

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2003-66

Contract amendment to design, supply, and install signal equipment for the Reservation to Freighthouse Square Rail Track Improvements Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/19/03	Discussion/Possible Action to Recommend Board Approval Action	Martin Minkoff, Director Eric Kosty, Corridor Program Manager	(206) 398-5111 (206) 398-5123
Board	6/26/03			

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement		Execute New Contract/Agreement	
Sole Source	✓	Amend Existing Contract/Agreement	✓
Interlocal Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

3Applicable to proposed transaction.

OBJECTIVE OF ACTION

Approve an amendment to a sole source contract with General Electric Transportation Systems Global Signaling (GETS) to furnish signal system equipment for the Reservation to Freighthouse Square Tacoma Rail Track Improvements project.

ACTION

Authorize the Executive Director to execute an amendment to the sole source contract with General Electric Transportation Systems Global Signaling to design, furnish, and install signal system equipment for the Reservation to Freighthouse Square Rail line in the amount of \$3,364,000, with a contingency of \$336,000 totaling \$3,700,000 for a new total authorized contract amount not to exceed \$3,946,697.

KEY FEATURES

- The Sounder Reservation to Freighthouse Tacoma Rail Track Improvements project requires a new centralized traffic control signal system.
- General Electric Transportation Systems (GETS) is the sole supplier of railway signal equipment to the Burlington Northern Santa Fe (BNSF).
- BNSF will be responsible for dispatching all trains on this corridor from their control center in Fort Worth, Texas. It is imperative that the system be seamless with respect to equipment, installation, operation, and maintenance. A fundamental requirement has been that the signal system controlling all tracks (BNSF, Sound Transit, and Tacoma Rail) be operated by BNSF.
- Sound Transit agreed to take on the design and construction when BNSF requested that Reservation to Freighthouse Square track and signal work be removed from the Phase 1

Track and Signal Improvements construction. BNSF will refund to Sound Transit the value of the Reservation to Freighthouse Square track and signal construction that was previously in BNSF's scope. This refund of \$5,600,000 will constitute an amendment to the BNSF Tacoma - Seattle Track and Signal Improvements agreement.

BUDGET IMPACT SUMMARY

Project Description: Reservation to Freighthouse Square Rail Line Signalization
 Current Status: Starting Construction
 Projected Completion Date: September 2003

Action Outside of Adopted Budget:	Y/N	Y	Requires Comment
This Line of Business	N		
This Project	N		
This Phase	N		
This Task	N		
Budget amendment required	N		
Key Financial Indicators:	Y/N	Y	Requires Comment
Contingency funds required	N		
Subarea impacts	N		
Funding required from other parties other than what is already assumed in financial plan	N		Was originally in BNSF scope of work.

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

BNSF's budget of \$5.6 million for the track and signal construction from Reservation Junction to Freighthouse Square estimated the signal system to be \$1.8 million and track construction to be \$3.8 million with no contingency. BNSF assumed one-track connection going from the BNSF Tacoma-Seattle mainline to Freighthouse Square. The final design required using the Tacoma Rail line. As a result there are two track improvements and signalization of two lines with the crossovers between the two lines. Therefore \$3.7 million of this refund will be used to fund this action to build the signal system. The remainder, \$1.9 million, will be applied to outstanding construction items including utility relocations, street re-alignment, and miscellaneous and temporary facilities.

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 impacts on Sound Transit resources.

BUDGET TABLE

The \$5,600,000 refund from BNSF will occur this year and will be reflected in the 2004 budget.

