

Utah Transit Authority
 669 West 200 South
 Salt Lake City, Utah 84101
 Phone: (801) 741-8885
 Fax: (801) 741-8892



CHANGE ORDER
 No. 2

TITLE: Phase 2 Limited NTP for Materials DATE: 3/16/2023
 PROJECT/CODE: SGR370 - Red Light Signal Enforcement This is a change order to CONTRACT No: 17-2226JH
 TO: Rocky Mountain Systems Services
 ATTN: Paul Rieger

DESCRIPTION OF CHANGE: Brief scope, references to scope defining documents such as RFIs, submittals, specified drawings, exhibits, etc.

Contract Reference: Red Light Signal Enforcement Phase 1: Pre-Construction, Contract 17-2226, Section 8: Phase 2 Construction Services Amendment.

Request/Justification: Under this agreement, CO-002 requests the issuance of a Limited Notice-to-Proceed for Phase 2 with Rocky Mountain Systems Services to procure long-lead materials (Quote: 12–14-month lead time).

This change order also requests the approval of procuring spare onboard materials for the new Light Rail Operations Simulator under contract 17-2226.

Direction or Authorization to Proceed (DAP) previously executed: YES ___ NO X

It is mutually agreed upon, there is a schedule impact due to this Change order: YES ___ NO X

The amount of any adjustment to time for Substantial Completion and/or Guaranteed Completion or Contract Price includes all known and stated impacts or amounts, direct, indirect and consequential, (as of the date of this Change Order) which may be incurred as a result of the event or matter giving rise to this Change Order. Should conditions arise subsequent to this Change Order that impact the Work under the Contract, including this Change Order, and justify a Change Order under the Contract, or should subsequent Change Orders impact the Work under this Change Order, UTA or the Contractor may initiate a Change Order per the General Provisions, to address such impacts as may arise.

Current Change Order		Contract		Schedule	
Lump Sum:	\$4,247,949	Original Contract Sum:	\$294,834	Final Completion Date Prior to This Change:	-
Unit Cost:	-	Net Change by Previously Authorized Changes:	\$0	Contract Time Change This Change Order (Calendar Days):	0
Cost Plus:	-	Previous Project Total:	\$294,834	Final Completion Date as of This Change Order:	-
T&M NTE:	-	Net Change This Change Order:	\$4,247,949		
Total:	\$4,247,949	Current Project Total:	\$4,542,783		

ACCEPTED
 DocuSigned by:
 By: Paul Rieger
 Date: 3/22/2023

Paul Rieger
 Rocky Mountain Systems Services

By: _____
 Date: _____
Dean Hansen
 Project Manager <\$25,000

By: _____
 Date: _____
Jared Scarbrough
 Director of Capital Construction <\$75,000

By: _____
 Date: _____
Mary DeLoretto
 Chief Service Dev Officer <\$200,000

DocuSigned by:
 By: Jolene Higgins
 Date: 3/22/2023
Jolene Higgins
 Procurement

DocuSigned by:
 By: Mike Bell
 Date: 3/22/2023
Mike Bell
 Attorney General >\$10,000

By: _____
 Date: _____
Jay Fox
 Executive Director >\$200,000



Change Order Summary Worksheet
Previously Authorized Changes

Contract 17-2226JH RMSS

Change Order No	Date	Amount of CO	Running Contract Total	Subject
Original Contract			\$294,834	
1	3/8/2023	\$0	\$294,834	Phase 1 Contract Extension
Total to Date		\$	\$0	



February 8th, 2023

RMSS-52527-001

Mr. Dean Hansen
 Manager of Systems Engineering
 2264 South 900 West
 Salt Lake City, UT 84119

Reference: Utah Transit Authority – Red Signal Enforcement Systems

Subject: Long Lead Material and Phase I Time Extension

Dean,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for the procurement of long lead materials required for the Red Signal Enforcement Systems (RSES) project in conjunction with a Phase 1 contractual time extension.

