



Washington Metropolitan Area Transit Authority

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***Amend FY 2006  
Infrastructure Renewal  
Program***

**Budget Committee**

December 8, 2005

# Purpose

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- That the Budget Committee approve and forward to the Board for approval an amendment to FY 2006 Infrastructure Renewal Program budget of \$35.5M for four priority projects
  
- That the Budget Committee approve and forward to the Board for approval contract actions for:
  - ✓ Information Technology Renewal Program
  - ✓ Carmen E. Turner Facility Build-Out
  - ✓ Fire Alarm Systems

**Note:** Regional Fare Integration will be requested for approval in early calendar year 2006

# Summary of Available Funds

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- A preliminary review of capital revenues identified \$45.2M in available funds
  - Revenue Sources
    - Interest earnings: \$20.3M
      - \$17.8M from tax advantaged Lease, rail construction, IRP and transit bond refinancing
      - Projected \$2.5M earned by end of FY06
    - Project budget balances: \$24.9M
      - \$8.9M Pre-Metro Matters SAP remaining funds
      - \$16.0M Pre-Metro Matters IRP remaining funds (detail in appendix)
- Represents preliminary review of FY 04 and prior funding:
  - FY 05 not included – obligations status to be reviewed after 12/31/05 in accordance with Board policy; additional funding may be available
  - Does not include a review of TIIF account – will be done in the near future; additional funding may be available
- A complete review of all capital projects has been underway and is continuing
- Updated results will be presented to the Budget Committee and the board in March 2006 as part of the FY07 budget

# Proposed Use Of Available Funds

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- Four ongoing contractual obligations require additional funding:
    - Information Technology Renewal Program \$10.0M
    - SmarTrip®-Regional Fare Integration 12.5
    - Carmen E. Turner Facility Build-Out 12.0
    - Fire Alarm Systems 1.0
- \$35.5M
- The \$35.5M represents 2.3% of the total IRP budget from the same period

# ITRP Business Systems

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**Current Budget: \$40.8M**

**Additional Funds Requested: \$10.0M**

## **Project Description:**

ITRP Business Systems is an Authority-Wide multi-year effort to change WMATA's major business processes by replacing its major business systems with Custom-Off-The-Shelf Software. **The Administration Committee was briefed in October of 2005.**

## **Justification:**

Complexity of customizing bus/rail scheduling software due to unique WMATA requirements caused delays; Data conversion in every instance took longer than anticipated; Greater user support requirements after each installation than forecast; Requirement for consultant support to assist ITSV in the Operations & Maintenance of complex new systems; Purchase of additional hardware/software (including additional customer complaint tracking, time and labor systems) required to optimize performance. The requested \$10M is for: scope increases - \$3M, infrastructure requirements - \$4M, and \$3M for implementation delays.

## **Benefit:**

Complete replacement of obsolete and non-integrated business systems (financials, human resources, bus/rail scheduling dispatch, maintenance and material management) with off the shelf and fully integrated enterprise system.

# Regional Fare Integration

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**Current Budget: \$33.5M**

**Additional Funds Requested: \$12.5M**

## **Project Description:**

This is a regional program with participation from the Maryland Transit Administration and other Regional Partner local transit agencies for Maryland and Northern Virginia. The objective is a system that allows the use of the SmarTrip® card across all agencies and includes a central data processing system, as well as point-of-sale devices and network.

## **Justification:**

The \$12.5M will be used for implementation of SmarTrip® System Upgrades (Next Fare 4/Single Platform) will substantially improve the capability, flexibility and functionality of the SmarTrip® System. Allows migration to non-proprietary smart cards, which can be competitively procured and cost less than the current SmarTrip® card; Moves Automatic Fare Collection software off the mainframe computer, avoiding cost of duplicating the mainframe for Disaster Recovery (\$2.5M capital and annual licensing and maintenance costs of \$1.5M); Provides higher computing capacity at the fare gates and vending machines. Insures full compatibility and interoperability with SmarTrip® equipment supplied to Regional Partners. Installation of Tri-Reader targets in the Rail and Parking systems to match Bus system.

## **Benefit:**

Customer will be able to use one smart card at any Regional Partner agency throughout the system and utilize advanced capabilities, including Autoload and SmartBenefits. SmarTrip® customer service and financial transaction clearing for all partners is provided under this program. These upgrades will allow use of non-proprietary smart cards and no longer be bound to Cubic sole source smart cards.

