

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2008-113**

**Contract for Downtown Seattle Transit Tunnel Security Improvements**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	11/20/08	Discussion/Possible Action	Ahmad Fazel, Link Executive Director Joe Gildner, Initial Segment Project Director <b>Ben Emam, Link Construction Manager</b>	(206) 398-5389  (206) 689-3350  (206) 398-5394

<b>Contract/Agreement Type:</b>	<b>✓</b>	<b>Requested Action:</b>	<b>✓</b>
Competitive Procurement	✓	Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

**PROJECT NAME**

Central Link Light Rail Initial Segment

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract with Nordic Construction, Inc., to provide design and construction services for security improvements in the Downtown Seattle Transit Tunnel in the amount of \$733,600, with an 8% contingency of \$66,400, for a total authorized contract amount not to exceed \$800,000.

**KEY FEATURES of PROPOSED ACTION**

- The Downtown Seattle Transit Tunnel (DSTT) Security Improvements project includes:
  - Two sets of pop-up barriers or other intrusion protection devices.
  - Integration of the barriers with the Link light rail vehicle (LRV) track signal system.
  - Addition of cameras and their integration with the existing King County Metro (KCM) monitoring system in the guard control booth.
  - Addition of barrier status lights for the LRV approach.
- The additional security improvements are needed in response to Homeland Security improvement requirements and as a result of the review of the DSTT security needs by both KCM and Sound Transit security groups. As a result, security improvements at the south entrance of the DSTT (International District Station) are designed to prevent unauthorized vehicles from entering the DSTT through the light rail tracks. These improvements will be completed prior to the start of revenue service in July 2009.

## **BUDGET IMPACT SUMMARY**

Current Project Phase: Construction  
Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task	✓	The proposed action requires funding from unallocated contingency in the construction phase of the Initial Segment project.
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

## **BUDGET and FINANCIAL PLAN DISCUSSION**

The Adopted 2008 Lifetime Capital Budget for the Central Link Light Rail Initial Segment is \$2.07 billion. Within that amount, \$3,000,000 has been set aside for Other Miscellaneous Construction in the construction phase. The proposed action would increase commitments for this budget line item by \$800,000 to a revised total commitment of \$3,653,484, and result in a shortfall of \$653,484, which would be funded from construction phase unallocated contingency.

Within the construction phase, \$19,044,064 has been set aside for unallocated contingency. Of this amount \$18,892,435 remains unutilized. Should the proposed action be approved, that amount would be reduced by \$653,484, and leave a remaining balance of \$18,238,951.

The proposed action is consistent with the current adopted budget, and is affordable within the agency's long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

## BUDGET TABLE

**Action Item:** Nordic Construction, Inc. (Provide security improvement services for the Downtown Seattle Transit Tunnel (DSTT) in the Central Link Initial Segment project)

(Year of Expenditure \$000)

<b>Initial Segment</b>	Adopted 2008 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	193,274	169,925		169,925	23,349
Preliminary Engineering	33,310	33,310		33,310	(0)
Final Design	147,213	146,902		146,902	311
Right of Way	208,396	203,544		203,544	4,852
Construction	1,191,768	1,145,619	800	1,146,419	45,349
Construction Services	100,317	98,798		98,798	1,519
Third Party Agreements	63,414	63,406		63,406	8
Vehicles	132,307	131,799		131,799	508
<b>Total Current Budget</b>	<b>2,070,000</b>	<b>1,993,304</b>	<b>800</b>	<b>1,994,104</b>	<b>75,896</b>

### Construction Phase Detail

Other Misc Construction	3,000	2,853	800	3,653	(653)
Other Construction	1,169,724	1,142,614		1,142,614	27,110
Construction Unallocated Contingency	19,044	152		152	18,892
<b>Total Phase</b>	<b>1,191,768</b>	<b>1,145,619</b>	<b>800</b>	<b>1,146,419</b>	<b>45,349</b>

<b>Contract Amount</b>	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
Contract Amount	-	-	734	734	734
Contingency	-	-	66	66	66
<b>Total Contract - Initial Segment</b>	<b>-</b>	<b>-</b>	<b>800</b>	<b>800</b>	<b>800</b>
Percent Contingency	0%	0%	9%	9%	9%

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of September 2008 + approved and pending board actions not recorded as of 9/30/08, or submitted after that date.

<b>Budget Shortfall Task Level</b>	\$Shortfall (K)	Potential Resources (L)	Source (M)
Other Misc Construction	653	18,892	Unallocated contingency in the construction phase

## SMALL BUSINESS PARTICIPATION

### Prime Consultant/Contractor

Nordic Construction, Inc. is a small business and the prime consultant for this contract. Nordic will perform 79% of the work on this contract.

### Equal Employment Workforce Profile (% Women/People of Color)

Nordic Construction, Inc. workforce demographics are 9.67% women and 6.45% minorities.

## PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The Downtown Seattle Transit Tunnel (DSTT) Security Improvements project was developed in response to Homeland Security improvement requirements. A review of DSTT security needs by both KCM and Sound Transit security groups was conducted during the construction of the DSTT Expansion and Retrofit project, which was completed in September of 2007.

Taking into account the impact on bus and light rail vehicle (LRV) operations, a number of design options were reviewed before this current design approach was accepted as the proposed means of improving DSTT security. The proposed system will augment the vehicle detection system planned as a part of the Central Link Light Rail Initial Segment. Security improvements include: two sets of pop-up barriers or other intrusion protection devices; integration of the barriers with the LRV track signal system; installation of additional

cameras and integration with the existing King County Metro monitoring system; and installation of additional barrier status lights for the LRV approach.

Security improvements at the south entrance of the DSTT (International District Station) are designed to prevent unauthorized vehicles from entering the DSTT through the light rail tracks. These security improvements will be completed prior to the start of revenue service in July 2009.

**Prior Board/Committee Actions**

None

**CONSEQUENCES of DELAY**

A delay in Board action would affect the project schedule which is tied to start of revenue service; there would also be budget consequences in having to guard the site 24 hours a day until this project is completed in order to address additional security needs.

**PUBLIC INVOLVEMENT**

Not applicable to this action.

**ENVIRONMENTAL COMPLIANCE**

JI 11/13/08

**LEGAL REVIEW**

LA 11/14/08

## SOUND TRANSIT

### MOTION NO. M2008-113

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Nordic Construction, Inc., to provide design and construction services for security improvements in the Downtown Seattle Transit Tunnel in the amount of \$733,600, with an 8% contingency of \$66,400, for a total authorized contract amount not to exceed \$800,000.

#### Background:

The Downtown Seattle Transit Tunnel (DSTT) Security Improvements project was developed in response to Homeland Security improvement requirements. A review of DSTT security needs by both King County Metro (KCM) and Sound Transit security groups was conducted during the construction of the DSTT Expansion and Retrofit project, which was completed in September of 2007.

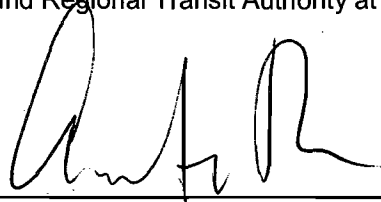
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#### Motion:

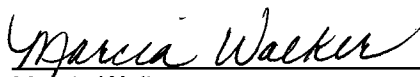
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Nordic Construction, Inc., to provide design and construction services for security improvement in the Downtown Seattle Transit Tunnel in the amount of \$733,600, with an 8% contingency of \$66,400, for a total authorized contract amount not to exceed \$800,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 20, 2008.



Aaron Reardon  
Finance Committee Chair

#### ATTEST:



Marcia Walker  
Board Administrator