



MOTION NO. M2015-98

General Contractor/Construction Manager Pre-construction Services Contract for the Seattle to South Bellevue contract within the East Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	10/08/2015	Recommend to Board	Ahmad Fazel, DECM Executive Director
Board	10/22/2015	Final Action	Ron Lewis, Executive Project Director – East Link Extension Sepehr Sobhani, Construction Manager, I-90 Segment– East Link Extension

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with the Joint Venture of Kiewit-Hoffman to provide pre-construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$4,792,156, with a 10% contingency of \$479,216, for a total authorized contract amount not to exceed \$5,271,372.

KEY FEATURES SUMMARY

- The proposed contract uses the Heavy Civil General Contractor/Construction Manager (GC/CM) contracting method. This contracting method was selected based on certain project characteristics including complex scheduling and phasing requirements and extensive interface with other contractors.
- The pre-construction services for the Seattle to South Bellevue work will include:
 - Participating in development of final construction plans, including the floating bridge construction plan;
 - Preparing construction schedules and subcontracting plans;
 - Developing cost estimates for construction, including seismic upgrades to existing Washington State Department of Transportation (WSDOT) structures;
 - Risk management;
 - Value engineering; and
 - Constructability reviews.
- Pre-construction services also include construction of an 80-foot test section of the floating bridge plinth attachments to validate construction sequence and installation methods.
- Pre-construction services will last approximately 14 months and will be concurrent with the final design of the Seattle to South Bellevue contract package.
- Following pre-construction phase activities, Sound Transit will negotiate a Maximum Allowable Construction Cost (MACC) with Kiewit-Hoffman, Joint Venture (JV) which will be the basis for award of the GC/CM construction contract. If MACC negotiations are successful, the construction contract to build the facilities will be brought to the Board for consideration.

BACKGROUND

East Link extends light rail 14 miles from downtown Seattle to downtown Bellevue and the Overlake area of Redmond via I-90, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in

downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Light rail service between Seattle and the Overlake Transit Center is forecasted to begin in 2023.

As part of early work in the Final Design phase, a construction delivery plan was developed which includes the contract packaging and delivery strategy as well as the construction management packaging plan. The Seattle to South Bellevue construction contract includes two stations, Judkins and Mercer Island. The project includes elevated and at grade track, including one mile of track on the Homer M. Hadley floating bridge, special track work, conversion of the International District Station to serve East Link, and civil/system infrastructure.

A Request for Qualifications for the GC/CM contract for the Seattle to South Bellevue section was issued on March 16, 2015, and four Statements of Qualifications (SOQs) were received. Following review and evaluation, three firms were invited for interviews. Based on scoring of the SOQs and the interviews, two firms were invited to submit final proposals including price offers for specified work items. The price offers were opened publicly on July 27, 2015. Based on evaluation of the SOQs, interviews, and price offers, Kiewit-Hoffman, JV was the highest ranked firm.

Consistent with the GC/CM process, following completion of pre-construction services, Sound Transit will negotiate a MACC with the contractor. If a MACC is agreed to, a construction contract with Kiewit-Hoffman, JV will come back to the Board for consideration, targeted for the fall of 2016. If an agreement on the MACC cannot be reached, Sound Transit will have the option of bidding the work through a traditional Invitation for Bids (IFB) or entering cost negotiations with the second ranked team.

PROJECT STATUS

○					
Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction

Projected Completion Date for Construction Services Phase: 2Q 2023
 Project scope, schedule and budget summary located on page 43 of the July 2015 Agency Progress Report.

FISCAL INFORMATION

This action is within the Adopted Budget and sufficient funds remain after approval of this action to fund the remaining work in the Construction Services Phase as contained in the current cost estimates.

The 2015 Lifetime Adopted Budget for East Link Extension project is \$3,677,150,000. Within that amount, \$257,450,000 has been set aside for the Construction Services Phase. Out of that amount \$12,546,181 has been committed for the Construction Services Phase.

The proposed action would commit \$ 5,271,372 to the Joint Venture of Kiewit-Hoffman contract to provide consultant services for the preconstruction phase of the Seattle to South Bellevue segment leaving the remaining uncommitted budget of \$239,632,446 in the Construction Services Phase. This action creates a line item budget shortfall of \$1,819,372 which will be covered through a working budget transfer from unallocated contingency.

East Link Extension	2015 TIP*	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	186,200	37,552	0	37,552	148,648
Preliminary Engineering	55,900	54,783	0	54,783	1,117
Final Design	283,000	231,942	0	231,942	51,058
Third Parties	52,150	10,639	0	10,639	41,511
Right of Way	298,150	105,483	0	105,483	192,667
Construction	2,544,300	24,765	0	24,765	2,519,535
Construction Services	257,450	12,546	5,271	17,818	239,632
Vehicles	0	0	0	0	0
Total Current Budget	3,677,150	477,711	5,271	482,982	3,194,168

Phase Detail - Construction Services					
E130 GC/CM Pre-cons Svcs	3,452	0	5,271	5,271	(1,819)
Other Construction Services	239,085	12,546	0	12,546	226,539
CM Unallocated Contingency	14,913	0	0	0	14,913
Total Phase	257,450	12,546	5,271	17,818	239,632

Joint Venture of Kiewit-Hoffman Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	0	0	4,792	4,792
Contingency	0	0	479	479
Total Contract Amount	0	0	5,271	5,271
Percent Contingency	0%	0%	10%	10%

Budget Shortfall	(1,819)
CM Unallocated Contingency	14,913
Remaining Contingency	13,093

Notes:

* East Link Extension baseline project budget was approved by Board on April 23, 2015, Resolution No R2015-04. Amounts are expressed in Year of Expenditure \$000s. Board Approvals to Date includes amounts through August 31, 2015 plus any pending Board Actions. Board Approvals = Committed to-date + Contingency.

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). Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established Small Business/DBE goals for the construction 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.

The pre-construction phase of this work does not include a small business goal. An element of the pre-construction phase services is to develop a subcontracting plan for construction. The subcontracting plan will include specific goals for achieving small business utilization based on the type of work and the availability of small and disadvantaged businesses to perform that work.

There is no subcontracting plan at this time as this is a pre-construction contract.

PUBLIC INVOLVEMENT

Public outreach on the East Link Extension has taken place over the last six years. Outreach activities have included meeting with community members, property owners, businesses, stakeholders, local jurisdictions, and agencies. Since the project kickoff in 2006, Sound Transit has hosted 35 public meetings and has held nearly 300 briefings to property owners and stakeholders.

TIME CONSTRAINTS

A one-month delay would not create a significant impact to the project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Not applicable to this action.

ENVIRONMENTAL REVIEW

JI 9/2/2015

LEGAL REVIEW

LA 2 October 2015

MOTION NO. M2015-98

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with the Joint Venture of Kiewit-Hoffman to provide pre-construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$4,792,156, with a 10% contingency of \$479,216, for a total authorized contract amount not to exceed \$5,271,372.

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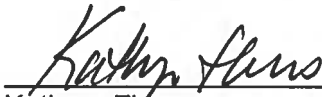
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with the Joint Venture of Kiewit-Hoffman to provide pre-construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$4,792,156, with a 10% contingency of \$479,216, for a total authorized contract amount not to exceed \$5,271,372.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 22, 2015.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator