



**PLANNING AND PROGRAMMING COMMITTEE**  
**November 14, 2007**

**SUBJECT: DIESEL MULTIPLE UNIT TECHNICAL FEASIBILITY ANALYSIS**

**ACTION: AWARD CONTRACT AND AMEND THE FY 08 BUDGET**

**RECOMMENDATION**

Authorize the Chief Executive Officer to award and execute:

- A. A firm fixed-price Contract No. PS 4370-2064 to LTK Engineering Services to provide professional services in the amount of \$484,682 to conduct a feasibility analysis of Diesel Multiple Unit (DMU) (a self-propelled rail car) operations on Metro-owned rail rights of way;
- B. Contract modification authority for up to \$48,470 to cover the cost of any potentially unforeseen issues that may arise during the above study; and
- C. Amend the FY 08 Budget to add \$296,200 funded with Propositions A and C Administration funds.

**RATIONALE**

At its June 29, 2006 meeting, the Metro Board approved a motion authorizing the initiation of a feasibility analysis of the use of DMU technology on existing Metro-owned rail rights of way.

The technical feasibility analysis will identify the possibilities, opportunities and issues associated with utilizing DMU or other self-propelled rail car technology as a component of Metro's rail system on those Metro-owned railroad rights of way in Los Angeles County which are currently operated by Southern California Regional Rail Authority (SCRRA). The rights of way to be evaluated are the Ventura County Line, Antelope Valley Line and San Bernardino Line. The contractor will analyze the operational interface, regulatory issues and infrastructure requirements necessary to incorporate DMU service in these same rail corridors that currently support SCRRA's Metrolink commuter rail operations. Information to be provided includes:

- Technical feasibility
- Regulatory issues
- Operational issues
- Rough order of magnitude capital and operating costs
- Likely significant impacts/community concerns for future evaluation
- Rough order of magnitude ridership potential
- Vehicle technology recommendations
- Maintenance facility needs assessment
- Potential funding sources

### **FINANCIAL IMPACT**

Approval of this action will amend the FY 08 budget by adding \$296,200 in Project 400231, Task 01.02, line item 50316, Professionals and Technical Services (DMU Technology Study) in cost center 4370, San Fernando Valley/North County Area Team. This project will be funded with Propositions A and C Administration funds. The cost center manager and Chief Executive Officer will be responsible for coordinating with the Office of Management and Budget for budgeting the cost in future years.

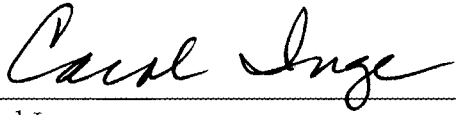
### **ALTERNATIVES CONSIDERED**

Several alternatives were considered: (1) Using existing Metro resources to conduct the study; (2) recommending another proposer, and (3) readvertising the contract. None of these alternatives are recommended. Metro does not have the resources to conduct a study of this technical complexity. Further, the proposals received have been evaluated. It has been determined that the recommended contractor has the technical expertise and qualifications to conduct the work within the negotiated amount.

### **ATTACHMENT(S)**

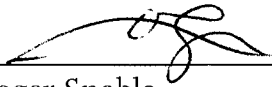
- A. Procurement Summary
- A-1. Procurement History
- A-2. List of Subcontractors

Prepared by: Kathleen Sanchez, Transportation Planning Manager  
Mayumi Lyon Ales, Contract Administrator, Contract Administration  
Brian Lin, Director, San Fernando Valley/North County Area Planning Team  
Renee Berlin, Executive Officer, Transportation Development and  
Implementation



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Carol Inge  
Chief Planning Officer  
Countywide Planning and Development



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Roger Snoble  
Chief Executive Officer

**BOARD REPORT ATTACHMENT A  
PROCUREMENT SUMMARY  
DIESEL MULTIPLE UNIT TECHNICAL FEASIBILITY ANALYSIS**

1.	Contract Number: PS4370-2064		
2.	Recommended Vendor: LTK Engineering Services		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$1,262,252.00	Recommended Price: \$484, 682	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Firm Fixed Price		
5.	Procurement Dates:		
	A. Issued: 07/05/07		
	B. Advertised: 07/05/07 (Metro Internet); 07/07/07 (Daily News)		
	C. Pre-proposal Conference: N/A		
	D. Proposals Due: 08/13/07		
	E. Pre-Qualification Completed: 08/27/07		
	F. Conflict of Interest Form Submitted to Ethics: 09/21/07		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 5% Small Business Enterprise (SBE) Participation Goal	Date Small Business Evaluation Completed: 10/19/07	
	B. Small Business Commitment: 6.58% Details are in Attachment A-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 51	Bids/Proposals Picked up: 51	Bids/Proposals Received: 4
8.	Evaluation Information:		
	A. Bidders/Proposers Names:  LTK Engineering Services Booz Allen Hamilton TranSystem Transportation Resources Associates	Bid/Proposal Amount: \$1,262,252 \$497,568 \$853,096 \$318,448	Best and Final Offer Amount: \$484, 682
	B. Evaluation Methodology: Cost Analysis details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 11/27/07		
	B. Protest Receipt Date: TBD		
	C. Disposition of Protest Date: TBD		
10.	Contract Administrator: Mayumi Lyon Ales	Telephone Number: 922-4020	
11.	Project Manager: Kathleen Sanchez	Telephone Number: 922-2421	

