

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-32

Contract Amendment for Train Signal System Contract – Yard Expansion for North Link and University Link

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/16/09	Discussion/Possible Action to Recommend Board Approval	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	4/23/09	Action	George Hodges, Civil/ Systems Integration Manager	(206) 398-5473

Contract/Agreement Type:	✓	Requested Action:	✓
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

North Link – Northgate to 45th Street, North Link – UW Station to Brooklyn Station (at NE 45th Street), and University Link – Pine Street Stub Tunnel (PSST) to UW Station

PROPOSED ACTION

Authorizes the chief executive officer to execute a sole source contract amendment with GE Transportation Systems Global Signaling, LLC for construction of the train signal system to be integrated with the planned yard expansion for North Link and University Link in the amount of \$1,996,269, with a contingency of \$103,731, totaling \$2,100,000, for a new total authorized contract amount not to exceed \$39,724,386.

KEY FEATURES of PROPOSED ACTION

- The Light Rail Vehicle (LRV) storage yard at the Operation & Maintenance Facility will be expanded to the full capacity to accommodate additional vehicles needed for University Link and North Link segments. The expansion of the yard signal system is essential work that must precede the yard expansion civil work and trackwork installation.
- The current signal system for the existing storage yard, including equipment, signal bungalows, software, and testing/commissioning, is provided by GE Transportation Systems Global Signaling, LLC (GETS). GETS will complete the equipment procurement/installation and wiring in the existing signal bungalows, furnish unique wayside equipment components to Sound Transit and test the completed storage yard expansion. GETS will supplement the signal system with a vehicle monitoring system that will track LRV locations within the full storage yard expansion.
- The Federal Transit Administration (FTA) has issued a letter concurring that this sole source procurement is justified.
- The work proposed in this action is not covered under the Sound Transit's Owner Controlled Insurance Program (OCIP). The contractor is required to provide Commercial General Liability Insurance, Pollution Liability Insurance and Builders Risk Insurance.
- The proposed action would extend the contract through the end of the yard signal testing period, currently projected to be March 2011.

BUDGET IMPACT SUMMARY

Current Project Phase: Construction
 Projected Completion Date: 2016

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase	✓	Within the North Link – Northgate to 45 th St project, the proposed action requires funding from project contingency.
This Task		
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 current total authorized contract amount for GETS is \$37,624,386 as adopted by the Sound Transit Board in Motion No. M2009-33 on 4/23/09, which includes \$34,008,729 for the Central Link Initial Segment project, \$3,535,657 for the Airport Link project, and \$80,000 for Link within the Sound Transit Art Program (STart).

The proposed amendment would increase the total authorized not to exceed value for the GETS contract by \$2,100,000, and includes: North Link – Northgate to 45th Street project in the amount of \$345,000; North Link – UW Station to Brooklyn Station project in the amount of \$600,000; and University Link project in the amount of \$1,155,000.

The Adopted 2009 Lifetime Capital Budget for the North Link – Northgate to 45th Street project is \$19.5 million.

- Within that amount, no budget has been established for the construction phase. The proposed action would commit \$345,000 for the Yard Expansion Signal System within the construction phase, and result in a phase budget shortfall in this amount that will be funded from project contingency.
- Within that amount, \$677,001 has been set aside for project contingency. Should the proposed action be approved, \$345,000 of this amount would be used, leaving a remaining balance of \$332,001 for project contingency.

The Adopted 2009 Lifetime Capital Budget for the North Link – UW Station to Brooklyn Station project is \$26.4 million.

- Within that amount, \$5,000,000 has been set aside for the Yard Expansion in the construction phase. The proposed action would commit \$600,000 of this amount, and leave a remaining budget balance of \$4,400,000 for this line item.

The Adopted 2009 Lifetime Capital Budget for the University Link project is \$1.756 billion.

- Within that amount, \$7,013,000 has been set aside for the Yard Expansion in the construction phase. The proposed action would commit \$1,155,000 of this amount, and leave a remaining budget balance of \$5,858,000 for this line item.

