



Board Report

File #: 2018-0531, File Type: Contract

Agenda Number: 31.

CONSTRUCTION COMMITTEE OCTOBER 18, 2018

SUBJECT: RAIL OPERATIONS CENTER TRANSIT PASSENGER INFORMATION SYSTEM

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award Contract No. OP111922000 for the Crenshaw/LAX Rail Operations Center (ROC) Transit Passenger Information System (TPIS) to B&C Transit, Inc. for an amount of \$719,950 for the Base Work; an amount of \$378,774 for the Regional Connector Option 1; an amount of \$378,774 for the Westside Purple Line Extension (WPLE) Segment-1 Option 2; an amount of \$100,274 for the WPLE Segment-2 Option-3; and an amount of \$100,274 for the WPLE Segment-3 Option-4, for a total firm fixed price contract amount of \$1,678,046, subject to resolution of any properly submitted protest, if any; and
- B. APPROVING Contract Modification Authority in the amount of \$500,000 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority for potential change orders and cost increase associated with the contract extended period.

ISSUE

The various public address and variable messaging systems introduced with the commissioning of past rail projects over the years are not consistent and are obsolete in terms of meeting the demands of Metro's expanding service network. One exception to this is the recent implementation of the Nucleus system implemented with Expo Phase II and Foothill Extension over two years ago that has proven quite successful coupled with its capacity for expansion and upgrade.

Approval of this action will expand on the current Nucleus system to provide public address and variable message sign capabilities for the new stations of Crenshaw\LAX, Regional Connector and WPLE Sections 1, 2 and 3 Projects.

BACKGROUND

The Measure R projects including Crenshaw/LAX, Regional Connector and WPLE Sections 1, 2 and 3 Projects requires expansion and upgrades to the existing ROC facility and systems that include the TPIS system. This work at central control is managed by Metro under the ROC Reconfiguration Project that is separate from the mainline work with the Projects' design/build contractor work as it involves coordination and integration with active operations and systems coupled with extensive support from contract and non-contract staff from several departments. In general, the ROC upgrades and expansions are completed respective to the central control needs of the sponsor projects for system integration and testing with the mainline systems before the new rail projects are commissioned into revenue service.

DISCUSSION

Operations and technical staff identified the Nucleus System as the desired standard to carry forward for the future rail projects for consistency and maintainability in lieu of the other three public address systems currently in use. Staff highly recommends the Nucleus system as it is user friendly with reliable performance and is backed by responsive vendor support when needed.

A proof of concept was successfully demonstrated at Willowbrook Station over the course of a year to show that the Nucleus system is capable of supporting Metro's public address and variable message signage needs in a unified platform.

DETERMINATION OF SAFETY IMPACT

The award of this contract will result in a positive impact on safety. The Nucleus TPIS system provides a vital interface between central control operations staff of Metro in sharing useful operational and safety information to the patrons at the rail stations.

FINANCIAL IMPACT

The base contract value of \$719,950 is included in the FY19 budget in Cost Center 8510, under Crenshaw/LAX Project 865512. Options 1 through 4 will be exercised in future fiscal years using respective project budget. Since this is a multi-year contract, the Chief Program Management Officer and the respective Project Managers will be responsible for budgeting the costs in future fiscal years.

Impact to Budget

The sources of the funds parallel the respective direct charged projects' funding and budgets. This procurement is within each projects' LOP budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Goal 2: Deliver outstanding trip experience for all users of the transportation system. Expansion of the existing Nucleus public address installation at ROC to accommodate the new stations for Crenshaw/LAX and the optional future projects of Regional Connector and WPLE Sections 1, 2 and 3 Projects will improve information shared with the patrons

with increased efficiency and quality that is built upon a scalable architecture allowing for expansion as the rail system grows. The expanded Nucleus system will provide automated, scheduled\prerecorded, and live message broadcasts with capability to manage voice and visual messages at the stations.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize this action. However, it is not recommended as the alternative would require re-solicitation for any type of TPIS system available. This alternative would include other systems besides Nucleus, and will present training and maintenance difficulties that will negatively affect the overall safe, effective and efficient operations. Additionally, awarding to a new contractor will present significant schedule and cost risks to the Crenshaw/LAX Project.

NEXT STEPS

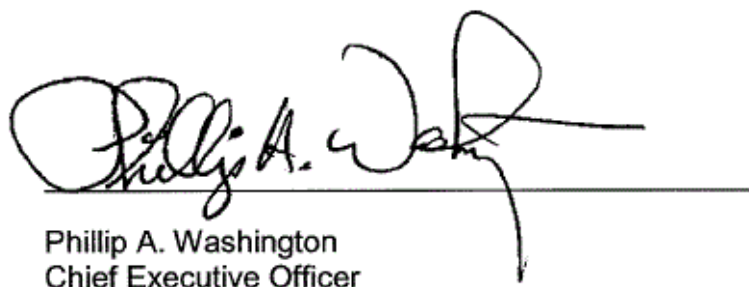
Upon approval by the Board, staff will execute Contract No. OP111922000 with B&C Transit, Inc. to ensure the delivery of the expanded Nucleus TPIS System to support the Crenshaw/LAX, Regional Connector and WPLE Sections 1, 2 and 3 Projects.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:
Rupert Bicarme, Sr. Director, (213) 418.3396
Michael Ratnasingham, Executive Officer, (213) 418.3440
Bryan Pennington, Sr. Executive Officer, (213) 922.7449

Reviewed by:
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418.3051
Richard F. Clarke, Chief Program Management Officer, (213) 922.7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RAIL OPERATIONS CENTER PASSENGER INFORMATION SYSTEM/OP111922000

1.	Contract Number: OP111922000	
2.	Recommended Vendor: B&C Transit Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 6/20/2018	
	B. Advertised/Publicized: 6/20/2018	
	C. Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 7/20/2018	
	E. Pre-Qualification Completed: 9/19/2018	
	F. Conflict of Interest Form Submitted to Ethics: 08/02/2018	
	G. Protest Period End Date: 10/19/2018	
5.	Solicitations Picked Up/Downloaded: 19	Bids Received: 2
6.	Contract Administrator: Edmund Gonzales	Telephone Number: 213/418-3073
7.	Project Manager: Rupert Bicarme	Telephone Number: 213/418-3396

A. Procurement Background

This Board Action is to approve Contract No. OP111922000 in support of Metro's Rail Operations Center (ROC) to procure and upgrade the Transit Passenger Information System (TPIS) to support the Crenshaw/LAX Line and Purple Line expansions. The system upgrade will provide greater capability to display real-time information regarding rail line arrivals and departures at stations and allow enhanced ability to provide passenger information. Board approval of contract award is subject to resolution of any properly submitted protest, if any.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

One amendment was issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on July 10, 2018; provided planholders list to potential proposers.

A total of two proposals were received on July 20, 2018.

B. Evaluation of Proposals

This procurement was conducted in accordance with, and complies with LACMTA's Acquisition Policy for a competitive RFP using evaluation criteria and factors. Respondents were evaluated based on the following evaluation criteria and weights:

Degree of the Prime's Skills and Experience	30%
Experience and Capabilities of the Firms on the Contractor's Team	20%
Effectiveness of Management Plan & Ability to Meet Schedule	25%
Price	<u>25%</u>

Total 100%

The firms that submitted proposals are listed below in alphabetical order:

1. B&C Transit, Incorporated
2. JM Fiber Optics

The firms were deemed responsive to the RFP requirements.

The Source Selection Committee (SSC) conducted a technical evaluation of proposals received from B&C Transit, Inc. and JM Fiber Optics, Inc. The SSC found B&C Transit's proposal to be technically responsive and responsible to the RFP Statement of Work (SOW) requirements. B&C Transit's technical proposal satisfactorily responded to all the TPIS system requirements defined in the RFP.

The SSC determined that B&C Transit has a sound history of providing support to Metro's end users and maintenance staff by responding to any questions or resolving all issues.

The SSC found that JM Fiber Optics' TPIS system was entirely different than the TPIS system defined in Metro's RFP. The TPIS System defined in the RFP is a sequel database driven by a state of the art product available in the open market. The TPIS defined in the RFP has proven to be successful in the most recent TPIS installation at ROC for Expo II and Foothill Extension 2A.

The SSC also found that JM Fiber Optics' proposed TPIS system was more prone to failures as has been experienced on Metro's Red, Blue, Green, and Pasadena\Gold Lines. The following is a summary of the SSC's ranking/scores for this procurement:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	B&C Transit, Inc.				
	Degree of Prime's Skills and Experience	80.00	30.00%	24.00	
	Experience & Capabilities of the Firms	76.66	20.00%	15.33	
	Effectiveness of Mgmt. Plan & Ability to Meet Schedule	80.00	25.00%	20.00	
	Price	51.42	25.00%	12.86	
	Total		100.00%	72.19	1
	JM Fiber Optics				
	Degree of Prime's Skills and Experience	47.22	30.00%	14.17	
	Experience & Capabilities of the Firms	40.00	20.00%	8.00	

	Effectiveness of Mgmt. Plan & Ability to Meet Schedule	46.66	25.00%	11.67	
	Price	100.00	25.00%	25.00	
	Total		100.00%	58.84	2

The firm recommended for award, B&C Transit, Inc. was found to be in full compliance with the RFP, technical requirements and received the highest ranking.

C. Cost/Price Analysis

The recommended total price has been determined to be fair and reasonable based on adequate price competition, cost analysis, technical evaluation and negotiation. Staff conducted a cost analysis of B&C's transit's price proposal, as the price offer from JM Fiber Optics was not comparable. The recommended price is 1.4% lower than Metro's Independent Cost Estimate.

Proposer Name	Proposed Price	Negotiated Price	Metro ICE
B&C Transit, Inc.	\$1,712,150	\$1,678,046	\$1,701,820
JM Fiber Optics	\$862,783	\$862,783	

D. Background on Recommended Contractor:

B&C Transit, Inc., located in Oakland, CA, has been in business for 19 years. They serve the public transit sector in automated train control design, technical engineering, system installations, network control, and station communications. B&C Transit has provided similar products to other transit agencies including Miami-Dade Transit, Phoenix Valley Metro Rail and Hampton Roads Transit (HRT) Norfolk. B&C has also provided satisfactory products and services to Metro on previous awarded goods and services.

DEOD SUMMARY

RAIL OPERATIONS CENTER PASSENGER INFORMATION SYSTEM/OP111922000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Disadvantaged Business Enterprise (DBE) goal for this solicitation. B&C Transit Inc. met the goal by making a 21% DBE commitment.

Small Business Goal	DBE 21%	Small Business Commitment	DBE 21%
----------------------------	----------------	----------------------------------	----------------

	DBE/SBE Subcontractors	Ethnicity	DBE Committed %
1.	KPA Constructors	African American	21%
	Total Commitment		21%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.