

DETERMINATION AND FINDINGS
FOR A
SINGLE AVAILABLE SOURCE CONTRACT

Contract: DCKA-2013-C-0135

Caption: Operations, Technical, and Program Support for the Metropolitan Area
Transportation Operations Coordination (MATOC) Program

Proposed Contractor: University of Maryland Center for Advanced Transportation Technology
(UMD – CATT)

Program Agency: District Department of Transportation

FINDINGS

1. Authorization:

D.C. Official Code §2-303.05(a)(1) and 27 DCMR 1702.2.

2. Minimum Need:

In 2005, under the leadership of Virginia Congressman Moran and with the support of the National Capital Region Transportation Planning Board (TPB), SAFETEA-LU funding was obtained to initiate development and implementation of the MATOC program. The rationale for MATOC was based on the identified need of regional transportation officials to have a means of managing transportation incidents and emergencies from a truly regional perspective. MATOC enables state transportation officials to quickly react cooperatively and effectively to incidents whose effects cross state boundaries, such as major crashes, extended lane closures, transit station closures, hazmat spills, or severe weather. The District may extend the term of this contract for a period of four (4) one-year option periods, or successive fractions thereof, by written notice to the Contractor before the expiration of the contract.

The District Department of Transportation is a lead agency/organizational partner in MATOC and has been involved since the initial formative stages of the Program. The other partner agencies/organizations involved include:

- Virginia Department of Transportation (VDOT);
- Maryland Department of Transportation (MDOT);
- Washington Metropolitan Area Transit Authority (WMATA); and
- Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (MWCOG).

A number of priority planning and deployment activities were carried out between 2005 and 2007. These included the development of a Concept of Operations and Program Management Plan prepared by the Volpe Center under the sponsorship of the District Department of Transportation. In addition, work was initiated by the University of Maryland Center for Advanced Transportation Technology (UMD-CATT) on the

development of the Regional Integrated Transportation Information System (RITIS). Among its capabilities is the ability to exchange real-time transportation system operations data personified

In the summer of 2007, a major milestone was achieved when a multi-state/agency agreement formalizing the establishment of MATOC was executed. MATOC was created as a regional independent entity of its "owner" organizations and is personified in the form of a Steering Committee made up of the regional Departments of Transportation (as noted above) and WMATA. The TPB at the MWCOG is a formal partner under the MATOC agreement and is an ex-officio member of the MATOC Steering Committee. MWCOG staff provides administrative support to MATOC.

The supporting institutional documents for MATOC were finalized during the fall of 2007 and spring 2008. These included By-Laws, a Memorandum of Understanding, and a funding agreement. After completing the appointment logistics of the formal MATOC Steering Committee representatives, MATOC became effective as an official entity on March 28, 2008. Also in early 2008, a contract for consultant support was executed. The contract was the primary mechanism for the provision of program management and technical support as required by the MATOC Steering Committee until June 2010.

In the spring of 2010, with the MATOC support contract coming to an end, the MATOC Steering Committee decided to enlist the support of UMD-CATT to provide technical, operations, and programmatic support for the Program based on their demonstrated experience serving similar support roles to major regional initiatives such as the I-95 Corridor Coalition and Capital Wireless Information Net (CapWIN) as well as their own history with the MATOC Program.

The District Department of Transportation, in supporting the \$1.2M MATOC Annual Work Program, requires the services of UMD-CATT to:

1. Maintain on-going support of MATOC staff monitoring RITIS and other information sources to maintain regional situational awareness;
2. Continue sending notifications and updates to DDOT and other MATOC partner / stakeholder agency personnel on the regional ripple effects of transportation incidents impacting travel in the District and NCR region;
3. Continue performing the unique role of covering the entire region and all modes and providing notification that help DDOT and other agency operations personnel to be more effective in carrying out their respective operational duties;
4. Continue operating and maintaining the computer and communications infrastructure of the Regional Integrated Transportation Information System;
5. Continue providing enhancements to RITIS based on DDOT and other member agencies / stakeholders that include software engineering, web programming, database administration, quality assurance testing, and network administration capabilities;
6. Continue providing program support to ensure the MATOC Program is run efficiently and effectively and that the requests of the MATOC Steering Committee and region are met.

DDOT does not have the staff expertise to provide the required support services whereas UMD-CATT has the requisite personnel and expertise required to carry out the above

listed services. It was closely involved in the formative stages of MATOC. It developed RITIS and currently staffs and runs the MATOC operations facility.

3. Estimated Reasonable Cost:

\$400,000 -- DDOT share of \$1.2M annual program cost

4. Facts Which Justify Sole Source Procurement:

- A. The DDOT does not have the resources or expertise to support this critical regional program.
- B. The UMD CATT has extensive experience providing the required support services for regional initiatives such as MATOC. This includes the I-95 Corridor Coalition, an alliance of transportation agencies, toll authorities, and related organizations from the State of Maine to the State of Florida and the Capital Wireless Information Net, a coalition of law enforcement, fire/EMS, and transportation agencies in Maryland, the District of Columbia, and Virginia.
- C. The MATOC Steering Committee formally decided to enlist the support services of UMD-CATT in spring 2010 and UMD –CATT has been staffing and operating the MATOC facility since July 1, 2010. UMD-CATT is the developer of RITIS and has been providing on-going operations and maintenance support to MATOC since fall 2009.
- D. The Center for Advanced Transportation Technology Laboratory (CATTLab) has the unique expertise required to maintain RITIS technical support and develop RITIS enhancements.
- E. No market survey was performed. Because of UMD-CATT's unique experience in regional support services and their history with MATOC, no other entity could be expected to provide the required services as efficiently and cost effectively.

5. Certification by Agency Head:

I have reviewed the above findings and certify that they are sufficient to justify the use of the sole source method of procurement under the cited authority. I certify that the notice of intent to award a sole source contract was posted on the OCP website for at least 10 days and no valid responses were received regarding the posting. I recommend this procurement be approved as a sole-source.

Date

Terry Bellamy, Director
District Department of Transportation

6. **Certification by Contracting Officer:**

I certify the facts stated above are accurate, to the best of my knowledge.

Date

Courtney B. Lattimore
Contracting Officer

DETERMINATION

Based on the above findings and in accordance with the cited authority, I hereby determine that it is not feasible or practical to invoke the competitive bidding process under Section 303 of the District of Columbia Procurement Practices Act of 1985 (D.C. Law 6-85; D.C. Official Code §2-303.05(a)(1)). Accordingly, I determine that it is in the District's best interest and the District is justified to use the sole source method of procurement.

Date

James D. Staton, Jr., Chief
Office of Contracting and Procurement