Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0162, **File Type:** Contract **Agenda Number:** 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: TUNNEL GROUTING SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) task order contract, Contract No. OP129922(2)000 to Keller North America, Inc., for Tunnel Grouting Services, in the Not-To-Exceed (NTE) amount of $9,464,800 for the five-year base period and $607,444 for the first one-year option, $631,854 for the second one-year option, and $657,628 for the third one-year option, for a combined NTE amount of $11,361,726, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

The Metro rail network consists of facilities interconnected by concrete guideways and subway tunnels. These structures require periodic restoration, patching, and sealing to preserve structural integrity and prevent water intrusion through contact grouting. Approval of this contract is necessary to provide grouting services on the A, B, D, E and K Lines, that extend the service life of these concrete assets, enhance durability, and prevent system deterioration.

BACKGROUND

Over time, Metro rail concrete guideways and subway tunnels are impacted by environmental conditions that can cause cracking, spalling, and water seepage. In underground tunnel environments, certain sections are particularly susceptible to groundwater intrusion due to fluctuating water tables resulting from rainfall or storm events. These conditions require sealing to prevent water inflow into tunnels and protect rail system components. Grouting services involve injecting cementitious or chemical materials into cracks, voids, or other defects within tunnels and guideways to restore concrete substrates and stop water infiltration. These repairs help maintain structural reliability, ensure system safety, and preserve the functionality of Metro’s rail infrastructure assets,

which includes tunnel trackway for the existing A Line, B and D Lines, E Line and K Line, as well as the new D Line extensions.

Inspections of railway concrete structures are conducted regularly under Metro's State of Good Repair (SGR) and Transit Asset Management (TAM) Programs. Tunnel grouting services are implemented as part of this broader SGR and TAM strategy to extend asset life and prevent service disruptions.

Grouting services are currently being provided by the existing Contract No. C1146-2000, which expired on 12/31/2025. Prior to expiration, staff issued the final Task Order 8, with a Period of Performance that ends 6/30/27. Accordingly, the award of a new contract is necessary to allow for additional Task Orders to be executed to ensure continuity of grouting services.

DISCUSSION

The scope of services under the Tunnel Grouting Services contract includes repairing identified cracks, spalling, and voids by injecting specialized grout materials into railway tunnels and concrete structures to prevent and stop water leaks. The work may also include patching damaged concrete, replacing damaged reinforcing steel, and removing and reinstalling electrical, mechanical, or plumbing equipment as needed to complete the repairs. All work will be performed on a task order basis as grouting needs are identified. Additional details regarding the solicitation of IFB No. OP129922(2) are provided in Attachment A, Procurement Summary.

Tunnel Grouting Services is an SGR initiative focused on renewing and maintaining critical transit infrastructure assets, including the A, B, D, E and K Lines, to ensure continued rail service reliability, safety, and accessibility.

DETERMINATION OF SAFETY IMPACT

Award of the Tunnel Grouting Services contract will contribute to maintaining transit infrastructure assets in an SGR, as recommended by Metro's TAM Plan, which is essential to providing safe, reliable, and well-maintained facilities for both Metro riders and employees who utilize Metro rail transit infrastructure daily.

FINANCIAL IMPACT

This task order based contract award action authorizes an NTE spending limit of $9,464,800. As task orders become necessary, funding will be provided from the appropriate project. The funding source differs depending on the individual project. As such, task orders will only be issued when there is sufficient funding within the approved budget for each respective project.

Since this is a multi-year contract, the Project Manager will be responsible and accountable for budgeting any planned annual work program for the current and future fiscal years in Cost Center 3924 Rail Transit Facilities Maintenance under projects 300022 Rail Operations A Line, 300044 Rail Operations B Line, 300066 Rail Operations E Line and 300077 Rail Operations K Line for the term of the contract, including any option(s) exercised.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act.

EQUITY PLATFORM

This action will continue to advance equity by supporting ongoing SGR maintenance of concrete guideways and subway tunnels, ensuring safe and reliable service throughout the Metro rail network. Metro is committed to maintaining its rail transit assets to provide accessible and dependable transportation to everyone, including low-income households, zero-vehicle households, and Black, Indigenous, and People of Color (BIPOC) communities. In addition, several accessible rail stations function as key transfer points, connecting riders to other Metro rail lines and multiple bus lines. These connections are critical for workers, students, and residents from Equity Focus Communities (EFCs) who rely on the transit system for daily mobility.

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%) of the Total Contract Price. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there is one certified small business participating in this contract.

VEHICLE MILES TRAVELED (VMT) OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through SGR maintenance of bus and rail transit infrastructure assets. These investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendation aligns with Metro's Strategic Plan by advancing Goal No.2, which is to deliver outstanding trip experiences for all transportation system users, and Goal No. 3, which is to

enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative would be to solicit individually separate contract awards each time grouting services are needed. However, this approach is not recommended because it would require significantly more staff and time to process each solicitation, leading to delays due to the extended lead time of each procurement cycle.

In addition, grouting services should not be delayed when a need arises, as concrete spalling, cracking, and water intrusion are not static conditions. These issues can worsen rapidly, leading to accelerated structural deterioration and potential rail operational disruptions.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP129922(2)000 to Keller North America, Inc. for tunnel grouting services on a task order basis for guideways and tunnels for a five-year base period plus three one-year options.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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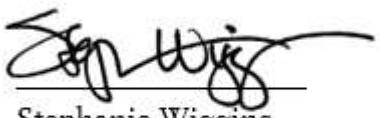

Stephanie Wiggins
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