

MOTION NO. M2015-44

Sole-Source Contract for Operational Reporting Technology Tools

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Board	5/28/2015	Final Action	Bonnie Todd, Executive Director of Operations David Huffaker, Acting Director Facilities and Asset Control

PROPOSED ACTION

Authorizes the chief executive officer to execute a sole-source contract with Adventag, LLC for operational reporting services on Link light rail with five one-year options for a total authorized contract amount not to exceed \$385,000.

KEY FEATURES SUMMARY

- Sound Transit uses operational reporting technology to compile data in order to:
 - manage daily oversight of light rail operations;
 - provide periodic public performance reports, such as monthly ridership and system performance metrics; and
 - comply with the Federal Transit Administration's National Transit Database reporting requirements, required of all federal fund recipients.
- The current system for operational reporting was developed by Adventag, LLC in 2008 to draw data from the Supervisory Control and Data Acquisition system, known as SCADA, as well as other ancillary sources of data.
- The SCADA system is the control center of light rail operations and allows staff to monitor and direct train movement. The existing SCADA system is for the Initial Segment of Central Link only. Sound Transit is in the process of replacing the existing SCADA system with a new SCADA system that will include both the University Link Extension and the S. 200th Street Link Extension. A new operational reporting system must be developed for the new SCADA system in order to provide the required operational reports once pre-revenue testing for the University Link Extension begins in October 2015.
- This contract will provide for the development of a new operational reporting system.
- A sole source award to Adventag is appropriate, as described in more detail below, because the reporting environment is highly complex, uses embedded logic unique to Sound Transit, and must be compatible with the old reporting tool.
- The contract scope of work includes: system upgrades and database integration, development and implementation of a new reporting system that includes dynamic station additions, development of system interfaces required for scheduling, the re-creation of all existing reports, system documentation, and training for Sound Transit staff.
- Work will be performed in accordance with a milestone schedule of deliverables, and payment will be made upon completion of each milestone. The final milestone will be provision of documentation and training for Sound Transit staff to take over the maintenance of the reporting technology/tool. The contract includes five one-year options to allow for a limited amount of post implementation maintenance support.
- This action does not obligate Sound Transit to any future vendor as the system will be maintained by Sound Transit staff.

BACKGROUND

The existing Central Link reporting system was developed and installed in 2008 prior to the initial segment opening in 2009. It provides a variety of operational data that is needed for managing the system, creating performance reporting, and fulfilling federal requirements for National Transit Database reporting as well as providing various ad-hoc reports to respond to internal and external requests for Link information. It is used to calculate operational metrics (on-time performance, headway, ridership, miles, hours), maintenance (APC fleet, vehicle location monitoring, track circuit performance, bus delays), and performance (scheduled, actual, missed, special trips, as defined in the inter-governmental agreement with King County Metro, the operator of the system).

Sound Transit is opening two extensions of its existing Link light rail system in 2016. As part of the extensions, the original SCADA system, which controls train operations and other key elements of the railroad, is being replaced by a new SCADA system. The existing reporting system will be retired as part of the transition to the new SCADA system. The conversion of the current operational reporting technology must be in place in time for Link pre-revenue service. This transition is expected to occur no later than October 2015.

The new SCADA system is being transitioned into revenue service and has been successfully used for train control since November; however, the old SCADA system is running simultaneously to continue to generate data needed for operational reporting. In evaluating data collected after the implementation of the new system, Sound Transit has determined that significant changes are required to maintain reporting continuity and compliance.

Sole Source Justification

A sole source contract award is being utilized for this procurement because of substantial duplication costs that would not be recovered through a competitive procurement. This action would eliminate the need for Sound Transit to develop new custom solutions requiring significantly more time, effort, and cost to maintain.

Adventag is uniquely positioned to accomplish the work within the available schedule. The Link operational reporting technology tools contain embedded logic that is unique to Sound Transit and that took more than a year to develop, test and certify. The custom built logic of data extrapolation has been reviewed and approved by the FTA. The vendor that originally setup the system, Adventag LLC, is the best choice to migrate the existing reporting and modify core components so that Sound Transit can be ready to track the metrics during pre-revenue testing for the upcoming University Link Extension and S. 200th Link Extension system expansions. Startup time for a different vendor to understand Link's unique operating characteristics would not be practicable prior to the opening of the new segments. Sound Transit conducted limited market research and was unable to identify another vendor that could quickly understand the unique aspects of the Link system and reporting requirements and adapt the current configuration with the new SCADA system while maintaining the FTA-approved statistical methodologies unique to the Sound Transit light rail program.

