

# **Metro**

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



## **Agenda - Final**

**Thursday, May 18, 2017**

**9:00 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Construction Committee**

*Sheila Kuehl, Chair*

*Robert Garcia, Vice Chair*

*Mike Bonin*

*Jacquelyn Dupont-Walker*

*Janice Hahn*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Item: 12.**

**Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**

CONSENT CALENDAR

- 12** RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2017.** [2017-0244](#)

**Sponsors:** Board of Directors - Regular Board Meeting

**Attachments:** [PLA CCP Report Data through March 2017](#)

**(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)**

NON-CONSENT

- 6** AUTHORIZE Contract Modification No. 42 (CCO 42) by **State of California Department of Transportation (Caltrans) for the construction contract of the Segment 5 of I-5 South Capacity Improvements Project from Orange County Line to I-605** under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$1,700,000 within the LOP budget. [2017-0151](#)

**Sponsors:** Construction Committee, -, Ad Hoc Congestion and Highway and Roads Committee

**Attachments:** [ATTACHMENT A - LOCATION MAP](#)  
[ATTACHMENT B - ORR & DAY BRIDGE](#)

**(ALSO ON AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE)**



- 7 AUTHORIZE Contract Modification No. 115 (CCO 115) by **State of California Department of Transportation (Caltrans)** for the **construction contract of the Segment 4 of I-5 South Capacity Improvements Project from Orange County Line to I-605** under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$577,500 within the LOP budget.

[2017-0229](#)

**Sponsors:** Board of Directors - Regular Board Meeting

**Attachments:** [ATTACHMENT A - LOCATION MAP](#)  
[ATTACHMENT B - ORR AND DAY BRIDGE](#)

**(ALSO ON AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE)**

- 13 FINDING that use of the **design-build project delivery approach for Metro Emergency Security Operations Center Project** pursuant to Public Contract Code §§22160-22169 to reduce project costs, expedite project completion and allow for negotiation and award of a design-build contract to a responsible proposer whose proposal is determined to be the best-value to Metro. [2017-0173](#)

(REQUIRES 2/3 VOTE)

**Sponsors:** Planning and Programming Committee

- 14 CONSIDER: [2017-0188](#)

- A. AUTHORIZING the Chief Executive Officer to award a cost reimbursable fixed fee contract, Contract No. AE35279, to **Kal Krishnan Consulting Services/Triunity Engineering & Management Joint Venture (KKCS/Triunity JV), the most qualified proposer, for Program Management Support Services (PMSS)** for a not-to-exceed amount of \$76,745,629.86 for the base five-years, plus \$32,436,264.59 for a two-year option, for a combined total amount not to exceed \$109,181,894.45, subject to resolution of protest(s), if any;
- B. AUTHORIZING the Chief Executive Officer to execute individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount;
- C. APPROVING Contract Modification Authority specific to Contract No. AE35279 for 10% of the not-to-exceed award value.

**Attachments:** [Attachment A - Procurement Summary](#)  
[Attachment B - DEOD Summary](#)

- 31 AUTHORIZE the CEO to award Contract No. C1081 to Mass Electric Construction Co/Parsons, the selected best value contractor to design and construct the **Blue Line State of Good Repair signaling rehabilitation and operational improvements** for a contract value of \$81,513,000. [2017-0132](#)

**Sponsors:** Construction Committee

**Attachments:** [Attachment A - Sources and Uses Table](#)  
[Attachment B - Procurement Summary 0132](#)  
[Attachment C-DEOD Summary](#)

**(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)**

- 33 AUTHORIZE the Chief Executive Officer (CEO) to execute a final Modification to Contract C1013R, with Skanska USA Civil West California District Inc., for the **design and construction of the west entrance at the North Hollywood Station on the Metro Red Line**, in the amount \$1,261,770, adjusting the total current contract price from \$15,743,901.61 to \$17,005,671.61 within the life of project budget. [2017-0137](#)

**Sponsors:** Construction Committee

**Attachments:** [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - Contract Modification Change Order Log.pdf](#)  
[Attachment C - DEOD Summary.pdf](#)

**(CARRIED OVER FROM APRIL'S COMMITTEE CYCLE)**

- 15 RECEIVE oral report by the **Program Management Chief Officer**. [2017-0268](#)

**Attachments:** [Attachment A - Program Management Chief Officer's Report - MAY 2017](#)

## **Adjournment**

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**Board Report**

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**File #:** 2017-0244, **File Type:** Informational Report

**Agenda Number:** 12

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**CONSTRUCTION COMMITTEE  
EXECUTIVE MANAGEMENT COMMITTEE  
MAY 18, 2017**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)  
REPORT (DATA THROUGH MARCH 2017), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2017.**

**ISSUE**

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP). One benefit of the PLA is to encourage construction employment and training opportunities in economically disadvantaged areas throughout the United States. Another benefit of the PLA is that work stoppages are prohibited.

Consistent with the Board approved PLA and CCP, prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246, the prime contractors provide Metro with worker utilization data by ethnicity and gender.

The attached report provides the current status of construction projects subject to the PLA/CCP through March 2017.

**DISCUSSION**

There are nine active construction contracts and eleven completed contracts with the PLA/CCP program requirements as of March 2017. The following provides updated information regarding these currently active and completed contracts, the female utilization participation, the Pilot Local Hire Initiative and Metro outreach efforts.

**Currently Active Contracts:**

As of the report period, eight of the nine active construction projects have contractors that are

exceeding the 40% Targeted Worker goal; six contractors are exceeding both the 20% Apprentice Worker goal and the 10% Disadvantaged Worker goal. The following table represents the active construction projects.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category *
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.00%	21.18%	12.40%	36.83%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.36%	18.21%	8.30%	56.14%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	66.87%	16.87%	7.87%	64.39%
Universal City Pedestrian Bridge	Griffith Company	38.34%	27.63%	12.55%	48.46%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	59.02%	24.04%	12.01%	100.00%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	50.51%	22.16%	12.74%	68.46%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	53.59%	31.12%	16.16%	83.01%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	76.46%	21.26%	42.56%	6.48%
Patsaouras Plaza Busway Station	OHL-USA, Inc.	44.07%	2.73%	4.19%	0.00%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

\*Percentage of Disadvantaged Worker Participation that have had involvement with the Criminal Justice System Category:

Part of Metro's PLA/CCP workforce requirement is the utilization of Disadvantaged workers on projects. One of the nine criteria for a Disadvantaged Worker is "having a criminal record or other involvement with the criminal justice system". The data shown in the table above (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system that have worked, or are still working on Metro's PLA/CCP projects.

Crenshaw/LAX Transit Corridor  
Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project Contractor has completed 68.27% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 59.00%, Apprentice Worker Goal at 21.18%, Disadvantaged Worker goal at 12.40% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 3.16%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Regional Connector Transit Corridor  
Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor project Contractor has completed 20.94% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 58.36% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 18.21%, the 10% Disadvantaged Worker goal at 8.30% or the 6.90% Female Participation goal at 2.89%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

The Contractor is currently in the process of updating its Employment Hiring Plan to address compliance with the PLA/CCP workforce goals. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

Westside Subway Extension Project, Section 1 Design-Build  
Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 project Contractor has completed 13.93% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 66.87% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 16.87%, the 10% Disadvantaged Worker goal at 7.87% or the 6.90% Female Participation goal at 4.44%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has submitted an Employment Hiring Plan which states compliance with the



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PLA/CCP workforce goals will be met Mid-2018. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

Universal City Pedestrian Bridge

Prime: Griffith Company

The Universal City Pedestrian Bridge project Contractor has completed 98.99% of the estimated construction work hours on this project. The Contractor is currently exceeding the Apprentice Worker goal at 27.63%, Disadvantaged Worker goal at 12.55% and the minority participation percentage goals; however, not meeting the 40% Targeted Worker goal at 38.34% or the 6.90% Female Participation goal at 1.57%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Staff assessed liquidated damages based on the Targeted Worker non-compliance attainments to date. The assessed liquidated damages were used as a credit for Metro as part of the contract negotiations.

Metro Blue Line Pedestrian and Swing Gates

Prime: Icon-West

The Metro Blue Line Pedestrian and Swing Gates project Contractor has completed 79.12% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 59.02%, Apprentice Worker goal at 24.04%, Disadvantaged Worker goal at 12.01% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 0.32%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Division 16 - Southwestern Yard

Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard project Contractor has completed 12.01% of the estimated construction work hours on this project. The Contractor is currently exceeding the Local Targeted Worker goal at 50.51%, Apprentice Worker goal at 22.16%, Disadvantaged Worker goal at 12.74% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 5.49%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle. This contract falls under the U.S. DOT's Local Hire Pilot Program.

MRL Pershing Square Canopy Addition and Escalator Replacement

Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement project Contractor has

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completed 83.65% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 53.59%, Apprentice Worker goal at 31.12%, Disadvantaged Worker goal at 16.16% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 1.62%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repairs  
Prime: AP Construction

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project Contractor has completed 99.31% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 76.46%, Apprentice Worker goal at 21.26%, Disadvantaged Worker goal at 42.56% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 3.91%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Patsaouras Plaza Busway Station  
Prime: OHL-USA, Inc.

The Patsaouras Plaza Busway Station project Contractor has completed 15.33% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 44.07% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 2.73%, the 10% Disadvantaged Worker goal at 4.19% or the 6.90% Female Participation goal at 5.31%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in November 2017. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

**Completed Contracts:**



Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	9.24%
Metro Rail Security Kiosks	Icon-West	45.90%	27.06%	20.17%	100.00%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	65.15%	21.76%	20.96%	28.10%
MRL/MOL North Hollywood Station West Entrance	Skanska, USA	57.79%	24.28%	15.78%	84.26%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

Crenshaw Advanced Utility Relocation Project

Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at 21.08% and the minority participation percentage goals were attained; however, the Contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. Metro staff met with the Contractor in January 2015 and executed liquidated damages for not meeting the apprentice goal for this project. The Contractor complied with Metro's liquidated damages and this issue is closed.

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 67.47%, Disadvantaged Worker attainment at 11.08%, Female Participation attainment at 7.48% and the minority participation percentage goals were attained; however, the Contractor did not meet the 20% Apprentice Worker goal at 11.12%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. Metro staff met with the Contractor in January 2015 and executed liquidated damages for not meeting the apprentice goal for this project. The Contractor complied with Metro's liquidated damages and this issue is closed.

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

The Westside Subway Extension Exploratory Shaft project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 50.88%, Apprentice Worker attainment at 75.05%, Disadvantaged Worker attainment at 11.23% and the minority participation percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.42%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83%

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and the minority participation percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows the Targeted Worker attainment at 46.42%, Apprentice Worker attainment at 25.51%, Disadvantaged Worker attainment at 39.08% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 4.68%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Division 13 CNG Fueling Facility, Design/Build/Operate

Prime: Clean Energy

The Division 13 CNG Fueling Facility, Design/Build/Operate project Contractor is 100% complete as of June 2015. Final reporting shows the Targeted Worker attainment at 67.54%, Apprentice Worker attainment at 20.17%, Disadvantaged Worker attainment at 60.72% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 1.69%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Metro Blue Line Station Refurbishments

Prime: S.J. Amoroso

The Metro Blue Line Station Refurbishments project Contractor is 100% complete as of August 2015. Final reporting shows the Targeted Worker attainment at 56.01%, Apprentice Worker attainment at 26.10%, Disadvantaged Worker attainment at 13.62% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.48%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)

Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation - Fairfax Station project is 100% complete as of December 2015. Final reporting shows the Targeted Worker attainment at 63.27%, Apprentice Worker attainment at 20.61%, Disadvantaged Worker attainment at 19.90% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 2.78%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Metro Rail Security Kiosks

Prime: Icon-West

The Metro Rail Security Kiosks project is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged

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Worker attainment at 20.17% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Westside Extension Project Advanced Utility Relocation (La Cienega)  
Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project is 100% completed as of October 2016. Final reporting shows the Targeted Worker attainment at 65.15%, Apprentice Worker attainment at 21.76%, Disadvantaged Worker attainment at 20.96% and the minority percentage goals were attained; however, the Contractor did not meet the 6.9% Female Participation goal at 0.57%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance  
Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project is 100% completed as of November 2016. Final reporting shows the Targeted Worker attainment at 57.79%, Apprentice Worker attainment at 24.28%, Disadvantaged Worker attainment at 15.78%, Female Participation goal at 7.44% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

**FEMALE UTILIZATION UPDATE:**

Provided in the following table is the female utilization participation report on Metro's PLA/CCP projects. As requested by the Board in July 2015, the table reports the number of cumulative female workers on active PLA/CCP projects within the last three months of FY17.



