

**Board Report**

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Agenda Number:31

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016****SUBJECT: FTA PLATFORM TRACK INTRUSION DETECTION SYSTEM PILOT PROGRAM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AWARD a three-year, firm fixed price Contract No. PS4443900HONEYWELL, a sole source procurement, to Honeywell International, Inc. (Honeywell) for the **Platform Track Intrusion Detection System (PTIDS) pilot program** for an amount of \$1,553,050 inclusive of sales tax. The contract includes both labor and materials, including project management support, installation and demonstration planning, system design and testing, and training of Metro staff on installation. Materials will include the PTIDS system, to be installed at three station platform sides on the Metro Rail system.

ISSUE

In February 2015, Metro was selected for a grant to pilot the PTIDS at three platform station locations, as part of the United States Department of Transportation Federal Transit Administration (FTA)'s Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations grant program. FTA will be awarding Metro \$1,722,400, with a Metro match of \$430,600 for Metro labor and \$247,000 for contingency. The award of this contract will allow Honeywell, who helped prepare the grant application, to complete its tasks in the scope of work through the funding programmed by FTA.

DISCUSSION

In December 2013, Metro, in partnership with Honeywell International Inc., and ProTran Technology LLC, submitted an application in response to FTA's Notice of Funding Availability (NOFA) Solicitation of Project Proposals for Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations, dated October 1, 2013. Metro's project sought to demonstrate the performance of the proposed innovative electronic PTIDS. PTIDS is a radar system that detects and alerts staff to track intrusions.

Metro is focused on a strategy to improve safety at rail passenger station platforms and reduce vulnerabilities, risks, and system delays. Track intrusions represent not only a safety hazard but a

security risk as well. Unauthorized track entry has the potential to lead to vandalism or theft, which creates additional safety, security, and operational hazards.

The purpose of this project is to demonstrate that the PTIDS can be relied upon to increase safety and security at/near rail passenger station platforms by detecting bodies/obstacles intruding the right-of-way and providing immediate warning to rail operation safety systems and personnel. Sensors trigger safety systems and alert personnel to stop trains if a person/object enters the right-of-way. PTIDS detects and alerts the intrusion immediately upon occurrence, thereby allowing the maximum amount of time for response and mitigation. PTIDS is innovative because it incorporates fail-safe mechanisms and uses algorithms to minimize false alarms; thereby, ensuring rail operational safety and resiliency with interruptions limited to actual intrusions.

In May 2015, Metro submitted a request for a Buy America waiver for the manufacturing of the PTIDS technology. The system is currently being manufactured in Europe, and is therefore non-compliant with the FTA Buy America program. There are no similar technologies being manufactured in the United States, and the FTA approved the waiver, publishing a Federal Register Notice in December 2015. The FTA provided an award of grant funding to Metro for this project.

The contract allows Honeywell to design and manufacture the system for three station platform tracks: one aerial (Metro Gold Line - Chinatown), one subway (Metro Red Line - Civic Center), and one at-grade (Metro Blue Line - 103rd Street). The contract also includes training Metro staff for installation, and overseeing the 6-month demonstration. Additionally, Metro staff will award up to \$95,000 for materials, design, and labor to Protran Technology, under separate cover.

Sole Source Justification

The significance of this sole source procurement is that there is no other company currently producing this form of technology. Metro staff confirmed through independent research that there are no competitors for a radar-based track intrusion technology. This was further confirmed by FTA during the Buy America waiver process, as FTA staff had to ensure that there were no US-manufactured technologies that could be used in lieu of the Honeywell technology.

DETERMINATION OF SAFETY IMPACT

The implementation of the Pilot program will evaluate this technology as a method of improving passenger safety on rail station platforms, which has the potential for a positive safety impact.

FINANCIAL IMPACT

The funding of \$1,553,050 to Honeywell for PTIDS design, manufacturing, installation training, and monitoring is being awarded by FTA. Approximately \$1,000,000 would be needed in FY17 and is budgeted in project number 205103, cost center 3960. The remaining costs would be expended in FY18 and the beginning of FY19. Since this is a multiyear contract, the Chief Operations Officer and

Project Manager will be responsible for future fiscal year budgeting.

