

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
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metro.net**SYSTEM SAFETY AND OPERATIONS COMMITTEE
NOVEMBER 21, 2013****SUBJECT: CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
TECHNICAL SUPPORT SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

Award a firm fixed price and firm fixed labor rate contract for Consulting Services for the Heavy Rail Vehicle (HRV) Acquisition under RFP No. OP30433100 with STV/Parsons Brinckerhoff, a Joint Venture, in the not-to-exceed amount of \$1,644,934, 28 months from Notice to Proceed.

ISSUE

This action authorizes STV/Parsons Brinckerhoff to provide rail vehicle consulting services to develop a performance-based technical specification, scope of work and other related technical documents which will enable Metro to issue an industry review and solicitation for the procurement of 74 new Heavy Rail Vehicles (HRVs), and assist Metro in the contractor award selection process.

DISCUSSION

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently active in numerous rail line extensions including the Purple Line Subway Extension, which is currently in the Planning and Design Phase. This rail line expansion, previously named the Westside Subway Extension, extends service from the terminus of the Purple Line at Wilshire/Vermont Station to Westwood.

In accordance with the Rail Fleet Management Plan, in order to accommodate anticipated growth in ridership and coordination among various rail lines Metro anticipates a need to expand each fleet to support the operational requirements of these rail expansion projects, while also replacing rail vehicle fleet that will be at the end of its useful revenue service life cycle. Consistent with this approach, 74 new HRVs are needed in order to meet increased ridership projections, maintaining future service level

requirements and supporting the maintenance department with reasonable spare ratios to prevent deferred maintenance issues.

STV/Parsons Brinckerhoff will provide Metro with expert professional engineering and technical services as directed and required by Metro to facilitate and support development and solicitation of the HRV procurement. The objective of this work is to provide expert technical and engineering services to Metro in order to develop and complete the scope of work, technical specification and related technical contract documents, cost estimates and other related tasks on a firm-fixed price basis.

The Consultants shall also provide Metro with project coordination and engineering support services during pre-industry review support, industry review support, pre-solicitation support, solicitation support and throughout the source selection process on an as-needed fixed labor rate basis. This effort shall culminate in a comprehensive technical document that will enable Metro to issue a solicitation for the HRV procurement program.

DETERMINATION OF SAFETY IMPACT

The approval of this contract award will have a direct and positive impact to safety, service quality, system reliability and overall customer satisfaction. The procurement of 74 new Heavy Rail Vehicles (HRVs) will support the operational needs of the Purple Line Subway Extension, accommodate growth in ridership, and increase vehicle spare ratios to enable the Maintenance department to effectively plan and schedule their work.

FINANCIAL IMPACT

The total contract amount is \$1,644,934. Funding of \$891,000 is included in the FY14 annual budget in Cost Center 3043, Strategic Vehicle Acquisition and Infrastructure Delivery, Account 53102, Acquisition of Equipment, Project 206037, Heavy Rail Vehicle Procurement.

Since this is a multi-year contract/project, the cost center manager, project manager, and General Manager will ensure that costs will be budgeted in future years.

Impact to Budget

The initial source of funds for this capital project will be Measure R 2 percent, which is eligible for rail operating and capital activities.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended because Metro does not have sufficient resources and Subject Matter Experts (SME) available to perform this work. The Transit Capital Projects group

has only one Senior Mechanical Engineer available to support three rail projects already underway.

The Board of Directors may choose not to authorize the contract award for this project; however, this alternative is not recommended by Metro staff because this procurement project is critical to support the Purple Line Subway Extension, accommodate growth in ridership, and increase vehicle spare ratios to enable the Maintenance department to effectively plan and schedule their work.

NEXT STEPS

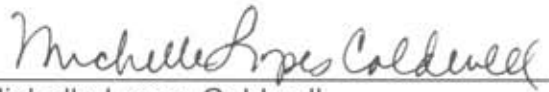
Upon Board approval, a contract will be awarded and a Notice-to-Proceed date will be given to STV/Parsons Brinckerhoff. Metro and STV/Parsons Brinckerhoff will begin to develop specifications for a scope of work, initiate a new rolling stock procurement and award a new HRV contract.

ATTACHMENTS

A. Procurement Summary

Prepared by: Cop Tran, Project Control Manager
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Questions: Stephanie Kaping, Sr. Administrative Analyst, Operations
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Michelle Lopes Caldwell
Chief Administrative Services Officer



Debra A. Johnson
Interim Chief Operations Officer



Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

HEAVY RAIL VEHICLE ACQUISITION TECHNICAL SUPPORT

1.	Contract Number: OP30433100	
2.	Recommended Vendor: STV/Parsons Brinckerhoff, a Joint Venture	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 20, 2013	
	B. Advertised/Publicized: June 3, 2013	
	C. Pre-proposal/Pre-Bid Conference: May 30, 2013	
	D. Proposals/Bids Due: August 5, 2013	
	E. Pre-Qualification Completed: September 30, 2013	
	F. Conflict of Interest Form Submitted to Ethics: September 30, 2013	
	G. Protest Period End Date: December 3, 2013	
5.	Solicitations Picked up/Downloaded: 47	Bids/Proposals Received: 4
6.	Contract Administrator: Joe Marzano	Telephone Number: 213-922-7014
7.	Project Manager: Cop Tran	Telephone Number: 213-922-3188

A. Procurement Background

This Board Action is for a "Best Value" Request for Proposals (RFP) solicitation issued to procure consulting services for rail vehicle acquisition and technical support for the purchase of new Heavy Rail Vehicles for use on Metro's existing heavy rail lines and anticipated Purple Line Subway Extension.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a hybrid Firm Fixed Price and Firm Fixed Labor Rate.

Eight amendments were issued during the solicitation phase of this RFP

- Amendment No. 1 issued on June 4, 2013 provided information concerning the RFP Pre-Proposal Conference
- Amendment No. 2 issued on June 12, 2013 provided answers to questions posed by interested parties
- Amendment No. 3 issued on June 14, 2013 extended the proposal due date

- Amendment No. 4 issued on July 1, 2013 suspended the proposal due date to allow staff time to incorporate a new Race Conscious Disadvantaged Business Enterprise (RC-DBE) goal
- Amendment No. 5 issued on July 3, 2013 provided a new RC-DBE goal and revised Letter of Invitation Supplement, Contract Compliance Manual and DBE Instructions to Proposers
- Amendment No. 6 issued on July 25, 2013 provided revisions to the RC-DBE language released in Amendment No. 5
- Amendment No. 7 issued on August 1, 2013 reminded proposers of the proposal due date
- Amendment No. 8 issued on October 4, 2013 invited proposers in the competitive range to submit a Best and Final Offer (BAFO)

A total of four proposals were received on August 5, 2013, after staff responded to 25 commercial questions from interested parties. A pre-proposal conference was held on May 30, 2013 with four major consulting firms and several mid-size to smaller firms in attendance.

B. Evaluation of Proposals/Bids

A Source Selection Committee (SSC) consisting of staff from Metro Strategic Vehicle and Infrastructure Delivery, and Red Line Fleet Services conducted a comprehensive technical evaluation of the proposals received. The SSC also held direct interviews with each Proposer in the competitive range to fully assess the Proposers' strengths and weaknesses.

In order to be considered technically qualified to perform the necessary services, proposers were required to meet minimum requirements defined in the RFP on a pass/fail basis. Proposers qualified under the minimum requirements criteria were then evaluated based on the following evaluation criteria and weights:

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|----------------------------------|------------|
| • Project Team Qualifications | 45 percent |
| • Price | 30 percent |
| • Availability | 10 percent |
| • Project Understanding/Approach | 10 percent |
| • Past Performance | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar rolling stock consulting contracts. Several factors were considered when developing these weights, giving the greatest importance to Project Team Qualifications and Price to ensure that the proposed consulting personnel are qualified and provide the best overall value to Metro.

Of the four proposals received, three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. CH2MHILL, Inc.
2. LTK Engineering Services
3. STV/Parsons

One firm, TAPICU, Inc. did not meet the minimum qualifications and was eliminated from further consideration.

The SSC conducted interviews with all three Proposers in the competitive range from September 16-20, 2013. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, schedules and perceived project issues. Each team was asked questions relative to each firm's proposed staff, project approach, availability and previous experience with similar projects.

Qualifications Summary of Firms Within the Competitive Range:

CH2MHILL, Inc.

CH2MHILL has adequate expertise managing light rail vehicle procurement programs for multiple transportation authorities. CH2MHILL has managed 47 rail vehicle projects, totaling 3,400 vehicles with a wide range of design, production, testing and delivery issues, including support of the P3010 New LRV's and P2000 LRV Refurbishment and Red Line HRV Refurbishment Projects.

CH2MHILL's proposed staff was deemed to be experienced in vehicle design, production, testing, delivery and procurement support. CH2MHILL's project team is technically qualified. CH2MHILL provided a satisfactory proposal, with a sound work approach and schedule.

LTK Engineering Services

LTK has adequate rail vehicle consulting experience on numerous rail transit projects in the United States. In the last 15 years, LTK has participated in the procurement of several thousand heavy rail vehicles over eight separate contracts in the United States and Canada. LTK was deemed to have experience providing procurement support and technical specification development for new heavy vehicle procurements and vehicle overhauls.

LTK's proposed staff met the technical qualifications and has experience in rail systems engineering projects and performance based technical specification writing. LTK's proposal provided an adequate staffing plan and comprehensive work approach for implementation.

STV/Parsons

STV and Parsons Brinckerhoff, Inc. formed a Joint Venture (JV) for this project. The STV/Parsons Brinckerhoff team has extensive corporate experience providing technical and engineering services to numerous transit authorities including New York, New Jersey, Boston, BART, SCRRA, Phoenix, Seattle, Hawaii, Baltimore, Metrolink and LACMTA.

STV/Parsons proposed staff has extensive technical experience and a large resource pool of subject matter experts to assist with this project. STV/Parsons provided a detailed staffing plan and comprehensive work approach for implementation.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	CH2MHILL				
3	Project Team Qualifications	77.11	45.00%	34.70	
4	Project Understanding/Approach	68.40	10.00%	6.84	
5	Availability	36.00	10.00%	3.60	
6	Previous Experience	58.00	5.00%	2.90	
7	Price	100.00	30.00%	30.00	
8	Total		100.00%	78.04	3
9	LTK Engineering Services				
9	Project Team Qualifications	84.22	45.00%	37.90	
10	Project Understanding/Approach	83.60	10.00%	8.36	
11	Availability	90.00	10.00%	9.00	
12	Previous Experience	92.00	5.00%	4.60	
13	Price	72.15	30.00%	21.65	
14	Total		100.00%	81.51	2
15	STV/Parsons				
16	Project Team Qualifications	81.33	45.00%	36.60	
17	Project Understanding/Approach	86.00	10.00%	8.60	
18	Availability	86.00	10.00%	8.60	
19	Previous Experience	82.00	5.00%	4.10	
20	Price	92.08	30.00%	27.62	
21	Total		100.00%	85.52	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate and technical evaluation. While the contract is being recommended to a Proposer other than the lowest price offerer, the recommended price is within 8.6 percent of the lowest price offer and 22 percent lower than the Independent Cost Estimate (ICE). Based on the technical evaluation including the proposed project team, work approach, availability and past performance, the recommended price represents the best overall value when all evaluation factors are considered.

	Bidder/Proposer Name	Proposal Amount	Negotiated BAFO
1.	CH2MHILL	\$1,794,351	\$1,514,610
2.	LTK	\$2,306,137	\$2,099,293
3.	STV/Parsons/Brinckerhoff	\$1,695,132	\$1,644,934

D. Background on Recommended Contractor

The recommended firm, STV/Parsons Brinckerhoff, a Joint Venture located in Los Angeles, California has been in business for over 100 years, is a leader in the field of engineering, architectural and construction management service. STV/Parsons has extensive experience in engineering, architecture, program management and construction management for all types of rail including light rail, heavy rail, rapid transit and commuter rail. STV/Parsons Brinckerhoff has provided rail engineering support to New York City Transit, New Jersey Transit, Massachusetts Bay Transportation Authority, Chicago Transit Authority, Southeastern Pennsylvania Transportation Authority and LACMTA.

STV/Parson Brinckerhoff brings to Metro the corporate commitment and technical depth of resources of two of the largest transportation firms in North America. The proposed Project Manager has over 25 years of experience in heavy rail operations, design and vehicle procurement services. The Deputy Project Manager has more than 10 years of experience managing locomotive rail car procurement and maintenance programs throughout North America. STV/Parsons Brinckerhoff has an extensive pool of subject matter experts to assist with this project.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20 percent Race Conscious Disadvantaged Business Enterprise (RC-DBE) goal for this solicitation. STV/Parsons Brinckerhoff made a 20 percent RC-DBE commitment.

DISADVANTAGED BUSINESS GOAL	RC-DBE 20%	DISADVANTAGED BUSINESS COMMITMENT	20%
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	RC-DBE Subcontractors	% Committed
1.	GC TECH	11.71%
2.	VP ENGINEERING	6.35%
3.	VIRGINKAR & ASSOCIATES	1.97%
	Total Commitment	20%

F. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	GC TECH	Maintenance, Operations, Systems Integration expert
2.	VP ENGINEERING	Electrical, Propulsion Car Body, Structure expert
3.	VIRGINKAR & ASSOCIATES	Fire/Life Safety expert