



(Board Copy)
Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
DOCUMENT**

IDENTIFICATION			
MEAD ID:	99101	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	Infrastructure Renewal Program	CONTRACTOR:	
LAST MODIFIED:	02/28/2006		

DESCRIPTION	
SUBJECT:	Initiate and award a multi-year contract for the procurement of Turnouts and Crossovers.
PURPOSE:	This action is to obtain authority to initiate and award a competitive procurement of a multi-year contract to procure turnouts and crossovers for FY 2007 through FY 2009.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
WESLEY ALBRIGHT on 11/07/2005			Approved by FEIL , STEVE 12/28/2005		
PHONE:	202-962-6179	OFFICE:	TRST	DEPT:	Rail Service

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(3311)	FEIL, STEVE	Approved 12/28/2005
PRMT (7410)	JACKSON, LUCY	Approved 01/25/2006
PRMT (7410)	JACKSON, LUCY	Approved 02/07/2006
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 02/08/2006
CFO1 (2110)	WOODRUFF, HARRY	Approved 02/07/2006

FINAL APPROVALS	
OFFICE	NAME/ACTION
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 01/26/2006
GM	Approved for GMGR by GMGR CEO on 03/07/2006
BOARD	BOARD WMATA (Not Yet Approved)



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NARRATIVE

DISCUSSION:

The Office of Rail Track and Structures has the responsibility for track maintenance of the WMATA system.

TRST has a requirement to retrofit twenty-seven (27) turnouts and sixteen (16) double crossovers during the next three years. An average of thirty (30) turnouts are projected for replacement each fiscal year. The turnouts and crossovers identified for replacement have been in service a minimum of twenty (20) years. They are all located at various locations on WMATA's mainline tracks and maintenance yards.

The replacement units are being procured as complete panelized units to include all components of a turnout or crossover. The life expectancy of the new trackwork is estimated to be twenty-five (25) years.

The contract will incorporate performance standards with incentives and disincentives which will be tied to early or late delivery of the required materials.

ALTERNATIVES:

There are no acceptable alternatives. The rail and turnout components are deteriorating and replacement is required to ensure the safety and integrity of the track system.

IMPACT ON FUNDING:

Budget:	Metro Matters Resolution #2004-53; FY2005 - 2010			
Program Title:	ROW Track and Structure Rehabilitation			
Project Category:	ROW Track Rehabilitation			
Budget Information	FY2007	FY2008	FY2009	TOTAL
Budget Amount:	\$6,964,000.00	\$7,239,000.00	\$7,441,000.00	\$21,644,000.00
This Contract Action:	\$2,300,000.00	\$3,650,000.00	\$2,550,000.00	\$8,500,000.00
Prior Obligations for this activity:	\$803,000.00	\$826,400.00	\$849,800.00	\$2,479,200.00
Subtotal:	\$3,103,000.00	\$4,476,400.00	\$3,399,800.00	\$10,979,200.00
Remaining Budget for this activity:	\$3,861,000.00	\$2,762,600.00	\$4,041,200.00	\$10,664,800.00

PRIOR APPROVALS:

MEAD 88699 (FY06-FY09) For Running Rail - \$2,926,000.00
 MEAD 96702 (FY06-FY09) For Rail Welding - \$ 332,900.00
 \$3,258,900.00

AFFIRMATIVE ACTION REQUIREMENT: Equal Employment Opportunity Requirements:

Contractor will be required to comply with Executive Order No. 11246, Revised Order No. 4.

Disadvantaged Business Enterprise (DBE) Requirements:

Pursuant to WMATA Board Resolution No.2005-30, the DBE goal for this federally funded action is

1.5%

RECOMMENDATION:

It is recommended that the Board approve this action to initiate and award a competitive multi-year contract for turnouts and crossovers, subject to funding availability.