



Board Report

File #: 2025-0269, File Type: Contract

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 17, 2025

SUBJECT: ROLLING STOCK CONSULTANT BENCH - RAIL AND BUS SUPPORT SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a six-year firm fixed unit rate Consultant Bench contract to six firms in an amount Not-To-Exceed (NTE) \$6,886,296.00, inclusive of \$5,347,296 for Discipline A (Rail) and \$1,539,000 for Discipline B (Bus), subject to the resolution of properly submitted protest(s), if any; and

Discipline A: Rail

1. AtkinsRealis USA, Inc. - OP127274000
2. DB E.C.O. North America, Inc. - OP127274001
3. Hatch Associates Consultants, Inc. - OP127274002
4. Mott MacDonald Group, Inc. - OP127274003

Discipline B: Bus

1. Capitol Government Contract Specialists - OP127274004
2. Hatch Associates Consultants, Inc. - OP127274005
3. STV Incorporated - OP127274006

- B. EXECUTE the Task Orders under these contracts within the NTE cumulative amount of \$6,886,296.00.

ISSUE

A key mission of Metro's Transit Vehicle Engineering department is to maintain and enhance the safety, reliability, and availability of non-warranty rail and bus vehicle assets. To fulfill this mission, the department requires as-needed consultant services to support its Transit Vehicle Engineering and Component Overhaul projects.

The as-needed consultant services provide agility to the department by supplementing Metro personnel with subject matter experts and other technical support staff to expedite delivery of projects and maintain the bus and rail fleets in a state of good repair.

BACKGROUND

In the past, Metro Transit Vehicle Engineering has procured technical expertise and services for rail vehicle assets and their systems under Bench Contract No. PS37755, totaling \$8,027,100.00. Through this contract, five qualified consulting firms provided professional engineering and project management support, including the development of technical specifications, the preparation of independent cost estimates, and oversight of the procurement and installation of systems and equipment for Metro's rail fleet over a six year period.

The previous contract awarded the following firms with their respective task order quantities and values:

- CH2M Hill, Inc. , 3 task orders awarded for a total of \$1,317,309.00
- LTK Engineering, Inc., 4 task orders awarded for a total of \$2,583,726.00
- Mott MacDonald, LLP, 2 task orders awarded for a total of \$930,071.00

WSP, Inc., 1 task order awarded for a total of \$339,595.00

DISCUSSION

The Bench Contract allows Metro to augment internal resources by engaging pre-qualified consulting firms with diverse and specialized expertise in engineering, technical services, and program management.

All consulting firms selected for the vehicle bench have demonstrated the technical depth, engineering experience, and capacity necessary to support Metro's anticipated tasks and projects. As specific needs arise, statements of work will be developed to outline the required scope and level of support. Consulting firms on the bench will then be invited to submit proposals, and work will be awarded to the selected firm through Task Orders.

Under Metro's direction, consultants will provide appropriate engineering, technical, and program management services to support the timely execution of deliverables related to Transit Vehicle Engineering and Component Overhaul projects.

Potential tasks under this Bench Contract include, but are not limited to:

- Development and review of technical specifications
- Condition-based assessments of existing fleets
- Failure investigations and fleet reliability studies
- Evaluation and improvement of shop maintenance practices
- Vendor site visits and audits
- Verification and validation of hardware and software modifications
- Prototype development and testing
- Assistance with the development of specifications and procedures for fleet modifications, component replacements, and system upgrades for both Bus and Rail operations.

Current and potential projects under this Bench Contract will include:

- The LRV Door Enable System Engineering Support

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- The P2550/P3010 Pantograph Overhaul Program Support
 - The A650/P2000 Friction Brake Overhaul Program Management
 - The ENC Bus Qualification of Alternate Transmission Manufacturer
 - The Bus Midlife Engineering Support

Considerations

Metro considered the years of experience and past workload of the proposers and their staff to evaluate their qualifications and capabilities.

DETERMINATION OF SAFETY IMPACT

There is no safety impact under this Bench contract. However, the required Consultant support services will contribute to maintaining the bus and rail system in a State of Good Repair (SGR) that is essential to provide a safe and reliable service for our riders who use the Metro transit system.

FINANCIAL IMPACT

The funding for these services is included in the FY26 budget in various bus and rail operating and capital projects. Task Orders will be issued and funded from the associated fiscal year and Life-of-Project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved LOP for each project.

