

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	02/23/15	Open	Action	02/05/15

Subject: Awarding a Contract for Rail Grinding Services for the South Sacramento Corridor Phase 2 Project and the Existing Light Rail System

ISSUE

Whether or not to award a Contract for Rail Grinding Services for the South Sacramento Corridor Phase 2 Project and the Existing Light Rail System.

RECOMMENDED ACTION

Adopt Resolution No. 15-02-_____, Awarding Contract for Rail Grinding Services for the South Sacramento Corridor Phase 2 Project and the Existing Light Rail System to Loram Maintenance of Way.

FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	400,000
Budget Source:	Capital	Next FY:	\$	90,000
Funding Source:	New Starts/ State of Good Repair/ Prop1B/ Measure A/ Developer Fees/ Revenue Bonds	Annualized:	\$	N/A
Cost Cntr/GL Acct(s) or Capital Project #:	410.08.10.01, R330.07	Total Amount:	\$	490,000
Total Budget:	\$ 500,000*			

* South Sacramento Corridor Phase 2 Budget - \$200,000
Existing System Budget - \$300,000

DISCUSSION

In February 2001, RT conducted and completed a Wheel/Rail Interface Study to improve the ride quality, extend the life of RT's wheels and rails, and reduce the noise on RT's Light Rail System. The study resulted in the production of wheel and rail profiles to be used on RT's existing system and on all future extensions. The wheel profiling is conducted by vehicle maintenance staff, but the rail grinding is performed by specialized companies that are able to bring rail grinding equipment on site to achieve the desired rail profiles.

To mitigate noise on the South Sacramento Corridor Phase 2 (SSCP2) project, RT was required to construct sound walls to dampen the Light Rail System noise along the corridor. However, due to right of way (ROW) restrictions, RT was not able to construct sound walls along portions of RT's light rail right of way for SSCP2. During the design phase of the SSCP2, RT's noise consultant

Approved:

Presented:

Final 02/17/15

General Manager/CEO

Director, Civil and Track Design

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recommended alternative noise mitigation measures which included the use of acoustic rail grinding and rail dampening systems to meet the required noise thresholds. The dampening systems are already part of the construction contract, but the rail grinding will need to be contracted prior to the start of new revenue service along the SSCP2.

On November 10, 2014, the Board authorized the solicitation of proposals for Rail Grinding Services for the South Sacramento Phase 2 Project and the existing Light Rail System. The Request for Proposals (RFP) for Rail Grinding Services was released on November 14, 2014 and advertised pursuant to the Procurement Ordinance.

On December 23, 2014, the following price proposal was received in response to the RFP:

Loram Maintenance of Way (Loram) \$ 169,509.00 (Base Bid)

A second proposal was received late and was not evaluated.

An irregularity was found in the Loram Proposal in that it did not acknowledge receipt of Addendum No. 3. Procurement and Legal Staff reviewed the irregularity and determined that based on the fact that Addendum No. 3 only changed the proposal due date and time and nothing else, the failure to acknowledge receipt of Addendum No. 3 in the proposal by Loram is a minor irregularity. This minor irregularity can be waived as it was not a material change in the Request for Proposals.

The Base Bid includes mobilization and 4.6 miles of rail grinding services for the South Sacramento Corridor Phase 2. The Rail Grinding Services for the existing Light Rail System is an optional service and will be exercised based on the available funding. The optional bid Item also includes Rail Inspection of the entire 39 miles of the existing Light Rail System. The Rail Inspection will determine the areas that are a priority for Rail Grinding Services within the existing budget.

RT's Evaluation Committee consisting of staff from Engineering, Safety, Quality Assurance and Operations reviewed and scored the Loram proposal. The evaluation criteria included the proposer's responses regarding project scope, equipment and experience, and proposed price. The evaluation criteria was weighted as outlined in the request for proposal. The proposal met the evaluation criteria and staff recommends that the Board award the Contract to Loram for an amount not to exceed \$490,000.

RESOLUTION NO. 15-02-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

February 23, 2015

AWARDING CONTRACT FOR RAIL GRINDING SERVICES FOR THE SOUTH SACRAMENTO CORRIDOR PHASE 2 PROJECT AND THE EXISTING LIGHT RAIL SYSTEM TO LORAM MAINTENANCE OF WAY

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Contract between the Sacramento Regional Transit District, therein referred to as "RT," and Loram Maintenance of Way, therein referred to as "Contractor," whereby Contractor agrees to perform Rail Grinding Services for the South Sacramento Corridor Phase 2 Project and Existing Light Rail System, as specified, for an amount not to exceed \$490,000.00, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized to execute said Contract.

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary