



Board Report

File #: 2025-1032, **File Type:** Contract

Agenda Number: 9.

CONSTRUCTION COMMITTEE MARCH 18, 2026

SUBJECT: K-LINE EXTENSION TO TORRANCE

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD a cost-plus fixed fee contract, Contract No. AE130368000, for a period of five years, with two, three-year options, to Hill International, Inc., for Program Management Support Services (PMSS) for the K-Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) in an amount Not-To-Exceed (NTE) \$89,198,548 for the base term, subject to the resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual Contract Modifications within the Board-approved CMA.

ISSUE

Staff is seeking the Board's approval of a contract award to provide program management and construction management support services to meet the Board's expectation of delivering the K-Line Extension to Torrance Project, formally known as C (Green) Line Extension Project. This contract will allow staff to continue the momentum already established in the ongoing coordination with third-party stakeholders, which is key to ensuring the successful completion of project-related agreements.

BACKGROUND

The Project roadmap is comprised of the following parallel workstreams:

- Engineering - completing advanced preliminary engineering for the Hawthorne Alignment,
- Early Due Diligence (EDD) - addressing high risk items such as Caltrans approvals and encroachment permits, electrical transmission and other utility conflicts, commercial right-of-way acquisitions, unknown soil conditions, and third-party agreements, and
- LRT Project Delivery - analyzing potential phasing options to address current funding limitations and continuing to evaluate various contract delivery methods most beneficial to Metro.

A component of the EDD workstream will include a separate Board action to execute a contract modification to the environmental clearance and preliminary engineering design team, led by STV, Inc., to address additional environmental permitting requirements and high-risk elements of the project prior to construction. This contract modification will be prepared and submitted separately for approval by the Board in Spring 2026. While the STV, Inc. contract provides environmental and design services to support Metro's efforts in meeting requirements to advance the project, the PMSS is also critical in enabling the project to transition seamlessly from planning and environmental clearance to implementation, as well as assisting Metro staff in delivering the project.

DISCUSSION

Findings

To advance the delivery of the K-Line Extension to Torrance project, staff will need additional consultant support services to provide the following, which is included in the recommended PMSS contract:

- Manage the development of preliminary design
- Continue coordination and negotiations with critical third-parties such as utility owners, BNSF Railway (BNSF), Caltrans, Army Corps of Engineers, local municipalities, and the California Public Utilities Commission
- Provide program and construction management support services of the upcoming Progressive Design Build (PDB) early works procurements consisting of utility adjustments, freight relocation, grade crossings, and early civil work
- Provide procurement support for upcoming Light Rail Transit (LRT) contract after selection of contract delivery method
- Provide program and construction management support services for the upcoming Light Rail Transit (LRT) procurement consisting of track installation, station construction, and systems construction/testing.
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In particular, cost estimating and negotiations support with the PDB contractor will be critical as staff establish strategies to ensure successful negotiations and bring costs down.

Considerations

Staff will return to the Board for award of a PDB contract for utility adjustment, freight realignment, grade crossings, and early civil works, tentatively planned for Board action in 2029.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY26 budget contains \$43,539,701 in Cost Center 8510 (Program Management), Project 860304 for PMSS professional services. Since this is a multi-year contract, the Project Manager and

Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

Currently, the funds for this action are provided by Measure M 35%, which is not an operating eligible fund. No other funding sources are considered for this effort.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities along the corridor. Approval of the contract will allow staff to advance the project.. The Diversity & Economic Opportunity Department (DEOD) recommended a 17% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement; the recommended firm exceeded this goal by making a 25.79% SBE and a 3.12% DVBE commitment.

The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers, serving many EFCs along the C and K Lines, including those in communities such as Hawthorne, Gardena, West Carson, and Inglewood where close to 50% of the population is low-income. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line riders come from very low-income households and 74% do not have access to an automobile for trips. Four out of five C Line riders identify as black, indigenous, and/or people of color. Given the South Bay is home to many jobs and schools, expanding access to historically underserved communities helps expand economic mobility.

Based on Metro's 2022 Equity Focus Community data, only a small portion of Lawndale is considered an EFC. To better understand the communities within walking distance to proposed stations, Metro analyzed household income, car ownership, and demographics and found that 20% to 39.9% are low-income, 3% to 6% do not have access to vehicles, and 50% to 79% of the population is non-white for census tracts within a half-mile of the South Bay Galleria Station. The Torrance Transit Center would serve census tracts where 10% to 19% of households are low-income, 20% to 49% are non-white, and 6% to 9% do not have access to a vehicle. The South Bay Galleria Station on Hawthorne Blvd would connect to planned mixed-use development with housing, and the Torrance Transit Center rail station would connect to the City's bus transit centers in Torrance, providing a convenient and reliable transit option for communities with higher mobility needs.

