



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

IDENTIFICATION			
MEAD ID:	95072	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	Operating Funds	CONTRACTOR:	
LAST MODIFIED:	06/23/2005		

DESCRIPTION	
SUBJECT:	Refurbishment of Escalator Glide Stop Brake Boards, 2 year base and 3 one-year options.
PURPOSE:	Initiate and award through a competitive process, a contract to refurbish Westinghouse Escalator Glide Stop Brake Boards with a two year base period and approval to exercise three 1-year options, subject to approval of the applicable budgets and the availability of funds for this project. The contractor is to provide all labor, materials and equipment required to refurbish Westinghouse Escalator Glide Stop Brake Boards. The refurbished Glide Stop Brake Boards shall meet all ASME A17.1 code requirements and all OEM specifications.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
GREGORY BOYKIN on 05/13/2005			Approved by HUGHES , JAMES 06/24/2005		
PHONE:	202-962-5087	OFFICE:	ELES	DEPT:	Operations

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
ELES (3180)	LACOSSE, DAVID	Approved 05/24/2005
PRMT (7400)	ZINGALE, JAMES	Approved 05/24/2005
OPAS (3161)	HUGHES, JAMES	Approved 06/24/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 06/24/2005
GM	Approved for GMGR by GMGR CEO on 07/13/2005
BOARD	BOARD WMATA (Not Yet Approved)



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NARRATIVE

DISCUSSIONS:

Authorization is requested to initiate and award a contract for the repair/refurbishment of Westinghouse Escalator Glide Stop Brake Boards.

Previously, WMATA/ELES has utilized brake board refurbishment contracts identical in concept to this requested action. The quantity limit of 430 repaired brake boards under the most recent such contract, N05027, is expected to be reached within the next 90 days. No option years are available to exercise under N05027. Hence, the reason for establishing a new contract, which is expected to be awarded in the fall of 2005 (early FY06).

WMATA will supply a maximum of four hundred fifty (450) Escalator Glide Stop Brake Boards per year to the selected contractor for repair/refurbishment.

The period of performance for this requirements contract will have a two year base and three one year options. This period of performance is considered optimum for WMATA due to the consistent demand for the brake board repair. It will lock in a price for WMATA for the two year base and three one year options, reduce administrative efforts, and ensure a ready source of supply for the length of the contract. ELES shall determine the quantity delivered to the contractor for repair, up to the maximum amount, as the contractor is not guaranteed a fixed amount to repair.

WMATA has 580 Glide Stop Brake Boards in operation each day, system-wide. Escalator Glide Stop Brake Boards are the printed circuit boards that control the braking system of an escalator, in order to bring the escalator to a smooth stop. A smooth stop is essential in order not to throw patrons from the escalator. The number of Glide Stop Brake Boards in operation on an escalator depends on the length of the Westinghouse escalator. For every two "drives" an escalator requires a printed circuit glide stop brake board. The maximum number of boards on an individual escalator in the WMATA system is three (3) boards. The boards can most often be repaired, similar to a computer's printed circuit board in a desktop computer. This makes repairing of the boards economically cost effective, as compared to always purchasing new boards through the inventory system.

The same type of escalator glide stop brake board will be used in all rehabilitated Westinghouse escalators over the next several years, thereby eliminating a compatibility issue. In addition, as WMATA releases escalators from contracted maintenance, this repair contract plays an even more critical role in maintenance and repair.

ALTERNATIVE:

The alternative is to not repair Glide Stop Brake Boards and purchase only new ones through the inventory system. New Glide Stop Brake Boards cost approximately three times that of a repaired one.

IMPACT ON FUNDING:

Operating Budget, FY 2006 through FY 2010

Office of Elevators and Escalators
 Account: Escalator Services

Total Estimated Cost of This Action:

\$495,000 [FY2006 & 2007 = \$198,000 FY2008 = \$99,000 FY2009 = \$99,000 FY2010 = \$99,000].

The total estimated cost of this action over the two-year base period and three one-year options is \$495,000.

Funding for FY06 through FY10 is subject to approval by the Board and the availability of funds for this project.

PRIOR APPROVAL:

None.

AFFIRMATIVE ACTION REQUIREMENTS:

Equal Employment Opportunity

The contractor will be required to comply with Executive Order 11246, Revised Order #4.

DBE REQUIREMENTS:

Pursuant to WMATA Board Resolution #2003-41 there is no DBE goal for this type of contract.

RECOMMENDATION:

Recommend Board approval to initiate and award through a competitive process, a contract to refurbish Westinghouse Escalator Glide Stop Brake Boards with a two year base period and approval to exercise three 1-year options, subject to approval of the applicable budgets and the availability of funds for this project.