



Board Report

File #: 2022-0718, File Type: Project

Agenda Number: 23.

**CONSTRUCTION COMMITTEE
JANUARY 19, 2023**

SUBJECT: PROGRAM CONTROL SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD AND EXECUTE a cost reimbursable fixed fee contract, Contract No. PS89856, to Kal Krishnan Consulting Services/Triunity Engineering and Management, a DBE Prime Joint Venture, for Program Control Support Services for a term of five (5) years for a not-to-exceed amount of \$85,000,000, plus two one-year options for an amount not-to-exceed \$38,000,000, resulting in a total not-to-exceed amount of \$123,000,000 through Fiscal Year 2030, with a not-to-exceed funding amount of \$50,000,000 for the first three years of the contract, subject to resolution of any properly submitted protest; and
- B. EXECUTE individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

On July 20, 2022, a Request for Proposals was issued for Program Control Support Services (PCSS) to assist Metro in managing and supporting delivery of Metro’s Capital Program for a base term of five years with two one-year options. These services will be required to supplement staffing and provide technical expertise to support project delivery of capital projects and strategic initiatives detailed in the Program Management Plan (PMP) and the Annual Program Evaluation (APE) presented to and approved by the Board.

The PCSS Contract will provide Metro the flexibility to adjust the necessary resources with staff augmentation on an as needed basis to implement and deliver capital projects safely, on-time, and within budget.

Anticipated Not-To-Exceed Value

The recommended Board action will provide initial funding of \$50,000,000 through the end of FY2026

as part of a multiyear contract. Staff will return to the Board mid-FY2026 to request any additional necessary funding for the remainder of the base years and/or any request to execute options. This is a cost-plus fixed fee staff augmentation contract; therefore, the contractor compensation will be based on their actual support required over the life of the contract and will be limited by the Board approved project budget funding.

DISCUSSION

Metro is continuing to undertake the largest transportation construction program in the nation. This creates an unprecedented challenge to project delivery. Recognizing that staffing is a key factor in project delivery, Program Control is committed to developing strengths in its capacity and capability to ensure the multi-billion-dollar capital program can be successfully overseen and managed. Attachment C lists the projects that we expect to support over the duration of the PCSS Contract.

With the volume of work that accompanies Metro's fast-paced Capital program, the proposed PCSS Contract will assist Program Management with supplemental qualified resources across a broad spectrum of disciplines when needed to successfully manage and support delivery of Board approved projects. The selected consultant will scale staff up or down depending on Metro's transit, highway, regional rail, and other capital improvement program needs. The PCSS Contract allows Metro to augment Program Control staff efficiently and effectively, as required, to ensure proper resources needed to manage the projects are available to Metro in terms of staff availability and technical expertise.

Scope

To support the project implementation schedule for delivering Metro's Capital Program, close coordination and expertise across multiple disciplines are required in the following seven key functions: Program Control, Diversity and Economic Opportunity Department (DEOD)/small business and Federal Transit Administration Full Funding Grant Agreement Compliance, Project Control, Cost Estimating, Configuration Management, Project Management and Other Technical Training, and Project Management Information System (PMIS) Support. Combining the above functions together into one contract will allow for a better coordinated and more efficient allocation of resources for Metro than would be possible under a series of separate contracts. Centralized controls resources also supports a uniform and consistent approach for cost, schedule, risk and estimating across projects.

The recommended PCSS contract approach is similar to the construction management support services (CMSS) contracts that are separately awarded to provide consultants who complement Metro staffing and technical expertise needed on each major transit project. However, while the CMSS contracts typically serve individual transit projects, the recommended PCSS contract aims to fulfill the Program Control consultant staffing demand on a program-wide level for multiple transit, regional rail, highway, and other capital improvement projects. Awarding one contract for the program also supports consistency of reporting Metro capital project costs in line with project controls procedures and best practices.

Contract funds will be authorized by issuing separate Contract Work Orders (CWOs) for various projects using labor classifications and rates set forth in the Contract, with funding solely supported

through the Life of Project budget. This method of contracting results in more efficient cost and schedule management since CWOs and Modifications to existing CWOs are negotiated and issued as work needs are identified. For each CWO or Modification, Metro prepares a scope of work and an estimate of hours, and the Consultant will subsequently provide a proposal. Metro and the Consultant will fact-find and negotiate the hours if there is a discrepancy. After agreement, the CWO will be issued, and the work shall commence.

Term

Due to the length of time required to deliver many of the major projects, it is recommended that the PCSS contract term be a five-year contract with two one-year options. This provides needed continuity of the services versus the disruption that would result from a short-term contract.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's capital projects.

FINANCIAL IMPACT

The not-to-exceed contract funding amount is based on the anticipated level of services. The CWOs issued will reflect the actual level of services required to support individual Board-approved projects. The Contract funds are authorized by issuing separate CWOs for various projects using labor classifications and rates set forth in the Contract. This method of contracting results in more efficient cost and schedule management, since CWOs and Modifications to existing CWOs are negotiated and issued as additional work is identified.

Funding will be included in the approved fiscal year budgets for the various Metro projects utilizing PCSS services. The individual CWOs will be funded from each project's associated life-of-project (LOP) budgets that are approved by the Board. The project managers, cost managers, and Chief Program Management Officer will be accountable for budgeting the cost in future years, including cost associated with exercising the options.

Impact to Budget

There will be no additional impact beyond the approved annual budget or respective project's authorized LOP amounts, where applicable. Most of the projects are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

EQUITY PLATFORM

Projects likely to utilize PCSS Contract fall under Major Transit Construction, Capital Projects, Rail and Bus Facilities Improvement, and Environmental Compliance which are anticipated to expand multi-modal options for travelers and diversify modes and costs of travel choices. Anticipated projects are located across Los Angeles County, including within and serving Equity Focus Communities

(EFCs). Projects that are likely to utilize this contract in EFCs include Lines A (Blue), B (Red), C (Green), D (Purple), G (Orange), K, and L (Gold) in addition to Highway projects and many more listed on Attachment C, Anticipated List of Projects.

Projects that fall under the Major Transit Construction category are anticipated to increase transit access and connectivity; improve access to key destinations, such as jobs, health care, school, and neighborhood amenities; improve air quality, and reduce household transportation costs for transit riders. Other capital projects are anticipated to expand multi-modal options for travelers through a variety of interventions, including light rail, active transportation infrastructure, and high-occupancy vehicle lane improvements. Infrastructure maintenance and improvements contribute to safe and accessible conditions for Metro riders and the general public, including soundwall protection, wayfinding, grade and modal separation, and transit station upgrades. Regional Rail capital program are anticipated to expand transit and other multi-modal choices for travelers in Los Angeles. Anticipated improvements include improved station access, increased rail capacity, and safer right-of-way improvements between different modes. The Diversity and Economic Development department established a 45% goal for this task order contract. The proposed contractor exceeded the goal by making a 65% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by providing program-wide support services to assist in delivering multiple capital projects on time and on budget while increasing opportunities for small business development and innovation.

ALTERNATIVES CONSIDERED

The Board may choose to have existing or new Metro staff perform these services. This alternative is not practical or cost effective because Metro will have to hire a large workforce and attract expertise dependent on fluctuating projects' needs. PCSS consultants will typically be requested on a periodic or short-term basis to accommodate for peak workloads or specific tasks over the life of the projects. Further, for some projects, the specific technical expertise required may not be available within the ranks of Metro staff, whereas the Consultant can provide the technical expertise on an as-needed basis.

NEXT STEPS

After the Board approval of this PCSS Contract, the Contracting Officer will award the Contract in accordance with Metro Procurement Policies and Procedures, and Metro staff will begin to issue Contract Work Orders, as needed.

ATTACHMENTS

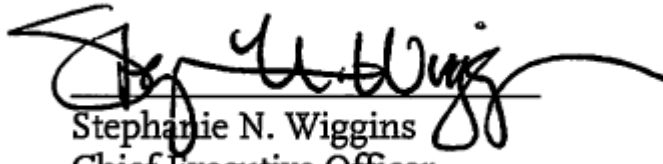
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Anticipated List of Projects

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Reviewed by:
Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAM CONTROL SUPPORT SERVICES (PCSS)
CONTRACT NUMBER PS89856

1.	Contract Number: RFP No. PS89856	
2.	Recommended Vendor: Kal Krishnan Consulting Services/Triunity Engineering and Management, JV	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: July 20, 2022	
	B. Advertised/Publicized: July 21- July 28, 2022	
	C. Pre-Proposal Conference: July 29, 2022	
	D. Proposals Due: September 20, 2022	
	E. Pre-Qualification Completed: October 17, 2022	
	F. Conflict of Interest Form Submitted to Ethics: October 3, 2022	
	G. Protest Period End Date: January 27, 2023	
5.	Solicitations Picked up/Downloaded: 168	Proposals Received: 2
6.	Contract Administrator: Wonder Van Twist	Telephone Number: 213-922-7325
7.	Project Manager: Julie Owen	Telephone Number: 213-922-7313

A. Procurement Background

This Board Action is to approve the award of Contract No. PS89856, Program Control Support Services (PCSS), to assist the Program Management Department in managing and supporting the delivery of the Metro's Capital Program. The resultant Contract, if awarded, will be Federal & state/locally funded and is subject to fiscal year funding.