# Carmen E. Turner Facility Build-Out

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**Current Budget: \$10.3M**

**Additional Funds Requested: \$12.0M**

## **Project Description:**

The project objective is to complete the renovation and build-out 108,000 square feet of the Carmen E. Turner Facility (CTF) to house the body, paint and support shops, including accommodations for CNG buses. **This renovation was discussed as part of the master space plan at the December 1<sup>st</sup> Planning and Development Committee.**

## **Justification:**

This is part of the Authority's effort to consolidate operations and obtain both business and operational efficiencies. Consolidating the CNG compliant Body and Paint Shop and the non-revenue repair shop at CTF, where the Engine/Support Shop already exists, allows the Bus Division to accommodate all CNG bus garage support in a One-Stop-Repair Shop. The lowest bid for the final revised scope was \$22.0M. There are two reasons that bids exceeded the budget: the original estimate was based on conceptual design rather than the final detailed design; and the cost of construction and steel has increased during the intervening period. Changes in the design for roof replacement, non-revenue shop and significant price differences for the paint booths have occurred resulting in a need for \$12.0M of additional funding.

## **Benefit:**

In addition to the justification, project scope includes the installation of CNG code compliant electrical, HVAC and fire suppressions systems in areas where CNG bus body work will be performed.

# Carmen E. Turner Facility

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- With the purchase of CNG buses and the recommended closure of the Arlington Bus Shop, Staff has proposed the build-out of building F at the WMATA owned CTF complex to be the most efficient usage of manpower and space for heavy overhaul and painting activities including for CNG compliance. This will allow the Division to handle all CNG repair requirements in a One-Stop-Repair-Shop
- The activities to be relocated from Bladensburg to CTF, currently occupies 90,000 SF. The space at CTF is comparable to the footprint of Bladensburg, but includes the additional space for five Paint Booths and five prep areas, 20,000 SF (subsequently verified by APTA Bus Peer Review)
- This renovation will vacate sufficient space to consolidate all bus activities from Arlington Garage to Bladensburg in accordance with the Space Utilization Master Plan

# Fire Alarm System

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**Current Budget: Unbudgeted**

**Additional Funds Requested: \$1.0M**

**Project Description:**

This work involves the replacement of the JGB fire alarm system that was not functional because replacement parts were not available for the obsolete system installed over 25 years ago. The emergency work avoided closure of the facility by the DC Fire Marshall. The work completed to date was done on an emergency authority basis. (Note: Temporary help funds from FY06 operating budget were expended for fire watch services. Staff will monitor the costs and will update the Board in March 2006.)

**Justification:**

Work became necessary when the DC Fire Marshall inspected the JGB Fire Alarm System in June 2005 and found that part of the existing fire alarm system was non functioning. The Authority was given 30 days to implement corrective action or risk closure. The majority of the work has been performed and the remaining work is not optional. Funding requested is to ratify expenditures for existing work and approve funds for the remaining work.

**Benefit: Life-safety issue; JGB remained opened and operational.**

# Balance Of Available Funds

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Available funds	\$45.2M
Less Priority Needs	<u>(35.5)</u>
Balance	\$ 9.7M

- Other unfunded capital needs have been identified for future Board consideration:
  - APTA Bus Peer Review (primarily bus maintenance facilities upgrade)
  - Police District II Substation
  - Various additional needs
- Options for programming the balance will be recommended in March following a complete review of all capital projects.

# RECOMMENDATION

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- That the Budget Committee approve and forward to the Board for approval an amendment to FY 2006 Infrastructure Renewal Program budget of \$35.5M for four priority projects
  
- That the Budget Committee approve and forward to the Board for approval contract actions for:
  - ✓ Information Technology Renewal Program
  - ✓ Carmen E. Turner Facility Build-Out
  - ✓ Fire Alarm Systems

**Note:** Regional Fare Integration will be requested for approval in early calendar year 2006

# Appendix

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# Infrastructure Renewal Program

Available Funds from Selected Infrastructure Renewal  
Program (IRP) Projects: FY 1988-2004  
(dollars in millions)

Project Name	Project Budget	Funds Available
• Brentwood Recabling	\$ 6.046	\$ 0.030
• Bus Fare System Replacement	29.882	0.631
• Bus Procurement	380.522	1.295
• Customer Comm. & Sys Upgrade	0.763	0.303
• Drainage Pumping/Sewer Ejection	14.685	0.296
• Fire Equipment Systems	32.448	1.767
• Maintenance Shop & Equipment	19.636	0.332
• Management Information Equip.	5.786	0.264
• Mid-Life Rehab.- A/C, TPSS, TBS	22.396	0.473
• Mid-Life Rehab.- ATC Equipment	23.899	1.571
• Mid-Life Rehab.- Rohr Brakes	4.621	0.376
• Miscellaneous Projects	448.877	0.651 (a)
• Parking Lot Facilities Rehab.	39.938	3.351
• Pocket Tracks	0.473	0.346
• Program Administration	15.766	0.285
• Rail Car enhancements	4.789	0.670
• Rail Work Equipment	12.290	0.608
• Rohr Car Propulsion	166.598	0.445
• ROW Aerial Structure Rehab.	41.025	0.144
• ROW Track Rehabilitation	40.837	0.300
• ROW Tunnel Electric Rehab.	25.387	0.748
• Southeast Garage	7.996	0.054
• Station Chillers	23.278	0.061
• Support Vehicles	23.722	0.371
• TIFIA Financing Costs	3.643	0.649
<b>Total</b>	<b>\$ 1,395.303</b>	<b>\$ 16.021</b>

(a) \$0.651 million in available funds comes from several projects with an available balance of less than \$100,000 each.

PRESENTED AND ADOPTED:

SUBJECT: AMENDING FISCAL 2006 IRP TO INCLUDE FOUR PROJECTS

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, On September 22, 2005, the Board of Directors amended the Fiscal 2006 Infrastructure Renewal Program (IRP) Program element of the Capital Improvement Program (CIP) totaling \$264,407,000 in expenditures; and

WHEREAS, The Information Technology Renewal Program (ITRP) project is an Authority-wide multi-year effort to change WMATA's major business processes by replacing major business systems with custom-off-the-shelf software including PeopleSoft products and requires additional funds totaling \$10,000,000 to support the completion of budgeting, human resources and materials management systems, due to unanticipated delays in the scheduled implementation of the project; and

WHEREAS, The Regional Fare Integration project is a regional effort with the Maryland Transit Administration and local transit operators from Maryland and Northern Virginia to deploy a regional SmarTrip system and requires additional funding totaling \$12,500,000 to support the completion of a central data processing system, a point-of-sale network, and other work in support of the regional SmarTrip system; and

WHEREAS, The continuation of renovations to the Carmen E. Turner (CET) facility will house the body shop, paint shop, and support shops, including accommodations for CNG buses and align bus operations with the Bladensburg facility and requires additional funding totaling \$12,000,000 to support the renovation of the CET facility which began in 2000; and

WHEREAS, The Jackson Graham Building fire alarm system became non-functional in the spring of 2005, and was replaced under an existing contract and therefore requires an emergency contract ratification totaling \$1,000,000; and

WHEREAS, The budget process has identified available funds from the close-out of prior years projects, pre-Metro Matters design funds for the shop expansion project, and interest earnings, and a portion of these funds can be used for these four projects; now therefore be it

*RESOLVED*, That the Fiscal 2006 IRP Program element of the CIP containing the Beyond Metro Matters projects is amended to reflect an increase of \$35,500,000 in obligation authority; and be it further

*RESOLVED*, That the Fiscal 2006 IRP Program element of the CIP containing the Beyond Metro Matters projects is amended to a new total of \$299,907,000, including \$35,500,000 in obligations; and be it further

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency.

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Carol B. O'Keeffe  
General Counsel

Item: IIIA

**Information Technology Renewal  
Program  
MEAD**

**Budget Committee  
December 8, 2005**



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
 DOCUMENT**

IDENTIFICATION			
MEAD ID:	99147	ACTION:	Initiate & Award Transit Service Change
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	Infrastructure Renewal Program	CONTRACTOR:	
LAST MODIFIED:	12/01/2005		

DESCRIPTION	
SUBJECT:	Program level approval of additional funding for the continuance of the ITRP implementation efforts
PURPOSE:	To obtain Board of Directors Program Level approval to: provide \$10,000,000 in addition to the \$39M approved under the terms of MEAD 30085; continue the implementation of the Information Technology ReNewal Program (ITRP) software solutions; provide the required support services and to upgrade Authority infrastructure to support the Enterprise-Wide solution (including the ROCS upgrade); and initiate and award where necessary all contracts in support of these efforts.
TRANSIT SERVICE CHANGE CATEGORIES	

ORIGINATION			
INITIATOR		DEPARTMENTAL APPROVAL	
ARVILLE BROCK-SMITH on 11/28/2005		Approved by BURFIELD, JAMES 11/28/2005	
PHONE:	202-962-1761	OFFICE:	DEPT: PAIT ITRP Administration

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(8110)	BURFIELD, JAMES	Approved 11/28/2005
IRPG (4710)	COUCH, DAVID	Approved 11/28/2005
PRMT (7410)	JACKSON, LUCY	Approved w/ Comments 12/01/2005
CFO1 (2110)	WOODRUFF, HARRY	Approved 12/02/2005
(8110)	THOMAS, EDWARD	Approved w/ Comments 12/01/2005
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 12/02/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 12/01/2005
BEMR	Approved for by HAROLD BARTLETT on 12/02/2005
GM	GMGR CEO (Not Yet Approved)
BOARD	BOARD WMATA (Not Yet Approved)



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
DOCUMENT**

**NARRATIVE**

In March 1998, the Authority conducted an IT Diagnostic Review which found that (1) the Authority needed to change the IT Investment Methodology and (2) that the current State of IT Systems were outdated, compartmentalized and under-invested. ITSV developed an IT Strategic Plan to address these issues and the Authority established the Technology Advisory Committee (TAC) that implemented a Technology Investment Policy. The TAC reviewed and prioritized the many IT projects and, where feasible, combined them into Enterprise programs.

As part of the IT Strategic Plan, the Authority decided to use a Systems Integrator (SI) to integrate the WMATA business projects. The SI has been addressing the following business projects:

- Maintenance, Materials Management System (MMMS)
- Personnel/Payroll System (HRPR)
- Financial/Capital Program Management System (ABC+)
- Bus and Rail Scheduling and Dispatch System (BRSD)

The Rail Operation Computer System (ROCS) replacement and upgrade is also a part of the overall Enterprise-Wide solution and has received Board approval under a different MEAD (23050). It is closely tied to the ITRP because many elements of both efforts are shared or support each other. Because of these links between the two projects, some elements may be more efficiently delivered by the other project. The ability to transfer deliverables and/or funding between the ITRP and the ROCS upgrade by mutual agreement between the projects is requested, as long as the authorized funding limits for both projects (as approved by the CFO) are not exceeded.

Under the previously approved MEAD 30085 the ITRP:

- Obtained the services of a Systems Integrator to implement the WMATA selected Enterprise-Wide Commercial Off the Shelf solutions.

- Initiated the upgrading of the IT Infrastructure that supports the ERP solution by use of competitively procured contracts and GSA schedule.

- Obtained licenses and support services needed to upgrade and support the IT infrastructure through the use of sole source procurements (for proprietary software and support services).

The primary reasons for this funding increase are:

- The unanticipated complexity of customizing the Bus and Rail Scheduling software
- due unique operations requirements;

Data conversion took longer than anticipated;

Greater user support requirements than forecasted after earlier installations;

Requirement for consultant support to assist ITSV in the Operations & Maintenance of the complex new enterprise system;

Purchase of additional hardware /software in order to optimize performance and meet user requirements.

This action would provide the necessary funding to carry on this implementation task. This continuance effort will provide funds for the installation of the Materials Management and Maintenance module; installation of the Time and Labor system to meet WMATA business needs; additional upgrade of software, infrastructure and training; additional consultant help to further support users and the production environment; and implementation of new training software and ITSV consultant support (separate funding to be requested).

**ALTERNATIVE:**

The alternative is to not fund the continuance of ITRP. This alternative would not only cause the termination of the project but also significantly jeopardize the anticipated savings and Return on Investment (ROI). Further, a partial implementation of ITRP would have a negative impact because required system integrations and interfaces would not be completed. The result would be IT systems that would not ensure elimination of data duplication and the availability of "real-time" cross-functional information. Additionally, end-user confidence in the system would be negatively impacted resulting in the development of inefficient off-line processes.

**IMPACT ON FUNDING:**

Budget: CIP, Infrastructure Renewal Program, Fiscal Years 2006-2011  
Project: Information Technology  
Page: 208

Budget Information:

	FY 06
Budget Amount*	12,834,000
This Action	10,000,000
Prior Obligations	2,356,769.06
Subtotal	12,356,769.06
Remaining Budget	477,230.94

\*Budget reflects FY 06 increase approved under resolution.

