

**SEATTLE STREETCAR  
 FIRST HILL STREETCAR- LINK CONNECTOR PROJECT-TOTAL DEVELOPMENT BUDGET & COST ESTIMATE**

December 16 2011

<b>INTRODUCTION</b>		
	The Total Development Cost Estimate identifies the estimated cost of all phases of development of the First Hill Streetcar project, inclusive of contingencies, as well as the maximum available funding, providing a narrative summary by category or subcategory. Operation and Maintenance costs for the system are excluded (separately identified in the Operations & Maintenance Plan.	
<b>SOURCES OF FUNDS</b>		
<b>Interlocal Agreement</b>	Maximum reimburseable funding for eligible project costs, per the Funding & Cooperative Agreement with Sound Transit.	<b>132,780,000</b>
<b>Reimburseable Betterments</b>	Reimbursements by others for scope that is added to the project at their request, to comply with the City's requirement to coordinate right-of-way work to minimize disruption. Includes new Seattle City Light facilities, pavement repairs outside of the project footprint reimbursed by the SDOT paving budget, and sidewalk repairs outside of the project footprint reimbursed by the SDOT sidewalk repair budget.	<b>1,239,640</b>
<b>TOTAL SOURCES OF FUNDS</b>		<b>134,019,640</b>
<b>USES OF FUNDS</b>		
<b>COS' Sub-Category</b>	<b>Narrative Summary</b>	
<b>DESIGN PHASE</b>	All design, project management and third-party reimburseable costs associated with completing the planning, environmental review, design, preconstruction and vehicle procurement activities necessary to prepare for construction.	<b>12,000,000</b>
<b>CONSTRUCTION-CONTRACTOR'S WORK</b>	The total cost of construction, exclusive of the GC/CM contingency described below.	<b>61,820,899</b>
Specified General Conditions	The amount bid by the successful GC/CM proposer for staffing the general requirements of managing the work.	3,800,000

GC/CM Fee (5.2%)	The percentage-based fee on direct work and negotiated support services bid by the successful GC/CM proposer for managing the work.	2,867,953
Negotiated Support Services	Costs of services necessary to support the work, such as construction survey, traffic control, field office and yards, etc.	7,807,968
Utilities	Guaranteed maximum price for this scope of work	5,239,907
Sitework	Guaranteed maximum price for this scope of work	4,962,211
Bases	Guaranteed maximum price for this scope of work	710,187
Track	Guaranteed maximum price for this scope of work	11,818,455
Surface Treatments	Guaranteed maximum price for this scope of work	5,554,711
Stops	Guaranteed maximum price for this scope of work	1,882,345
Landscaping/Irrigation	Guaranteed maximum price for this scope of work	215,348
Signage & Markings	Guaranteed maximum price for this scope of work	521,110
Traffic Signals, Lighting,	Guaranteed maximum price for this scope of work	2,738,000
Substation Connections	Guaranteed maximum price for this scope of work	1,043,712
OCS Poles/Foundations	Guaranteed maximum price for this scope of work	886,862
OCS & Track Electrification	Guaranteed maximum price for this scope of work	2,570,270
Train Signals	Guaranteed maximum price for this scope of work	1,202,999
Maintenace Facility Work	Guaranteed maximum price for this scope of work	7,998,863
<b>CONSTRUCTION-OWNER'S DIRECT COSTS</b>		<b>18,962,130</b>
<u>Owners Costs-CM</u>	Costs for City staff and consultants providing oversight and inspection of the work, responding to requests for information about the design, issuing design clarifications or changes as necessary, providing project documentation, etc.	5,100,000
<u>Owner-Furnished Material &amp; Equipment</u>	The City is directly procuring items including girder rail, traction power substations, traffic control cabinets, etc. Cost of these items is fixed based on bids received or blanket vendor contract pricing.	6,845,130
<u>Third-Party Reimbursements</u>	The City will reimburse King County Metro, SPU, SCL, and FAS for work performed directly by those agencies rather than by the contractor, such as new water line connections and services, relocation of Metro trolley overhead, SCL relocations and services, and parking revisions at the Charles St. Service Center. Also includes ST direct costs.	3,350,000
<u>Art Program</u>	The art program has a fixed budget of \$750,000 per the interlocal agree	750,000
<u>Testing/Commissioning</u>	An allowance for testing and commissioning activities that are not included in the contractor's work	333,000
<u>Vehicle Sales Tax</u>	Sales tax on the vehicle purchase.	2,584,000

