

**Washington Metropolitan Area Transportation Authority
Board Action/Information Summary**

<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information	MEAD Number: 99742	Resolution: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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PURPOSE

To initiate and award a competitive contract for the procurement of a Prime Mover.

DESCRIPTION

The Office of Rail Track and Structures/Systems Maintenance (TSSM) has the responsibility for maintenance of the rail system. A Prime Mover is a dual axle, heavy duty utility vehicle used to perform a vast array of maintenance tasks. It is equipped with booms, hydraulic and pneumatic power for tools, and generators. The Prime Mover has towing capability for items such as flatcars, rail carriers, ballast cars, and de-icer equipment.

Currently, TSSM has 25 Prime Movers in its fleet with 23 of these vehicles dedicated to track maintenance and production and two dedicated to plant maintenance. However, at any given time, the total number of vehicles available to TSSM is usually around 17 due to preventive maintenance requirements, major overhauls and support requirements for contractors of fireline, electrical, traction power and various other Infrastructure Renewal Program contracts. These units perform track and station enhancement, and are the main vehicle for all TSSM repair and replacement functions. TSSM has three maintenance divisions, one systemwide production division and one systemwide structures division. These Prime Movers are fully engaged in performing required track maintenance and production work. They are required for rail replacement, insulator replacement, floating slab work and other heavy work requiring equipment transportation and heavy lifting. There are no other means to perform this work.

With recent rail service expansion, shorter non-revenue work windows and increasing workload due to the aging system, additional equipment is needed to keep the Authority's infrastructure safe and reliable and to satisfy maintenance and repair mandates.

This additional piece of equipment will be a primary means for transporting manpower, equipment, and materials each night (and day when single tracking) to work locations throughout the rail system for track maintenance and rehabilitation. This expenditure

will facilitate a more efficient means for correcting maintenance problems and enhancing rehabilitation efforts.

FUNDING IMPACT

Budget Program: Metro Matters Infrastructure Renewal Program, FY07 - FY10
Program Title: Rail Work Equipment/Locomotives

Budget Information:

Budget Amount	\$1,171,000
This Contract Action:	\$900,000
Prior Obligations for this activity:	0
Subtotal	\$900,000
Remaining Budget for this activity:	\$271,000

Remarks: There is no operating impact resulting from this procurement.

RECOMMENDATION

To initiate and award a competitive contract for the procurement of a Prime Mover.