**Affirmative Action Requirements:**

Equal Employment Opportunity  
Contractors will be required to comply with Executive Order 11246, Revise Order #4.  
Disadvantaged Business Enterprise  
ITRP has a 12% goal for the DBE participation

**Prior Approvals:**

MEAD 6244 December 14, 2000  
MEAD 23050 December 14, 2001  
MEAD 30085 April 18, 2002

**RECOMMENDATION:**

That the Board of Directors grant ITRP/ROCS Program Level approval to:

- (1) Provide \$10,000,000 in addition to the \$39M approved funds under the terms of MEAD 30085 & the \$15.9M approved in MEAD 23050;
- (2) Continue the implementation of the IT Strategic Plan for the system integration of the Information Technology ReNewal Program software solutions;
- (3) Provide the required support services, and to upgrade Authority infrastructure to support the Enterprise-Wide solution (including ROCS upgrade);
- (4) Initiate and award where necessary all contracts in support of these efforts.

Item: IIIA

**Carmen E. Turner Facility  
Build-Out  
MEAD**

**Budget Committee  
December 8, 2005**



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
DOCUMENT**

IDENTIFICATION			
MEAD ID:	99150	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	12/02/2005		

DESCRIPTION	
SUBJECT:	Build out of CET Body Shop and Support shops
PURPOSE:	To request the Board approval to increase funding and reinstate and award a contract for the renovation and build out of the CET Body and Support Shops.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
SHERRY SINTON on 11/30/2005			Approved by COUCH, DAVID 12/01/2005		
PHONE:	202-962-1795	OFFICE:	IRPG	DEPT:	PDEC

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
COOB (3211)	REQUA, JOHN	Approved 12/01/2005
(4110)	SALPEAS, PANAGIOTIS	Approved 12/01/2005
IRPG (4710)	COUCH, DAVID	Approved 12/01/2005
PRMT (7410)	JACKSON, LUCY	Approved 12/02/2005
OPAS (3161)	HUGHES, JAMES	Approved 12/05/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 12/01/2005
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 12/05/2005
BEMR	Approved for by HAROLD BARTLETT on 12/05/2005
GM	GMGR CEO (Not Yet Approved)
BOARD	BOARD WMATA (Not Yet Approved)



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
DOCUMENT**

**NARRATIVE**

The Board approved an action to renovate and build-out a portion of the Carmen E. Turner (CET) Facility to house the bus body shop and support shops, including accommodations for CNG buses, in December 2003, in the amount of \$10,063,630. This work was a continuation of the program to renovate the CET facility which began in 2000.

The original budget was based on a conceptual design. Development of the design resulted in projected construction costs of \$12,230,000 for the paint and body shop and \$3,450,000 for the non-revenue shop which exceeded the budget. The design was reengineered in an attempt to stay within the budget however it became necessary to include additional items of work not anticipated such as replacement of the roof system over the Safety Training, Body and Paint Shop, and separation of the non revenue shop from safety areas. The work was broken into a base contract estimated by the designer at \$9,520,000 with a series of options. Options included items not part of the original scope: renovation of the non-revenue vehicle maintenance area to consolidate operations from Bladensburg, installation of a new roof and two additional CNG paint booths.

The contract was publicized August 8, 2005. Two bids were received on September 28, 2005. The bids were in the amount of \$22,759,595 (\$12,691,961 base; \$10,067,634 options) and \$26,388,000 (\$18,911,000 base; \$7,477,000 options). The low bidder was allowed to withdraw his bid due to an error and the second was rejected because of lack of funds.

Approval of the Board is now requested (1) for an additional \$12,000,000 in funds for a total of \$22,063,630 and (2) to reinitiate and award a contract. The contract will be formatted similar to the original, a base with options. The scope of the base contract will be increased due to the increase in funding and options will be decreased. Options will be exercised only if within budget.

**IMPACT ON FUNDING:**

Budget:	Infrastructure Renewal Program		
		Maintenance Facilities:	
Project Title:	Bladensburg Heavy Equipment/CNG	Carmen E. Turner Renovation	
Page:	N/A	220	
Budget Information:	<u>FY2005 &amp; Prior</u>	<u>FY 2006**</u>	<u>TOTAL</u>
Line Item Budget			
Project Budget	\$15,334,239	\$12,000,000	\$27,334,239
This Action	10,172,070*	12,000,000	22,172,070
Prior Actions	5,162,169	0	5,162,169
Subtotal	15,334,239	12,000,000	27,334,239
Remaining Budget	\$0	\$0	\$0

Remarks: \*Previously approved under MEAD 61457.

\*\*Budget reflects FY 2006 increase approved under resolution.

**AFFIRMATIVE ACTION REQUIREMENTS:**

**Equal Employment Opportunity:**

Contractor's will be required to comply with Executive Order No. 11246

**Disadvantaged Business Enterprise (DBE):**

Pursuant to the WMATA Board Resolution 2005-30, the DBE goal for this contract is 18.67%.

**RECOMMENDATION:**

To request the Board approval to increase funding and reinstate and award a contract for the renovation and build out of the CET Body and Support Shops.

Item: IIIA

# **Fire Alarm Systems MEAD**

**Budget Committee  
December 8, 2005**



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
 DOCUMENT**

IDENTIFICATION			
MEAD ID:	99102	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	12/02/2005		

DESCRIPTION	
SUBJECT:	Jackson Graham Building Fire Alarm system regulatory requirements.
PURPOSE:	To inform the Board of an emergency action resulting in a contract ratification and to seek approval to increase funding to an existing contract to complete necessary work.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
SHERRY SINTON on 11/07/2005			Approved by COUCH , DAVID 11/07/2005		
PHONE:	202-962-1795	OFFICE:	IRPG	DEPT:	PDEC

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Approved 11/07/2005
IRPG (4710)	COUCH, DAVID	Approved 11/07/2005
OPAS (3161)	HUGHES, JAMES	Re-assigned 12/01/2005
PRMT (7410)	JACKSON, LUCY	Approved w/ Comments 11/08/2005
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 12/02/2005
OPAS (3161)	HUGHES, JAMES	Not Reviewed Yet

FINAL APPROVALS	
OFFICE	NAME/ACTION
OPER_CMTE	JAMES HUGHES (Not Yet Approved)
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 11/07/2005
BEMR	Approved for by HAROLD BARTLETT on 12/05/2005
OPER_CMTE	JAMES HUGHES (Not Yet Approved)
GM	GMGR CEO (Not Yet Approved)
BOARD	BOARD WMATA (Not Yet Approved)



Washington Metropolitan Area Transit Authority  
**METRO ELECTRONIC ACTION  
 DOCUMENT**

**NARRATIVE**

The JGB fire alarm system was installed when the building was built over 25 years ago. In the spring of 2005 the alarm system became non functional. Prior to being able to locate the replacement parts the DC fire marshall inspected the JGB and issued a "Notice of Violation of the Fire Code" for a non-functioning fire alarm system. WMATA was given 30 days to implement corrective action.

Based on the DC Fire Mashall findings an emergency fire watch (24/7) was established to avoid closure of the JGB. The DC Fire Marshall required that a fire watch be posted on each floor of the JGB. Five (5) floors of the building required coverage from 7:00 am to 7:00 pm, five days a week and four floors required 24 hour coverage seven days a week.

To facilitate replacement of the fire alarm systems and remove the costly fire watch, the Department of Consumer and Regulatory Affairs allowed WMATA to correct the fire code violation in two phases. Phase 1 provided for a new main fire control panel, replacing all pull stations, defective smoke detectors and adding additional horns/strobes. The emergency contract action was authorized utilizing an existing GSA awarded contract to ADT for fire and intrusion on the Metrorail system. The emergency contract resulted in a modification in the amount of \$782,000 with ADT Security Services, Inc. Following these initial repairs, reinspection by the DC Fire Marshall permitted termination of the emergency fire watch.

Phase 2 work will bring the building in compliance with current District of Columbia fire codes. The additional work will include non emergency items. It will consist of correcting the building drawings, adding additional strobes, relocating smoke detectors on each floor, properly wiring the 13 critical Chemtronic fire suppression systems. Phase 2 work must be completed within 180 calendar days of Phase 1 as mandated by the Department of Consumer and Regulatory Affairs. The Phase 2 work will be negotiated with ADT; pending internal review of final documents.

**IMPACT ON FUNDING:**

Budget: Infrastructure Renewal Program Fiscal 2006  
 Project Title: ATC and Power System Replacement  
 Page: 221

FY06

Budget Info *	\$8,491,000
This Action	1,000,000
Prior Actions	6,440,406
Sub-total	7,440,406

Remaining Budget                    1,050,594

\*Budget reflects FY06 increase approved under resolution.

PRIOR APPROVALS:

Mead # 74913 Contract FM8205.

AFFIRMATIVE ACTION REQUIREMENTS:

This will be a GSA procurement and requirements of Equal Employment Opportunity and Disadvantaged Business Enterprise will be met.

RECOMMENDATION

To inform the Board of an emergency contract ratification and to seek approval to increase funding to an existing contract to complete necessary work.