FISCAL INFORMATION

This action executes a fee for service contract with five additional one year options with Adventag, LLC to provide SCADA operational reporting services. This is a fee for service contract payable only when specific deliverables are completed for a total cost not to exceed of \$385,000.

The total contract cost includes funding from both capital and department budgets. The initial set of deliverables of \$310,000, including a contingency of \$30,000, will be capitalized and is budgeted under the Information Technology Program project. There is sufficient funding from the unallocated annual budget set aside for potential projects in 2015.

The balance of the contract is \$75,000 which is the projected cost for a limited amount of on-going maintenance support as five one-year options (2016-2020) that may be requested in future years under the Finance & IT Department budget.

Capital costs in this action are within the Adopted Budget and sufficient funds remain after the approval of this action to fund the remaining work in Information Technology Program project as contained in the current cost estimates.

CONTRACT DETAIL	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Advantag, LLC			
Contract Amount		355	355
Contingency Amount		30	30
Total Not to Exceed Value		385	385
Percent Contingency		8%	8%

INFORMATION TECHNOLOGY PROGRAM	Adopted 2015 TIP	Spent to Date	This Action	Spent to Date Plus Action	Uncommitted / (Shortfall)
Admin Capital	30,790	9,342	310	9,652	21,139
Agency Admin	380	439		439	(59)
Prelim Engineering/Env Review	1,065	151		151	914
TOTAL IT CAPITAL PROGRAM BUDGET	32,235	9,932	310	10,242	21,993

SUB PROJECT DETAIL					
IT Capital - SCADA Reporting	280	-	280	280	-
Contingency	30		30	30	-
Total Sub Project Budget	310	-	310	310	-

FINANCE & INFORMATION TECHNOLOGY DEPARTMENT BUDGET	Prior Year(s) Spending	2015 Spending	Future Expenditures	Total
IT Department budget (2016 - 2021)			75	75
TOTAL FIT DEPARTMENT BUDGET	-	-	75	75

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Expenditures up to Apr 2015

The project budget located on page 146 of 210 of the Adopted 2015 Transit Improvement Plan (TIP)

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

Sound Transit determined that Small Business and DBE subcontracting opportunities are infeasible or improbable based upon the work described in this contract, so Small Business/DBE goals were not established or required.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A delay would significantly affect Sound Transit's ability to maintain continuity of operations and comply with FTA reporting requirements needed to receive federal funds.

ENVIRONMENTAL REVIEW

JI 5/18/2015

LEGAL REVIEW

LA 22 May 2015

MOTION NO. M2015-44

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a sole-source contract with Adventag, LLC for operational reporting services on Link light rail with five one-year options for a total authorized contract amount not to exceed \$385,000.

BACKGROUND:

The existing Central Link reporting system was developed by Adventag, LLC and installed in 2008 prior to the initial segment opening in 2009. The system draws data from the Supervisory Control and Data Acquisition System, known as SCADA, as well as other ancillary sources of data. It provides a variety of operational data that is needed for managing the system, creating performance reporting, and fulfilling federal requirements for National Transit Database reporting as well as providing various ad-hoc reports to respond to internal and external requests for Link information. It is used to calculate operational metrics (on-time performance, headway, ridership, miles, hours), maintenance (APC fleet, vehicle location monitoring, track circuit performance, bus delays), and performance (scheduled, actual, missed, special trips, as defined in the inter-governmental agreement with King County Metro, the operator of the system).

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University Link Extension and S. 200th Link Extension system expansions. Startup time for a different vendor to understand Link's unique operating characteristics would not be practicable prior to the opening of the new segments. Sound Transit conducted limited market research and was unable to identify another vendor that could quickly understand the unique aspects of the Link system and reporting requirements and adapt the current configuration with the new SCADA system while maintaining the FTA-approved statistical methodologies unique to the Sound Transit light rail program.

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The total contract cost includes funding from both capital and department budgets. The initial set of deliverables of \$310,000, including a contingency of \$30,000, will be capitalized and is budgeted under the Information Technology Program project. There is sufficient funding from the unallocated annual budget set aside for potential projects in 2015.

The balance of the contract is \$75,000 which is the projected cost for a limited amount of on-going maintenance support as five one-year options (2016-2020) that may be requested in future years under the Finance & IT Department budget.

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 with Adventag, LLC for operational reporting services on Link light rail with five one-year options for a total authorized contract amount not to exceed \$385,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 28, 2015.


Paul Roberts
Board Vice Chair

ATTEST:


Kathryn Flores
Board Administrator