Since this is a multi-year contract, the cost center manager and the respective project managers will be responsible for budgeting the cost for each fiscal year for the term of the contract.

Impact to Budget

Funding for the task orders is provided by the specific project requiring the services. The source for these funds is in line with the respective project's funding plans, and fund sources are local funds, which are eligible for Rail and Bus Capital and Operating Projects. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

EQUITY PLATFORM

The Diversity & Economic Opportunity Department (DEOD) established an overall twenty-five percent (25%) Disadvantaged Business Enterprise (DBE) goal and an overall twenty-two percent (22%) Small Business Enterprise (SBE) and three percent (3%) Disabled Veteran Business Enterprise (DVBE) goal for this bench contract. Each qualified firm is committed to meeting the overall goals, as established (Attachment C).

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 to reduce VMT through operational and maintenance activities that will benefit and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports Metro's state of good repair. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan goal numbers one and two. Approval of the contract would aid in providing technical resources and support to improve safety, reliability, and availability and achieve Metro's Vision 2028 goals of, one, providing high-quality mobility options that enable people to spend less time traveling and, two, delivering outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

Staff considered performing this work in-house; however, due to the limited availability and specialized skill sets of existing staff, there is a significant risk that doing so could impact the bus and rail fleets' State of Good Repair, thus adversely impacting the ability to meet service needs.

The Board may choose not to authorize the Contract award for this project; however, this alternative is not recommended as this Bench Contract is critical to facilitate the timely execution and associated deliverables of Transit Vehicle Engineering and Component Overhaul projects.

NEXT STEPS

Upon Board approval, staff will continue to competitively award individual task orders, on an as-needed basis, for engineering, technical, and program management support services.

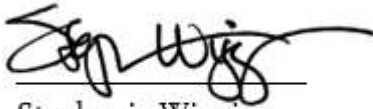
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Gregory Athas, Senior Manager, Transit Vehicle Engineering, (213) 617-6293

Aaron Disman, Senior Director, Transit Vehicle Engineering (213) 617-6280
Debra Avila, Deputy Chief Vendor/Contract Management Officer, 213-418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**ROLLING STOCK CONSULTANT BENCH – RAIL AND BUS SUPPORT
SERVICES/OP127274000 – OP127274006**

1.	Contract Number: OP127274000 through OP127274006	
2.	Recommended Vendor: See Attachment B	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP ☐ RFP–A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates :	
	A. Issued : January 22, 2025	
	B. Advertised/Publicized: February 22, 2025	
	C. Pre-Proposal Conference: January 30, 2025	
	D. Proposals Due: March 3, 2025	
	E. Pre-Qualification Completed: May 13, 2025	
	F. Ethics Declaration Forms submitted to Ethics: March 20, 2025	
	G. Protest Period End Date: July 22, 2025	
5.	Solicitations Downloaded: 48	Bids/Proposals Received: 7
6.	Contract Administrator: Jessica Omohundro	Telephone Number: (213) 922-4790
7.	Project Manager: Gregory Athas	Telephone Number: (213) 617-6293

A. Procurement Background

This Board Action is to approve Contract Nos. OP127274000 through OP127274006 for task order-based Rolling Stock Consultant Services. These bench contracts will supplement internal resources by providing access to firms with broad expertise in engineering, technical services, and program management for both bus and rail operations. Work shall be performed on an “as-needed” basis and authorized through the issuance of task orders. Board approval of contract awards are subject to the resolution of any properly submitted protest(s), if any.

On January 22, 2025, Request for Proposals (RFP) No. OP127274 was issued as a competitive procurement in accordance with Metro’s Acquisition Policy. The contract type is a firm fixed price. The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 22% and a Disabled Veteran Business Enterprise (DVBE) goal of 3% and Disadvantaged Business Enterprise (DBE) goal of 25% and a Local Small Business Enterprise (LSBE) preference of 5%.

Three (3) amendments and two (2) sets of clarifications were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 10, 2025, revised Exhibit 3 “Evaluation Criteria” to include Local Small Business Enterprise Program (LSBE) requirement;
- Amendment No. 2, issued on February 26, 2025, extended proposal due date;

- Amendment No. 3, issued on March 7, 2025, revised Exhibit 3 “Evaluation Criteria” to clarify intent to evaluate both prime and subcontractors.

