

## PROCUREMENT SUMMARY

## INSPECTION OF STRUCTURES / AE133246000

1.	<b>Contract Number: AE133246000</b>	
2.	<b>Recommended Vendor:</b> Alta Vista Solutions	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB - RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> January 24, 2019	
	B. <b>Advertised/Publicized:</b> January 24, 2019	
	C. <b>Pre-Proposal Conference:</b> February 6, 2019	
	D. <b>Proposals Due:</b> February 28, 2019	
	E. <b>Pre-Qualification Completed:</b> May 10, 2019	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> March 6, 2019	
	G. <b>Protest Period End Date:</b> June 24, 2019	
5.	<b>Solicitations Picked up/Downloaded:</b> 83	<b>Bids/Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Ernesto N. De Guzman	<b>Telephone Number:</b> (213)-922-7267
7.	<b>Project Manager:</b> Stephen Toms	<b>Telephone Number:</b> (213)-922-5548

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE133246000 to Alta Vista Solutions, for a firm-fixed price of \$8,361,846, effective July 1, 2019 to June 30, 2026, for the inspection of Metro structures, including busway bridges, subway tunnels, subway stations, aerial structures and stations within the Metro Rail line system. The contract will consist of a base period of five years, with two, one-year options, and an option for 15 additional inspections to cover assets that could be brought on-line during the life of the contract. Options will be exercised at Metro's sole determination. Board approval of contract awards are subject to the resolution of any properly submitted protest(s).

On January 24, 2019 Request for Proposals (RFP) No. AE59461 was issued as a qualifications-based competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed price.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 7, 2019, provided updated insurance requirements, updated the list of Metro Structures to Inspect, and added further requirements to the Statement of Work;
- Amendment No. 2, issued on February 12, 2019, added item 13 to the list of solicitation exhibits (Certification of Prospective Contractor and Lower Tier Participant Regarding Debarment, Suspension, Ineligibility and Voluntary

Exclusion), and informed potential proposers of the availability of the Wayside Worker Protection course, and the Rail Safety Training course offered by Metro.

A pre-proposal conference was held on February 6, 2019 and was attended by 33 participants representing 29 firms. There were eight questions received during the questions and answers phase and responses were provided prior to the proposal due date. There were 83 potential proposers who downloaded the RFP and were included in the plan holders' list. Four proposals were received on the due date of February 28, 2019 from the following firms listed in alphabetical order:

1. ABA Global
2. Alta Vista Solutions
3. Falcon Engineering Services
4. Rail Surveyors and Engineering, Inc.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Asset Management Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Past Experience and Technical Expertise                      60 points
- Workplan and Approach    40 points

Several factors were considered when developing these weights, giving the greatest importance to Past Experience and Technical Expertise. The evaluation criteria are appropriate for this procurement and are consistent with criteria developed for previous similar procurements. As this is an Architectural & Engineering (A&E) qualifications-based procurement, price was not used as an evaluation factor pursuant to state and federal laws.

The PET conducted its independent evaluation of the proposals from March 6 through March 19. Of the four proposals received, three were found to be technically qualified. Proposer interviews were held on March 26, 2019. The proposing firms were given an opportunity to present their teams' qualifications and understanding of the requirements of the RFP. Metro's PET also asked questions which required each firm to explain in detail their technical approach and understanding of the Statement of Work. Each proposing firm had the opportunity to explain and demonstrate their knowledge of the national bridge and tunnel rating systems, describe in detail their Quality Assurance and Quality Control (QA/QC) process, highlight innovative inspection techniques and to show their ability to meet the required schedule for final inspection reports for each structure.

At the conclusion of the interviews, the final scoring determined Alta Vista Solutions to be the highest qualified proposer.

**Qualifications Summary of Recommended Firm.**

Alta Vista is an engineering and inspection firm with more than 10 years of experience in performing structural inspections on bridges, tunnels, rail, facilities, retaining walls, large suspension bridges, and ancillary structures.

Alta Vista has successfully performed in-service structural inspections on numerous projects, including the Vincent Thomas Bridge in Los Angeles, the Doyle Drive (Presidio Parkway) tunnels in San Francisco, the Verrazano-Narrows Bridge in New York City, Grand Central Terminal Train Shed in New York City, and Stevenson Bridge in Northern California. Alta Vista is currently responsible for performing bridge inspections for the Long-Term Bridge Performance (LTBP) program, the Federal Highway Administration’s (FHWA) program to collect bridge data on more than 1,600 bridges in 42 states and used to develop reliable deterioration models.

Alta Vista’s proposal includes three DBE sub-contractor teams who specialize in structural inspections, including bridges, tunnels, tracks, platforms, and retaining walls. These teams are made up of structural engineers, structural inspectors, and professional staff who demonstrated high levels of understanding of Metro’s needs. Each team has between 10 to 25 years of experience in their field.

Alta Vista’s proposal presented the most comprehensive plan with regard to prevailing wage requirements, innovative technologies and managing through the limited availability of inspection times. Overall, Alta Vista’s proposal offered a strong leadership, the most extensive professional background in structural inspection projects, and recognition of the challenging schedules.

The following is a summary of the PET’s evaluation scores:

	<b>FIRM</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
1	<b>Alta Vista Solutions</b>				
2	Past Experience and Technical Expertise	76.10	60%	45.66	
3	Workplan and Approach	79.42	40%	31.77	
4	<b>Total</b>		<b>100.00%</b>	<b>77.43</b>	<b>1</b>

5	<b>Falcon Engineering Services</b>				
6	Past Experience and Technical Expertise	57.21	60%	34.33	
7	Workplan and Approach	53.32	40%	21.33	
8	<b>Total</b>		<b>100.00%</b>	<b>55.66</b>	<b>2</b>
9	<b>Rail Surveyors and Engineering</b>				
10	Past Experience and Technical Expertise	65.21	60%	39.13	
11	Workplan and Approach	32.78	40%	13.11	
12	<b>Total</b>		<b>100.00%</b>	<b>52.24</b>	<b>3</b>

### C. Cost/Price Analysis

The negotiated amount of \$8,361,846 is \$3,698,876 above Metro's original Independent Cost Estimate (ICE) of \$4,662,970. However, the original ICE had been underestimated as it inadvertently did not include the two option years and the fifteen (15) supplemental inspections. Furthermore, subsequent to the development of the ICE, a major change occurred in track availability for inspections. Metro's rail procedures for track allocation had changed resulting in a significant impact to inspection availability which will require the contractor to spend additional hours of travel, scheduling, and standby to fully meet the requirements of the contract. Much of this time will be subject to overtime wages as determined by the Department of Industrial Relations. Therefore, the initial ICE was re-evaluated to include these costs and added corresponding hours for administrative project management and labor compliance. The adjusted ICE including all of the above adjustments is \$8,326,705.

When compared with the adjusted ICE of \$8,326,705 and after a cost analysis, technical evaluation, fact finding, clarifications and negotiations, the negotiated contract amount of \$8,361,846 is considered fair and reasonable.

	<b>Proposer Name</b>	<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
1.	Alta Vista Solutions	\$13,983,233	<b>\$4,662,970</b>	<b>\$8,361,846</b>

**D. Background on Recommended Contractor**

The recommended firm, Alta Vista Solutions, is an engineering and structural inspection firm with a location in the City of Los Angeles. The firm has spent the last ten years performing structural inspections on bridges, tunnels, rail facilities, and ancillary structures nationwide.