

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

Action
 Information

MEAD Number:
99872

Resolution:
 Yes No

PURPOSE

To obtain approval from the Board of Directors to:

1) Issue a Request for Proposal for the purchase and installation of 32 new car and body lifts at Greenbelt Yard and award, if within budget, and; 2) Modify Contract FN5008 in the not-to-exceed amount of \$2.6 million for repair of eight existing lifts, the purchase and installation of four new truck lifts and the installation of a new crane system in the truck repair shop at Greenbelt Yard.

DESCRIPTION

The Greenbelt Yard Rail Car maintenance building contains lifts used to raise rail cars off the floor for the performance of certain maintenance/repair activities. As previously reported, a lift failed while moving a rail car into the full up position. The investigation revealed the failure of a component of the lift called a "jack screw". Although the failure of the lift did not pose a safety risk to shop personnel, the remainder of the lifts were taken out of service as a safety precaution. To mitigate the problems associated with the lifts being taken out of service, portable lifts were procured to allow for the resumption of some, but not all, of the maintenance functions at Greenbelt.

In June 2006, the WMATA Board approved a budget for the repair of the Greenbelt Yard lifts. The repair work was to consist mainly of replacing 160 jack screws in the lift assemblies. After the scope of work was determined, work commenced with the extraction of jack screws from several lifts to take measurements. Upon examination of the removed jack screws, it was discovered that each of the 160 jack screws would need to be removed and examined and that each repair would likely be unique instead of an assembly line-type of operation as originally expected. The contractor subsequently revised the cost proposal for making the repairs to be 60% higher than originally estimated and in excess of the repair budget. In light of this, staff concluded that the best course of action for the Greenbelt lifts is to replace them.

The estimated time from the start of procurement to the completion of the installation of the new lifts is approximately 30 months. As a result, the existing yard contract will be

modified for the repair of 32 jack screws to permit the lifting of rail cars using the existing lifts during the extended period required for lift replacement. The modification also includes the cost of acquisition and installation of four truck lifts. The final component of the modification is for the purchase and installation of a new crane system for the truck repair shop. The new crane system is required because the existing crane system is in need of major repairs comparable to the cost of purchasing a new crane system.

PRIOR APPROVALS

On June 15, 2006, the Board approved the FY07 budget which included \$3,000,000 for the repair of the lifts.

FUNDING IMPACT

Budget: FY08 Metro Matters Program
Project Title: Metro Matters Yard Project

Proposed Budget:	\$184,580,000
This Action:	13,850,000
Prior Obligations:	165,563,926
Subtotal:	<u>\$179,413,926</u>
Remaining Budget:	\$5,166,074

Budget: FY07 Capital Budget
Project: Rail Work Equipment/Locomotives

Budget:	\$3,000,000
This Action:	2,750,000
Prior Obligations:	250,000
Subtotal:	<u>\$3,000,000</u>
Remaining Budget:	\$0

RECOMMENDATION

That the Board of Directors approve:

1) The issuance of a Request for Proposal for the purchase and installation of 32 new car and body lifts at Greenbelt Yard and award, if within budget, and; 2) A modification to Contract FN5008 in the not to exceed amount of \$2.6 million for repair of eight existing lifts, the purchase and installation of four new truck lifts and the installation of a new crane system in the truck repair shop at Greenbelt Yard.