A total of forty-eight (48) firms downloaded the RFP and were included in the planholders’ list. A virtual pre-proposal conference was held on January 30, 2025, and was attended by nineteen (19) participants representing eight (8) firms. There were twelve (12) questions received for this RFP and responses were provided prior to the proposal’s due date.

A total of seven (7) proposals were received by the due date of March 3, 2025, and are listed below in alphabetical order per discipline:

Discipline A: Rail

1. AtkinsRealis USA, Inc.
2. DB E.C.O. North America, Inc.
3. Hatch Associates Consultants, Inc.
4. Mott MacDonald Group, Inc.

Discipline B: Bus

1. Capitol Government Contract Specialists
2. Hatch Associates Consultants, Inc.
3. STV Incorporated

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Transit Vehicle Engineering, Rail Vehicle Maintenance, and Project Management conducted a comprehensive technical evaluation of all seven (7) proposals received - four (4) for Discipline A: Rail and three (3) for Discipline B: Bus.

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

- | | |
|--|------------|
| • Proposer Team Qualifications and Experience | 60 percent |
| • Experience and Qualifications of Key Personnel | 30 percent |
| • Management Plan and Understanding of Work | 10 percent |
| • Local Small Business Enterprise Program (LSBE) * | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar bench procurements. Several factors were considered when developing these weights, giving the greatest importance to proposers' team qualifications and experience.

*Proposers were eligible for a 5% Local Small Business Enterprise preference if they met the requirement which granted bonus points exceeding the maximum possible evaluation criteria score.

Evaluations were conducted from March 27, 2025 to April 18, 2025. Of the seven (7) proposals received, all seven (7) were determined to be within the competitive range and determined to be responsive, responsible, and qualified to perform the services based on the RFP requirements

Discipline A: Rail

The four (4) firms within the competitive range are listed below in alphabetical order:

1. AtkinsRealis USA, Inc.
2. DB E.C.O. North America, Inc.
3. Hatch Associates Consultants, Inc.
4. Mott MacDonald Group, Inc.

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Mott MacDonald Group, Inc.				1
2	Team Qualifications and Experience	86.67	60%	52.00	
3	Experience and Qualifications of Key Personnel	86.67	30%	26.00	
4	Management Plan and Understanding of Work	84.00	10%	8.40	
	Total		100%	86.40	
5	Hatch Associates Consultants, Inc.				2
6	Team Qualifications and Experience	83.33	60%	50.00	
7	Experience and Qualifications of Key Personnel	85.56	30%	25.67	
8	Management Plan and Understanding of Work	80.70	10%	8.07	
	Total		100%	83.74	

9	DB E.CO. North America, Inc.				3
10	Team Qualifications and Experience	82.22	60%	49.33	
11	Experience and Qualifications of Key Personnel	78.80	30%	23.64	
12	Management Plan and Understanding of Work	76.00	10%	7.60	
	Total		100%	80.57	
13	AtkinsRealis USA, Inc.				4
14	Team Qualifications and Experience	80.00	60%	48.00	
15	Experience and Qualifications and Key Personnel	80.00	30%	24.00	
16	Management Plan and Understanding of Work	81.30	10%	8.13	
	Total		100%	80.13	

Discipline B: Bus

The three (3) firms within the competitive range are listed below in alphabetical order:

1. Capitol Government Contract Specialists
2. Hatch Associates Consultants, Inc.
3. STV Incorporated

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	STV Incorporated				1
2	Team Qualifications and Experience	84.45	60%	50.67	
3	Experience and Qualifications of Key Personnel	83.33	30%	25.00	
4	Management Plan and Understanding of Work	83.30	10%	8.33	
	Total		100%	84.00	
5	Capitol Government Contract Specialists				2
6	Team Qualifications and Experience	78.88	60%	47.33	
7	Experience and Qualifications of Key Personnel	75.57	30%	22.67	

8	Management Plan and Understanding of Work	79.30	10%	7.93	
	Total		100%	77.93	
9	Hatch Associates Consultants, Inc.				3
10	Team Qualifications and Experience	76.67	60%	46.00	
11	Experience and Qualifications of Key Personnel	75.57	30%	22.67	
12	Management Plan and Understanding of Work	75.30	10%	7.53	
	Total		100%	76.20	

No firms were determined to be outside the competitive range and no firms were excluded for further consideration.

Upon the completion of the evaluation process, all seven (7) firms demonstrated the necessary experience, technical capabilities, and resources to perform the scope of work to support both the Rail and Bus disciplines.

