

Staff Summary



Item Number: 6					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Program Management, Richard Oakley Division Head Signature & Date <i>[Signature]</i> 5/20/2016					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	5.23.16			
2	MTA Board	5.25.16			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>[Signature]</i>	4	Sr. VP, Engineering <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>	5	VP, Chief Financial Officer <i>[Signature]</i>		
3	Sr VP Operations <i>[Signature]</i>	6	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Ansaldo STS USA, Inc.	Contract Number 6201
Description: New Signal Equipment - Mainline Second Track, Farmingdale to Ronkonkoma Phase I and Phase II	
Total Amount: \$13,270,000 + Options \$31,581,750	
Contract Term (including Options, if any): 685 consecutive calendar days	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a Public Works contracts to Ansaldo STS USA, Inc. (ASTS) in the amount of \$44,851,750 to design and furnish signal system components for the New Second Track – Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch.

II. DISCUSSION

LIRR’s Main Line track between Farmingdale and Ronkonkoma consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles. Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods.

Work under this contract will include final design, fabrication, delivery and system integration and testing of new pre-wired signal components including Central Instrument Locations (“CILs”), Huts, cases and ancillary equipment to support Phase I (west of Central Islip to Ronkonkoma) currently funded and under construction, and Phase II (Farmingdale to west of Central Islip), which funding is included in LIRR’s proposed 2015- 2019 Capital Plan. Phase II work is to be included as option work. This request addresses the procurement of a signal system to support the entire second track, which will require final design, fabrication, delivery, testing and integration of interlocking CILs, master locations, transmitter locations, grade crossing huts and associated subsystems. This new signal system will be controlled from Divide Tower, and will have new interlockings at Farmingdale, Wyandanch, Deer Park, Central Islip and modified at Ronkonkoma, and will include 18 new grade crossing huts, among other features. There are additional options for extended warranty, spare parts, and maintenance.

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The use of a "Request for Proposal" (RFP) process for this procurement was approved by the MTA Board at the February 2016 meeting. On March 17 and 18, 2016 LIRR publically advertised an RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website. Three firms picked up documents, and a proposal was submitted by 1 firm: Ansaldo STS USA, Inc. (ASTS). Reasons given by the other vendors for not proposing included: equipment not approved for use on LIRR territory; procurement's qualifications and schedule were too stringent.

Negotiations with ASTS were held that focused on technical and schedule concerns, including design efforts, equipment specifications, a shorter delivery schedule, and LIRR support. Through negotiations, ASTS was able to compress this contract work's schedule by a combined 7 months to coordinate it with related contracts for the overall Mainline Double Track project. After negotiations, ASTS offered a price of \$13,270,00 for the Base Bid work for Phase I and \$28,670,000 for Phase II work for a total of \$41,940,000 for Phases I and II, and \$2,911,750 for additional options for warranty, maintenance, and supplementary spare parts. This is within 11.2% of the LIRR internal estimate, and is deemed fair and reasonable.

ASTS has been reviewed and determined to be a responsible contractor.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights (DDCR) established 7.5% MBE and 7.5% WBE goals for this project. Contract will not be awarded until ASTS's M/WBE Plan has been approved by the MTA Department of Diversity and Civil Rights. ASTS has achieved its previous MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding for Phase I (base) is included in LIRR's 2010-2014 Capital Budget. Phase II (option) funding is included in LIRR's proposed 2015-2019 Capital Program. However, award is subject to approval of the 2015-2019 Capital Program.

V. ALTERNATIVES

There are no alternatives, since LIRR does not have the ability to undertake this project with in-house forces.