

MOTION NO. M2017-17

Construction Contract for the Seattle to South Bellevue segment within the East Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	02/09/2017	Final Action	Ahmad Fazel, DECM Executive Director Ron Lewis, Executive Project Director, East Link Extension Sepehr Sobhani, Construction Manager, East Link Extension

PROPOSED ACTION

Authorizes the chief executive officer to execute a construction contract with Kiewit-Hoffman, a Joint Venture to provide early work as part of the Heavy Civil General Contractor/Construction Manager construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$3,684,700, with a 10% contingency of \$368,470 for a total authorized contract amount not to exceed \$4,053,170.

KEY FEATURES SUMMARY

- The Heavy Civil General Contractor/Construction Manager (GC/CM) delivery approach was selected based on certain project characteristics including complex scheduling and phasing requirements and extensive interfaces with other contractors.
- The proposed action for early work includes procurement of the post-tensioning steel, submittal review, and leasing of field office space to maintain the overall project schedule.
- From October 1 to March 31 each year, the Washington State Department of Transportation (WSDOT) mandates no major construction be performed on the Homer M. Hadley Memorial Bridge (floating bridge). In order to deliver the post-tensioning steel frames into the pontoons of the floating bridge by September 30, 2017, construction must begin in June, 2017 when WSDOT transfers possession of the I-90 center roadway to Sound Transit.
- The proposed action would initiate the construction contract, with active construction expected to begin in spring of 2017.

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. In April 2015, the Sound Transit Board established the baseline budget and schedule for the project. Light rail service between Seattle and the Overlake Transit Center is forecasted to begin in 2023.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) for East Link was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011, East Link Extension 2013 SEPA Addendum issued March 26, 2013, and East Link Extension 2016 SEPA Addendum December 2016. The Federal Transit Administration and Federal Highway Administration issued a Record of Decision for the project on November 16, 2011

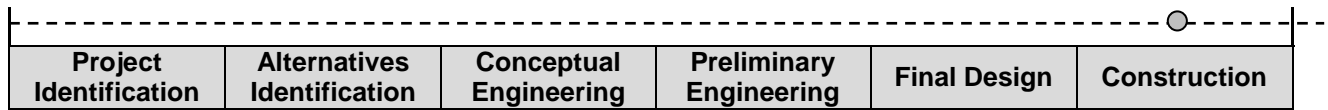
and November 17, 2011, respectively, in compliance with the National Environmental Policy Act (NEPA).

In total, the Seattle to South Bellevue construction work includes two stations, Judkins Park and Mercer Island. The project includes elevated and at-grade track, including one mile of track on the floating bridge, post-tensioning of the floating bridge, special track work, conversion of the International District Station to serve East Link, and civil/system infrastructure.

The Sound Transit Board authorized a contract with Kiewit-Hoffman, JV for pre-construction services on October 22, 2015. As part of pre-construction services, the contractor identified post-tensioning of the floating bridge as critical early work for completion of the project on schedule. This action includes early planning and submittal review for WSDOT approval as well as ordering steel for post tensioning reaction frames.

Consistent with the Heavy Civil GC/CM process and RCW 39.10, Sound Transit will continue to negotiate the Maximum Allowable Construction Cost (MACC) for the full construction contract with Kiewit-Hoffman, JV. In order to maintain the overall project schedule, a phased contracting approach is necessary.

PROJECT STATUS



Projected Completion Date for Construction: 2Q 2023

Project scope, schedule and budget summary located on pages 43 of the November 2016 Agency Progress Report.

FISCAL INFORMATION

This action is within the baseline and sufficient funds remain after approval of this action to fund the remaining work in the construction phase as contained in the current cost estimates.

The baseline budget for the East Link Extension project is \$3,677,150,000. Within that amount, \$2,544,300,000 has been set aside for the construction phase. Of that amount \$1,019,888,306 has been previously committed. The proposed action would commit \$4,053,170 for construction of the Seattle to South Bellevue segment leaving a remaining uncommitted budget of \$1,520,358,524 in the construction phase.

East Link Extension	Total Baseline Budget	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	186,200	53,402		53,402	132,798
Preliminary Engineering	55,900	54,839		54,839	1,061
Final Design	283,000	239,022		239,022	43,978
Third Parties	52,150	36,958		36,958	15,192
Right of Way	298,150	205,136		205,136	93,014
Construction	2,544,300	1,019,888	4,053	1,023,941	1,520,359
Construction Services	257,450	150,330		150,330	107,120
Vehicles					
Total Current Budget	3,677,150	1,759,576	4,053	1,763,629	1,913,521

Phase Detail - Construction

E130 Seattle to So. Bellevue	486,421	0	4,053	4,053	482,368
Other Construction Phase Work	1,910,793	1,019,888		1,019,888	890,905
Construction Unallocated Contingency □	147,086				147,086
Total Phase	2,544,300	1,019,888	4,053	1,023,941	1,520,359

Kiewit-Hoffman East Link Constructors, JV

Contract Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount			3,685	3,685
Contingency			368	368
Total Contract Amount			4,053	4,053
Percent Contingency	0%	0%	10%	10%

Notes:

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

Board Approvals = Committed To-Date + Contingency as of December 2016 includes pending Board actions.

For detailed project information, see page 19 of the Proposed 2017 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). Consistent with Sound Transit Policies and Federal Regulations, Sound Transit has established Small Business/DBE goals for the construction contract.

Small Business/DBE goals have not been established due to the nature of the limited scope of the early work. However, the total Small Business/DBE commitment for this contract will be established as the phased work is implemented.

PUBLIC INVOLVEMENT

East Link project staff has been actively engaged with stakeholders at all levels throughout the project phases. The neighboring communities have had numerous opportunities to meet with staff, learn about the project, and provide Sound Transit with comments and questions. The final design has been a collaborative effort between Sound Transit and project stakeholders, including the local community, the City of Bellevue, the City of Mercer Island, the Washington State Department of Transportation, King County transit providers, and emergency service providers.

TIME CONSTRAINTS

A one-month delay may impact the start of construction.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2015-98: Authorized 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.

ENVIRONMENTAL REVIEW

JI 12/27/2016

LEGAL REVIEW

JEN 1/30/17

MOTION NO. M2017-17

A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a construction contract with Kiewit-Hoffman, a Joint Venture to provide early work as part of the Heavy Civil General Contractor/Construction Manager construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$3,684,700, plus a 10% contingency of \$368,470 for a total authorized contract amount not to exceed \$4,053,170.

BACKGROUND:

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Consistent with the Heavy Civil GC/CM process and RCW 39.10, Sound Transit will continue to negotiate the Maximum Allowable Construction Cost (MACC) for the full construction contract with Kiewit-Hoffman, JV. In order to maintain the overall project schedule, a phased contracting approach is necessary.

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 a construction contract with Kiewit-Hoffman, a Joint Venture to provide early work as part of the Heavy Civil General Contractor/Construction Manager construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$3,684,700, plus a 10% contingency of \$368,470 for a total authorized contract amount not to exceed \$4,053,170.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 9, 2017.



Claudia Balducci
Capital Committee Chair Pro Tem

ATTEST:



Kathryn Flores
Board Administrator