


M E M O

Alameda Corridor Transportation Authority

To: Governing Board

Meeting Date: December 8, 2022

From: Michael C. Leue, Chief Executive Officer 

Subject: APPROVE Revision 2 to Task Order No. 1 for Flagging Services under Agreement No. C0885 with RailWorks Track Services, LLC to increase the compensation amount by \$100,000 for a total not to exceed amount of \$300,000.

Recommendation:

Authorize staff to issue Revision 2 to Task Order No. 1, for flagging services under Alameda Corridor Transportation Authority Agreement No. C0885 with RailWorks Track Service, LLC (RailWorks) which will increase the not to exceed Task Order value by \$100,000 for a total amount of \$300,000 and authorize the Chief Executive Officer or Chief Financial Officer to execute the revised Task Order.

Discussion:

Railworks provides flagging services under Agreement No. C0885 for third party entities performing construction, maintenance, or other work on or adjacent to the Corridor to ensure safe train and trackside operations. The Railworks flagmen are specifically trained and qualified to perform these duties. ACTA contractors and other utility or agency contractors or personnel are required to arrange and utilize Railworks' flagmen when they perform operations on or adjacent to the Corridor within a prescribed distance from the tracks. Since May 1, 2019, RailWorks has been the maintenance contractor who employs qualified individuals available to perform these flagging services. Throughout the year there are miscellaneous utility projects and other work being conducted by public and private entities in and around ACTA's track areas that require flagging services. The flagging costs are fully reimbursable from each of the entities to whom the services are provided. To date, RailWorks has fully expended the \$200,000 funding provided under the original and Revision No. 1 task orders. The additional \$100,000 authorization is expected to cover costs through April 2024, which is the end of the current agreement term.

Budget Impact:

There is no net impact to the ACTA Program Budget. These are pass-through costs that ACTA is initially required to pay, but which are subsequently fully reimbursed by the agency or entity requesting the flagging services from Railworks. ACTA utilizes the Local Agency Investment Fund (LAIF) account to pay for the services and reimburses that account when payment is received.

Co-General Counsel Review:

ACTA's Co-General Counsel has reviewed the proposed task order and there are no legal issues at this time.

Transmittals:

Transmittal 1 - Contract Task Order No. 1 – Revision 2