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: GE Transportation Systems Global Signaling, LLC (contract amendment for construction of the signal system to be integrated with the planned yard expansion for North Link and University Link)

(Year of Expenditure \$000)

Total Project / Construction Phase Budget	Adopted 2009 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
North Link-Northgate to 45th Street	19,548	17,407	345	17,752	1,796
Construction Phase	-	-	345	345	(345)
North Link-UW Station to Brooklyn Station	26,444	19,700	600	20,300	6,144
Construction Phase	6,844	1,335	600	1,935	4,909
University Link	1,756,007	461,797	1,155	462,952	1,293,055
Construction Phase	1,180,033	33,734	1,155	34,889	1,145,144
Initial Segment	2,070,000	2,018,445	-	2,018,445	51,555
Construction Phase	1,194,991	1,165,057	-	1,165,057	29,934
Airport Link	269,100	255,134	-	255,134	13,966
Construction Phase	193,270	184,014	-	184,014	9,257
Total Central Link	4,141,099	2,772,484	2,100	2,774,584	1,366,515
Total Construction Phase	2,575,138	1,384,139	2,100	1,386,239	1,188,899

Contract Value	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
Contract - North Link - Northgate to 45th St	-	-	343	343	343
Contract - North Link - UW Station to Brooklyn Station	-	-	555	555	555
Contract - University Link	-	-	1,098	1,098	1,098
Contract - Initial Segment	30,270	32,247	-	30,270	32,247
Contract - Airport Link	3,304	3,304	-	3,304	3,304
Contract - STart Program - Link	-	-	-	-	-
Total Contract	33,574	35,551	1,996	35,570	37,547
Contingency - North Link - Northgate to 45th St	-	-	2	2	2
Contingency - North Link - UW Station to Brooklyn Station	-	-	45	45	45
Contingency - University Link	-	-	57	57	57
Contingency - Initial Segment	3,739	1,842	-	3,739	1,842
Contingency - Airport Link	231	231	-	231	231
Contingency - STart Program - Link	80	-	-	80	80
Total Contingency	4,050	2,073	104	4,154	2,177
Total	37,624	37,624	2,100	39,724	39,724
Percent Contingency	12%	6%	5%	12%	6%

Budget Shortfall Task Level	\$Amount (K)	Potential Resources (L)	Source (M)
North Link - Northgate Yard Expansion - Signal System	345	677	Project contingency within the North Link - Northgate to 45th St project

Notes:

(F) ADOPTED 2009 BUDGET amounts as adopted by resolution of the Sound Transit Board (R2008-14, approved 12/11/08).

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of February 2009 + approved and pending board actions not recorded as of 2/28/09, or submitted after that date.

SMALL BUSINESS PARTICIPATION

GETS is the prime contractor for this contract. GETS is committed to a 12% small business goal with 8% M/W/DBE participation. To date, GETS has achieved 16.5% small business participation, with 15.2% M/W/DBE participation.

EEO Commitment

GETS workforce demographics are 28% women and 13% people of color.

Apprentice Utilization Commitment

GETS has committed to 20% apprentice utilization. To date, GETS has achieved 13.8% apprentice utilization.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

On January 28, 2004, Sound Transit issued a Request for Technical Proposal (RFTP) for the Link Light Rail Train Signal Systems for the Initial Segment of the Central Link Light Rail Project. On September 23, 2004, the Sound Transit Board authorized the chief executive officer to execute a contract with General Electric Transportation System Global Signaling, LLC

The current signal system for the existing storage yard, including equipment, signal bungalows, software, and testing/commissioning, is provided by GETS. Expansion of the yard signal system services by GETS is a cost-effective way to assure the compatibility of software programming, hardware, documentation, maintenance requirements, and spare parts with the existing system.

Delivery of an additional 27 Light Rail Vehicles to the Operations & Maintenance Facility will start in October 2010.

