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

File #: 2026-0117, **File Type:** Contract **Agenda Number:** 40.

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

SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZE the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any;

B. APPROVE Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATE AND EXECUTE future contract modifications to the Contract up to $1,000,000.

ISSUE

The current contract for managing the zero-emission bus (ZEB) program, including work, engineering, and technical consulting, will expire in August 2026. Professional consulting support services supplement internal resources by drawing on a wide range of subject-matter experts specializing in ZEB technology, engineering, and implementation. Therefore, professional consulting services are needed to sustain support for implementation and execution activities, including acquisition, onboarding, deployment, testing, acceptance, and operational readiness for zero-emission buses and related infrastructure.

BACKGROUND

In 2018, the California Air Resources Board (CARB) proposed the Innovative Clean Transit (ICT) regulation, which required all transit agencies in the state to transition to zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies mandate that 25% of bus purchases be zero-emission by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. Metro has worked to comply with CARB's ICT regulation, but challenges remain in performance, system integration of evolving technology, grid capacity, supply chain, and utility coordination.

In April 2022, WSP USA Inc. was awarded a contract covering both ZEB planning and technical implementation support, including the development and updating of Metro's ZEB Master Plan. As Metro onboards more ZEBs and breaks ground on additional charging infrastructure projects, the need for technical support for their delivery and implementation has increased significantly. In August 2024, AECOM Technical Services, Inc. was awarded a contract to specialize in and assist with ZEB planning. The AECOM planning advisory scope of work consists of program management support services, design and engineering support services, and other tasks as necessary to support the continued development of the ZEB Master Plan and other ZEB program activities. Consultant services under the AECOM contract advise on implementation strategies that will ensure a seamless and successful transition to zero-emission operations. AECOM prepares programmatic cost estimates, transition schedules, technical studies, conceptual designs, and strategic plans for specific program elements. The WSP technical advisory scope of work will support the development, coordination, and implementation of bus acquisition procurements and projects, acceptance and reliability of Metro's existing and future ZEB fleet and charging infrastructure, Buy America compliance audits, 2028 Olympic and Paralympic Games contingency fleet implementation, and other tasks as required to support Metro's ZEB transition. Over the past four years, transitioning a fleet of nearly 2,200 buses with a still-developing propulsion system has posed significant challenges and complexities. This will require increased effort from the consultants supporting the ZEB program, necessitating the replacement of the contract that concludes in August 2026.

DISCUSSION

Consultant services are required to support ZEB and charger acquisition/implementation activities for a four-year period, including but not limited to:

- Warranty administration of the 40 NF BEBs & charger contracts.
- Delivery (onboarding) and warranty administration of the one hundred five (105) BYD BEBs and charger contracts.
- Delivery of BEBs under the Washington State Department of Enterprise Services contract, with delivery scheduled before the 2028 Olympic and Paralympic Games.

  Delivery of 220 BEBs, with options for up to 1,600 additional BEBs, which is pending Board approval.
- A Request for Proposal (RFP) for 20 BEBs to provide an opportunity for emerging bus manufacturers (in process).
- Solicitation of opportunity and mobile chargers.
- Demo of alternative bus types.
- Planning for the 2028 Olympic and Paralympic Games Enhanced Transit Services (GETS) fleet.

On an as-needed basis, Statements of Work (SOWs) will be developed to define the type and level of support required for each specific task or project. The work will then be released to the Consultant through Task Orders (TOs).

Subject to Metro's direction, the Consultant shall apply appropriate engineering and technical resources, including but not limited to developing vehicle and equipment specifications, assisting with Metro inspection activities, conducting engineering studies of fleet and charging/fueling infrastructure performance, performing root cause analyses of vehicle and equipment failures, developing and maintaining document control systems for large-scale capital projects, as well as creating reports or dashboards to track progress and deficiencies for project delivery and warranty support.

Awarding this contract is critical to support the analysis and trajectory needed to help Metro meet its zero-emission requirements. Using qualified consultants through WSP will enable the agency to access highly specialized technical expertise without increasing Metro's long-term labor costs.

DETERMINATION OF SAFETY IMPACT

Engaging experts in the transition to ZEBs, vehicles, and associated infrastructure has a positive safety impact, ensuring that new technology meets the highest safety standards. Technical consulting services will also be instrumental in evaluating and accepting new safety measures included in current bus specifications, such as integrated operator compartments, self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, real-time video security system accessibility, and improved passenger door sensors.

