File #: 2026-0300, **File Type:** Project **Agenda Number:** 17.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

ISSUE

The Doran Street Grade Separation Project has completed final design plans and is in procurement for the construction of Segment 1 - City of Glendale portion of the project. A phased and segmented procurement strategy is being implemented to meet regulatory, environmental, right-of-way, and third-party coordination requirements. Staff recommends Board approval of the CMSS contract, which would support and oversee both segments of the Project, and includes all third-party and soft costs.

Awarding the CMSS contract is critical to provide the support required in managing the completion of this construction project and to satisfy expenditure requirements of the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

The Doran Street Grade Separation Project serves a critical rail corridor utilized by Metrolink, Amtrak, Union Pacific, and future operations of the California High-Speed Rail. The project will construct a new vehicle bridge extending from West San Fernando Road in the City of Glendale, passing underneath State Route 134, and connecting to the existing Fairmont Avenue Bridge.

At its May 2011 meeting, the Board authorized $6.6 million for improving the safety of the intersection of Doran Street and the Metro-owned right-of-way. At its January 2017 meeting, the Board advanced the Doran Street and Broadway/Brazil Grade Separation Project that proposed the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise and improve vehicle and pedestrian safety and mobility. At its January 2021 meeting, the Board approved the advancement of the Doran Street Grade Separation Project and authorized advancement of final design and project development.

In 2015 (SB 348), the California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California. With 18 recorded pedestrian and vehicular incidents since 1976, the CPUC had an initial ruling that Doran Street should convert to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built. In 2014, the Broadway/Brazil crossing improvements were completed to provide the first safety enhancements for the project area. Due to the West San Fernando Road and Broadway/Brazil Street signalized intersection changing from stop control to a signalized configuration, the crossing experienced significant traffic congestion and a high volume of complaints from the public and business owners. Due to this congestion and associated safety issues, CPUC has required the closure of this crossing and to provide an alternate access to the affected public and business owners.
Environmental clearance for the Project has been completed. The Project received a California Environmental Quality Act (CEQA) Notice of Exemption in 2019 and a National Environmental Policy Act (NEPA) Categorical Exclusion determination from the FRA in 2025.

Metro issued Request for Proposal (RFP) No. AE137794MC086 for Construction Management Support Services (CMSS) to support the construction phase of the Project. The CMSS consultant will provide construction management, inspection, support to contract administration, scheduling, document control, stakeholder coordination, and construction closeout support services necessary for project delivery.

DISCUSSION

The Doran Street Grade Separation Project addresses one of the most heavily trafficked and high-risk rail crossings in the region, where frequent train movements create conflicts with vehicles, pedestrians, and cyclists. The Project will eliminate the existing at-grade crossing and replace it with a grade-separated vehicle bridge, improving safety, reducing traffic delays, and enhancing rail operations and reliability. Key components of the Project include construction of a grade-separated crossing, new roadway alignments, pedestrian and bicycle improvements, and coordination with regional rail operators.

The Project is being delivered using a Design-Bid-Build approach and is currently advancing through PS&E and Right-of-Way acquisition. To maintain project momentum and address differences in jurisdictional readiness, construction will be implemented in two segments:

- Segment 1, within the City of Glendale, is further advanced and will proceed to construction first.
- Segment 2 within the City of Los Angeles is expected to be advertised for construction in Fall 2026.

Metro received proposals in January 2026 and is recommending the award of the CMSS contract. Staff recommends using CMSS for the construction phase of the Project as it enables Metro to engage a consultant team to support construction management, field inspection, contract administration, stakeholder coordination, scheduling, and document control activities necessary to deliver the Project.

The CMSS consultant will support the implementation of the phased construction delivery strategy for Segments 1 and 2 of the Project and assist Metro in maintaining the Project schedule and supporting compliance with the TIRCP funding deadline of June 30, 2027.

DETERMINATION OF SAFETY IMPACT

The Doran Street at-grade railroad crossing has a documented and longstanding history of serious safety incidents that establishes a clear and compelling need for grade separation. Since 1976, the crossing has experienced 18 train-vehicle or train-pedestrian collisions, resulting in five fatalities and at least one serious injury, prompting formal safety hearings and arbitrations by the CPUC. The crossing carries approximately 90 passenger and freight trains per day, including Metrolink commuter rail, Amtrak intercity service, and heavy freight traffic, a level of rail activity that the CPUC has consistently identified as presenting elevated and unacceptable risk for roadway users and pedestrians. Based on this collision history and operational context, the CPUC has repeatedly classified Doran Street as a high-risk and hazardous crossing where continued at-grade operation poses ongoing safety concerns. CPUC Order Instituting Investigation on the Commission's Own Motion into Closure of the Highway-Rail At-Grade Crossing at West Doran.

