
PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

Selection Committee

PROPOSER: MBCR _____

DATE: ____ 8/27/2013 _____

CONSENSUS RATING: __Acceptable____

NARRATIVE SUMMARY: After meeting with the Engineering Evaluation Committee the Selection Committee has chosen to adopt their Consensus Report. The Proposer has submitted an acceptable proposal for Engineering Services. The Proposer has demonstrated an ability to inspect, maintain and repair all elements of the Authority's commuter rail network, although the maintenance plans seem to be more generic in nature and continue what is currently being done. To reinforce safety as the #1 priority, departmental managers will be responsible for auditing the safety practices of each other's work crews. There is a concentrated focus on cleanliness of stations but lacks an equal dedication to maintaining the ROW. Some interesting Best Practices such as the Rail Traffic Controller modeling available that simulates service delivery for the entire commuter rail system. The Proposal includes a strong focus on environmental compliance and a commitment to develop a formal Sustainability Program. _____

Objective:

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

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

- 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.

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.

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

- 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.

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.

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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; 4. Operating the MBTA's fleet of non-revenue rail vehicles and railroad work equipment vehicles; 	Acceptable	<p>In the MBCR Proposal, the Engineering Department is divided into divisions that work collaboratively together. The Proponent suggests that the new Engineering Planning team will introduce a number of efficiencies in a cost effective way using new software.</p> <p>The Proposal presented an Organizational chart which was very basic. The management of the system is divided into geographic areas. The Proponent proposes the use of RTC modeling with the use of hand held devices linked to GPS, which the Engineering Services Team strongly supports. The Proposal contains a discussion of inspections but did not get that specific other than that inspections would meet industry standards.</p> <p>The Proponent is committed to full expansion of the Trapeze EAM software to manage linear assets including inspections, defect recording and repair of track, signals, switches, and fixed assets. Trapeze EAM will augment the zone plan allowing for region to region or line by line reporting. Using this system, the Proponent will collect data from the field using Trapeze EAM Hub. The Engineering team will be able to identify when areas need to be addressed. The Trapeze includes an Action</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
		<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>12. Maintenance of all environmental permits, certificates and licenses;</p> <p>13. Proper disposal of any waste or hazardous</p>		<p>Map module which helps Engineering managers to assess urgency of issues according to their performance. This approach appears to meet the requirements of the MBTA required plan to maintain.</p> <p>The Proponent also recommends the use of expanded scheduling software, which the Engineering Services Team supports, but has been fairly common in the industry for several years and not necessarily innovative for a system the size of the commuter rail network.</p> <p>The Proponent recommends that MBTA inspect track two times per week and that information from the inspection be input into EAM to update track conditions sorted by each geographic section. This will allow for track condition comparison against baseline noting trends.</p> <p>For the Signal maintenance, the Proponent stresses that its strong historical knowledge of the MBTA's signal and communications system is a benefit to the MBTA. The Proponent recommends the development of breaking curves and the retirement of the Waltham tower. The Proponent also recommends the</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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		<p>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>		<p>development of a signal apprentice program as well as a program for signal testing and inspection that exceeds FRA requirements and complies with MBTA requirements. The Proponent also recommends that grade crossings are inspected twice per week. This approach appears to meet the requirements of the RFP.</p> <p>The Proponent recommends that all existing mylar plans be converted to CADD, which the Engineering Services Team strongly supports. The Proponent also recommends the use of LED lighting for wayside signals, which the MBTA implemented on the rapid transit system and has proven very successful.</p> <p>The Proponent also recommends the implementation of an AEI tag reader system; Positive Train Control (when determined), replacement of radio dispatch system, and introduction of 5-10 additional SCADA systems to improve On Time Performance. The Engineering Services Team supports these initiatives and feels they should be implemented in the upcoming contract.</p> <p>The Proponent stressed that their past history with the MBTA's train control equipment is a</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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				<p>benefit to the MBTA.</p> <p>The Proponent will continue to inspect railroad bridges as required in the RFP. The Proponent has indicated its commitment to the bridge maintenance program identified in the RFP.</p> <p>The Proponent commits to continue to inspect structures for safety, security, cleanliness, good working condition and to develop an annual report summarizing each structural inspection. The Proponent is committed to meeting the inspections program required in the RFP.</p> <p>For Buildings and Facilities, the Proponent will develop a facilities management plan for maintenance and repair of the CRMF as well as other facilities per industry standard. The Proponent will assign dedicated employees to each mechanical facility and perform inspections per the RFP.</p> <p>The Proponent indicates that it will have dedicated subcontractors based on geographic areas for Project Management and repairs. The Proponent recommends off-season refurbishment of equipment and a formal training and recertification program. The Proponent will continue to utilize Trapeze to</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
				<p>track maintenance and repair history as well as EAM to support end of life repair for vehicles. This is an acceptable but not necessarily an innovative approach to management and appears to respond to the requirements of the RFP.</p> <p>The Proponent is committed to perform surveys and inspections as part of the required construction services and will perform surveys through the use of MBCR forces and supplemented by HDR as needed. The Proponent will continue to inspect and maintain but will now do it with zone managers. This is an overall fairly standard procedure and is just acceptable, though it meets the requirements of the RFP.</p> <p>The Proponent has expressed a commitment to work with MBTA on new technologies in the future and will encourage ideas from employees. The Proponent recommends the use of tablets for the field to integrate with EAM. This is an acceptable but not necessarily an innovative approach to management and appears to respond to the requirements of the RFP.</p>

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EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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				<p>The Proponent commits to enforce 3rd party warranties through the use of Trapeze EAM to keep track of warranties and will maintain all requirements of the warranty and will enforce warranties when required. This is an acceptable and standard fare for 3rd party warranties but is not necessarily innovative or advanced.</p> <p>In the area of Materials Management, the Proponent recommends expanding the existing system and to strategically locate materials and use “just in time” and deliver only when appropriate. The Proponent recommends the use of use Trapeze EAM for Materials Management as well as the implementation of a bar coding system. The Great Plains accounting system will maintain the inventory records and the transaction of the inventory from warehouses to repairs will be tracked by Trapeze EAM. This is an acceptable approach but with no special information or advanced innovation involved. While this is considered a standard approach, the Engineering Services Team did identify this bar code system as an approach that will help address environmental compliance through the use of data and information that will help to identify excess materials, or hazardous materials that are out of</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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				<p>date, no longer in use or should be disposed of.</p> <p>Utilizing the Trapeze EAM system, the Proponent recommends twice daily reporting of trip data to train resources management system and to use information from above to plan and resolve delays through the use of weekly management calls. The Proponent also recommends LMS tracking capabilities to assign the right person for the right job, KPI's and use of dashboards to track progress.(see pg. 5-46). The Engineering Services Team supports this approach and would consider this beyond the minimum requirements of the RFP.</p> <p>Other than the use of Trapeze and EAM, the Proponent does not indicate much of any new technology they will implement. They propose upgrades to Trapeze EAM; use of SCADA; Scheduling Software (not identified); use of field devices; and development of CR specific PTC solution. These are fairly standard approaches and do not seem to go beyond existing and common technology but they do meet the requirements of the RFP.</p> <p>The Proponent has successfully and appropriately identified the array of environmental services that are needed to</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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				<p>manage the day to day operations of the system as well as methods to address the compliance responsibilities of the system. The Proponent shows a strong background in these areas and full understanding of the issues that are likely to arise. Staff as well as subcontractors and sub-consultants identified to oversee these tasks appears to be experienced in the applicable environmental laws and regulations, particularly in the area of hazardous waste management, storm water management and materials storage and management (<i>e.g.</i>, underground storage tank management, <i>etc.</i>) The sub-consultants and subcontractors each have a strong record of performing this type of work in similar situations.</p> <p>The Proposer identified programs and responsibilities for inspecting, managing, repairing, replacing, maintaining, and reporting on the environmental responsibilities associated with the railroad infrastructure. The plans and programs appear to address the requirements of the RFP and address the environmental requirements of the railroad.</p> <p>The Proponent has identified all of the applicable and necessary permits that are needed to operate and maintain the railroad</p>

PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

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				infrastructure, including storm water management permits, Industrial Wastewater Permits, underground and above ground storage tanks, <i>etc.</i> An Environmental Management System is being proposed to track and ensure compliance. The EMS is consistent with the EMS underway by the MBTA Environmental Department for the rest of the system, and as such, appears to be an appropriate tool for managing the environmental compliance matters. Given the staffing and consultants proposed by this Proposal, as well as the EMS proposed, there is little risk that this Proposal would not be able to adequately manage the environmental matters under this contract.
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 or otherwise validating its position that said portions are innovative, best practice, beneficial to MBTA Customers and/or cost efficient.	Acceptable	<p>Their Engineering Services Team felt that the RTC model simulation and the GateKeeper Technology were exceptional additions to the Proposal in that they were examples of best management practices that the Engineering Services Team felt would be of great benefit.</p> <p>The Zone Management Plan, the Advanced Signal Training Facility, the Bar Coding System for Inventory Control as well as the Sustainability Plan and the Proponent's overall approach to the requirements of the GreenDOT program were good BMP's and good innovative</p>

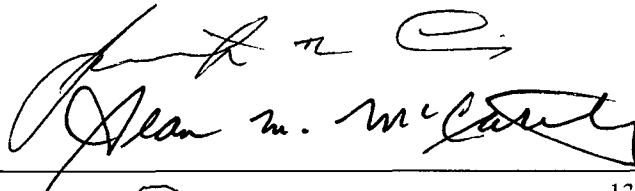
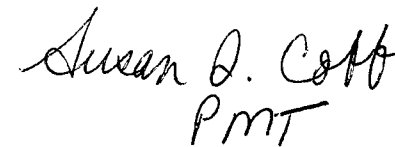
PROPOSAL EVALUATION WORKSHEET (CONSENSUS)

EVALUATION FACTOR: ENGINEERING SERVICES PLAN (RATED)

Requirement No.	Appendix B Section	Requirement	Rating	Comments/Justification for Rating
				<p>solutions. The Engineering Services Team was also very supportive of the Risk Assessment Scoring system associated with the EMS program which could help to focus resources on those compliance matters with the greatest risk to the environment or human health.</p> <p>There were other best practices that the Proponent recommended that while acceptable, appeared to be fairly routine in the industry and not necessarily advanced approaches to management. These items included the investment in AREMA and AAR, as the use of an Engineering Planning team.</p> <p>The Engineering Services Team was also very supportive of the proposal to add solar photovoltaic's to the roof of the CRMF facility as well as the other energy tracking and conservation plans appear to have a significant opportunity to reduce energy consumption at the facility. The Engineering Services Team recommends that the Selection Committee pursue this Suggested Modification.</p>

Evaluators #1, 12 & 25

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