will later connect these 26kV facilities to the International District TPSS to provide traction power to meet the project schedule for the Central Link Light Rail Initial Segment.
- The expenditure amount proposed under this action represents a cost estimate. SCL work performed under the proposed General Services Agreement is cost reimbursable, with Sound Transit paying actual labor and material as required by SCL policy DPP 500 P III-401 for all work exceeding \$35,000.
- This work is being coordinated with work in the same area being undertaken by King County Metro. This coordination is expected to reduce the cost. It also avoids a potential delay due to a City of Seattle ordinance which prohibits digging up the same street segment in a 3 year period.

BUDGET IMPACT SUMMARY

Project Name: Central Link Initial Segment

Current Project: Phase: Construction

Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task		
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
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 a General Service Agreement with SCL, for the design and installation of necessary 26kV system modifications to SCL electrical facilities, which will later provide traction power to the Central Link Initial Segment, for a total authorized expenditure amount not to exceed \$931,309.

The total adopted capital budget for the Initial Segment is \$2.07 billion. Within that budget, \$43 million has been set aside for the Traction Power System (C807) in the construction phase. Should the proposed action be approved the balance remaining for this budget line item would be \$3,347,517.

The proposed action is consistent with the 2005 Adopted Budget and is affordable within the agency's long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Seattle City Light (Design and install 26Kv system modifications to SCL electric facilities required to later connect to TPSS to provide traction power for the Central Link Initial Segment)

(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	112,978		112,978	105,802
2 Preliminary Engineering	34,000	33,363		33,363	637
3 Final Design	143,523	140,486		140,486	3,037
4 Right of Way	225,516	182,364		182,364	43,152
5 Construction	1,172,066	1,038,997	931	1,039,928	132,137
6 Construction Services	83,892	80,451		80,451	3,441
7 Third Party Agreements	58,916	56,504		56,504	2,412
8 Vehicles	133,307	131,799		131,799	1,508
9 Total Current Budget	2,070,000	1,776,943	931	1,777,874	292,126

Construction Phase Detail

10 Traction Power System (C807)	43,000	38,721	931	39,652	3,348
11 Other Systems contracts	84,920	67,134		67,134	17,786
12 Other Segment construction	1,044,146	933,141		933,141	111,004
13 Total Phase	1,172,066	1,038,997	931	1,039,928	132,137

(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.

CONTRACT AMOUNT	Board Approvals to Date (K)	Current Approved Contract Value (L)	Proposed Action (M)	Proposed Total for Board Approval (N)	Proposed Contract Value (O)
14 Contract Amount	-	-	931	931	931
15 Contingency	-	-	-	-	-
16 Total Sound Transit	-	-	931	931	931
17 Contingency	0%	0%	0%	0%	0%

M/W/DBE – SMALL BUSINESS PARTICIPATION

Not applicable to this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

In February 2004, Sound Transit and SCL executed a City of Seattle Task Order as part of the Construction Services Agreement. SCL agreed to provide estimates and preliminary engineering for connecting 26kV service to Sound Transit traction power substations and Beacon Hill Station. Sound Transit required a full level of service for any single outage contingency for the entire Link Traction Power Substations (TPSS) system and also required distinct feeds in accordance with Section 13.3.6 of the Link Light Rail Electrification Design Criteria.

SCL provided an estimate and preliminary engineering documentation. This preliminary engineering documentation and estimate provided for full build out of Sound Transit operations (4 car trains) with no adjacent TPSS supplied with power from the same SCL feeder (13.3.6).

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

Motion No. Number	Summary of Action	Date of Action
M2003-91-1	Executed an interlocal agreement with the City of Seattle to provide construction support services for the Central Link Light Rail Initial Segment.	10/9/03

CONSEQUENCES of DELAY

The system modifications required in the vicinity of International District TPSS must be completed immediately to coordinate with other work being performed for King County Metro.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

JW 9/09/05

SOUND TRANSIT

MOTION NO. M2005-106 (Replacement Version)

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a General Service Agreement with Seattle City Light for the design and installation of system modifications to Seattle City Light electrical facilities necessary to provide power supply infrastructure to the Central Link light rail line in the SODO district for a total authorized expenditure amount not to exceed \$931,309.

Background:

In February 2004, Sound Transit and Seattle City Light (SCL) executed a City of Seattle Task Order as part of the Construction Services Agreement. SCL agreed to provide estimates and preliminary engineering for connecting 26kV service to Sound Transit traction power substations and Beacon Hill Station. Sound Transit required a full level of service for any single outage contingency for the entire Link Traction Power Substations (TPSS) system and also required distinct feeds in accordance with Section 13.3.6 of the Link Light Rail Electrification Design Criteria.

The Link Traction Power Substations, which convert alternating current (AC) into direct current (DC) used in the overhead catenary, must be serviced by the regional power grid. In the areas served by Central Link, the regional power grid is owned by Seattle City Light.

Previously Sound Transit has executed Task Orders with SCL under the Construction Services Agreement to provide the preliminary engineering and cost estimates for these system modifications. Separate agreements are necessary for the actual construction of the service connections.


SCL will later connect these 26kV facilities to the International District TPSS to provide traction power to meet the project schedule for the Central Link Light Rail Initial Segment.

SCL provided an estimate and preliminary engineering documentation. This design and estimate provided for full build out of Sound Transit operations (4 car trains) with no adjacent TPSS supplied with power from the same SCL feeder (13.3.6).

Motion:

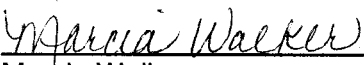
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a General Service Agreement with Seattle City Light for the design and installation of system modifications to Seattle City Light electrical facilities necessary to provide power supply infrastructure to the Central Link light rail line in the SODO district for a total authorized expenditure amount not to exceed \$931,309.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 15, 2005.



Jack Crawford
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator