
PROPOSAL EVALUATION WORKSHEET (INDIVIDUAL)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

Selection Committee

PROPOSER KEOLIS

DATE: 8/27/2013

OVERALL RATING: Acceptable

NARRATIVE SUMMARY: Proposer has submitted an acceptable proposal for Engineering Services Plan. Proposer has demonstrated specific and detailed plans for inspecting, maintaining and repairing the MBTA Railroad Infrastructure in a manner driven by initial assessment of conditions, enhanced up to date training, employee safety and environmental responsibility.

Objective:

The following are the objectives for the Engineering Services Plan evaluation factor:

- 1) To identify Proposers that demonstrate an organizational and technical ability to inspect, maintain, repair and install the full range of right of way, bridge, signal and facility assets;
- 2) To identify Proposers that have an integrated approach to safety management and hazard reduction;
- 3) To identify Proposers that have an engineering services approach that preserves and prolongs asset lifespans; and
- 4) To ensure that Proposers have a plan to provide cost effective work scheduling and integration of new technologies.

Evaluation Criteria:

The Proposer has demonstrated an organizational and technical ability to inspect, maintain, repair and install the full range of right of way, bridge, signal and facility assets, along with a plan to provide cost effective work scheduling and integration of new technologies. The Proposer has identified both an integrated approach to safety management and hazard reduction and an engineering services approach that preserves and prolongs asset lifespans.

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Instructions:

Evaluators must rate each requirement outlined in the table below as one of the following: (i) Exceptional; (ii) Good; (iii) Acceptable; (iv) Potential to Become Acceptable; or (v) Unacceptable. Please note the following explanations when rating each requirement:

- 1) A rating of Exceptional is appropriate when the Proposer has demonstrated an approach that is considered to significantly exceed stated criteria in a way that is beneficial to the MBTA. This rating indicates a consistently outstanding level of quality, with very little or no risk that this Proposer would fail to meet the requirements of the solicitation. There are no weaknesses.
- 2) A rating of Good is appropriate when the Proposer has demonstrated an approach that is considered to exceed stated criteria. This rating indicates a generally better than acceptable quality, with little risk that this Proposer would fail to meet the requirements of the solicitation. Weaknesses, if any, are very minor. Correction of the weaknesses would not be necessary before the Proposal would be considered further.
- 3) A rating of Acceptable is appropriate if the Proposer has demonstrated an approach that is considered to meet the stated criteria. This rating indicates an acceptable level of quality. The Proposal demonstrates a reasonable probability of success. Weaknesses exist but can be readily corrected through requests for Clarification or Communications.
- 4) A rating of Potential to Become Acceptable is appropriate if the Proposer has demonstrated an approach that fails to meet stated criteria as there are weaknesses, but they are susceptible to correction through Discussions. The response is considered marginal in terms of the basic content and/or amount of information provided for evaluation, but overall the Proposer is capable of providing an acceptable or better Proposal.
- 5) A rating of Unacceptable is appropriate if the Proposer has demonstrated an approach that indicates significant weaknesses and/or unacceptable quality. The Proposal fails to meet the stated criteria and/or lacks essential information and is conflicting and/or unproductive. There is no reasonable likelihood of success; weaknesses are so major and/or extensive that a major revision to the Proposal would be necessary.

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Ratings for each requirement must be recorded in the associated Rating column, and a detailed explanation of why a particular rating was given to a requirement must be recorded in the associated Comments/Justification for Rating column. The Appendix B Section column identifies relevant sections of Appendix B (Operations and Management Proposal Instructions) to the Instructions to Proposers.

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Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
1.	B6.2(A)	<p>The Proposer shall provide an Engineering Services Plan that describes in detail the Proposer's approach to providing the engineering services described in the Contract, including the engineering services described at Schedule 3.2 (Engineering Services) of the Commuter Rail Operating Agreement. The Engineering Services Plan shall identify the Proposer's environmental, hazardous waste and pest control subcontractor(s) as well as describe each subcontractor(s) approach to discharging its responsibilities. Elements of the Engineering Services Plan shall include, but not be limited to, proposed approaches to the following:</p> <ol style="list-style-type: none"> 1. Inspecting, managing, repairing, replacing, maintaining and reporting on all of the MBTA's railroad infrastructure; 2. Inspecting, repairing, and maintaining track, signals, communications equipment, train control equipment and railroad bridges; 3. Inspecting, maintaining, repairing, and managing structures, buildings, stations and platforms; 	Acceptable	<p>Proposer has submitted an acceptable plan for maintaining, repairing and installing the MBTA railroad infrastructure. Proposer has submitted a formal detailed approach to maintaining track structures, signal and communications systems, bridges, and facilities. The plan has a focus on enhanced training, increased safety resulting in less employee injuries and environmental responsibility. Proposer has introduced a reliability-centered Engineering program that stresses continual improvements in both service reliability and failure elimination and will establish a Root Cause Analysis mindset to assessing all issues, problems and failures. Proposer has created the position of Quality, Health, Safety and Environmental Department to ensure objectives are achieved and safety is top priority. Proposer has committed to Engineering Plan that outlines the following:</p> <ul style="list-style-type: none"> - Inspection and Maintenance Activities - Engineering Performance Standards - Frequency of Tasks - Staff Plans - Specific Work Schedules - Schedule of values for various maintenance operations - Proposed work schedules - Proposed annual track outages and service disruptions - Flagging requirements

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Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
		<p>4. Operating the MBTA's fleet of non-revenue rail vehicles and railroad work equipment vehicles;</p> <p>5. Conducting surveys and track design and construction inspection;</p> <p>6. Maintaining freight-only track and unused rights of way;</p> <p>7. Integrating new technologies and work practices as introduced by the Operator or the MBTA;</p> <p>8. Enforcing third-party warranties;</p> <p>9. Maintaining a comprehensive and up-to-date inventory control system;</p> <p>10. Completing and undertaking supplemental work projects, including projects in progress by the previous contractors;</p> <p>11. Performing environmental services, including the operation, maintenance and service of all environmental systems located throughout the service property;</p>		<p>The Non-Revenue Fleet Administrator will manage contracts for maintenance and will oversee fuel usage reporting.</p> <p>Surveys and track design inspections will be done on an ongoing basis in compliance with the CFR. There will be a regular schedule for Geometry Car and ultrasonic testing. A PE will review and sign all new switch and track designs before any construction is done.</p> <p>Proposer will perform all routine maintenance and inspections on freight-only track and will provide safety and security functions as needed.</p> <p>The Technical Engineering Department will be in charge of evaluating new technologies.</p> <p>Proposer will establish a third party tracking system which will produce monthly reports on third party warranties.</p> <p>Inventory Control System will be broken out into four sub-sections:</p> <ul style="list-style-type: none"> - Track and Structures - Communications and Signals - Bridges and other large structures - Buildings and Internal Installed Systems <p>Proposer commits to being in environmental compliance and will maintain all appropriate permits, licenses and certificates.</p> <p>Proposer has a plan for proper handling and disposal of hazardous material focused on health and safety training, response, clean up and tracking of wastewater.</p>

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Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
		<p>12. Maintenance of all environmental permits, certificates and licenses;</p> <p>13. Proper disposal of any waste or hazardous material;</p> <p>14. All other services related to compliance with applicable environmental laws and regulations;</p> <p>15. All reporting required by the United States Department of Transportation (US DOT), Federal Railroad Administration (FRA), Environmental Protection Agency (EPA), MDTE, American Public Transportation Association (APTA), Federal Transit Administration (FTA) and other applicable laws, rules and regulations; and</p> <p>16. Providing information management, material management, performance analysis and reporting.</p>		Proposer commits to providing regular reports to all applicable entities and regulatory bodies.
2.	B6.2(B)	The Proposer shall: (i) identify those portions of the information that it provided in response to Section B6.2(A)(1) – (16) of Appendix B that it considers to be innovative, best practice, beneficial to MBTA Customers and/or cost efficient, and (ii) submit information supporting	Acceptable	Proposer has offered solutions that are innovative and best practice such as: -Develop Asset Lifecycle and Maintenance Management Program - Lean Management Approach - Comprehensive Track Grinding Program

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		or otherwise validating its position that said portions are innovative, best practice, beneficial to MBTA Customers and/or cost efficient.		- Purchase fuel saving hybrid equipment -Establish a Technical Engineering Department

Evaluator #12- Sean McCarthy

