

**REPORT TO THE
BOARD OF DIRECTORS**

**RECOMMENDATION TO AWARD A SOLE SOURCE
CONTRACT FOR EQUIPMENT FOR THE WMATA
AUTOMATIC TRAIN CONTROL (ATC) TRAINING
FACILITY**

DECEMBER 2014

PURPOSE

The Dulles Corridor Committee approved and recommends that the Board of Directors approve the award of a Sole Source Contract to Alstom Signaling, Inc. of West Henrietta, New York for Automatic Train Control (ATC) Training Facility for the Dulles Corridor Metrorail Project – Phase 1.

RATIONALE FOR SOLE SOURCE PROCUREMENT Automatic Train Control (ATC) Training Facility

- Alstom is the ATC subcontractor on Phase 1 of the Project. Alstom designed and installed the ATC system.
- The design was Alstom's newest technology designed to eliminate technical operational and reliability problems previously experienced on existing equipment in use on other systems (including WMATA's).
- The training of WMATA Operations and Maintenance personnel is critical for the safety and reliability of Silver Line Operations.

BACKGROUND

ATC Training Facility

- WMATA does not have an adequate facility to train its operation and maintenance staff on the new Dulles Corridor Metrorail – Phase 1 ATC equipment.
- WMATA requires a training facility that replicates a fully functional train control room to enable the continued training of WMATA personnel to operate the unique ATC system installed by Alstom on the Silver Line.
- This contract includes the design of the new equipment for the training facility (including software), testing, and delivery to WMATA. The contract excludes installation; WMATA will install this equipment at the Carmen Turner Facility in Landover, Maryland.

ADDITIONAL INFORMATION

- As required by the Airports Authority Contracting Manual, Paragraph 2.9.3, notice of this intended sole source award was published on the Airports Authority's website for the required time period. No responsible responses were received.
- The estimated cost for the ATC training facility is \$2,500,000.
- As requested by the Dulles Corridor Committee at its November 2014 meeting, during the period of performance of the contract, Alstom will be required to update the training facility equipment and documentation to match configuration changes it makes to the existing Dulles Corridor Metrorail Project – Phase 1 equipment at no additional cost.

RECOMMENDATION

- The Dulles Corridor Committee approved and recommends that the Board of Directors approve the award of a Sole Source Contract to Alstom Signaling, Inc. of West Henrietta, New York for an Automatic Train Control (ATC) Training Facility for the Dulles Corridor Metrorail Project – Phase 1.



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

REPORT TO THE BOARD OF DIRECTORS**RECOMMENDATION TO AWARD A SOLE SOURCE CONTRACT FOR
EQUIPMENT FOR THE WMATA AUTOMATIC TRAIN CONTROL (ATC)
TRAINING FACILITY****DECEMBER 2014****ACTION REQUESTED**

The Dulles Corridor Committee approved and recommends to the Board of Directors that it approve awarding a sole source contract to Alstom Signaling Inc. to provide equipment with software for an Automatic Train Control (ATC) training facility for use by the Washington Metropolitan Area Transit Authority (WMATA). Specifically, the contractor will upgrade an existing WMATA training facility with the new ATC equipment matching the equipment that has been installed on the Project. This action is to design, procure and deliver the equipment. WMATA will perform the installation. This new ATC equipment does not exist anywhere else on WMATA's Existing Operating System and is unique to Phase 1 of the Silver Line. WMATA required a training facility that will adequately address the repair and maintenance required for this technology.

BACKGROUND

The Airports Authority contracted with Dulles Transit Partners (DTP) to construct Phase 1 of the Dulles Corridor Metrorail Project. Phase 1 was turned over to WMATA on July 26, 2014 and is operating as the Silver Line. A critical element of the Project is the ATC system, which regulates the safe and efficient movement of trains on the line. The Airports Authority agreed to include the training facility in the Project.

The ATC System is a new, state of the art design which has not been used in the existing WMATA system. In order for WMATA to train its personnel to reliably and safely operate and maintain its system, WMATA needs a training facility that replicates a fully functional train control room. The training facility will be located in existing space at WMATA's Carmen Turner Facility in Landover, Maryland. This proposed contract is for the design, fabrication, testing, and delivery (but not installation) of the ATC training equipment. The contract price is estimated not to exceed \$2.5 million. WMATA will be performing the actual installation of this equipment in WMATA's existing facility. WMATA's costs for the installation will be a reimbursable project cost.

During the period of performance of the contract, Alstom will be required to update the training facility equipment and documentation to match configuration changes it makes to the existing Dulles Corridor Metrorail Project – Phase 1 equipment at no additional cost.

RATIONALE FOR SOLE SOURCING

The sole source award is permitted pursuant to Paragraph 1.4.1(3)(c) of the Airports Authority Contracting Manual.

The equipment for the proposed training facility will be procured from Alstom as the sole proprietary provider of the ATC equipment used for Phase 1.

As required by the Contracting Manual, paragraph 2.9.3, notice of this intended sole source award has been published on the Airports Authority's website for the required time period. No responsible source submitted a statement of capabilities to provide services for the Airports Authority's consideration.

RECOMMENDATION

The Dulles Corridor Committee approved and recommends that the Board approve the award of a sole source contract with Alstom Signaling Inc. due to the proprietary nature of the ATC equipment needed to establish the training facility. Alstom is the only practicable source able to ensure the reliability and safety of the proprietary equipment being sought.

Prepared by:
Office of Engineering
December 2014

Proposed Resolution

Recommending Award of Sole Source Contract for Equipment for the Washington Metropolitan Area Transit Authority Automatic Train Control Training Facility

WHEREAS, The Airports Authority turned over Phase 1 of the Dulles Corridor Metrorail Project (Project), operating as the Silver Line, to the Washington Metropolitan Area Transit Authority (WMATA) on July 26, 2014;

WHEREAS, A critical element of the Project is the Automatic Train Control (ATC) system, which regulates the safe and efficient movement of trains on the Silver Line;

WHEREAS, The Airports Authority has agreed to provide equipment for a WMATA training facility which will replicate a fully-functional train control room to enable WMATA to train its personnel to reliably and safely operate and maintain the Silver Line and other segments of the Metrorail system;

WHEREAS, The equipment for the WMATA training facility will be procured on a sole source basis from Alstom Signaling, Inc. (Alstom);

WHEREAS, The proposed contract with Alstom is for the design, fabrication, testing and delivery of this ATC training equipment, excluding the installation of the equipment;

WHEREAS, WMATA will perform the actual installation of the equipment in WMATA's existing facility, and WMATA's installation costs will be a reimbursable Project cost;

WHEREAS, As required by the Contracting Manual, notice of this intended sole source award has been published on the Airports Authority's website for the required time period; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to enter into a sole source contract with Alstom Signaling, Inc., for the design, fabrication, testing and delivery of equipment for the WMATA ATC training facility; and

2. That, as requested by the Dulles Corridor Committee at its November 12, 2014 meeting, the executed contract with Alstom will require it, during the period of performance of the contract and at no additional cost to the Airports Au-

thority, to update the ATC training facility equipment and documentation to match any configuration changes it initiates to existing Dulles Corridor Metrorail Project equipment.

*Recommended by the Dulles Corridor Committee on November 12, 2014
For Consideration by the Board of Directors on December 10, 2014*

NOTE: Sole source contract – recorded vote required.