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**OPERATIONS COMMITTEE  
NOVEMBER 19, 2009**

**SUBJECT: MODIFICATION OF P2000 GOLD LINE FLEET**

**ACTION: AUTHORIZATION TO NEGOTIATE A NOT-TO-EXCEED VALUE  
AND AWARD CONTRACT NO. OP39602485**

**RECOMMENDATION**

The Board finds that there is only a single source of procurement for this type of service to modify existing 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 at the correct, faster speed and immediate procurement is necessary in order to ensure the vehicles are capable of such operation to ensure on-time headway operation for the Eastside Extension. The Board hereby authorizes staff to negotiate a Not-to-Exceed contract value of \$400,000 and award Contract No.OP39602485 to GE Transportation Systems.

**RATIONALE**

In 2003, Metro transferred twenty-six 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 modified cars have operated without major problems on the initial Gold Line.

The P2000 fleet running on the Gold Line and the new East Side extension is equipped with an ATP ( Automatic Train Protection System) designed by GE signaling systems while the newly built P2550 fleet has the US&S ATP signaling package. The East Side 101 freeway aerial Structure (bridge) is designed with dual mode speed codes. The first code is a 100 Hz 10 mph and the second speed code is a 250 Hz 15 mph. The P2550 fleet is designed to pick up the 250 Hz 15 mph speed code over the aerial structure allowing the car to travel with speeds up to 15 mph. The P2000 fleet is only capable of picking up the 100 Hz 10 mph speed code restricting the car speed to 10 mph. Operations estimates a

33% reduced travel time if the P2000 are modified to pick up the 250 Hz 15 mph speed code similar to the P2550 fleet.

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 the P2000 fleet to run at the faster speeds similar to the P2550 fleet.

### **FINANCIAL IMPACT**

The funding for this contract is included in the FY10 budget Capital Project 206005 Line Item 50316 in the amount of \$821,707, 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. Since this is a multi-year contract, the Project Manager and General Manager, Rail Operations is responsible for budgeting the cost in future years.

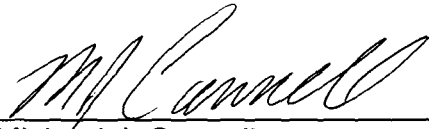
#### **Impact to Bus and Rail Operating and Capital Budget**

The source of funds is Prop A35% and is eligible for 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 and will not cause any additional operating costs.

### **ALTERNATIVES CONSIDERED**

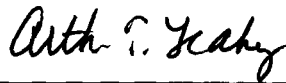
Under normal circumstances it would take several months to perform cost analysis, negotiate the pricing, agree on terms and conditions and other features of the contract and submit to the Board for approval. Due to the urgent need for this modification and its implications on meeting the travel times on the Eastside Extension 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



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Arthur T. Leahy  
Chief Executive Officer