Summary for Board Action (Year of Expenditure \$000)

Action Item: GETS Sole Source Contract for Reservation to Freighthouse Square Track Signal Equipment

	Current Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Maintenance Yard/Layover	13,923	8,082	-	8,082	5,841
2 Agency Administration	22,076	10,371	-	10,371	11,705
3 Pre-Engineering	10,544	10,363	-	10,363	181
4 Final Design	7,779	8,722	-	8,722	(943)
5 ROW Acquisition	24	24	-	24	-
6 Construction	332,050	329,061	3,700	332,761	(711)
7 Vehicles	95,575	86,967	-	86,967	8,608
8 Contingency	2,247	-	-	-	2,247
9 Total Current Budget	484,217	453,590	3,700	457,290	26,928

Phase Budget Detail

10 BNSF	320,900	320,900	-	320,900	-
11 Tacoma Flyover	8,606	7,413	3,700	11,113	(2,507)
12 Median Safety Barrier	800	23	-	23	777
13 Miscellaneous	1,744	725	-	725	1,019
14 Total Phase	332,050	329,061	3,700	332,761	(711)

Contract Budget

	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
15 GETS	247	247	3,364	3,611
16 Contingency	-	-	336	336
17 Total	247	247	3,700	3,947
18 Percent Contingency	N/A	N/A	10%	9%

Budget Shortfall

Level	\$ (J)	Potential Revenues (K)	Funding Source (L)
NA	-	-	

Committed-to-date includes actuals and commitments through June 3, 2003 (HQ).

M/W/DBE – SMALL BUSINESS PARTICIPATION

The signal system design contract is a sole source contract with the BNSF designated signal designer/supplier for all BNSF signal materials. Most of the material manufacturing and installation is specialized work, but the subcontractor to GETS for installation has been requested to evaluate parts of the installation that could be subcontracted. The subcontractor for installation identified opportunities for M/W/DBE or small business participation. GETS will have M/W/DBE and small business participation of over 42%.

Prime Consultant/Contractor

GETS is the prime consultant for this contract. They are a subsidiary company to General Electric.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work	Dollar Value
Detloff Industrial, Kennewick, Washington	Woman-Owned (Electrical Supplier)	1.4%	\$50,000
Midvale Electric	Small (listed on SBA Pronet)	41%	\$1,400,000
Total		42.4%	\$1,450,000

EEO Commitment

GETS as prime contractor employs 14 percent minority and 36 percent women. These percentages do not include subcontractors.

Apprentice Utilization Commitment

No commitment has been made on apprentice utilization by GETS or their subcontractors.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2002-119	A contract amendment with General Electric Transportation Systems Global Signaling (GETS) to furnish signal system equipment for the Tacoma Link/BNSF crossing.	10/24/02

The Sounder Reservation to Freighthouse Square Rail Track Improvements project will connect with the BNSF mainline at Reservation Junction, and at Freighthouse Square will connect with Sound Transit's future extension to Lakewood and the existing BNSF Lakeview line. The project includes the requirement for a new Centralized Traffic Control signal system.

Neither the 0.4 mile section of new track connecting the BNSF to the Tacoma Rail line (known as the Tacoma Rail Connector) nor the 0.9 mile section of existing Tacoma Rail track have a signal system. Train signal systems are safety-critical systems. Discussions have occurred over the development of the project with the Federal Rail Administration (FRA) and all the affected parties. The signal system has been modified to take into account FRA concerns. In all these discussions, a fundamental requirement has been that the signal system controlling all tracks (BNSF, Sound Transit and Tacoma Rail) be operated by BNSF as one system with BNSF responsible for dispatching all trains in this corridor from their control center in Fort Worth. It is

imperative that the system be seamless with respect to equipment, installation, operation and maintenance.

When the interlocal agreement with the City of Tacoma was being negotiated for Sounder to use this portion of the Tacoma Rail line, it was intended that the BNSF would install this required signal system as part of their larger Tacoma to Seattle signal system. However, as negotiations between Sound Transit and the City became protracted, BNSF requested that this signal work be removed from their work program. Sound Transit agreed and had the consultant, David Evans and Associates perform the preliminary design work as they were handling all the design of new construction and track upgrades for the Freighthouse to Reservation line.

GETS is the sole source signal material supplier for the BNSF. Sound Transit executed a sole source contract with GETS for the Tacoma Link project to design and procure signals for a BNSF crossing located in Tacoma at 17th Street and Pacific Avenue. Link received Board approval in October 2002 for the sole source procurement. On April 10, 2003, the Sound Transit Board accepted a BNSF proposal to abandon the line across Pacific Avenue. Three signal bungalows procured for the subsequently abandoned Link crossing will be utilized for the Reservation to Freighthouse Square line. These signal bungalows are structures used to house the electronic components of the signal system. Link will realize a cost savings from Sounder's utilization of these signal bungalows.

