



Board Report

File #: 2025-0808, File Type: Contract

Agenda Number: 18.

CONSTRUCTION COMMITTEE OCTOBER 15, 2025

SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of \$13,796,413 for the two (2) year base term, and \$49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of \$63,430,537, subject to the resolution of all properly submitted protest(s), if any.

ISSUE

Construction Management Support Services (CMSS) are needed during the delivery of the Link US project to support final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close out. The CMSS consultant will provide Metro with flexibility to adjust the necessary resources with staff augmentation on an as-needed basis to deliver the Link US Project safely, on time, and within budget.

The two-year base term will occur during the Preconstruction Phase and the Early Work Phase. The first year of the contract will occur during the Preconstruction Phase utilizing the existing Preconstruction Budget. Prior to any Early Work by the CM/GC Contractor and the CMSS consultant, the project team will seek an increase in the Preconstruction Budget which will be informed by the final environmental document as well as the advancement of the design with the benefit of the contractor feedback using the collaborative delivery model. Future work will be funded through the annual budget process. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs.

BACKGROUND

The Link US Project will transform how the commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat

rides for Northbound and Southbound run through service, doubling the capacity of daily train movements, reducing dwell times by as much as 20 minutes, and accommodating future high-speed rail.

The Link US Project is planned to be implemented in two phases:

1. Phase A - Includes a run-through structure from the stub end of Union Station, over the 101 Freeway, and connects to the mainline tracks on the West Bank of the Los Angeles River. In this phase, the run-through structure will provide immediate run-through service for Metrolink and the Pacific Surfliner (LOSSAN) on two tracks that connect to Platform 3. However, the run-through structure will be built to accommodate up to nine run-through tracks for future passenger and intercity rail expansion, including California High-Speed Rail.
2. Phase B - Includes a new rail yard with four new operating platforms and up to nine run-through tracks for Metrolink, LOSSAN and California High Speed Rail, as well as a new Passenger Tunnel.

The Link US Project Phase A will be delivered utilizing the Construction Manager/General Contractor (CM/GC) project delivery approach that was previously approved by the Board on December 5, 2019. After the Board awarded a CM/GC contract to Flatiron Dragados LLC on April 16, 2025, a Notice to Proceed (NTP) to commence Phase 1 Preconstruction Services was issued on July 1, 2025.

CEQA & NEPA

The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019, and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing the National Environmental Policy Act (NEPA) environmental clearance with an updated forecast Fall 2025, with CHSRA as the NEPA Lead Agency, and is seeking a supplemental CEQA environmental clearance in Fall 2025.

Preconstruction Budget

On May 26, 2022, the Metro Board approved a Partial Preconstruction Phase Life of Project Budget (Preconstruction Budget) of \$297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

DISCUSSION

On November 27, 2024, Metro issued a Request for Proposal (RFP) for a CMSS consultant to support the delivery of the Link US Project. The primary role of the CMSS consultant is to provide highly skilled and qualified individuals to assist and support Metro in the management and administration of Link US construction project under direction of Program Management staff as part of a fully integrated construction project team. CMSS staff have specialized technical and administrative expertise to assist with and support project delivery and implementation and to execute the required project reporting and control procedures established by Metro. In the

performance of the contract, CMSS staff must adhere to and comply with all Metro policies and procedures, ensuring that the construction of projects is completed with a high level of quality and safety.

The CMSS contract is a cost reimbursable fixed fee contract, so consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work for each phase, and within the board authorized Preconstruction Budget or Life of Project Budget (LOP).

