

**Board Report**

File #: 2017-0527, **File Type:** Contract**Agenda Number:** 23.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 21, 2017****SUBJECT: P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL
ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, indefinite delivery/indefinite quantity Contract No. MA26495 to Dellner Incorporated, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Coupler assemblies, for a not-to-exceed amount of \$2,497,635 for the three year base period; \$24,600 for the first, one year option; and \$24,970 for the second, one year option; for a combined contract total of \$2,547,205, subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul of 107 couplers for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the 50 rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its eighth year of operation. In order to ensure continued safety and reliability the coupler assembly requires overhaul at the eight year or 600,000 mileage intervals as defined by the Original Equipment Manufacturer (OEM). The coupler assembly consists of electrical, mechanical, and pneumatic components that wear out in time. The coupler is an integral system that provides the mechanical connection and electrical communications between vehicles (consist), and, therefore, it is critical to maintain the coupler systems in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly contract was approved in June 2017 and staff is currently requesting the approval of the coupler assembly contract.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the coupler

assembly based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance defined schedule and with technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The coupler assembly overhaul services in support of the complete P2550 overhaul program will ensure that the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546.

Funding of \$450,967 for this Contract is included in the FY18 budget in cost center 3944, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The planned source of funds for this project comes from local funding source TDA Article 4 which is eligible for Bus and Rail Operating or Capital Projects.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the coupler assembly is a safety critical device that if not properly maintained could result in catastrophic events upon accidental decoupling, loss of braking and propulsion signaling between vehicles due to worn mechanical components, electrical contact pins and/or defective wiring, all of which impact vehicle safety and reliability. Should the coupler overhaul be deferred there would be a high risk to passenger safety, negative impact to vehicle availability and reliability and therefore, it is not recommended.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Coupler assemblies will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in December 2017.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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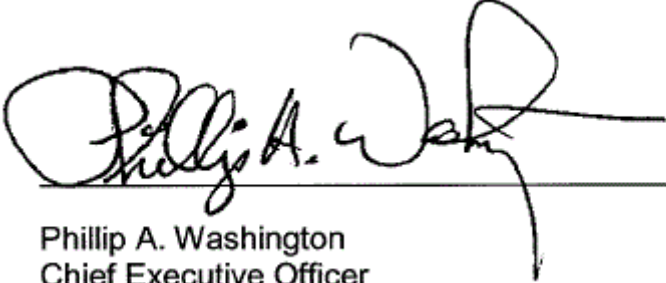
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