Impact to Budget

The source of funding for the project is Prop A 35% and a FTA grant. No other source of funds were considered or are eligible for the project.

ALTERNATIVES CONSIDERED

The Board may decide to not authorize the award of this Contract. This alternative is not recommended. In prior years, Metro has considered the use of other platform track intrusion technologies, but has not found alternatives that are reliable enough to effectively alert the system for intrusions with minimal impact on operational delays. As such, there is currently no track intrusion system installed on Metro Rail, and intrusions are only noticed by Closed Circuit Television (CCTV) observers, which can be limiting and result in injuries and fatalities.

NEXT STEPS

After approval by the Board, staff will execute Contract No. PS4443900HONEYWELL with Honeywell International, Inc. for PTIDS. Staff will continue to monitor the PTIDS and will evaluate the effectiveness of the system.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FTA PLATFORM TRACK INTRUSION DETECTION SYSTEM PILOT PROGRAM /
PS4443900HONEYWELL

1.	Contract Number: PS4443900HONEYWELL	
2.	Recommended Vendor: Honeywell International, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: N/A	
	E. Pre-Qualification Completed: N/A – FTA Issued Grant	
	F. Conflict of Interest Form Submitted to Ethics: 3/11/16	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 0	Bids/Proposals Received: 1
6.	Contract Administrator: Linda Rickert	Telephone Number: (213) 922-4186
7.	Project Manager: Tamar Fuhrer	Telephone Number: (213) 922-6937

A. Procurement Background

This Board Action is to approve sole source Contract No. PS4443900HONEYWELL to Honeywell International, Inc. (Honeywell) being issued to implement an FTA approved grant of pilot program for track intrusion detection.

In December 2013, Metro, in partnership with Honeywell International Inc., and ProTran Technology LLC, submitted an application in response to FTA's Notice of Funding Availability (NOFA) Solicitation of Project Proposals for Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations, dated October 1, 2013.

The FTA also waived the Buy America requirement to allow Honeywell to install their platform track intrusion detection system on three Metro rail platforms. The system incorporates fail-safe mechanisms and uses algorithms to minimize false alarms.

B. Evaluation of Proposals/Bids

Metro staff reviewed the system and found it to be advantageous to Metro. Metro staff, along with Honeywell, then applied to the FTA for a waiver of the Buy America requirement due to the fact that the system was created and is currently in use in Europe. The waiver was granted and the FTA funded a research grant for the Honeywell portion of the costs, subsidized by contributions from Metro.

Qualifications Summary of Firm:

Honeywell International, Inc.

Honeywell International, Inc. is the only manufacturer of this type of system and has successfully operated this intrusion detection system in Nuremberg, Germany for over ten years. Installation on the Metro system will mark the first time this system has been implemented in the United States.

C. Cost/Price Analysis

The price has been found to be fair and reasonable based upon cost analysis of the price proposal, including Honeywell's GSA price schedules for labor and material costs, and project management's technical review of the labor hours. As this is a firm fixed price contract and not a cost reimbursable contract, a formal MASD audit of the proposal is not required under Procurement procedures.

Bidder Name	Bid Amount	Metro ICE	Final Amount
Honeywell	\$1,553,027.00	\$1,722,400*	\$1,553,027.00

*This amount was included in the grant application submitted to the FTA and does not include Metro matching funds. Total cost of the project is \$2,153,000 with Metro contribution of \$430,600.

D. Background on Recommended Contractor

Honeywell International, Inc. is a Fortune 500 firm. Headquartered in Morristown, New Jersey, the firm has made significant contributions to technology in aerospace and automation controls. The original company was created in 1906 and has undergone several mergers, retaining the name due to its global recognition.

DEOD SUMMARY

PLATFORM TRACK INTRUSTION DETECTION SYSTEM/PS4443900

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a DBE goal on this sole source contract. FTA identified in advance which contractors would be performing the work in the grant award, and as such the work was not competitively bid.

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract

D. Project Labor Agreement/Construction Careers Policy

The Project Labor Agreement/Construction Careers Policy is not applicable to this project.