



## Board Report

File #: 2020-0056, File Type: Contract

Agenda Number: 26.

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### OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE APRIL 18, 2024

**SUBJECT: CONSULTANT TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR THE P3030 NEW LIGHT RAIL VEHICLE PROCUREMENT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AWARD a cost plus fixed fee contract to Hatch Associates Consultants, Inc to provide technical and project management support for Metro's solicitation of a Transit Vehicle Manufacturer for the procurement of P3030 new Light Rail Vehicles (LRV) and replacement of the existing fifty-two (52) Siemens LRVs in the Not-To-Exceed (NTE) contract amount of \$1,254,209.82 for a period of twelve (12) months after the issuance of Notice to Proceed, subject to the resolution of any properly submitted protests, if any.

#### **ISSUE**

Consultant services are required to provide technical and project management support to Metro for the solicitation of a Transit Vehicle Manufacturer (TVM) to deliver new light rail vehicles for use on future line openings, including the ESFV, Eastside Transit Corridor, Foothill Extension 2B, and Southeast Gateway Lines as well as replacement of the existing fifty-two (52) Siemens LRVs that will be reaching their useful life in the next few years. Tasks that will be assigned include:

- Developing a scope of work, commercial/technical specifications, and solicitation documents
- Facilitating industry review meetings
- Supporting the contractor award selection process

#### **BACKGROUND**

The existing P2000 Siemens LRVs consists of 52 LRVs and Metro accepted these LRVs between 2000 and 2001. Based on a 30-year useful life, these LRVs are scheduled for retirement between 2030 and 2031. In accordance with the Rail Fleet Management Plan (RFMP) FY2020-FY2040, the rail fleet will be expanded to accommodate anticipated growth in ridership, support future line extensions and service expansions, and replace rail vehicles reaching the end of their useful revenue service life.

As part of Metro's short and long-term planning goals, numerous new Light Rail Transit Lines will be

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constructed within the next 15 years. The ESFV project is one of the light rail systems currently under development that will extend north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station for a total of 9.2 miles with 14 at-grade stations. Service is anticipated to begin approximately in 2031. Thirty-four (34) new P3030 LRVs will need to be procured to support service, with forecast delivery starting in Spring 2030. Additional LRVs will be included as options to be exercised when construction schedules are further developed for the other LRV projects.

## **DISCUSSION**

The consultant's professional expertise is necessary for a thorough and effective solicitation package. Their expertise is essential to ensure the scope of work, such as defining the type of LRV, deliverables, and services needed to fully address Metro's anticipated needs. Their expertise is also essential in ensuring the technical/commercial specifications and solicitation documents are sufficiently clear, as well as providing detailed technical and commercial performance requirements that include provisions for ensuring contractor compliance. In addition, professional support is critical for facilitating the industry review sessions, interviews, and source selection process. The Manufacturing Careers Policy applies to the upcoming P3030 new LRV solicitation package.

## **DETERMINATION OF SAFETY IMPACT**

The approval of this consultant contract supporting the LRV Procurement program will have a direct and positive impact on Metro's system safety, service quality, system reliability, maintainability, and overall customer satisfaction by specifying requirements for an LRV design that achieves those outcomes.

## **FINANCIAL IMPACT**

This Project/Professional Service effort is funded on a fiscal year basis under Cost Center 8510 Project number 865521 East San Fernando Valley Light Rail Transit Corridor under various accounts, including professional and technical services.

This multi-year project requires expenditure authorizations in fiscal year increments until a board-authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager, and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

### **Impact to Budget**

The current sources of funds for this action are Measure M 35% and State Grants, which are not eligible for bus and rail operations. The funding sources cited maximize funding for this project.

## **EQUITY PLATFORM**

A consulting services contract is needed to facilitate the successful delivery of new LRVs planned for operation along Metro's LRT Systems including the ESFV corridor, which will serve many Equity Focus Communities (EFCs).

- The population served by this Project is comprised heavily of communities of color (71.7% Latino), experiences poverty twice as much as the LA County average of 14.9% and
- Roughly 12.47% of households in the area do not own a car and depend on public transportation.
- Securing this contractor to assist with preparing the RFP package for LRV delivery will enable Metro's LRT projects such as the ESFV corridor Project, that will be built and operated on schedule as well as provide residents with critical transit service to access greater employment, health, and educational opportunities, which otherwise would be difficult to reach.

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Hatch Associates Consultants, Inc. exceeded the goal with a 20.29% DBE commitment.

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

The Project supports the following strategic goals:

#### **Strategic Goal 1:**

*Provide high-quality mobility options that enable people to spend less time traveling.*

The purpose of the Project is to provide high-capacity transit service in Metro's LRT Systems including the San Fernando Valley.

#### **Strategic Goal 2:**

*Deliver outstanding trip experiences for all users of the transportation system.*

The at-grade light rail system will attract bus ridership and improve the trip experience for transportation system riders.

#### **Strategic Goal 3:**

*Enhance communities and lives through mobility and access to opportunity.*

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community.

#### **Strategic Goal 4:**

*Transform LA County through regional collaboration and national leadership.*

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the project.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the recommendation. However, this approach is not recommended as Metro does not have the resources and LRV technical depth to execute this work in

accordance with the ESFV construction schedule.

### **NEXT STEPS**

Upon Board approval, a contract will be awarded to Hatch Associates Consultants, Inc. Metro. The consultants will then immediately mobilize the required resources and staff to ensure timely completion of specifications development, scope of work, and solicitation documents to initiate the new LRV procurement contract for the new ESFV corridor.

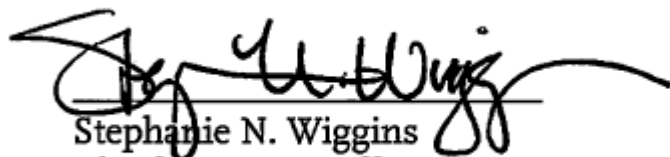
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer

**PROCUREMENT SUMMARY**  
**P3030 NEW LIGHT RAIL VEHICLE PROCUREMENT PROJECT – PROFESSIONAL**  
**SERVICE SUPPORT / PS118642**

1.	<b>Contract Number:</b> PS118642	
2.	<b>Recommended Vendor:</b> Hatch Associates Consultants, Inc	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 11-16-2023	
	<b>B. Advertised/Publicized:</b> 11-22-2023	
	<b>C. Pre-Proposal Conference:</b> 11-28-2023	
	<b>D. Proposals Due:</b> 01-05-2024	
	<b>E. Pre-Qualification Completed:</b> 01-24-2024	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 01-06-2024	
	<b>G. Protest Period End Date:</b> 04-25-2024	
5.	<b>Solicitations Picked up/Downloaded:</b> 87	<b>Bids/Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Aniza Wan Nawang	<b>Telephone Number:</b> (213) 922-4677
7.	<b>Project Manager:</b> Annie Yang	<b>Telephone Number:</b> (213) 922-3254

**A. Procurement Background**

This Board Action is to approve the award of Contract No. PS118642 to provide technical and project management support during the solicitation process of the procurement of new P3030 light rail vehicles (LRV) fleet. The contract type is a cost plus fixed fee and is expected to be completed by May 31, 2025. The Diversity & Economic Opportunity Department recommended a 20% Disadvantaged Business Enterprises (DBE) participation goal for this procurement. Board approval of contract award is subject to the resolution of any properly submitted protest.

On November 22, 2023, Request for Proposals (RFP) No. MA101250 was issued as a competitive procurement in accordance with LACMTA's Acquisition Policy. The RFP was downloaded by 87 interested firms, and responded by three (3) proposers; AtkinsRealis USA Inc, Hatch Associates Consultants, Inc and Ricardo, Inc.

During the solicitation phase of this RFP, LACMTA issued three (3) amendments and one (1) set of clarifications, answering a total of thirty-six (36) questions received from the proposers.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 28, 2023, for missing exhibits to the RFP.
- Amendment No. 2, issued on December 13, 2023, included revisions to the Pricing Form and revised evaluation criteria.

- Amendment No. 3, issued on February 29, 2024, included revisions to the Form of Contract and request for Best and Final Offer.

BAFO proposals were received on March 11, 2024 from three proposers. The proposals were reviewed and contained no apparent exceptions to the solicitation and were therefore considered responsive in the final source selection evaluation by the PET.

## **B. Evaluation of Proposal**

This procurement was conducted in accordance with LACMTA's Acquisition Policy and Procedures. A Proposal Evaluation Team (PET) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were first evaluated based on the following minimum requirements based on Pass/Fail criteria:

### Minimum Requirements: Pass/Fail

- Experience in providing administrative and technical consulting services during the pre-award stage, involving development and review of specifications and design for light/heavy rail transit vehicles for a large public transit agency acquiring new rail vehicles, or overhauling existing rail vehicle. (Pass/Fail).
- Demonstrated industry experience performing similar work on at least one (1) rail vehicle acquisition or rail vehicle overhaul project of similar size and scope within the last five (5) years. (Pass/Fail).

Proposers qualified under the Minimum Requirements criteria listed above were then evaluated according to the following criteria and associated weights.

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|--|-----|
| • Team's Degree of Skill and Experience                                    | 30% |
| • Cost Proposal  | 30% |
| • Staff Quality and Technical Expertise                                    | 20% |
| • Understanding of Work and Appropriateness of Approach and Implementation | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other similar consultant support services procurements.

Of the three (3) proposals received, all proposers passed the pass/fail minimum requirements and were determined to be responsive and within the competitive range. The firms are listed as below in alphabetical order:-

1. AtkinsRealis USA, Inc (AtkinsRealis)
2. Hatch Associates Consultants, Inc (Hatch)
3. Ricardo, Inc (Ricardo)

During the week of February 5<sup>th</sup>, 2024, LACMTA conducted oral presentations with all the proposers to evaluate the proposer's degree of skill and experience of the proposed staff and technical expertise as well as understanding their approach to project implementation.

From February 26<sup>th</sup> to February 28<sup>th</sup>, 2024, LACMTA conducted negotiations with each proposers to discuss proposers' commercial exceptions and relative strengths and weaknesses of each proposal based on the initial scoring. Subsequently, LACMTA issued a Best and Final Offer (BAFO) request on February 29, 2024 to all proposers in the competitive range. BAFO proposals were received on March 11, 2024, and the PET conducted its final evaluation with the scoring distribution shown in the table below.

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

#### AtkinsRealis USA, Inc

AtkinsRealis USA, Inc was founded in 1960 and provides world leading engineering, design, and project management services across sectors which include rail and transit, ports, airports, highways, and power. AtkinsRealis has over 37,000 employees worldwide with offices in over 160 countries, including Los Angeles. AtkinsRealis U.S. Rail & Transit Group consists of over 100 professionals that has been servicing the U.S. market for over 35 years. AtkinsRealis clients in the United States include municipals such as Orange County Transportation Authority (OCTA), Maryland Transit Administration (MTA), Los Angeles County Metropolitan Transportation Authority (LACMTA) and the cities of Kansas and Omaha. AtkinsRealis has provided satisfactory services for LACMTA for Systems Engineering Support Services Systems, Engineering Support Services including Conceptual, Preliminary and Final Design support for the East San Fernando Valley (ESFV) project and West Santa Ana Branch (WSAB) project and design services during construction for the Crenshaw Transit project.

#### Hatch Associates Consultants, Inc

Hatch (previously known as LTK Engineering Services, Inc.) was founded in 1921 and is headquartered in Pittsburgh, Pennsylvania. Hatch has a local office in Los Angeles and specializes in rail systems engineering, maintenance facilities, signals and communications, traction electrification and fare collection. Hatch clients include Sound Transit, Charlotte Area Transit System (CATS), Dallas Area Transit System (DART), Denver Regional Transit District (RTD) and Massachusetts Bay Transportation Authority (MBTA) as well as LACMTA. Hatch has served LACMTA in the procurement of new HR5000 Heavy Rail Vehicle, and the rail vehicle overhaul campaigns for P3010 Light Rail Vehicles and P2550 Light Rail Vehicle. Hatch is also among the firms in LACMTA's current rail vehicle consultant support bench contract. Hatch has provided satisfactory rail vehicle and systems engineering services to LACMTA.

### Ricardo, Inc

Ricardo PLC was founded in 1915 and Ricardo, Inc.'s US office is headquartered in the state of Michigan. Ricardo Inc. provides engineering services for rail and transit projects. Ricardo's global clients includes Nederlandse Spoorwegen (Netherlands) and Transport for New South Wales (Australia). This is Ricardo's first opportunity to provide consultant services for the purchase of new light rail vehicles to LACMTA.

The final evaluation scoring is tabulated as follows:

	Evaluation Criteria	Weight Factor	AtkinsRealis		Hatch		Ricardo	
			Average Score	Weighted Score	Average Score	Weighted Score	Average Score	Weighted Score
1	Team's Degree of Skill and Experience	30	77.5	23.3	87.5	26.3	61.9	18.6
2	Cost Proposal	30	n.a	22.5	n.a	21.7	n.a	30.0
3	Staff Quality and Technical Expertise	20	72.5	14.5	86.3	17.3	62.5	12.5
4	Understanding of Work and Appropriateness of Approach and Implementation	20	76.3	15.3	91.9	18.4	62.5	12.5
	Total Weighted Score			75.6		83.7		73.6
	Rank			2		1		3

All three (3) proposers were found to be responsive and met the Disadvantaged Business Enterprise (DBE) commitment of twenty (20%) of the total contract price.

### **C. Price Analysis**

In accordance with LACMTA's Acquisition Policy and Procedures for a competitive acquisition, a price analysis is required. Therefore, staff performed a Price Analysis in compliance with LACMTA's Acquisition Policy for competitive acquisitions. The Price Analysis consisted of a comparison of the proposed prices and the Independent Cost Estimate (ICE).

The price negotiations that were conducted with each proposer resulted in BAFO pricing reductions from two (2) of the three (3) proposers, including the highest technically-rated proposer, Hatch. The recommended proposal price from Hatch of \$1,254,209.82 is 4.9% higher than the ICE and is considered within a reasonable range of the ICE. The negotiated price from Hatch is determined to be fair and reasonable based upon the price analysis, technical evaluation and negotiations.

Item	LACMTA ICE	AtkinsRealis	Hatch	Ricardo
Price Proposal	\$1,195,701.60	\$1,231,439.92	\$1,333,434.90	\$905,596.02



Negotiated amount	\$1,195,701.60	\$1,208,351.07	\$1,254,209.82	\$905,810.24
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**D. Background on Recommended Contractor**

The recommended firm, Hatch Associates Consultants, Inc., is a leader in providing consultant support services to the infrastructure, energy and mining and metals sectors. Hatch engineering expertise include areas such as rail vehicle engineering, rail systems engineering, revenue systems and technology, zero-emissions transportation, operations planning and simulations, systems assurance, intercity and high-speed rail, rail corridor development and transit advisory services. Hatch has offices in 27 cities across the U.S. Hatch’s most recent rail vehicle support services Contracts include consulting services for LACMTA’s P3010 New LRV procurement and the HR4000 & HR5000 New Heavy Rail Vehicle procurements, and P2550 Light Rail Vehicle Overhaul campaign.

## DEOD SUMMARY

**CONSULTANT TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES  
FOR THE P3030 NEW LIGHT RAIL VEHICLE / PS118642**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Hatch Associates Consultants, Inc. exceeded the goal by making a 20.29% DBE commitment.

<b>Small Business Goal</b>	<b>20% DBE</b>	<b>Small Business Commitment</b>	<b>20.29% DBE</b>
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	<b>DBE Subcontractor</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Ramos Consulting Services, Inc.	Hispanic	3.05%
2.	Virginkar & Associates, Inc.	Asian Pacific	17.24%
<b>Total Commitment</b>			<b>20.29%</b>

**B. Local Small Business Enterprise (LSBE) Preference**

The 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 is not applicable to this contract.

**E. 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.