



Board Report

File #: 2018-0116, File Type: Contract

Agenda Number: 41.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM)
SERVICES**

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD task order based bench Contract Nos. PS49169000 through PS49169013 to the firms listed below and in Attachment A, for a not-to-exceed amount of \$15,000,000, to provide ETAM services for a seven-year term effective July 1, 2018 through June 30, 2025, subject to resolution of protests(s), if any. The following firms are recommended for award:

1. Accenture, LLP
2. AECOM Technical Services, Inc.
3. Anil Verma Associates, Inc.
4. EMG
5. Intueor Consulting, Inc.
6. Kaygen, Inc.
7. Morgner Construction Management
8. Pacific Railway Enterprises, Inc.
9. Rail Surveyors and Engineers, Inc.
10. Raul V. Bravo + Associates, Inc.
11. Turner & Townsend AMCL, Inc.
12. Vehicle Technical Consultants, Inc.
13. Virginkar & Associates, Inc.
14. WSP USA, Inc.; and

B. EXECUTE individual task orders under these Contracts for ETAM services in a total amount not-to-exceed \$15,000,000.

ISSUE

Transit Asset Management (TAM) involves activities related to procuring, operating, maintaining, rehabilitating and replacing existing assets, such as equipment, rolling stock, facilities and

infrastructure to keep them in a State of Good Repair (SGR). The Federal Transit Administration (FTA) final TAM rule took effect October 1, 2016 and includes requirements to develop TAM Plans by October 2018 including monitoring asset conditions and developing decision support processes to maintain the system for safe and reliable service. Metro is currently updating the 2015 TAM Plan which includes a list of 25 actions for implementation that will provide Metro with improved capabilities to maintain a SGR and provide the information to fully respond to FTA's requirements to report on asset inventories, conditions, performance and prioritization of SGR projects to renew existing assets.

To respond to the FTA requirements, the Enterprise Transit Asset Management (ETAM) department requires professional services in the nine TAM disciplines. Many of the projects and studies required for ETAM tasks are small to mid-scale that, once identified, must be initiated and completed in a relatively short period of time to comply with the FTA's annual SGR reporting requirements, and Metro's short and long range planning processes. The ETAM Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The ETAM department was formally established in 2015 within Risk, Safety and Asset Management (RSAM) to develop and administer a Metro-wide integrated asset management program and is responsible for implementation of the TAM Plan. Approximately 43 task orders are anticipated to be issued against the nine disciplines included in this bench over the next seven years. A seven year bench period will allow multiple cycles of condition assessments and other task orders for each discipline. The nine disciplines are listed below:

1. Inventory Build Out and Assessment;
2. Rolling Stock and Equipment Condition Assessments;
3. Facilities and Stations Condition Assessments;
4. Guideway Systems and Elements Condition Assessments;
5. Financial, Cost, Risk and Life Cycle Analysis;
6. Advanced Reliability Techniques and Process Improvement;
7. Transit Asset Management (TAM) Planning;
8. Information and Technology; and
9. TAM Engineering Support.

The disciplines were developed to reflect the specific needs for TAM capabilities including lifecycle planning, conducting condition assessments on major asset categories including capital project prioritization, applying condition based maintenance techniques, computer programming, and specialized engineering support.

In the development of the Bench, an emphasis was placed on encouraging teams with a number of firms to broaden their scope of services and areas of expertise. Consequently, a wide range of opportunities for small, disadvantaged and veteran-businesses were made available for this procurement.

In addition to providing opportunities to many firms, the Bench approach also streamlines

procurement processes for Metro and the business community by consolidating numerous, laborious and costly contracting opportunities into one contract. This prevents individual procurement processes and delays to ETAM services requirements. The ETAM Bench will enhance efficiency by allowing us to issue task orders to firms to complete necessary work identified during inspections in a timely manner.

DETERMINATION OF SAFETY IMPACT

The ETAM Bench will not directly impact specific safety issues of Metro's customers and employees. However, the results from task orders generated by this procurement will provide information on asset conditions, performance and costs. This information is necessary to make informed decisions on how to best prioritize investments to maintain the transit system in a state of good repair, as required by the FTA TAM regulation.

FINANCIAL IMPACT

This contract award action is for \$15,000,000 over a seven-year period. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since these are multi-year contracts, the cost center manager and Chief Risk, Safety and Asset Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for FY19 has been included in the Risk, Safety and Asset Management cost centers. There is no single source of funds that will unilaterally fund these contracts and funding for the task orders is dependent upon the specific task. Generally, Propositions A and C, Measure R and M, Transportation Development Act (TDA) Administration, State and FTA funds used for planning activities, which are not eligible for bus or rail capital, can be used. Use of all related funding will maximize allowable funding allocations given approved funding provisions.

ALTERNATIVES CONSIDERED

1. Pursue the extended full procurement processes and solicit proposals for each individual task when the requirement arises. This alternative is not recommended as it would place an undue burden on the small business community, requiring them to expend significant and costly resources to respond to additional procurement requirements each year. It would also require extensive staff time to develop the full procurements for each individual task. This would delay the completion of ETAM tasks and potentially impact submittal of the annual SGR reports to the FTA which may jeopardize Metro's eligibility to receive federal funding.
2. Utilize existing ETAM staff to provide the required support services. This alternative is also not feasible as Metro's current ETAM staff does not possess all of the required skills for key tasks (such as determining optimum asset lifecycles, reliability centered maintenance techniques, computer programming, etc.) and are being fully utilized to support existing projects and programs. If this alternative were exercised, Metro would need to hire additional staff with expertise in multiple disciplines to perform the needed work. Based on staffing trends,

candidates with the required rail maintenance skills are in high-demand, Metro cannot adequately support this effort in-house during the time frame.

3. Utilize existing engineering and technical maintenance staff in the Operations and Construction departments to provide the required technical support. This is not feasible as the current budgeted engineering and technical capacity in the Operations and Construction departments is fully utilized to maintain the current system, oversee the acceptance of new lines that will start operating during the next seven years and on developing future expansion projects.

For these reasons none of the alternatives are recommended as they would create significant impacts to current operations and efforts to deliver the Metro expansion program.

NEXT STEPS

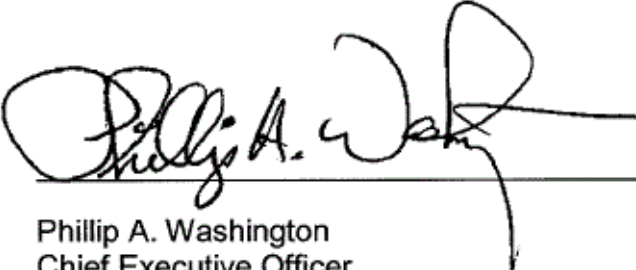
Upon Board approval, staff will establish and execute the bench contracts for enterprise transit asset management services, effective July 1, 2018, and will competitively award individual task orders, on an as-needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Recommended Firms By Discipline
Attachment B - DEOD Summary

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