



AUTOMATED GUIDEWAY TRANSIT  
SYSTEM (AGTS) O&M  
BOMBARDIER TRANSPORTATION  
(HOLDINGS) USA, INC.  
CONTRACT NO. 201734112

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DENVER INTERNATIONAL AIRPORT  
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# CONTRACT DESCRIPTION

- Seven-year maintenance and operations
  - Replaces another seven-year contract
  - Places a higher priority on maintenance
- Personnel training, parts support, technical expertise and operations
- Performance contract with incentive for availability
  - Also includes penalties for missed maintenance
  - Increases required availability from 99.75 to 99.93% before incentive
  - Accounts for future increases in equipment and use while also allowing for decrease
- Selected Firm: Bombardier Transport (Holdings) USA, Inc.

# SELECTION PROCESS

- The selected vendor is the Original Equipment Manufacturer (OEM) and has been performing the operations and maintenance of the system since the airport opened in 1994
- Due to the proprietary nature of the train system and control software, it has been determined that the original contractor is the only qualified service provider, so this contract was not competitively bid



# SELECTION PROCESS

- Changing the system to another vendor's type would be time consuming and very costly
- Pricing is held at check by:
  - Ensuring labor effectiveness rates are reasonable and correct
  - Comparing to other maintenance contracts such as Conveyance Contract
- The majority of our passengers ride the system
  - It is a must ride system for B and C gates as well as any future expansion
  - Current expansion plans will strain operations further
  - Using the OEM allows DEN to use a known source of support
  - Reduces risk to the city through liability

# BUSINESS CASE SUMMARY

- The airside concourses or AGTS system is a must-ride system
- No other method of getting to concourse B and C
- Passenger loading has increased demand of the system
  - 174 miles per day per car vs historical average of 160 miles per day per car
  - Additional Track features that were not in the last contract ( south switch )
  - Upcoming gate expansion will add more pressure
- Using the OEM supplier is the best method of maintaining this critical asset
  - Manufacturer expertise and support is immediate
  - Allows for more direct parts and engineering for an aging system

# CONTRACT TERMS AND AMOUNT

- January 1, 2018 through December 31, 2024
- Contract Amount: \$161,946,934.15
- Puts a higher emphasis on maintenance
- Increases staff personnel by 15
  - 13 people dedicated to maintenance of train cars and train track
  - Track maintenance will be critical with shorter work windows
- Contractor responsible for parts, tools, shop equipment, and insurance



# GOALS

- The Division of Small Business Opportunity has determined that this is not subject to the DSBO ordinance





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