



Board Report

File #: 2018-0670, File Type: Contract

Agenda Number: 30.

**REVISED**  
**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**  
**JANUARY 17, 2019**

**SUBJECT: A650-2015, HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to increase the Life-of-Project (LOP) budget to Contract No. A650-2015, for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), by \$12,399,908 increasing the total Life-of-Project (LOP) budget from \$86,662,000 to \$99,061,908 as funded per attachment C; and
- B. APPROVING Modification No. 3 to Contract A650-2015, with Talgo Inc., for the design and installation of the Train-To-Wayside Communication (TWC) System in the firm-fixed price amount of \$2,044,908.

**ISSUE**

An on-board, vehicle TWC system is required to permit continued operation through the Division 20 Portal, Turnback and Storage tracks in the event of a TWC system failure at the Rail Operations Center (ROC).

**BACKGROUND**

The Metro Red Line, which opened in January 1993, was designed to the latest standards available in the 1980's and early 1990's. The design included a Wayside Push Button in lieu of a TWC system. In the event of a system failure at the ROC, the Wayside Push Button is used to permit local routing of the vehicles to and from the mainline.

**DISCUSSION**

The Purple Line Extensions (Sections 1, 2 and 3) and Division 20 Portal, Turnback, Storage Project

will have a TWC system installed to permit remote routing of trains from the ROC and ensure compliance with the improved headway requirements. In the event of a system failure at the ROC, an on-board, vehicle TWC system is required to permit local routing of the vehicles to and from the mainline.

The HR4000 HRVs will be delivered with a compatible TWC system. To ensure system and operational reliability, it is recommended that the 74 Option A650 HRVs currently undergoing a midlife modernization effort with Talgo, Inc., be equipped with a compatible on-board, vehicle TWC system.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Talgo Inc. has established a 6.51% goal under the FTA TVM goal.

### **DETERMINATION OF SAFETY IMPACT**

The approval of the Contractor recommendation will have a direct, positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction.

### **FINANCIAL IMPACT**

The approved LOP budget for CP 206038 - A650 HRV Midlife Overhaul Project is \$86,662,000. This amount includes funds for the HRV Overhaul project. The requested increase of \$12,399,908 will increase the LOP amount to \$99,061,908, and shall be funded by eligible Measure R/Measure M Funds, State, Federal and other Operations eligible funds.

Of the \$12,399,908 requested \$10,355,000 is for the addition of the Fire Mist Suppression System and was previously approved by the Board in September 2018 (File ID: 2018-0486). The remaining \$2,044,908 is needed for the addition of the TWC system.

Since this is a multi-year contract, the cost center Manager, Project Manager, and Senior Executive Officer, Vehicle Engineering & Acquisition will be responsible for ensuring that Project costs are budgeted in future fiscal years.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this recommendation supports the following Metro Strategic Plan Goal: Deliver outstanding trip experiences for all users of the transportation system. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve these contract modifications. However, this alternative is not recommended. In the event of a failure at the ROC, HRVs will not be able to set the operating route

on the new Purple Line Extensions; thus, directly impacting customer service.

**NEXT STEPS**

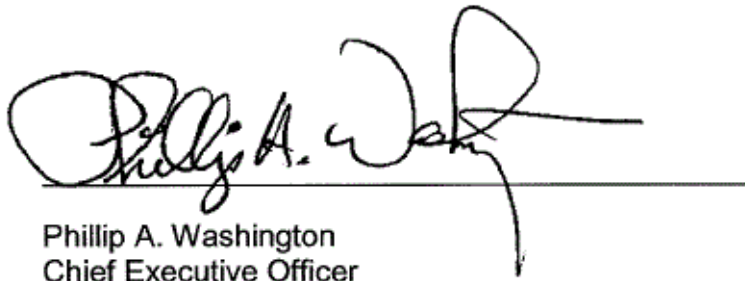
Upon Board approval, the contract modification will be exercised with Talgo, Inc.

**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Log
- Attachment C - Funding & Expenditure Plan
- Attachment D - DEOD Summary

Prepared by: Andrew Kimani, Senior Project Control Manager, (213) 922-3221  
Jesus Montes, Sr. Executive Officer, Vehicle Acquisition, (213) 418-3277

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer