



## Board Report

File #: 2022-0139, File Type: Contract

Agenda Number: 27.

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 21, 2022

**SUBJECT: BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a six (6) year cost reimbursable contract, Contract No. PS81062000, to WSP USA, Inc. for as-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management and technical support services, in the total not-to-exceed amount of \$10,930,917.43, subject to resolution of protest(s), if any.

#### **ISSUE**

Maintaining Metro's Bus Fleet in a State of Good Repair (SGR) is essential to provide Metro's patrons with safe and reliable service through the buses' design life. Metro's approach to maintain the Bus Fleet in a State of Good Repair requires that the legacy fleet be subject to a comprehensive preventive and predictive maintenance program, and that the aging buses be replaced with state of the art, zero emission buses in accordance with the Metro Board's motions and California Air Resources Board's (CARB) mandates.

Professional consultant support is required to assist Metro with the procurement and delivery of Zero Emission Buses, chargers, & charging infrastructure, and with the development and implementation of preventive and predictive maintenance programs to ensure that the delivered equipment is maintained in a State of Good Repair (SGR) for its intended lifespan.

#### **BACKGROUND**

In April 2016, Metro's Board of Directors approved a motion to develop plans to convert Metro's bus fleet to Zero Emission Buses (ZEB). In July 2017, the Board endorsed the strategic plan for ZEB conversion and established a 2030 target for conversion completion. Further, in December 2018, CARB approved the Innovative Clean Transit (ICT) Regulation that sets a statewide goal for public agencies to gradually transition to 100% ZEB fleet by 2040. The ICT Regulation includes the following purchase requirement timeline:

- 2023 - 2025: 25% of buses purchased in this period must be ZEB

- 2026 - 2028: 50% of buses purchased in this period must be ZEB
- 2029 - onward: 100% of buses purchased in this period must be ZEB

Metro has been working to comply with the Metro Board directive and CARB's ICT Regulation. Furthermore, to ensure that the fleet is maintained in a State of Good Repair (SGR) and sufficient vehicles are available for service, Metro has several on-going procurements to support these activities.

Given the technical challenges and significant capital and operational costs associated with transitioning to ZEB operations, Metro will require professional consultant support services to supplement internal resources by having available a wide range of Subject Matter Experts (SMEs) with specialized engineering, technical and program management experience, and expertise.

## **DISCUSSION**

### Findings

WSP USA, Inc. has demonstrated the depth and breadth of technical and engineering experience and capacity to support Metro with the anticipated tasks and projects. On an as-needed basis, Statements of Work (SOW) will be developed defining the type and level of support required for each specific task(s) and project(s). The Work will be released to the Consultant through Task Orders (TOs).

Subject to Metro's direction, the Consultant shall apply appropriate engineering resources that include but are not limited to developing vehicle specifications, identifying potential suppliers, conduct studies of fleet performance, documentation control, and assist with inspection activities. Program management and technical support services shall include but are not limited to specification and design criteria for new facility and infrastructure, planning and design of infrastructure strategies, redesign and rework of existing facilities, analyzing existing fleet reliability and performance issues. The Consultant shall dedicate resources to facilitate the timely execution and associated deliverables of Metro's current and future bus capital and operating projects, i.e., existing bus procurements from Build Your Dream (BYD), El Dorado National (ENC), and New Flyer (NF), division charging infrastructure work with Southern California Edison (SCE) and Los Angeles Department of Water and Power (LADWP) and future transit projects.

Staff advertised this procurement on the LA Sentinel, LA Daily News, and La Opinion. Staff had also reached out to various Consulting firms to provide them with information on this procurement based upon prior experience to encourage more competition. There were two (2) Proposers that submitted a bid: 1) WSP and 2). Ricardo Inc. Proposers were evaluated based upon Qualifications of the Proposer/Team, Project Manager and Key Staff's, Qualifications and Experience, Effective Scheduling/Cost Management Plan, and Cost Proposal. WSP was ranked number one (1) in score based upon the evaluation criteria; further details can be found on Attachment A: Procurement Summary.

### Considerations

It is staff's recommendation to award the Contract to WSP USA, Inc. to provide the engineering and program management expertise and support to achieve the transition to a ZEB fleet.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to safety. The recommendation will allow Metro to efficiently manage the professional consultant support services through defined SOW and Task Orders.

### **FINANCIAL IMPACT**

Upon recommendation approval, the contract will allow for project related task orders to be issued and funded by projects utilizing approved and available LOP budget(s). Task orders shall be requested and reviewed by the affected Project Manager and will use available project funds budgeted as professional services under account 50316 and shall remain within the authorized LOP and FY budgets. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s) and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

#### **Impact to Budget**

The anticipated task orders will be funded by the respective project(s). Since the project task orders are funded with existing LOP budgets and annual funds, the funding sources will vary according to established funding plans for the respective projects. No task order(s) shall be issued which increases a capital project LOP. Staff continually reassesses project funding sources and will apply other applicable funding sources as they become available to the respective projects.

### **EQUITY PLATFORM**

The approval of professional consultant support services will ensure that the ZEB transition bus fleet will continue to serve Los Angeles County, including many under-served communities, and to provide vital transportation services safely and reliably to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Public transportation provides an important lifeline for the residents in underserved communities, and this procurement ensures the safety of passengers and provides a high level of customer service for these underserved communities through the transition from Renewable Natural Gas (RNG) to a ZEB fleet while ensuring that the fleet is maintained in a State of Good Repair (SGR) and sufficient vehicles are available for service.

It is recognized that Battery Electric Buses (BEBs) provide improved air quality and quieter services compared to current Renewable Natural Gas (RNG) bus fleet. However, RNG compared to BEB ranges are not at the point where 1 for 1 service replacement can be provided without increasing risks to the quality of service. Staff will provide options for further electrified services as BEB range performance is improved and/or additional charging infrastructure installations are completed.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the thirty percent (30%) Race Conscious Disadvantage Business

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Enterprise (RC DBE) goal established for this project. WSP USA, Inc. has exceeded the goal by making more than thirty percent (30.06%) DBE commitment and is deemed responsive to the DBE requirements.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation will support Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling. This Contract will support Metro in maintaining the SGR for the existing bus fleet while ensuring that our customers can arrive at their destinations with less disruptions. It will also support Goal #3, Enhance communities and lives through mobility and access to opportunity and Goal #4 Transform LA County through regional collaboration and national leadership by achieving the Board's motion and CARB's goal for a 100% Zero Emission bus fleet by 2030 and 2040, respectively.

### **ALTERNATIVES CONSIDERED**

Staff has considered using in-house Metro resources to perform this work; however, this approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts (SMEs) available to perform this work, especially considering that the zero-emission bus and charging technologies are continuing to evolve.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended as this professional consultant support services contract is critical to facilitate the timely execution and associated deliverables of Metro's ZEB fleet goals and operating projects.

### **NEXT STEPS**

Upon Board approval, staff will execute the Contract with WSP USA, Inc. and issue a Notice-To-Proceed (NTP). Staff will continue to thoroughly manage and issue individual task orders, on an as-needed basis, for engineering, technical, and program management support services.

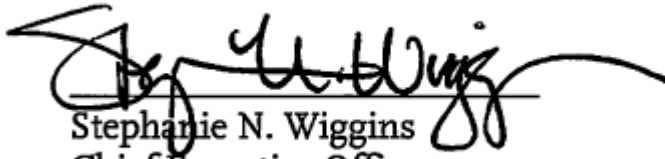
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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