Project Name:	Prime Contractor:	No. of Female Workers January 2017	No. of Female Workers February 2017	No. of Female Workers March 2017
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	92	95	99
Regional Connector Transit Corridor	Regional Connector Constructors, JV	25	26	26
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	31	31	31
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Metro Blue Line Pedestrian and Swing Gates	Icon-West	2	2	2
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	6	6	7
Metro Red Line Pershing Square Canopy Addition & Escalator Replacement	Clark Construction	4	5	5
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	2	2	2
Patsaouras Plaza Busway Station	OHL, USA, Inc.	1	1	1

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 3.21% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following

efforts:

- The Metro “Women Build METRO LA” Committee presented a symposium on the Transportation Industry on March 10, 2017. It presented opportunities for women in the transportation industry with special focus on the Construction Trades. The event was held at East Los Angeles Community College.
- The Committee hosted a tour on April 7, 2017 of several Apprenticeship Training Centers to provide a personal experience of what is required in order to be a member of a Trade Union.
- The Committee is planning several outreach initiatives, with one of the upcoming events being a volunteer service activity planned in conjunction with Habitat for Humanity and our partner Women in Non-Traditional Employment Roles (WINTER).
- The Committee will host another symposium and outreach event in the Long Beach area in the summer.
- DEOD Outreach staff will coordinate a breakfast meeting with Metro’s mega prime contractors and District 4, LA County Board Supervisor, Janice Hahn in June 2017. The meeting will be an opportunity to discuss female participation on construction projects.
- DEOD staff will continue to monitor and support the graduates of the boot camp which Metro co-hosted with LA Trade Technical College.

Staff will continually report on the WBMLA activities and outreach efforts.

### **PILOT LOCAL HIRE INITIATIVE**

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub-recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative was carried out as a pilot program for a period of one year, which was extended through March 6, 2017, under the FHWA and FTA’s existing Authorities. On January 18, 2017, the Federal Register published a notice from U.S. Transportation Secretary Anthony Foxx announcing that the Local Hire Pilot Program will be extended for five years through March 6, 2022. The pilot initiative may be implemented immediately on federally funded Construction projects.

While Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, there are two awarded construction projects subject to the US DOT Pilot Local Hire Initiative as of this quarterly reporting period. The awarded construction projects are:

- C0991 Division 16 - Southwestern Yard (contract amount of \$172M)
- C1120 Westside Purple Line Extension Project - Section 2 (contract amount of \$1.3B).

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This initiative will also be included in the solicitation for the Westside Purple Line Extension Section 3 design-build contracts. Staff is continually monitoring federally funded PLA/CCP covered projects awarded during the “Pilot Local Hire Initiative” implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

Metro originally received DOT and FTA approval on September 30, 2015, to use Metro’s Local Employment Program (LEP) on four Rolling Stock procurements; Metro’s New Heavy Rail Car, a new 40-foot CNG Bus Buy and two Rail Car Overhaul solicitations. Subsequently, on January 12, 2017 Metro received supplemental authority from FTA to apply the LEP on its Bus RFP for 60-foot CNG buses, 40-foot and 60-foot Zero Emission vehicles.

The FTA’s approval contains specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

The FTA’s approval also modified the definition of how Metro may define its geographical preference for new jobs and facility improvements for the New Heavy Rail Car and New Bus RFPs. For those two procurements, the definition of local employment will include anywhere in the State of California. For the two rail vehicle overhaul projects, the FTA will allow Metro to limit the geographical preference for new job creation to Los Angeles County.

Proposers that volunteer to participate in Metro’s Local Employment Program and who commit to new local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirements are a condition for receiving preferential scoring points but are not a condition of award.

The Board has now approved four Rolling Stock projects that contain the new LEP, the A650 Red Line and P2000 Light Rail Vehicle Overhaul contracts, and the New Heavy Rail Car contract. Combined these three projects will create new jobs in Los Angeles County totaling over \$43.6 million in wages and benefits over the next seven years. This local jobs program will create an estimated 67 new jobs for the base and option contract periods for these three projects.

Award recommendations for the 600 40-foot CNG buses, 400 60-foot CNG buses, and up to 200 40-foot and 60-foot electric buses will be presented to the Board in the spring and summer of 2017.

Staff will continue to report on the “Pilot Local Hire Initiative” on a quarterly basis as part of the Project Labor Agreement/Construction Careers Program quarterly updates.

## **OUTREACH**

In efforts to attain the highest percentages of Targeted, Apprentice and Disadvantaged Workers on PLA/CCP projects, DEOD staff continuously seeks opportunities to keep the community informed of opportunities. The contractors and DEOD participated and/or coordinated the following outreach

efforts during this reporting period:

- Daily/weekly/bi-weekly meetings with outreach teams, contractors, elected staffers and/or community representatives.
- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Participated in Word of Encouragement Community Church Job Resources event on November 1, 2016.
- Participated in the Metro "Women Build METRO LA" informative symposium event on March 10, 2017.
- Participated in the Construction Careers Awareness Day in partnership with LAUSD and the Los Angeles Trade Tech College (LATTTC) on March 23, 2017.
- Participated in the spring into Summer Job Fair event hosted by Chair of the LA County Board of Supervisors, Mark Ridley-Thomas Office on April 12, 2017.
- DEOD staff also participated as an Advisory Council member to Flintridge Center, a non-profit organization helping individuals start a career in the construction industry.

## **NEXT STEPS**

DEOD staff will continue to monitor and assist Metro's Contractors with hiring efforts, enforce compliance as necessary and seek new initiatives and outreach efforts to promote awareness, engagement and participation in construction career opportunities.

## **ATTACHMENTS**

A. PLA/CCP Report, Data through March 2017

Prepared by: Keith Compton, Director, PLA/CCP  
Compliance & Administration, (213) 922-2406

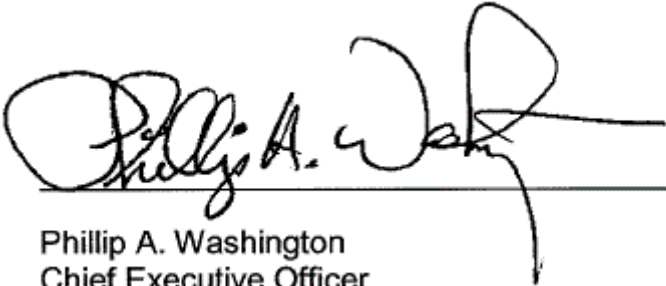
Miriam Long, Director, Strategic Business & Construction Career  
Resources, (213) 922-7249

Victor Ramirez, Deputy Executive Officer, Vendor/Contract  
Management, (213) 922-1059

Shalonda Baldwin, Deputy Executive Officer  
Diversity & Economic Opportunity (213) 922-4488

Miguel Cabral, Executive Officer  
Diversity & Economic Opportunity (213) 922-2232

Reviewed by: Debra Avila, Chief, Vendor/Contract Management Officer  
(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

# **Project Labor Agreement (PLA) / Construction Careers Policy (CCP) Update**

**Report Data Through  
March 2017 Reporting Period**

# Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,956,452.22	59.00%	21.18% Based on Total Apprenticiable Work Hours	12.40%

Percentage Project Complete Based on Worker Hours: 68.27% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
2,956,452.22	13.13%	1.02%	22.98%	57.99%	1.19%	3.71%	73.33%	3.16%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Regional Connector Transit Corridor Project

**PLA Targeted Worker Attainment:** Prime: R.C.C., Joint Venture

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
687,968.57	58.36%	18.21% Based on Total Apprenticesable Work Hours	8.30%

Percentage Project Complete Based on Worker Hours: 20.94% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
687,968.57	7.42%	0.64%	29.66%	59.20%	0.73%	2.35%	67.99%	2.89%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



# Westside Subway Extension Project, Section 1 – D/B

**PLA Targeted Worker Attainment: Prime: S.T.S., Joint Venture**

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
453,611.99	66.87%	16.87% Based on Total Apprenticeable Work Hours	7.87%

Percentage Project Complete Based on Worker Hours: 13.93% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
453,611.99	9.12%	1.34%	20.21%	65.24%	0.22%	3.87%	75.92%	4.44%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Universal City Pedestrian Bridge

**PLA Targeted Worker Attainment: Prime: Griffith Company**

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
108,889.09	38.34%	27.63% <small>Based on total Apprenticeable Work hours</small>	12.55%

**Percentage Project Complete Based on Worker Hours: 98.99% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
108,889.09	8.51%	4.11%	22.26%	61.79%	0.62%	2.72%	75.03%	1.57%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Metro Blue Line Pedestrian & Swing Gates

## PLA Targeted Worker Attainment: Prime: Icon-West

### Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
39,464.00	59.02%	24.04% <small>Based on Total Apprenticesable Work Hours</small>	12.01%

Percentage Project Complete Based on Worker Hours: 79.12% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
39,464.00	4.75%	0.00%	16.68%	74.64%	0.00%	3.94%	79.39%	0.32%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Division 16: Southwestern Yard

**PLA Targeted Worker Attainment: Prime: Hensel Phelps/Herzog, JV**

## Report Data Through March 2017

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,980.55	50.51%	22.16% Based on Total Apprenticesable Work Hours	12.74%

**Percentage Project Complete Based on Worker Hours: 12.01% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,980.55	9.09%	0.04%	29.78%	52.64%	0.21%	8.25%	61.98%	5.49%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# MRL Pershing Square Canopy & Escalator Replacement

## PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

### Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
15,474.75	53.59%	31.12% Based on Total Apprenticeable Work Hours	16.16%

Percentage Project Complete Based on Worker Hours: 83.65% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
15,474.75	7.24%	2.77%	39.10%	46.66%	1.64%	2.58%	58.31%	1.62%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Patsaouras Plaza POV Relocation, Pavers & Storm Drain PLA Targeted Worker Attainment: Prime: AP Construction

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,173.22	76.46%	21.26% <small>Based on Total Apprenticesable Work Hours</small>	42.56%

Percentage Project Complete Based on Worker Hours: 99.31% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,173.22	6.96%	0.35%	3.31%	89.06%	0.00%	0.33%	96.37%	3.91%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Patsaouras Plaza Busway Station

**PLA Targeted Worker Attainment:** Prime: OHL-USA, Inc.

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,275.00	44.07%	2.73% <small>Based on Total Apprenticesable Work Hours</small>	4.19%

**Percentage Project Complete Based on Worker Hours: 15.33% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,275.00	11.23%	1.04%	20.00%	67.42%	0.00%	0.30%	79.69%	5.31%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through Oct 31, 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
61,708.26*	61.41%		21.08%
43,277.52**		13.84%	

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
61,708.26	11.66%	0.01%	22.02%	66.29%	0.01%	0.00%	77.97%	0.52%



\* Total Cumulative Project Hours as Reported by Prime Contractor.

\*\* Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.



# Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through November 2014 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,731.76	67.47%	11.12%	11.08%

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,731.76	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

Report Data Through October 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
*18,049.25	50.88%		11.23%
**238.50		75.05%	

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,049.25	11.40%	0.00%	22.71%	33.18%	1.19%	31.52%	45.77%	0.42%



\* Total Cumulative Project Hours as Reported by Prime Contractor.