**BOARD REPORT ATTACHMENT A-1  
PROCUREMENT HISTORY  
DIESEL MULTIPLE UNIT TECHNICAL FEASIBILITY ANALYSIS**

**A. Background on Contractor**

LTK Engineering Services  
Fine Arts Building  
Suite 1200  
811 West 7<sup>th</sup> Street  
Los Angeles, CA 90017

LTK Engineering Services, formerly known as Louis T. Klauder and Associates, was organized in 1921 in Philadelphia as a sole proprietorship to provide engineering services for appraisals, economic feasibility studies, and design and supervision of construction. The firm was reorganized as LTK Engineering Services in 1984. Since the early 1960's, the firm has focused its efforts on the rail transportation industry. LTK has assisted in the design procurement, rehabilitation, inspection and acceptance testing of more than 13,000 passenger rail cars. LTK's project experience includes all phases of rail transportation planning and engineering, from feasibility studies to system start-up.

Prior or current contracts with Metro include contract no. EO350, Project Manager for Engineering Support Services for Blue Line Light Rail Vehicle Procurements completed satisfactorily; and PS8310-1267, Engineering Support for Gold Line Light Rail Vehicle Procurements, currently being completed to Metro's satisfaction.

Other major contracts that LTK is either doing or has completed related to this procurement include Stanislaus County Commuter Rail Feasibility Study, Bay Area Rapid Transit District I-580/I-680 Corridor Study Regional and Inter-Regional DMU Planning and Alternatives Analysis, North San Diego County Transit District DMU Design and Procurement, and SCRRA Multi-Level Commuter Rail Cars and Diesel-Electric Locomotives.

**B. Procurement Background**

This RFP, in support of the Diesel Multiple Unit (DMU) Technical Feasibility Analysis, is a standard, competitive negotiated procurement to secure a technical feasibility analysis identifying the possibilities, opportunities and issues associated with utilizing DMU or other self-propelled rail car technology as a component of Metro's rail system on all Metro-owned railroad rights of way.

Board Report item #1.O., of the Molina/Antonovich/Fasana/Najarian Motion, dated June 29, 2006, was approved in support of the DMU Technical Feasibility Analysis.

The Diversity and Economic Opportunity Department (DEOD) recommended a 5% Small Business Enterprise (SBE) participation goal. Achieving the SBE is a condition of the award of the contract.

### C. Evaluation of Proposals

In accordance with Metro Procurement Policies and Procedures, the Source Selection Committee (SSC) conducted a comprehensive technical evaluation of the proposals. The proposals were first reviewed to determine whether the proposals met the minimum qualifications for this Request for Proposals (RFP) as identified in the RFP section entitled "Evaluation Criteria." All four proposals submitted were considered responsive to the RFP requirements.

The SSC evaluated the four proposals and held oral interviews. Based on the evaluation criteria stipulated within the RFP solicitation requirements, LTK Engineering Services received the highest ranking of the four proposals received.

### D. Cost/Price Analysis Explanation of Variances

The recommended price of \$484,682 has been determined to be fair and reasonable based upon a Management Audit Services (MAS) pre-award audit, a cost analysis, independent cost estimates, a fact find, negotiations, and a technical review. During fact finding, Metro's project office determined the contractor's proposed level of effort was based on specific detail assessments versus the rough order of magnitude (ROM) level of detail Metro was expecting. In addition, the significant amount of proposed senior level management oversight and potential duplicated effort from the contractor became a source of concern to Metro's project office. The thorough examination of the contractor's methodology and approach culminated with the elimination of non-essential, unrelated, and non-value added costs for a feasibility study.

**BOARD REPORT ATTACHMENT A-2  
LIST OF SUBCONTRACTORS  
DIESEL MULTIPLE UNIT TECHNICAL FEASIBILITY ANALYSIS**

**PRIME CONTRACTOR – LTK Engineering Services**

Small Business Commitment

UltraSystems Environmental, Inc.

Other Subcontractors

Koegel and Associates

STV, Inc.

Wilbur Smith Associates

Total SBE Commitment    6.58%

