



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0986, File Type: Contract

Agenda Number: 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 16, 2026

SUBJECT: METRO STRUCTURES AND FACILITIES INSPECTIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of \$13,293,420 for the four-year base term, \$6,549,640 for the first two-year option, and \$7,120,053 for the second two-year option, for a total amount of \$26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

ISSUE

Metro requires architectural and engineering services to conduct inspections of structures and facilities to maintain a State of Good Repair (SGR). These services are necessary to comply with oversight from the Federal Transit Administration (FTA), the California Public Utilities Commission (CPUC), as well as adhere to American Public Transportation Association (APTA) standards. Specifically, Metro must provide documented evidence of structural integrity for all guideways, elevated viaducts, bridges, and tunnels to satisfy state safety mandates, while also providing precise condition data for the National Transit Database (NTD) to remain compliant with FTA Transit Asset Management (TAM) rules. The contractor will provide accurate and actionable data to inform long-range capital planning and annual budgeting decisions.

BACKGROUND

Metro's Enterprise Transit Asset Management (ETAM) Department was formally established in 2015 within the Risk, Corporate Safety, and Asset Management Cabinet to develop and administer a Metro-wide integrated asset management program. The FTA's Final TAM Rulemaking: 49 CFR Parts 625 and 630 Final Rule, requires transit agencies to conduct inspections of locations, facilities, and other assets. Additionally, both the CPUC and APTA require comprehensive inspections for transit structures.

This contract will provide Metro with improved capabilities to maintain a SGR and deliver the data to fully comply with these regulations. This includes information required to report to the NTD annually on facility asset inventories, conditions, and performance, as well as data to help prioritize SGR

projects for renewing existing assets. Since 2017, ETAM has issued separate contracts for structures and facilities inspections to comply with all regulatory requirements. This recommendation combines the previous contracts into one more efficient package.

DISCUSSION

To ensure that the assets required for safe operation of the rail and bus system are kept in good repair, it is necessary to provide periodic inspections of each structural and facility asset. To fulfill this commitment while advancing the strategic goal to provide responsive, accountable, and trustworthy governance within the Metro organization, this contract consolidates previously separate structural and facility inspection agreements into a comprehensive contract. .

By streamlining internal operations, this unified approach eliminates an approximate 10% overlap in redundant inspections and reduces parallel administrative burdens, such as labor compliance and safety planning thereby maximizing the utility of public funds. The duration of this contract provides for all required inspections to be fully executed during the base contract. Furthermore, this consolidated strategy facilitates strict compliance with the TAM Rulemaking and A-15 Facilities condition reporting. Maintaining alignment with these federal mandates secures Metro's ongoing eligibility for Federal Grant funding, demonstrating accountable governance by constraining long-term expenses while protecting critical agency resources.

Findings

Professional engineers are required to perform structural evaluations, identify defects, recommend mitigation strategies for any identified flaws, and provide condition assessments for Metro's TAM program.

Considerations

All inspections must comply with requirements from the CPUC, Federal Highway Administration , and National Bridge Inspection Standards , among others.

Key components of the scope include:

- **Physical Inspections:** Mandatory physical inspection of locations identified in the contract, including rail stations and maintenance yards.
- **Condition Ratings:** Assigning ratings using the Transit Economic Requirements Model (TERM 1.0 - 5.0) scale.
- **Technology Integration:** Utilizing specialized tools and ensuring all data is compatible with Metro's platforms and structural defect tracking database.
- **Personnel Requirements:** The team must be led by a professional Structural Engineer registered in California with at least ten years of experience which is consistent with industry best practices.

DETERMINATION OF SAFETY IMPACT

In order to comply with Federal regulations, Metro must evaluate the condition of locations that have a potential safety impact. The structures, facilities, and assets in this statement of work will be inspected, assessed, and given a condition rating consistent with the FTA TERM rating scale. The ratings and identified defects will be utilized to determine the need for targeted repairs to support safety and continuing SGR. Further, regular, rigorous inspections of bridges, tunnels, and stations identify potential structural deficiencies before they become hazardous to patrons.

FINANCIAL IMPACT

Funding of \$2,953,914 for this action is included in the FY27 Adopted Budget, in cost center 6821, Asset Management (AM), under project 405605 - Cust. Facility State of Good Repair.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funding for this action is PA, PC, TDA Administration that is not eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

Regular inspections specifically target the condition of facility components and accessible features (such as elevator hoist ways, ramps, wayfinding assets, and signage) to remain in strict compliance with Title 49 of the Code of Federal Regulations requirements. This enables members of the public, particularly those with disabilities or mobility challenges, to have reliable and dignified access to the transit system. By utilizing objective condition data, Metro can direct critical repairs and rehabilitation projects to facilities across Metro's service area, including in Equity Focus Communities (EFCs) where transit dependency is highest. This strategy works to mitigate the risk of deferred maintenance for public infrastructure in these areas, providing a consistent quality of service regardless of geographic or socioeconomic factors.

The Diversity and Economic Opportunity Department did not establish Disadvantaged Business Enterprise (DBE) participation goal for this procurement. The U.S. Department of Transportation has issued an Interim Final Rule that makes changes to the DBE Program, including suspension of goals, counting of DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are five certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national

averages, the lowest in the Southern California Area Government (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

VMT has already been analyzed for this item through an evaluation of the program's role in maintaining the State of Good Repair (SGR) for the regional transit network. The result of this analysis was that there was no impact on VMT, as the item did not exceed any thresholds for inducing new vehicle travel. This impact conclusion is based on the fact that this is a maintenance and inspection contract designed to ensure the continued reliability and safety of existing transit infrastructure. By preventing service disruptions and maintaining a safe environment for commuters, the project supports the retention and growth of transit ridership, which is consistent with Metro's goal of reducing overall VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Structures and Facilities Inspections project is fundamental to supporting Goal 1): "Provide high-quality mobility options that enable people to spend less time traveling." By performing regular, rigorous inspections of structures, facilities, and trackable assets, Metro can identify and mitigate potential deficiencies before they escalate and impact revenue service. This proactive inspection strategy supports the reduction of unplanned service disruptions, so that Metro's transit network remains an efficient and reliable alternative to private vehicle travel.

This project also directly aligns with Goal 2): "Deliver outstanding trip experiences for all users of the transportation system by focusing on the condition and performance of the assets passengers interact with daily." The scope involves assigning Transit Economic Requirements Model (TERM) ratings to facilities, which documents that stations, lighting, and environmental systems are maintained at high industry standards. By verifying through expert review that these systems are functional, safe, and reliable, Metro provides a more comfortable and predictable environment, directly improving the overall quality of every passenger's journey.

Finally, the project also plays a critical role in Goal 3): "Enhance communities and lives through mobility and access to opportunity by ensuring that infrastructure improvements are distributed equitably across the region." Regular inspections provide the objective data needed to prioritize renewal projects in communities that are most dependent on public transit. Furthermore, by specifically auditing accessible features like elevator hoist ways, and ramps for federal compliance, the project guarantees that all community members, particularly those with mobility challenges, and those residing in EFC's, have consistent and reliable access to essential services and economic opportunities.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. The Board may approve separate parallel contracts for facilities and structures. This alternative is not recommended due to the 10% redundancy in site inspections and duplicative administrative requirements, which could add undue costs over this eight-year contract. This model requires redundant efforts for labor compliance, certified payroll, and an overlap of inspections and project management plans. Operationally, it would create difficulties for Metro Operations by requiring duplicative track allocation requests and redundant requests for support at locations recently visited by another contractor.

2. Hire approximately seven additional FTEs and specialized certifications that the project team currently does not have. This alternative is not recommended because a critical drawback to this approach would be the inability to leverage external expertise. Relying solely on internal staff would eliminate access to third-party experts and independent contracted structural engineers who provide an essential objective review of inspection reports. Furthermore, internalizing the work would remove the specialized insights of industry professionals who focus on niche areas. Finally, relevant qualified candidates would be required, and these positions would be designated as “hard to fill.” Candidates with the necessary experience, expertise, and certifications equivalent to those proposed by the contractor are not readily available, therefore this staffing issue would potentially delay commencement of inspections, and Metro could not guarantee the ability to successfully complete all inspections as required.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE138681000 with Atlas Technical Consultants, Inc. to provide inspection services for Metro’s structures, facilities, and related assets.

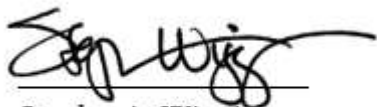
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Denise Longley, Executive Officer, Administration, (213) 922-7294
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Vicente Pena, Project Manager, Transit Asset Management, (213) 922-5542
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO STRUCTURES AND FACILITIES INSPECTIONS/AE138681000

1.	Contract Number: AE138681000	
2.	Recommended Vendor: Atlas Technical Consultants (CA), Inc.	
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☒ RFP-A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued: December 30, 2025	
	B. Advertised/Publicized: December 30, 2025	
	C. Pre-Proposal Conference: January 7, 2026	
	D. Proposals Due: February 19, 2026	
	E. Pre-Qualification Completed: March 30, 2026	
	F. Ethics Declaration Forms submitted to Ethics: February 19, 2026	
	G. Protest Period End Date: July 21, 2026	
5.	Solicitations Downloaded: 109	Bids/Proposals Received: 2
6.	Contract Administrator: Greg Baker	Telephone Number: (213) 922-7577
7.	Project Manager: Vicente Pena	Telephone Number: (213) 922-5542

A. Procurement Background

This Board action is to approve Contract No. AE138681000 to provide comprehensive, detailed inspections of Metro's vital structural infrastructure, facilities and assets. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On December 30, 2025, Request for Proposals (RFP) No. AE138681 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 14, 2026, extended the due date for questions and proposal submission; provided clarification regarding the submittal requirements and updated Appendix D (Base Contract Locations, Facilities & Assets) of Exhibit A - Scope of Services.

A total of 109 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on January 7, 2026, and was attended by 32 participants representing 19 firms. There were 29 questions received, and responses were issued prior to the proposal due date.

A total of two proposals were received by the proposal due date of February 19, 2026, and are listed below in alphabetical order:

1. Atlas Technical Consultants (CA), Inc.
2. Morgner Construction Management

Staff conducted a market survey of the planholders to determine why no other proposals were received. Responses from firms included:

- The firm does not have a full-time engineer that can be dedicated to Metro's project. They considered subcontracting opportunities, but were unable to find a firm to team up with.
- Metro's project is too big for the firm to prime since they are a small business with 20 employees. Additionally, the firm is based in Fresno and have not been too involved with projects in LA; but they will be actively seeking subcontracting opportunities on future Metro projects.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Asset Management, Planning, Construction Management, and Project Management was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I: Minimum Qualifications Requirements: Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

1. Proposer must be registered with the California Department of Industrial Relations (DIR) and demonstrate compliance with Prevailing Wage requirements.
2. Proposer and/or each member of the Proposer's team must have a minimum of five years of experience conducting similar/comparable projects as described in the Scope of Services (SOS).
3. Proposer and/or the Proposer's team must have a structural engineer registered in California with ten years of civil structural design and inspection experience.

The PET deemed that both proposals met the Phase I Minimum Qualifications Requirements and continued with the Phase II Weighted Evaluation based on the following criteria:

- | | |
|---|-----|
| • Work Plan and Approach | 45% |
| • Qualifications and Availability of Proposed Staff | 24% |
| • Quality of Safety Approach | 10% |

- Proposer's Inspection Experience 12%
- Software and Technology 9%

Several factors were considered when developing these weights, giving the greatest importance to the work plan and approach.

This is an Architectural and Engineering (A&E), qualifications-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

From February 25, 2026, through March 9, 2026, the PET independently evaluated and scored the technical proposals. Both firms were invited to a virtual interview on March 9, 2026 and had an opportunity to present their team's qualifications, discuss their technical approach, and respond to the PET's questions.

At the conclusion of the evaluation process, the PET determined Atlas to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Atlas Technical Consultants (CA), Inc.

Atlas Technical Consultants (CA), Inc. (Atlas) has been in business for over 15 years and provides professional testing, inspection, engineering, environmental and consulting services for California-based public works, environmental, and engineering projects. Atlas demonstrated a high level of competence and experience in the technical requirements of the scope of services. Atlas has assembled a specialized team of experts and partnered with subcontractors who demonstrate understanding of governing industry standards, including National Bridge Inspection Standards (NBIS), APTA, and FTA Transit Asset Management mandates. This regulatory expertise allows Atlas and its team to translate field observations into actionable rehabilitation and maintenance recommendations that will directly support Metro's state of good repair.

The Atlas team has supported infrastructure inspections and site assessments for transportation agencies and cities such as Caltrans, Brightline West High-Speed Rail, City of Portland, King County Metro, Seattle City Light Department, City of Tacoma, and Metro.

Morgner Construction Management

Morgner Construction Management, based in Los Angeles, CA, has been in business for over 15 years with expertise in structural inspections and facilities condition assessments. Public sector clients include Orange County Transportation Authority (OCTA), Los Angeles World Airports (LAWA), Caltrans, and Metro.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Atlas Technical Consultants (CA), Inc.				
3	Work Plan and Approach	85.51	45.00%	38.48	
4	Qualifications and Availability of Proposed Staff	83.33	24.00%	20.00	
5	Quality of Safety Approach	80.80	10.00%	8.08	
6	Proposer's Inspection Experience	81.67	12.00%	9.80	
7	Software and Technology	80.00	9.00%	7.20	
8	Total		100.00%	83.56	1
9	Morgner Construction Management				
10	Work Plan and Approach	72.51	45.00%	32.63	
11	Qualifications and Availability of Proposed Staff	78.75	24.00%	18.90	
12	Quality of Safety Approach	74.20	10.00%	7.42	
13	Proposer's Inspection Experience	82.50	12.00%	9.90	
14	Software and Technology	75.00	9.00%	6.75	
15	Total		100.00%	75.60	

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations. Staff successfully negotiated a savings of \$10,564,611 while maintaining the rigorous level of effort required to complete the mandated inspections and provide fully compliant deliverables.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
	Atlas Technical Consultants (CA), Inc.	\$37,527,724	\$25,067,267	\$26,963,113

During fact finding, Metro clarified its expectations and addressed specific areas of concern regarding the proposer's assumptions in relation to the scope of services. The initial proposal did not consider efficiencies that Metro had anticipated in combining inspection of facilities and infrastructure into one contract. For example, recognizing the reduced level of effort that can be achieved by inspecting a station and its corresponding elevated structure or tunnel simultaneously. This dual-inspection efficiency significantly reduces both field operation labor and administrative overhead. Additionally, the proposal overestimated the level of effort

for facility inspections for less complex locations, such as parking lots and at-grade rail locations. Subsequently, the proposer's final proposal substantially decreased both the project management and field inspections level of effort.

D. Background on Recommended Contractor

Atlas Technical Consultants (CA), Inc., based in Rancho Cordova, CA, is a professional engineering, construction management, and environmental consulting firm. It provides a broad range of services including construction inspection and staff augmentation, materials testing and quality control, specialized engineering services and environmental and hazardous materials compliance. The proposed Lead Partner is a California-licensed Professional Engineer, NHI-certified Bridge Safety Inspector and Tunnel Safety Inspector and has over 19 years of structural inspection, fabrication oversight, tunnel evaluation, and quality management experience in complex transit programs.

Atlas Technical Consultants (CA), Inc. has provided structural inspection services to Metro and performance has been satisfactory.

DEOD SUMMARY**METRO STRUCTURES AND FACILITIES INSPECTIONS/AE138681000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, to the DBE Program, including suspension of goals, counting of DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are five certified small businesses participating in this contract.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. 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).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy 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.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.



Metro Structures and Facilities Inspections

Operations, Safety, and Customer Experience Committee

July 16, 2026

File ID #2025-0986



Metro

Recommendation

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of \$13,293,420 for the four-year base term, \$6,549,640 for the first two-year option, and \$7,120,053 for the second two-year option, for a total amount of \$26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

Background

The Federal Transit Administration's (FTA) Final Transit Asset Management (TAM) Rulemaking: 49 CFR Parts 625 and 630 Final Rule, requires transit agencies to conduct inspections of locations, facilities, and other assets. Additionally, both the California Public Utilities Commission (CPUC) and the American Public Transportation Association (APTA) require comprehensive inspections for transit structures.

Structures and Facilities Inspections Contract

- Physical Inspections: Physical inspection of 238 structures, including bridges and tunnel sections, and 234 facilities, consisting of passenger stations, administrative, and maintenance yards. Approximately 580 inspections to be conducted during the base contract years. 1,160 inspections over the life of the entire contract.
- Provide recommendations for capital replacement, rehabilitation, and maintenance projects.
- Provide mandated reporting to FTA National Transit Database. Assigning condition ratings using the Transit Economic Requirements Model (TERM 1.0 - 5.0) scale.



Next Steps

Upon Board approval, staff will execute Contract No. AE138681000 with Atlas Technical Consultants, Inc. to provide inspection services for Metro's structures, facilities, and related assets.



Thank you.



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