



## Resolution No. R2024-14

### Budget Amendment for Passenger Information Management System Program

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	06/06/2024	Recommend to Board	John Henry, Deputy CEO, Chief Finance and Business Administration Officer
Board	06/27/2024	Final action	Jason Weiss, Chief Information Officer <b>David Ginsberg, Deputy Director, Program Management Office</b>

### Proposed action

Amends the adopted 2024 Budget for the Passenger Information Management System program by (a) increasing the authorized program allocation by \$18,825,000 from \$49,575,848 to \$68,400,848, to accommodate additional scope and related activities and (b) increasing the 2024 annual budget by \$8,600,000 from \$9,354,058 to \$17,954,058.

### Key features summary

- The proposed action amends the project allocation to fund the purchase of new digital message signs and continue the system integration and installation work efforts for the Passenger Information Management System (PIMS) through final acceptance in December 2027.
- The budget increase is necessary to fund the contract modification, outlined in Motion No. M2024-33, to cover:
  - Implementation of PIMS for the East Link Starter Line, including 8 stations from South Bellevue Station to Redmond Technology.
  - Onboard system and signage for 11 newly procured Sounder vehicles
  - Equipment and services to 1) replace all signs at Northgate, Roosevelt, and U District stations with new PIMS signs, 2) install additional Sounder and Tacoma Link station signs, 3) replace outdated CCTV cameras at Link 1 Line stations.
  - Enhanced train tracking for service disruptions and single tracking events.
  - Unicast transmission control protocol to introduce live audio at multiple stations.
  - Passenger Experience enhancements for digital signs and audio.
  - Extend program staffing by 3 years through December 2027.

### Background

Sound Transit is replacing the Public Address/Variable Message Sign (PA/VMS) solutions for its Link and Sounder services and seeks to add similar PA/VMS capability to Tacoma Link. In preparation for the opening of the East Link expansion, Sound Transit needed to replace existing amber dot matrix signs with signs capable of displaying color to be completed during normal lifecycle replacement of the legacy

signs which went into service in 2008. In addition to replacing existing, basic signage functions, Sound Transit seeks to increase the accuracy of its arrival predictions by providing enhanced train tracking for single tracking events during planned service disruptions, which will provide additional information to Sound Transit customers and enhance rider experience.

The scope of work for the contract with Wabtec Transportation Systems LLC (Wabtec) includes system integration services, project management, solution design, integration, testing and validation, configuration management, safety assurance, training of Sound Transit staff and partners; provision of operations and maintenance manuals, and systems support through the warranty period for Link, Tacoma Link, and Sounder, as well as capability to integrate Bus Rapid Transit (BRT) and Parking VMS functions. Implementation of the new PIMS was impacted due to the COVID-19 pandemic and remains approximately 2 years behind the original baseline schedule. To support systems integration testing and pre-revenue service for the 2 Line, a minimum viable product version of PIMS was released in July 2023, and the contractor has been on a regular release schedule since then to address defects in the early release and add additional features identified in the original scope. Under the revised schedule, a fully functional PIMS will be in place before the 2 Line tie-in.

When the PIMS program was launched in 2018 it was anticipated that Northgate Link extension would install new PIMS signs that would display content from the legacy Alstom system until PIMS was ready. However, to reduce budget and schedule risk to Northgate Link it was determined that it would be more efficient for Northgate to install the signs originally specified and retrofit the PIMS signs at a later date.

The other large item in this request is for installation of PIMS onboard systems on the 11 newly procured Sounder vehicles. These were not anticipated when the PIMS program was originally funded. Support for the standalone East Link Starter Line also was not anticipated when PIMS was originally approved and funded.

The remaining items address issues discovered during implementation and operation of the new PIMS, and include enhancing PIMS capability to manage service disruptions without manual intervention to increase accuracy of ETA predictions.

If this Budget Amendment is not undertaken, Sound Transit will be unable to: (1) provide PIMS signage at Link stations constructed as part of the Northgate Link Extension; (2) provide PIMS signage for the 11 newly procured Sounder vehicles; (3) provide additional signage at Sounder Stations and Tacoma Link; and (4) implement enhancements designed to improve PIMS capability to handle service disruptions efficiently without manual intervention.

## **Fiscal information**

This action (a) increases the authorized project allocation of the Passenger Information Management System in the amount of \$18,825,000 from \$49,575,848 to \$68,400,848, and (b) increases the 2024 annual project budget in the amount of \$8,600,000 from \$9,354,057 to \$17,954,057 to fund the continued services, including system integration services and installation work.

Motion No. M2024-33 seeking the execution of a contract modification with Wabtec for continued system integration services and installation work for PIMS is submitted for the committee's consideration in conjunction with this Resolution No. R2024-14 seeking a budget amendment. This budget amendment is a prerequisite to approving M2024-33. If the resolution to increase funding for the project is not approved, the execution of the contract modification will also not proceed.

Contingent upon the approval of this resolution, the concurrent motion will be within the authorized project allocation and sufficient monies remain after approval of this action to fund the remaining work in the construction phase.

## Passenger Information Management System

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation		
	Adopted 2024 Annual Project Budget	Budget Revision	Revised 2024 Annual Project Budget	Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)
Operations + Maintenance	-	-	-	\$3,810	-	\$3,810
Agency Administration	2,331	-	2,331	6,715	4,800	11,515
Preliminary Engineering	-	-	-	-	-	-
Final Design	-	-	-	-	-	-
Third Party Agreements	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-
Construction	7,023	8,600	15,623	39,050	14,025	53,075
Construction Services	-	-	-	-	-	-
Vehicles	-	-	-	-	-	-
Contingency	-	-	-	-	-	-
<b>Total</b>	<b>\$9,354</b>	<b>\$8,600</b>	<b>\$17,954</b>	<b>\$49,576</b>	<b>\$18,825</b>	<b>\$68,401</b>

### Notes:

Amounts are expressed in Year of Expenditure.

For detailed project information, see page 186 in the 2024 Financial Plan & Adopted Budget.

## Affordability impact

This action is \$18,825,000 (YOES) higher than the Fall 2023 Financial Plan estimate and implementing the action does not have a material impact to the program affordability. It decreases the remaining available debt capacity by 0.2% and decreases net debt service coverage ratio by 0.003x.

	Fall Financial Plan 2023	Impact of Resolution on Financial Plan	Total
Cost	\$49,576	+\$18,825	\$68,401
Debt capacity	13.1%	-0.2%	12.9%
Net DSCR	1.63x	-0.003	1.62x

## Disadvantaged and small business participation

Not applicable to this action.

## Public involvement

Not applicable to this action.

## Time constraints

The agency and contractor are working at top speed to complete implementation of the PIMS and ensure a unified passenger experience across modes, including to Northgate Link Extension stations that were not in the original scope due to project timing. Additionally, with the World Cup coming to Seattle in 2026 there is a strong desire to complete all Link work prior to June 2026.

## Prior Board/Committee actions

Resolution No. R2018-42: Amended the Digital Passenger Information System program by (a) increasing the authorized project allocation to date from \$1,617,150 to \$49,575,698, and (b) increasing the 2019 annual budget from \$1,617,150 to \$15,886,226 to modernize and standardize Sound Transit's passenger information systems across Link, Tacoma Link, and Sounder, with support for future expansion including Bus Rapid Transit and Parking and (2) changes the program name to Passenger Information Management System.

**Environmental review – KH 5/29/24**

**Legal review – DLM 5/31/2024**



## Resolution No. R2024-14

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the adopted 2024 Budget for the Passenger Information Management System program by (a) increasing the authorized program allocation by \$18,825,000 from \$49,575,848 to \$68,400,848, to accommodate additional scope and related activities and (b) increasing the 2024 annual budget by \$8,600,000 from \$9,354,058 to \$17,954,058.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, Sound Transit is replacing the Public Address/Variable Message Sign (PA/VMS) solutions for its Link and Sounder services and seeks to add similar PA/VMS capability to Tacoma Link; and

WHEREAS, Sound Transit seeks to increase the accuracy of its arrival predictions by providing enhanced train tracking for single tracking events during planned service disruptions and be able to provide additional information to customers to enhance rider experience; and

WHEREAS, Implementation of the new Passenger Information Management System (PIMS) was impacted due to the COVID-19 pandemic and remains approximately 2 years behind the original baseline schedule and, under a revised schedule, a fully functional PIMS will be in place before the 2 Line tie-in; and

WHEREAS, Due to budget and schedule risks, legacy signage was installed at stations along the Northgate Link Extension with the direction to retrofit that signage at a later date with PIMS specification; and

WHEREAS, Additional scope for the installation of PIMS onboard system on 11 newly procured Sounder vehicles, advanced work on the 2 Line, and addressing of issues and enhancing capabilities to deal with service disruptions have contributed needs for additional funds.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the adopted 2024 Budget for the Passenger Information Management System program is amended by (a) increasing the authorized program allocation by \$18,825,000 from \$49,575,848 to \$68,400,848, to accommodate additional scope and related activities and (b) increasing the 2024 annual budget by \$8,600,000 from \$9,354,058 to \$17,954,058.

ADOPTED by a supermajority of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on \_\_\_\_\_.

\_\_\_\_\_  
Dow Constantine  
Board Chair

**Attest:**

\_\_\_\_\_  
Kathryn Flores  
Board Administrator