

PROCUREMENT SUMMARY

**P2550 LRV MIDLIFE MODERNIZATION PROGRAM –
CONSULTANT SUPPORT SERVICES / PS45383000**

1.	Contract Number: PS45383000	
2.	Recommended Vendor:	
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: 8.18.17	
	B. Advertised/Publicized: 8.18.17	
	C. Pre-Proposal Conference: 8.24.17	
	D. Proposals Due: 9.29.17	
	E. Pre-Qualification Completed: 10/19/17	
	F. Conflict of Interest Form Submitted to Ethics: 10.09.17	
	G. Protest Period End Date: 11.17.17	
5.	Solicitations Picked up/Downloaded: 35	Bids/Proposals Received: 3
6.	Contract Administrator: Nicole Dang	Telephone Number: 213-922-7438
7.	Project Manager: Annie Yang	Telephone Number: 213-922-7438

A. Procurement Background

This Board Action is to approve Contract No. PS45383000 issued to obtain expert consulting services to develop an overhaul Statement of Work (SOW), Technical Specification, and Request for Proposal (RFP) package for solicitation of a Contractor for the midlife overhaul of the Ansaldo Breda (AB) P2550 Light Rail Vehicle (LRV) fleet consisting of 50 rail cars. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on August 31, 2017, revised the proposal due date;
- Amendment No. 2, issued on September 07, 2017, revised the submittal requirements;
- Amendment No. 3, issued on September 19, 2017, clarified the proposal due time, revised the submittal requirements, and deleted DBE Instructions to Proposers Pro Form 068B.

A total of three proposals were received on September 29, 2017. A total of 33 questions were submitted and Metro responded to all 33 questions by September 19, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Rail Vehicle Acquisition and Rail Vehicle Warranty were convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Project Manager/Lead Engineer & Key Personal Qualification 35 percent
 - A) Project Manager/Lead Engineer (20 percent)
 - B) Two (2) Rail Vehicle Engineers (15 percent)
- Previous Experience on Similar Projects in the United States 15 percent
- Availability 10 percent
- Project Understanding/Approach and Management 10 percent
- Price 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar best value procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and lead engineer's qualification.

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

1. LTK Engineering Services, Inc.
2. Mott MacDonald, Inc.
3. STV, Inc.

The evaluation committee convened from October 1, 2017 through October 9, 2017 to review the proposals. Request for Clarifications were issued to all three firms on October 4, 2017 and responses were received on October 6, 2017. The evaluation committee determined that the responses were satisfactory.

Qualifications Summary of Firms within the Competitive Range (firms listed in order of evaluation rank):

STV, Inc.

STV, Inc.'s proposal demonstrated their understanding of the project through the collective experience of their proposed team. Proposed Project Manager Elson Hao has nearly 40 years of engineering experiences including 25 years with the San Francisco Municipal Transportation Agency as a senior Light Rail Vehicle Engineer. Mr. Hao was the Deputy Project Manager assisting LACMTA with the HR4000 Acquisition Program. While working for MBTA, Mr. Hao was a subject matter expert

providing design, review support and product evaluation of submittals for various systems such as HVAC, trucks, interior, and doors for the procurement of 404 HRVs for the Orange and Red Line. STK's proposed Deputy Project Manager, Andrew Frohn has over 30 years of rail experience. Mr. Frohn has worked on the rail fleet maintenance side, managing day to day inspections, repairs, and life cycle maintenance programs. Mr. Frohn recently supported LACMTA through the specification development and procurement process for Metro HR4000 HRV fleet.

LTK Engineering Services, Inc.

LTK Engineering Services, Inc.'s proposal demonstrated their understanding of the project through the collective experience of their proposed team. Proposed Project Manager Jeff Stastny has nearly 22 years of engineering experiences with mechanical engineering disciplines, with particular expertise in carbody structures. In addition, proposed lead engineer, Rahul Dixit has 17 years of experience working in the transit and railroad industry. Mr. Dixit has worked on the design and production of Boston Green Line No. 9 cars while at CAF USA, Inc. In addition, while Mr. Dixit was at Transitair Systems, he was responsible for designing, refurbishing, testing and commissioning complete electrical and mechanical systems including trucks.

Mott MacDonald, Inc.

Mott MacDonald, Inc.'s proposal demonstrated their understanding of the project through the collective experience of their proposed team. Proposed Project Manager Mark Terry has over 35 years of experience in overhaul, procurement, and maintenance of LRVs. Mr. Terry managed the overhaul of Ansaldo T68 and T68A LRV Fleets. In addition, Mr. Terry also has 16 years of experience in rail vehicle engineering working directly for British Railways in practical, hands-on technical and supervisory positions. Proposed System Integration Engineer, Avril Heins worked on London Tramlink, Croydon Mid-Life Overhaul of CR4000 LRV fleet as the Project Manager.

Proposal Evaluation Team's recommendation

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	STV, Inc.				
3	Project Manager/Lead Engineer & Key Personal Qualification. A) Project Manager/Lead Engineer and Key Personnel	7.66	20.00%	15.33%	
4	Project Manager/Lead Engineer & Key Personal Qualification. B) Minimum of two (2) Rail Vehicle Engineers	8.67	15.00%	13.00%	
5	Previous Experience on Similar Projects in the United States	9.00	15.00%	13.50%	
6	Availability	7.00	10.00%	7.00%	
7	Project Understanding/Approach and Management	8.33	10.00%	8.33%	
8	Price		30.00%	30.00%	
9	Total		100.00%	87.16	1
10	LTK Engineering, Inc.				
11	Project Manager/Lead Engineer & Key Personal Qualification. A) Project Manager/Lead Engineer and Key Personnel	7.83	20.00%	15.66%	
	Project Manager/Lead Engineer & Key Personal Qualification. B) Minimum of two (2) Rail Vehicle Engineers	8.67	15.00%	13.00%	
12	Previous Experience on Similar Projects in the United States	9.00	15.00%	13.50%	
13	Availability	5.67	10.00%	5.67%	
14	Project Understanding/Approach and Management	7.66	10.00%	7.66%	
15	Price		30.00%	19.67%	
16	Total		100.00%	75.16%	2
17	Mott MacDonald, Inc.				
18	Project Manager/Lead Engineer & Key Personal Qualification. A) Project Manager/Lead Engineer and Key Personnel	6.66	20.00%	13.32%	
19	Project Manager/Lead Engineer & Key Personal Qualification. B) Minimum of two (2) Rail Vehicle Engineers	7.33	15.00%	11.01%	
20	Previous Experience on Similar Projects in the United States	7.00	15.00%	10.50%	
21	Availability	6.33	10.00%	6.33%	

22	Project Understanding/Approach and Management	8.33	10.00%	8.33%	
23	Price		30.00%	16.96%	
24	Total		100.00%	66.45%	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate (ICE), and price analysis. The firm fixed milestone pricing from the highest technically rated proposer, STV, Inc., is significantly lower than the other proposers and 11% lower than Metro’s ICE. Price analysis revealed some variances in the fixed price milestones from each of the proposers. These values were reconciled with the proposers through discussions to ensure that there was a clear understanding of the deliverable, the requirements, and the fixed price for the milestone.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	LTK Engineering Services, Inc.	\$2,167,919	\$1,575,462	\$2,167,919
2.	Mott MacDonald, Inc.	\$2,514,093	\$1,575,462	\$2,514,093
3.	STV, Inc.	\$1,421,086	\$1,575,462	\$1,421,086

D. Background on Recommended Contractor

STV, Inc. (STV) has been in business for 100 years and has a local office in Los Angeles, CA. STV has incorporated a Vehicle Technology and Operations group into their organization which offers consulting support in rail vehicle specification development and procurement, rail vehicle condition assessment, rail vehicle overhaul specification development and support, inspection and quality control support, and failure analysis. STV, through a joint venture, developed the performance based technical specification for Metro HR4000 Heavy Rail Vehicle procurement which they performed satisfactory. STV has provided rail engineering support to municipals such as Massachusetts Bay Transportation Authority (MBTA), Maryland MTA, City of Ottawa Confederation and Metro.