

MOTION NO. M2015-79
Increase contingency for the University Link Extension Capitol Hill Station

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	8/13/2015	Recommendation to the Board	Ahmad Fazel, DECM Executive Director
Board	8/27/2015	Final Action	Joe Gildner, Executive Project Director – University Link

PROPOSED ACTION

Authorizes the chief executive officer to increase the contract contingency with Turner Construction Company for the construction of the Capitol Hill Station, within the University Link Extension, in the amount of \$1,500,000, for a new total authorized contract amount not to exceed \$116,592,790.

KEY FEATURES SUMMARY

- An increase to the contract contingency will address remaining project work related to architectural, mechanical, electrical, and structural changes; third party changes; and owner-requested changes.
- Existing contract contingency is committed to address the cost of differing site conditions, conflicts with utility lines, and third party changes as a result of code interpretation that have negatively impacted project costs.
- This contingency request is intended to cover the remaining work identified within this contract and is consistent with the previous Board actions.

BACKGROUND

University Link (U-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 UW campus, near Husky Stadium. The Capitol Hill Station construction includes the station structure, finishes, mechanical and electrical work, north and south entrances, a west entrance and pedestrian concourse under Broadway, restoration of at-grade features including streets, sidewalks, and landscaping at the Capitol Hill site and Pine Street access shaft.

Construction began in November 2012 and the project is anticipated to be substantially complete in October 2015.

The additional contingency request is necessary to cover the remaining costs for work identified within this contract. Existing contract contingency for Capitol Hill Station work has been negatively affected by the following unanticipated items:

- Code interpretation by the Seattle Department of Planning and Development requiring Sound Transit to provide fire protection for fire/life safety conduits in the switch gear room.
- Removal of the demising wall, resulting in additional impacts to the U240 contractor that were not anticipated.
- Recent differing site conditions and utility impacts encountered during station site restoration.
- Differing site conditions impacting the tunnel closure work at the Pine Street access shaft including the need for additional measures to satisfactorily complete the waterproof barrier for the closure.

Absent Sound Transit’s ability to resolve existing claims and potential future claims, this contingency amount request is sufficient to cover the remaining work identified within this contract by providing funding for architectural, mechanical, electrical, and structural changes; third party changes; and owner-requested changes.

PROJECT STATUS in SOUND TRANSIT’S PHASE/GATE PROCESS

Phase I: Project Identification	Phase II: Alternatives Identification	Phase III: Conceptual Engineering	Phase IV: Preliminary Engineering	Phase V: Final Design	Phase VI: Construction
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Projected Completion Date for Construction: October 2015
 Project scope, schedule and budget summary located on page XX of the [Month, Year] Agency Progress Report.

FISCAL INFORMATION

The lifetime budget in the 2015 Transportation Improvement Plan (TIP) for the University Link Extension is \$1.756 billion. Within that amount \$115,873,000 has been set aside for U240 Capitol Hill Station Finishes in the Construction phase. The proposed action would increase the commitment for this line item by \$1,500,000 to a revised total commitment of \$116,632,876, and result in a budget shortfall of \$759,876, which will be funded from available uncommitted budget within the Construction phase. Should the proposed action be approved, the Construction phase will have a remaining budget balance of \$160,625,418.

This action is within the adopted budget and sufficient monies remain after approval of this action to fund the remaining work in the Construction phase as contained in the current cost estimates. Use of Construction phase unallocated contingency is not required for this action.