C. Cost/Price Analysis

Work for this bench contract will be authorized through the issuance of individual task orders. Each task order will include a defined scope of services related to either the Rail or Bus disciplines. These task orders will be competed among the firms on the respective benches allowing for competitive pricing and selection based on the specific need. An analysis shall be performed at the time each task order is issued and awarded in accordance with Metro's acquisition policy.

D. Background on Recommended Contractors

AtkinsRealis USA, Inc.

AtkinsRealis USA, Inc., founded in 1911, is one of the world's leading engineering, design, and construction firms, with over 39,000 employees across 160+ countries. The firm is a recognized expert in consulting services for rail vehicle equipment, offering comprehensive support throughout the full life cycle of transit rail systems—including engineering, operations, maintenance, and overhaul—for both light and heavy rail vehicles. AtkinsRealis USA, Inc. is currently involved in multiple specialized rail projects with agencies such as Metro, Metrolink, Caltrans, and Metrolinx. The dedicated project manager will operate from the downtown Los Angeles office, supported by a team with extensive Metro experience and full fleet coverage.

Capitol Government Contract Specialists

Capitol Government Contract Specialists, established in 2011 and headquartered in Irvine, California, is a small business specializing in rolling stock, transit operations, and oversight services. Since 2018, the firm has supported Metro's bus procurements through key contracts involving program management, vehicle engineering, and reliability analysis. The Capitol GCS team includes seasoned professionals with decades of experience in transit vehicle projects. Known for their accessibility and strong partnerships, Capitol GCS has over 20 years of collaborative experience on major transit initiatives in cities like Boston and Los Angeles. The firm has provided bench services for Metro with satisfactory performance.

Capitol GCS is a disadvantaged business enterprise (DBE).

DB E.C.O. North America, Inc.

DB E.C.O. North America, Inc., established in 2017 and headquartered in Sacramento, California, is the U.S. subsidiary of the Deutsche Bahn Group. The firm offers specialized expertise tailored to North America's rail industry, drawing on decades of global experience in rail vehicle engineering, maintenance, and component overhauls. DB E.C.O. integrates international best practices with localized knowledge of regional suppliers and operational standards. Their team has supported major projects for agencies including SBCTA, Caltrans, Sound Transit, and Metro. Team of professionals with over a decade of experience in rail systems engineering consulting services.

Hatch Associates Consultants, Inc.

Hatch Associates Consultants, Inc., founded in 1931 and headquartered in Pittsburgh, Pennsylvania, is a 100% employee-owned multidisciplinary professional services firm. The company provides a wide range of technical and strategic services across the infrastructure, metals, and energy sectors worldwide. Hatch's Transit Business Unit is recognized as one of North America's most experienced consultants in bus transit vehicles and rail systems. Organized into five specialized areas—Vehicles and Operations, Systems Engineering, Assurance and Integration, Linear Infrastructure and Facilities, and Data Analytics—the unit includes approximately 1,000 professionals. Hatch supports both rail and bus disciplines through a strong in-house team and a network of subcontractors. The firm has led or contributed to major transit projects for agencies such as TriMet, Sound Transit, MARTA, SRTD, and Metro. Hatch Associates Consultants, Inc. has provided bench services for Metro with satisfactory performance.

Mott MacDonald Group, Inc.

Mott MacDonald Group, Inc., established in 1989 through the merger of two legacy engineering consultant groups, is an employee-owned firm specializing in engineering, management, and development consulting services. With over 16,000 employees in 180 offices across 150 countries, the company offers global expertise with a strong focus on rail-based systems, including light rail, subway, commuter rail, and streetcar services. Mott MacDonald's core team brings deep knowledge of Metro's fleet, operations, and maintenance processes, with proven capabilities in rail vehicle engineering and program management. The firm also collaborates with a network of specialized subcontractors to broaden its technical scope. Mott MacDonald has successfully delivered projects for agencies such as SBCTA, SCRRA, Sound Transit, and Metro, and has provided services to Metro with satisfactory performance.

STV Incorporated

STV Incorporated, operating since 2012 with more than 60 offices nationwide, is a nationally recognized firm with over 40 years of experience supporting Metro and its predecessor agencies. Combining broad national resources with in-depth knowledge of local transit operations, STV is a trusted provider of on-call consultant services for agencies including SFMTA, NCTD, MARTA, and Metro. The firm's team is led by experienced local management and includes specialists in bus reliability, engineering, equipment, quality control, regulatory compliance, and reporting. Many staff members have over a decade of direct experience in transit and rail system operations. STV is a recognized leader in the passenger transit and rail sector and has provided services for Metro with satisfactory performance.

DEOD SUMMARY

**ROLLING STOCK CONSULTANT BENCH - RAIL AND BUS SUPPORT SERVICES
OP127274000 – OP127274006**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall twenty-five percent (25%) Disadvantaged Business Enterprise (DBE) goal on all federally funded task orders and an overall twenty-five (25%) Small Business Enterprise (SBE) goal, inclusive of 22% SBE and 3% Disabled Veteran Business Enterprise (DVBE), on all state, local, and or Measure M funded task orders on this bench contract. Each firm committed to meet the overall 25% DBE and overall 25% SBE goals. Proposers were encouraged to form teams that included DBE, SBE, and DVBE firms without schedules or specific dollar commitment to designated subcontractors.

Six (6) firms were selected as prime consultants, one of which is SBE certified: AtkinsRealis USA, Inc., DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., Mott MacDonald Group, Inc., Capitol Government Contract Specialists (SBE), and STV Incorporated.

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

Prime: AtkinsRealis USA, Inc. (Discipline A)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Capitol Government Contract Services	-	TBD	TBD	-
2.	MA Engineering	X	TBD	TBD	TBD
3.	Raul Bravo & Associates, Inc.	-	TBD	TBD	-
4.	Turner Engineering Corporation	X	-	TBD	-

5.	Virginkar & Associates, Inc.	-	TBD	TBD	-
Total Commitment			25%	22%	3%

Prime: DB E.C.O. North America, Inc. (Discipline A)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Raul Bravo & Associates, Inc.	-	TBD	TBD	-
2.	Virginkar & Associates, Inc.	-	TBD	TBD	-
3.	MA Engineering	X	TBD	TBD	TBD
Total Commitment			25%	22%	3%

Prime: Mott MacDonald Group, Inc. (Discipline A)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Capitol Government Contract Services (Prime)	-	TBD	TBD	-
2.	Parthenon Corporation	X	TBD	TBD	-
3.	PSM Associates	-	-	TBD	TBD
4.	Turner Engineering Corporation	-	-	TBD	-
5.	Virginkar & Associates, Inc.	-	TBD	TBD	-
Total Commitment			25%	22%	3%

Prime: Hatch Associates Consultants, Inc. (Discipline A and B)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Virginkar & Associates, Inc.	-	TBD	TBD	-
2.	Capitol Government Contract Services	-	TBD	TBD	-
3.	FiveTwo Engineering Services LLC	-	-	-	DVBE
4.	Ramos Consulting Services, Inc.	X	TBD	TBD	-
5.	Omni Strategy, LLC	-	TBD	TBD	-
6.	Turner Engineering Corporation	X	-	TBD	-
Total Commitment			25%	22%	3%

Prime: Capitol Government Contract Specialists (Discipline B)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Capitol Government Contract Services (Prime)	-	TBD	TBD	-
2.	Amheart Solutions	-	TBD	TBD	TBD
Total Commitment			25%	22%	3%

Prime: STV Incorporated (Discipline B)

Small Business Goal	25% DBE 22% SBE 3% DVBE	Small Business Commitment	25% DBE 22% SBE 3% DVBE
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	DBE/SBE/DVBE Subcontractors	LSBE	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Amheart Solutions	-	TBD	TBD	TBD
2.	Capitol Government Contract Specialists	-	TBD	TBD	-
3.	Impact Sciences, Inc.	LSBE	TBD	TBD	-
4.	Omni Strategy, LLC	-	TBD	TBD	-
5.	Turner Engineering Corporation	LSBE	-	TBD	-
6.	Virginkar & Associates, Inc.	-	TBD	TBD	-
7.	Zero Emissions Transportation Partners, LLC	-	TBD	TBD	-
Total Commitment			25%	22%	3%

B. Local Small Business Enterprise (LSBE) Preference Program

The LSBE Preference will be applied at the task order level on task orders funded with non-federal funds. The LSBE preference is not applicable to federally funded task orders. 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

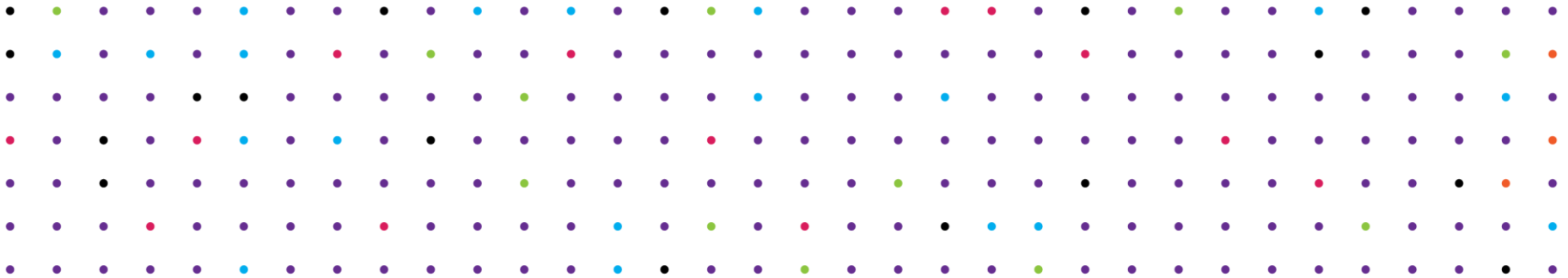
Prevailing Wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

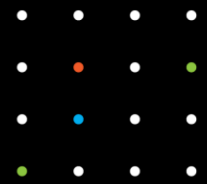
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ROLLING STOCK CONSULTANT BENCH – RAIL AND BUS SUPPORT SERVICES

July 17, 2025

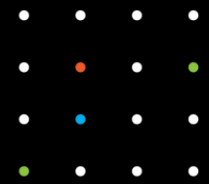


RECOMMENDATION



- A. AUTHORIZE the Chief Executive Officer to award a six year firm fixed unit rate Consultant Bench contract to six firms in an amount Not-To-Exceed (NTE) \$6,886,296.00, inclusive of \$5,347,296 for Discipline A (Rail) and \$1,539,000 for Discipline B (Bus), subject to the resolution of properly submitted protest(s), if any; and
- B. EXECUTE the Task Orders under these contracts within the NTE cumulative amount of \$6,886,296.00.

AWARDEES



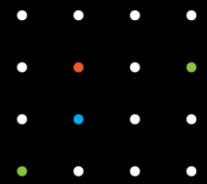
Discipline A: Rail

Firm	Contract	Score	Rank
Mott MacDonald Group, Inc.	OP127274003	86.40	1
Hatch Associates Consultants, Inc.	OP127274002	83.74	2
DB E.C.O. North America, Inc.	OP127274001	80.57	3
AtkinsRealis USA, Inc.	OP127274000	80.13	4

Discipline B: Bus

Firm	Contract	Score	Rank
STV Incorporated	OP127274006	84.00	1
Capitol Government Contract Specialists	OP127274004	77.93	2
Hatch Associates Consultants, Inc.	OP127274005	76.20	3

NUMBER OF BIDS/PROPOSALS



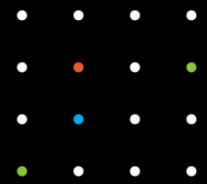
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Discipline B: Bus

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- (3) STV Incorporated

DEOD COMMITMENT & ISSUE



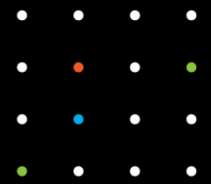
DEOD COMMITMENT

The contract's DBE goal of 25%, SBE goal of 22%, and DVBE goal of 3% will require participation by disadvantaged and small businesses to ensure a more equitable disbursement of resources. Proposers are required to comply with said requirements to be considered responsive and eligible for contract award.

ISSUE

A key mission of Metro's Transit Vehicle Engineering department is to maintain and enhance the safety, reliability, and availability of non-warranty rail and bus vehicle assets. To fulfill this mission, the department has previously required additional resources, including specialized technical expertise and services.

DISCUSSION



DISCUSSION

Under Metro's direction, consultants will provide appropriate engineering, technical, and program management services to support the timely execution of Transit Vehicle Engineering and Component Overhaul projects.

The Rolling Stock Bench Contract, will allow for support in performing failure investigations, testing, software modifications, and development of technical documents and will be used on an as-needed basis to supplement resources to in-house staff.