



(Board Copy)
Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
DOCUMENT**

IDENTIFICATION			
MEAD ID:	98335	ACTION:	Initiate & Award Transit Service Change
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	System Access/Capacity Program	CONTRACTOR:	
LAST MODIFIED:	01/09/2006		

DESCRIPTION	
SUBJECT:	Negotiate & execute contract modification for Phase 2 of the 8-Car Station Stopping Program.
PURPOSE:	To obtain approval from the Board to negotiate and execute a contract modification, within budget, to implement upgrades of the automatic train control system for improvement of 8-car operations on the Orange, Blue, Green, and Yellow lines.
TRANSIT SERVICE CHANGE CATEGORIES	

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
PRETHA MITCHELL on 08/10/2005			Not Approved Yet		
PHONE:	202-962-5608	OFFICE:	OENG	DEPT:	Chief Engineer

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Re-assigned 09/28/2005
CFO1 (2110)	GARBACK, GREGORY	Re-assigned 10/25/2005
AUDT (7210)	STEWART, JAMES	Approved w/ Comments 09/21/2005
OLIA (3131)	HICKS, BEA	Re-assigned 10/28/2005
PRMT (7410)	JACKSON, LUCY	Re-assigned 11/15/2005
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 01/06/2006

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	PANAGIOTIS SALPEAS (Not Yet Approved)
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 12/05/2005
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 11/21/2005
BEMR	Approved w/ Comments for by HAROLD BARTLETT on 11/23/2005
BEMR	Approved for by HAROLD BARTLETT on 01/09/2006
GM	Approved for GMGR by GMGR CEO on 01/13/2006
BOARD	BOARD WMATA (Not Yet Approved)



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NARRATIVE

Washington Metropolitan Area Transit Authority

METRO ELECTRONIC ACTION DOCUMENT

MEAD ID #98335

Modification to Contract GP4002

NARRATIVE

PURPOSE:

To obtain approval from the Board to negotiate and execute a contract modification, within budget, to implement upgrades of the automatic train control system for improvement of 8-car operations on the Orange, Blue, Green and Yellow lines.

DISCUSSION:

As part of Metro Matters, 20% of the rail fleet will be operating with 8-car train consists by December 2006. The 8-car train consists are virtually as long as the length of the station platforms. In order to ensure that the 8-car trains will not "over shoot" the platform, a precision stop capability had to be developed.

On July 2003, the Board approved funding of \$3 million for Phase one (Pilot Project) to design, furnish, install, test and accept enhancements to the programmed station stopping system for both wayside and on-board equipment to allow for reliable Automatic Train Control 8-car train operations. This Pilot Program implemented on the Red Line upgraded the automatic train control software and developed an on-board database which tracked the distances between each station (contract GP4002).

This Pilot Project successfully proved that the existing technology utilizing the marker coil system can be upgraded. All Red Line stations were successfully tested and stopping data validated that 8-car trains with 1000, 5000, and rehabilitated 2000/3000 series railcars can berth within the limits of the station platform with sufficient reliability to avoid passenger inconvenience. The 4000 series railcars will be modified during their mid-life overhaul.

ALSTOM is the original equipment manufacturer (OEM) for the automatic train control (ATC) on-board WMATA's railcar fleets and is also the wayside OEM for the wayside train control throughout the system. ALSTOM is uniquely familiar with both the on-board ATC as well as the wayside train control and has developed custom software to achieve the requisite precision stopping. Additionally, ALSTOM was the only offeror to submit a proposal in response to the original RFP.

In order to meet the schedule for implementation of the 8-car precision stopping program throughout the Metrorail system, the program must be completed and tested by Spring 2007. ALSTOM is the only vendor who is able to meet this schedule. Even if there were another responsible vendor, implementation of the precision stopping on the Orange, Blue, Green and

Yellow Lines would be unduly delayed and WMATA would incur unnecessary additional costs because a vendor other than the OEM would be required to become familiar with the ALSTOM supplied equipment and custom software. Accordingly, ALSTOM is the only responsible vendor who is able to provide the required services and meet the minimum needs of the Authority.

This action will implement in the remainder of the system (Orange, Blue, Green and Yellow lines) the solutions that were developed under the Pilot Program. The scope of work for the Phase 2 implementation was completion in late November 2005. A proposal for Phase 2 of this program has been received from ALSTOM, the contractor for this project, and negotiations are anticipated to be concluded in early 2006.

ALTERNATIVES:

To seek Board approval after the Phase 2 implementation is negotiated with the Contractor. This alternative is not recommended because it will delay the start of Phase 2 and will jeopardize the implementation of the station stopping program of 20% of the fleet by December 2006.

PRIOR APPROVALS:

On July 17, 2003, the Board approved implementation of the Pilot Program for the 8-Car Train Precision Station Stopping Program for \$3,000,000. Resolution 2003-43 allocated the funds under the System Access/Capacity Program contained in the Capital Improvement Program.

IMPACT ON FUNDING:

Budget: Metro Matters Program

Program: Rail Car Program

Project Title: Systems

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Budget Information: Total

Budget: \$6,550,000

This Action: \$3,000,000

Prior Obligations: \$3,000,000

Sub-total \$6,000,000

Remaining budget \$550,000

AFFIRMATIVE ACTION REQUIREMENTS:

EQUAL EMPLOYMENT OPPORTUNITY:

The Contractor will be required to comply with Executive Order 11246, as amended, Revised Order #4.

DISADVANTAGED BUSINESS ENTERPRISE:

This MEAD is for a modification to contract GP4002. A DBE Goal-Setting Worksheet was

established for Contract GP4002. The 10% DBE goal originally established on this contract will be enforced on this modification.

RECOMMENDATIONS:

That the Board gives approval to negotiate and execute contract modification, within budget, to implement Phase two of the 8-Car Precision Station Stopping Project throughout the rail system.