

I am Rick Boyland, DDC Manager for the 127th CE unit at Selfridge Air National Guard Base in Michigan. I understand that MetroControls, an ALC dealer, has been asked to provide information as to why they should be selected for "Project of the Year". As the individual who got the project started by sole-sourcing the ALC DDC product line and Project Manager and/or Point of Contact for other interconnecting projects I feel I can speak with some knowledge as to why this was not a Project but a PROJECT.

By now you have heard from others the bullet point data; X # of buildings, X \$ value, O-time, etc. What you haven't heard is the HEART of the project; the Metro employees that executed the plan despite a foreign operational environment and conflicting agendas.

The Metro portion of this project was two-fold. Initially the Smart Meter package was put into place running ER version 1. This was followed quickly by the installation of the ALC DDC product line replacing the 13 different DDC systems currently on Base or installing controls where there had only been electro-mechanical devices or pneumatics. Some of the equipment the individuals were working on was older than they were.

Along with the usual problems, inadequate or missing documentation was the problem of failed devices. In the original Scope of Work the contractor was supposed to put controls on broken devices and notify the Government of the non-working part. It soon became apparent that there were a multitude of defective items. It was approaching the point that Metro could not commission a building because of things that did not work. This resulted in the issuance of 6 addendums for Service work along with the normal installation activities. The dedication, work ethic and craftsmanship of these individuals were never in question. Their work gave the Base Maintenance personnel a new starting place for maintenance.

Another issue that was not appreciated by the Base Users was the record-setting temperatures we had this summer. That made tuning heating loops extremely difficult. That was made evident when the temperatures went to Michigan winter. The response by the Metro crew was fantastic. A simple phone call was all it took and someone was responding to the problem. I once had (3) Metro personnel walk into my office to look at a problem I did not know about.

Up until now this all seems routine, about what you would expect from your employees. There was one major difference. Metro was NOT allowed access to the DDC Server. Instead of sitting at their work station and tuning and correcting as they monitored the system they had to fly blind. They would do their commissioning and initial setup by direct access and download this data to a CD. Then, when they were allowed, and this was not always timely, they would have to go to our Communications Squadron where the DDC Server is kept and turn the CD over to one of only two authorized personnel who would enter the data into the Server. This was a slow and tedious process not without error. Of course this depended on allowance of access and availability of an authorized individual. This was true for access to other working spaces. They were allowed access only at certain times and if they had an escort.

Speaking of escorts, the Metro personnel were not allowed to be live on the system unless they used a designated CE laptop with a HVAC Shop representative present. This was a choking point since personnel were not always available.

Now, if that is not enough for one project there were (2) other CE projects running concurrently.

One project was to retro-commission 18 building on base, 16 of which were part of the DDC Replacement project. To facilitate this project's requirements the initial schedule had to be revised to bring the affected buildings forward and provide assistance to the Retro-Commissioning team. Without Metro's assistance this project would of lingered on for an extra (6) weeks. Another project that caused some consternation was the Cabling Infrastructure Upgrade. While this project was underway we experienced building communication losses sometimes for up to a week which effectively curtailed any adjusting or tuning of these buildings.

Because of the sole-source mandate any other building construction project involving DDC had to use ALC. Metro was simultaneously involved with (3) other major construction projects at SANGB. Building 34, the Munitions Complex, which consists of (3) separate buildings and Building 971.

All of these other projects required time, material and personnel. The completion of all of these projects speaks highly of the personnel, leadership and dedication of all involved.

Last, but NOT least, was training. In many cases training is the last block checked and is done as the contract is edging toward the door. Not so in this case.

I have not named any individuals so far because I did not want to omit one. However Mr Darryl Trombley was the trainer. His knowledge, expertise and teaching ability are above reproach. In my shop I have people whose computer skills range from.."What is a mouse" to one who was studying IT. Everyone learned something from each of his sessions.

Darryl had a tough task, not only did he have to give an individual building on-site session he also had to present a live session classroom "hands-on" session. I daresay that Darryl knows as much about the 35 buildings in this project as anyone in the HVAC Shop.

This is the HEART of the project, the people, their knowledge, their willingness to help. As I see it, this is not only worthy of Project of the Year, but can be used as a case study when you need to get outside the box.