

**Board Report**

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**File #:** 2018-0061, **File Type:** Contract**Agenda Number:** 30.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
APRIL 12, 2018****SUBJECT: ENGINEERING SUPPORT FOR RAIL MAINTENANCE  
AND ENGINEERING****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS46172000 to Gannett Fleming Transit & Rail Systems for on-call engineering support services in support of Rail Maintenance and Engineering, for a total not-to exceed amount of \$31,000,000, inclusive of \$16,000,000 for the initial two-year base, and \$5,000,000 for each of the three, one-year options (effective May 2018 through April 2023); subject to resolution of protest(s), if any.

**ISSUE**

Metro Rail Maintenance and Engineering has limited scope and depth of engineering and technical resources to develop and execute capital projects and meet the day-to-day engineering needs necessary to maintain and improve railway infrastructure assets and systems. Establishment of an engineering support services contract will enable Metro to supplement internal resources on an on-call basis in situations where either Metro does not have sufficient capacity or the expertise necessary to perform a task.

**DISCUSSION**

This task order based contract establishes a range of services that includes train control, traction power, communications, track, mechanical electrical plumbing, civil design, and fare collection. Also included are support services for project management, construction management, and computer-aided design and drafting (CADD). Work assignments will be provided on a task order basis to augment support for existing capital projects, large scale construction projects, and ongoing day-to-day needs for Rail Maintenance and Engineering. Prior to each work task order authorization, Rail Maintenance and Engineering will develop the scope of work, schedule and independent cost estimate. Metro's Vendor/Contract Management (V/CM) will then request proposal details and pricing information and negotiate an acceptable amount in accordance with agreed upon Metro terms and conditions. Rail Maintenance and Engineering staff reviewed the rail maintenance capital work program in the amount of \$47 million per fiscal year for the next five years and calculated that maintaining a support cost of 10-15% was reasonable in order to deliver capital projects on time and

within budget. Refer to Attachment A for a list of proposed project uses.

A Disadvantaged Business Enterprise (DBE) participation goal of 25% has been established as part of this contract. Gannett Fleming Transit & Rail Systems made a 25% DBE commitment. A list of DBE firms who will have subcontracting opportunities for on-call engineering support services is shown in the DEOD Summary - Attachment C.

### **DETERMINATION OF SAFETY IMPACT**

The engineering support services for rail maintenance are not directly related to a specific safety issue. However, the services provided via this Contract will contribute to maintaining the rail system in a State of Good Repair (SGR) as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing a safe and reliable service for riders who use the Metro rail system daily.

### **FINANCIAL IMPACT**

This contract award action is for a not-to-exceed threshold amount of \$31,000,000. As work task orders become necessary, funding will be provided from the appropriate capital project requiring support. For FY 18, funding of \$100,000 is included in the operating budget and \$250,000 is included in the capital project budget under various cost centers and projects, including cost centers: 3910 - Maintenance and Engineering, 3922 - Rail Communications Systems, 3926 - Rail Signal Systems, 3927 - Rail MOW Track Maintenance, 3928 - Rail Traction Power Systems, 3960 - Rail Transit Engineering, and 3929 - Rail MOW Engineering, Account 50316 -Professional and Technical Services.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

#### **Impact to Budget**

The source of funds for operating related task orders is Enterprise operating funds. For capital related task orders, the source of funds will be dependent on the specific capital project funding. Use of all related funding will maximize allowable funding allocations given approved funding provisions.

### **ALTERNATIVES CONSIDERED**

1) Solicit competitive bids for each individual task order as it becomes required. This is not recommended as it would require extensive additional staff time to process each request and result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring these services on a per-assignment basis would impose additional burden on the Vendor/Contract Management (V/CM) department.

2) Utilize existing Engineering staff to provide the required technical support. This is not feasible as the current budgeted MOW Engineering capacity is fully utilized to maintain Metro's existing systems and oversee the acceptance of the new rail lines. Also, there would not be sufficient existing staff to

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re-assign to provide technical support to the various capital projects concurrently.

**NEXT STEPS**

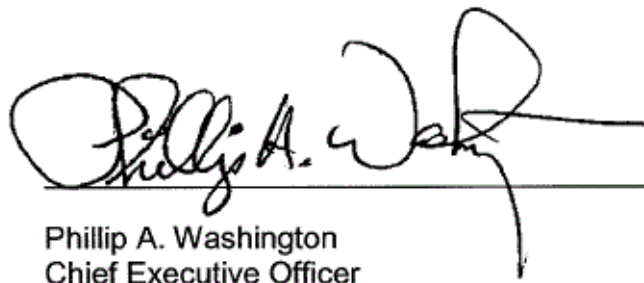
Upon Board approval, staff will execute Contract No. PS46172000 with Gannett Fleming Transit & Rail Systems to provide engineering support for Rail Maintenance and Engineering on an as needed task-orders basis.

**ATTACHMENTS**

- Attachment A - List of Proposed Project Uses
- Attachment B - Procurement Summary
- Attachment C - DEOD Summary
- Attachment D - Estimated Engineering Support Services

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