The CPUC has further determined that interim safety measures are insufficient to address the long-term risks at the Doran Street crossing and has directed Metro to advance permanent grade separation as the sole effective safety remedy. Through multiple decisions and enforcement actions, including Resolution TED-300 and Decision 19-01-008, the CPUC has conditioned continued interim operations on demonstrated progress toward ultimate closure of the at-grade crossing, most recently granting a time extension in January 2024 only after full construction funding was secured. The project also addresses broader regional and statewide rail safety objectives, as the corridor is expected to support increased passenger rail service and future high-speed rail operations, which are incompatible with at-grade roadway crossings. Accordingly, the Doran Street Grade Separation Project is necessary to comply with CPUC safety directives, eliminate a known collision hazard, and protect roadway users, pedestrians, and rail passengers both now and as rail service expands in the future.

Approval of this item advances the elimination of an at-grade crossing, directly reducing the potential for rail-related incidents and improving response times for emergency services. The Doran Street Grade Separation project is being designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The Doran Street Grade Separation Project is funded with local, state and federal grants. These sources include $33.12 million in Federal Railroad Administration Railroad Crossing Elimination Program funds, and $21.3 million in State Transit and Intercity Rail Capital Program funds.

Since this is a multi-year project, the Chief Program Management Officer will be accountable for budgeting the costs in future years.

Impact to Budget

The Project is funded through dedicated local, state, and federal capital funding sources that are restricted to eligible project expenditures and are not available for Metro bus or rail operating purposes. This board action for the CMSS contract will be funded by the state TIRCP grant and is programmed into the FY27 budget.

EQUITY PLATFORM

The Doran Grade Separation Project is located at the Doran street and Broadway/Brazil street crossings at the boundary of the City of Glendale and the City of Los Angeles (Atwater Village area) and directly serves Equity Focus Communities (EFC) designated as “moderate need” under the Metro Equity Need Index (MENI). The surrounding communities to the south, southeast, and north of the project area include approximately 68% low-income households, 20% households with no access to a vehicle, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

By eliminating the at-grade crossing, the project will benefit communities in the Cities of Glendale and Los Angeles by improving safety, mobility, and access across a heavily utilized rail corridor.

The Doran Street Grade Separation project operates on Metrolink’s Antelope Valley Line and the Project will serve a critical rail corridor utilized by Metrolink and Amtrak, Metrolink serves as a primary commuter rail system connecting various counties and cities, including Los Angeles The median income is $40,823 on the Antelope Valley Line and according to a 2022 Metrolink Rider Survey thirty-nine percent (39%) of all current Metrolink riders report household incomes below $50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data show rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American, and 4% Other.

This project will enhance accessibility in alignment with American with Disabilities Act (ADA) requirements by acquiring right of way to construct sidewalks and ADA ramps.

The CMSS solicitation was subject to Metro’s Small Business Prime (Set-Aside) program, based on an original estimate of less than $5 million, and open to certified Small Business Enterprise (SBE) firms only. Zephyr UAS, Inc., dba Zephyr Rail, a Small Business Prime, made a 79.03% SBE commitment and is performing 36.90% of the work with its own workforce.

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.

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes planning that encourages driving alone or increased vehicle travel by rerouting cars to longer roads and removing some pedestrian and bicycle access which therefore slightly worsen VMT. However, this project does enable some more reliability and possibly more frequent rail service in the future, which could have the effect of reducing VMT, but those improvements to rail service are not included as part of this project. Similarly, future phases of work are planned to build a ped bridge across the soon-to-be-closed west leg of the intersection and the rail crossing. This could mitigate the loss of multimodal access noted above, which could have the effect of reducing VMT, but those improvements to pedestrian access are not included as part of this project.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project will improve safety and mobility by eliminating an at-grade rail crossing and enhancing connectivity for all users, including pedestrians, cyclists, and motorists. As a result, the Project supports strategic plan goals 1, 3, and 4 from Vision 2028:

Goal 1.2: Improve LA County's overall transit network and assets;
Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board may choose not to award the CMSS contract. If this action is deferred, Metro would not be able to meet the period of performance grant requirements associated with the State Transit and Intercity Rail Capital Program Cycle 6 award funding in the amount of $21.3 million. Delays may jeopardize committed State funding and timely liquidation of the TIRCP grant by June 2027.

Given the safety concerns at the Doran Street at-grade crossing, not moving forward with this action would not allow Metro to meet CPUC requirements to pursue closure of at-grade crossing, and would fail to improve safety conditions for vehicles, pedestrians, and rail operations, and would not address ongoing traffic delays or emergency access constraints in the corridor.

NEXT STEPS

Upon Board approval of the award of the CMSS contract, staff will complete the award and execution of the CMSS contract and initiate project support services necessary to complete the Doran Grade Separation Project. In addition, staff will:

1. Return to the Board and establish the Life of Project (LOP) budget.

2. Complete the procurement process for the construction contract for Segment 1, City of Glendale, and issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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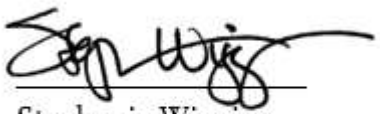

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

DORAN STREET GRADE SEPARATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES
CONTRACT NO. AE137794MC086

1.	**Contract Number**: **AE137794MC086**	
2.	**Recommended Vendor**: **Zephyr UAS, Inc. dba Zephyr Rail**	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 20, 2025	
	B. Advertised/Publicized: November 20, 2025	
	C. Pre-Proposal Conference: December 11, 2025	
	D. Proposals Due: January 20, 2026	
	E. Pre-Qualification Completed: June 24, 2026	
	F. Conflict of Interest Form Submitted to Ethics: January 23, 2026	
	G. Protest Period End Date: July 27, 2026	
5.	**Solicitations Downloaded**: 139	**Proposals Received**: 11
6.	**Contract Administrator**: **Vanessa Vingno**	**Telephone Number**: **213-922-7574**
7.	**Project Manager**: **Kavita Mehta**	**Telephone Number**: **213-922-4235**

A. Procurement Background

This Board Action is to approve Contract No. AE137794MC086, Doran Street Grade Separation Construction Management Support Services, to support Metro's responsibilities to construct a grade separation over the Metro-owned railroad corridor that runs parallel to, and between San Fernando Road and San Fernando Road West, connecting West San Fernando Road to the Fairmont Avenue Bridge and linking Los Angeles and Glendale. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a cost reimbursable (cost plus fixed fee) type contract for a base term of four years with one, one-year option term. The RFP was advertised as part of the Small Business Enterprise Prime (Set-Aside) Program based on an original estimate of less than $5 million.

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

- Amendment No. 1, issued on November 26, 2025, revised the Scope of Services chain of command and added additional required positions.

A total of 139 downloads of the RFP were recorded on the planholders' list. A virtual pre-proposal conference was held on December 11, 2025 and was attended by a

total of 57 individuals representing 41 firms. There were 70 questions received for this RFP and responses were provided prior to the proposal due date.

A total of 11 proposals were received on January 20, 2026, from the following firms listed below in alphabetical order:

1. C2PM
2. Construction Quality Management Solutions (CQMS)
3. Fountainhead Consulting Corporation
4. Fulcrum Consultants, Inc.
5. Hout Construction Services dba Hout Engineering
6. Morgner Construction Management
7. Pacific Pros Consultants, Inc.
8. Padcom Design and Construction Management
9. RVI CM Inc.
10. VSCE, Inc.
11. Zephyr UAS, Inc dba Zephyr Rail

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) comprised of staff from Transportation Planning, Program Management, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Qualifications of Firms on the Team 30%
- Key Personnel's Skills and Experience 40%
- Project Understanding and Approach 30%

The evaluation criteria are appropriate and consistent with the criteria developed for other Architectural and Engineering (A&E) procurements. Several factors were considered when developing the weightings, giving the greatest importance to Key Personnel's Skills and Experience.

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

During March and April, the PET evaluated all 11 technical proposals and determined all to be within the competitive range. On April 16 and 17, 2026, the PET met with the firms for virtual oral presentations.

The proposing firms' project managers and key team members had the opportunity to present their team's qualifications, key personnel, and respond to the PET's questions. In general, each proposer's presentation addressed the requirements of

this RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. The firms also highlighted their staffing plans and work plans. Each proposing team was asked questions relating to each firm's previous experience performing work of a similar nature to the Scope of Services included in the RFP.

