



**Regular Board Meeting
September 25, 2009**

SUBJECT: MODIFICATION OF P2000 GOLD LINE FLEET

**ACTION: AUTHORIZATION TO NEGOTIATE A NOT-TO-EXCEED VALUE
AND AWARD CONTRACT NO. OP39602425**

RECOMMENDATION

The Board finds that there is only a single source of procurement for this type of service to modify existing General Electric (GE) proprietary software on the P2000 light rail vehicle Automatic Train Protection (ATP) system to enable the P2000 vehicles to run on the Metro Gold Line Eastside Extension and immediate procurement is necessary in order to ensure the vehicles are capable of such operation in time for the Extension opening. The Board hereby authorizes staff to negotiate a Not-to-Exceed (NTE) contract value of \$400,000 and award Contract No.OP39602425 to GE Transportation Systems.

RATIONALE

In 2003, we transferred 26 P2000 light rail vehicles (LRVs) from the Metro Green Line to the Pasadena Gold Line for use on the new rail line. The Gold Line Construction Authority then modified these vehicles to enable them to operate correctly with the cab signaling and related systems installed on the Gold Line. The initial Gold Line contained limited (1/2 mile) street-running territory and the modified cars have operated without major problems on the initial rail line.

At the time, it was not evident to us that these modified cars (unlike Metro's Blue Line cars and the P2550 cars) did not have the capability to allow a train operator to select street-running mode in the event that the train drops out of street mode.

The Gold Line Eastside Extension contains substantial sections (up to three miles) of street-running alignment. Currently, if a P2000 car drops out of street-running mode, the operator would either (i) be forced to continue in Stop & Proceed mode at 10 mph for up to three miles, or (ii) under direction from Operations Control, break the seal on the ATP bypass switch and operate without ATP. The ATP maintains safe LRV operation by controlling speed and braking. Option (i) is undesirable due to the negative impact to trip time and annoyance to our patrons. Option (ii) is undesirable as regular bypassing of

safety systems inevitably leads to increased probability that a serious accident may occur.

It is recommended, therefore, that the Board authorize the CEO to negotiate a single-source contract with the original vendor of P2000 ATP for the Gold Line (GE Transportation Systems) for an amount not to exceed \$400,000 to modify the ATP to enable a train operator to select street-running mode from the cab similar to the arrangement currently provided on other of our vehicles.

FINANCIAL IMPACT

The funding for this contract is included in the FY10 budget Capital Project 206005, P2000 Vehicle Signaling Package Upgrade in Cost Center 3960, Transit Systems Engineering. This activity is within the approved Life of Project budget for this Capital Project.

Impact to Bus and Rail Operating and Capital Budget

The source of funds are Prop A35% and are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity. The Automated Train Protection System is part of the operating cost of the Gold Line Extension.

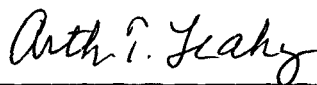
ALTERNATIVES CONSIDERED

Under normal circumstances it would take several months to perform cost analysis, negotiate the pricing, agree on terms and conditions and other features of the contract and submit to the Board for approval. Due to the urgent need for this modification and its safety implications, it is recommended that the Board of Directors approve the recommended approach allowing staff to negotiate the NTE value and award contract at the same time.

Prepared by: Tom Butler, Sr. Contract Administrator



Mike Cannell
General Manager, Rail Operations



Arthur T. Leahy
Chief Executive Officer