



King County Metro State of Good Repair Program

Agenda

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 - Meets Applicable Criteria
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 - Project Team
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Introductions

King County Metro:

Brian Berard, Program Manager

Carol Pennie, CM Supervisor

Kelly McKeever, Procurement

Laura Preftes, DEI

Joe Baca, Community Workforce Agreement

Parametrix:

Brad Phillips, Project Manager

Howard Hillinger, Owner Advisor

Mitch Romero, Owner Advisor

Program Background

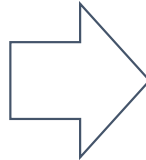
- King County Metro is the 7th Largest Transit Agency in the US, with 7 bases across the greater Seattle area
- \$160 million, Fixed Asset State of Good Repair (SGR) Infrastructure program at various locations in the greater Seattle area
- The program is currently envisioned to be comprised of two major bundles:
 - The first bundle (under this requested GC/CM Authority) is envisioned to be a general infrastructure improvements that includes site infrastructure, systems, facilities and equipment work, primarily at operational maintenance bases. Expected to be supported via parallel multiyear General Contractor/ Construction Manager (GC/CM) and Architecture/Engineering (A/E) contracts
 - (Future) The second bundle is envisioned to focus on electrical and infrastructure refurbishment of the trolley system with Progressive Design Build (PDB) as the planned delivery method. (To be requested later)



PROJECT OVERVIEW

Challenges

- 25 SGR projects ranging from \$500K to \$14M
- Construction Costs in aggregate ~\$90M
- SGR projects can be difficult to procure as single projects
 - Too small or specialized
 - Risky to bidders
 - Competing opportunities
 - Potentially 25 individual sets of contracts when using DBB



Proposed Solution

- Bundled Project Packages and Alternative Delivery
 - Greater contract value
 - Efficiencies in general conditions and bidding costs

Benefits

- Increase potential bidder pool
 - Gain cost efficiencies
 - Mitigate schedule delays from multiple bids
- Gain Contractor Perspective
 - Opportunity to collaborate with early involvement
 - Chance to learn and improve
 - Opportunity to earn continued work
- E&SJ Opportunities
 - Increased opportunities for inclusion - Metro Culture
 - Manage transition
 - Individual design contract document packages will be developed
 - Standardized KC & Metro specifications

PROJECT OVERVIEW

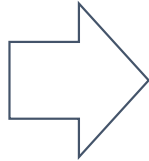
Planned Projects under this GC/CM Authority

- - **Bus and Vehicle Lift Replacements** – replacement of aged and obsolete lifts, including the following near term projects:
 - Bellevue Base Bus Lifts
 - North Base Bus Lifts
 - Atlantic Base Bus Lifts
 - East Base Bus Lifts
- **Underground Storage Tanks (UST)** including removals and refurbishments at:
 - Bellevue Base,
 - North Facilities,
 - South Base,
 - Ryerson Base,
 - South Facilities,
 - North Base Yard, and
 - South Base Component Supply Center
- **Comfort Stations** including Vashon and Westwood comfort stations
- **Systems refurbishment and replacements** based on ongoing needs and condition assessments for fixed assets including
 - **Fire Control Systems**
 - **Park & Rides**
 - **Equipment**
 - **Electrical power facilities including selected electrification work**
 - **Facility Improvements and Refurbishment** including Ryerson Base Sewer Piping Replacement
 - **Site and Facility Electrical** including Communication Room Expansion at TCC

ALTERNATIVE SUBCONTRACTING

REQUESTED USES

- MCCM
- ECCM
- CIVIL/UTILITIES
- Underground Tanks
- Early Procurement of



Benefits

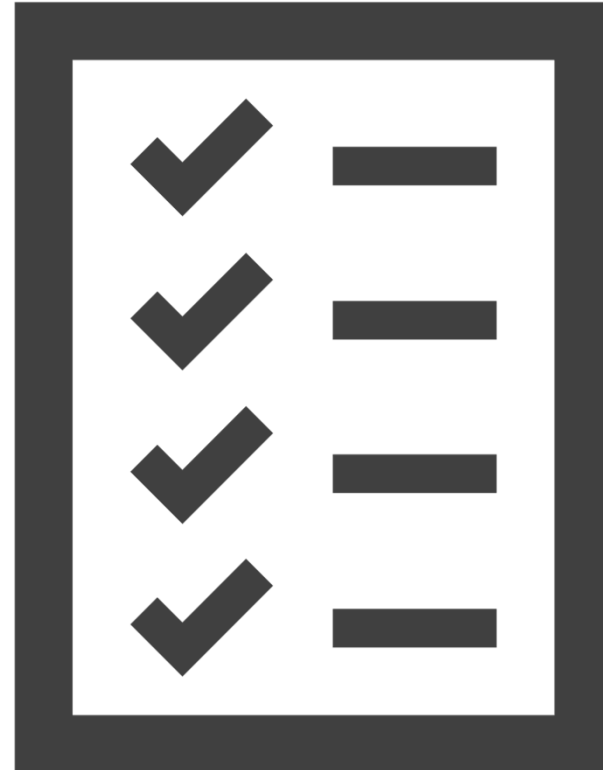
- Early participation of Subcontractors
- Qualifications Based Selection
- Cost control for Long lead items

Heavy Civil GC/CM Qualifications

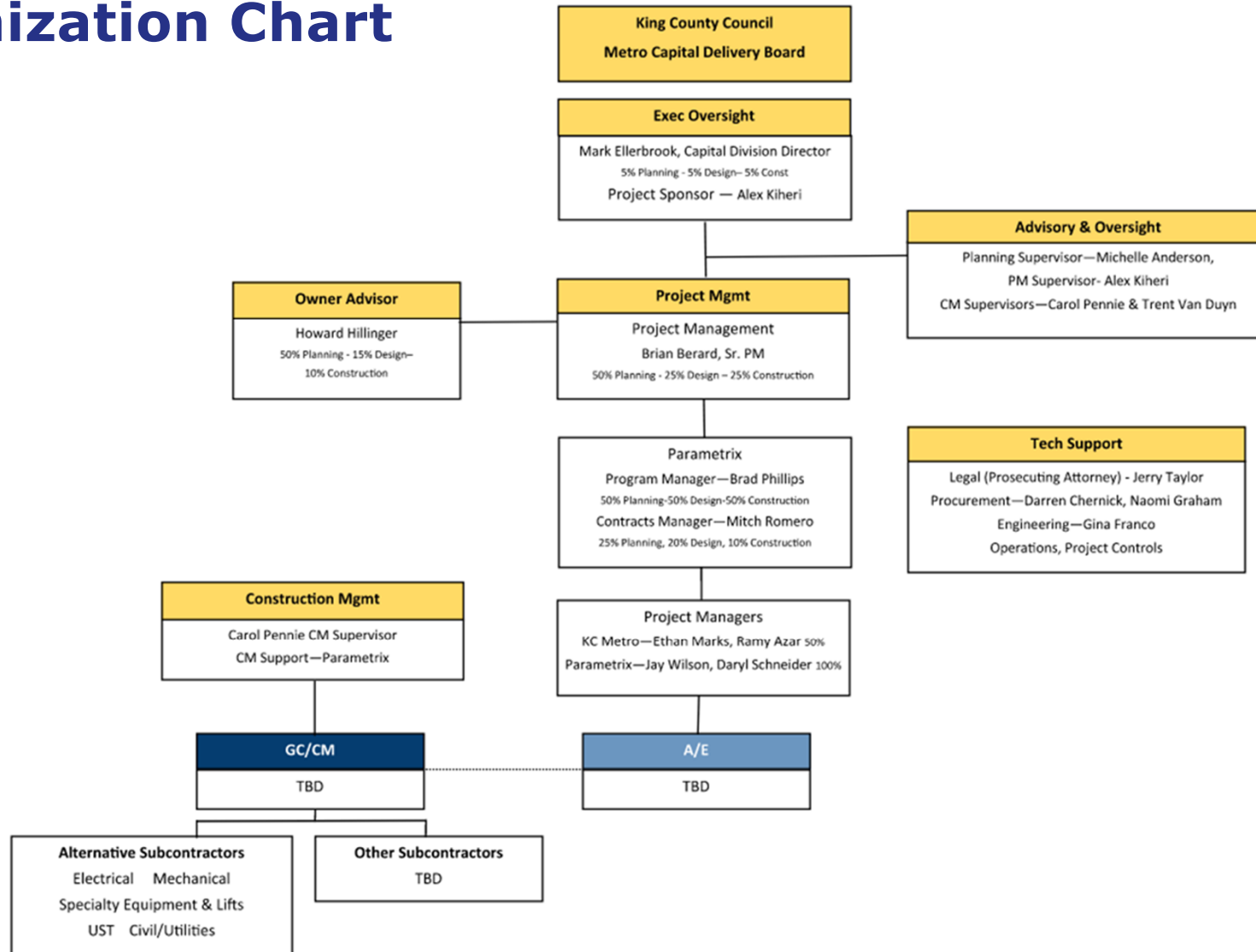
Infrastructure Program

Qualifying Criteria

- ✓ Complex scheduling, phasing or coordination
- ✓ Involves construction at occupied facilities
- ✓ Involvement of the GC/CM during design is critical
- ✓ Complex or technical work environment
- X *Historic significance – N/A*
- ✓ Heavy Civil- Infrastructure Improvements



Organization Chart

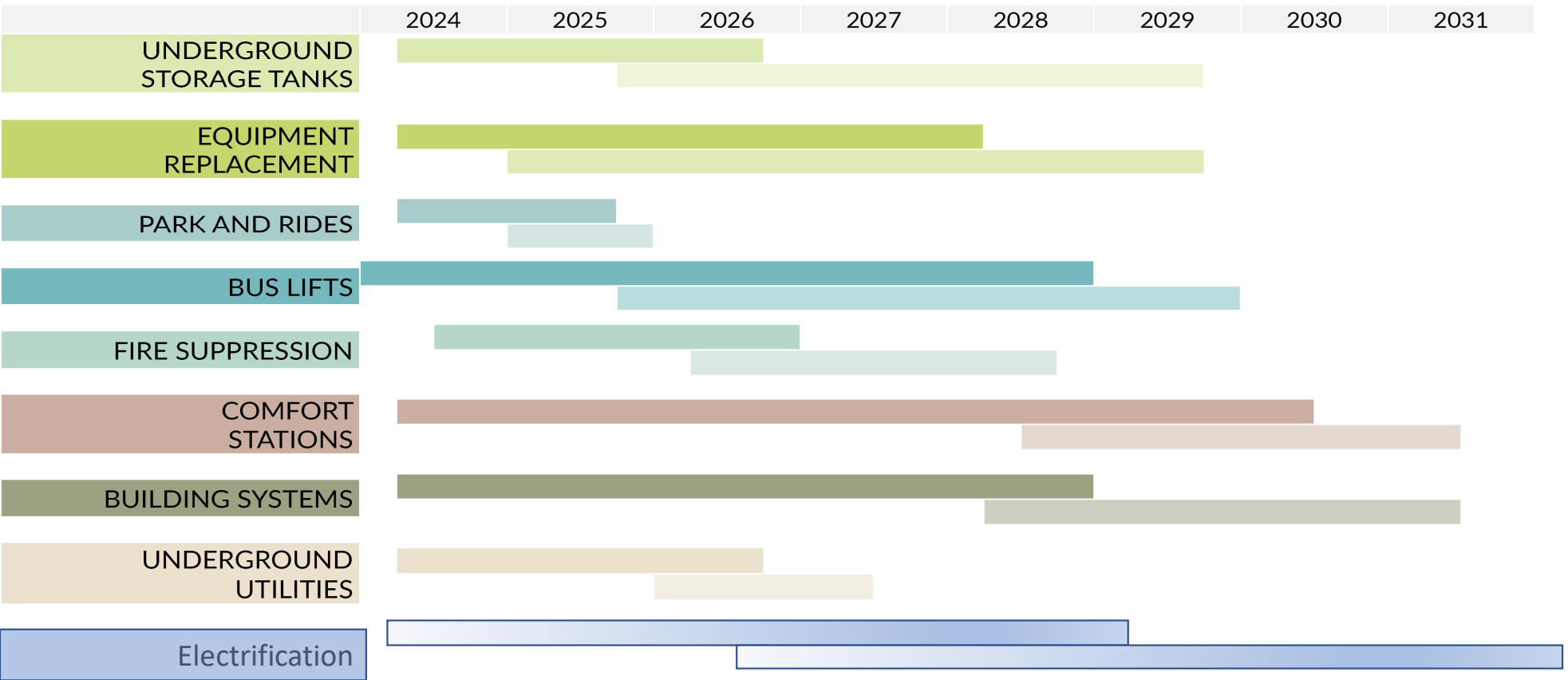


Qualified Staff

- Jeff Arbuckle, PM/CM Unit Manager-15 years' experience in construction program management
- Alex Kiheri, Project Management Supervisor-15 years' experience in civil engineering, transportation planning, and construction program management.
- Brian Berard, RA, DBIA, CCM, LEED AP, Senior Project Manager, Project Lead -35 years experience including 6 in GC/CM projects with the University of Washington and Metro
- Carol Pennie, Transit Capital Supervisor, Construction Management Unit – 35 years experience
- Darren Chernick, Procurement Contract Specialist – 22 Years Experience
- Naomi Graham, Project Controls Support – 30 years experience, Pierce Transit Maint base Heavy Civil GC/Cm
- Gina Franco, PE, Metro Engineering Unit Manager, Engineering Lead – 15 years experience
- Laura Preftes, Lead Contract Compliance Specialist – 20 years experience
- Joe Baca, CWA Administrator – 20 Years Experience

- **Parametrix Support Team:**
- Brad Phillips, PE, OA Program Manager -31 years experience in transportation projects
- Howard Hillinger (Owner Advisor) – 35+ yrs, 12 GC/CM projects including 5 Heavy Civil*
- Mitch Romero (Owner's Advisor-Procurement) – 31+ yrs, 14 GC/CM projects*

PROJECT SCHEDULE



Budget

- Project is Fully funded
- Sources come from Local County tax income with minor funding from FTA on some projects

Budget Item	Budget
Costs for Professional Services (A/E, Legal etc.)	\$8.25 m
Estimated project construction costs (including construction contingencies):	\$60 m
Equipment and furnishing costs	\$0
Off-site costs	\$0
Contract administration costs (owner, cm etc.)	\$11 m
Contingencies (design & owner)	\$13.5 m
Other related project costs (briefly describe)	\$0
Alternative Subcontractor Selection costs	.5m
Sales Tax	6m
Total	99.25 m

Business Development and Contract Compliance (BDCC)

Master Community Workforce Agreement & Equity and Social Justice Goals

MASTER COMMUNITY WORKFORCE AGREEMENT (MCWA)



- Pre-Hire Collective Bargaining Agreement between King County and construction Labor Unions
- Covers all County covered projects over \$5M
- Project Labor Agreement with Priority Hire, Preferred entry, and Apprenticeship utilization requirements
- Sets basic terms and conditions of employment on covered public works construction projects
- Has respectful worksite language in the MCWA and the contract

EQUITY & SOCIAL JUSTICE (ESJ) GOALS



