SUMMARY STATEMENT

ITEM NO.        SUBJECT:  Design Services for PATCO Car Overhaul

COMMITTEE:         New Business

COMMITTEE MEETING DATE:  June 13, 2007

BOARD ACTION DATE:  June 13, 2007

PROPOSAL:  That the Board authorizes staff to negotiate an Agreement with LTK Engineering Services, Inc. to provide professional services for implementing a fleetwide transit car overhaul program.

Amount:  $8,331,070.00

Consultant:  LTK Engineering Services, Inc.
Ambler, PA

Other Contractors:  STV, Inc. Philadelphia, PA
Interfleet Technology, Inc. Philadelphia, PA

Engineer’s Estimate:  $8,159,000

PURPOSE:  To engage the services of a professional engineering firm with the technical expertise necessary to provide design services for a complete transit car overhaul, inspection services for oversight of a car rebuilder, and design and implementation services for a computer based maintenance management system for the PATCO car fleet.

BACKGROUND:  PATCO’s present transit car fleet consists of 121 vehicles. The first 75 vehicles are original and are approaching forty years old. In 1980, another 46 vehicles were added to the fleet. These vehicles are almost identical to the original fleet and use technology from the 1960’s. Also, the cars have been used in such a way that the entire fleet has approximately the same mileage, which averages about 1,282,000 miles.

PATCO’s fleet is one of the oldest in the industry. All vehicle maintenance is performed in house by PATCO at its Lindenwold facility. PATCO has always had a very strong condition inspection and vehicle maintenance program which has allowed it to maintain a very high standard of reliability and an excellent on time performance record despite the age of the fleet. However, many of the vehicle components and systems are no longer supported in the industry and
parts need to be fabricated in house or procured from other transit agencies who are retiring this technology in order to keep the fleet operational. Providing adequate vehicles for peak period service becomes more challenging each year and the vehicle availability is currently such that schedules frequently need to be adjusted to deal with an inadequate number of vehicles.

A study performed in 2003/2004 evaluated the condition of the fleet and provided recommendations. The report concluded that major structural portions of the vehicles are in adequate condition to allow 25 years of additional service. Most of the other vehicle systems require work ranging from complete replacement to significant refurbishment, as part of the overhaul. A cost evaluation determined a significant cost advantage to overhaul versus a total replacement.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Three firms responded and were deemed qualified to receive a detailed Request for Proposal. The three firms responded with Technical Proposals. Since this project is to be funded in part by FTA, the Brooks Method of consultant selection was utilized. A review committee consisting of two members from PATCO and two DRPA staff engineers evaluated the Technical Proposals and ranked the firms. The top ranked firm, LTK Engineering Services, Inc. was then requested to submit a Price Proposal for consideration.

A committee comprised of three members from PATCO and two members from Engineering evaluated the Consultant’s Proposal and held meetings with the Consultant on three separate occasions to determine a fair, equitable and agreeable price to present to the Board. The resulting price from the negotiations and project delay in the amount of $8,331,070.00 was determined to be fair and reasonable.

DRPA/PATCO recently received an unprecedented $50 million earmark from the federal government for the Transit Car Program and another $4 million federal appropriation, $3 million from New Jersey and $1 million from Pennsylvania. A portion of the earmark funds will be used to fund 100% of this effort. No DRPA matching funds will be required.
It is recommended that a Professional Services Agreement be negotiated with LTK Engineering Services, Inc. for charges covering the costs and associated fees not to exceed $8,331,070.00. Upon approval of the Board, an Agreement will be negotiated with LTK Engineering Services, Inc. to provide services in accordance with the Request for Proposal.

SUMMARY:
Amount: $8,331,070.00
Source of Funding: Federal Earmark
Operating Budget: N/A
Capital Project #: PD 0503
Master Plan Status: 2005 Update
Other Fund Sources: New Jersey Toll Credits
Duration of Contract: 80 months
Other Parties Involved: FTA
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of LTK Engineering Services, Inc., and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with LTK Engineering Services, Inc. for an amount not to exceed $8,331,070.00, as per the attached Summary Statement; and be it further

RESOLVED: The Chair, Vice Chair and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chair, Vice Chair and Chief Executive Officer, and if thereafter, either the Chair or Vice Chair is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA, along with the Chief Executive Officer. If both the Chair and Vice Chair are absent or unavailable, and if it is necessary to execute the said document(s), while they are absent or unavailable, then the Chief Executive Officer shall execute such document(s) on behalf of DRPA.

SUMMARY:

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