Sole Source Justification

The LRV storage yard was constructed to serve LRVs for the Initial Segment and Airport Link and will be expanded to serve North Link and University Link LRVs. The expansion of the rail yard will require an expansion of the signal system that was constructed by GE Transportation Systems. In March 2009, the Federal Transit Administration approved a sole source procurement for the train signal system change order for the following reasons:

- A major component of the signal system developed by GETS is the software system through which the system is controlled
- An expansion of the signal system will require expansion of the related software
- Consistency of materials and safety are best achieved by expanding the current system of unique programming, components, and wiring.
- The GETS warranty would likely be voided if another contractor performed the work.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
M2009-33 4/23/09	Increased the contingency for the contract with GE Transportation Systems Global Signaling, LLC for the construction of the Train Signal System for Central Link Initial Segment in the amount of \$1,700,000 for a new total authorized contract amount not to exceed \$37,624,386.
M2007-10 1/25/07	Executed a contract amendment with GE Transportation Systems Global Signaling, LLC to provide the train signal systems for Airport Link in the amount of \$3,304,352, with a contingency of 7% totaling \$231,305, for a new total authorized contract amount not to exceed \$35,924,386.
M2004-94 9/23/04	Executed 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.

CONSEQUENCES of DELAY

A delay in Board action could delay issuing the train signal system change order which may increase the cost of design and materials.

PUBLIC INVOLVEMENT

Not applicable to this action.

ENVIRONMENTAL COMPLIANCE

Jl, 04/06/09

LEGAL REVIEW

LA 4/10/09

SOUND TRANSIT

MOTION NO. M2009-32

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a sole source contract amendment with GE Transportation Systems Global Signaling, LLC for construction of the train signal system to be integrated with the planned yard expansion for North Link and University Link in the amount of \$1,996,269, with a contingency of \$103,731, totaling \$2,100,000, for a new total authorized contract amount not to exceed \$39,724,386.

Background:

On January 28, 2004, Sound Transit issued a Request for Technical Proposal (RFTP) for the Link Light Rail Train Signal Systems for the Initial Segment of the Central Link Light Rail Project. On September 23, 2004, the Sound Transit Board authorized the chief executive officer to execute a contract with General Electric Transportation System Global Signaling, LLC

The current signal system for the existing storage yard, including equipment, signal bungalows, software, and testing/commissioning, is provided by GETS. Expansion of the yard signal system services by GETS is a cost-effective way to assure the compatibility of software programming, hardware, documentation, maintenance requirements, and spare parts with the existing system.

Delivery of an additional 27 Light Rail Vehicles to the Operations & Maintenance Facility will start in October 2010.

Sole Source Justification

The LRV storage yard was constructed to serve LRVs for the Initial Segment and Airport Link and will be expanded to serve North Link and University Link LRVs. The expansion of the rail yard will require an expansion of the signal system that was constructed by GE Transportation Systems. In March 2009, the Federal Transit Administration approved a sole source procurement for the train signal system change order for the following reasons:

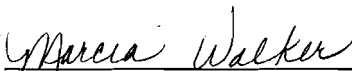
- A major component of the signal system developed by GETS is the software system through which the system is controlled
- An expansion of the signal system will require expansion of the related software
- Consistency of materials and safety are best achieved by expanding the current system of unique programming, components, and wiring.
- The GETS warranty would likely be voided if another contractor performed the work.

Motion:

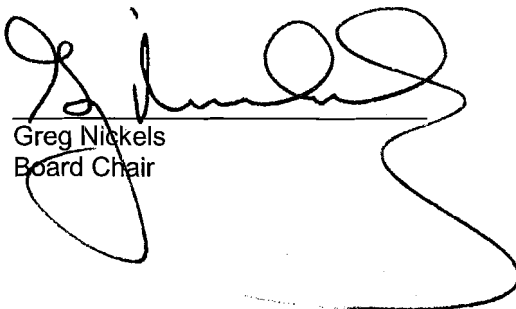
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a sole source contract amendment with GE Transportation Systems Global Signaling, LLC for construction of the train signal system to be integrated with the planned yard expansion for North Link and University Link in the amount of \$1,996,269, with a contingency of \$103,731, totaling \$2,100,000, for a new total authorized contract amount not to exceed \$39,724,386.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 23, 2009.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Board Chair