\*\* Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

# Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
58,903.00	51.61%	21.37% Contractor Reported Based on Total Work Hours	22.83%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,903.00	1.36%	0.41%	17.43%	80.30%	0.00%	0.50%	82.07%	2.57%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,289.50	46.42%	25.51% Based on Total Apprenticeable Work Hours	39.08%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,289.50	14.47%	1.92%	38.21%	45.40%	0.00%	0.00%	61.79%	4.68%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

Report Data Through June 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,496.00	67.54%	20.17% <small>Based on Total Apprenticesable Work Hours</small>	60.72%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,496.00	31.21%	3.03%	26.54%	39.23%	0.00%	0.00%	73.47%	1.69%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Metro Blue Line Station Refurbishments

PLA Targeted Worker Attainment: Prime: S.J. Amoroso

## Report Data Through June 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,274.75	56.01%	26.10% Based on Total Apprenticesable Work Hours	13.62%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,274.75	16.59%	1.55%	20.72%	61.14%	0.00%	0.00%	79.28%	0.48%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment: Prime: W.A. Rasic

## Report Data Through December 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,510.00	63.27%	20.61% <small>Based on Total Apprenticesable Work Hours</small>	19.90%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,510.00	9.44%	0.01%	13.39%	77.08%	0.00%	0.09%	86.53%	2.78%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Metro Rail Security Kiosks

## PLA Targeted Worker Attainment: Prime: Icon-West

### Report Data Through March 2016 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
7,281.75	45.90%	27.06% <small>Based on Total Apprenticesable Work Hours</small>	20.17%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
7,281.75	48.19%	0.27%	15.16%	34.78%	0.87%	0.72%	84.11%	0.00%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



# Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

## Report Data Through October 2016 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
52,043.60	65.15%	21.76% <small>Based on Total Apprenticesable Work Hours</small>	20.96%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
52,043.60	4.84%	0.00%	7.52%	87.64%	0.00%	0.00%	92.48%	0.57%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through November 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
85,105.00	57.79%	24.28% <small>Based on Total Apprenticesable Work Hours</small>	15.78%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
85,105.00	11.06%	0.40%	27.47%	56.58%	1.04%	3.45%	69.08%	7.44%



\*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

**Board Report**

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**File #:** 2017-0151, **File Type:** Contract

**Agenda Number:** 6

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**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE**

**MAY 17, 2017**

**CONSTRUCTION COMMITTEE**

**MAY 18, 2017**

**SUBJECT: I-5 SOUTH CAPACITY IMPROVEMENTS FROM ORANGE COUNTY LINE TO I-605  
(FUNDING AGREEMENT NO. MOU.P0004292A-3) - SEGMENT 5**

**ACTION: AUTHORIZE CONTRACT MODIFICATION**

**RECOMMENDATION**

AUTHORIZE Contract Modification No. 42 (CCO 42) by **State of California Department of Transportation (Caltrans) for the construction contract of the Segment 5 of I-5 South Capacity Improvements Project from Orange County Line to I-605** under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$1,700,000 within the LOP budget.

**ISSUE**

Segment 5 of the I-5 South Capacity Improvements Project is between San Gabriel River and Orr & Day Road in the Cities of Norwalk and Santa Fe Springs (Attachment A - Location Map). Segment 5 scope of work includes the demolition of the Orr & Day Bridge (the Bridge) over the Union Pacific (UP) railroad tracks.

During the demolition process, UP introduced a new requirement prohibiting the debris of the demolished bridge from falling directly onto the track protection system. Therefore Caltrans was required to modify the demolition method for the Bridge from conventional cracking of concrete onto the track protection system to saw cut & remove to comply with this new requirement.

CCO 42 is to cover the cost of additional effort to remove the Bridge.

The total amount of CCO 42 exceeds \$500,000 and requires Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

**DISCUSSION**

In the original construction bid package, the Contractor submitted the common industrial and conventional method of bridge removal for the Bridge, which is to crack the bridge onto the track protection system and remove the debris. However, the submittal was rejected by UP based on a new requirement that stipulates no objects to fall directly onto the track protection system.

The Contractor, Caltrans, Metro and UP considered multiple possible alternatives and determined that saw-cutting and removing the Bridge in segments will provide for bridge stability and track protection, minimize impact to freight schedule, and fulfill the new UP requirement.

The approved methodology will be performed in two stages. In order to maintain the Bridge stability during the removal, the first stage is to saw-cut the bridge deck in designated depth into sections. The second stage will saw-cut each segment through the Bridge and remove the Bridge by sections. The same methodology will be used to remove the Bridge abutments.

CCO 42 is for the second stage of the Bridge removal. Due to the complexity of the removal process, a force account analysis was used to determine the cost.

### Findings

Authorization of CCO 42 in the amount of \$1,700,000 will allow Caltrans to complete demolition of the Bridge and prevent project delay.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to public safety by approving this action.

### **FINANCIAL IMPACT**

#### Impact to Budget

The current LOP budget of Segment 5 is \$211,671,000 of which \$95,566,000 is Federal funds (CMAQ), \$72,017,000 is State funds (RIP, GF-STIP, TCRP and SHOPP), and \$44,088,000 is local Prop C and Measure R funds. Funding of \$3,000,000 for FY 17 for this project is included in Account 54001 Subsidies to Others, in Cost Center 0442, under Project Number 460340. The change identified will not increase the project budget for the current fiscal year.

The total \$1.7 million cost of CCO 42 is within the FY 17 budget and overall LOP budget. Since this is a multi-year project/contract, the Senior Executive Officer and the Project Manager in Highway Program will be accountable for budgeting the cost in future years. Funding for this work will be provided from Measure R 20% Highway Capital funds, within the I-5 South Capacity Improvements from Orange County Line to I-605 (Line 27 of Measure R Expenditure Plan). This fund is not eligible for Metro bus and rail operations or capital projects.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in schedule delays and cost increases.

**NEXT STEPS**

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to expedite the changes to allow the project to move forward.

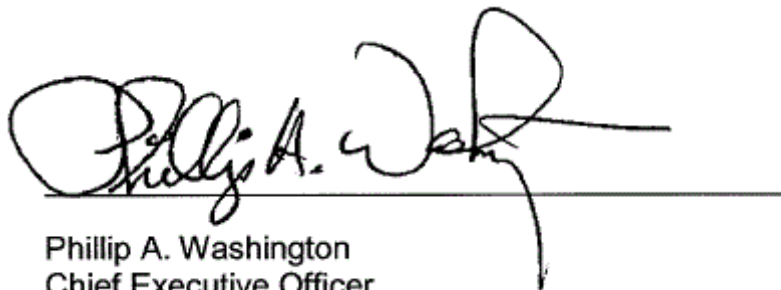
**ATTACHMENTS**

Attachment A - Location Map

Attachment B - Orr & Day Bridge

Prepared by: Victor Gau, Director of Engineering, Highway Program (213) 922-3031  
Abdollah Ansari, Senior Executive Officer, Highway Program (213) 922-4781  
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

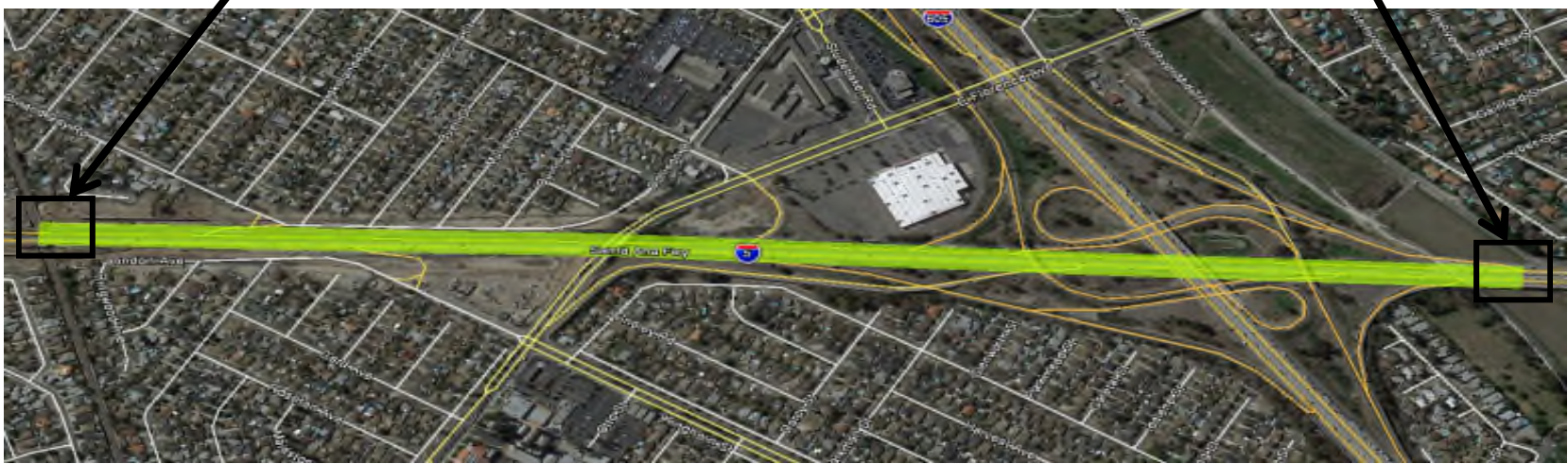
Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



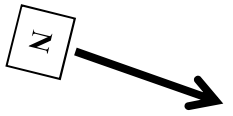
Phillip A. Washington  
Chief Executive Officer

**Orr & Day  
Bridge  
(Attachment B)**

**San Gabriel  
River**



**LOCATION MAP**



**Attachment A**





**ORR & DAY BRIDGE**



## Board Report

File #: 2017-0229, File Type: Contract

Agenda Number: 7

### AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE

MAY 17, 2017

### CONSTRUCTION COMMITTEE

MAY 18, 2017

**SUBJECT: I-5 SOUTH CAPACITY IMPROVEMENTS FROM ORANGE COUNTY LINE TO I-605  
(FUNDING AGREEMENT NO. MOU.P0004292A-3)- SEGMENT 4**

**ACTION: AUTHORIZE CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE Contract Modification No. 115 (CCO 115) by **State of California Department of Transportation (Caltrans) for the construction contract of the Segment 4 of I-5 South Capacity Improvements Project from Orange County Line to I-605** under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$577,500 within the LOP budget.

#### **ISSUE**

Segment 4 (I-5 at Imperial Highway) and Segment 5 (I-5 at Florence Avenue) of the I-5 South Capacity Improvements Project are two adjacent projects. The Imperial Highway Project is from Orr & Day Road to Silverbow Avenue and the Florence Avenue Project is between Orr & Day Road and the San Gabriel River. (Attachment A - Location Map)

The construction stage 2C of Segment 4, which was designed to move the traffic to the outside lanes of the freeway in both directions to accommodate construction of inside lanes, was scheduled to begin on March 10, 2016 according to the updated baseline schedule approved by Caltrans. However, due to delays in the completion of the Orr & Day Bridge widening in Segment 5, traffic could not be switched as scheduled. Consequently, the start of construction stage 2C of Segment 4 was pushed back 212 work days from March 10, 2016 to February 1, 2017.

#### **DISCUSSION**

The start of construction stage 2C of Segment 4 depended on the completion of the Orr & Day Bridge widening in Segment 5.

The construction of Segment 5 was initially delayed by utility relocations. Furthermore, the review of the falsework and placement plans of Orr and Day Bridge widening by Union Pacific took longer than specified in the contract documents. The completion of the Orr & Day Bridge widening in Segment 5



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delayed the construction stage 2C of Segment 4 (the Imperial Project) from March 10, 2016 to February 1, 2017.

The Time Impact Analysis (TIA) submitted by the Contractor was analyzed and approved by Caltrans for 212 work days. Within these 212 work days, there were 17 rainy days and 20 non-compensable days, resulting in 175 compensable days at \$3,300 per day of the time related overhead (TRO) resulting in \$577,500 payable to the Contractor.

The total amount of CCO 115 exceeds \$500,000 and requires Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

### Findings

Authorization of CCO 115 in the amount of \$577,500 will allow Caltrans to compensate the Contractor and avoid additional costs including interest payable on outstanding balance.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to public safety by approving this action.

### **FINANCIAL IMPACT**

#### Impact to Budget

The current LOP budget for Segment 4 of I-5 South Capacity Improvements from Orange County Line to I-605 is \$323,285,000 of which \$289,384,000 is State funds (RIP, GF-STIP, CMIA, TCRP and ITIP), and \$33,901,000 is local Prop C and Measure R funds. Funding of \$2,200,000 for FY 17 for this project is included in Account 54001 Subsidies to Others, in Cost Center 0442, under Project Number 460339. The change identified will not increase the project budget for the current fiscal year.

The total \$577,500 cost of CCO 115 is within the overall LOP budget, and will be paid from the Project State Funds. Therefore, there is no impact to Metro budget.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in cost increases.

### **NEXT STEPS**

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to expedite the changes to allow the project to move forward.


**ATTACHMENTS**

Attachment A - Location Map

Attachment B - Orr and Day Bridge

Prepared by: Victor Gau, Director of Engineering, Highway Program (213) 922-3031  
Aline Antaramian, Deputy Executive Officer, Highway Program (213) 922-7589  
Abdollah Ansari, Senior Executive Officer, Highway Program (213) 922-4781  
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

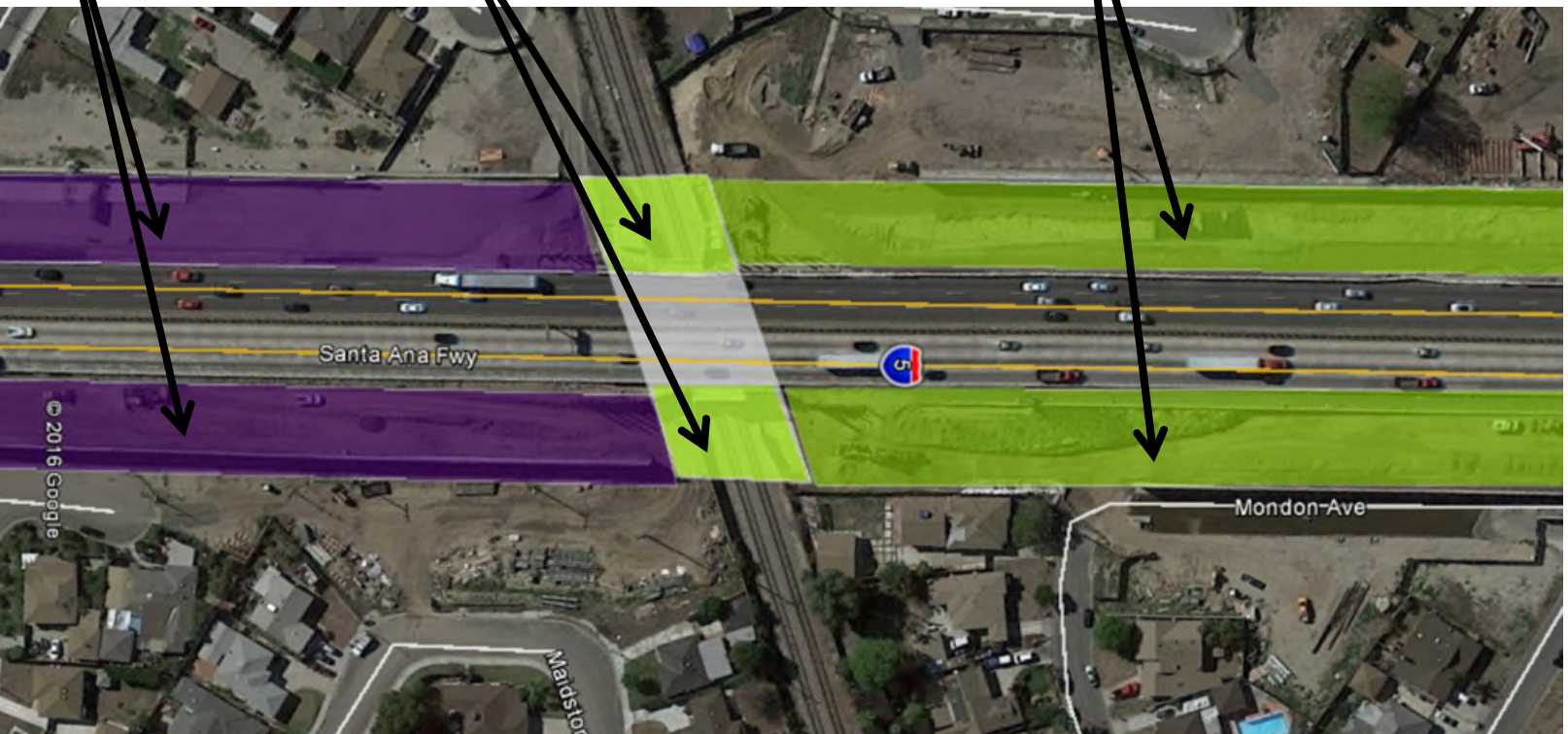
Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



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Phillip A. Washington  
Chief Executive Officer





Florence Avenue  
Project Widening  
Portion

Orr & Day Bridge  
Widening Portion

Imperial Highway  
Project Widening  
Portion  
(Stage 2C)

ORR & DAY BRIDGE

**Board Report**

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**File #:** 2017-0188, **File Type:** Contract**Agenda Number:** 14

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**CONSTRUCTION COMMITTEE  
MAY 18, 2017****SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a cost reimbursable fixed fee contract, Contract No. AE35279, to **Kal Krishnan Consulting Services/Triunity Engineering & Management Joint Venture (KKCS/Triunity JV), the most qualified proposer, for Program Management Support Services (PMSS)** for a not-to-exceed amount of \$76,745,629.86 for the base five-years, plus \$32,436,264.59 for a two-year option, for a combined total amount not to exceed \$109,181,894.45, subject to resolution of protest(s), if any;
- B. AUTHORIZING the Chief Executive Officer to execute individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount;
- C. APPROVING Contract Modification Authority specific to Contract No. AE35279 for 10% of the not-to-exceed award value.

**ISSUE**

Program Management Support Services (PMSS) are needed to assist the Program Management Department in managing and supporting delivery of Metro's Capital Program. These services will be required to supplement staffing and provide technical expertise to support project delivery of capital projects and strategic initiatives detailed in the Program Management Plan (PMP) and the Annual Program Evaluation (APE) presented to and approved by the Board. The PMSS Contract will provide Metro the flexibility to adjust the necessary resources to implement and deliver capital projects safely, on-time and within budget.

On November 21, 2016, request for proposals were issued for PMSS to assist Metro to manage and support Board-approved projects for a base term of five years with one two-year option. The recommended joint venture contractor is comprised of two Small/Disadvantaged Business Enterprise (SBE/DBE) firms - Kal Krishnan Consulting Services, Inc. and Triunity Engineering & Management, Inc.



## **DISCUSSION**

The Program Management Department is responsible for the delivery of the large transportation capital program at Metro. With the recently approved Measure M program added to the Measure R program, Metro is currently undertaking the largest transportation construction program in the nation, which creates an unprecedented challenge to project delivery. Recognizing that staffing is a key factor in project delivery, Program Management is committed to developing strengths in its capacity and capability to ensure the multi-billion dollar capital program can be successfully managed.

The proposed PMSS contract is a new approach for Metro that would assist Program Management in securing sufficient qualified resources across a broad spectrum of disciplines in a timely manner needed to manage and support delivery of Board approved projects. The selected consultant would scale staff up or down depending on Metro's transit, highway, regional rail and other capital improvement program needs. The contract allows us to efficiently and effectively augment Metro Program Management staff as required to ensure proper resources needed to manage a project are available to us both in terms of staff availability and technical expertise.

With the significant increase in number and size of projects and the aggressive implementation schedule for delivering Metro's Capital Program, close coordination and expertise across multi-disciplines are required in the following eight key functions: project management, program management, project delivery development support, project control, estimating, configuration management, project management and other technical training, and Project Management Information System (PMIS) support services. The scope also allows for contract administration and small business contract compliance support assisting Vendor/Contract Management (V/CM), not requiring an agent agreement, to efficiently provide sufficient staffing needed to perform V/CM support activities. Combining all the above functions together into one contract allows for a better coordinated and more efficient allocation of resources for Metro than would be possible under a series of separate contracts.

Shortly after Measure M was approved, Program Management and Vendor/Contract Management jointly hosted Metro's first Pre-Solicitation Meet and Greet Session for the upcoming PMSS opportunities to business owners, which was also attended by the CEO. Prime contractors and other businesses were encouraged to network with each other for possible future joint ventures, partnerships or subcontracting opportunities. Establishing a competitive and qualified pool of consultants, contractors, and small businesses on Metro's projects is integral to successful project delivery.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards for Metro's construction projects.

## **FINANCIAL IMPACT**

The not-to-exceed award value is based on the planned level of services. The Contract Work Orders (CWO) issued will reflect the actual level of services required to support individual Board-approved projects. The Contract funds are authorized by issuing separate CWOs for various projects using labor classifications and rates set forth in the Contract. This method of contracting results in more efficient cost and schedule management, since CWOs and modifications to existing CWOs are negotiated and issued as additional work is identified.

Funding for these services are included in the approved FY18 Budget for the various Metro projects. The individual CWOs will be funded from the associated life-of-project (LOP) budgets that are approved by the Board. The project managers, cost managers and Chief Program Management Officer will be accountable for budgeting the cost in future years, including cost associated with exercising the option.

### **Impact to Budget**

There is no impact to the FY18 Budget as funds for this action will be included in the approved budget for each project. Most of the projects are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

## **ALTERNATIVES CONSIDERED**

The Board may choose to have existing or new Metro staff perform these services. This alternative is not practical or cost effective because Metro would have to hire a large workforce and attract high-paid expertise dependent on fluctuating projects' needs. While requests for additional Metro staff are being considered by the Board as part of the FY18 Budget process, consultant support is also recommended in order to meet peak, short-term needs, and provide technical assistance that is not available internally.

## **NEXT STEPS**

After Board approval of this PMSS contract, the Contracting Officer will award the contract in accordance with Metro Procurement Policies and Procedures.


## **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Brian Boudreau, Sr. Executive Officer, Program Control  
(213) 922-2474

Reviewed by: Richard Clarke, Chief Program Management Officer,

(213) 922-7557  
Debra Avila, Chief Vendor/Contract Management Officer,  
(213) 418-3051



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

## PROGRAM MANAGEMENT SUPPORT SERVICES / AE35279

1.	<b>Contract Number:</b> AE35279	
2.	<b>Recommended Vendor:</b> Kal Krishnan Consulting Services/Triunity Engineering & Management Joint Venture	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> November 21, 2016	
	<b>B. Advertised/Publicized:</b> November 21-24, 2016	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> December 6, 2016	
	<b>D. Proposals/Bids Due:</b> January 12, 2017	
	<b>E. Pre-Qualification Completed:</b> TBD	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 28, 2017	
	<b>G. Protest Period End Date:</b> May 22, 2017	
5.	<b>Solicitations Picked up/Downloaded:</b> 201	<b>Bids/Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Tamara Reid / Bruce Warrensford	<b>Telephone Number:</b> (213) 922-7215 / (213) 922-7338
7.	<b>Project Manager:</b> Amy Wang	<b>Telephone Number:</b> (213) 922-1024

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE35279, issued in support of Program Management Support Services (PMSS). The scope of the Contract is to support the Program Management Department in managing and supporting the delivery of Metro's Capital Program. Board approval of contract awards are subject to resolution of all properly submitted protests.

The Contract type is a Cost Plus Fixed Fee (CPFF). The Contract period of performance is five base years plus one two-year option.

The RFP was issued in accordance with Metro's Acquisition Policy and California Government Code §4525 - 4529. Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 6, 2016, extended the proposal due date; and
- Amendment No. 2, issued on January 5, 2017, modified the DBE Contract Outreach and Mentoring Plan.

On December 6, 2016, a pre-proposal conference was held with 36 firms in attendance. Four proposals were received on January 12, 2017.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of management staff from Program Management and Vendor/Contract Management was convened and conducted a comprehensive technical evaluation of the proposal received.

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

- Experience, Qualifications, and Capabilities of Firms on the Team 30%
- Experience, Qualifications, and Capabilities of Personnel 40%
- Understanding and Approach to Service Delivery 30%
- DBE Contracting Outreach and Mentor Protégé Approach (Bonus) 4%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience, qualification and capabilities of personnel.

This is an A&E, qualifications based procurement. Price cannot be and was not used as an evaluation factor as governed by California Government Code §4525 - 4529.

All four proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Kal Krishnan Consulting Services/ Triunity Engineering & Management Joint Venture (KKCS/Triunity JV);
2. LA Mobility Solutions;
3. PMA-Intueor JV; and
4. Anil Verma Associates, Inc./Simpson & Simpson Management Consulting JV

During the week of February 9, 2017, the PET conducted oral presentations with the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's qualifications and previous experience.

### **Qualification Summary of Recommended Firm:**

The evaluation performed by the PET, in accordance with evaluation criteria set forth in the RFP, determined KKCS/Triunity JV as the most qualified firm to provide the required services.

KKCS has extensive experience with Metro contracts and similar projects for other transit agencies. Their firm showed a good understanding of Metro's processes and solutions to mitigate potential risks.

Triunity Engineering & Management (Triunity) specializes in program Management/Construction Management and System Engineering services specifically for highway and rail transportation.

KKCS/Triunity JV provided a detailed Project Management Plan that included extensive coordination with internal teams and Metro as well as staffing requirements demonstrated a clear understanding of the proposed scope of work.

KKCS/Triunity JV demonstrated they are well-skilled in providing the scope of services at the level required by this contract, and has the capabilities to provide staffing for task order assignments that may be issued under this contract.

The PET ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm.

1	FIRM	Avg Score	Factor Weight	Weighted Average Score	Rank
2	<b>KKCS/Triunity JV</b>				
3	Experience, Qualifications and Capabilities of Firms on the Team	90.67	30%	27.20	
4	Experience, Qualifications and Capabilities of Personnel	90.67	40%	36.27	
5	Understanding and Approach to Service Delivery	91.67	30%	27.50	
6	DBE Contracting Outreach & Mentor Protégé Approach	75.00	4%	3.00	
7	<b>Total</b>		<b>104%</b>	<b>93.97</b>	<b>1</b>
8	<b>LA Mobility Solutions</b>				
9	Experience, Qualifications and Capabilities of Firms on the Team	90.00	30%	27.00	
10	Experience, Qualifications and Capabilities of Personnel	88.33	40%	35.33	
11	Understanding and Approach to Service Delivery	89.33	30%	26.80	
12	DBE Contracting Outreach & Mentor Protégé Approach	75.00	4%	3.00	
13	<b>Total</b>		<b>104%</b>	<b>92.13</b>	<b>2</b>
14	<b>PMA-Intueor JV</b>				
15	Experience, Qualifications and Capabilities of Firms on the Team	83.00	30%	24.90	
16	Experience, Qualifications and Capabilities of Personnel	83.33	40%	33.33	

17	Understanding and Approach to Service Delivery	84.33	30%	25.30	
18	DBE Contracting Outreach & Mentor Protégé Approach	50.00	4%	2.00	
19	<b>Total</b>		<b>104%</b>	<b>85.53</b>	<b>3</b>
20	<b>Anil Verma/Simpson &amp; Simpson JV</b>				
21	Experience, Qualifications and Capabilities of Firms on the Team	77.67	30%	23.30	
22	Experience, Qualifications and Capabilities of Personnel	53.33	40%	21.33	
23	Understanding and Approach to Service Delivery	81.67	30%	24.50	
24	DBE Contracting Outreach & Mentor Protégé Approach	75.00	4%	3.00	
25	<b>Total</b>		<b>104%</b>	<b>72.13</b>	<b>4</b>

### C. Cost/Price Analysis

The cost analysis included (1) a comparison with historical cost data of other firms offering similar services; (2) an analysis of prior audited and overhead rates, and factors for labor, and other direct costs, and (3) compliance with Federal Acquisition Regulation (FAR) Part 31 guidelines. Metro has rates for direct labor and negotiated provisional overhead rates, and a negotiated fixed fee factor for the Contract. The negotiated amount has been determined to be fair and reasonable.

An audit request has been submitted to the Metro Management Audit Services Department (MASD). In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to retroactive Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

<b>Proposer Name</b>	<b>Contract Term</b>	<b>Proposal Amount</b>	<b>Metro Independent Cost Estimate</b>	<b>Recommended NTE Amount</b>
KKCS/ Triunity JV	Base Contract for Years 1-5	\$76,745,629.86	\$73,901,212	\$76,745,629.86
	Option for Years 6-7	\$32,436,264.59	\$ 32,530,392	\$32,436,264.59
	Total Contract Value (Base + Option)	\$109,181,894.45	\$106,431,604	\$109,181,894.45

#### **D. Background on Recommended Contractor**

KKCS/Triunity JV is a multi-disciplined team that has extensive experience providing program management services for transportation agencies across the U.S. Founded in 1987, KKCS is a Metro-certified DBE firm with 87 employees in Los Angeles and regional offices in Oakland, San Diego, Seattle, New York, and Boston.

Since 2003, Triunity and its 50+ employees have provided full spectrum Project Management/Construction Management services including program management, project management, construction management, project controls, project management oversight, and estimating to transportation agencies, including Regional Transportation District-Denver (RTD) and FTA PMOC.

KKCS has a successful partnership with Metro and has had a role helping to deliver some of Metro's largest projects, including I-405 Sepulveda Pass Improvements; Alternatives Analysis for the Westside Subway Extension; Expo Light Rail Phase 2; Universal City Station Pedestrian Bridge; Assessment of Operations Capital Improvements and Supplementary Station Entrances for the Metro Blue, Green, and Gold Lines; Congestion Reduction Demonstration Program for Metro ExpressLanes; and Red Line Station Canopies.

In addition, KKCS and Triunity are currently providing program-level support to Metro's Program Management Department, assisting implementation of specific program and construction management best practices, including the Project Review Readiness Procedure, Project Delivery Selection Procedure, Lessons Learned Report and Program, and Risk Management Program.

## DEOD SUMMARY

## PROGRAM MANAGEMENT SUPPORT SERVICES AE35279

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. DBE firms Kal Krishnan Consulting Services and Triunity Engineering & Management formed Kal Krishnan Consulting Services/Triunity Engineering & Management Joint Venture (KKCS/Triunity JV), and exceeded the goal by making a 73.31% DBE commitment.

<b>SMALL BUSINESS GOAL</b>	<b>30% DBE</b>	<b>SMALL BUSINESS COMMITMENT</b>	<b>73.31% DBE</b>
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	<b>DBE Contractors</b>	<b>Scope of Work</b>	<b>NAICS Codes</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	KKCS (JV Partner)	Program Management, Project Control	541611 - Admin. Mgmt. and Gen. Mgmt. Consult.	Subcontinent Asian	19.89%
2.	Triunity (JV Partner)	Program Management	541611 - Admin. Mgmt. and Gen. Mgmt. 541690 – Other Scientific and Tech. Consulting Services 541618 – Other Mgmt. Consulting	African American	18.75%
3.	Armand Resource Group, Inc.	Contract Compliance	541611 - Admin. Mgmt. and Gen. Mgmt. 541618 - Other Mgmt. Consulting	African American	6.28%
4.	Lenax Construction Services, Inc.	Cost Estimating & Project Controls Support Services	541611 - Admin. Mgmt. and Gen. Mgmt. 541618 - Other Mgmt. Consulting; 561499 - All Other Business Support Services;	Caucasian Female	21.28%
5.	LKG-CMC, Inc.	Doc. Control, Configuration Mgmt. Admin.	541611 - Admin. Mgmt. and Gen. Mgmt. 541618 - Other Mgmt. Consulting	Caucasian Female	1.99%
6.	MBI Media	Public Outreach and Meeting Facilitation	541820 - Public Relations Agencies	Caucasian Female	1.23%
7.	Ogx Consulting	Project Program Management Support Services	541611 - Admin. Mgmt. and Gen. Mgmt. 541618 - Other Mgmt. Consulting; 541612 - Human Resources Consulting Services	African American	1.70%

8.	Ramos Consulting Services	Project Controls & Estimating	541330 - Engineering Services; 541611 - Admin. Mgmt. and Gen. Mgmt.	Hispanic American	1.68%
9.	Stellar Services, Inc.	Program Management Information Systems	541511 - Custom Comp. Prog. Services; 541512 - Computer System Design Services; 541519 - Other Computer Related Services;	Asian Pacific American	0.51%
<b>Total Commitment</b>					<b>73.31%</b>

**B. Contracting Outreach and Mentoring Plan**

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), to include their plans to mentor two (2) DBE firms for protégé development.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Living Wage Service Contract Worker Retention Policy Applicability**

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

**E. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

**Board Report**

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**File #:** 2017-0132, **File Type:** Contract**Agenda Number:** 51.

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**REVISED**  
**REGULAR BOARD MEETING**  
**JUNE 22, 2017**

**SUBJECT: METRO BLUE LINE SIGNALING REHABILITATION AND OPERATIONAL IMPROVEMENTS PROJECT****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the CEO to award Contract No. C1081 to Mass Electric Construction Co/Parsons, the selected best value contractor to design and construct the **Blue Line State of Good Repair signaling rehabilitation and operational improvements** for a contract value of \$81,513,000.

**ISSUE**

The existing MBL light rail transit system is over 25 years old. Signaling and Overhead Catenary Systems (OCS) are in need of rehabilitation as they are essential subsystems for safe and effective light rail operations. Currently, the MBL is operating with a limited number of interlockings, which are trackwork and signaling components that allow trains to cross from one track to another during planned maintenance or in the event that there is a disabled train. With the existing six interlockings between Washington Station and Willow Station, some segments of the MBL are limited to 30 - 40 minute headways during emergency situations. The addition of four new interlockings is expected to improve single tracking headways to approximately 15 - 20 minutes and allow a better overall emergency operation response.

Finally, the MBL Division 11 Yard is operating with an obsolete signal system that is very limited and relies on manual control. The Yard signal system portion of this project will update the signaling of Division 11 and provide a more efficient and safe yard operation.

**BACKGROUND**

As a State-of-Good-Repair project, Metro Blue Line Signaling Rehabilitation and Operational Improvements (Signal/Interlocking/OCS) Project will:

1. Replace all vital relays
2. Install four additional interlockings and one siding at 95<sup>th</sup> Street
3. Install the associated Solid State Interlockings (SSI) and the associated communications



equipment

4. Install new frequency converters for the train detection sub-system
5. Redesign the switch between the two redundant power supplies in the Signaling bungalows to address recurring loss of signal power issues
6. Replace code transmitter relays for the speed control sub-system
7. Replace the OCS in the Long Beach loop and Downtown Los Angeles
8. Upgrade the Signal system in the Division 11 yard

These activities will improve single tracking capability that take place during planned maintenance or unplanned incidents. In addition, the additional siding track near 95<sup>th</sup> Street will provide train storage for more operational flexibility.

The OCS contact wires operating in sections in downtown Los Angeles and Long Beach have experienced significant wear over time, resulting in an increasing probability of a wire failure and service disruptions. Replacing and re-tensioning these wires will provide a more reliable and safer operation. The OCS in the 7th Street/Metro Center tunnel is also approaching the end of its useful life. The replacement of the existing wire system with new Overhead Contact Rail (OCR) system will reduce future maintenance needs and will support the Regional Connector tunnel OCR which is currently under construction.

The new train control system in the Division 11 Yard will provide efficient and safe yard operations for Metro staff. The control tower will have the ability to route trains remotely and monitor MBL operation more easily.

## **DISCUSSION**

### Scope and Use of Advanced Technologies

1. This scope enables the use of advanced technologies. For example Solid State Interlocking (SSI) technologies for the control of the interlockings will be used instead of relays. Solid state electronic equipment is much more reliable due to the use of electronic circuits and components. SSI technologies have a much lower failure rate than relays and a longer life, which improves system reliability and is more cost effective in the long term. Finally the use of SSI technologies will align the MBL with the Expo line or the Regional Connector project in terms of technologies between projects to improve the overall efficiency and effectiveness of maintenance.
2. Due to the use of more advanced technologies for the interlockings, one of the crossovers added to the project requires a new bungalow to house the new train control and communication

equipment. The existing Metro Right-of-Way is not adequate to add a new bungalow; the project is proposing to purchase a small property adjacent to the MBL tracks.

3. The scope of the project also addresses reliability. The existing MBL Signaling bungalows currently house 3,500 vital relays. These relays are 25 years old and approaching the end of their useful life. Therefore, the replacement of all 3,500 vital relays is included in the scope of this project to improve reliability.
4. The project is also replacing the code generators of the existing signal system. The existing code generators required urgent replacement. The cost of procurement and installation for the complete code generator replacement is included in the scope of this project.
5. Finally in order to minimize the disruptions of Operations during the construction of the project on the Blue Line, it is critical to have Metro Inspectors and Flagmen support the construction of the project. Not only is this a new CPUC regulation, but it is also a direct experience from the success of the MBL stations enhancements project. Metro Inspectors and Flagmen are needed to grant contractors access to Metro equipment rooms and equipment and tracks, including the Signaling bungalows. They also assist with shutting down the traction power when appropriate, and authorizing and inspecting all contractor activities to ensure the safety of our system.

## **FINANCIAL IMPACT**

The amount of this contract action is \$81,513,000. Funding for the FY 18 effort and ~~approval for an \$118,900,000 Life of Project budget are included in the proposed~~ were approved by the 2017 May Board item 30 FY18 budget board report ~~scheduled for consideration at the May Finance and Budget and regular board meeting.~~

It is proposed that since this is a multi-year project, the Project Manager, Cost Center Manager, and Chief Officer of Program Management will ensure that costs will be budgeted in future years.

### Impact to Budget

The source of funds for this procurement will come from Prop A 35%, TDA Article 4, Measure M 2% and California Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) grant funding.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to award this contract. This alternative is not recommended because rejecting this project would have the MBL continue to operate on the aging signaling and catenary system equipment as well as the difficulties of providing adequate service during single tracking for routine maintenance and in the event of an incident. The aging MBL systems will

require additional maintenance and still suffer more breakdowns, which would lead to less reliable operations.

### **NEXT STEPS**

Upon approval of the contract award, staff will work with Vendor/Contract Management to issue a Notice to Proceed for Contract C1081 MBL Signaling Rehabilitation and Operational. It is anticipated that the project will be completed within 36 months from issuance of the Notice to Proceed.

### **ATTACHMENTS**

Attachment A - Sources and Uses Table

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by:

James Wei, Director Engineering, (213) 922-7528

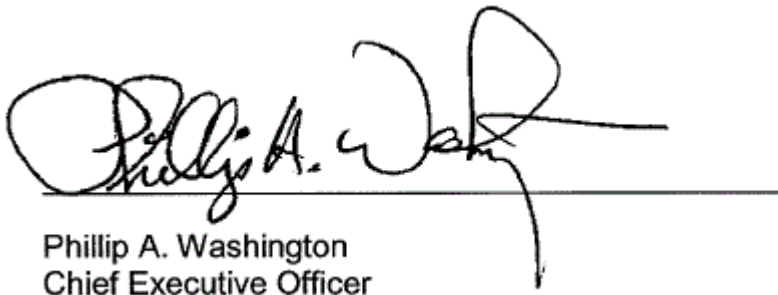
Samuel Mayman, Executive Officer, Engineering, (213) 922-7289

Reviewed by:

James T. Gallagher, Chief Operations Officer (213) 418-3108

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051

Richard Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington  
Chief Executive Officer

## Sources and Use Table

<b>Construction</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>Total</b>
Construction Contract Bid (C1081)	\$ 16,302,600	\$ 32,605,200	\$ 32,605,200	\$ 81,513,000
<b>Construction Cost</b>	<b>\$ 16,302,600</b>	<b>\$ 32,605,200</b>	<b>\$ 32,605,200</b>	<b>\$ 81,513,000</b>

<b>Sources and Uses</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>Funding</b>
California Cap and Trade (TIRCP)	\$ 16,302,600	\$ 22,191,400	\$ -	\$ 38,494,000
Additional Funding ( Prop A 35% TDA Article 4, and Measure M 2%)		\$ 10,413,800	\$ 32,605,200	\$ <b>43,019,000</b>
<b>Total Funding</b>	<b>\$ 16,302,600</b>	<b>\$ 32,605,200</b>	<b>\$ 32,605,200</b>	<b>\$ 81,513,000</b>

**PROCUREMENT SUMMARY**

**METRO BLUE LINE SIGNAL SYSTEM REHABILITATION PROJECT-  
DESIGN/BUILD / CONTRACT NUMBER C1081**

<b>1.</b>	<b>Contract Number:</b> C1081	
<b>2.</b>	<b>Recommended Vendor:</b> Mass Electric Construction Co.	
<b>3.</b>	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
<b>4.</b>	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 3/21/16	
	<b>B. Advertised/Publicized:</b> 3/11/16	
	<b>C. Pre-Proposal Conference:</b> 4/11/16	
	<b>D. Proposals Due:</b> 2/21/17	
	<b>E. Pre-Qualification Completed:</b> 10/27/16	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 11/15/16	
	<b>G. Protest Period End Date:</b> <del>4/24/17</del> 5/24/17	
<b>5.</b>	<b>Solicitations Picked up:</b> 50	<b>Bids/Proposals Received:</b> 2
<b>6.</b>	<b>Contract Administrator:</b> Rafael Vasquez	<b>Telephone Number:</b> (213) 418-3036
<b>7.</b>	<b>Project Manager:</b> James Wei	<b>Telephone Number:</b> (213) 922-2758

**A. Procurement Background**

This Board Action is to approve the award of a design/build “Best Value” procurement issued in support of the Metro Blue Line Signal System Rehabilitation Project. Contract No. C1081 will provide management, coordination, professional services, labor, equipment, materials and all other services necessary to perform the final design and construction of the Metro Blue Line Signal System Rehabilitation. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Work includes the addition of four new interlockings, one siding track, installation of new Overhead Catenary System (OCS), replacements of existing OCS contact wire, modifications to existing mainline Automatic Train Control System, and modifications to the train control system in the MBL Yard (Division 11). The Contract type is a firm fixed price.

A Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on March 21, 2016. A pre-proposal conference was held on April 11, 2016, in the Board Room with representatives of approximately 11 firms in attendance.

The RFQ/RFP implemented a two-step negotiated procurement in accordance with California Public Contract Code §22160-22169 and in accordance with Metro’s Acquisition Policy. The first phase of the procurement was a request for Statement of Qualifications (SOQ). A prequalification evaluation team evaluated the SOQs. Three responsive SOQs were received on June 17, 2016.

The three firms that met the RFQ requirements, were designated as prequalified parties, and were invited to submit proposals in response to the second RFP phase of the solicitation.

- Mass Electric Construction Company
- Balfour Beatty Infrastructure Inc.
- C3M/Clark, a Joint Venture

The prequalified firms submitted technical and commercial questions which were recorded and reviewed by Metro staff. Formal written answers to 557 questions were provided to the prequalified firms and other planholders.

Twenty one amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on March 24, 2016, changed Pre-Proposal Conference Room location, added a technical/outreach meeting, and revised Scope of Work;
- Amendment No. 2, issued on March 28, 2016, provided missing Project Definition Documents references such as Metro's Rail Design Criteria Drawings, Rail Directive Drawings, Rail Standard Drawings, Signage Standards, and Wayside Signage Directive Drawings;
- Amendment No. 3, issued on April 1, 2016, extended the SOQs due date to May 5, 2016 and extended the Proposal due date to July 7, 2016;
- Amendment No. 4, issued on April 5, 2016, clarified contract language, including revisions to Contract Payment Provisions to Subcontractors;
- Amendment No. 5, issued April 20, 2016, extended the SOQ due date to May 19, 2016, extended the Proposal due date to July 21, 2016, and clarified contract language, including revisions to General Conditions GC-51;
- Amendment No. 6, issued on April 27, 2016, extended the SOQs due date to June 2, 2016, extended the Proposal due date to August 18, 2016, and revised Instructions to Proposers, Supplemental Instructions to Proposers and Submittal Requirements;
- Amendment No. 7, issued on May 5, 2016, provided Metro Blue Line As-builts reference documents information;
- Amendment No. 8, issued on May 18, extended the SOQ due date to June 9, 2016, extended the Proposal due date to August 25, 2016, and clarified contract language, by adding CP-5A Voluntary Payment to Subcontractors Initiative provision and revising the Scope of Work;
- Amendment No. 9, issued on June 3, 2016, extended the SOQs to June 17, 2016, revised Contract Administrator contact information and clarified contract language, including revisions to Non-Disclosure Agreement and Special Provisions Alternate Proposals;
- Amendment No. 10, issued on June 3, 2016, clarified Contract Administrator phone number;
- Amendment No. 11, issued on June 13, 2016, clarified the SOQs due date;

- Amendment No. 12, issued on June 22, 2016, extended the Proposal due date to September 15, 2016, clarified contract language, including revisions to the Schedule of Quantities and Prices, the qualifications and functions of key personnel, and the Scope of Work;
- Amendment No. 13, issued on July 19, 2016, clarified Proposal Documents and revised Qualifications of Key Personnel and Functions;
- Amendment No. 14, issued August 12, 2016, extended Proposal due date to September 29, 2016, revised Contract Administrator contact information, clarified contract language and revised the Scope of Work;
- Amendment No. 15, issued August 29, 2016, extended Proposal due date to October 13, 2016, revised submittal requirements, revised Schedule of Quantities and Prices form, added SP-32 Limitation of Liability Arising from Contractor's Performance, added Dispute Resolution provisions, and clarified Contract language;
- Amendment No. 16, issued September 23, 2016, clarified evaluation criteria, and revised Submittal Requirements, Schedule of Quantities and Prices Forms, and the Scope of Work;
- Amendment No. 17, issued September 28, 2016, extended the Proposals due date to October 20, 2016, and revised Regulatory Requirements and Federal Certificates such as Buy America, Compliance with Federal Lobbying Requirements, and revised Schedule of Quantities and Prices forms;
- Amendment No. 18, issued October 4, 2016, clarified the Schedule of Quantities and Prices forms;
- Amendment No. 19, issued October 7, 2016, removed Federal Requirement Certificates such as Compliance with 49 CFR part 655 , Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, and Certificate of Debarment, Suspension and Other Responsibility Matters;
- Amendment No. 20, issued on December 29, 2016, requested from both Proposers a Revised Proposal with a due date of February 7, 2017. The amendment deleted Washington Siding and Del Amo Scope of Work, revised Schedule of Quantities and Prices Forms and reduced SBE goal requirements;
- Amendment No. 21, issued on January 11, 2017, extended the Proposals due date to February 21, 2017, revised Schedule of Quantities and Prices forms and requested validity period of the revised Proposals.

Initial proposals were received on October 20, 2016 from the following firms:

1. Balfour Beatty Infrastructure, Inc.
2. Mass. Electric Construction Co.

Only two of the three pre-qualified firms submitted proposals. C3M/Clark Joint Venture did not submit a proposal because, among some of their reasons cited, there were unfavorable contract terms and conditions to the Contractor, expensive insurance coverage requirements for subcontractor and many unknown risks associated with the construction.

Mass. Electric Construction Co. submitted an alternative proposal in addition to a base proposal.  
Final revised proposals were received on February 21, 2017, from both Proposers.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Rail Operations, Metro Facilities Engineering Operations, and Systems Engineering conducted a comprehensive and robust evaluation of the proposals received.

The PET performed a detailed evaluation of the proposals in accordance with the factors and sub-factors set forth in the RFP to assign a score and ranking. The evaluation considered all technical and price factors defined in the RFP and Source Selection Plan.

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

- |   |            |
|---|------------|
| • Project Management                                    | 40 percent |
| • Technical Approach                                    | 30 percent |
| • Price   | 30 percent |
| • A Prompt Payment to Subcontractors Initiative (Bonus) | 5 percent  |

The Proposers could opt for prompt payment initiative, noted above, that requires the prime Contractor to pay its first tier subcontractors for work completed prior to submitting its monthly billing to Metro. This triggers the cascading of earlier payments where each subcontractor must make payment to their subcontractors of undisputed amounts within seven days of having received payment. In return, Metro provides terms of Net 21 days payment of undisputed amounts to the Contractor.

Each Proposer received written Requests for Clarification regarding topics such as construction schedule, cutover and staging plans.

Each proposing team was invited to make an oral presentation to the PET for the purpose of clarifying their proposal and demonstrating their understanding of Metro's requirements, thus allowing the PET to refine technical scoring. The presentation meeting format, the amount of time allowed, and general questions asked were standardized.

Following a review of the initial proposals and oral presentations both proposals were determined to be within the competitive range and the PET and the Director of Contract Administration of Construction held discussions with each Proposer between November 28, 2016, and December 1, 2016, to address potential deficiencies, understand concerns about risk, and review assumptions taken in relation to their price proposal.



Discussions confirmed each Proposer's understanding of the scope and appropriate approaches and plans to complete the scope of work. After concluding discussions with the Proposers, Metro issued amendments Nos. 20 and 21. Amendment No. 20 deleted major scope of work for the Washington Siding and related facilities, and Division 11 Yard Train Control System was removed from the Option Schedule and included in the Base Work. This major change in scope of work required Metro to request both Proposers to submit revised Proposals. Amendment No. 21 extended the proposals due date to February 21, 2017, and provided revised Schedule of Quantities and Prices forms.

Mass Electric Construction Co. elected not to submit a Revised Alternative Proposal. Both Proposers elected to participate in the Voluntary Payment to Subcontractor Initiative per the RFP requirements.

### **Qualifications Summary of Firms within the Competitive Range**

#### **Mass Electric Construction Co. (MEC)**

Mass Electric Construction Co. is the design-builder and general contractor, Parsons Transportation Group is the principal engineer and Architect of Record. MEC has based its operations in Los Angeles since 1987. MEC is the installer of the original Blue Line Signal System. Other projects for Metro include the Green Line, Red Line, Gold Line, both Expo Line Extensions, Metro Gold Line Foothill Extension Phase 2A, MBL Pedestrian and Swing Gates, and the Regional Connector.

Parsons is headquartered in Pasadena, CA and is a full-service engineering firm providing services and contract deliveries to transportation agencies and railroads for more than 80 years including Metro. Parsons has been consistently ranked in the top 10 transportation design firms by ENR in the past nine years. MEC and Parsons have worked together on 15 projects.

#### **Balfour Beatty Infrastructure, Inc.(BB)**

BB is the Design-Build contractor. WSP/Parsons Brinckerhoff is the lead designer and principal engineer, Wabtec Integrated Systems, Inc. is the train control, communications, signal supplier.

WSP/PB is the largest provider of fixed rail infrastructure globally. BB provides construction and maintenance services for numerous rails projects involving grade crossings, signals, and communications systems. BB's work for Metro includes the Gold Line Eastside Extension - trackwork, and OCS Expo Line Phase 1 LRT Design-Build trackwork, and dual mainline track.

WSP/PB for the past 35 years has supported LACTMA in the planning, designing, and constructing of its rail system. WSP/PB has provided planning, engineering, and/or program management services including the Pasadena Gold Line LRT, Gold

Line Eastside Extension LRT, Westside Extension Subway, Regional Connector LRT and Exposition Line.

Wabtec has extensive engineering experience and specializes in performing systems, signals, crossings and communications engineering services.

**Evaluation Outcome**

Based on a thorough evaluation of the proposals, as performed and determined by the Proposal Evaluation Team, the Mass Electric Construction Co. proposal offers the “Best Value” and is the most advantageous to Metro.

Mass Electric Construction Co. demonstrated strengths in factors and sub-factors under Project Management and Technical Approach of Proposer’s capabilities, skill and experience, management approach, risk management, cutover and staging plan. MEC was the original installer of the original Metro Blue Line Signal System which is both a benefit to Metro, as well as a fair competitive advantage for MEC.

MEC provided a thorough and detailed cutover plan for connecting the project to the existing rail system. In addition, MEC developed a set of preliminary plan at 35% design level which is a benefit to Metro and reflects upon MEC in their thorough knowledge of the project, numerous studies performed and construction approach.

The final scores and ranking of the proposals is summarized in the table below.

**Final Evaluation Scoring**

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Avg. Score</b>	<b>Rank</b>
<b>2</b>	<b>Mass Electric Construction Co.</b>				
<b>3</b>	Project Management	89.25	40.00%	35.70	
<b>4</b>	Technical Approach	88.60	30.00%	26.58	
<b>5</b>	Price	100.00	30.00%	30.00	
<b>6</b>	Voluntary Payment to Subcontractors Initiative*	100.00	5.00%	5.00	
<b>7</b>	<b>Total</b>		<b>105.00%</b>	<b>97.28</b>	<b>1</b>
<b>8</b>	<b>Balfour Beatty Infrastructure, Inc.</b>				
<b>9</b>	Project Management	89.63	40.00%	35.85	
<b>10</b>	Technical Approach	87.37	30.00%	26.21	
<b>11</b>	Price	36.63	30.00%	10.99	
<b>12</b>	Voluntary Payment to Subcontractors Initiative*	100.00	5.00%	5.00	
<b>13</b>	<b>Total</b>		<b>105.00%</b>	<b>78.05</b>	<b>2</b>

All Scores rounded to the second decimal.

\*Proposers received full credit.

### **C. Cost/Price Analysis**

A line by line proposal pricing evaluation was performed, with certain line items of each proposal being identified as of interest. The line items of interests were the same for each Proposer. The respective line items were addressed during the commercial and technical discussions with Proposers.

The price of the recommended award is determined to be fair and reasonable based on adequate price competition and comparison to the independent cost estimate which was submitted concurrently with the proposals.

	Proposer Name	Total Price Proposal <sup>1</sup>	Metro ICE <sup>2</sup>	Award Price <sup>3</sup>
1.	Mass Electric Construction Co.	\$84,856,283	\$74,152,855	\$81,513,000
2.	Balfour Beatty Infrastructure, Inc.	\$237,603,811		\$212,630,000

Note<sup>1</sup>: The Total Price Proposal includes the Base Work, Provisional Sums, Delay Compensation, Life Cycle Costs, and Unit Prices.

Note<sup>2</sup>: The Independent Cost Estimate (ICE) amounts are submitted before the due date and opened concurrently with the other Proposals.

Note<sup>3</sup>: The Award Price only includes Base Work and Provisional Sums.

### **D. Background on Recommended Contractor**

Mass Electric Construction Co. team includes Parsons Transportation Group, Inc. and B & C Transit, Inc. MEC has based operations in Los Angeles since 1987. MEC was the installer of the original Blue Line Signal System. Other projects for Metro include Green Line, Red Line, Gold Line, both Expo Line Extensions, Metro Gold Line Foothill Extension Phase 2A, MBL Pedestrian and Swing Gates, and the Regional Connector.

Parsons is headquartered in Pasadena, CA and is a full-service engineering firm providing services and contract deliveries to transportation agencies and railroads for more than 80 years including Metro. Parsons has been consistently ranked in the top 10 transportation design firms by ENR in the past nine years. MEC and Parsons have worked together in 15 projects.

B & C has completed the Foothill Extension Phase 2A and Expo Phase 2 projects and is currently contracted to MEC on the Regional Connector.

## DEOD SUMMARY

**METRO BLUE LINE SIGNAL SYSTEM REHABILITATION PROJECT –  
DESIGN/BUILD / C1081**

**A. (1) Small Business Participation - Design**

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal, inclusive of a 12% Small Business Enterprise (SBE) goal and 3% Disabled Veteran Business Enterprise (DVBE) goal for Design. Mass. Electric Construction made a 12% SBE and 3% DVBE commitment.

<b>Small Business Goal</b>	<b>12% SBE &amp; 3% DVBE</b>	<b>Small Business Commitment</b>	<b>12% SBE &amp; 3% DVBE</b>
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<b>SBE Subcontractors</b>		<b>% Committed</b>
1.	Wagner Engineering & Survey Inc.	1.36%
2.	JM Fiber Optics	2.94%
3.	Fariba Nation Consulting	7.70%
<b>Total Commitment</b>		<b>12.00%</b>

<b>DVBE Subcontractors</b>		<b>% Committed</b>
1.	MA Engineering	3.00%
<b>Total Commitment</b>		<b>3.00%</b>

**(2) Small Business Participation - Construction**

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal, inclusive of a 12% Small Business Enterprise (SBE) goal and 3% Disabled Veteran Business Enterprise (DVBE) goal for Construction. Mass. Electric Construction made a 12% SBE and 3% DVBE commitment.

<b>Small Business Goal</b>	<b>12% SBE &amp; 3% DVBE</b>	<b>Small Business Commitment</b>	<b>12% SBE &amp; 3% DVBE</b>
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<b>SBE Subcontractors</b>		<b>% Committed</b>
1.	TSG Enterprises Inc. dba The Solis Group	0.21%
2.	TBD	11.79%
<b>Total Commitment</b>		<b>12.00%</b>

<b>DVBE Subcontractors</b>		<b>% Committed</b>
1.	TBD	3.00%
<b>Total Commitment</b>		<b>3.00%</b>

**B. Contracting Outreach and Mentoring Plan**

To be responsive to DBE requirements, Mass. Electric Company was required to submit a DBE Contracting Outreach and Mentoring Plan (COMP), which included the minimum requirement to apply 25% of the total DBE commitment dollars for Design and 15% of the DBE commitment dollars for Construction for participation in the mentor protégé program.

**C. Project Labor Agreement/Construction Careers Policy (PLA/CCP)**

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**D. 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).

**E. Living Wage Service Contract Worker Retention Policy Applicability**

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

**Board Report**

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**File #:** 2017-0137, **File Type:** Contract**Agenda Number:** 33

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**CONSTRUCTION COMMITTEE  
MAY 18, 2017****SUBJECT: METRO RED LINE (MRL) METRO ORANGE LINE (MOL) NORTH HOLLYWOOD  
STATION WEST ENTRANCE****ACTION: AUTHORIZATION FOR CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a final Modification to Contract C1013R, with Skanska USA Civil West California District Inc., for the **design and construction of the west entrance at the North Hollywood Station on the Metro Red Line**, in the amount \$1,261,770, adjusting the total current contract price from \$15,743,901.61 to \$17,005,671.61 within the life of project budget.

**ISSUE**

This action is necessary to execute a final Contract Modification with Skanska USA. This final Modification represents staff's efforts through negotiations to settle various unforeseen field conditions and construction changes encountered on the project that impacted both scope and schedule. This Contract Modification is required to close-out the Contract, and does not affect the Life of Project (LOP) budget. Through aggressive management and partnership with the contractor, staff delivered this project on-time and under the LOP budget.

**DISCUSSION****Findings**

Metro issued the Notice to Proceed (NTP) for Design-Build (DB) Contract No. C1013R for the Metro Red Line - Metro Orange Line North Hollywood West Entrance on February 11, 2014. The west entrance was opened to public on August 15, 2016.

During the course of construction, the Contractor requested numerous design and construction changes. Significant changes included design provisions and inclusion of a knock out panel for future escalator expansion, additional communications or SCADA system design and construction

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required to improve the safety functions of the existing North Hollywood system, increase in scope for procurement and installation of Metro Furnished Equipment, differing site conditions encountered during excavation, and time extension and related overhead due to compensable delays encountered.

### Considerations

Staff has evaluated the merit of the requested changes and has followed Metro processes and procedures to validate and negotiate the change requests. A list of executed (approved) and unexecuted (pending) modifications is included in Attachment B.

There is no change in the approved LOP amount of \$23,077,401.

### **DETERMINATION OF SAFETY IMPACT**

There is no safety impact associated with this action.

