

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100852	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

Rail Work Equipment Replacement

PURPOSE:

To obtain Board approval to initiate and award, subject to available funding, multiple contracts to replace the five wheel truing machines and to rehabilitate/replace the wheel truing machine support infrastructure at the five railcar maintenance facilities.

DESCRIPTION:

Efficient rail car maintenance work is dependent upon specialized tools and equipment. This action supports an overall system infrastructure renewal program that will help maintain Metro's railcars in a state of good repair. This action includes the initiation and award of multiple contracts necessary to replace the existing wheel truing machines (WTMs) at Greenbelt, Alexandria, Shady Grove, New Carrollton, and West Falls Church S&I Yards. With the exception of the WTM at Shady Grove, the WTMs are between 18 and 27 years old and are beyond their life expectancy which is 20 years. They have a long history of repairs, refurbishments, and upgrades since their original installation. The Shady Grove WTM is 8 years and is out of service for significant periods of time waiting for the technician to troubleshoot problems and/or the arrival/installation of replacement parts.

WTMs are used to restore the outer circumference and flange area of the steel train wheels. The wheels are restored without removing them from the railcar. The precise contour and consistency of diameter of the wheels are vital safety parameters for railcar operation. Over the life of a train wheel, it will develop flat spots and uneven wear patterns across the surfaces that are in contact with the tracks.

WTM improved performance is needed to keep up with demand for wheel restoration. The newer WTMs are capable of restoring wheels in significantly less time (almost half the time) than is required with the older WTMs. The projected improved performance will result in fewer railcars out of service

awaiting wheel restoration at a given time.

This action will replace the WTM's with new efficient, robust machines and rehabilitate/replace the WTM support infrastructure, such as WTM pits, electrical circuits, chip conveyors, ventilation and smoke removal systems, WTM service crane, and communications, control and interlock circuits at all five railcar maintenance facilities.

FUNDING IMPACT:

FY2012-2016	
Program:	Capital Improvement Program
Project:	Rail Shop Equipment - CIP 066
Project Manager:	Arthur Noyes
Project Department/Office:	Department of Transit Infrastructure and Engineering Services (TIES)/Office of Chief Engineer Infrastructure (CENI)
Budget:	\$21,096,386
This Action:	\$17,501,552
Prior Approval:	\$0
Remaining Budget:	\$3,594,834
Remarks:	This action is subject to availability of funding in FYs 2012 through 2016. Remaining budget to be used for program management and labor costs and consulting and engineering services costs.
Operating Budget Impact:	None

RECOMMENDATION:

Approval to initiate and award, subject to available funding, multiple contracts to replace the five wheel truing machines and to rehabilitate/replace the wheel truing machine support infrastructure at the five railcar maintenance facilities.