- The County is interested in identifying approaches and measures to improve opportunities for ESJ, such as prospects to maximize certified MBE, WBE, DBE, and SBE participation.
- The County seeks to consider input from the contracting community regarding successful approaches to meeting or exceeding small business goals and providing support and mentorship to small business partners.
- Funding sources used (FTA) influence participation goals of the project.
- A combination of **SBE** requirements and voluntary **M/WBE** goals with good faith efforts is anticipated for this contract.

EQUITY & SOCIAL JUSTICE (ESJ) GOALS



Pro-Equity Contracting Goals

- Expand opportunities for Certified DBE, MBE and WBE firms throughout design and construction
- Good Faith Efforts and an ESJ coordinator will be required. Will be monitored throughout the project
- Provide mentoring and support to small businesses to reduce barriers in public works contracts
- Support the County's Pro-Equity Contracting Executive Order

“I want to open the doors of opportunity to every single person in King County, Washington. That's why I issued an executive order strengthening pro-equity contracting, so that our minority-and women-owned businesses can substantially increase their participation in County contracts.”

*- King County Executive
Dow Constantine*

Public Benefit

Public Benefit

GC/CM

- Schedule Certainty
- Improved Risk Management
- Enhanced Cost Control
- Maintaining Level of Service

Heavy Civil - Infrastructure

- More control of delivery of critical safety needs
- More flexibility to level work
- Improve the attractiveness of the project to the contracting community
- Increased opportunities for small and disadvantaged businesses

Summary

Summary – Meets All Criteria

Meets Four Qualifying Criteria

- ✓ Occupied site
- ✓ Complex schedule with multiple projects requiring intercoordination
- ✓ Technically complex
- ✓ Involvement of the GC/CM during design is critical (Constructability and Cost Control)

Heavy Civil

- ✓ GC/CM will be under contract early in design
- ✓ Public body has the necessary management plan
 - Experienced personnel and resources
 - Clear and logical management plan
 - Necessary funding and budget
- ✓ Public benefits: Risk Management, Time, Cost

Alternative Subcontracting

- ✓ Public Benefit: Electrical, mechanical, and specialty contractors under contract early in design



Questions: