



Board Report

File #: 2024-0373, **File Type:** Contract

Agenda Number: 12.

**CONSTRUCTION COMMITTEE
JULY 17, 2024**

SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost plus fixed fee Contract No. AE120356 to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed \$50,000,000 for the base three-year term, and \$10,000,000 for each of the two, one-year options, for a total contract value not to exceed \$70,000,000, subject to resolution of any protest(s), if any; and
- B. ISSUE individual Task Orders and modifications within the Board approved contract amount.

ISSUE

Metro’s staff engineers, architects and CADD designers in the Engineering Group are fully engaged supporting our current Major Rail Transit Projects (Purple Line Sections 1, 2, and 3), East San Fernando Valley Light Rail Transit Project, Airport Metro Connector, Foothill Extension, Metro Center Project, Division 20 Portal Widening, Metro G Line Improvements Project, Link Union Station (Link US), North Hollywood to Pasadena BRT and numerous other capital improvement and state of good repair projects.

In addition, the major transit capital expansion programs within Measure M have added a considerable workload to the Metro Engineering group with many projects that will shortly be transitioning towards or moving into the Program Management phase such as the C-Line Extension, the Southeast Gateway Line, Sepulveda Transit Corridor, and the Eastside Phase II projects, as examples.

In order to move Metro’s ambitious transit expansion programs forward, supplemental engineering services are required.

BACKGROUND

The existing Supplemental Engineering Services (SES) contract (Contract No. AE59600) will expire on July 25, 2024. The authorized funding for this existing contract has almost reached its limit. This new SES contract will enable Metro the flexibility to supplement internal resources on an as-needed basis for the work detailed below, when the Engineering Group either does not have sufficient capacity or lacks the expertise necessary to perform a particular task in a timely manner. Metro Engineering staff does not possess the resources or, in some cases, technical expertise to carry out certain specialized tasks such as Traffic Control Plans, three-dimensional nonlinear soils-structure interaction analysis, Noise and Vibration Control, or Corrosion Control. There is not currently a need for full-time resources for those specific specialties since they are required intermittently. Therefore, it is more efficient to use consultants on an as-needed basis.

DISCUSSION

Metro Engineering has developed this SES Contract to supplement Metro's engineering efforts. The recommended SES consultant team is capable of supporting Metro's engineering group's technical disciplines. This Contract will be issued for a term of three years with two, one-year optional extensions, that may be exercised in the future, for a maximum total duration of five years. The Procurement Summary for this Contract is included as Attachment A.

The three year base contract amount of \$50,000,000 with two one-year \$10,000,000 options was determined based on staff analysis of historical spending rates for contracted supplemental engineering services, project specific analysis based on individual project needs, and historical spending for unanticipated or unplanned engineering needs. This SES contract will be used to perform tasks planned for all of our projects over the next five years, as well as unforeseen tasks that engineering cannot perform in-house either due to lack of sufficient staff or expertise. The expected tasks include providing engineering services for the C-Line Extension, Southeast Gateway Line (SGL), Sepulveda Transit Corridor, the Eastside Phase II project, and the Rail Operations Control/Bus Operations Control (ROC/BOC) project, as examples. Staff also have additional task orders and engineering needs that will carry over from our incumbent SES contract due to contract expiration and financial limitations on the contract. Examples of such task orders include the C-line Platform Extensions, SGL Advanced Engineering, and the development of a Building Information Modeling (BIM) policy for Metro projects. The SES contract will also be used to deliver unforeseen engineering design requests. With the 2028 Olympics on the horizon, staff expects to receive several of these types of requests from various departments and this contract will assist staff in providing these required engineering resources.

This Contract called for proposers to demonstrate their capabilities and technical expertise listed in the Scope of Services included in the RFP. The technical proficiencies required for this SES contract (AE120356) are very comprehensive and include all engineering and specialties disciplines that Metro may require in support of its projects. These include, but are not limited to, the following:

General Services

1. Preliminary and Final Design of Transit Rail Projects.
2. Design Review Support & Coordination for CIP projects & other special projects.
3. Production of Project Status, Technical and Engineering Reports.
4. Design of Structures, Stations and Guideways.
5. Facilities/Systems Interface Coordination.
6. Surveying Services.
7. Cost Estimating.
8. Intra/Inter Disciplinary Coordination.
9. Scheduling and Cost Management for Task Orders.
10. Post Design Services including Bid and Design Support during Construction.
11. Administrative Tasks associated with General Engineering Support Services.