<b>VEHICLE PURCHASE</b>		<b>27,900,000</b>
Vehicle Contract	Total contract amount, exclusive of sales tax, for six streetcar vehicles with On-Board Energy Storage System. Amount is based on the low bid pending execution of contract.	27,200,000
Vehicle Procurement Support Services	Costs to provide design review & inspection during the manufacturing & delivery phase of the procurement.	700,000
<b>CONTINGENCY</b>		<b>13,336,610</b>
Summary	Contingency within the GC/CM contract, and unallocated contingency, available to address project issues as described below.	
GC/CM CONTINGENCY	A contingency available for use by the GC/CM for subcontract costs in excess of the budgeted amounts, whether resulting from higher than projected subcontract bids, or resolution of scope disputes between subcontractors, or changes in the cost of support services. GC/CM retains 50% of savings up to \$1.5 M; the balance is transferred to the City's Unallocated Contingency.	6,229,101
UNALLOCATED CONTINGENCY	The unallocated budget available for all increases in costs, in any category. GC/CM contingency may be transferred to unallocated contingency if not used by the GC/CM.	7,107,509
<b>TOTAL USES OF FUNDS</b>		<b>134,019,640</b>

<b>SEATTLE STREETCAR</b> <b>FIRST HILL STREETCAR- LINK CONNECTOR PROJECT-TOTAL DEVELOPMENT BUDGET &amp; COST ESTIMATE</b> <b>RISK AND OPPORTUNITY SUMMARY</b> <b>December 16 2011</b>		
<b>INTRODUCTION</b>		
<b>SOURCES OF FUNDS-OPPORTUNITIES</b>		
<b>Reimbursable Betterments</b>	Reimbursements by others for scope that is added to the project at their request, to comply City's requirement to coordinate right-of-way work to minimize disruption. The total development cost makes conservative assumptions about the reimbursable work; there is a potential for the reimbursement level to be higher.	500,000
<b>Vehicle Option Assignment Agreement</b>	SDOT is currently negotiating assignment of vehicle purchase options to another agency; option payment will reflect the shared management, engineering, testing and inspection costs for the SDOT and Option vehicles.	1,230,000
<b>USES OF FUNDS-RISK ASSESSMENT</b>		
<b>Risk Category &amp; Assessment</b>	Possible uses of contingency and an assessment of the risk value is summarized below.	
<u>Differing Site Conditions</u>	Additional costs that could result from unknown underground conditions, such as obstructions, utility conflicts, unsuitable or contaminated soils. It is fairly likely that some of these will be encountered, with a cost estimated to be in the range of \$1.5 M.	1,500,000
<u>Third-Party Reimbursements</u>	The budget for SPU, SCL and FAS reimbursements is well defined; the KC Metro reimbursement costs have more uncertainty. The risk is estimated to be in the range of \$3 M.	3,000,000
<u>Construction Management</u>	The cost of construction management and design support services has some uncertainty related to the potential for differing site conditions, and the additional time that could be required to resolve conflicts. The City has some ability, nevertheless, to manage this by staffing these issues efficiently. The risk is estimated to be in the range of \$1 M.	1,000,000
<u>Traffic Control</u>	If traffic control plans need to be adjusted in ways that require more use of off-duty police officers, this cost could increase; the budget includes over \$750,000 for almost 9,000 hours of police officer support for traffic control. The risk is estimated to be in the range of \$250,000.	250,000

<b>SEATTLE STREETCAR</b>	
<b>FIRST HILL STREETCAR- LINK CONNECTOR PROJECT-OPERATING BUDGET</b>	
<b>December 16 2011</b>	
Service Assumptions: 10 Minute Peak/Daytime Headways; 4-Car Operation/5th Car PM Peak As Needed	
<b>PART 1 Streetcar Operations Staffing</b>	
Staffing to provide vehicle operators, vehicle maintainers, service supervisors, and management/administrative support to operations staff.	
<b>Part 1 Subtotal</b>	<b>2,319,805</b>
<b>Part 2 Track &amp; Power System Operation &amp; Maintenance</b>	
Cost-allocated staff support for maintenance of overhead contact system, traction power substations, track and switches;and power supply rates.	
<b>Part 2 Subtotal</b>	<b>360,000</b>
<b>PART 3 General Administration and Implementation Support</b>	
General administrative support (financial management, training, testing, insurance, etc)	
<b>PART 3 Subtotal</b>	<b>402,420</b>
<b>PART 4 Operating Materials/Supplies</b>	
Office consumables (printing/copying), vehicle consumables (oil, filters, etc)	
<b>Part 4 Subtotal</b>	<b>75,000</b>
<b>Part 5 Other Cost Allowances</b>	
Cost allowances for wheel truing, vehicle body work, signage/customer information, service contracts for automatic passenger counting and real time arrival systems, fare supervision, platform and shelter cleaning and maintenance, extra service for special events.	
<b>Part 5 Subtotal</b>	<b>340,000</b>
<b>PART 6 SDOT Direct Expenses</b>	
Maintenance facility maintenance, landscape maintenance, utility services, and program oversight.	
<b>Part 6 Subtotal</b>	<b>450,000</b>
<b>Part 7 Contingency/Major Maintenance Reserve</b>	
A contingency which if unused can be deposited in a major maintenance reserve fund.	
<b>Part 7 Subtotal</b>	<b>\$ 500,000</b>
<b>Grand Total</b>	<b>\$ 4,447,225</b>
<b>Maximum Funding-2014</b>	<b>4,910,000.00</b>
<b>Maximum Funding-2015</b>	<b>5,080,000.00</b>