



Board Report

File #: 2025-0239, **File Type:** Contract

Agenda Number: 22.

CONSTRUCTION COMMITTEE JUNE 18, 2025

SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES - CAPITAL IMPROVEMENT PROJECTS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost plus fixed fee Indefinite Delivery/Indefinite Quantity Contract No. AE128314E0132 to HNTB Corporation for Supplemental Engineering Services (SES) for Capital Improvement Projects for a term of five years for a Not To Exceed (NTE) amount of \$70,000,000, subject to the resolution of any properly submitted protest(s), if any; and
- B. EXECUTE Task Orders and modifications within the Board approved contract amount.

ISSUE

Supplemental Engineering Services (SES) are essential to support Metro's Program Management Department in effectively managing the additional workload, particularly for critical infrastructure improvements scheduled to be completed prior to the 2028 Olympic and Paralympic Games. These services provide Metro the flexibility and technical expertise needed to deliver projects safely, on time, and within budget.

BACKGROUND

The previous Bus and Rail SES Contract, which provided specialized engineering services specifically targeted to bus and rail facility projects, expired on June 27, 2023, though certain task orders remain active. The prior contract demonstrated the importance and effectiveness of supplementing internal resources through external expertise for discrete engineering tasks.

Given Metro's expanded project portfolio, driven by major Measure M transit initiatives and critical infrastructure preparations for the 2028 Olympic and Paralympic Games, there is a clear need for a more comprehensive SES contract. This proposed new SES contract, valued at \$70 million over five years, significantly expands the scope to address a broader array of Metro's specialized and technical engineering needs.

While Metro's Program Management Office (PMO) continuously aims to achieve a balanced 50/50 internal-to-consultant staffing ratio, this initiative primarily applies to administrative and construction management functions. The engineering and design disciplines have historically depended more on external consultants due to the highly specialized technical nature of these services, such as structural engineering for complex rail and highway projects, advanced communication systems integration, and comprehensive environmental compliance documentation. The support needed from this contract will be project dependent as needs arise to support near-term project delivery schedules that Metro in-house engineering staff are not able to accommodate with their current project commitments.

DISCUSSION

The proposed SES contract replaces and significantly expands upon the previous Bus and Rail SES Contract. The increase in scope and financial commitment directly aligns with Metro's strategic initiatives, particularly the preparations required for the 2028 Olympic and Paralympic Games and the ambitious Measure M transit expansion projects.

Detailed services covered under this SES contract include:

- Engineering and design support for bus and rail infrastructure, maintenance facilities, highway improvements, active transportation projects, communications and operations systems, joint development, and 2028 Games-specific infrastructure improvements
- Comprehensive project management and administration, feasibility studies, preliminary engineering, and detailed design and construction documentation from early conceptual stages (15%) through final deliverable stages (100%)
- Environmental documentation and permitting support (NEPA/CEQA compliance), hazardous material assessments, and remediation planning
- Right-of-way acquisition support, utility relocation, and coordination with third-party entities and jurisdictional authorities
- Bid phase support, engineering oversight during construction phases, and post-construction documentation management

This SES contract addresses Metro's critical need for flexible, timely, and highly specialized engineering resources, ensuring that Metro is well-positioned to deliver its large-scale projects safely, cost-effectively, and within the necessary timeframes. The technical proficiencies required for this SES contract are comprehensive and include all engineering and specialties disciplines that Metro may require in support of its projects. Projects that are contemplated to use this contract are:

1. Vermont Transit Corridor;
2. Projects to support Station Experience;
3. Reconnecting Communities and Neighborhoods Grant;

- a. Imperial Highway Bus Corridor Enhancements;
 - b. Studebaker Bus Corridor Enhancements;
 - c. Valley Blvd Bus Priority Lanes;
 - d. E Florence Ave Bus Corridor Enhancements;
 - e. Broadway Bus Corridor Enhancements;
 - f. Olympic Bus Corridor Enhancements;
 - g. Hoxie First Last Mile Project;
 - h. Del Amo First Last Mile Project;
 - i. Avalon First Last Mile Project;
 - j. Pico/Flower First Last Mile Project;
 - k. El Monte Mobility Hub;
 - l. Chatsworth Mobility Hub;
 - m. Willow Mobility Hub;
 - n. North Hollywood Mobility Hub;
 - o. Expo/Crenshaw Mobility Hub; and
4. Zero Emission Bus Charging Infrastructure.

This is a preliminary list and projects will be added based on actual needs and available funding.

DETERMINATION OF SAFETY IMPACT

Although this SES contract is not directly related to a specific safety issue, this Board action should have a positive impact on the safety of Metro's patrons and employees

FINANCIAL IMPACT

Approval of the recommendations will have no financial impact to the FY25 budget. Since this is a multi-year contract Project Managers, Cost Center Managers, and the Chief Program Management Officer will be responsible for budgeting costs of task orders related to this contract

Impact to Budget

As specific engineering design support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager. The sources of funds will be reflective of the respective projects' budget which includes federal and/or state grants as well as local funds. Where appropriate, local funds will comprise of operating eligible funds.

EQUITY PLATFORM

The Contract provides Engineering, Design and Specifications for various Metro projects throughout the County of Los Angeles, including in many Equity Focus Communities (EFC). These services are

essential for the support and on-time delivery of Metro projects that serve Metro customers. All services supported by this contract help avoid project delays and promote cost saving measures to effectively deliver the projects and provide greater access and mobility for those who rely on transit to meet their daily needs.

Program Management presented at the Transportation Business Advisory Council and attended meetings with the Small Business Community to further define the experience and background for this solicitation and held one on ones for firms interested in learning more about the scope.

The Diversity and Economic Opportunity Department (DEOD) established an overall 33% Disadvantaged Business Enterprise (DBE) goal for federally funded projects, and 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goals for non-federally funded projects in the solicitation. The successful firm met the goals by making a 33% DBE commitment, a 30% SBE commitment, and a 3% DVBE commitment. A summary of the DBE, SBE and DVBE subconsultants is provided in Attachment B. There are twenty-six DBE, twenty-five SBE, and three DVBE firms on the team. Further, the firm is participating in Metro's Mentor-Protégé Program (MPP) as part of the Contracting Outreach and Mentoring Plan (COMP) and has committed to mentoring at least four firms (two DBE firms, one SBE firm, and one DVBE firm) on this contract.

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 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 to reduce VMT through design and engineering activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity and Goal #4 Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

Staff considered two alternatives:

- 1) Solicit qualifications proposals for each individual task whenever the need or request arises. This alternative is not recommended because it would require extensive additional staff time to

process each individual task. Each task order would essentially be a separate procurement. This could result in project delays due to the lead time required to complete each procurement cycle if the needed services are not determined early enough. Additionally, procuring services on a per-assignment basis would impose a significant additional burden on the Engineering, Capital Projects, and Vendor/Contract Management departments.

- 2) Utilize existing engineering staff to provide the required technical support. This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major projects, capital improvement projects, and State of Good Repair projects. Due to these commitments, it is anticipated that the current staff would be challenged to provide the technical support necessary for upcoming capital projects which will be under concurrent development with already existing projects. If this second alternative is exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work.

Both courses of action are not deemed to be practical or cost effective.

NEXT STEPS

Upon Board approval, staff will execute the SES contract in accordance with Metro Acquisition Policies and Procedures, providing there is no timely protest to be resolved. Specific Task Orders will then be issued on an as-needed basis.

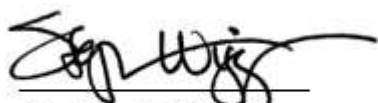
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Michelle Quinn, Executive Officer, Program Management (213) 922-3026
Carolina Coppolo, Deputy Chief Vendor Contract Management Officer (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer (213)922-7297



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**SUPPLEMENTAL ENGINEERING SERVICES (SES)
CAPITAL IMPROVEMENT PROJECTS
CONTRACT NO. AE128314E0132**

1.	Contract Number: AE128314E0132		
2.	Recommended Vendor: HNTB Corporation		
3.	Type of Procurement (check one): IFB RFP RFP-A&E Non-Competitive Modification Task Order		
4.	Procurement Dates:		
	A. Issued: December 5, 2024		
	B. Advertised/Publicized: November 23, 2024		
	C. Pre-Proposal Conference: December 13, 2024		
	D. Proposals Due: February 18, 2025		
	E. Pre-Qualification Completed: April 1, 2025		
	F. Organizational Conflict of Interest Review Completed by Ethics: March 10, 2025		
	G. Protest Period End Date: May 23, 2025		
5.	Solicitations Picked up/Downloaded: 227	Proposals Received: 6	
6.	Contract Administrator: Diana Dai-Tsang	Telephone Number: (213) 418-3310	
7.	Project Manager: Michelle Quinn	Telephone Number: (213) 922-3026	

A. Procurement Background

This Board Action is to approve Contract No. AE128314E0132 to HNTB Corporation, to provide Supplemental Engineering Services (SES) to perform on-call engineering and design services on a Task Order basis to support various capital improvement projects, and authorize funding for the contract, for the not to exceed amount of \$70,000,000.00. Board approval of contract awards are subject to resolution of any properly submitted protest.

The SES Consultant will assist Metro with the delivery of Capital Improvement Projects by providing supplemental engineering support for projects related to bus and rail facilities, maintenance facilities, highway improvements, active transportation projects, communication and operations systems, joint development and adjacent projects, and in addition, the 2028 Olympic and Paralympic Games related improvements and legacy projects. These services will supplement Metro engineering staff and provide technical resources and expertise to support the delivery of capital projects.

This was a qualification-based procurement performed in accordance with Metro's Acquisition Policy, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services. Cost was not an evaluation factor. Metro will award

a Cost Reimbursable-Plus Fixed Fee (CPFF) Indefinite Delivery / Indefinite Quantity type contract. The contract is subject to available funds for specific engineering design support needs that arise for each individual project. Task Orders will be issued and funded from the associated project budget.

Metro issued Request for Proposals (RFP) No. AE128314E0132, SES For Capital Improvement Projects, on December 5, 2024. The Diversity & Economic Opportunity Department recommended a Small Business Enterprise goal of 30% and a Disabled Veteran Business Enterprise goal of 3% for non-federally funded task orders, and a Disadvantaged Business Enterprise goal of 33% for federally funded task orders.

Six (6) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 17, 2024, to add SBE/DVBE Forms 1-5 to Exhibit 1: DBE Good Faith Efforts and Commitment Forms; to add DEOD Contract Compliance Manual (Non-Federal to Exhibit D: Diversity & Economic Opportunity Department Contract Compliance Manual (RC-FTA)).
- Amendment No. 2, issued on January 6, 2025, to add language to COMP Program to indicate the submittal of COMP forty-five (45) days after award; to revise language (construction to design) on page 45 of 127 Section C3; Revise Exhibit A – Scope of Services to indicate changes in requirements and format.
- Amendment No. 3, issued on January 8, 2025, to add Exhibit 15: Experience/Performance Questionnaire to Exhibit (Solicitation); to add Cost and Fee Proposal submittal date clarification; to add Administrative Factors in 1.2 Proposal Content.
- Amendment No. 4, issued on January 16, 2025, to add DBE & SBE/DVBE Commitment language; to extend Proposal Due Date; Revise Submittal Requirements.
- Amendment No. 5, issued January 28, 2025, to extend Proposal Due Date.
- Amendment No. 6, issued February 14, 2025, to revise language for LOI-01 Notice and Invitation and Submittal Requirements.

A total of 227 individuals from various firms were included in the planholder's list. A virtual pre-proposal conference was held on December 13, 2024 and was attended by 100 individuals representing 44 different firms.

A total of six (6) proposals were received on February 18, 2025, from the following firms, listed below in alphabetical order:

1. AECOM Technical Services, Inc.

2. Bureau Veritas
3. Gannett Fleming
4. HNTB Consulting, LLC dba HNTB
5. Michael Baker International
6. Parsons Transportation Group

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Project Engineering, Alternative Delivery/Construction Management, and Office of Strategic Innovation Departments was convened to conduct a comprehensive evaluation of the proposals received.

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

- | | |
|--|-----|
| • Experience and Capabilities of the Firms on the Team | 35% |
| • Experience and Capabilities of Key Personnel | 25% |
| • Understanding and Approach to Service Delivery | 35% |
| • Approach To Cultural Competency | 5% |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the Firms on the team and Understanding and Approach to Service Delivery.

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

Five proposers were determined to be in the competitive range and participated in Oral Presentations with the PET on March 24, 2025. One proposer was not determined to be in the competitive range and was excluded from further consideration.

Qualifications Summary of Recommended Consultant:

The proposal from HNTB Corporation demonstrated outstanding competence and professional qualifications for the performance of the services required and is determined to be the most qualified proposer. HNTB Corporation's written proposal demonstrated extensive technical experience performing supplemental engineering services involving capital improvement projects and providing a significant pool of personnel with expertise in meeting the requirements identified in the Scope of Services. HNTB Corporation also demonstrated a thorough understanding of managing multiple deliverables with an excellent record in client satisfaction on Metro projects and similar projects around Los Angeles County.

Furthermore, this team demonstrated that it is well versed in providing the Scope of Services related to this contract and has the capabilities to provide staffing for the type of work that is required under this contract. HNTB Corporation demonstrated a thorough understanding of the Scope of Services as well as Metro's goals, methods, and resource allocation needs.

The results of the final scoring are shown below, in the order of their ranking:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
HNTB Corporation				
Experience and Capabilities of the Firms on the Team	92.80	35%	32.48	
Experience and Capabilities of Key Personnel	90.92	25%	22.73	
Understanding and Approach to Service Delivery	90.94	35%	31.83	
Approach To Cultural Competency	90.80	5%	4.54	
Total		100%	91.58	1
Parsons Transportation Group				
Experience and Capabilities of the Firms on the Team	90.34	35%	31.62	
Experience and Capabilities of Key Personnel	89.00	25%	22.25	
Understanding and Approach to Service Delivery	89.34	35%	31.27	
Approach To Cultural Competency	88.50	5%	4.43	

Total		100%	89.57	2
Gannett Fleming				
Experience and Capabilities of the Firms on the Team	86.71	35%	30.35	
Experience and Capabilities of Key Personnel	86.40	25%	21.60	
Understanding and Approach to Service Delivery	86.37	35%	30.23	
Approach To Cultural Competency	74.40	5%	3.72	
Total		100%	85.90	3
AECOM Technical Services, Inc.				
Experience and Capabilities of the Firms on the Team	83.49	35%	29.22	
Experience and Capabilities of Key Personnel	86.08	25%	21.52	
Understanding and Approach to Service Delivery	86.65	35%	30.33	
Approach To Cultural Competency	89.00	5%	4.45	
Total		100%	85.52	4
Michael Baker International				
Experience and Capabilities of the Firms on the Team	83.65	35%	29.28	
Experience and Capabilities of Key Personnel	79.60	25%	19.90	

Understanding and Approach to Service Delivery	87.20	35%	30.52	
Approach To Cultural Competency	89.00	5%	4.45	
Total		100%	84.15	5

C. Cost Analysis

A cost analysis of the elements of cost, including labor rates, indirect rates, and other direct costs was performed in accordance with Metro's Acquisition Policy, including fact-finding and clarification and cost analysis to determine whether the cost factors are fair and reasonable. Metro negotiated and established indirect cost rates and, as appropriate, provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services for each Task Order, during the contract term. Task Orders will be issued and funded from the Project budget when specific engineering design support needs arise, subject to availability of funds.

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

D. Background on Recommended Contractor

HNTB Corporation is a national program management, project/construction management and engineering consulting leader with over three decades of experience and expertise managing projects and programs for transit agencies and public clients in Los Angeles County and the larger Southern California region.

Over the past years, HNTB Corporation has provided engineering services on contracts such as the Systems On-Call, Multimodal Highway Program On-Call, Express Lanes PMSS, Eastside Transit Corridor Phase 2, and K-Line Design-Build and performance has been satisfactory. HNTB Corporation is located in downtown Los Angeles, CA.

DEOD SUMMARY

**SUPPLEMENTAL ENGINEERING SERVICES - CAPITAL IMPROVEMENT
PROJECTS / AE128314E0132**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 33% Disadvantaged Business Enterprise (DBE) overall goal for task orders funded with federal dollars as well as an overall Small Business Enterprise (SBE) goal of 30% and a Disabled Veteran Business Enterprise (DVBE) overall goal of 3% for task orders funded with state, local and Measure M dollars for this procurement.

Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to the establishment of this contract. In response to a specific Task Order request with a defined scope of work, HNTB will be required to identify DBE, SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE, SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative DBE, SBE and DVBE participation of all Task Orders issued dependent upon funding source.

HNTB Corporation met the goals by making a 33% DBE commitment, a 30% SBE commitment, and a 3% DVBE commitment.

SMALL BUSINESS GOALS	33% DBE 30% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	33% DBE 30% SBE 3% DVBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Acumen Building Enterprises	African American	TBD
2.	Anil Verma Associates, Inc.	Subcontinent Asian American	TBD
3.	Arellano Associates	Hispanic American Female	TBD
4.	Earth Mechanics, Inc.	Subcontinent Asian American	TBD
5.	FPL & Associates, Inc.	Asian Pacific American	TBD
6.	Frontline Traffic Control	Hispanic American	TBD
7.	IDC Consulting Engineers, Inc.	Asian Pacific American Female	TBD

8.	Intueor Consulting, Inc.	Subcontinent Asian American	TBD
9.	JLM Strategic Talent Partners	African American Female	TBD
10.	JMD	Hispanic American	TBD
11.	JSE4 Engineering, Inc.	Non-Minority	TBD
12.	Lennax Construction Services, Inc.	Non-Minority Female	TBD
13.	MA Engineering	Hispanic American	TBD
14.	Make Good Company LLC	Subcontinent Asian American Female	TBD
15.	Monument ROW	Non-Minority Female	TBD
16.	Pacific Railway Enterprises, Inc.	Non-Minority Female	TBD
17.	PacRim Engineering, Inc.	Asian Pacific American	TBD
18.	PBS Engineers, Inc.	Subcontinent Asian American	TBD
19.	Ramos Consulting Services, Inc.	Hispanic American	TBD
20.	RAW International, Inc.	African American	TBD
21.	Studio MLA	Hispanic American Female	TBD
22.	V&A Inc.	Hispanic American	TBD
23.	VN Tunnel and Underground, Inc.	Subcontinent Asian American	TBD
24.	VST Engineering, Inc.	Hispanic American	TBD
25.	Wagner Engineering & Survey, Inc.	Non-Minority Female	TBD
26.	Zephyr Rail	Hispanic American Female	TBD
Total DBE Commitment			30%

	SBE Subcontractors	% Committed
1.	Acumen Building Enterprises	TBD
2.	Anil Verma Associates, Inc.	TBD
3.	Arellano Associates	TBD
4.	Earth Mechanics, Inc.	TBD
5.	FPL & Associates, Inc.	TBD
6.	Frontline Traffic Control	TBD
7.	IDC Consulting Engineers, Inc.	TBD
8.	Intueor Consulting, Inc.	TBD
9.	JLM Strategic Talent Partners	TBD
10.	JMD	TBD
11.	JSE4 Engineering, Inc.	TBD
12.	Lennax Construction Services, Inc.	TBD

13.	MA Engineering	TBD
14.	Monument ROW	TBD
15.	Pacific Railway Enterprises, Inc.	TBD
16.	PacRim Engineering, Inc.	TBD
17.	PBS Engineers, Inc.	TBD
18.	Ramos Consulting Services, Inc.	TBD
19.	RAW International, Inc.	TBD
20.	Turner Engineering Corporation	TBD
21.	V&A, Inc.	TBD
22.	VN Tunnel and Underground, Inc.	TBD
23.	VST Engineering, Inc.	TBD
24.	Wagner Engineering & Survey, Inc.	TBD
25.	Zephyr Rail	TBD
Total SBE Commitment		30%

	DVBE Subcontractors	% Committed
1.	Calvada Surveying, Inc.	TBD
2.	MA Engineering	TBD
3.	Pacifica Services, Inc.	TBD
Total DVBE Commitment		3%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference was not applicable to this A&E procurement. Pursuant to state and federal law, requires A&E firms to be selected based on demonstrated competence and qualifications, and not solely on price.

C. Contracting Outreach and Mentoring Plan (COMP) Program

The Contracting Outreach and Mentoring Plan (COMP) is applicable to this contract. Forty-five (45) days after the award, HNTB must submit a DBE/SBE/DVBE Contracting Outreach and Mentoring Plan evidencing how it will achieve its listed commitments through the utilization of certified firms for the project. HNTB shall identify two (2) DBE firms, one (1) SBE firm and one (1) DVBE firm for mentorship.

D. Living Wage Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include Field Surveyors.

F. 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.

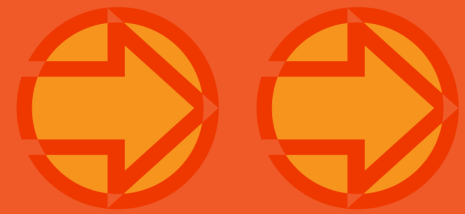
PROGRAM MANAGEMENT

2025-0239 - SUPPLEMENTAL ENGINEERING SERVICES CAPITAL IMPROVEMENT PROJECTS



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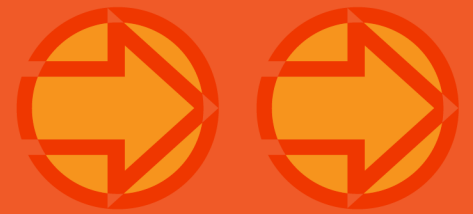
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- Engineering and design support for bus and rail infrastructure, maintenance facilities, highway improvements, active transportation projects, communications and operations systems, joint development, and 2028 Games-specific infrastructure improvements
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- Environmental documentation and permitting support (NEPA/CEQA compliance), hazardous material assessments, and remediation planning
- Right-of-way acquisition support, utility relocation, and coordination with third-party entities and jurisdictional authorities
- Bid phase support, engineering oversight during construction phases, and post-construction documentation management

Preliminary Project List

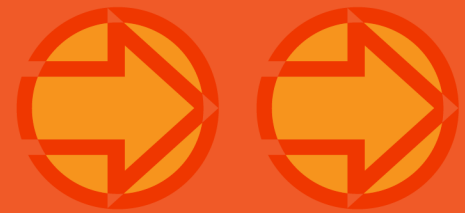


Projects that are contemplated to use this contract are:

- Vermont Transit Corridor
- Projects to Support Station Experience
- Reconnecting Communities and Neighborhoods Grant
- Zero Emission Bus Charging Infrastructure
- 2028 Olympic and Paralympic Games related improvements and legacy projects

This is a preliminary list and projects will be added based on actual needs and available funding.

Procurement Evaluation



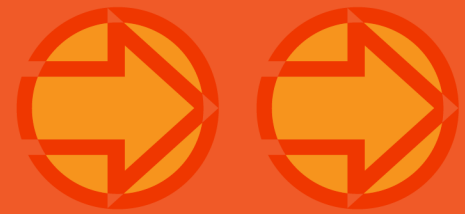
EVALUATION CRITERIA	MAXIMUM POINTS	HNTB CORPORATION	PARSONS TRASPORTATION GROUP	GANNETT FLEMING	AECOM TECHNICAL SERVICES, INC.	MICHAEL BAKER INTERNATIONAL
Experience and Capabilities of the Firms on the Team	35	32.48	31.62	30.35	29.22	29.28
Experience and Capabilities of Key Personnel	25	22.73	22.25	21.60	21.52	19.90
Understanding and Approach to Service Delivery	35	31.83	31.27	30.23	30.33	30.52
Approach To Cultural Competency	5	4.54	4.43	3.72	4.45	4.45
TECHNICAL SCORE	100	91.58	89.57	85.90	85.52	84.15



Metro

Goals and Commitments: 33% DBE / 30% SBE & 3% DVBE

Recommendation



AUTHORIZE the Chief Executive Officer to:

- A. **AWARD** a cost plus fixed fee Indefinite Delivery/Indefinite Quantity Contract No. AE128314E0132 to HNTB Corporation for Supplemental Engineering Services (SES) for Capital Improvement Projects for a term of five years for a Not To Exceed (NTE) amount of \$70,000,000, subject to the resolution of any properly submitted protest(s), if any; and
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