Specific Rail Facilities and Third Party Utility Design Services:

12. Engineering Services for Review and Approval of Metro Projects.
13. Development of Technical Specifications, Drawings and Reference Documents.
14. Engineering Services for support of Metro Rail Operations and Maintenance.
15. Land Surveying and Legal Description.
16. Potholing.
17. Geotechnical Services, Borings and Reports.
18. Civil & Utility Engineering
19. Drainage Design and Hydraulic Calculations.
20. Structural Engineering.
21. Bridges and Aerial Structure Design.
22. Tunnels, Trenches and Underground Station Design.
23. Track Work Engineering, Plan and Profile.
24. CPUC Grade Crossing Application including attendance at field diagnostic meetings.
25. Yard and Shop Rail Maintenance Facility Design.
26. Architectural Design.
27. Station Site Development.
28. Urban Design Integration.
29. Landscape Architecture.
30. Traffic Control Plans including Striping Drawings and Signal Drawings.
31. CADD and MicroStation Drawings.
32. BIM Services and Training.
33. Project Presentation including Three-Dimensional Rendering.
34. Corrosion Control Measures and Cathodic Protection.
35. Value Engineering and Cost Reduction.
36. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
37. Other engineering or technical discipline not listed above that is ancillary to the Statement of Work and consistent with the general requirements of an approved Task Order.
38. Mechanical design including HVAC and emergency ventilation.
39. Electrical Design.
40. Plumbing Design.
41. Fire Protection Design
42. Third party support services as it relates to relocation of utilities and general third party civil

related elements

DETERMINATION OF SAFETY IMPACT

This SES Contract is not directly related to a specified safety issue. However, the services provided via this SES Contract augment internal resources and, thus generally supports safety initiatives.

FINANCIAL IMPACT

As specific engineering design or support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.

Since this is a multi-year project, the Chief Program Management Officer, Project Managers and respective Cost Center Managers will be responsible for budgeting for costs of future task orders related to this contract.

Impact to Budget

The funding for the task orders is provided by the specific project requiring the services. The sources for these funds are in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. Many of the state of good repair projects are funded with local funding sources that are eligible for rail and bus operations.

EQUITY PLATFORM

The Supplemental Engineering Services Contract provides Engineering, Design and Specifications, including Final Design of Transit Rail and Tunnel Projects and associated facilities for various Metro projects throughout the County of Los Angeles, including in many Equity Focus Communities (EFC). These services are essential for the support and on-time delivery of Metro projects that serve Metro customers. All services supported by this contract help avoid project delays and promote cost saving measures to effectively deliver the projects and provide greater access and mobility.

The Diversity and Economic Opportunity Department (DEOD) established overall 33% Disadvantaged Business Enterprise (DBE), 30% Small Business Enterprise (SBE), and 3% Disabled Veteran Business Enterprise (DVBE) goals for this solicitation. HDR met the goals by making overall 33% DBE, 30% SBE, and 3% DVBE commitments. In Attachment B, the Diversity and Opportunity Department (DEOD) has listed a summary of the DBE, SBE and DVBE subconsultants. There are 21 DBE, 21 SBE, and 3 DVBE firms in the HDR team. Further, HDR is participating in Metro's Mentor-Protégé Program (MPP) as part of the Contracting Outreach and Mentoring Plan (COMP) and has committed to mentoring at least four firms (two DBE firms, one SBE firm, and one DVBE firm) on this contract.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's Strategic Plan Goal 1. By supporting the recommendation for HDR Engineering, Inc. to provide supplemental engineering services, the Board is supporting Strategic Plan Goal 1, which promotes trip reliability, reduces trip disruptions as well as deliver of

world-class transit service by ensuring our transit assets are in a state of good repair.

ALTERNATIVES CONSIDERED

1. Solicit qualifications proposals for each individual task when the requirement arises. This alternative is not recommended as it would require extensive additional staff time to process each individual task and would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose a significant additional burden on the Engineering and Vendor/Contract Management departments.
2. Utilize existing engineering staff to provide the required technical support. This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major, CIP, and SOGR projects. Due to these commitments, it is anticipated that the current staff will be challenged to provide the necessary additional technical support required for the up-coming capital projects which is under concurrent development. If this alternative were exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such an action is not practical nor cost-effective.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE120356 with HDR Engineering, Inc. for Supplemental Engineering Services. Specific task orders will then be issued on an as needed basis.

