

**Board Report**

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**File #:** 2016-0726, **File Type:** Contract**Agenda Number:** 28.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
NOVEMBER 17, 2016****SUBJECT: RAIL OPERATIONS ENGINEERING SUPPORT BENCH****ACTION: INCREASE CONTRACT VALUE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to increase the total authorized not-to-exceed amount to **Rail Operations Engineering Support Bench** (Bench) Contract No OP39202965, by \$4,300,000 from \$5,000,000 to \$9,300,000 for engineering and technical services for wayside systems operating and capital projects.

**ISSUE**

Metro Rail Maintenance and Engineering has limited number of resources to develop and execute capital projects and, at the same time, meet the day-to-day engineering support needs that are necessary to maintain and improve Metro wayside assets and systems. The current Bench requires an increase in contract authority to allow the continued provision of engineering and technical services as-needed in situations where Metro does not have sufficient capacity or expertise necessary to perform a task.

**DISCUSSION**

In April 2013, the Board authorized the award of Contract No. OP39202965, in the amount of \$5,000,000, to 25 qualified firms, for a range of support services for wayside systems and equipment that included train control, traction power, communications, and fare collection. The services also included civil design as well as computer-aided design and drafting (CADD) services. This Bench has enabled Metro to supplement internal resources by having available a wide range of firms with specialized engineering knowledge. A list of proposed project uses is shown in Attachment B. This action will provide additional contract authority, which is needed to provide an increased amount of engineering and technical services through the end of the current Period of Performance, March 30, 2018.

To date, the value of bench task orders and modifications that has been awarded is \$2,334,206; the additional value of pending task orders is \$2,488,300, for a total Bench amount of \$4,822,506. A list of all task awards by firm and project description is shown in Attachment C.

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## **DETERMINATION OF SAFETY IMPACT**

This Bench contract is not directly related to a specific safety issue. However, the services provided via the Bench will contribute to maintaining the rail system in a State of Good Repair (SGR) which is essential to providing a safe and reliable service for riders who use the Metro rail system daily.

## **FINANCIAL IMPACT**

For FY 17, funding of \$5,201,157 is included in the operating budget and \$5,567,632 is included in the capital project budget under various cost centers and projects, including cost centers: 6821- Asset Management, 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 3962 - SCADA Systems Engineering & Maintenance, Account 50316 -Professional and Technical Services.

These funds will be used for contract task orders to support operating and capital project needs. Since this is a multi-year contract, the cost center manager(s) and project manager(s) will ensure funding needs are budgeted in future 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. No other sources of funds were considered for this activity because it supports Maintenance of Way (MOW) engineering operating and capital projects.

## **ALTERNATIVES CONSIDERED**

- 1) Solicit competitive bids for each individual task as it becomes due. 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 significant additional burden on the Procurement Department.
- 2) Engage a single, large engineering firm as a "one stop shop". This approach has been used in the past but staff has experienced challenges with getting assistance with smaller projects. The wide range of firms on this bench ensures that Wayside Systems can receive the necessary specialized engineering knowledge, and gives small, disadvantaged firms an opportunity to provide services.
- 3) 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 development of the new rail lines. Also, there would not be sufficient existing staff to re-assign to provide technical support to the various capital projects concurrently.

## **NEXT STEPS**

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Upon Board approval, staff will continue to competitively award individual task orders as needed for engineering and technical support services for wayside systems operating and capital projects.

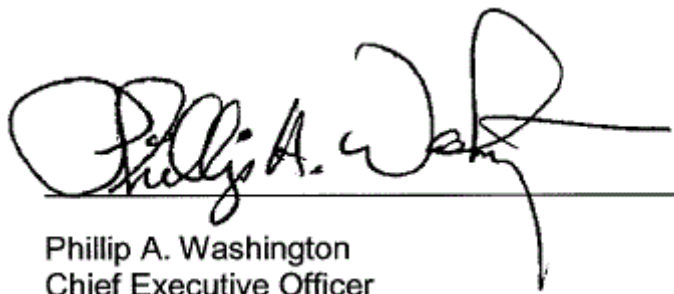
**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - List of Proposed Project Uses
- Attachment C - Task Order Log
- Attachment D - DEOD Summary

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