Board approval of contract awards is subject to the resolution of any properly submitted protest.

The Scope of Services of the Program Control Support shall assist the Program Management Department in managing and supporting the delivery of the Metro's Capital Program. The Program Management Department is responsible for the delivery of the large transportation capital program at Metro. The Scope of Services is comprehensive and describes the anticipated services and may, during the implementation of the Contract.

The RFP was issued in accordance with Metro's Acquisition Policies and Procedures. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of five (5) years plus 2 one-year options. A virtual pre-proposal conference was held on July 29, 2022, in accordance to the California Governor Executive Order N-33-20 related to COVID-19. One hundred forty-three (143) individuals from various firms picked up or downloaded the RFP Package.

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

- Amendment No. 1, issued on July 27, 2022, to revise the Level of Effort staffing plan spreadsheet, add the Certification of Compliance with Federal Lobbying Requirements (49 CFR Part 20) and added the Labor Category descriptions as an Exhibit.
- Amendment No. 2, issued on August 8, 2022, to add three DEOD Forms, and to revise 1.2 of the Submittal Requirements.
- Amendment No. 3, issued on August 18, 2022, to revise 1.1 and 1.2 of the Submittal Requirements, Evaluation Criteria and Level of Effort staffing plan spreadsheet.
- Amendment No. 4 issued on August 25, 2022, to revise the Proposal validity from 120 to 180 days.
- Amendment No. 5 issued on September 8, 2022, to revise the Evaluation Criteria.
- Amendment No. 6 issued on November 2, 2022, to revise LOI-15 DBE COMP Program, SP-01 DBE Participant and DI-01 Instructions to Bidders/Proposers
- Amendment No. 7 issued on November 7, 2022, to extend due date of submission for Amendment No. 6

A total of two (2) proposals were received on September 20, 2022, from the following firms, in alphabetical order:

1. Integrated Program Support Partners, JV
2. Kal Krishnan Consulting Services/Triunity Engineering and Management, JV

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro Program Management, Diversity and Economic Opportunity Department (DEOD), Metrolink, and the Port of Long Beach was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience, Qualifications, and Capabilities of Firms on the Team..... (35%)
- Experience, Qualifications, and Capabilities of Key Personnel (25%)
- Project Understanding and Approach..... (30%)
- Cost Proposal (10%)

Total 100%

Proposers meeting either of the following criteria to maximize DBE participation as a prime earned 3 bonus points:

- A joint venture proposing as the prime contractor/consultant, that consists of one or more non-DBE firms and includes one or more DBE firms performing 30% or more as Joint Venture/Partner; or
- A DBE firm proposing as the prime consultant and meets or exceeds the DBE contract goal identified in the Letter of Invitation Supplement.

The evaluation criteria are appropriate and consistent with criteria developed for other Professional Services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience, Qualifications, and Capabilities of Firms on the Team.

During the month of September 2022, the PET evaluated the two (2) written proposals. On October 5, 2022, Metro held a virtual Oral Presentation with the two (2) proposing firms.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET’s questions. In general, each proposer’s presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer’s commitment to the success of the contract. Each proposing team was asked questions relative to each firm’s previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Cost proposals were received from the two (2) proposers at the time of the proposal due date.

The Proposal Evaluation Team (PET) ranked the two proposals, based on the evaluation criteria of the RFP, and assessed major strengths, weaknesses and associated risks of each of the proposers to determine the highest ranked firm. The final scoring was based on the evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The result of the final scoring is shown below:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
Kal Krishnan Consulting Services/Triunity Engineering and Management, JV				
Experience, Qualifications, and	88.23	35%	30.88	

