

Business Item

Transportation Committee



Committee Meeting Date: March 25, 2024

For the Metropolitan Council: April 10, 2024

Business Item: 2024-78

Blue Line State of Good Repair Phase 3: Alstom Signaling Sole Source

District(s), Member(s):	District #5 (Pacheco), District #6 (Lilligren), District #7 (Osman)
Policy/Legal Reference:	FM 14-2 Expenditures for the Procurement of Goods, Services, and Real Estate Policy
Staff Prepared/Presented:	Lesley Kandaras, General Manager, Metro Transit, 612-349-7513 Brian Funk, Deputy General Manager, Metro Transit, 612-349-7514 Marilyn Porter, Director, Metro Transit Engineering & Facilities, 612-349-7689 Michael Wnek, Principal Project Coordinator, 612-349-7634
Division/Department:	Metro Transit

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to approve a Sole Source procurement authorization with Alstom Signaling for an amount not to exceed \$5,000,000.

Background

Blue Line State of Good Repair Phase 3 (BLSOGR3) is a state-of-good repair project focusing on replacement of track, interlockings, signaling, and communications equipment on the METRO Blue Line between Cedar-Riverside and Terminal 2 Stations. Revised track layouts as well as bi-directional signaling between Cedar South and Fort Snelling Interlockings will increase the resiliency and operational flexibility of the METRO Blue Line.

Alstom Signaling products including, but not limited to, microprocessor control systems and other safety-critical signaling control equipment are currently in use on METRO Blue Line. These products are proprietary to Alstom for the railway industry and are not open architecture. Alstom products are not compatible with other manufacturers. Light Rail Transit (LRT) signaling for both new construction and rehabilitation projects including Green Line Extension and Blue Line Enhancements Phase 2B also use these same Alstom products. Signal system compatibility is needed to maintain system safety and reliability.

Railway signal system components have continued to experience lead times as long as 12 to 14 months. These lead times exceed the project schedule, thus making procurement of this material by a contractor difficult. These items include, but are not limited to:

- Signal system safety microprocessor control hardware,
- Mainline track circuit equipment, and
- Switch machines.

For smaller rehabilitation projects, COUNCIL has previously used Rail Systems Maintenance's existing sole source authorization for Alstom Signaling to advance procure material. However, the quantities needed for the Blue Line State of Good Repair Phase 3 project would exhaust these sole

sources and leave Rail Systems Maintenance with no ability to procure spare parts for COUNCIL's existing signal system.

Rationale

The execution of a Sole Source agreement exceeding \$500,000 requires Council approval.

Thrive Lens Analysis

This contract will advance the Thrive Outcomes of Prosperity, Equity, and Sustainability through investment in high-quality transportation options that make the region more economically competitive through increased workers' access to employment, and support to employers by increasing available workforce with affordable, convenient transportation; distributing transit resources throughout the region and improving access to jobs, educational opportunities, and health services to diverse communities; and ensuring the region's existing transit resources are maintained in a state of good repair, thereby providing efficient and reliable service.

Funding

Funding for this project has been authorized by the Council in Capital Project #61104 "LRT Blue State of Gd Rpr Phs3."

Small Business Inclusion

The Office of Equity and Equal Opportunity did not review this procurement for sub-contracting opportunities because this will be executed as a sole source procurement.

