Performance Work Statement (PWS)

Project Title: Annual Railroad Track Inspection and Repair Services for the Federal Logistics & Transportation Command (FLTC)
PWS Version: 1.1
Date: March 11, 2026

Part 1: General Information

1.1. Introduction & Scope:

The contractor shall provide all necessary personnel, equipment, tools, materials, supervision, and other non-personal services required to perform comprehensive railroad track safety inspections and subsequent repairs for the FLTC rail network. The network consists of approximately 6.2 miles of Mainline, Sidetrack, and Spurs. The objective is to ensure the track network is safe for operations and compliant with Federal Railroad Administration (FRA) Track Safety Standards (49 CFR Part 213) and (UFC) Unified Facility Criteria (4-860-03) Railroad Track & Maintenance Standards.

1.2. Period of Performance:

The contract will have a one-year base period to be exercised at the discretion of the Government.

1.3. General Requirements:

- Quality Control: The contractor shall develop and maintain a Quality Control Plan (QCP) to ensure all services are performed in accordance with this PWS.
- Safety: The contractor shall perform all work in a safe manner and comply with all applicable FRA safety regulations, OSHA standards, and FLTC-specific safety protocols.
- Security: Contractor employees shall comply with all installation access and security requirements.

Part 2: Definitions & Acronyms

- CLIN: Contract Line-Item Number
- COR: Contracting Officer's Representative
- FFP: Firm-Fixed-Price
- FRA: Federal Railroad Administration
- NTE: Not-to-Exceed
- PWS: Performance Work Statement
- QCP: Quality Control Plan
- T&M: Time & Materials
- Track Geometry: The measurement of key track parameters including alignment, profile, cross level, curvature, gauge, and warp.

- Track Class: The designated class of track which determines the maximum allowable train speed and corresponding maintenance tolerances under FRA and UFC regulations.

Part 3: Government-Furnished Items and Services

- Access: The Government will provide the contractor with access to all required sections of the railroad right-of-way.
- Data: The Government will provide existing track charts, previous inspection reports, and any known data on track conditions.
- Point of Contact: The Government will provide a COR to act as the central point of contact.

Part 4: Contractor-Furnished Items and Services

The contractor shall furnish all personnel, transportation, inspection equipment (including certified track geometry and/or rail flaw detection vehicles), tools, materials, software, Certified Signal Inspectors and any other items necessary to fulfill all requirements of this PWS.

Part 5: Specific Tasks & CLIN Structure

This contract will be awarded with the following CLIN structure:

5.1. CLIN 0001: Inspection Services (Firm-Fixed-Price)
The contractor shall perform the following inspection and reporting tasks on a firm-fixed-price basis for the base year and each option year.

- 5.1.1. Visual Track Inspection: Conduct quarterly detailed visual inspections of all trackage, examining:
    - Rail for wear, defects, and joint integrity.
    - Ties for condition, spacing, and effectiveness.
    - Fasteners, spikes, and anchors.
    - Ballast for proper depth, distribution, and cleanliness.
    - Switches, turnouts, and frogs for proper alignment and condition.
    - Trackside drainage and vegetation control.
    - Track signage and crossing arms.
    - Inspect and test all automated signaling per required test schedule by a certified inspector.
- 5.1.2. Automated Track Geometry Inspection: Perform a semi-annual automated track geometry inspection of all mainlines, sidetracks, and spurs (6.2 miles) to measure compliance with FRA standards. The system must measure, at a minimum: Alignment, Profile, Gauge, and Cross level & Warp.

- 5.1.3. Internal Rail Flaw Detection: Conduct an annual internal rail flaw detection survey (ultrasonic or equivalent) on all mainlines, sidetracks, and spurs to identify internal defects not visible on the surface.
- 5.1.4. Reporting: Provide detailed inspection reports to the COR within five (5) business days of completing each inspection segment. Reports shall include:
    - A detailed summary of all findings.
    - Precise location, description, and severity of every identified defect.
    - Classification of each defect (e.g., "Critical," "Priority," "Routine") based on FRA and FLTC standards.
    - Recommended corrective actions and timelines.
    - An electronic data file of all track geometry measurements.

5.2. CLIN 0002: Railroad Repair Services (Time & Materials)
The contractor shall perform repair and corrective action services as authorized. This CLIN will be funded with a not-to-exceed (NTE) ceiling, against which approved repair work will be charged.

- 5.2.1. Corrective Action: The Contractor will be required to correct deficiencies identified through inspections and authorized by the COR. Normal routine maintenance such as vegetation control will automatically be performed and charged against this CLIN.
- 5.2.2. Quote Submission: For any non-routine repairs deemed necessary, the Contractor shall provide a complete and detailed quote to the COR. The quote shall break down the labor hours, labor rates, and material costs required for the repair.
- 5.2.3. Authorization to Proceed: The COR and Contracting Officer will review the submitted quote. The contractor shall not proceed with any repair work under this CLIN until formal, written authorization to proceed is granted by the Contracting Officer.
- 5.2.4. Invoicing: Approved work will be charged against the T&M CLIN based on the actual hours worked and materials used, not to exceed the approved quote for that specific task. If more work is found to be needed than the original quote, that will also have to be approved by the Contracting Officer before proceeding.

Technical Exhibit 1: Performance Requirements Summary

Performance Objective (Task from PWS Part 5)	Performance Standard	Performance Threshold (Maximum Acceptable Error Rate)	Method of Surveillance
5.1.1. Visual Track Inspection	All tracks are visually inspected quarterly in	No more than 1% of required track mileage missed per quarter. All identified critical defects	100% review of contractor's quarterly inspection reports;

	accordance with FRA and PWS requirements.	must be reported to the COR within 2 hours of discovery.	Periodic spot-checks by COR.
5.1.2. Automated Track Geometry Inspection	An automated track geometry inspection is completed on all mainline track semi-annually.	100% of mainline track must be tested. All measurement equipment must have current calibration certification.	Review of contractor's semi-annual geometry report and equipment calibration records.
5.1.3. Internal Rail Flaw Detection	An internal rail flaw detection survey is completed on all mainline tracks annually.	100% of mainline track must be tested.	Review of contractor's annual rail flaw report.
5.1.4. Reporting	All inspection reports are accurate, complete, and submitted within 5 business days of inspection completion.	Reports submitted on time 95% of the time. No more than 2 instances of critical defect misclassification per year.	Review of all submitted reports for timeliness and accuracy; COR validation of critical defect findings.