

**MOTION NO. M2011-71****Contingency Increase for the DSTT South Access Security Project Construction Services**

| <b>MEETING:</b>   | <b>DATE:</b> | <b>TYPE OF ACTION:</b> | <b>STAFF CONTACT:</b>   |
|-------------------|--------------|------------------------|---|
| Capital Committee | 9/08/2011    | Final Action           | Ahmad Fazel, DECM Executive Director<br><b>Don Davis, Deputy Executive Director,</b><br><b>Project Management and Construction</b><br><b>Management</b> |

**PROPOSED ACTION**

Authorizes the chief executive officer to increase the contract contingency with Vetch Construction for additional work on the Downtown Seattle Transit Tunnel South Access Security project in the amount of \$100,000, for a new total authorized contract amount not to exceed \$343,100.

**KEY FEATURES**

- The proposed action will increase the contract contingency by \$100,000, to construct additional security measures at the south entrance to the Downtown Seattle Transit Tunnel (DSTT) including tire shredders or “tiger-teeth” in the southbound trackway and bollards in the crosswalk south of Royal Brougham Way.
- Construction of the necessary improvements will be scheduled to minimize disruption of Link service.
- Construction management will be performed by Sound Transit staff.

**PROJECT DESCRIPTION**

The DSTT South Access Security project adds several physical features between the Link Stadium Station and the south entrance to the DSTT. At Royal Brougham Way, cast-in-place concrete barriers will be installed to create a median that will channel traffic and limit vehicular turning movements from Royal Brougham Way and the E-3 busway into the tunnel entrance. On the north side of Royal Brougham Way, a number of bollards will be installed on the sidewalk and cast-in-place concrete barriers will be placed between the northbound and southbound tracks to further inhibit vehicular traffic. Pre-cast concrete barriers will also be placed parallel to the tracks to minimize the available surface area available for tunnel access. Additional gates will be used to block vehicles when the pop-up barriers are not in service.

The need for additional security measures, including the tire shredders and new bollards, was identified as a result of continued evaluations of the effectiveness of initially contracted improvements by King County Metro and Sound Transit security forces.

## FISCAL INFORMATION

### Project Budget

| DSTT South Access Security  | 2011 TIP     | Board Approvals | This Action | Board Approved Plus Action | Uncommitted / (Shortfall) |
|-----------------------------|--------------|-----------------|-------------|----------------------------|---------------------------|
| Agency Administration       | 200          | 99              |             | 99                         | 101                       |
| Preliminary Engineering     | -            | -               |             | -                          | -                         |
| Final Design                | -            | -               |             | -                          | -                         |
| Right of Way                | -            | -               |             | -                          | -                         |
| Construction                | 800          | 463             | 100         | 563                        | 237                       |
| Construction Services       | -            | -               |             | -                          | -                         |
| Third Party Agreements      | -            | -               |             | -                          | -                         |
| Vehicles                    | -            | -               |             | -                          | -                         |
| <b>Total Current Budget</b> | <b>1,000</b> | <b>562</b>      | <b>100</b>  | <b>662</b>                 | <b>338</b>                |

### Phase Detail

#### Construction

|                    |            |            |            |            |            |
|--------------------|------------|------------|------------|------------|------------|
| Civil Construction | 800        | 463        | 100        | 563        | 237        |
| <b>Total Phase</b> | <b>800</b> | <b>463</b> | <b>100</b> | <b>563</b> | <b>237</b> |

### Contract Detail

|                     | Board Approvals to Date | Current Approved Contract Status | Proposed Action | Proposed Total for Board Approval |
|---------------------|-------------------------|----------------------------------|-----------------|-----------------------------------|
| Contract Amount     | 221                     | 221                              | -               | 221                               |
| Contingency         | 22                      | 22                               | 100             | 122                               |
| <b>Total</b>        | <b>243</b>              | <b>243</b>                       | <b>100</b>      | <b>343</b>                        |
| Percent Contingency | 10%                     | 10%                              | 0%              | 55%                               |

#### Notes:

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

Committed includes pending Board Actions.

Board Approvals = Committed To-Date + Contingency.

Project Budget is located on page 50 of the 2011 Transit Improvement Plan (TIP).

## SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 18%

Commitment: 100%

Vetch Construction is a small business that will self-perform all work.

## EQUAL EMPLOYMENT WORKFORCE PROFILE

13 employees; 1 woman; 0 minorities.

## BACKGROUND

Sound Transit and King County Metro continually conduct security reviews of Link facilities and systems with participation and advice from the Department of Homeland Security. The reviews include a vulnerability assessment of facilities, including the DSTT and access routes to the tunnel. The potential for unauthorized vehicles to access the tunnel from Royal Brougham Way, the E-3 busway, or the Link trackway just south of the tunnel was identified. It was recommended by security experts that additional physical deterrents be installed along access paths to the tunnel.

The additional \$100,000 contingency will fund the anticipated work through change orders that will be issued to Vetch Construction.

## **ENVIRONMENTAL COMPLIANCE**

SSK 8-31-11

## **PRIOR BOARD/COMMITTEE ACTIONS**

Motion No. M2010-92 – Authorized execution of a contract with Vetch Construction to provide construction services for the DSTT South Access Security project in the amount of \$221,000, with a 10% contingency of \$22,100, for a total authorized contract not to exceed \$243,100.

Resolution No. R2010-12 - (1) Created a new capital project, the Downtown Seattle Transit Tunnel (DSTT) South Access Security project and (2) amended the Adopted 2010 Budget to (a) establish the lifetime budget for the DSTT South Access Security project of \$1,000,000; (b) established an Annual 2010 Budget for the DSTT South Access Security project of \$600,000; (c) revised the lifetime budget for the Central Link Switch Heater project to \$2,452,530 and (d) revised the Central Link Switch Heater project Annual 2010 Budget to \$1,815,801.

## **TIME CONSTRAINTS**

A delay of this action will delay installation of the DSTT security measures and result in continued expenditures for police attendance at the south entrance to the tunnel.

## **PUBLIC INVOLVEMENT**

Not applicable to this action.

## **LEGAL REVIEW**

JW 9/2/11

**MOTION NO. M2011-71**

A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contract contingency with Vetch Construction for additional work on the Downtown Seattle Transit Tunnel South Access Security project in the amount of \$100,000, for a new total authorized contract amount not to exceed \$343,100.

**BACKGROUND:**

Sound Transit and King County Metro continually conduct security reviews of Link facilities and systems with participation and advice from the Department of Homeland Security. The reviews include a vulnerability assessment of facilities, including the DSTT and access routes to the tunnel. The potential for unauthorized vehicles to access the tunnel from Royal Brougham Way, the E-3 busway, or the Link trackway just south of the tunnel was identified. It was recommended by security experts that additional physical deterrents be installed along access paths to the tunnel. The additional \$100,000 contingency will fund the anticipated work through change orders that will be issued to Vetch Construction.


**MOTION:**

It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized increase the contract contingency with Vetch Construction for additional work on the Downtown Seattle Transit Tunnel South Access Security project in the amount of \$100,000, for a new total authorized contract amount not to exceed \$343,100.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 8, 2011.

  
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Fred Butler  
Capital Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator