

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2004-94**

**Contract for Central Link Light Rail Initial Segment Train Signal Systems**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/16/04	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Director <b>Steve Procter, Link Systems Manager</b>	(206) 398-5389 (206) 370-5509
Board of Directors	9/23/04	Action		

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement	✓	Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Interagency Agreement		Contingency Funds (Budget) Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ *Applicable to proposed transaction.*

**ACTION**

Authorize the Chief Executive Officer to execute a contract with GE Transportation Systems Global Signaling, LLC in the amount of \$30,269,840, with a 7% contingency of \$2,118,889, to engineer, manufacture, furnish, install, and test the train signal system for the Central Link Light Rail Initial Segment for a total authorized contract amount not to exceed \$32,388,729.

**KEY FEATURES**

- This contract includes the engineering, manufacturing, furnishing, installation, and testing of signal systems for each of the different operational areas of the Initial Segment, including the cab signal system, yard signals system, train signals for street running areas (i.e., alignment along Martin Luther King Jr. Way South), grade crossing warning equipment, and a signal system for the joint light rail and bus operations inside the Downtown Seattle Transit Tunnel (DSTT).
- Sound Transit adopted a qualifications-based procurement process for this contract. Five contractors submitted technical proposals in response to Sound Transit's request for proposals issued in January 2004. Four contractors were determined to be qualified and were invited to submit bids. Three qualified contractors submitted bids on August 18, 2004. GE Transportation Systems Global Signaling, LLC (GETSGS) submitted the lowest bid and was determined to be responsive and responsible.
- Staff is recommending application of a 7% contingency for this contract as an allowance for changes encountered during performance of this work. This assignment is consistent with the risk assumption applied to this scope in the development of the baseline project budget.

## **BUDGET IMPACT SUMMARY**

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

## **BUDGET DISCUSSION**

This action would authorize execution of a contract with GE Transportation Systems Global Signaling, LLC (GETSGS) to engineer, manufacture, furnish, install, and test the train signal system for the Central Link Light Rail Initial Segment for a total authorized amount of \$32,388,729.

The adopted capital budget for the Central Link Light Rail Initial Segment is \$2.07 billion. Within that budget, \$33,156,000 has been set aside for the signal system contract (C802) in the construction phase. Should the proposed action be approved, a balance of \$767,271 will remain for this budget line item.

## **REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

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

## BUDGET TABLE

**Action Item:** GE Transportation Systems Global Signalling, LLC (Design, furnish, install and test a train signal system (C802) for the entire alignment of the Central Link Initial Segment)

**(Year of Expenditure \$000)**

<b>Initial Segment</b>	<b>Amended FY2004 Budget (A)</b>	<b>Committed To Date (B)</b>	<b>This Action (C)</b>	<b>Total Committed &amp; Action (D)</b>	<b>Uncommitted (Shortfall) (E)</b>
1 Agency Administration	218,780	110,561		110,561	108,219
2 Preliminary Engineering	35,000	33,643		33,643	1,357
3 Final Design	143,523	138,049		138,049	5,475
4 Right of Way	233,016	155,596		155,596	77,420
5 Construction	1,159,837	709,626	32,389	742,015	417,822
6 Construction Services	82,737	80,586		80,586	2,152
7 Third Party Agreements	58,800	52,474		52,474	6,326
8 Vehicles	138,307	132,244		132,244	6,063
9 <b>Total Current Budget</b>	<b>2,070,000</b>	<b>1,412,780</b>	<b>32,389</b>	<b>1,445,169</b>	<b>624,831</b>

**Phase Budget Detail**

10 Train Control (C802)	33,156	-	32,389	32,389	767
11 Other Systems Construction	104,019	38,906		38,906	65,113
12 Other Construction Segments	1,022,662	670,720		670,720	351,942
13 <b>Total Phase</b>	<b>1,159,837</b>	<b>709,626</b>	<b>32,389</b>	<b>742,015</b>	<b>417,822</b>

(A) AMENDED 2004 BUDGET reflects Board Resolution R2004-05 for Initial Segment phase budget transfer, adopted by the ST Board on 4/22/04.

(B) COMMITTED TO DATE amounts are from the Program Cost Summary Report (HQ Reports) as of July 2004.

<b>Contract Budget</b>	<b>Board Approvals to Date (F)</b>	<b>Current Approved Contract Value (G)</b>	<b>Proposed Action (H)</b>	<b>Proposed Total for Board Approval (I)</b>	<b>Proposed Contract Value (J)</b>
14 Contract Amount			30,270	30,270	30,270
15 Contingency			2,119	2,119	2,119
16 <b>Total Link Initial Segment</b>	-	-	<b>32,389</b>	<b>32,389</b>	<b>32,389</b>
17 Percent Contingency	0%	0%	7%	7%	7%

## **M/W/DBE – SMALL BUSINESS PARTICIPATION**

### **Prime Contractor**

Sound Transit established the following goals for this contract in the Invitation for Bid (IFB): 12% of the total Contract price for Small Business participation, to be accomplished utilizing M/W/DBE participation of at least 8%. At time of bid, the Contractor was required to list M/W/DBE and Small Business participation equal to at least one-half of the overall goal of 6% Small business with at least 4% M/W/DBE. The remaining portion of M/W/DBE and Small Business participation is to be achieved over the duration of the contract. GETSGS's bid included Small Business and M/W/DBE participation of 6.44% and 6.34% respectively.

GETSGS has committed to work with Sound Transit and use good faith efforts to meet or exceed the overall Small Business and M/W/DBE Participation Goals of 12% and 8% respectively.

### **Initial Utilization Breakdown Table**

<b>Subconsultant</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Dollar Value</b>
Mobile Electrical Distributors, Inc.	WBE/DBE	3.37%	\$1,020,000
E I R Electric, Inc.	WBE/DBE	2.97%	\$900,000
Ness Crane Service, Inc.	Small Business	0.10%	\$30,000
<b>Total</b>		<b>6.44%</b>	<b>\$1,950,000</b>

### **EEO Commitment**

The GETSGS workforce demographics are 4% women and 10% people of color.

### **Apprentice Utilization Commitment**

GETSGS has committed to meet the 20% Apprentice Utilization Goal stated in the IFB documents and has provided a draft plan and signed commitment. Sound Transit will work with GETSGS during the pre-construction phase to further develop a program for apprentice utilization.

## **HISTORY OF PROJECT**

### **Prior Board or Committee Actions and Relevant Board Policies**

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
R2001-16	Selected the initial segment of the Central Link Light Rail Project to be constructed and operated by 2009.	11/29/01

A two-step procedure was used for this procurement. A Request for Technical Proposals (RFTP) was issued on January 28, 2004. Staff evaluated technical proposals submitted by five firms and determined four technical proposals to be acceptable. The Invitation for Bid was issued on July 2, 2004 to the four qualified firms. On August 18, 2004, Sound Transit received

bids from three firms. GETSGS submitted the apparent low bid in the amount of \$30,269,840. The other two bids were in the amounts of \$30,460,391 and \$33,223,564. Sound Transit's engineer's estimate was equal to \$31,724,461. Staff evaluated the bids, which included an evaluation conference with GETSGS, and determined GETSGS to be responsive and responsible.

The scope for this contract includes the engineering, manufacturing, furnishing, installation, and testing of:

- a cab signal system;
- train signals for street running areas (i.e., alignment along Martin Luther King Jr. Way South);
- a signal system for the maintenance and storage yard;
- grade crossing warning equipment;
- a signal system for the joint LRT and bus operations inside the Downtown Seattle Transit Tunnel (DSTT); and
- manuals, training, spare parts, and technical support required for the above systems.

All required environmental compliance to support the Board's approval of this contract has been completed.

### **CONSEQUENCES OF DELAY**

Timely award of this contract is required to ensure that signal system equipment is installed to support the testing of light rail vehicles prior to revenue service. In addition, timely award of this contract is required to support the scheduled reopening of the DSTT to bus service in 2007, since the signal systems to be installed under this contract are required to support the bus operations in the retrofitted DSTT.

### **PUBLIC INVOLVEMENT**

Not applicable to this action.

### **LEGAL REVIEW**

JW 8/31/04

**SOUND TRANSIT**

**MOTION NO. M2004-94**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract with GE Transportation Systems Global Signaling, LLC in the amount of \$30,269,840, with a 7% contingency of \$2,118,889, to engineer, manufacture, furnish, install, and test the train signal system for the Central Link Light Rail Initial Segment for a total authorized contract amount not to exceed \$32,388,729.

**Background:**

This contract includes the engineering, manufacturing, furnishing, installation, and testing of signal systems for each of the different operational areas of the Initial Segment, including the cab signal system, yard signals system, train signals for street running areas (i.e., alignment along Martin Luther King Jr. Way South), grade crossing warning equipment, and a signal system for the joint light rail and bus operations inside the Downtown Seattle Transit Tunnel (DSTT).

Sound Transit adopted a qualifications-based procurement process for this contract. Five contractors submitted technical proposals in response to Sound Transit's request for proposals issued in January 2004. Four contractors were determined to be qualified and were invited to submit bids. Three qualified contractors submitted bids on August 18, 2004. GE Transportation Systems Global Signaling, LLC (GETSGS) submitted the lowest bid and was determined to be responsive and responsible.

Staff is recommending application of a 7% contingency for this contract as an allowance for changes encountered during performance of this work. This assignment is consistent with the risk assumption applied to this scope in the development of the baseline project budget.

All required environmental compliance to support the Board's approval of this contract has been completed.

**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract with GE Transportation Systems Global Signaling, LLC in the amount of \$30,269,840, with a 7% contingency of \$2,118,889, to engineer, manufacture, furnish, install, and test the train signal system for the Central Link Light Rail Initial Segment for a total authorized contract amount not to exceed \$32,388,729.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 23, 2004.

ATTEST:

  
Matt Stoutenburg  
Board Coordinator

  
John W. Ladenburg  
Board Chair