

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2009-33**

**Contract Amendment for Link Train Signal System Contract – Initial Segment/Airport Link**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
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	Joe Gildner, Initial Segment Project Director <b>Gene Overly, Systems Engineering Manager</b>	(206) 689-3350 (206) 398-5243

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

**PROJECT NAME**

Central Link Initial Segment

**PROPOSED ACTION**

Authorizes the chief executive officer to increase the contingency for the contract with GE Transportation Systems Global Signaling, LLC for the construction of the Train Signal System for the Central Link Light Rail Initial Segment in the amount of \$1,700,000 for a new total authorized contract amount not to exceed \$37,624,386.

**KEY FEATURES of PROPOSED ACTION**

- 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, grade crossing warning equipment, and a signal system for the joint light rail and bus operations inside the Downtown Seattle Transit Tunnel (DSTT).
- Additional funds are required for the following:
  - This contract work was originally scheduled to be substantially complete on August 20, 2008, but due to delayed access attributable to the predecessor civil contracts, the work for the Initial Segment is now scheduled to be completed in the second quarter of 2009. This contingency increase will cover the estimated costs of access delays, work inefficiencies, and extended overhead.
  - The original contract anticipated turnover of signal system maintenance from the contractor to Sound Transit on October 1, 2008. That turnover has not yet occurred and this contingency increase provides funds for a negotiated settlement of additional maintenance costs incurred by the contractor beyond October 1, 2008.
  - Various requests for change have been submitted by the contractor that are currently under review by Sound Transit. This contingency increase provides funds for negotiated settlement of all contractor requests for change currently in Sound Transit's possession provided they are determined to have merit.

- Additional work in Tukwila to support testing/startup of the station safety systems. Also, additional speaker/strobes at the station to enhance fire system coverage for compliance with Certificate of Occupancy.
- Additional contingency to support modifications that may arise based on performance and pre-revenue service testing.

### **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 and FINANCIAL PLAN DISCUSSION**

The adopted 2009 lifetime capital budget for the Central Link Initial Segment is \$2.07 billion. Within that amount, \$35,083,830 has been set aside for construction contract C802 Train Signal System in the construction phase. When added to current commitments of \$32,402,211, the proposed action would increase this amount by \$1,620,000 to a revised total commitment of \$34,022,211 for this budget line item, and leave a remaining balance of \$1,061,619.

The GE Transportation Systems Global Signaling contract includes train signal system work for the Airport Link project in an amount not to exceed \$3,535,657, authorized by Motion No. M2007-10 (adopted 1/25/07). The proposed action has no impact on this amount.

The adopted 2009 lifetime capital budget for Link Art within the Sound Transit Art Program (*S*Art) is \$10.1 million. When added to current commitments of \$6,876,878, the proposed action would increase this amount by \$80,000 to a revised total commitment of \$6,956,876, and leave a remaining balance of \$3,119,099.

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 (Increase contingency for the contract to provide train control systems (C802) for the Central Link Initial Segment project)

(Year of Expenditure \$000)

<b>Initial Segment</b>	Adopted 2009 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	189,213	172,080		172,080	17,133
Preliminary Engineering	33,289	33,310		33,310	(21)
Final Design	147,208	146,901		146,901	307
Right of Way	207,171	203,928		203,928	3,243
<b>Construction</b>	<b>1,194,991</b>	<b>1,163,437</b>	<b>1,620</b>	<b>1,165,057</b>	<b>29,934</b>
Construction Services	102,960	101,854		101,854	1,106
Third Party Agreements	62,861	63,517		63,517	(656)
Vehicles	132,307	131,799		131,799	508
<b>Total Current Budget</b>	<b>2,070,000</b>	<b>2,016,825</b>	<b>1,620</b>	<b>2,018,445</b>	<b>51,555</b>

<b>Construction Phase Detail</b>	Adopted 2009 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
C802 Train Control	35,084	32,402	1,620	34,022	1,062
Other Construction	1,133,906	1,120,614		1,120,614	13,292
Construction Unalloc Contingency	26,001	10,420		10,420	15,580
<b>Total Phase</b>	<b>1,194,991</b>	<b>1,163,437</b>	<b>1,620</b>	<b>1,165,057</b>	<b>29,934</b>

<b>ST Art Program (STart) - Link</b>	Adopted 2009 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
STart Program - Link	10,076	6,877	80	6,957	3,119
<b>Total</b>	<b>10,076</b>	<b>6,877</b>	<b>80</b>	<b>6,957</b>	<b>3,119</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 - Initial Segment	30,270	31,647	-	30,270	31,647
Contract Amount - Airport Link	3,304	3,304	-	3,304	3,304
Contract Amount - STart Program - Link	-	-	-	-	-
<b>Total Contract</b>	<b>33,574</b>	<b>34,951</b>	<b>-</b>	<b>33,574</b>	<b>34,951</b>
Contingency - Initial Segment	2,119	742	1,620	3,739	2,362
Contingency - Airport Link	231	231	-	231	231
Contingency - STart Program - Link	-	-	80	80	80
<b>Total Contingency</b>	<b>2,350</b>	<b>973</b>	<b>1,700</b>	<b>4,050</b>	<b>2,673</b>
<b>Total</b>	<b>35,924</b>	<b>35,924</b>	<b>1,700</b>	<b>37,624</b>	<b>37,624</b>
Percent Contingency	7%	3%	0%	12%	8%

(A) 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, and include allocated contingencies.

