

**Metro**Los Angeles County
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metro.net**SYSTEM SAFETY AND OPERATIONS COMMITTEE
JANUARY 19, 2012****SUBJECT: RED LINE VEHICLES****ACTION: AWARD CONTRACT MODIFICATION FOR FRICTION BRAKE
OVERHAUL****RECOMMENDATION**

Authorize the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. MA100029 with Wabtec Passenger Transit for the overhaul of Breda A650 heavy rail vehicle friction brake system equipment in the amount not-to-exceed \$640,028 increasing the Total Contract Value from \$1,500,928 to \$2,140,956.

ISSUE

This procurement is for the acquisition of brake overhaul services which are required for the safe operation of the Metro Red Line vehicles.

DISCUSSION

The Red Line Fleet is comprised of 104 rail cars. In September 2010, the board approved a contract award to overhaul the friction brake system on 74 rail cars. The overhaul of the brake system of the remaining 30 rail cars was not included in the original contract because it was planned for the friction brake systems to be overhauled during the Mid-Life Overhaul Program. Due to the schedule delays in execution of the Mid-Life Overhaul program, management recommends proceeding with all Red Line rail car friction brake overhauls now.

The overhaul process is divided into two major aspects. The first one is the removal, and installation of brake parts and assemblies from and onto the vehicle. This aspect is performed in-house by our employees. The other aspect is the delivery of removed

parts and assemblies to Wabtec where they are cleaned, replaced, and tested. Wabtec will warrant the overhauled parts for one year. The tentative implementation schedule is two cars per month. Compliance with these overhaul specifications helps provide safe and reliable operation, prolongs equipment life, and increases the Mean-Time-Between-Failures (MTBF). The contractor will perform services in accordance with our specifications and the Rail Fleet Services' scheduled requirements.

DETERMINATION OF SAFETY IMPACT

Award of contract for friction brake overhaul services will improve fleet availability and reliability while ensuring compliance with the OEM's recommended overhaul cycle. The friction brake system is safety sensitive and the primary braking system on the car, that if defective, will impact passenger comfort and ride quality by harsh or jerky stops. It can cause the trains not to release the brakes and cause mainline delays and passenger evacuations. The friction brake overhaul minimizes such occurrences and ensures that the system is working as designed.

FINANCIAL IMPACT

The funding of \$324,525 for this procurement is included in the FY12 budget in Rail Cost Center 3942, Rail Fleet Services Maintenance Red Line, under project number 300044, Rail Operations - Red Line, Line Item 50441, M/S Parts - Rev Vehicle. Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for the budget cost in the future fiscal years.

Impact to Budget

The funding for this acquisition will come from the rail operating budget comprised primarily of fares, Prop A 35%, Federal 5309, and Prop C 40%. These funds are eligible to be used for rail operations and rail capital projects. No other sources of funds were considered for this project because these are the designated funds available for rail operations. This procurement is part of the on-going maintenance costs of the rail program.

ALTERNATIVES CONSIDERED

An alternative is to further delay the overhaul until the mid-life overhaul program commences. This is not recommended because the mid-life program overhauls the cars at a much slower rate which would impact reliability of the entire rail-car fleet. Unscheduled maintenance repairs for this system on a component per component level per assembly will result in higher expenditures for the agency versus scheduled and planned maintenance.

NEXT STEPS

Overhaul of the friction brake system on the Red Line vehicles will continue in accordance with Rail Fleet Services' scheduled requirements.

ATTACHMENTS

A. Procurement Summary

Prepared By: N. Madanat, Director, Rail Vehicle Acquisition and Maintenance

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Chief Executive Officer

PROCUREMENT SUMMARY

FRICION BRAKE OVERHAUL – BREDA A650 VEHICLES

1.	Contract Number: MA100029	
2.	Recommended Vendor: WABTEC Passenger Transit, P.O. Box 11, Spartanburg, SC 29304	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Juelene Close	Telephone Number: (213) 922-1066
7.	Project Manager: Cop Tran	Telephone Number: (213) 922-3304

A. Procurement Background

Procurement of brake overhaul services under Contract No. MA100029 was conducted as a formal sealed bid acquisition. Wabtec Passenger Transit (Wabtec) was determined to be the responsive and responsible single bidder. Bid evaluation was in compliance with Procurement policies and procedures for single lowest responsive and responsible procurements. In September 2010, the Board approved and the CEO awarded a firm fixed-price unit rate contract to Wabtec for an amount not-to-exceed \$1,500,928.

Contract Modification No. 1 modifies the scope of work for this project to include the overhaul of an additional 30 rail cars brake system units. Staff is requesting authorization to allow the Chief Executive Officer to execute a contract modification in an amount not-to-exceed \$640,028.

B. Evaluation of Proposals/Bids

Wabtec submitted a cost proposal of \$640,028 for Contract Modification No. 1. No changes were required to the scope of work that was originally approved by the Project Manager. Procurement Staff reviewed the cost proposal submitted and performed a comprehensive price analysis. This modification is in compliance with Metro Acquisition policies and procedures.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon a price analysis conducted by staff. The price analysis compared the price offered by Wabtec to the pricing on current contracts for the Breda A650, Siemens P2000 and Nippon-Sharyo P865/P2020 rail vehicles' friction brake overhaul.

D. Background on Recommended Contractor

Wabtec Passenger Transit Corporation (Wabtec) was formed in November 1999 when Westinghouse Air Brake Company merged with Motive Power Industries, Inc. The original Westinghouse Air Brake Co. was founded in 1869. Wabtec is a manufacturer of a vast array of pneumatic, electronic and mechanical devices such as braking equipment, controllers, current collectors and couplers for the transit industry worldwide, and has been providing rail equipment and services in the United States for 130 years.

Wabtec is the Original Equipment Manufacturer (OEM) of the Breda A650's HRV brake equipment and has provided equipment and services for various government and transit agencies, e.g., Caltrans and SCRRA/Metrolink. In the past, it has performed satisfactory work for the Breda A650 heavy rail vehicle brake system equipment overhaul.

E. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not recommend a DALP for this procurement. However, Wabtec made an 11% DBE commitment.

SMALL BUSINESS GOAL	0%	SMALL BUSINESS COMMITMENT	11%
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DBE Subcontractor	% Committed
Altech Services, Inc.	11%
Total Commitment	11%