Capabilities of Firms on the Team				
Experience, Qualifications, and Capabilities of Key Personnel	88.36	25%	22.09	
Project Understanding and Approach	88.87	30%	26.66	
Subtotal Technical Proposal		90.00%	79.63%	
Cost Proposal		10.00%	10.00	
Subtotal Technical and Cost Proposals		100.00%	89.63	
DEOD Bonus Points		3 bonus points	3.00	
Total			92.63	1
Integrated Program Support Partners, JV				
Experience, Qualifications, and Capabilities of Firms on the Team	76.80	35%	26.88	
Experience, Qualifications, and Capabilities of Key Personnel	79.60	25%	19.90	
Project Understanding and Approach	76.47	30%	22.94	

Subtotal Technical Proposal		90.00%	69.72	
Cost Proposal		10.00%	8.98	
Subtotal Technical and Cost Proposals		100.00%	78.70	
DEOD Bonus Points		3 Bonus points	3.00	
Total			81.70	2

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

**Cost proposals were based on the Proposers' rates for the provided level of effort in the Staffing Plan. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro staff performed a cost analysis of the two responsive proposals, establish a negotiation plan, and commenced with negotiations. The final negotiated amounts complied with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications and cost analysis. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits. The negotiated costs were determined to be fair and reasonable.

Contract Term	Kal Krishnan Consulting Services/Triunity Engineering and Management, JV (1) (2)	Integrated Program Support Partners, JV (1) (2)	ICE (3)	NTE Funding Amount (4)
Base – 5 years	\$93,697,908.42	\$104,249,419.00	\$69,842,124.77	\$85,000,000.00
Option Year 1	\$20,397,257.29	\$22,758,009.00	\$13,968,424.95	\$19,000,000.00
Option Year 2	\$21,003,734.74	\$23,445,669.00	\$13,968,424.95	\$19,000,000.00
Total	\$135,098,900.00	\$150,453,097.00	\$97,778,975.00	\$123,000,000.00

(1) The proposal amounts are based on a level of effort prepared by Program Management for evaluation purposes only and not to establish a contract price. The Consultant's overall cost includes direct labor, overhead, fixed fee, and other elements.

(2) The direct labor hourly rates in the proposals were higher than the rates identified in the ICE.

- (3) The amount \$69,842,124.77 is the ICE for the 5-year Base Period of the Contract. Option 1 is \$13,968,424.95 and Option 2 is \$13,968,424.95 for a total of \$27,936,849.91. The ICE was prepared, based on the same level of effort as provided for the cost proposals and used for evaluation purposes only.
- (4) The NTE Funding of \$85,000,000 is different than the ICE because it is based on Program Management's estimated/anticipated needs to support the projects, as listed in Attachment C.

D. Background on Recommended Consultant

The recommended firm Kal Krishnan Consulting Services/Triunity Engineering and Management, JV have locations across the United States, with employees in Los Angeles and regional offices in Oakland, Los Angeles, Antioch, Miami, New York, Orange, San Diego, Sacramento, Seattle, and Washington DC. The firms have over 30 years of extensive experience providing program management services for transportation agencies across the U.S. Services include program management, project management, construction management, project controls, project management oversight, and estimating to transportation agencies.

DEOD SUMMARY

PROGRAM CONTROL SUPPORT SERVICES / PS89856

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 45% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Proposers were encouraged to form teams that include DBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract. Kal Krishnan Consulting Services/Triunity Engineering & Management, a DBE Prime Joint Venture, exceeded the goal by making a 65% DBE commitment.

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

Small Business Goal	45% DBE	Small Business Commitment	65% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	KKCS (JV Partner / DBE Prime)	Asian Pacific American	TBD
2.	Triunity (JV Partner / DBE Prime)	African American	TBD
3.	AIX Consulting, Inc.	Hispanic American	TBD
4.	Armand Resource Group	African American	TBD
5.	Brio Solutions, LLC	Subcontinent Asian American	TBD
6.	Destination Enterprises Inc.	Caucasian Female	TBD
7.	Insight Strategies, Inc.	Caucasian Female	TBD
8.	Lenax Construction Services	Caucasian Female	TBD
9.	LKG-CMC, Inc.	Caucasian Female	TBD
10.	Mammoth Associates	Caucasian Female	TBD
11.	Ramos Consulting Services	Hispanic American	TBD
12.	Zephyr UAS, Inc.	Hispanic American	TBD
Total DBE Commitment			65%

Contracting Outreach and Mentorship Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development four (4) DBE firms for Mentor-Protégé development. Kal Krishnan Consulting Services/Triunity Engineering & Management proposed to mentor the following (4)

protégé's: Zephyr UAS Inc. (DBE), Brio Solutions, LLC (DBE), AIX Consulting, Inc. (DBE), and Mammoth Associates (DBE).

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.