(1) "SHORTFALL" to the Adopted 2009 Budgets for Preliminary Engineering and Third Party phases: "Committed to Date" amounts shown here include contingencies allocated for final design contracts and third party agreements that will not be used. Adjustments are in process.

## 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. Because this change is primarily to cover the cost of extended overhead due to Sound Transit civil construction delays, the M/W/DBE and small business participation will not be increased correspondingly.

## 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 Systems Global Signaling, LLC (GETS)

On July 14, 2006, the Sound Transit Board selected the Airport Link project to be constructed and operated as part of Central Link light rail. The 1.7 mile Airport Link extension will be fully integrated into the Initial Segment and is planned to be completed by the end of 2009. The original competitively bid contract documents contained provisions identifying the Airport scope in a general context and alerting all bidders to the possibility that the work would be the subject of a future amendment.

On January 25, 2007, the Sound Transit Board approved an amendment with GETS, to provide the train signal system for Airport Link allowing the contractor to sequence design and manufacturing of equipment and systems to provide for continuous, uninterrupted work tasks utilizing the same personnel and suppliers that are currently working on the Initial Segment.

The Initial Segment work was scheduled to be substantially complete on August 8, 2008, but due to delayed access into certain civil line segments, the work is now scheduled to be completed in the spring of 2009. This contract amendment will cover the cost of extended overhead during this time period, ongoing maintenance support, and additional contingency to support modifications that may arise based on performance and pre-revenue service testing.

The contract also includes \$80,000 funded by the Sound Transit Art Program (S<sup>T</sup>art) for installation of conduit and wiring for the Beacon Hill Tunnel lightsticks and the control wiring for the Duwamish River bridge art lighting. Fabrication and installation of the lightsticks project and Duwamish River bridge art lighting is funded through separate S<sup>T</sup>art program contracts.

**Prior Board/Committee Actions**

<b>Motion/Resolution Number and Date</b>	<b>Summary of Action</b>
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**

This amendment is being brought to the Board in order to complete the Initial Segment portion of the train signal system contract by the early second quarter 2009 and allow sufficient time for pre-revenue vehicle operation over the entire alignment prior to opening. Delaying Board action will limit contractor crews and accrue additional costs.

**PUBLIC INVOLVEMENT**

Not applicable to this action

**ENVIRONMENTAL COMPLIANCE**

Jl, 04/06/09

**LEGAL REVIEW**

LA 4/10/09

## **SOUND TRANSIT**

### **MOTION NO. M2009-33**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contingency for the contract with GE Transportation Systems Global Signaling, LLC for the construction of the Train Signal System for the Central Link Light Rail Initial Segment in the amount of \$1,700,000 for a new total authorized contract amount not to exceed \$37,624,386.

#### **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 Systems Global Signaling, LLC (GETS)

On July 14, 2006, the Sound Transit Board selected the Airport Link project to be constructed and operated as part of Central Link light rail. The 1.7 mile Airport Link extension will be fully integrated into the Initial Segment and is planned to be completed by the end of 2009. The original competitively bid contract documents contained provisions identifying the Airport scope in a general context and alerting all bidders to the possibility that the work would be the subject of a future amendment.

On January 25, 2007, the Sound Transit Board approved an amendment with GETS, to provide the train signal system for Airport Link allowing the contractor to sequence design and manufacturing of equipment and systems to provide for continuous, uninterrupted work tasks utilizing the same personnel and suppliers that are currently working on the Initial Segment.

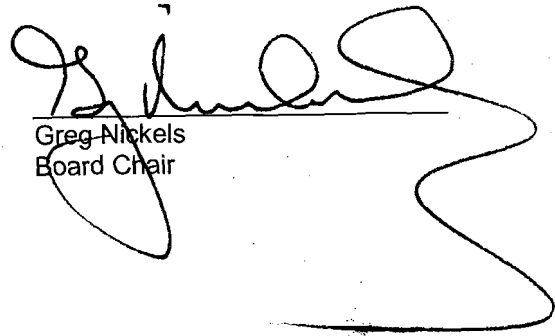
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The contract also includes \$80,000 funded by the Sound Transit Art Program (STart) for installation of conduit and wiring for the Beacon Hill Tunnel lightsticks and the control wiring for the Duwamish River bridge art lighting. Fabrication and installation of the lightsticks project and Duwamish River bridge art lighting is funded through separate STart program contracts.

#### **Motion:**

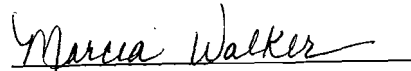
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to increase the contingency for the contract with GE Transportation Systems Global Signaling, LLC for the construction of the Train Signal System for the Central Link Light Rail Initial Segment in the amount of \$1,700,000 for a new total authorized contract amount not to exceed \$37,624,386.

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



Greg Nickels  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator