



## Board Report

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 16, 2023

**SUBJECT: TRANSIT OPERATIONS ENGINEERING SUPPORT**

**ACTION: AWARD CONTRACTS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute Indefinite Delivery/Indefinite Quantity (IDIQ) task order-based Contracts No. AE100331000 and AE100331001 to HNTB Corporation and Gannett Fleming, Inc., respectively, for transit operations engineering support services for a combined not-to-exceed (NTE) amount of \$116,000,000 for the four-year base period, and combined NTE of \$20,000,000 for each of the three one-year options; for a combined NTE total amount of \$176,000,000 subject to resolution of any properly submitted protest(s), if any.

#### **ISSUE**

The existing engineering support Contract No. PS46172000 for transit infrastructure maintenance expires on December 31, 2023. Therefore, the Operations Infrastructure Maintenance and Engineering (IM&E) Department is seeking assistance from engineering and technical resources to develop and execute capital improvement projects, support expansion projects, and meet the day-to-day engineering needs necessary to maintain Metro's transit infrastructure assets and systems. The transit operations engineering support services contracts will enable the IM&E Department to supplement the in-house resources needed to maintain the end-of-life infrastructure assets, deliver improvement projects on time and within budget, and support expansion projects.

#### **BACKGROUND**

The IM&E Department is responsible for maintaining Metro's system-wide infrastructure assets at Union Station Gateway (USG), bus facilities, rail facilities, and wayside systems in a State of Good Repair (SGR). In addition, the department oversees the delivery of capital projects within the Capital Improvement Program (CIP) and supports expansion projects, joint development projects, security projects, and zero-emission charging infrastructure projects.

Since May 2018, Contract No. PS46172000 with Gannett Fleming in the amount of \$31,000,000 has been providing a range of engineering services for train control, traction power, communications, track, mechanical, electrical, plumbing, and civil design. Also included were support services for project management, construction management, engineering design, and computer-aided design and

drafting (CADD). Over the course of the past three fiscal years, the capital improvement program has significantly grown from \$335 million to over \$1 billion in the life of capital (LOC) budgets.

## **DISCUSSION**

Metro has a growing Capital Improvement Program, and many transit expansion projects are being implemented at the same time. There continues to be a strong need to provide timely support for the large number of projects from these programs in accordance with the project schedules. This includes reviews of alternative technologies and deliveries coming from the progressive design build alternative delivery approach to the capital projects which will require substantially more reviews than traditional design deviations from the MRDC. This has created a challenge for in-house engineering resources to support the day-to-day maintenance of infrastructure assets and deliver infrastructure renewal SGR projects. IM&E staff reviewed the capital work program and calculated that a base cumulative contract value of \$116,000,000 is needed to augment and support in-house resources on a task order basis. The transit operations engineering support services contracts will provide the IM&E Department with sufficient qualified resources across a wide spectrum of disciplines in a timely manner to manage and support day-to-day engineering maintenance and project delivery. Work task orders will be competitively issued between the two firms and awarded based upon best value. Also, awarding work on a task order basis provides the IM&E Department with the flexibility to scale in-house support up or down depending on Metro's USG, bus, rail, wayside, and other CIP needs. The competitive selection process for each task order will include transmitting to the firms a statement of work and evaluation criteria specific to the task order that describes the task description and implementation schedule. The proposals will be evaluated in accordance with the evaluation criteria for required items such as qualifications, work experience, key personnel, team availability, execution plan, cost estimate, (when applicable) schedule, and subcontractors including Disadvantaged Business Enterprise (DBE) participation. Attachment C provides a list of supported project uses.

## **DETERMINATION OF SAFETY IMPACT**

The engineering services from these contracts will contribute to maintaining transit infrastructure assets in a State of Good Repair as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing a safe and reliable service for riders who use the Metro transit system daily.

## **FINANCIAL IMPACT**

As work task orders become necessary, funding will be provided from the appropriate project requiring support. For FY24, funding of \$500,000 is included in the operating budget, and \$12,153,000 is included in the capital project budget under various cost centers and projects, account 50316 - Professional and Technical Services.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

## **Impact to Budget**

The current sources of funds for this action are Federal, State, and Local. This funding is eligible for Capital and Operating Projects.

### **EQUITY PLATFORM**

The benefits of this action are to ensure that Metro transit infrastructure assets are maintained in a state of good repair, including assets in Equity Focus Communities (EFC). Metro is committed to keeping transit assets in good working order so that transit services are dependable and accessible. Transit infrastructure assets are progressively maintained in both EFCs and non-EFCs based on asset manufacturer life cycles. This allows Metro to deliver dependable transit services that connect marginalized groups with jobs, housing, education, food services, family, and health care.

...Implementation\_Of\_Strategic\_Plan Goals

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that allow people to travel less.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

Goal # 5 Provide responsive, accountable, and trustworthy governance within the Metro organization.

These transit operations engineering support services contracts will help maintain safety, service, and reliability standards in an effort to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

### **ALTERNATIVES CONSIDERED**

There were two alternatives considered for this, and one of them is to solicit open competitive proposals for each work order as it becomes required. This is not recommended as it would require extensive additional staff time to process each request, resulting in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring these services on a per-assignment basis would impose an additional burden on the Vendor/Contract Management (V/CM) Department.

An additional alternative is to utilize existing in-house engineering staff to provide the required technical support. This is not feasible as the current budgeted IM&E Department capacity is fully utilized to maintain Metro's existing systems and oversee the acceptance of the new rail lines. Also, there would not be sufficient existing staff to re-assign to provide technical support to the various capital improvement projects concurrently.

**NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE100331000 to HNTB Corporation and AE100331001 to Gannett Fleming, Inc. to provide transit operations engineering support on a task-order basis.

**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

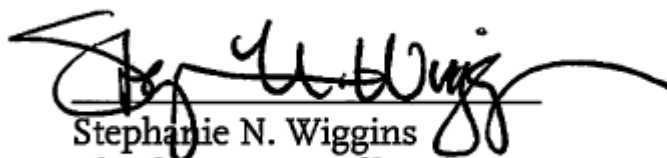
Attachment C - List of Project Uses

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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

TRANSIT OPERATIONS ENGINEERING SUPPORT/AE100331000 AND  
AE100331001

1.	<b>Contract Number: AE100331000 and AE100331001</b>	
2.	<b>Recommended Vendor:</b> HNTB Corporation and Gannett Fleming, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> March 7, 2023	
	<b>B. Advertised/Publicized:</b> March 7 and 14, 2023	
	<b>C. Pre-Proposal Conference:</b> March 21, 2023	
	<b>D. Proposals Due:</b> April 20, 2023	
	<b>E. Pre-Qualification Completed:</b> July 25, 2023	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> April 20, 2023	
	<b>G. Protest Period End Date:</b> November 22, 2023	
5.	<b>Solicitations Picked up/Downloaded:</b> <b>103</b>	<b>Bids/Proposals Received:</b> <b>2</b>
6.	<b>Contract Administrator:</b> Victor Zepeda	<b>Telephone Number:</b> 213.922.1458
7.	<b>Project Manager:</b> Kelvin Zan	<b>Telephone Number:</b> 213.617.6264

**A. Procurement Background**

This Board Action is to approve Contract Nos. AE100331000 and AE100331001 issued in support of transit operations engineering support for the Operations Infrastructure Maintenance and Engineering (IM&E) Department. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a task order firm fixed unit price. The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 36%.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 15, 2023, clarified the period of performance, reiterated that resumes are not part of the proposal page limit, and revised Appendix B to include a listing of Metro's Mega Projects;
- Amendment No. 2, issued on March 20, 2023, clarified items that were excluded from the proposal page limit and replaced the requirement of a Dunn & Bradstreet number;
- Amendment No. 3, issued on March 27, 2023, added Exhibit 15 -Public Works Form and removed the availability section from the Statement of Work for the Project Manager position.

A total of 103 firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal meeting was held on March 21, 2023, and was attended by 40 participants representing 20 firms. Firms were encouraged to form teams and Metro provided a roster of the meeting participants to facilitate partnering.

A total of two proposals were received on April 20, 2023, from the following firms listed below in alphabetical order:

1. Gannett Fleming, Inc.
2. HNTB Corporation

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's IM&E, Rail Transportation, Project Management, and Wayside Systems was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- |  |           |
|--|-----------|
| • Firm's (Prime) Qualifications                | 5 points  |
| • Prime Project Management (PM) Qualifications | 40 points |
| • Prime Skills and Experience                  | 20 points |
| • Proposer's Team                              | 15 points |
| • Effectiveness of Execution Plan              | 20 points |

The evaluation criteria are appropriate and consistent with criteria developed for other similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to technical qualifications. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of May 16, 2023 to July 19, 2023, the PET independently evaluated and scored the technical proposals. Both proposals received were determined to be within the competitive range.

On June 29, 2023, the firms were invited for interviews. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project.

Following the interviews, the PET finalized and submitted their technical scores based on both the written proposal and input received during the interview. On July 19, 2023, the PET completed their evaluation of the proposals.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **Gannett Fleming, Inc.**

Gannett Fleming, Inc. has assembled a team with project management experience as well as experience in areas such as radio communications, transportation systems, train control, traction power, civil/facility design, and construction support.

Gannett Fleming, Inc. demonstrated its depth of resources through a variety of disciplines and is available for deployment when Metro needs arise. The firm's approach has been developed based on previous experience with on-call contracts with various transit agencies, including Metro.

Gannett Fleming, Inc. exhibited in its proposal its familiarity with Metro's policies and codes. The firm brings over 50 years of experience in California working with CPUC, Caltrans, and local agencies such as the City of Los Angeles, and Metro.

#### **HNTB Corporation**

HNTB Corporation provided relevant experience including planning, design, and advanced conceptual engineering for similar Metro projects and has demonstrated an understanding of the work and approach.

HNTB Corporation has proposed individuals with experience in similar on-call transit projects with various transit agencies and are familiar with Metro's systems, policies, and procedures given that the proposed team has demonstrated experience on every Metro rail line beginning in 1990.

HNTB Corporation demonstrated an execution plan, approach, and depth of resources (through employees or subcontractor teams) to facilitate the delivery of the work that includes coordination, a regimented approach to quality, safety, and management of personnel designed to maintain consistent delivery of service.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>HNTB Corporation</b>				
3	Firm's (Prime) Qualifications	96.30	5.00%	4.82	
4	Prime PM Qualifications	95.16	40.00%	38.06	
5	Prime Skills and Experience	96.88	20.00%	19.38	
6	Proposer's Team	97.92	15.00%	14.69	
7	Effectiveness of Execution Plan	96.56	20.00%	19.31	
8	<b>Total</b>		<b>100.00%</b>	96.26	<b>1</b>
9	<b>Gannett Fleming, Inc.</b>				
10	Firm's (Prime) Qualifications	94.40	5.00%	4.72	
11	Prime PM Qualifications	95.31	40.00%	38.12	
12	Prime Skills and Experience	95.63	20.00%	19.13	
13	Proposer's Team	97.50	15.00%	14.63	
14	Effectiveness of Execution Plan	92.50	20.00%	18.50	
15	<b>Total</b>		<b>100.00%</b>	95.10	<b>2</b>

### **C. Cost Analysis**

The recommended unit rates have been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, fact finding, and negotiations.

Each future task order will contain a specific statement of work which will be competed with the recommended firms. Proposals submitted for each task order will be subjected to cost/price analysis, technical evaluation, fact finding, and negotiations to determine the price fairness and reasonableness.

### **D. Background on Recommended Contractors**

#### **GANNETT FLEMING, INC.**

Since 1993, Gannett Fleming, Inc., headquartered in Pennsylvania, with a local office in the city of Los Angeles, has provided engineering services with a specialty in rail-related operation control systems, signal, and communications. Gannett Fleming was established in 1915 and is the incumbent on the current Maintenance of Way engineering support task order contract and is performing satisfactorily.