Qualifications Summary of the Recommended Firm:

Zephyr UAS, Inc. (dba Zephyr Rail) was ranked as the most qualified firm due to its strong technical expertise, organized team structure, and a realistic work plan tailored to the project's complexities. The firm offers extensive experience in grade separations, heavy civil construction, and rail-adjacent work, including multiple roadway-under-rail crossings, demonstrating its ability to manage the unique risks of this environment. Zephyr's familiarity with Caltrans, railroads, and third-party coordination, as well as CTC processes related to existing grants, enables efficient navigation of regulatory and stakeholder requirements. The proposal clearly identifies key issues, risks, and lessons learned from past projects, reflecting a mature understanding and credible mitigation strategies. The staffing plan presents a phase-aligned team with strong leadership and defined roles, supported by an effective small business plan that integrates partners. The team's current knowledge of the project, alignment with Metro's CMSS delivery model, and proactive approach to coordination, utility engagement, and risk management further demonstrate their readiness. These strengths position Zephyr Rail to deliver the project successfully.

The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The recommended most qualified firm is Zephyr Rail. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Zephyr UAS, Inc. dba Zephyr Rail**				
3	Experience and Qualifications of Firms on the Team	93.10	30.00%	27.93	
4	Key Personnel's Skills and Experience	90.68	40.00%	36.27	
5	Project Understanding and Approach	92.43	30.00%	27.73	
6	**Total**		**100.00%**	**91.93**	**1**
7	**Pacific Pros Consultants, Inc.**				
8	Experience and Qualifications of Firms on the Team	87.33	30.00%	26.20	
9	Key Personnel's Skills and Experience	89.23	40.00%	35.69	
10	Project Understanding and Approach	91.33	30.00%	27.40	

11	**Total**		**100.00%**	**89.29**	**2**
12	**VSCE, Inc.**				
13	Experience and Qualifications of Firms on the Team	88.83	30.00%	26.65	
14	Key Personnel's Skills and Experience	88.58	40.00%	35.43	
15	Project Understanding and Approach	89.33	30.00%	26.80	
16	**Total**		**100.00%**	**88.88**	**3**
17	**RVI CM Inc.**				
18	Experience and Qualifications of Firms on the Team	86.60	30.00%	25.98	
19	Key Personnel's Skills and Experience	87.53	40.00%	35.01	
20	Project Understanding and Approach	87.90	30.00%	26.37	
21	**Total**		**100.00%**	**87.36**	**4**
22	**Hout Construction Services dba Hout Engineering**				
23	Experience and Qualifications of Firms on the Team	86.73	30.00%	26.02	
24	Key Personnel's Skills and Experience	86.88	40.00%	34.75	
25	Project Understanding and Approach	87.23	30.00%	26.17	
26	**Total**		**100.00%**	**86.94**	**5**
27	**Construction Quality Management Solutions**				
28	Experience and Qualifications of Firms on the Team	80.93	30.00%	24.28	
29	Key Personnel's Skills and Experience	85.23	40.00%	34.09	
30	Project Understanding and Approach	83.77	30.00%	25.13	
31	**Total**		**100.00%**	**83.50**	**6**
32	**Morgner Construction Management**				
33	Experience and Qualifications of Firms on the Team	83.40	30.00%	25.02	
34	Key Personnel's Skills and Experience	82.80	40.00%	33.12	
35	Project Understanding and Approach	81.77	30.00%	24.53	
36	**Total**		**100.00%**	**82.67**	**7**
37	**Fountainhead Consulting Corporation**				
38	Experience and Qualifications of Firms on the Team	81.50	30.00%	24.45	
39	Key Personnel's Skills and Experience	81.33	40.00%	32.53	

40	Project Understanding and Approach	81.43	30.00%	24.43	
41	**Total**		**100.00%**	**81.41**	**8**
42	**C2PM**				
43	Experience and Qualifications of Firms on the Team	82.00	30.00%	24.60	
44	Key Personnel's Skills and Experience	81.00	40.00%	32.40	
45	Project Understanding and Approach	79.77	30.00%	23.93	
46	**Total**		**100.00%**	**80.93**	**9**
47	**Padcom Design and Construction Management**				
48	Experience and Qualifications of Firms on the Team	80.57	30.00%	24.17	
49	Key Personnel's Skills and Experience	80.20	40.00%	32.08	
50	Project Understanding and Approach	79.67	30.00%	23.90	
51	**Total**		**100.00%**	**80.15**	**10**
52	**Fulcrum Consultants, Inc.**				
53	Experience and Qualifications of Firms on the Team	79.93	30.00%	23.98	
54	Key Personnel's Skills and Experience	79.60	40.00%	31.84	
55	Project Understanding and Approach	80.90	30.00%	24.27	
56	**Total**		**100.00%**	**80.09**	**11**

C. Cost Analysis

Metro completed negotiations and determined that the recommended estimated costs are fair and reasonable based on a cost analysis of labor rates, Independent Cost Estimate (ICE), indirect rates and other direct costs in accordance with Metro's Acquisition Policy. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 and established provisional indirect cost rates for the first year of the contract, subject to retroactive Contract adjustments upon completion of any necessary audits. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the contract awaiting audit. Metro negotiated a fixed fee based on the total estimated cost negotiated.

	Proposal Amount	ICE	NTE Funding Amount
Base Period – 4 Years	$10,525,171	$4,210,200	$5,994,149
Option Year 1	$893,340.35		$280,178

D. Background on Recommended Contractor

The recommended firm, Zephyr Rail, is located and headquartered in the city of Orange, California and was established in 2015. They hold certification as a Metro Small Business Enterprise (SBE). Zephyr Rails' staff demonstrated an excellent understanding of Los Angeles and local cities, agencies and Metro requirements, personnel and practices. They have extensive experience and skills in construction management services and are performing similar scope of services for ongoing Metro projects such as CMSS Capital Improvement Projects and Metro's LinkUS program, which include support for projects such as Harbor Gateway Transit and Sepulveda Transit Project Common Services Support. Their performance has been satisfactory.

DEOD SUMMARY

DORAN STREET GRADE SEPARATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACT NUMBER AE137794MC086

A. Small Business Participation

This solicitation was subject to the Small Business Prime (Set-Aside) program and open to certified Small Business Enterprise (SBE) firms only. Zephyr UAS, Inc., dba Zephyr Rail, a Small Business (SB) Prime, made a 79.03% SBE commitment and is performing 36.90% of the work with its own workforce.

	SBE Prime and Subcontractors	SBE % Committed
1.	Zephyr UAS, Inc., dba Zephyr Rail. (Prime)	36.90%
2.	Reddy Engineering Services	32.49%
3.	ZT Consulting Group, Inc.	6.69%
4.	MBI Media	1.41%
5.	Conaway Geomatics	0.60%
6.	Effect Strategies	0.94%
	Total SBE Commitment	79.03%

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 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).

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.

E. 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.

Los Angeles County Metropolitan Transportation Authority

DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT

2026-0300, Construction Committee

July 15, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

Metro

Proposal Evaluation

AWARDEE: Zephyr UAS, Inc., dba Zephyr Rail

EVALUATION CRITERIA	MAXIMUM	ZEPHYR RAIL	PACIFIC PROS	VSCE	RVI CM	HOUT ENG.
Experience & Qualifications	30.00	**27.93**	26.2	26.65	25.98	26.02
Key Personnel	40.00	**36.27**	35.69	35.43	35.01	34.75
Project Understanding & Approach	30.00	**27.73**	27.4	26.8	26.37	26.17
Total Score	100.00	**91.93**	89.29	88.88	87.36	86.94

Metro

- **11 proposals received.** Table displays the top five ranked firms. Remaining scores ranged from 80.15 to 83.50.
- **Zephyr Rail ranked #1**

Issue

- **Project status:** Final design is complete and Segment 1 (City of Glendale) is in procurement for construction.
- **Phased delivery:** A phased and segmented procurement strategy is being implemented: Segment 1, City of Glendale and Segment 2, City of Los Angeles
- **Construction support:** The CMSS contract will support and oversee both project segments, including third-party and soft costs.
- **Timely action:** Award of the CMSS contract is critical to support project delivery and satisfy State Transit and Intercity Rail Capital Program (TIRCP) expenditure requirements by June 30, 2027.

Discussion

- **Project benefits:** Eliminates the at-grade crossing to improve safety, mobility, and rail operations.
- **Phased delivery:** Construction will be implemented in two segments to address differences in jurisdictional readiness.
- **CMSS services:** Provides construction management, inspection, contract administration, scheduling, document control, and stakeholder coordination.

Metro

NEXT STEPS

Upon Board approval:

- Staff will complete the award and execution of the CMSS contract and initiate project support services necessary to complete the Doran Grade Separation Project
- Return to the Board and establish the Life of Project (LOP) budget.
- Complete the procurement process for the construction contract for Segment 1, City of Glendale, and issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles

Metro