University Link Extension

	2015 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	113,554	73,620		73,620	39,935
Preliminary Engineering	24,261	24,261		24,261	-
Final Design	89,308	87,081		87,081	2,227
Right of Way	152,332	125,631		125,631	26,701
Construction	1,158,183	996,058	1,500	997,558	160,625
Construction Services	95,814	84,861		84,861	10,953
Third Party Agreements	18,646	12,510		12,510	6,136
Vehicles	103,909	99,206		99,206	4,703
Total Current Budget	1,756,007	1,503,227	1,500	1,504,727	251,280

Phase Detail

Construction

U240 Capitol Hill Station Finishes	115,873	115,133	1,500	116,633	(760)
Other Construction	914,018	880,925		880,925	33,094
Construction Unallocated Contingency	128,292	-		-	128,292
Total Phase	1,158,183	996,058	1,500	997,558	160,625

Contract Detail

Turner Construction Company

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	104,850	111,152	-	104,850
Contingency	10,243	3,940	1,500	11,743
Total	115,093	115,093	1,500	116,593
Percent Contingency	10%	4%	100%	11%

Budget Shortfall Funding	760
Other Construction Uncommitted Budget	33,094
Remaining Other Construction Budget	32,334

Notes:

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

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

2015 TIP = Project budget located on page 39 of the 2015 Transit Improvement Plan (TIP) as endorsed in Board Resolution R2014-36 adopted by the ST Board on 12/18/14.

SMALL BUSINESS/DBE PARTICIPATION

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established Small Business/DBE goals for this contract. These 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.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following Small Business/DBE Participation:

Small Business and Disadvantaged Business Enterprise Goals

Sound Transit Goal:

Small Business: 10%

DBE: 7%

Commitment:

Small Business: 14.5%

DBE: 10%

APPRENTICESHIP UTILIZATION

Apprentice Utilization Goal: 20%
Commitment: 20%

TITLE VI COMPLIANCE

Turner has agreed to adhere to the EEO provisions specified in the Contract Documents. The EEO goals for people of color and women must represent 21% and 12%, respectively, of the total labor hours worked on the contract. Turner will include these provisions in all subcontracts it issues under the GC/CM procurement process.

PUBLIC INVOLVEMENT

Sound Transit has maintained an active community outreach program during construction, which includes a 24-hours/7-days-a-week construction hotline, a variety of written materials, and public meetings.

Sound Transit staff has been notifying affected stakeholders and the public about the construction work related to this project. Staff will continue to work closely with local jurisdictions to coordinate public notification efforts and other outreach activities during construction.

TIME CONSTRAINTS

A delay in approval of this action will delay the planned completion of construction.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2014-101: Authorized the chief executive officer to execute a contract amendment with Turner Construction Company to increase the contingency for the construction of the Capitol Hill Station, within the University Link Project, in the amount of \$5,000,000, for a new total authorized contract amount not to exceed \$115,092,790.

Motion No. M2012-72: Authorized the chief executive officer to execute a contract with Turner Construction Company to provide General Contractor / Construction Manager services for the Capitol Hill Station within the University Link project in the amount of \$104,850,276, with a 5% contingency of \$5,242,514 for a total authorized contract amount not to exceed \$110,092,790.

Motion No. M2011-86: Authorized the chief executive officer to execute a contract with Turner Construction Company to provide pre-construction phase services for the Capitol Hill Station in the amount of \$564,918, with a 10% contingency of \$56,492, for a total authorized contract amount not to exceed \$621,410.

ENVIRONMENTAL REVIEW

JI 7/24/2015

LEGAL REVIEW

LA 6 August 2015

MOTION NO. M2015-79

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contract contingency with Turner Construction Company for the construction of the Capitol Hill Station, within the University Link Extension, in the amount of \$1,500,000, for a new total authorized contract amount not to exceed \$116,592,790.

BACKGROUND:

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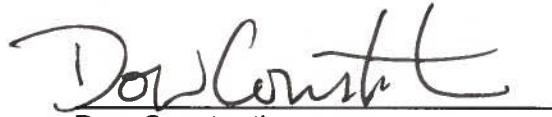
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MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to increase the contract contingency with Turner Construction Company for the construction of the Capitol Hill Station, within the University Link Extension, in the amount of \$1,500,000, for a new total authorized contract amount not to exceed \$116,592,790.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 27, 2015.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator