

**Board Report**

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**File #:** 2025-0954, **File Type:** Contract**Agenda Number:** 17.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
FEBRUARY 19, 2026****SUBJECT: PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY  
MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month firm-fixed-price contract, Contract No. PS131366(2)000, to Enterprise Automation for the replacement of the Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) system, for a Not-To-Exceed (NTE) amount of \$14,142,415.34, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

**ISSUE**

The existing Fire and Emergency Management Programmable Logic Controller (F&EM PLC) and Emergency Management Panel (EMP) systems on Metro B&D lines are obsolete and have been phased out by the original equipment manufacturer (Schneider Electric). The affected stations are from Wilshire/Vermont to Wilshire/Western (three stations), Vermont/Beverly to Hollywood/Vine (five stations), Hollywood/Highland to North Hollywood (three stations) and two satellite locations, Solar Drive and Hortense Street. Spare parts are only available as refurbished, and Schneider Electric has recommended that the equipment be migrated to the current generation of PLC equipment. The F&EM PLC is a mission-critical system and is required by Fire Life Safety (FLS) Regulation 4 to be in proper working condition.

**BACKGROUND**

The currently installed PLC and EMP equipment is between 25-29 years old and has been in place since the Metro B&D lines were commissioned in four phased segments:

- Segment 1 - Union Station to Westlake/MacArthur (5 stations)
- Segment 2a - Wilshire/Vermont Station to Wilshire/Western Station (3 Stations)
- Segment 2b - Vermont/Beverly Station to Hollywood/Vine Station (5 Stations)
- Segment 3 - Hollywood/Highland Station to North Hollywood Station (3 Stations)

While the existing equipment is functional, given the age and obsolescence of replacement parts,

Metro requires that the existing F&EM PLC and EMP equipment be migrated to the current generation of equipment. Accomplishing this effort requires a design-build project and will involve engineering, personnel, labor, material, startup, and Turnkey Engineered Solution services. The PLC and EMP equipment replacement for Segment 1 is being performed under capital projects: 205038 - SCADA Heavy Rail, and 205684 - Metro B&D Lines Segment 1 SCADA Equipment Replacement, as the existing equipment in Segment 1 is supplied by a different manufacturer. This contract award will address Segment 2 and Segment 3 equipment replacement.

In May 2021, the Board approved the Metro B&D Lines Segment 2 SCADA Equipment Replacement project with an LOP budget of \$8,270,000 as part of the FY22 fiscal year budget adoption. In addition, in May 2022, the Board approved the Metro B&D Lines Segment 3 SCADA Equipment Replacement project with an LOP budget of \$8,300,000 as part of the FY23 fiscal year budget adoption. This contract award combines both projects under one solicitation.

## **DISCUSSION**

Metro Rail Operations and Maintenance of Wayside rely heavily on communications equipment (PLC & EMP) at the Rail passenger stations to provide supervisory and control functions that are essential for the safe, reliable, and efficient operation of the Metro rail lines. These functions include centralized control and/or monitoring of train movement, traction and auxiliary power, fire detection and suppression, gas detection, emergency tunnel and ancillary ventilation, elevators and escalators, radio, emergency telephone, Next train arrival times, Transit Passenger Information System (TPIS), and intrusion.

This is an extremely complex project that has a variety of known and unknown risks that need to be identified, managed, and mitigated. The technical features of the existing and obsolete technology platform, as well as the replacement platform, must be well understood by practitioners who have substantive experience with the old and new Schneider product lines, and experience gained from prior Schneider modernization projects. In addition, the AVEVA InTouch software experience must also be sought, given the 35 instances of InTouch installed across the 13 sites.

This project is part of Metro's commitment to delivering a robust State of Good Repair (SGR) program that invests in modernization and enhancement to renew asset life and reduce asset breakdowns that impact daily service and customer experience.

## **DETERMINATION OF SAFETY IMPACT**

In accordance with Metro's SGR requirements and Transit Asset Management (TAM) Plan, the Metro B&D Line PLC and EMP equipment are reaching the end of their useful life and must be replaced promptly to comply with safety and reliability standards, along with Fire Life Safety (FLS) Regulation 4 requirements. Replacement of the PLC and EMP equipment will enhance safety and will also ensure reliable Metro Rail Operations communications systems.

## **FINANCIAL IMPACT**

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A total of \$14,031,500 is needed for this action, which covers project work for both the Metro B and D Lines, Segments 2 and 3. Funding for this contract is included in the Infrastructure Renewal Program (cost center 3960), and is budgeted across two capital projects: 205120 - Metro B&D Lines Segment 2 SCADA Equipment Replacement project, and 205677 - Metro B&D Lines L Segment 3 SCADA Equipment Replacement project. The combined LOP budget is \$16,570,000, which is within the project budget. Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted for future fiscal years.

The project work will take place throughout 2026 -2028, and the annual budgets for FY26, FY27, and FY28 will be adjusted accordingly. Currently, the FY26 Annual Budget is \$3,395,238. However, any annual budget shortfalls shall be addressed through the relocation of FY26 monies from existing capital projects that may have underspent their allocated annual budget funds.

#### Impact to Budget

The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and Capital Projects.

#### **EQUITY PLATFORM**

This action provides enhanced safety for Metro riders along the Metro B & D Lines' neighborhoods of Westlake, Koreatown, East Hollywood, Studio City, Hollywood, and North Hollywood. This segment of the Metro B & D Lines serves communities with a high Equity Focus Communities (EFC) concentration based on the Metro's Equity Need Index (MENI) map. Meaning, the area of focus houses, on average, more than 50% low-income households, 64% of which are considered Black, Indigenous, and other People of Color (BIPOC) communities.

The Diversity & Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. The recommended firm, Enterprise Automation, exceeded the goal by making a 7.09% SBE commitment and a 3.04% DVBE commitment.

#### **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 capital improvement investments to replace the Metro B&D Line PLC and EMP System. These capital improvement investments 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.

\*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**

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 5 Provide responsive, accountable, and trustworthy governance within the Metro organization.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

### **ALTERNATIVES CONSIDERED**

Staff considered not purchasing or replacing the Metro B&D Line PLC and EMP equipment, but it is not recommended. This option would result in the obsolescence of existing equipment and an impact on Metro's FLS operations.

### **NEXT STEPS**

Upon Board approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract RFP No. PS131366.

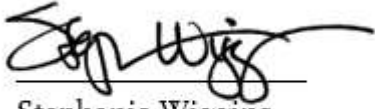
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Daniela Amores, Senior Director, Project Control, (213) 617-6283  
David Chu, Senior Director, Wayside Systems (SCADA), (213) 418-3042  
Leticia Solis, Executive Officer, Rail Maintenance of Way (213) 613-2115  
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227  
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**

**PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT/PS131366(2)000**

1.	<b>Contract Number:</b> PS131366(2)000	
2.	<b>Recommended Vendor:</b> Enterprise Automation	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 6/26/2025	
	<b>B. Advertised/Publicized:</b> 6/26/2025	
	<b>C. Pre-Proposal Conference:</b> N/A	
	<b>D. Proposals Due:</b> 8/19/2025	
	<b>E. Pre-Qualification Completed:</b> 8/19/2025	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> 8/20/2025	
	<b>G. Protest Period End Date:</b> 2/24/2026	
5.	<b>Solicitations Downloaded:</b> 30	<b>Bids/Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Joshua Sierra	<b>Telephone Number:</b> 213-922-4539
7.	<b>Project Manager:</b> David Chu	<b>Telephone Number:</b> 213-617-6225

**A. Procurement Background**

This Board Action is to approve Contract No. PS131366(2)000 issued in support of upgrading Metro’s existing Fire and Emergency Management Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) Systems. The existing systems are nearing the end of their useful life and require replacement. These systems are part of the Supervisory Control and Data Acquisition (SCADA) network and are essential for providing critical fire life safety data information to the Rail Operations Control Center (ROC). The project will involve migrating the existing Quantum PLC and Modicon I/O systems to newer Quantum PLC controllers. This migration will include program conversion, hardware installation, and communication migration for the Fire Control Panel. Board approval of contract awards is subject to resolution of any properly submitted protest, if any.

On June 26, 2025, Request for Proposals (RFP) No. PS131366(2) was issued as a competitive procurement in accordance with Metro’s Acquisition Policy and the proposed contract type is a firm fixed price.

The Diversity and Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal. In addition, the solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program, which provides eligible proposers a 5-point preference for the utilization of local small business firms.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 3, 2025 extending critical due dates.

A total of thirty firms downloaded the RFP and were included in the planholders' list. There were thirteen questions received for this RFP and responses were provided prior to the proposal due date.

One proposal was received on August 19, 2025, from Enterprise Automation. Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Inquiries were made of all firms on the planholder's list.

The results of the market survey indicated several firms chose not to propose due to insufficient certifications for the specified PLC system, the project being outside their scope, or lacking the capacity to fulfill the contract. Others cited time constraints, difficulty securing an electrical contractor, and inability to accept the agency's standard terms and conditions.

## **B. Evaluation of Proposals**

A diverse Proposal Evaluation Team (PET) consisting of Metro staff convened and conducted a comprehensive technical evaluation of the proposals received.

The proposal was evaluated based on the following evaluation criteria and weights:

- |   |     |
|---|-----|
| • Technical Approach and Understanding of Scope | 20% |
| • Project Plan, Schedule, and Milestones        | 10% |
| • Experience, Credentials, and Past Performance | 30% |
| • Quality Control and Testing Plans             | 10% |
| • Safety and Compliance                         | 5%  |
| • Training and Support                          | 5%  |
| • Cost Proposal                                 | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar systems. Several factors were considered when developing these weights, giving the greatest importance to experience, credentials and past performance.

One proposal was received from Enterprise Automation.

In September, the Proposal Evaluation Team (PET) reviewed the firm's technical proposal. During the evaluation process, the PET reviewed project managers and key team members' qualifications and work plan approach. The technical proposal generally covered the RFP requirements, the teams' experience with all aspects of the criteria, and each firm's commitment to the project's success. Additionally, staffing plans, project/work plans, and potential project challenges were highlighted.

**Qualifications Summary of Recommended Firm:**

Enterprise Automation has been in business for 27 years. They specialize in the field of control systems integration and digital transformation. Clients include West Basin Municipal Water District, City of Douglas, Arizona, Golden State Water Company, Carlsbad Municipal Water District, Encina Wastewater Authority, Sentinel Peak Resources, Sweetwater Authority, and City of Fresno, California.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Enterprise Automation</b>				
3	Technical Approach and Understanding of Scope	73.35	20.00%	14.67	
4	Project Plan, Schedule, and Milestones	86.70	10.00%	8.67	
5	Experience, Credentials, and Past Performance	100.00	30.00%	30.00	
6	Quality Control and Testing Plans	86.70	10.00%	8.67	
7	Safety and Compliance	66.60	5.00%	3.33	
8	Training and Support	66.60	5.00%	3.33	
9	Cost Proposal	100.00	20.00%	20.00	
10	LSBE Preference Program (Bonus Points)	0.00	5.00%	0.00	
11	<b>Total</b>			<b>88.67</b>	<b>1</b>

**C. Cost Analysis**

The recommended proposal from Enterprise Automation has been determined to be fair and reasonable based upon the expectation of adequate competition and Metro’s Independent Cost Estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Enterprise Automation	\$14,212,333.52	\$14,031,500.00	\$14,142,415.34

**D. Background on Recommended Contractor**

The recommended firm, Enterprise Automation, located in Irvine, with dedicated offices in California and Arizona, has been in business for 27 years and is a leader in the field of control systems integration and digital transformation. In 2025, Enterprise Automation became a leading member of Tetra Tech's Digital System Group, which connects clients with their assets through integrated control and digital systems.

## DEOD SUMMARY

**PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY  
MANAGEMENT PANEL (EMP) REPLACEMENT SYSTEM/PS131366(2)000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Enterprise Automation exceeded the goal by making a 7.05% SBE and 3.03% DVBE commitment.

<b>Small Business Goal</b>	<b>7% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>7.09% SBE 3.04% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	Aeon	7.09%	X	
	<b>Total SBE Commitment</b>	<b>7.09%</b>		

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	Benmo	3.04%		X
	<b>Total DVBE Commitment</b>	<b>3.04%</b>		

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

Enterprise Automation, a non-LSBE prime, subcontracted 7.09% of the total contract value with eligible LSBE firms. Because Enterprise Automation did not subcontract at least 30% of its contract value with eligible LSBE firm(s), the firm was ineligible for the preference.

**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 requirements are applicable to this project. DEOD will 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).

**E. Project Labor Agreement/Construction Careers Policy**

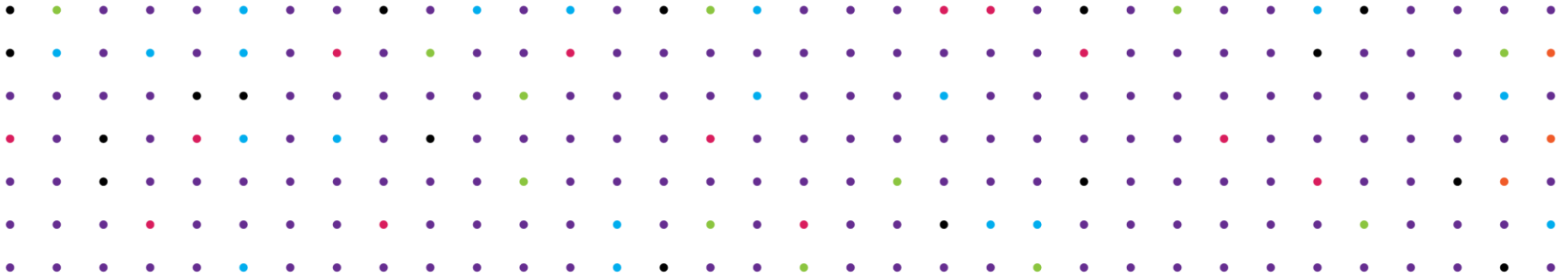
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

**F. Manufacturing Careers Policy**

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

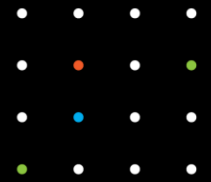
MAINTENANCE & ENGINEERING

# PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT



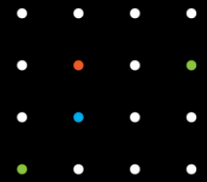
Operations, Safety, & Customer Experience Committee Meeting  
February 19, 2026

# RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a 36-month firm-fixed-price contract, Contract No. PS131366(2)000, to Enterprise Automation for the replacement of the Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) system, for a Not-To-Exceed (NTE) amount of \$14,142,415.34, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

# ISSUE & DISCUSSION



## AWARDEE

Enterprise Automation

## NUMBER OF BIDS/PROPOSALS

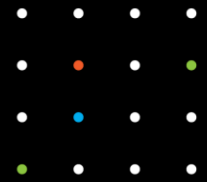
Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Enterprise Automation	\$14,212,333.52	\$14,031,500.00	\$14,142,415.34

## DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro’s Local Small Business Enterprise (LSBE) program. The recommended firm, Enterprise Automation, exceeded the goal by making a 7.09% SBE commitment and a 3.04% DVBE commitment.



# ISSUE & DISCUSSION



## ISSUE

The existing Fire and Emergency Management Programmable Logic Controller (F&EM PLC) and Emergency Management Panel (EMP) systems on Metro B&D lines are obsolete and have been phased out by the original equipment manufacturer. The F&EM PLC is a mission-critical system and is required by Fire Life Safety (FLS) Regulation 4 to be in proper working condition.

## DISCUSSION

Metro requires that the existing F&EM PLC and EMP equipment be migrated to the current generation of equipment. This effort requires a design-build project involving engineering, personnel, labor, material, startup, and Turnkey Engineered Solution services for Metro B&D lines Segment 2 and Segment 3 equipment replacement.