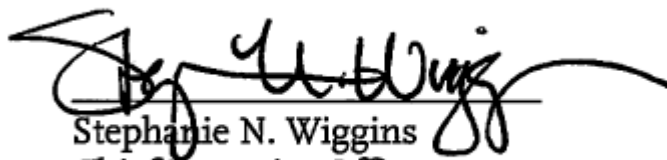
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SUPPLEMENTAL ENGINEERING SERVICES (SES) / TRANSIT RAIL PROJECTS CONTRACT NO. AE120356

1.	Contract Number: AE120356	
2.	Recommended Vendor: HDR Engineering, Inc.	
3.	Type of Procurement (check one): <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.	Procurement Dates :	
	A. Issued : February 16, 2024	
	B. Advertised/Publicized: February 16, 2024	
	C. Pre-Proposal Conference: February 29, 2024	
	D. Proposals Due: April 16, 2024	
	E. Pre-Qualification Completed: June 3, 2024	
	F. Conflict of Interest Form Submitted to Ethics: April 23, 2024	
	G. Protest Period End Date: July 22, 2024	
5.	Solicitations Picked up/Downloaded: 63	Proposals Received: 1
6.	Senior Contract Administrator: Stephen Tsang	Telephone Number: 213-922-7125
7.	Project Manager: Moshik Mah	Telephone Number: 213-922-3074

A. Procurement Background

This Board Action is to approve the award of Contract No. AE120356, Supplemental Engineering Services/Transit Rail Projects, to provide supplemental engineering design, and other related support services, as well as supplementing the Metro Engineering Department's resources, in support of Capital projects, and State of Good Repair (SOGR) projects for Rail Transit. The resultant Contract, when awarded, will be Federal, state and locally funded and is subject to fiscal year funding.

Board approval of the contract award is subject to resolution of any properly submitted protest(s), if any.

The Scope of Services (SOS) is to supplement Metro Program Management - Engineering Department's resources in providing services in architectural and engineering design for the Metro Bus and Rail Facilities related capital improvement projects, engineering feasibility studies, code analysis and to develop basis for design, support design review, check calculations, review and respond to RFI's, conduct construction inspections, surveying services, geotechnical studies, and underground utility identification.

The Request for Proposals (RFP) was issued on February 16, 2024 as an Architectural and Engineering (A&E), qualifications-based procurement performed in accordance with Metro's Acquisition Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering services. The

contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of three years, plus two, one-year options.

A virtual pre-proposal conference was held on February 29, 2024. A total of 63 individuals from various firms downloaded the RFP and were included on the planholder's list. A total of four questions were submitted during the solicitation period and responses were released to all firms that obtained the RFP, prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP on March 1, 2024, to revise the Notice of Invitation, to add the DEOD COMP requirement and to replace Exhibit K – Contract Compliance Manual (Non-Fed) with 20-13 88 Contract Compliance Manual (Non-Fed).

Only one proposal was received on April 16, 2024, from HDR Engineering, Inc.

A market survey was conducted to ascertain the reasons why only one proposal was submitted. A total of 31 potential primes were contacted. The responses indicated that potential firms were either too busy with their other projects or not able to identify the right project manager and key personnel to execute the work to Metro standards and expectations. Some of the firms advised they did not have the appropriate resources at the time to submit a proposal as a prime.

The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Major Capital Project Engineering, Art Asset Management & Cultural Programming, and Systems Engineering departments was convened and conducted a comprehensive evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and the associated weights:

- Experience and Capabilities of Firms on Consultant's Project Team 30%
- Personnel's Skill and Experience 25%
- Effectiveness of Management Plan 25%
- Understanding of Work and Appropriateness of Approach for Implementation 20%

The evaluation criteria are appropriate and consistent with criteria developed for other A&E procurements. Several factors were considered when developing the weights, giving the greatest importance to the Experience and Capabilities of Firms on Consultant's Project Team.

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

The PET independently evaluated and scored the technical proposal and determined that HDR met the requirements of the RFP and is technically qualified to perform the services as outlined in the Scope of Services.

The final scoring was based on evaluation of the written proposal and clarification received from the Proposer. The recommended firm is the incumbent consultant and the only proposer, so an oral presentation/interview was determined to be unnecessary.

The results of the final scoring are shown below:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
HDR Engineering, Inc.				
Experience and Capabilities of Firms on Consultant's Project Team	94.89	30.00%	28.47	
Personnel's Skill and Experience	95.87	25.00%	23.97	
Effectiveness of Management Plan	94.27	25.00%	23.57	
Understanding of Work and Appropriateness of Approach for Implementation	98.17	20.00%	19.63	
Total		100.00%	95.64	1

* Weighted scores are rounded to the nearest second decimal point.

Qualifications Summary of Firm:

The proposed team demonstrated a thorough and comprehensive understanding and experience in all areas of the Scope of Services (SOS), staff allocation and the ability to manage change. The Proposal demonstrated extensive experience with Design and Engineering Services and a solid understanding of the major challenges. The proposed team has a wide range of professional engineering experience on numerous Metro Rail, Bus and Highway projects as well as similar projects of the same size and complexity. HDR provided a detailed organization chart with all key and supporting personnel roles, as well as a detailed project management approach with demonstrated successful cost and schedule controls listed in their showcased projects. The Proposal demonstrated their past experience working with MRDC and Metro specifications, representing their ability in utilizing Metro's MRDC in their design work. The proposer clearly identified their major engineering disciplines where services of this contract will be required. The proposal demonstrated their management approach on how they address and plan for potential hazards and training requirements.

C. Cost Analysis

Only Direct Labor Hourly Rates, Indirect Cost Rates, Other Direct Costs and Subconsultant rates were requested in the RFP. A cost analysis of those elements of cost was performed in accordance with Metro's Acquisition Policies and Procedures. All the cost factors were determined to be fair and reasonable. Metro negotiated and established provisional indirect cost rates as appropriate, in order to prevent any unnecessary delay in contract award. Metro also negotiated a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the scope of services for each Task Order, during the contract term.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, in accordance with Federal Acquisition Regulation (FAR) Part 31. The provisional indirect cost rates will be audited annually for the term of the contract and are subject to retroactive adjustments upon completion of any audits. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve-month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

D. Background on Recommended Contractor

HDR Engineering, Inc. is a full-service engineering, architecture, and planning firm since 1917, with expertise in Trackwork, Stations and Facilities, Civil and Traffic, Bridges and Structures, Underground structures, Geotechnical, HVAC, MEP, and Fire Protection, Third-Party/Utilities Design and Technical Support Services.

HDR is currently providing SES to Metro's Transit Program through a 5-year contract supporting major transit capital and maintenance projects. Major Task Orders issued include: 1. WSAB Transit Corridor; 2. C Line Platform Extension and Station Improvements; 3. Centinela/Florence Ave Grade Separation; 4. Patsaouras Plaza Pedestrian Bridge and Walkway; 5. VA Parking Structure; 6. I-210 Barrier Replacement Structural Analysis and Value Analysis Study Report; 7. MRDC Updates; 8. Station Public Art Integration and Trackwork; 9. A line Bridge Live Load Analysis; 10. Update to Metro Baseline Specifications; 11. Rosecrans/Marquardt Grade Separation Independent Design check.

HDR is headquartered in Omaha, Nebraska, and has a local office in downtown Los Angeles, CA.

DEOD SUMMARY

**SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE
CONTRACT / AE120356**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall thirty-three percent (33%) Disadvantaged Business Enterprise (DBE) goal for all task orders funded with federal dollars or an overall thirty percent (30%) Small Business Enterprise (SBE) goal and three percent (3%) Disabled Veteran Business Enterprise (DVBE) goal on all task orders funded with state, local, and or Measure M dollars. Proposers were encouraged to form teams that included DBE, SBE, and DVBE firms without schedules or specific dollar commitment to designated subcontractors.

HDR Engineering, Inc. met the goals by making an overall 33% DBE commitment, and an overall 30% SBE and 3% DVBE commitment. When a task order is issued, HDR will be required to identify the scope of work and dollar amount(s) committed to each subcontractor. Overall DBE, SBE and DVBE participation will be based on the aggregate value of all task orders awarded.

Small Business Goal	33% DBE 30% SBE 3% DVBE	Small Business Commitment	33% DBE 30% SBE 3% DVBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Amheart Solutions	Asian Pacific American	TBD
2.	Anil Verma Associates, Inc.	Subcontinent Asian American	TBD
3.	Arellano Associates, LLC	Hispanic American	TBD
4.	Auriga Corporation	Subcontinent Asian American	TBD
5.	Claris Strategy, Inc.	Asian Pacific American	TBD
6.	D'Leon Consulting Engineers	Hispanic American	TBD
7.	Earth Mechanics, Inc.	Subcontinent Asian American	TBD
8.	FMG + Company	Subcontinent Asian American	TBD
9.	FPL and Associates, Inc.	Asian Pacific American	TBD
10.	IDC Consulting Engineers, Inc.	Asian Pacific American	TBD
11.	Lenax Construction Services, Inc.	Caucasian Female	TBD
12.	MA Engineering	Hispanic American	TBD
13.	Martini Drilling Corporation	Hispanic American	TBD
14.	Ramos Consulting Services, Inc.	Hispanic American	TBD

15.	Saylor Consulting Group, Inc.	Caucasian Female	TBD
16.	Suenram & Associates, Inc.	Caucasian Female	TBD
17.	T&T Public Relations, Inc.	Black American/ Hispanic American	TBD
18.	V & A, Inc.	Hispanic American	TBD
19.	VN Tunnel and Underground, Inc.	Asian Pacific American	TBD
20.	Yunsoo Kim Design, Inc.	Asian Pacific American	TBD
Total DBE Commitment			33%

	SBE Subcontractor	Local (Los Angeles County)	Non-Local	% Committed
1.	Amheart Solutions		X	TBD
2.	Anil Verma Associates, Inc.	X		TBD
3.	Arellano Associates, LLC		X	TBD
4.	Claris Strategy, Inc.	X		TBD
5.	Conaway Geomatics		X	TBD
6.	D'Leon Consulting Engineers	X		TBD
7.	Earth Mechanics, Inc.		X	TBD
8.	FMG + Company		X	TBD
9.	FPL and Associates, Inc.		X	TBD
10.	Geo-Advantec, Inc.	X		TBD
11.	Guida Surveying, Inc		X	TBD
12.	IDC Consulting Engineers, Inc.		X	TBD
13.	Lenax Construction Services, Inc.	X		TBD
14.	MA Engineering	X		TBD
15.	Ramos Consulting Services, Inc.	X		TBD
16.	RSE Corporation	X		TBD
17.	Suenram & Associates, Inc.	X		TBD
18.	T&T Public Relations, Inc.	X		TBD
19.	V & A, Inc.	X		TBD
20.	VN Tunnel and Underground, Inc.	X		TBD
21.	Yunsoo Kim Design, Inc.		X	TBD
Total SBE Commitment				30%

	DVBE Subcontractor	Local (Los Angeles County)	Non-Local	% Committed
1.	Conaway Geomatics		X	3%
Total DVBE Commitment				3%

B. Local Small Business Preference Program (LSBE)

The LSBE preference was not applicable to this A&E procurement. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Contractor Outreach and Mentoring Plan (COMP)

Forty-five (45) days after the contract award, HDR Engineering, Inc. must submit a detailed COMP evidencing how it will achieve its listed commitment through the utilization of DBE/SBE/DVBE firms for the project. The COMP will be reviewed and approved by Metro.

D. 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.

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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). Trades that may be covered include surveying, field, soils and materials testing, flagman, and other support trades.

F. Project Labor Agreement/Construction Careers Policy

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



Supplemental Engineering Services (SES) Consultant Service Contract



Metro

July 2024

Issue/Background Information

- Metro's Staff engineers, architects and CADD designers are fully engaged supporting our current on-going Major Rail Transit projects
- Many projects will shortly be moving to Program Management phase that will require Engineering group's support
- This contract will be used to supplement internal resources on an as needed basis when:
 - Engineering group does not have sufficient capacity to respond to the project needs
 - Lack of in-house expertise
 - Respond to unexpected urgent project requests
- To meet this demand, supplemental engineering services are required.

Evaluation Criteria and Evaluation Score – Single Proposer

Single Proposer HDR Engineering	Evaluation Criteria Factor Weight	Weighted Average Score
Experience and Capabilities of Firms on Consultant's Project Team	30.00%	28.47%
Personnel's Skill and Experience	25.00%	23.97%
Effectiveness of Management Plan	25.00%	23.57%
Understanding of Work and Appropriateness of Approach for Implementation	20.00%	19.63%
Total	100%	95.64%



DEOD Goal: DBE 33%; SBE 30%; DVBE 3%

HDR Commitment: DBE 33%; SBE 30%; DVBE 3%

Award Professional Services Contract

- Authorize the CEO to award a cost plus fixed fee Contract to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed \$50,000,000 for the base three-year term
- Two, one year extension options for \$10,000,000 each
- Maximum total duration: 5 years
- Total contract value not to exceed \$70,000,000