CONSEQUENCES OF DELAY

Typically, signal systems require a lead-time of approximately 16 weeks to furnish the equipment required. The installation of the signal equipment by GETS will be coordinated in a phased approach with the track construction by Stacy and Witbeck. The proposed timeline is designed to have the track construction by Stacy and Witbeck substantially complete and tested prior to the September 15, 2003 milestone of revenue service to the new permanent Tacoma Dome Station. This is in accordance with Sound Transit's interim operating agreement with BNSF for the Tacoma to Seattle corridor, which expires September 15, 2003. In order to meet these deadlines, a notice to proceed is needed as soon as possible.

REGIONAL PARTNERSHIP AND COOPERATION

The City of Tacoma has been significantly involved in the Reservation to Freighthouse Square Tacoma Rail Track Improvements project.

PUBLIC INVOLVEMENT

N/A

LEGAL REVIEW

MB 6/10/03

SOUND TRANSIT

MOTION NO. M2003-66

A motion of the Board of the Central Puget Sound Regional Transit Authority to authorizing the Executive Director to execute an amendment to the sole source contract with General Electric Transportation Systems Global Signaling to design, furnish, and install signal system equipment for the Reservation to Freighthouse Square rail line in the amount of \$3,364,000, with a contingency of \$336,000 totaling \$3,700,000 for a new total authorized contract amount not to exceed \$3,946,697.

Background:

The Sounder Reservation to Freighthouse Square Rail Track Improvements project will connect with the Burlington Northern Santa Fe (BNSF) mainline at Reservation Junction, and at Freighthouse Square will connect with Sound Transit's future extension to Lakewood and the existing BNSF Lakeview line. The project includes the requirement for a new centralized traffic control signal system.

The signal system controlling all tracks (BNSF, Sound Transit, and Tacoma Rail) will be operated by BNSF as one system with BNSF responsible for dispatching all trains in this corridor from their control center in Fort Worth, Texas. It is imperative that the system be seamless with respect to equipment, installation, operation and maintenance.

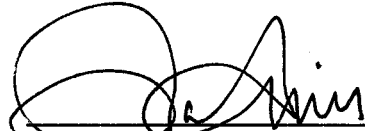
When the interlocal agreement with the City of Tacoma (City) was being negotiated for Sounder to use this portion of the Tacoma Rail line, it was intended that the BNSF would install this required signal system as part of its larger Tacoma to Seattle signal system. However, as negotiations between Sound Transit and the City became protracted, BNSF requested that this signal work be removed from its work program. Sound Transit agreed and had the consultant, David Evans and Associates perform the preliminary design work as they were handling all the design of new construction and track upgrades for the Freighthouse to Reservation line.

General Electric Transportation Systems Global Signaling (GETS) is the sole source signal material supplier for the BNSF. Sound Transit executed a sole source contract with GETS for the Tacoma Link project to design and procure signals for a BNSF crossing located in Tacoma at 17th Street and Pacific Avenue. Link received Board approval in October 2002 for the sole source procurement. On April 10, 2003, the Sound Transit Board accepted a BNSF proposal to abandon the line across Pacific Avenue. Three signal bungalows procured for the subsequently abandoned Link crossing will be utilized for the Reservation to Freighthouse Square line.

Motion:

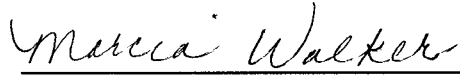
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute an amendment to the sole source contract with General Electric Transportation Systems Global Signaling to design, furnish, and install signal system equipment for the Reservation to Freighthouse Square rail line in the amount of \$3,364,000, with a contingency of \$336,000 totaling \$3,700,000 for a new total authorized contract amount not to exceed \$3,946,697.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 26, 2003.



Ron Sims
Board Chair

ATTEST:



Marcia Walker
Board Administrator