



**OPERATIONS COMMITTEE  
MAY 18, 2006**

**SUBJECT: CONTRACT NO. OP39601813, J-RELAY REPLACEMENT, METRO RED LINE (MAC ARTHUR PARK POCKET TRACK)**

**ACTION: APPROVE CONTRACT AWARD**

**RECOMMENDATION**

Authorize the Chief Executive Officer to award a firm fixed-price contract, Contract No. OP39601813, with B&C Transit Consultants Inc., to replace the J-Relays at the Metro Red Line (MacArthur Park Pocket Track) for an amount not-to-exceed \$291,221, inclusive of a 10% contingency.

**DISCUSSION**

In the Metro Red Line Train Control system, a J-relay is an electromechanical device which provides an interface between the SCADA (Supervisory Control and Data Acquisition) system (or the Local Control Panel at times of SCADA failure) and the vital relay based train control equipment. Several thousand J-relays are currently in use throughout the Metro Red Line.

Critical functions supported by the J-relays include supervision and control of:

- Train movement in Metro Red Line tunnel
- Rail traction power
- Signals and track switches

The Metro Red Line J-relays are now in excess of ten years old, and their failure rate is increasing in a manner typical of an electromechanical device of that age which has been subjected to their level of usage. The vendor no longer supports the J-relays and our research indicates replacements are not readily available from any known source. The possibility of rehabilitation or refurbishment of failed J-relays has also been explored, and these services are not available from any known source. This exposes Metro to unacceptable maintenance and operational risks due to the mission critical nature of the J-relays.

The proposed contract award is for the procurement of equipment and services required to replace the existing J-relays at the MacArthur Park Pocket Track Train Control and Communications Room with newer technology. This requires the design, procurement,

fabrication and installation of a microprocessor-based control system and associated interface to the existing train control system.

The goal of the J-relay replacement at Metro Red Line MacArthur Park project is to free-up J-relays to be used as spares as well as to replace the existing J-relays with industry-standard equipment with newer technology. It is anticipated that this action will provide Metro with approximately 280 spare J-relays, enough for the next ten years. This location was chosen as it facilitates relatively easy changeover between the old and new systems, is easily accessible and will yield a substantial number of spares.

### **FINANCIAL IMPACT**

Funding of \$336,000 for this service is included in the FY06 budget in cost center 3960 (Transit Systems Engineering), Project 205037, Metro Red Line Signal System Upgrade, Line Item/Account 50316 (Professional and Technical Services), task 07.001. This award is within the approved life-of-project budget of \$738,000.

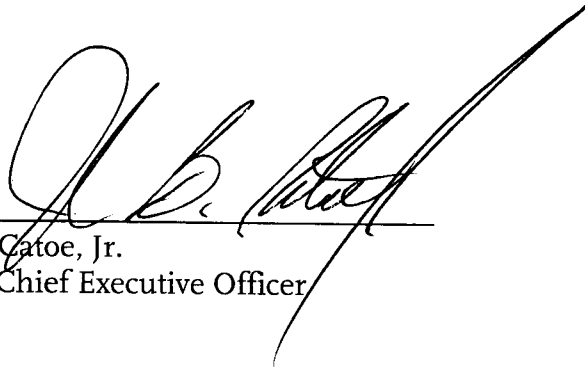
### **ALTERNATIVES CONSIDERED**

Metro has evaluated the possibility of not replacing the existing J-relays at Metro Red Line MacArthur Park. This alternative is not recommended for the following reasons: Metro spare parts inventory is depleted and a reliable source for spare parts and service cannot be identified. This exposes Metro to unacceptable maintenance and operational risks due to the critical nature of the J-relays.

### **ATTACHMENTS**

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

Prepared by: John McGrevey, Sr. Engineer (Signal), Transit Systems Engineering  
Tom Butler, Sr. Contract Administrator



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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Roger Snoble  
Chief Executive Officer

**BOARD REPORT ATTACHMENT A  
PROCUREMENT SUMMARY  
J-RELAY REPLACEMENT**

1.	Contract Number: OP39601813		
2.	Recommended Vendor: B&C Transit Consultants Inc.		
3.	Cost/Price Analysis Information:		
	A. Bid Price: \$264,747	Recommended Price: \$291,221(\$264,747 plus 10% contingency of \$26,474)	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Firm Fixed Price		
5.	Procurement Dates:		
	A. Issued: February 3, 2006		
	B. Advertised: December 23, 2005		
	C. Pre-Bid Conference: February 13, 2006		
	D. Proposals Due: Step One Technical, March 7, 2006 / Step Two Price Bid, April 10, 2006		
	E. Pre-Qualification Completed: March 31, 2006		
	F. Conflict of Interest Form Submitted to Ethics: April 17,2006		
6.	Small Business Participation:		
	A. Bid Goal: 10% DBE	Date Small Business Evaluation Completed: April 17, 2006	
	B. Small Business Commitment: 81.11% Details are in Attachment A-2		
7.	Invitation for Bid Data:		
	Notifications Sent: 7	IFBs Picked up: 16	Bids Received: 2
8.	Evaluation Information:		
	A. Bidders Names: B&C Transit Consultants Inc. Isis Consultants,LLC	<u>Bid Amount:</u> \$264,747 \$367,820	<u>Best and Final Offer Amount:</u> Not applicable
	B. Evaluation Methodology Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: May 23, 2006		
	B. Protest Receipt Date: TBD		
	C. Disposition of Protest Date: TBD		
10.	Contract Administrator: Tom Butler	Telephone Number: 213-922-7312	
11.	Project Manager: John McGrevey	Telephone Number: 213-922-3227	

**BOARD REPORT ATTACHMENT A-1  
PROCUREMENT HISTORY  
J-RELAY REPLACEMENT.**

**A. Background on Contractor**

B&C Transit Consultants is located in San Leandro, California. They are a small disadvantaged business concern and have been in business since 1991. Their major area of business is to provide engineering and electrical construction services to commercial businesses and transit agencies. Although they have not provided services directly under contract to Metro, they have recently worked as a subcontractor to a Metro contractor in installing electrical Supervisory Control and Data Acquisition (SCADA) System equipment utilized on the Metro Blue, Green and Gold Lines. They have also provided various services to other transit agencies including WMATA in Washington, DC, BART in Oakland, CA, MARTA in Atlanta GA and local agencies in Sacramento, San Diego and San Francisco, CA. Reference checks with several indicate their performance was satisfactory.

**B. Procurement Background**

This procurement was solicited via an Invitation to Bid (IFB) as a Two-Step Sealed Bid which is conducted in two phases. Step One consists of the request for submission, evaluation and discussion of a technical proposal. No pricing is involved. The object is to determine the acceptability of the equipment/system being proposed. A Source Selection Committee is established to evaluate the proposals to determine acceptability. Step Two involves the submission of sealed price bids by those companies which were determined by the Committee to have submitted acceptable technical proposals. Award is then made to the lowest priced, responsive, responsible bidder.

On February 3, 2006, Invitation to Bid No. OP39201813 was submitted to seven companies to solicit Step One technical proposals. An additional 16 companies also picked up or downloaded the IFB from the Metro web site. Four technical proposals were received and presented to the Source Selection Committee for evaluation. The Diversity and Economic Opportunity Department (DEOD) recommended a ten percent (10%) Disadvantaged Business Enterprise (DBE) goal for this procurement.

**C. Evaluation of Proposals**

In accordance with Procurement Policies and Procedures, the Source Selection Committee (SSC) conducted a comprehensive evaluation of the technical proposals. One of the four proposals was deemed unacceptable due to the fact that the company did not meet the requirements of the evaluation criteria. The proposals of the remaining three companies were deemed acceptable and those companies were requested to submit a price bid.

Of the three companies, two, B&C and Isis consultants, submitted price bids and one, Safetran, submitted a “no bid”. Both B&C and Isis were determined to be responsive, responsible and technically qualified bidders with B&C submitting the lowest price

**D. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon adequate price competition and comparison with the independent cost estimate.

**BOARD REPORT ATTACHMENT A-2  
LIST OF SUBCONTRACTORS  
J-RELAY REPLACEMENT**

**PRIME CONTRACTOR – B&C TRANSIT CONSULTANTS INC.**

Disadvantaged Business Commitment  
81.11%

Other Subcontractors  
NONE

Total Commitment      81.11%

