

**MOTION NO. M2017-02**  
**Link Between Car Barriers Procurement**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	01/05/2017	Final Action	Bonnie Todd, Executive Director of Operations <b>Paul Denison, Light Rail Operations Director</b> <b>Marie Olson, Link Transportation Manager</b>

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract with Impact Recovery Systems, Inc. to provide a between car barrier system for Link light rail station platforms for a total authorized amount not to exceed \$346,345.

**KEY FEATURES SUMMARY**

- The Americans with Disabilities Act requires light rail systems on a high platform or level boarding mode to have a system in place to deter individuals from inadvertently stepping off the platform between cars.
- Sound Transit staff members evaluated both station design and vehicle design and determined that barriers on the platform would best meet the ADA requirement.
- Impact Recovery System's between car barriers pass the flame/smoke/toxicity requirements for the Sound Transit light rail tunnel stations.
- Sound Transit will use an existing job order contract with Centennial Construction to install the barriers.
- The work is planned to be completed in the first quarter of 2017.

**BACKGROUND**

Sound Transit Link light rail trains have designated berthing locations on the platform to ensure that ADA (Americans with Disabilities Act) passengers are able to predictably access the light rail vehicles at predetermined and marked positions; however, there are no devices set to impede access to the area between the cars where the light rail vehicles are coupled together.

Federal regulations require that where light rail vehicles operate in a high-platform, level boarding mode, devices, or systems must be provided to prevent, deter, or warn individuals from inadvertently stepping off the platform in between cars.

Staff members have evaluated both station and vehicle designs and determined that due to the characteristics of Sound Transit's system, static between car barriers on platforms are the most effective way to meet the regulation.

Several light rail operators (L.A. Metro in Los Angeles, MetroLink in St. Louis, and The "T" in Pittsburg) have successfully used Impact Recovery Systems between car barriers on their platforms.

Between car barriers will be installed in all current Link light rail stations but will not be installed in the Downtown Seattle Transit Tunnel until buses are no longer operating the DSTT.

Sound Transit issued an Invitation for Bid and received one bid. Because there was just a single bid, Contracts and Procurement staff had a cost price analysis done and found the bid to be fair and reasonable. Sound Transit required that the barriers pass flame/smoke/toxicity requirements for placement in tunnel stations. Impact Recovery Systems was the sole manufacturer to meet that requirement.

**FISCAL INFORMATION**

The authorized project allocation to date in the 2017 Transportation Improvement Plan (TIP) for the LRV Between Car Barriers project is \$520,000. Within that amount \$368,000 has been set aside in the Construction phase. The proposed action would commit \$346,345 to this line item, leaving a remaining uncommitted balance of \$21,655.

This action is within the authorized project allocation to date and sufficient monies remain after approval of the action to fund the remaining work in the Construction phase.

**LRV Between Car Barriers**

	2017 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	152				152
Preliminary Engineering					
Final Design					
Third Party Agreements					
Right of Way					
Construction	368		346	346	22
Construction Services					
Vehicles					
<b>Total Current Budget</b>	<b>520</b>		<b>346</b>	<b>346</b>	<b>174</b>

**Phase Detail**

**Construction**

Construction	368		346	346	22
Other Construction					
<b>Total Phase</b>	<b>368</b>		<b>346</b>	<b>346</b>	<b>22</b>

**Contract Detail**

Impact Recovery Systems, Inc.

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount			346	346
Contingency Amount				
<b>Total Contract</b>			<b>346</b>	<b>346</b>
Percent Contingency	0%	0%	0%	0%

**Notes:**

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

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

New Project - Project budget page is currently not available in 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). Small Business and DBE 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.

Sound Transit determined that Small Business and DBE subcontracting opportunities are infeasible or improbable based upon the work described in this contract, so Small Business/DBE goals were not established or required.

**PUBLIC INVOLVEMENT**

Not applicable to this action.

**TIME CONSTRAINTS**

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

**ENVIRONMENTAL REVIEW**

JI 12/20/2016

**LEGAL REVIEW**

JW 12/28/2016

**MOTION NO. M2017-02**

A motion of the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Impact Recovery Systems, Inc. to provide a between car barrier system for Link light rail station platforms for a total authorized amount not to exceed \$346,345.

**BACKGROUND:**

Sound Transit Link light rail trains have designated berthing locations on the platform to ensure that ADA (Americans with Disabilities Act) passengers are able to predictably access the light rail vehicles at predetermined and marked positions; however, there are no devices set to impede access to the area between the cars where the light rail vehicles are coupled together.

Federal regulations require that where light rail vehicles operate in a high-platform, level boarding mode, devices, or systems must be provided to prevent, deter, or warn individuals from inadvertently stepping off the platform in between cars.

Staff members have evaluated both station and vehicle designs and determined that due to the characteristics of Sound Transit's system, static between car barriers on platforms are the most effective way to meet the regulation.

Several light rail operators (L.A. Metro in Los Angeles, MetroLink in St. Louis, and the Port Authority of Allegheny County in Pittsburgh) have successfully used Impact Recovery Systems between car barriers on their platforms.

Between car barriers will be installed in all current Link light rail stations but will not be installed in the Downtown Seattle Transit Tunnel until buses are no longer operating the DSTT.

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Sound Transit will use an existing job order contract with Centennial Construction to install the barriers.

**MOTION:**

It is hereby moved by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Impact Recovery Systems, Inc. to provide a between car barrier system for Link light rail station platforms for a total authorized amount not to exceed \$346,345.

APPROVED by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 5, 2017.

  
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Paul Roberts  
Operations and Administration Committee Chair

ATTEST:

  
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Kathryn Flores  
Board Administrator