Our lump sum price for this proposal is **\$4,247,949.00**

General

As part of the RSES project seventy-seven (77) of the UTA Siemens S70 fleet of light rail vehicles (LRV) will be upgraded with magnetic trip stop equipment that will interface with wayside trip stop magnets installed to protect red signals from either inadvertent or intentional bypass. Both the onboard and wayside equipment is specialized and therefore has a significant lead-time associated with procurement. Additional Operator Interface Panel components needed for the LRV Operational Simulators will also be included.

Procurement Scope

The scope of work in this proposal is to procure the following permanent materials that have lead times greater than six months:

Onboard Parts	Quantity per Vehicle	# of Vehicles	Spares	Total Quantity Needed
Central Unit RSES with 84TE (482mm/19") rack	1	77	2	79
System Cabling & Electrical Harness	1	77	2	79
Operator Interface Panel	2	77	5	159
Vehicle Magnet w/ mounting hardware	2	77	5	159
Wayside Parts	Quantity per Signal	# of Signals	Spares	Total Quantity Needed
Wayside Track Magnets	1	19	3	22
Wayside Track Magnet Brackets	1	19	5	24
Vital Relay	1	19	3	21
Vital Relay Base	1	19	3	21
DC/DC Converter (12VDC to 40VDC)	.5	19	3	12



Test Equipment	Quantity
Rail Magnet (Test Track)	1
Wayside Magnet Teslameter	1
Diagnostic Tool/Windows License	1
Handheld Test Magnet	2
Simulator Onboard Equipment	Quantity
Central Unit RSES with 84TE (482mm/19") rack	2
System Cabling & Electrical Harness	2
Operator Interface Panel	2
Vehicle Magnet w/ mounting hardware	2

Clarifications

1. This proposal requires a Phase 1-time extension through December 31st, 2023 to allow for the following items:
 - a. procurement times associated with long-lead materials
 - b. development of multiple complex design deliverables
 - c. contractual review times (30-days for UTA to review each submittal)
2. RMSS has included time related overhead associated with the time extension in order to continue activities that advance the project including additional coordination and field survey's for onboard scope, continued coordination between UTA, RMSS, and Siemens in preparation for Phase II construction, and further development of TWC opportunities. These costs will be taken into consideration in the proposal for Phase II of the project.
3. In order to help alleviate the effects of long lead times this bill of long lead materials was developed in advance of a detailed design. As such, it is possible that additional materials, potentially with long lead times, may be determined to be required as the design progresses. Any associated costs with additional materials will be captured in future change orders.

Assumptions

1. This scope of work assumes spare parts are to be provided in the quantity shown in the table above.

This proposal is valid for 60 days, unless extended in writing by RMSS.

If you need any additional information, please don't hesitate to contact us.

Sincerely,

Travis Baxter

Digitally signed by Travis Baxter
 DN: C=US, E=tbaxter@modraily.com,
 O=Modern Railway Systems, CN=Travis Baxter
 Reason: I am approving this document
 Date: 2023.02.08 20:00:08-07'00

Travis Baxter
 Project Manager
 Rocky Mountain Systems Services



cc:

Marshall Wilson – RMSS
Dan Meservey – RMSS
Anthony Ortolani - RMSS
Doug Jones – RMSS

Procurement lead times may be affected by Covid-19 pandemic
Our pricing is in U.S. Dollars, F.O.B. Salt Lake City UT, and excludes all allowances, taxes,
tariffs, licenses, and permits

UTA - On Call
Long Lead Materials & Phase 1 Time Extension
Task Order Estimate Summary



2/8/2022

Subcontractors \$	-
Materials \$	3,518,102.00
Administrative \$	132,104.00
Design/Engineering \$	-
Construction/Testing \$	-
Travel & Perdiem \$	-
Other Costs and Fee \$	597,743.00
Total: \$	<u>4,247,949.00</u>