



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

IDENTIFICATION			
MEAD ID:	99334	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	Infrastructure Renewal Program	CONTRACTOR:	
LAST MODIFIED:	05/11/2006		

DESCRIPTION	
SUBJECT:	Sole source contract for Railquip Inc. to furnish and install portable lifts at the Greenbelt Yard.
PURPOSE:	Pursuant to an emergency situation as referenced in Chapter 1 of the Procurement Procedures Manual, a Board action is required to report on the issuance of a sole source contract to Railquip, Inc. to furnish and install sixteen (16) reconditioned portable mobile railcar lift columns at the Greenbelt Service and Inspection (S&I) Shop for the purpose of servicing the 6000 Series Railcar Procurement Program during acceptance testing

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
JEFFREY PRINGLE on 02/27/2006			Approved by SALPEAS , PANAGIOTIS 05/03/2006		
PHONE:	202-962-1566	OFFICE:	OENG	DEPT:	Chief Engineer

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
PDEC (4110)	SALPEAS, PANAGIOTIS	Approved 05/03/2006
IRPG (4710)	COUCH, DAVID	Approved 05/02/2006
IRPG (4710)	COUCH, DAVID	Approved 05/02/2006
AUDT (7210)	STEWART, JAMES	Approved w/ Comments 05/08/2006
CFO1 (2110)	WOODRUFF, HARRY	Approved 05/03/2006
PRMT (7410)	JACKSON, LUCY	Approved 05/04/2006
AUDT (7210)	STEWART, JAMES	Re-assigned 05/04/2006
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 05/10/2006

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for PDEC by PANAGIOTIS SALPEAS on 05/03/2006
BEMR	Approved for by Emeka Moneme on 05/30/2006
GM	Approved for GMGR by GMGR CEO on 06/07/2006
BOARD	BOARD WMATA (Not Yet Approved)



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NARRATIVE

DISCUSSION:

On December 29, 2005, while operating the lift jacks at the Greenbelt Yard Facility, CMNT experienced a single screw jack failure when the railcar height was 22 inches off the floor while moving into the full up position. On January 11, 2005, WMATA consultant, ARTECH Testing, L.L.C. of Chantilly Virginia informed WMATA that the failure was the result of a latent defect in the metallurgic properties of the screw shaft. As the possibility of additional failures of the screw shafts created a significant safety issue, all maintenance activities involving the lifts at Greenbelt Yard were suspended on January 11, 2006.

Further on-site testing was conducted on January 19, 2005 and January 20, 2005 that confirmed deficiencies in all but 3 of the 162 installed screw shafts. In order to restore the lifts at the Greenbelt Yard to full working capacity WMATA's engineering staff has determined that all lifts will require disassembly and removal of the old shaft, and reassembly incorporating new shafts, alignment, functional testing, load testing and certification. Plant maintenance personnel estimate the duration of the repairs to take several months to perform with an estimated completion date within 180 days. Until then, all activity involving the lifts at the Greenbelt Yard has been suspended.

Under Contract TC-6000, WMATA is obligated to provide ALSTOM (the 6000 series car builder) a fully functional maintenance facility for the preparation, inspection and repair of railcars undergoing acceptance testing. The Greenbelt Yard Facility has been designated as the facility to perform these functions due to the yard's proximity to the WMATA's test track. In addition, the yard provides other necessities for the 6000 program, including storage space for spare parts, office space, and track space for 6000 series railcar inventory that are unavailable elsewhere or would be impracticable to relocate.

The Greenbelt Yard Facility also maintains all series railcars for WMATA. The closure of the facility will reduce the ability of the Operations Department to conduct maintenance for cars and/or delay repairs to cars (thereby possibly forcing Operations to keep unmaintained or damaged cars out of service). Moreover, WMATA Operations staff cannot work around the closure of the yard for an extended period of time without causing a substantial hardship. As such, the loss of the Greenbelt Facility threatens to reduce WMATA's ability to provide safe and operable railcars needed to run the system on a daily basis, and therefore qualifies as an emergency. Accordingly, WMATA has determined that it needs portable mobile lift columns to be procured and installed at the Greenbelt Yard Facility to provide immediate lifting capacity for two (2) married pairs of railcars for the 6000 series work and to allow for other railcar maintenance and inspections as needed.

Railquip, Inc. has supplied transportation machinery and equipment to WMATA in the past and has offered to supply sixteen (16) mobile electro mechanical remanufactured lifting columns. Railquip, Inc. is the only reasonably (and immediately) available and responsible source that can provide and install the reconditioned portable mobile lift columns at the Greenbelt Yard Facility. Also, the electrical systems for the proposed lifts have already been rewired to match the 480/277, 3 phase VAC power available at Greenbelt, and if the lifts were purchased from another source, the rewiring may take additional cost and time.

A critical situation, as defined under the Policy and Instruction, is an unanticipated issue that if left uncorrected would cause a threat to safe operations, significant increased costs and/or substantial schedule extension. If the temporary lifts are not put in place shortly, the entire 6000 program and other railcar inspection and repair operations may need to be suspended indefinitely at Greenbelt

at a significant cost to WMATA, loss of operational capacity and possible danger to the public. Accordingly, the circumstances described in the foregoing paragraphs would constitute a basis for an emergency sole source procurement to Railquip, Inc. to furnish and install temporary lifts, consisting of two (2) sets of eight (8) electro mechanical remanufactured lifting columns with a 16 ton/column capacity.

A sole source procurement was negotiated and a Notice-to-Proceed (NTP) issued on April 28, 2006 to Railquip, Inc. in the amount of \$318,398.95, which has been determined to be fair and reasonable. The funding will come from the Infrastructure Renewal Program, using non-federal funds. A separate Determination and Findings (D&F) and the Critical Situation/Emergency Memorandum to Mr. Tangherlini (GMGR), dated April 24, 2006, to negotiate a sole source contract are provided to document the justification for this action.

PRIOR APPROVALS:

None

ALTERNATIVES:

The Authority could forgo the sole source contract to have Railquip, Inc. furnish and install the reconditioned portable mobile lift columns in the Greenbelt S&I Shop. This would not only threaten to reduce WMATA's ability to provide safe and operable railcars needed to run the system on a daily basis, but would indefinitely delay the addition of the 6000 series railcars to the WMATA fleet, which are necessary to meet WMATA's operational needs for the next year (e.g., implementing 8-car trains).

IMPACT ON FUNDING:

Budget: Metro Matters FY2006-2011
Project: Rail Work Equipment /Locomotives
Page: 220

FY2006

Budget: \$ 2,095,250.00
Prior Actions: \$ 27,000.00
Subtotal: \$ 2,068,250.00
This Action: \$ 318,398.95 *
Remaining Budget: \$ 1,749,851.05

Remarks:

* The funding will come from the Infrastructure Renewal Program using non-federal funds.

AFFIRMATIVE ACTION REQUIREMENTS:

Railquip is in compliance with Executive Order 11246, as amended.

DISADVANTAGED BUSINESS ENTERPRISE:

There are no DBE goal requirements for non-federally funded contracts and procurements.

RECOMMENDATION:

Pursuant to an emergency situation as referenced in Chapter 1 of the Procurement Procedures Manual, a Board action is required to report on the issuance of a sole source contract to Railquip, Inc. to furnish and install sixteen (16) reconditioned portable mobile railcar lift columns at the Greenbelt Service and Inspection (S&I) Shop for the purpose of servicing the 6000 Series Railcar

Procurement Program during acceptance testing. The cost of this contract is \$318,398.95.