

Transportation Committee

For the Metropolitan Council meeting of May 22, 2013

Subject: Central Corridor Light Rail Transit (Green Line): Additional Change Order Authority for the Systems Contract

Proposed Action

That the Metropolitan Council authorize an additional 2% (\$1,757,007) above the currently authorized construction contract change order authority of \$4,392,518 to a revised change order authority of \$6,149,525 for the Central Corridor (Green Line) Systems Contract.

Summary of Committee Discussion/Questions

Mark Fuhrmann presented this item.

Councilmember Elkins asked about the status of the overall project budget through the end of the project. Fuhrmann stated that the project is tracking positively and that the project office currently projects a \$4 million positive balance at the end of 2014.

Councilmember Schreiber asked if the substations on the Blue Line at the Mall of America and Target Field that are being paid by Metro Transit would eventually be reimbursed by Central Corridor contingency funding. Fuhrmann responded that the Blue Line substations are not part of the Green Line and are not eligible for Central Corridor contingency funding. There are other Capital funds being used by Metro Transit to pay for these substations.

Councilmember Smith made the motion to approve, seconded by Councilmember Commers. The business item was approved unanimously.

Transportation Committee

Meeting date: May 13, 2013

For the Metropolitan Council meeting of May 22, 2013

Subject: Central Corridor Light Rail Transit (Green Line): Additional Change Order Authority for the Systems Contract

District(s), Member(s): All

Policy/Legal Reference: MN Statutes 473.3999 and 473.405, Met Council 3-3 Expenditures Policy

Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Mark Fuhrmann, Deputy Gen Mgr, 651-602-1942
Rich Rovang, CCLRT Project Director, 651-602-1941
MarySue Abel, CCLRT Mgr, Project Controls, 651-602-1919

Division/Department: Metro Transit / Central Corridor Project Office

Proposed Action

That the Metropolitan Council authorize an additional 2% (\$1,757,007) above the currently authorized construction contract change order authority of \$4,392,518 to a revised change order authority of \$6,149,525 for the Central Corridor (Green Line) Systems Contract.

Background

Council Policy allows for 5% change order authority on construction contracts without further authorization by the Council. A few significant changes have occurred during the completion of the System's contract to deplete this 5% change order authority. This includes change orders requested and funded by external parties, referred to as Betterments, and change orders required per the Memorandum of Understanding with the University of Minnesota. These change orders are described as follows:

Betterments

- Programmable Logic Controls & Supervisory Control and Data Acquisition (SCADA) Software for MN.IT (formally known as Office of Enterprise Technology (OET)): a change order was processed at the request of the MN.IT to establish fiber optic cable connections between the Capitol East Station and Traction Power Station 1 through the University of Minnesota Campus.
- Mall of America and Target Field Station Traction Power Substations work for Blue Line/Metro Transit: a change order was processed to provide communication systems and cables for the traction power substations (TPSS) at the Mall of America Station and Target Field Station on the Blue Line.
- Relocation of TPSS 12 in City of St. Paul: a change order was processed to move TPSS 12 to be more concealed from the public. The TPSS was relocated to within an existing parking ramp structure adjacent to Central Station. This change was requested by the City of St. Paul.

University of Minnesota Memorandum of Understanding

- Flat wheel detection: a change order was processed for incorporation of flat wheel detection along the alignment through the University of Minnesota campus and across the Washington Avenue Bridge.
- Vibration Monitoring: a change order to provide additional vibration monitoring through the University of Minnesota campus. Due to the proximity of LRT trackway to sensitive equipment in University of Minnesota laboratories, a vibration monitoring system is provided.

Staff is requesting that the Council authorize an additional 2% of contract change order authority for additional known change order exposures, such as additional equipment, SCADA programming and integration testing for the Interchange project, which will be funded by the Interchange project, and additional SCADA programming for in-floor heating at West Bank Station and heated edges at platforms. With this request, the Council would authorize use of a total of 7% change order authority under this contract as detailed below.

Original Contract Value	\$87,850,350	
Initial Change Order Authority	\$ 4,392,518	5%
Additional Change Order Authority (2013-131)	\$1,757,007	2%
Amended Change Order Authority	\$6,149,525	7%

The 15% Disadvantaged Business Enterprise (DBE) goal applies to the additional change order authority.

Rationale

The currently authorized change order contingency of 5% is nearly depleted. The System's contract is scheduled to be substantially complete in December 2013. Additional change order authority is required because additional change order exposures will need to be addressed to successfully complete this construction per project schedule.

Funding

The CCLRT Project has available funds from the CCLRT Project Contingency for this additional change order authority.

Known Support / Opposition

No known opposition.