The preconstruction phase services will include assistance with program management, contract management, constructability reviews, pricing, negotiating, risk management, quality management, and early works inspection. The construction phase services, including any Early Work, will include construction management support services and inspection. The overall contract is expected to have a value not-to-exceed \$63,430,537 and a duration of up to six years for all services required to construct the Link US project, including CMGC Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Metro will ensure that strict controls are in place prior to approving each AWP to closely monitor the CMSS consultant's budget and AWP schedules. No funds will be obligated until the AWP is confirmed to be within the Board approved funding for the contract.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro, Southern California Regional Rail Authority (SCRRA), California High-Speed Rail (HSR), Caltrans, and City of Los Angeles standards, as well as state and federal requirements. The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

The first year of the CMSS Contract to support the Preconstruction Phase by the CM/GC is fully funded as part of the \$297.818 Million previously approved Preconstruction Budget. Prior to entering the Early Works Phase the project team will seek an increase to the Preconstruction Budget. Prior to entering the Construction Phase, the project team will establish the Life of Project Budget for Board approval. Since this is a multi-year contract, the Chief Program Management Officer and Project Manager will be responsible for budgeting in the future years.

Impact to Budget

The source of funds for the Preconstruction Budget are summarized below and are not eligible to be used for Metro bus/rail operating or capital budget expenses.

Committed Funding and Approved Preconstruction Budget

| Funding Source | Amount (\$ in millions) | Preconstruction Budget - Approved in <u>May 2022</u> (\$ in Millions) |
|--|------------------------------------|--|
| State Proposition 1A/High Speed Rail Bonds | \$423.3 | - |
| State Transit Intercity Rail Capital Program (TIRCP) | \$337.6 | \$227.42 |
| State Transportation Improvement Program (STIP) | \$60.8 | - |
| Metro Measure R 3% | \$51.7 | \$51.67 |
| Other Metro Local funds | \$13.3 | - |
| SCRRA JPA Contribution (Non-Metro) | \$40.0 | - |
| Other HSR Funds | \$18.7 | \$18.73 |
| LOSSAN/Amtrak | \$5.0 | - |
| Total | \$950.4 | \$297.82 |

Metro is currently estimating the total cost of the project to be \$1,597 Million with a completion date of September 15, 2031, pending final pricing by the CM/GC Contractor during the Preconstruction Phase.

In Fall 2024, Metro submitted an application to the Federal Railroad Administration (FRA) requesting an award from the Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program and to the California Transportation Commission (CTC) requesting a grant from the Solutions for Congested Corridors Program (SCCP). The FRA did not announce projects selected for a grant award from the FSP Program. The CTC did not select the project for a grant award from the SCC Program.

Staff will continue to explore federal and state funding opportunities, including from the FSP Program and California's Cap and Invest Program, to address the project's estimated funding gap of about \$650 M. Staff will also work with Caltrans in its initiative to develop a framework for Metro and other County Transportation Commissions in the SCAG region to consider for addressing the project's funding gap, including financing.

EQUITY PLATFORM

The Link US Project will improve the quality of life for residents at the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community. This will be accomplished with the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The increased rail service will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. The Link US Project will also result in reduced train and idling times-

saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the CM/GC to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1 for this California High-Speed Rail Authority ("CHSRA") funded procurement. As a condition of funding, Metro implemented the CHSRA's Small Business Program and accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms. The recommended CMSS firm met or exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment.

While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 9 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the 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 planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff have conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at LAUS, enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, The California State Transportation Agency (CalSTA), FRA, and Amtrak.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract. This is not recommended since that would lead to project delays and corresponding cost increases. Any delay would postpone platform improvements, affecting major events in and around Los Angeles. It would also disrupt timelines and cost estimates in future grant applications and existing funding agreements with the CHSRA and the California State Transportation Agency for Proposition 1A and Transit and Intercity Rail Capital Program (TIRCP) funds. A delay would also directly delay the submittal of grant applications and decrease the opportunity for the project to be selected for awards due to the larger project cost and funding gap that can be reasonably expected for the grant programs to address.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE127279MC084 to support the Link US Project preconstruction phase of the project.

The Project anticipates returning to the Board for a Supplemental CEQA Record of Decision in the Fall of 2025. The NEPA Record of Decision will be presented to the California High Speed Rail Authority, the delegated authority from the FRA, for certification in Fall 2025.

After completion of design for an Early Work Package, as well as the successful negotiation with the CM/GC Contractor, staff intends to return to the Board to request an increase to the Preconstruction Budget and execute a Modification to the CM/GC Contract for Early Works Construction in Winter or Spring 2026.

After completion of the remaining design and successful negotiation with the CM/GC Contractor, staff will return to the Board for approval of the Life of Project Budget and award of the remaining Phase 2 Construction Work in Fall 2026.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

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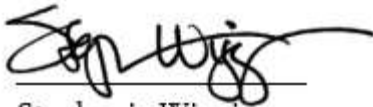
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PROCUREMENT SUMMARY

**LINK UNION STATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES
(CMSS) / AE127279MC084**

| | | |
|----|---|--|
| 1. | Contract Number: AE127279MC084 | |
| 2. | Recommended Vendor: T.Y. Lin International, Inc. | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: November 27, 2024 | |
| | B. Advertised/Publicized November 23, 2024 | |
| | C. Pre-Proposal Conference: December 11, 2024 | |
| | D. Proposals Due: February 7, 2025 | |
| | E. Pre-Qualification Completed: April 16, 2025 | |
| | F. Ethics Declaration Forms submitted to Ethics: February 7, 2025 | |
| | G. Protest Period End Date: October 21, 2025 | |
| 5. | Solicitations Downloaded: 195 | Bids/Proposals Received: 3 |
| 6. | Contract Administrator: Kenneth Stewart | Telephone Number: 213-925-9377 |
| 7. | Project Manager: Scott McConnell | Telephone Number: 213-922-4980 |

A. Procurement Background

This Board Action is to approve the award of Contract No. AE127279MC084 to provide Construction Management Support Services (CMSS) for the Link Union Station CM/GC- Phase A Project. Board approval of contract award is subject to resolution of any properly submitted protest(s), if any.

The CMSS consultant will support Metro in the construction management and administration of the Link Union Station CM/GC- Phase A Project ensuring that it is completed in compliance with contract requirements and government regulations.

The Request for Proposals (RFP) was issued on November 27, 2024, and is an Architecture and Engineer (A&E), qualifications-based procurement performed in accordance with Metro Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of two (2) years, plus four (4), one-year options.

The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 25%, with 3% designated for Micro Business (MB), a Disabled Veteran Business Enterprise (DVBE) goal of 3% and a Disadvantaged Business Enterprise (DBE) goal of 10%.

A virtual pre-proposal conference was held on December 11, 2024, and was attended by 78 participants from various firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date. There were 195 downloads recorded for the RFP that were included on the planholders' list.

One (1) Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, was issued on January 14, 2025, to extend the Proposal Due Date to February 7, 2025, revise the estimated Contract value range, update the Critical Dates table, correct a title in the Table of Contents, and revise an RFP numbering on a section heading.

Three (3) proposals were received on February 7, 2025 from the firms listed below in alphabetical order:

1. Anser Advisory Management, LLC
2. Jacobs Project Management Co.
3. T.Y. Lin International, Inc.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Alternative Delivery/Construction, Regional Rail, and Countywide Planning and Development Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Experience and Capabilities of Firms on the Team | 33 percent |
| • Experience and Capabilities of the Key Personnel | 28 percent |
| • Project Understanding and Approach | 39 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weighting, giving the greatest importance to Project Understanding and Approach.

This is an A&E, qualifications-based procurement; therefore, price could not be used as an evaluation factor pursuant to state and federal law.

All three proposals were determined to be responsive and within the competitive range. On August 14 and 15, 2025, the Proposers made oral presentations to the PET. The Proposers' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP,

experience with all aspects of the required services, and stressed each Proposer's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each Proposer was asked questions relative to each firm's proposed alternatives and previous experience.

Sealed cost proposals were received from the three (3) proposers at the time of Oral Presentations.

Qualifications Summary of Recommended Consultant:

T.Y. Lin International, Inc. presented a very strong project management team with alternative construction delivery, CM/GC contracting, cost control, and price negotiation experience. They demonstrated particularly strong stakeholder, third party, risk reduction, quality, safety, and contract change/claims support backgrounds. The team has extensive experience and expertise in construction management for complex bridge and transit projects, providing stakeholder coordination, negotiating Guaranteed Maximum Price (GMP) for CM/GC contracts, managing CM/GC quality assurance and control, proactive safety programs and other support services similar to the services that were included in the RFP. They clearly demonstrated a thorough understanding of their role as CMSS resources for Metro.

The team will be managed by a Professional Engineer with 33 years of construction management and inspection experience on similar projects including the Sixth Street Bridge Replacement for the City of Los Angeles, utilizing the CM/GC method and is very familiar with local needs having worked on several Caltrans project locations nearby.

The Proposal Evaluation Team (PET) evaluated the three Proposals and assessed the major strengths, weaknesses and associated risks of each of the proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

| Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|--|----------------------|----------------------|-------------------------------|-------------|
| T.Y. Lin International Inc. | | | | |
| Experience and Capabilities of Firms on the Team | 83.58 | 33% | 27.58 | |
| Experience and Capabilities of the Key Personnel | 85.69 | 28% | 23.99 | |
| Project Understanding and Approach | 82.22 | 39% | 32.07 | |
| Total | | 100.00% | 83.64 | 1 |
| Jacobs Project Management Co. | | | | |
| Experience and Capabilities of Firms on the Team | 81.06 | 33% | 26.75 | |
| Experience and Capabilities of the Key Personnel | 82.14 | 28% | 23.00 | |
| Project Understanding and Approach | 79.23 | 39% | 30.90 | |
| Total | | 100.00% | 80.65 | 2 |
| Anser Advisory Management LLC | | | | |
| Experience and Capabilities of Firms on the Team | 72.76 | 33% | 24.01 | |
| Experience and Capabilities of the Key Personnel | 74.71 | 28% | 20.92 | |
| Project Understanding and Approach | 74.95 | 39% | 29.23 | |
| Total | | 100.00% | 74.16 | 3 |

C. Cost Analysis

A cost analysis of all elements of cost, direct labor rates, indirect cost (overhead, etc.) rates and other allowable direct costs was performed in accordance with Metro’s Acquisition Policy, including fact finding, and clarifications to determine the costs are fair and reasonable. Metro negotiated indirect cost rates as provisional rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost to perform the Scope of Services. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 to establish provisional indirect cost rates for the first year of the contract. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the award of the contract awaiting audit. Actual indirect rates will be determined after the conclusion of each year of the contract term.

The difference between the Metro ICE and negotiated amount is a reduction in level of effort to reflect work that has already been performed that was originally included in the ICE and realizing cost efficiencies through negotiations.

| Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------------|------------------|--------------------------|
| T.Y. Lin International | \$89,592,738 | \$80,617,821 | \$63,430,537 |

D. Background on Recommended Contractor

The recommended firm, T.Y. Lin International, Inc (T.Y. Lin), located in Los Angeles, CA with their headquarters in San Francisco, CA, has been in business for approximately 70 years. Supported projects have included the Sixth Street Viaduct Replacement Project, the Mid-Coast Corridor Transit Improvement Project, the North Atwater Non-Motorized Multimodal Bridge and other infrastructure improvements for municipalities such as the Cities of Irvine, Norwalk, Chula Vista, La Quinta, Jurupa Valley, and Cathedral City.

DEOD SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)
LINK UNION STATION CM/GC- PHASE A PROJECT
CONTRACT NUMBER AE127279MC084**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (SB) (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise goal, and a separate 10% Disadvantaged Business Enterprise goal for Phase A of this California High-Speed Rail Authority (“CHSRA”) funded procurement. As a condition of funding, Metro was required to implement the CHSRA’s Small Business Program, which includes SB, MB, DVBE, and DBE firms. Additionally, as part of CHSRA’s Small Business Program, Metro accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms.

T. Y. Lin International exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment. While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

| | | | |
|-----------------------------|---|----------------------------------|--|
| Small Business Goals | 25% SB (including 3% MB) 3% DVBE | Small Business Commitment | 20.74% SB 5.29% MB 3.03% DVBE |
|-----------------------------|---|----------------------------------|--|

| | SB Subcontractors | % Committed |
|----|---------------------------------------|--------------------|
| 1. | ArcheoPaleo Resource Management, Inc. | 0.55% |
| 2. | Fountainhead Consulting Corporation | 5.95% |
| 3. | G3 Quality | 1.75% |
| 4. | Kroner Environmental Services, Inc. | 2.05% |
| 5. | Sapphos Environmental, Inc. | 4.67% |
| 6. | ZT Consulting Group, Inc. | 5.77% |
| | Total SB Commitment | 20.74% |

| | MB Subcontractor | % Committed |
|----|----------------------------|--------------------|
| 1. | STC Traffic, Inc. | 5.29% |
| | Total MB Commitment | 5.29% |

| DVBE Subcontractor | | |
|------------------------------|------------------|--------------|
| 1. | AIX Safety, Inc. | 3.03% |
| Total DVBE Commitment | | 3.03% |

B. Local Small Business Enterprise (LSBE) Preference:

LSBE preference is not applicable to this California High-Speed Rail Authority (“CAHSRA”) funded procurement.

C. Engagement Outreach and Mentoring Plan (COMP)

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. T. Y. Lin International submitted an EOP with its proposal.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contracting Outreach and Mentoring Plan (COMP) is applicable and due forty-five (45) days after contract award. The Contractor must submit a detailed COMP evidencing how it will achieve its listed commitments through the utilization of SB/DVBE firms on the project. The Proposer’s post-award COMP shall include an assessment its outreach event(s) and shall describe the plan to follow up with SB/DVBE firms and the small business community after Contract award.

The Contractor is required to mentor four (4) SB/DVBE firms for protégé development. The SB/DVBE Instructions and the Contract Compliance Manual (Non-Federal) provide additional guidelines on the COMP and the submittal requirements.

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors’ compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

G. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

H. Manufacturing Careers Policy (MCP)

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million



**LINK US Phase A
Construction Management Support Services (CMSS)
Contract Award**



RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of \$13,796,413 for the two (2) year base term, and \$49,634,124 for the four one-year option terms, for a total combined not-to-exceed amount of \$63,430,537, subject to the resolution of all properly submitted protest(s), if any.

Link US – Phase A



Project Scope

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail



CMSSC Scope & Funding

- Construction Management Support Services (CMSS) are needed to assist Metro to deliver the Link US project safely, on time, and within budget.
- The services include support for final design development, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction management, early work construction management, main construction management, administration of construction contracts, and contract close out.
- This recommended Board action will include funding for the first year of the two-year base term contract through December 31, 2026, as part of the Preconstruction Phase in the amount of \$5,358,957.
- The funding for the second year of the contract through December 31, 2027, will be subject to Board approval of an increase to the Preconstruction Budget to accommodate Early Work by the CM/GC Contractor in early 2026.
- Future work will be funded on an annual work program, year-to-year basis. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs.



Procurement Summary

| Proposer Name | Weighted Average Score | T.Y. Lin International Inc. | Jacobs Project Management Co. | Anser Advisory Management LLC |
|--|---------------------------------|-----------------------------|-------------------------------|-------------------------------|
| Experience and Capabilities of Firms on the Team | 33% | 27.58 | 26.75 | 24.01 |
| Experience and Capabilities of the Key Personnel | 28% | 23.99 | 23.00 | 20.92 |
| Project Understanding and Approach | 39% | 32.07 | 30.90 | 29.23 |
| Total | 100 | 83.64 | 80.65 | 74.16 |
| Year | | | | |
| | Phase | | Contract Cost | |
| 1 st Year | Preconstruction | | \$5,358,957 | |
| 2 nd Year | Preconstruction with Early Work | | \$8,437,456 | |
| 4 Optional Years | Main Construction | | \$49,634,124 | |
| Total | | | \$63,430,537 | |



CA High Speed Rail Authority and Metro Small Business Programs

This Contract is subject to California High Speed Rail Authority's Small Business Program Plan (HSR SB Program Plan).

T. Y. Lin International exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment.

While the Consultant made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