FINANCIAL IMPACT

Upon approval, the contract will allow the distribution of project-related task orders and the use of the approved/available LOP budget(s) for funded projects. The assigned project manager will then request and review task orders and use the available project funds within the authorized LOP. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s), and Senior Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting costs in future years.

Impact to Budget

The anticipated task orders will be funded by the respective planning or Capital Projects, including project 201061 Infrastructure J Line, project 202815 Division 8 Charging Infrastructure, project 202816 Resilience Charging System, project 202817 Division Infrastructure Transition, project 201077 Bus 40'ZE w/ BYD, project 201078 BEB in cost centers 3048 and 3320.

Since project task orders are funded from existing LOP budgets and annual funds, funding sources will vary according to the established funding plans for each project. No task order(s) shall be issued that increase the LOP of a capital project without Board approval. Staff continually reassess project funding sources and will apply other available funding sources to the respective projects as they become available.

EQUITY PLATFORM

The contract approval for professional consultant support services directly supports Metro's programmatic transition to a ZEB fleet and the addition of charging infrastructure, ensuring that Equity Focus Communities (EFCs) see the benefits of reduced noise and greenhouse gas emissions in their communities as all divisions are transitioned. Metro's ZEBs will operate on routes restructured through the NextGen transit service plan. Five of the ten Metro-directly operated bus Divisions are within an EFC. Division 9, the first bus division to be electrified, is located within an EFC in El Monte, and 59% of the communities served are designated EFCs. Prioritizing support of the electrification of the J Line will also bring environmental benefits to some of the region's most densely populated, congested, and polluted communities, many of which are EFCs. Divisions 18 in Carson and 7 in West Hollywood, the next two divisions to be electrified, have EFCs of 70% and 52%, respectively.

The Diversity and Economic Opportunity Department did not establish a 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 the suspension of goals, the counting of DBE participation, and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, three certified small businesses are participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the 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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy by promoting operational activities that sustain and encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets build on the success of existing investments, and this item aligns with those objectives.

*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

This recommendation will support Strategic Goal #1 by providing high-quality mobility options that reduce travel time. Additional funding will help Metro maintain the State of Good Repair (SGR) for the existing bus fleet while ensuring that our customers arrive at their destinations with fewer disruptions. It will also support Goals #3, Enhance communities and lives through mobility and access to opportunity, and #4, Transform LA County through regional collaboration and national leadership, by achieving CARB's goal of a 100% zero-emission bus fleet.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the contract award for this project; however, this alternative is not recommended, as this professional consultant support services contract is critical to facilitating the timely execution and associated deliverables for Metro's ZEB fleet goals and operating projects. Metro does not have sufficient resources or Subject Matter Experts (SMEs) to perform this work, especially as zero-emission bus and charging technologies continue to evolve.

NEXT STEPS

Upon Board approval, staff will execute the Contract with WSP USA Inc. and issue a Notice to Proceed (NTP). Staff will continue to manage and issue individual task orders as needed for engineering, technical, and program management support services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Amy Romero, Deputy Executive Officer, Project Management, ZEB Acquisition and Implementation, (213) 922-5709
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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES/ PS140440000

1.	**Contract Number**: **PS140440000**	
2.	**Recommended Vendor**: WSP USA Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 16, 2026	
	B. Advertised/Publicized: March 21, 2026 – March 26, 2026	
	C. Pre-Proposal Conference: April 10, 2026	
	D. Proposals Due: May 1, 2026	
	E. Pre-Qualification Completed: May 1, 2026	
	F. Ethics Declaration Forms submitted to Ethics: May 6, 2026	
	G. Protest Period End Date: July 20, 2026	
5.	**Solicitations Downloaded**: 135	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: **Uriel Villa**	**Telephone Number**: **213-922-1025**
7.	**Project Manager**: **Amy Romero**	**Telephone Number**: **213-922-5709**

A. Procurement Background

This Board Action is to approve Contract No. PS140440000 for consultant services to support Metro's vehicle and infrastructure acquisition and the transition to a zero-emission bus (ZEB) fleet. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS140440 was issued in accordance with Metro's Acquisition Policy, and the contract type is a cost-plus fixed fee. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) 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 three certified small businesses participating in this contract.

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

- Amendment No. 1, issued on 4/3/2026, clarified and modified critical dates;
- Amendment No. 2, issued on 4/28/2026, modified exhibit 2A and exhibit 12;
- Amendment No. 3, issued on 6/4/2026, requested BAFO.

The solicitation was advertised across four different platforms: LA Sentinel, Los Angeles Daily News, La Opinion, and Asian Week. A total of 135 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on April 10, 2026, and was attended by 39 participants representing 18 firms. There were 14 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on May 1, 2026.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Bus Acquisitions, Rail Vehicle Acquisitions, and Transportation Planning was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were initially evaluated based on the pass/fail minimum qualifications criteria outlined in the RFP. The pass/fail requirements required proposers to demonstrate that the Prime has at least four (4) years' of expertise providing engineering and project management support for at least two (2) public transit agency bus acquisition programs; the proposal team has a combined four (4) years of technical experience with zero-emission battery electric buses; and demonstrate that the proposal team has at least a combined two (2) years of experience with BEB charging infrastructure.

The PET determined that all three proposals met the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- Project Management and Key Staff Qualifications and Experience — 35 Points
- Price — 30 Points
- Qualifications of the Proposer/Team — 25 Points
- Effective Schedule / Cost Management Plan — 10 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar ZEB consulting procurements. Several factors were considered when developing these weights, giving the greatest importance to Project Management and Key Staff Qualifications and Experience.

On May 15, 2026, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the three proposals to initiate the evaluation phase. Evaluations were conducted from May 15, 2026, to June 1, 2026. The PET was supported by an internal subject matter expert related to the review, evaluation, assessments, and recommendations of the technical proposal.

Of the three proposals received, all three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. AECOM Technical Services, Inc. (AECOM)
2. Hatch Associates Consultants, Inc. (Hatch)
3. WSP USA, Inc. (WSP)

No firms were determined to be outside the competitive range.

An invitation to submit their Best and Final Offer (BAFO) was issued on June 4, 2026. BAFO submittals were received on June 9, 2026, and were reviewed and evaluated by the PET.

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM provides consultant support services, including vehicle engineering and acquisition, program management services for multiple high-volume transit agencies such as Los Angeles Department of Transportation (LADOT), Maryland Transit Administration, Washington Metropolitan Area Transportation Authority (WMATA), New York Metropolitan Transit Authority (MTA/NYCT), and Memphis Area Transit Authority (MATA).

Hatch Associates Consultants, Inc.

Hatch Associates Consultants, Inc. is a U.S. subsidiary of Hatch, a Canadian global consulting agency. The firm provides comprehensive consultant support services, including vehicle engineering, technical procurement specifications, and program management services for multiple high-volume transit agencies. This includes delivering specialized fleet modernization, engineering oversight, and vehicle acquisition support to major networks such as Metro, MTA/NYCT, Sound Transit in Seattle, and the Washington Metropolitan Area Transportation Authority (WMATA).

WSP USA Inc.

WSP USA Inc. is based in Los Angeles, California and is a U.S. subsidiary of WSP, a Canadian global consulting agency founded over 120 years ago. The firm provides comprehensive consultant support services, including vehicle engineering, technical procurement specifications, and program management services for multiple high-volume transit agencies. This includes delivering specialized fleet modernization and vehicle acquisition support to major networks such as Metro, MTA/NYCT, and the San Francisco Bay Area Rapid Transit District (BART).

A summary of the PET scores for Battery Electric Buses (BEBs) is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**WSP**				
3	Project Management and Key Staff Qualifications and Experience	97.48	35%	34.12	
4	Price	96.63	30%	28.99	
5	Qualifications of the Proposer/Team	94.32	25%	23.58	
6	Effective Schedule/ Cost Management Plan	97.80	10%	9.78	
7	**Total**		**100.00%**	**96.47**	**1**
8	**AECOM**				
9	Project Management and Key Staff Qualifications and Experience	92.14	35%	32.25	
10	Price	100.00	30%	30.00	
11	Qualifications of the Proposer/Team	88.60	25%	22.15	
12	Effective Schedule/ Cost Management Plan	84.50	10%	8.45	
13	**Total**		**100.00%**	**92.85**	**2**
14	**Hatch**				
15	Project Management and Key Staff Qualifications and Experience	81.14	35%	28.40	
16	Price	89.40	30%	26.82	
17	Qualifications of the Proposer/Team	80.40	25%	20.10	
18	Effective Schedule/ Cost Management Plan	72.70	10%	7.27	
19	**Total**		**100.00%**	**82.59**	**3**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), technical evaluation, and the BAFO.

The variance of 13.82% between the ICE and the proposed pricing is primarily driven by three factors: projected rate escalation, higher estimated profit margins, and the adoption of premium standard industry hourly rates for technical and project management resources. These macroeconomic shifts and market pricing trends were fully analyzed during the development of the ICE to accurately capture potential economic impacts.

	Proposer Name	Proposal Amount	METRO ICE	Negotiated or NTE Amount
1.	WSP USA Inc.	$16,585,857.33	$18,010,432.00	$15,520,898.51
2.	AECOM Technical Services, Inc.	$15,428,534.12	$18,010,432.00	$14,996,346.61
3.	Hatch Associates Consultants, Inc.	$17,989,324.80	$18,010,432.00	$16,775,570.80

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with WSP offering the best value to Metro.

D. Background on Recommended Contractor

The recommended firm, WSP USA Inc., is a U.S. subsidiary of WSP, a Canadian global consulting agency founded over 120 years ago. WSP USA Inc. is an industry leader in fleet electrification, providing comprehensive planning, engineering, and deployment services for battery-electric and hydrogen fuel cell transit vehicles. The firm specializes in delivering critical ZEB solutions, including route modeling, utility grid analysis, charging infrastructure design, and facility modernization blueprints. WSP serves a diverse range of public transit agencies, municipal fleets, and regional transportation authorities across the United States, helping them navigate complex regulatory mandates and successfully transition to zero-emission operations.

WSP has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES/ PS140440000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish 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 three certified small businesses participating in this contract.

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 is not applicable to this contract.

D. 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.

E. 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.

VEHICLE ENGINEERING AND ACQUISITION

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL SUPPORT SERVICES CONTRACT

Operations, Safety, and Customer Experience Committee
July 16, 2026

Metro

RECOMMENDATION

A. AUTHORIZE the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any; and

B. APPROVE Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATE AND EXECUTE future contract modifications to the Contract up to $1,000,000.

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PROPOSAL EVALUATION

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with WSP offering the best value to LACMTA.

Evaluation Criteria	Max Score	WSP Weighted Average Score	AECOM Weighted Average Score	Hatch Weighted Average Score
Project Management and Key Staff Qualifications and Experience	35	34.12	32.25	28.40
Price	30	28.99	30.00	26.82
Qualifications of the Proposer/Team	25	23.58	22.15	20.10
Effective Schedule/ Cost Management Plan	10	9.78	8.45	7.27
Total Score	100	96.47	92.85	82.59
Negotiated NTE Amount		**$15,520,898.51**	**$14,996,346.61**	**$16,775,570.80**

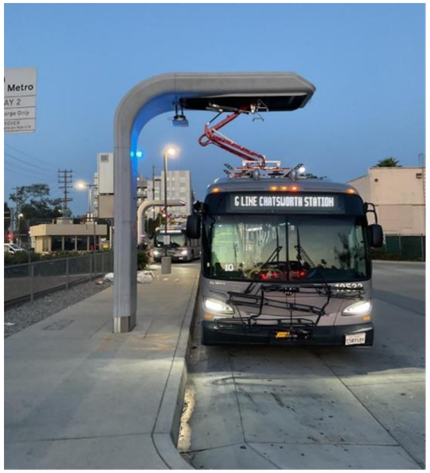
Metro

ISSUE

The current contract for managing the zero-emission bus (ZEB) program's work, engineering, and technical consulting will end in August 2026. A new contract is necessary to ensure continued support for activities such as acquisition, onboarding, deployment, testing, acceptance, and operational readiness of zero-emission (ZE) buses and related infrastructure.

Professional consulting services will supplement internal resources by leveraging a broad range of subject-matter experts specializing in ZEB technology, engineering, and implementation, including but not limited to:

- Warranty administration for New Flyer and BYD BEBs and chargers
- Upcoming deliveries for contracts compliant with the 2028 Olympic timeline.
- Planned delivery of 220 BEBs with options for 1,600 more pending Board approval
- Implementation of on-route and mobile chargers
- Demos of alternative bus types



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DISCUSSION

WSP USA Inc. was determined to be the top-rated and most cost-effective choice for Metro based on the RFP criteria. Statements of Work (SOWs) will be created as needed to specify support requirements, with work assigned to the Consultant via Task Orders (TOs).

Under Metro's guidance, WSP USA Inc. will provide engineering and technical support for a period of four years, including:

- Developing vehicle and equipment specifications
- Assisting with Metro inspection activities
- Conducting engineering studies of fleet and charging/fueling infrastructure performance
- Performing root cause analyses of vehicle and equipment failures
- Developing and maintaining document control systems for large-scale capital projects
- Creating reports and dashboards to track progress and deficiencies for project delivery and warranty support

This contract is essential for Metro to achieve its zero-emission goals by providing specialized expertise without increasing long-term labor costs.

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