## **HNTB Corporation**

HNTB Corporation was established in 1914, headquartered in Kansas, and has a local office in Los Angeles. The firm has project experience in highways, intelligent transportation, bridges, construction, and program management, as well as architecture. HNTB Corporation has over 500 employees dedicated to transit and has completed 600 rail/transit projects across the country. Furthermore, HNTB Corporation has experience working with similar transit projects with national and local transit agencies and is currently satisfactorily providing professional services to Metro on the ExpressLanes Projects.

## DEOD SUMMARY

TRANSIT OPERATIONS ENGINEERING SUPPORT / AE100331000 AND  
AE100331001**A1. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an overall 36% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Gannett Fleming, Inc. made a 36% DBE commitment.

In response to a specific Task Order request with a defined scope of work, Gannett Fleming, Inc. will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitments will be determined based on cumulative DBE participation of all Task Orders awarded.

<b>Small Business Goal</b>	<b>36% DBE</b>	<b>Small Business Commitment</b>	<b>36% DBE</b>
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**Prime: Gannett Fleming, Inc.**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Acumen Building Enterprise, Inc.	African American	TBD
2.	Aeon Group LLC	Caucasian Female	TBD
3.	Auriga Corporation	Subcontinent Asian American	TBD
4.	C2PM	Asian Pacific American	TBD
5.	CodeRed Business Solutions Inc.	African American	TBD
6.	Colmena Engineering	Hispanic American	TBD
7.	JMDiaz, Inc.	Hispanic American	TBD
8.	Mammoth Associates, LLC	Caucasian Female	TBD
9.	Martinez Engineering LLC	Hispanic American	TBD
10.	NBA Engineering, Inc.	Caucasian Female	TBD
11.	Pacific Railway Enterprises, Inc.	Caucasian Female	TBD
12.	PacRim Engineering, Inc.	Asian Pacific American	TBD
13.	PBS Engineers, Inc.	Subcontinent Asian American	TBD
14.	Ramos Consulting Services, Inc.	Hispanic American	TBD
15.	Triunity, Inc.	African American	TBD
16.	VST Engineering, Inc.	Hispanic American	TBD
17.	Wagner Engineering & Survey, Inc.	Caucasian Female	TBD
<b>Total Commitment</b>			<b>36%</b>

## **A2. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an overall 36% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. HNTB Corporation made a 36% DBE commitment.

In response to a specific Task Order request with a defined scope of work, HNTB Corporation will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitments will be determined based on cumulative DBE participation of all Task Orders awarded.

<b>Small Business Goal</b>	<b>36% DBE</b>	<b>Small Business Commitment</b>	<b>36% DBE</b>
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### **Prime: HNTB Corporation**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Acumen Building Enterprise, Inc.	African American	TBD
2.	Anil Verma Associates, Inc.	Subcontinent Asian American	TBD
3.	Auriga Corporation	Subcontinent Asian American	TBD
4.	BA Inc.	African American	TBD
5.	Birdi Systems, Inc.	Subcontinent Asian American	TBD
6.	Colmena Engineering	Hispanic American	TBD
7.	Diaz Yourman & Associates	Hispanic American	TBD
8.	Earth Mechanics, Inc.	Subcontinent Asian American	TBD
9.	JMDiaz, Inc.	Hispanic American	TBD
10.	Lenax Construction Services, Inc.	Caucasian Female	TBD
11.	Pacific Railway Enterprises, Inc.	Caucasian Female	TBD
12.	PacRim Engineering, Inc.	Asian Pacific American	TBD
13.	PBS Engineers, Inc.	Subcontinent Asian American	TBD
14.	PEMCCO, Inc.	African American	TBD
15.	Ramos Consulting Services, Inc.	Hispanic American	TBD
16.	Raul V. Bravo + Associates, Inc.	Hispanic American	TBD
17.	RAW International, Inc.	African American	TBD
18.	Ted Tokio Tanaka Architects	Subcontinent Asian American	TBD
19.	Transit Safety & Security Solutions, Inc.	African American	TBD
20.	Triunity, Inc.	African American	TBD

21.	Virginkar & Associates, Inc.	Subcontinent Asian American	TBD
22.	VST Engineering, Inc.	Hispanic American	TBD
23.	Wagner Engineering & Survey, Inc.	Caucasian Female	TBD
<b>Total Commitment</b>			<b>36%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy 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).

**ATTACHMENT C**

**LIST OF SUPPORTED RAIL EXPANSION CAPITAL PROJECTS USES**

<b>Description</b>
G (Orange) Line improvements, East San Fernando Valley, Division 20 Portal Widening Turnback, D (Purple) Line Extension Phase 1, D (Purple) Line Extension Phase 2, D (Purple) Line Extension Phase 3, Sepulveda Transit Corridor, Airport Metro Connector (AMC) Station, Foothill Extension Phase 2B, C (Green) Line Extension to Torrance, E Line Eastside Extension to Whittier, West Santa Ana Branch, I-105 Express Lanes, Metro Link Union Station, Rail to Rail Construction, Metro Center Street

**SAMPLE LIST OF SUPPORTED JOINT DEVELOPMENT PROJECTS USES**

<b>Description</b>
1 <sup>st</sup> /Lorena (A Community of Friends), 1 <sup>st</sup> /Soto (Bridge Housing/ELACC), Vermont/Santa Monica (Little Tokyo Service Center), North Hollywood, Taylor Yard – Lot 9, Expo/Crenshaw, Duarte, Chavez/Fickett, Peabody Werden, Mariachi Plaza, Westlake/MacArthur Park, Little Tokyo/Arts District.

**SAMPLE LIST OF SUPPORTED MAJOR SGR CAPITAL PROJECTS USES**

<b>Description</b>
System-wide Radio Communication System Replacement/upgrade
C Line Overhead Catenary System Replacement
C Line Traction Power Substation Replacement
C Line Mainline Track Fasteners Replacement
C Line Mainline Turnout Track Ties Replacement
C Line Harbor Hump Direct Fixation Replacement
New ROC/BOC
Metro Call Point Security Blue Light Call Boxes
Elevator and Escalator Replacement Project
B Line Fire Alarm System Replacement
B & D Lines Intrusion Detection System Enhancement for Stations Ancillary areas and Emergency Exit doors,
D Line Track and Tunnel Intrusion Detection System
B & D Lines Tunnel and Station Ventilation Fan Replacement
A & E lines Tunnel Lighting Replacement
System-wide Fiber Optic Cable/Communication System Replacement
B & D Lines Traction Power Substations
B & D Lines Station Power (Aux. System)
B & D Lines UPS Replacement
System-wide Corrosion Protection System Replacement
Gold Line (A Line) OCS Weight Poles Spring Tension Units Replacement

B & D Lines Train Control Vital Processor and Track Module Upgrade
Train Control System Refurbishments and Upgrades (switch machines, signals, gate mechanisms, track circuits, and vital relays)
Bus and Rail O&M Facility Renovations and Improvements (shop equipment, vehicle hoists, cranes, wheel truing machines, wheel press, turntable, blow-down equipment, car washing systems, roof replacements, property fencing, yard pavements, etc.)
Union Station Gateway (USG) building renovations and improvements (heating, ventilation and air conditioning, plumbing, ITS data center, lighting, electrical distribution, and grounding)
Bus and USG Facility Fire Alarm / Fire Suppression / Fire-Life Systems
Emergency Generators and UPS Battery Replacements for critical wayside systems (fire-life / com systems / train control / grade crossings)
Replacements of railroad tracks, turnouts, and fasteners
Upgrade of various SCADA systems
Grade Crossing Refurbishments
Service-wide CCTV Upgrades and Additions
Light Rail Speed Improvements
System Security and Law Enforcement projects
Electric Vehicle Charging Infrastructure Additions
Customer Experience - Passenger Station Improvements
Refer to FY24 Budget Book Capital Improvement Program Project Lists under the Bus Facilities Improvements, Rail Facilities Improvements and Wayside Systems Sections