Project Control Support Services ANTICIPATED LIST OF PROJECTS

Program-wide Support

Measure M Program Support*
Measure R Program Support*
Project Management Information System*
Construction Risk Management*

Major Transit Construction

Crenshaw/LAX Close Out: Catch-All Contract *
Regional Connector Transit*
Westside Purple Line Extension Section 1*
Westside Purple Line Extension Section 2*
Westside Purple Line Extension Section 3*
Gold Line Foothill Extension Phase 2B*
Orange Line Bus Rapid Transit Improvements*
West Santa Ana Branch Transit*
East San Fernando Valley Transit*
Sepulveda Transit Corridor*
Green Line Extension to Torrance*
Gold Line Eastside Phase 2
North San Fernando BRT
Pasadena to NoHo BRT
Vermont BRT

Misc. Capital Projects

Division 20 Portal Widening Turnback Facility*
Airport Metro Connector*
Rail to Rail Corridor Active Transportation Connector*
Los Angeles River Bikepath
Centinela Grade Crossing*

Security/Safety

Metro Gold Line I-210 Barrier Replacement Phase I*
Metro Emergency Security Operations Center*

Rail Facilities Improvement

Light Rail Transit Freeway Stations Sound Enclosures

Bus Facilities Improvements

Bus Rapid Transit Freeway Station Sound Enclosure
Metro Silver Line Improvements and Upgrades
Division 1 Improvements*
Bus Facility Maintenance Improvement Enhancements
Phase II & III

Regional Rail

LINK US*
Metro Center Street*
Doran Street and Broadway/Brazil Safety and Access*
Brighton to Roxford Double Track
Rosecrans/Marquardt Grade Separation*
Lone Hill to White Double Track Project

Soundwall Projects

Soundwall Package 10*

Highway

I-5 North Capacity Enhancements*
105 Express Lanes*
Sepulveda Express Lanes
I-605 South Street Improvements
I-605 Beverly Interchange Improvements
WB SR-91 Shoemaker to Alondra Improvements
EB SR-91 Atlantic to Cherry Improvements
Other Highway projects, as required

Environmental Compliance Program

Fuel Storage Tank Program*
Soil Remediation*
Energy Conservative Initiative Project*
Sustainability Environmental Compliance*
Carbon Emission Greenhouse*
Sustainability Design Guide*

Diversity & Economic Opportunity in Construction

DBE Commercially Useful Function*
DBE Contract Compliance*

*Project currently utilizing the PMSS Contract but are likely to transfer to PCSS Contract

Program Control Support Services (PCSS)

Contract No. PS89856

January 2023



Metro[®]

Program Control Support Services

Provides expertise across multiple disciplines in the following functions:

The Program Control Support Services Contract provides Metro staff augmentation flexibility on an as needed basis to successfully advance the delivery of our capital program.



Anticipated List of Projects Utilizing PCSS

Program-wide Support

Measure M and R Program Support*
Project Management Information System*
Construction Risk Management*

Major Transit Construction

Crenshaw/LAX Close Out: Catch-All Contract *
Regional Connector Transit*
Westside Purple Line Extension Section 1*
Westside Purple Line Extension Section 2*
Westside Purple Line Extension Section 3*
Gold Line Foothill Extension Phase 2B*
Orange Line Bus Rapid Transit Improvements*
West Santa Ana Branch Transit*
East San Fernando Valley Transit*
Sepulveda Transit Corridor*
Green Line Extension to Torrance*
Gold Line Eastside Phase 2
North San Fernando BRT
Pasadena to NoHo BRT
Vermont BRT

Diversity & Economic Opportunity in Construction

DBE Commercially Useful Function*
DBE Contract Compliance*

Misc. Capital Projects

Division 20 Portal Widening Turnback Facility*
Division 22 Paint and Body Shop
Airport Metro Connector*
Rail to Rail Corridor Active Transportation Connector*
Los Angeles River Bikepath
Centinela Grade Crossing*

Security/Safety

Metro Gold Line I-210 Barrier Replacement Phase I*
Metro Center Street*

Rail Facilities Improvement

Light Rail Transit Freeway Stations Sound Enclosures

Bus Facilities Improvements

Bus Rapid Transit Freeway Station Sound Enclosure
Metro Silver Line Improvements and Upgrades
Division 1 Improvements*
Bus Facility Maintenance Improvement
Enhancements Phase II & III

Regional Rail

LINK US*
Metro Center Street*
Doran Street and Broadway/Brazil Safety Access*

Brighton to Roxford Double Track
Rosecrans/Marquardt Grade Separation*
Lone Hill to White Double Track Project

Soundwall Projects

Soundwall Package 10*

Highway

I-5 North Capacity Enhancements*
105 Express Lanes*
Sepulveda Express Lanes
Other Highway projects, as required

Environmental Compliance Program

Fuel Storage Tank Program*
Soil Remediation*
Energy Conservative Initiative Project*
Sustainability Environmental Compliance*
Carbon Emission Greenhouse*
Sustainability Design Guide*

*Project currently utilizing the PMSS Contract

Evaluation Criteria and Final Evaluation Scores

Proposer	Experience, Qualifications, and Capabilities of Firms on the Team (35%)	Experience, Qualifications, and Capabilities of Key Personnel (25%)	Project Understanding and Approach (30%)	Cost Proposal (10%)	DEOD Bonus Points (3 bonus points)	Total Score
Kal Krishnan Consulting Services/Triunity Engineering and Management (KTJV)	30.88	22.09	26.66	10.00	3.00	92.63
Integrated Program Support Partners JV	26.88	19.90	22.94	8.98	3.00	81.70

Recommended Proposer:

Kal Krishnan Consulting Services/Triunity Engineering and Management

Proposal Highlights:

- 19 firms with 12 DBE's, 15 offices in Los Angeles County/11 HQ in Los Angeles County
- Extensive experience in transit, rail, highway and other capital projects
- Highly skilled experts demonstrating thorough understanding of scope of services
- Firm teams specialized in Program/Project Control
- Bring expertise in Alternative Project Delivery and current market conditions
- Proven experience with Federal Transit Administration New Starts Full Funding Grant Agreements
- Demonstrated lessons learned, best practices and innovation to bring exceptional value
- Far-reaching DBE involvement including vast bench of resources
 - 45% DBE Goal established by Metro DEOD
 - KTJV made a 65% DBE Commitment, significantly exceeding the established goal

Recommendation

Authorize:

- A. The Chief Executive Officer to award and execute a cost reimbursable fixed fee contract, Contract No. PS89856, to Kal Krishnan Consulting Services/Triunity Engineering and Management, a DBE Prime Joint Venture, for Program Control Support Services for a term of five (5) years for a not-to-exceed amount of \$85,000,000, plus two one-year options for an amount not-to-exceed \$38,000,000, resulting in a total not-to-exceed amount of \$123,000,000 through Fiscal Year 2030, with a not-to-exceed funding amount of \$50,000,000 for the first three years of the contract, subject to resolution of any properly submitted protest; and
- B. The Chief Executive Officer to execute individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount.

Prime (DBE JV) and Sub-consultants

Company	PCSS	PMSS	Local Office	Main Office	DBE
Prime Consultant					
KKCS	Y	Y	Los Angeles, CA	Los Angeles, CA	Yes
Tri-Unity	Y	Y	Los Angeles, CA	Denver, CO	Yes
Subconsultants					
AIX Consulting, Inc.	Y	N	Pasadena, CA	Pasadena, CA	Yes
Armand Resource Group	Y	Y	Los Angeles, CA	Teaneck, NJ	Yes
Atkins	Y	N	Los Angeles, CA	United Kingdom	No
Brio Solutions, LLC	Y	Y	Chino, CA	Chino, CA	Yes
CER	Y	N	Westlake Village, CA	Westlake Village, CA	No
Destination Enterprises Inc.	Y	Y	Culver City, CA	Culver City, CA	Yes
DRMcNatty	Y	Y	Mission Viejo, CA	Mission Viejo, CA	No
Insight Strategies, Inc.	Y	Y	Torrance, CA	Torrance, CA	Yes
James Zack Consulting	Y	Y	N/A	Johnstown, CO	No
Krebs	Y	Y	N/A	Park City, UT	No
Lenax Construction Services	Y	Y	Los Angeles, CA	Los Angeles, CA	Yes
LKG-CMC, Inc.	Y	Y	Valencia, CA	Valencia, CA	Yes
Mammoth Associates	Y	N	Northridge, CA	Northridge, CA	Yes
Mott MacDonald	Y	N	Los Angeles, CA	United Kingdom	No
Ramos Consulting Services	Y	Y	San Marino, CA	San Marino, CA	Yes
Thompson Coburn	Y	Y	N/A	Washington DC	No
Zephyr UAS, Inc.	Y	Y	Orange, CA	Orange, CA	Yes