During the environmental review process, Metro circulated materials and notices in English and Spanish, the predominant languages in the area, and held pop-up events at community events to increase awareness of the Project and engage groups who do not typically participate in community meetings. As part of the release of the Final EIR, Metro partnered with seven CBOs to raise project awareness and share project information with community members prior to the Metro Board taking an action on the project.

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 project supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and 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.

Metro conducted a preliminary analysis to show that the net effect of this project is to decrease VMT. The Draft EIR identifies that the project would help reduce auto use by approximately 43,094 VMT per day. This would help the region meet climate change goals by reducing greenhouse gas emissions and regional energy use.

*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

The Project supports the following strategic plan goals identified in Vision 2028:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling

Goal 3: Enhance communities and lives through mobility and access to opportunity

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

As one of Program Management's Strategic Initiatives, Metro has a continued focus on developing in-house personnel and hiring experienced staff to deliver large complex projects and is working toward achieving a 50/50 consultant to Metro staff ratio.

The PMSS contract is required to supply the necessary resources to advance and develop the K-Line South Extension to Torrance project. Metro's Program Management department will undertake a market analysis to evaluate Metro's capabilities to bring the right talent in-house. As the project progresses through its phases, Metro will assess core management competencies of construction, engineering, quality, schedule, budget, and third-party managers to be maintained in house while supplementing these with specialist resources from the PMSS team. Staffing plans will be reviewed regularly to ensure a balance between consultant and Metro staff. Project leadership will continue to focus on filling open positions within the project's organization and utilize consultants where necessary to successfully deliver the project

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract award. Delaying this contract award to a future

date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE130368000 with Hill International, Inc. for Program Management Support Services. These activities are needed to continue advancing the Project per Board direction.

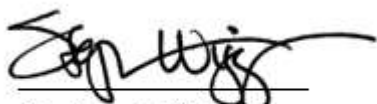
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**K LINE EXTENSION TO TORRANCE PROGRAM MANAGEMENT
SUPPORT SERVICES/AE130368000**

1.	Contract Number: AE130368000	
2.	Recommended Vendor: Hill International, Inc.	
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☒ RFP-A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued: March 6, 2025	
	B. Advertised/Publicized: March 6, 2025	
	C. Pre-Proposal Conference: March 26, 2025	
	D. Proposals Due: May 6, 2025	
	E. Pre-Qualification Completed: November 19, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: May 6, 2025	
	G. Protest Period End Date: March 23, 2026	
5.	Solicitations Downloaded: 182	Proposals Received: 5
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: 213-922-1064
7.	Project Manager: Michael Harrington	Telephone Number: 213-893-7163

A. Procurement Background

This Board Action is to approve the award of Contract No. AE130368000 to provide Program Management Support Services (PMSS) to Metro to support the implementation of the K Line Extension to Torrance project. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued as an Architectural and Engineering (A&E) services qualifications-based procurement performed in accordance with Metro Acquisition Policy and California Government Code §§ 4525-4529.5. The contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of five years with two, three-year options. The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 17% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 18, 2025, clarified the proposal's general format to add sections of the Proposal Content that would be excluded from the proposal page limit.
- Amendment No. 2, issued on April 17, 2025, updated Key Personnel in the Scope of Services to revise the minimum qualifications for the Construction Manager and added the position of Assistant Resident Engineer.

A virtual pre-proposal conference was held on March 26, 2025, with 92 attendees. The list of Planholders includes 182 downloads. There were 46 questions received for this RFP and responses were provided before the proposal due date.

A total of five proposals were received on May 6, 2025, from the following firms listed below in alphabetical order:

- AMN South Bay Transit Partners
- Bechtel Infrastructure Corporation
- Hill International, Inc.
- HNTB Corporation
- South Bay Transit Partners

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) was comprised of representatives from Southern California Regional Rail Authority (SCRRA) and the following Metro departments: Project Engineering, Mobility Corridor, and Alternative Project Delivery. The PET conducted a comprehensive evaluation of the proposals received.

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

- | | |
|---|-----------|
| • Experience and Capabilities of the Proposer's Team | 25 points |
| • Key Personnel Skills and Experience | 35 points |
| • Project Understanding and Approach to Implementation of the Scope of Services | 35 points |
| • Approach to Cultural Competency | 5 points |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E, qualifications-based procurements. Several factors were considered when developing the weightings, giving the greatest importance to the criteria of Key Personnel Skills and Experience, and Project Understanding and Approach to Implementation of the Scope of Services.

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

The PET scored the proposals in accordance with the Evaluation Criteria set forth in the RFP. All five Proposers participated in oral presentations on September 4, 2025. The recommendation of the most qualified Proposer is based on the PET's assessment of the written proposals and oral presentations.

Qualifications Summary of Recommended Firm:

Hill International, Inc. (Hill) clearly demonstrated the team's experience, understanding of the project, scope of services, and identified risks. The main strength of the proposer is the extensive alternative delivery experience and a Project Manager with a wide range of experience and well-developed communication skills. Their experience included supporting multiple public agency owners who deliver transit projects, showcasing expertise that could benefit the K Line Extension to Torrance project. This team identified their skills in interface management, which is a key activity in managing multiple concurrent contracts. The Hill team has extensive experience working on similar projects to those identified under the disciplines for which they are qualified.

The evaluation performed by the PET determined that the proposal from Hill International, Inc. demonstrated competent and professional qualifications for the services required and is determined to be the most qualified proposer. The results of the final scoring are shown below, in rank order:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Hill International, Inc.				
3	Experience and Capabilities of the Proposer's Team	76.52	25%	19.13	
4	Key Personnel Skills and Experience	79.29	35%	27.75	
5	Project Understanding and Approach to Implementation of the Scope of Services	77.94	35%	27.28	
6	Approach to Cultural Competency	80.00	5%	4.00	
7	Total		100%	78.16	1
8	HNTB Corporation				
9	Experience and Capabilities of the Proposer's Team	79.00	25%	19.75	
10	Key Personnel Skills and Experience	74.29	35%	26.00	
11	Project Understanding and Approach to Implementation of the Scope of Services	74.57	35%	26.10	
12	Approach to Cultural Competency	80.00	5%	4.00	
13	Total		100%	75.85	2
14	Bechtel Infrastructure Corporation				
15	Experience and Capabilities of the Proposer's Team	75.00	25%	18.75	
16	Key Personnel Skills and Experience	72.14	35%	25.25	
17	Project Understanding and Approach to Implementation of the Scope of Services	74.43	35%	26.05	
18	Approach to Cultural Competency	85.00	5%	4.25	
19	Total		100%	74.30	3

20	AMN South Bay Transit Partners				
21	Experience and Capabilities of the Proposer's Team	68.52	25%	17.13	
22	Key Personnel Skills and Experience	70.00	35%	24.50	
23	Project Understanding and Approach to Implementation of the Scope of Services	72.51	35%	25.38	
24	Approach to Cultural Competency	72.60	5%	3.63	
25	Total		100%	70.64	4
26	South Bay Transit Partners				
27	Experience and Capabilities of the Proposer's Team	69.52	25%	17.38	
28	Key Personnel Skills and Experience	68.94	35%	24.13	
29	Project Understanding and Approach to Implementation of the Scope of Services	72.09	35%	25.23	
30	Approach to Cultural Competency	72.60	5%	3.63	
31	Total		100%	70.37	5

C. Cost/Price Analysis

An analysis of the cost elements, including labor rates, indirect rates, and other direct costs, was completed in accordance with Metro's Acquisition Policy, including fact-finding, clarification, and cost analysis. Metro negotiated and established direct costs, indirect cost rates, and appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services, during the contract term.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. To prevent any unnecessary delay in contract award, provisional overhead rates have been established, subject to retroactive Contract adjustments upon completion of any necessary audits. As a result, the proposed costs and cost factors have been deemed fair and reasonable for the work to be performed.

Contract Duration	Proposal Amount	Metro ICE	Negotiated or NTE amount
5-year Base Period	\$99,703,063	\$94,916,300	\$89,198,548⁽¹⁾

- (1) The final amount of **\$89,198,548** is the recommended NTE for the total cost of the agreed estimated level of effort required to perform the Scope of Services by the Consultant and sub-consultants for the base term of the contract. Work will be funded annually according to an Annual Work Plan.

Staff successfully negotiated a cost savings of \$10,504,515 from the original Cost Proposal by: (1) negotiating and agreeing to an estimated level of effort for personnel

and all Subcontractors; (2) reducing the proposed subcontractor management fee from 4% to 2% and (3) reducing the proposed fixed fee factor from 10% to 8.5%.

D. Background on Recommended Contractor

The recommended firm, Hill International, Inc. (Hill), located in Irvine, CA, has been in business for 49 years and provides program, project, and construction management services. The firm has experience working with other public agencies such as Sound Transit (Seattle, WA), Port of Long Beach, Valley Metro (Phoenix, AZ), and the Federal Transit Administration.

DEOD SUMMARY

K-LINE EXTENSION TO TORRANCE / AE130368000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Hill International, Inc. exceeded the goal by making a 25.79% SBE and 3.12% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	25.79% SBE 3.12% DVBE
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	SBE Subcontractors	% Committed
1.	ArcheoPaleo Resource Management	1.64%
2.	CQMS, Construction Quality Management Solutions, Inc.	1.18%
3.	Enterris Associates, Inc.	2.87%
4.	Fountainhead Consulting Corporation	2.17%
5.	Francison Consulting, Inc.	1.09%
6.	Krebs Corporation	4.90%
7.	Kroner Environmental Services, Inc.	2.05%
8.	Monument ROW	1.66%
9.	North Star Alliances	3.48%
10.	RSE Corporation	2.36%
11.	VST Engineering	2.39%
	Total SBE Commitment	25.79%

	DVBE Subcontractors	% Committed
1.	Casamar Group	3.12%
	Total DVBE Commitment	3.12%

B. Local Small Business Preference Program (LSBE)

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Contracting Outreach and Mentoring Plan (COMP)

The Contracting Outreach and Mentoring Plan (COMP) is applicable to this procurement. Forty-five (45) days after contract award, Hill International, Inc. must submit a detailed COMP evidencing how it will outreach to the small business community for protégé development. Hill International, Inc. must mentor (3) SBE firms and (1) DVBE firm.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. 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).

F. 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.

G. Manufacturing Careers Policy

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.

An illustration of a transit station scene. In the foreground, a yellow and black train with 'Redondo/Torrance' and '1003' on its front is on tracks. To the left, two people are looking at a 'Metro Rail & Busway' map. In the background, a highway sign for '405 SOUTH' is visible. The top right has a yellow triangle with a white circle and green vertical bars. The bottom left has a green grassy slope.

← To Crens

Next stop: more rail in the South Bay.

K LINE (C/GREEN) EXTENSION TO TORRANCE

Construction Committee
K Line Extension To Torrance Project
Program Management Support Services Contract Award
March 18, 2026

Recommendation

CONSIDER:

AUTHORIZE the Chief Executive Officer (CEO) to **AWARD** a cost-plus fixed fee contract, Contract No. AE130368000, for a period of 5 years, with two, 3-year options, to Hill International, Inc., for Program Management Support Services (PMSS) for the K-Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) in an amount Not-to-Exceed (NTE) \$89,198,548 for the base term, subject to the resolution of any properly submitted protest(s), if any; and

EXECUTE individual Contract Modifications within the Board-approved CMA.

K Line Extension to Torrance Project PMSS Contract

- As Metro continues to build internal project teams, this contract provides additional staffing to support the delivery of the project. Consultant staffing plans will be reviewed and approved on an annual basis while Metro staff fill internal positions in its aspirations of a 50/50 split between Metro and consultant staff.
- Facilitates analysis of phasing options to address current funding limitations and the implementation of initial construction works packages to de-risk the Light Rail scope.
- Supports Caltrans permitting, cost estimating, negotiations, and construction management oversight of the Progressive-Design-Build (PDB) Contractor.
- Allows for continued public outreach and negotiations with critical 3rd Parties.



Procurement Evaluation

Proposal Evaluation Team (PET) – 4 members

- 3 – Metro Employees
 - Countywide Planning
 - Program Management
- 1 – Metrolink Capital Construction

Evaluation Criteria

- | | |
|---|-----------|
| • Experience and Capabilities of the Proposer's Team | 25 Points |
| • Key Personnel Skills and Experience | 35 Points |
| • Project Understanding and Approach to Implementation of the Scope of Services | 35 Points |
| • <u>Approach to Cultural Competency</u> | 5 Points |

Total

100 Points



Procurement Evaluation - Scores

Evaluation Criteria	Maximum Points	Hill International Inc.	HNTB Corp.	Bechtel Infrastructure Corp.	South Bay Transit Partners	AMN South Bay Transit Partners
Experience and capabilities of the proposer's team	25	19.13	19.75	18.75	17.38	17.13
Key personnel skills and experience	35	27.75	26.00	25.25	24.63	24.50
Project understanding and approach to implementation of the scope of services	35	27.28	26.10	26.05	25.23	25.38
Approach to Cultural Competency	5	4.00	4.00	4.25	3.63	3.36
Total Score	100	78.16	75.85	74.30	70.87	70.64



SBE Goal: 17%; DVBE Goal: 3%
Hill Commitments: SBE 25.79%, DVBE 3.12%