### **FINANCIAL IMPACT**

This action requires an additional \$1.26 million in FY17 for the Metro Orange Line to Metro Red Line Hollywood Pedestrian Underpass in project 204122 due to staff closing out the contract earlier than expected. Upon Board approval, staff will re-allocate funds from a project with fungible funding source underutilizing its FY17 budget. No increase to the Agency's FY17 budget is sought at this point. This increase in the yearly project cashflow does not impact the approved project LOP for 204122 of \$23,077,401.

#### Impact to Budget

Prop A 35% bond will be used to fund the Contract Modification. This source is appropriate, and is eligible for capital improvements to rail operations.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to authorize the increase in contract price. This alternative is not recommended, as staff would be unable to issue the final Contract Modification and close out the contract.

### **NEXT STEPS**

Upon obtaining Board approval, Metro will issue the final Contract Modification and proceed with Contract closeout.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification/Change Order Log  
Attachment C - DEOD Summary

Prepared by:

Milind Joshi, Sr. Director, Project Engineering, (213) 922-7985

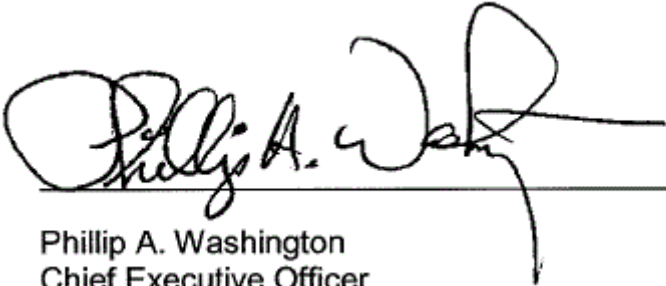
Brad Owen, Deputy Executive Officer, Construction Management, (213) 922-7384

Tim Lindholm, Executive Officer, Capital Projects (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Richard Clarke, Chief Program Management Officer, (213) 922-7557



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Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE  
CONTRACT NO. C1013R

1.	<b>Contract Number:</b> C1013R		
2.	<b>Contractor:</b> Skanska USA Civil West California District Inc.		
3.	<b>Mod. Work Description:</b> Settlement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for close-out of Contract.		
4.	<b>Contract Work Description:</b> Provide the final design and construction of an approximately 150-foot underground pedestrian passage (under Lankershim Boulevard) from the west mezzanine level of the existing Metro Red Line North Hollywood subway station at Lankershim Boulevard to the platform of the existing Orange Line BRT station west of Lankershim Boulevard.		
5.	<b>The following data is current as of:</b> 3/2/17		
6.	<b>Contract Completion Status:</b>		
	<b>Bids/Proposals Opened:</b>	10/14/13	<b>% Completion \$s:</b> 99.68%
	<b>Contract Awarded:</b>	12/30/13	<b>% Completion time:</b> 100%
	<b>NTP:</b>	2/11/14	<b>Original Contract Days:</b> 730
	<b>Original Complete Date:</b>	2/11/16	<b>Change Order Days:</b> 243
	<b>Current Est. Complete Date:</b>	10/11/16	<b>Suspended Days:</b> 0
		<b>Total Revised Days:</b>	973
7.	<b>Financial Status:</b>		
	<b>Contract Award:</b>	\$14,825,000	
	<b>Total Contract Modifications Approved:</b>	\$918,901.61	
	<b>Current Contract Value:</b>	\$15,743,901.61	
	<b>Contract Administrator:</b> Diana Sogomonyan	<b>Telephone Number:</b> 213.922.7243	
8.	<b>Project Manager:</b> Milind Joshi	<b>Telephone Number:</b> 213.922.7985	

**A. Contract Action Summary**

This Board Action is to approve authorization for Metro Chief Executive Officer (CEO) to execute Modification No. 20 to Contract No. C1013R, for the settlement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for closing out the subject contract. This Contract Modification will be processed in accordance with Metro's Acquisition Policy. This is a firm fixed price Contract.

On September 22, 2011, the Board of Directors authorized the CEO to solicit and award design-build contracts for renovation, repair and construction at Metro rail facilities, pursuant to Public Utilities Code Section 130242. On December 12, 2013, Metro CEO authorized the award of firm fixed price Contract No. C1013R to

Skanska USA Civil West California District Inc., the lowest price, responsive and responsible bidder, for the period of performance of 730 calendar days after Notice to Proceed, in the total contract amount of \$14,825,000. Notice to Proceed was issued on February 11, 2014.

Seventeen Contract Modifications and three Contract Change Orders have been executed on the Contract to date. Modification No. 20, in the amount of \$1,261,770 will allow the settlement of various issues on the Contract and close-out the Contract. Refer to Attachment B for further details on modifications issued to date adding work, and the proposed Modification currently pending authorization.

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon a cost analysis, technical analysis, fact finding, and negotiations. This recommendation is a settlement agreement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for closing out the subject contract where no one item was greater than the audit threshold requirements of \$1,000,000 for construction changes.

<b>Item No.</b>	<b>Changes</b>	<b>Proposal amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1	Mod No. 20	\$1,317,280	\$803,825	\$1,261,770

## CONTRACT MODIFICATION/CHANGE ORDER LOG

MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE  
CONTRACT NO. C1013R

Mod./CO No.	Description	Status (approved or pending)	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Contract Award	Approved	\$14,825,000		\$1,482,500
Mod 1	Removal of Lead Abatement	Approved	\$14,837,736	\$12,736	
Mod 2	Additional Excavation Decking	Approved	\$14,883,352	\$45,616	
Mod 3	Artwork Removal and Reinstallation	Approved	\$14,955,575	\$72,223	
Mod 4	Additional "Down" Escalator Design Options	Approved	\$15,129,961.61	\$174,386.61	
Mod 5	Design Directive Drawings for CSS	Approved	\$15,164,498.61	\$34,537	
Mod 6	Additional Spec Sections to be Added to the Contract	Approved	\$15,167,090.61	\$2,592	
Mod 7	Milestone Revision	Approved	\$15,198,590.61	\$31,500	
Mod 8	Revise DEOD Contract Compliance Manual (RC-FTA)	Canceled	\$15,198,590.61	\$0.00	
Mod 9	Additional Existing Coupler Testing Program at KOP	Approved	\$15,209,308.61	\$10,718	
Mod 10	Milestone Revision Due to Critical Days for Mods 2 and 4	Approved	\$15,222,808.61	\$13,500	
Mod 11	Reinstallation of Art Mural at New Location	Approved	\$15,258,493.61	\$35,685	
Mod 12	Milestone Revision Due to LADWP and DSC (CN #00016.1)	Approved	\$15,314,695.61	\$56,202	
Mod 13	Location of Condensing Unit 1	Approved	\$15,396,722.61	\$82,027	
Mod 14	Revised Metro Grand Pylon (Station Marker) to Metro Pin	Approved	\$15,429,949.61	\$33,227	
Mod 15	Additional Design Work for Support of Excavation due to Addnl. LABOE Comments	Approved	\$15,441,360.61	\$11,411	
Mod 16	Contract Mod to SP (Exhibit SA-1 and SA-2) and GC (Sections GC 33.4, 34.7.3, and 34.10)	Approved	\$15,441,360.61	\$0.00	
Mod 17	Differing Site Conditions Due to Location of KOP Formsavers and Conduit (CN #00022)	Approved	\$15,551,335.61	\$109,975	
Mod 18	Add Abrasive Striping on Nosings for Granite Stairs	Approved	\$15,562,001.61	\$10,666	
Mod 19	Haul Off Excess Soil Material	Canceled	\$15,622,001.61	\$0.00	
CO 3	Additional SCADA Point Connections	Approved	\$15,622,001.61	\$60,000	

CO 4	Additional Intersection Improvements	Approved	\$15,623,901.61	\$1,900	
CO 5	Added Scope - Contractor to Furnish/Install Equipment Identified as Metro Furnished Items	Approved	\$15,743,901.61	\$120,000	
Mod 20	Settlement of Various Issue Leading to Close Out	Pending	\$17,005,671.61	\$1,261,770	
Subtotal – Approved Modifications				\$918,901.61	
Subtotal – Pending Changes/Modifications				\$1,261,770	
<b>Subtotal Totals: Mods. + Pending Changes/Modifications</b>			<b>\$2,180,671.61</b>		
Subtotal – Pending Claims			\$0.00		
<b>Total: Mods + Pending Changes/Mods + Possible Claims</b>			<b>\$2,180,671.61</b>		
Previous Authorized CMA			\$1,482,500		
CMA Necessary to Execute Pending Changes/Mods + Possible Claims			\$698,172		
<b>Total CMA including this Action</b>			<b>\$2,180,672</b>		
<b>CMA Remaining for Future Changes/Mods after this Action</b>			<b>\$0.00</b>		

**DEOD SUMMARY**

**MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE / C1013R**

**A. Small Business Participation**

Skanska West made a 10.57% Disadvantaged Business Enterprise (DBE) commitment. The project is 92% complete. Skanska is exceeding their goal commitment with a current DBE participation of 11.78%.

<b>Small Business Commitment</b>	<b>10.57% DBE</b>	<b>Small Business Participation</b>	<b>11.78% DBE</b>
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	DBE Subcontractors	Ethnicity/Gender	% Committed	Current Participation <sup>1</sup>
1.	Anil Verma	Asian Subcontinent/Male	0.27%	0.27%
2.	LIN Consulting	Asian Pacific/Male	0.54%	0.47%
3.	Coast Surveying	Hispanic/Male	0.06%	0.16%
4.	Morgner Construction	Hispanic/Female	0.64%	0.74%
5.	The Solis Group (TSG)	Hispanic/Female	0.49%	0.45%
6.	MTGL, Inc.	Hispanic/Female	1.82%	2.82%
7.	Excelsior Elevator	Asian Pacific/Female	5.07%	4.70%
8.	Lucas Builders	Asian Subcontinent/Female	0.24%	0.59%
9.	CGO Construction	African American/Male	0.12%	0.10%
10.	Clean Up America	African American/Male	0.08%	0.19%
11.	ACE Fence Company	Asian Pacific/Female	0.11%	0.14%
12.	Hammer Down Transp.	African American/Male	0.30%	0.31%
13.	Pre-Con Products	Hispanic/Male	0.00%	0.02%
14.	Coleman Construction	African American/Female	0.60%	0.59%
15.	Force 1 & Associates	Hispanic/Male	0.23%	0.23%
	<b>Total</b>		<b>10.57%</b>	<b>11.78%</b>

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)**

PLA/CCP reporting shows the 40% Targeted Worker attainment at 57.79%, the 20% Apprentice Worker attainment at 24.28% and the 10% Disadvantaged Worker attainment at 15.78%.

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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).

**D. Living Wage Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.



## Board Report

File #: 2017-0268, File Type: Oral Report / Presentation

Agenda Number: 15

### CONSTRUCTION COMMITTEE MAY 18, 2017

RECEIVE oral report by the **Program Management Chief Officer**.

#### DISCUSSION

- A. Update report covering the month of May 2017 by the Program Management Chief Officer; and
- B. At the January 2017 meeting, the Board authorized a one-year pilot program authorizing the CEO to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life of Project budget, to streamline project management of the four (4) major transit corridor projects (Crenshaw/LAX, Regional Connector, Westside Purple Line Extension Section 1 and 2 projects). In addition, staff was directed to provide monthly reports, that would include any pending project-related agreements, change orders/contract modifications and any significant changes to contingency.

Pursuant to the Board motion, staff has developed and begun reporting on cost contingency and contract change activity starting in the February 2017 Monthly Update to the Construction Committee. This new report includes a project cost contingency drawdown curve and allows the Board to see project-related and change activity. This report can be found in Attachment A.

At the conclusion of the one-year pilot program in January 2018, staff will report back to the Board on the time saved as result of this pilot program, and any lessons learned, and recommendations for the Board review and further direction.

#### ATTACHMENTS

Attachment A - Program Management Chief Officer's Report - MAY 2017

Prepared by:

- **Crenshaw/LAX** - Charles Beauvoir, Deputy Executive Officer, Project Mgmt., (213) 299-3095
- **Regional Connector** - Gary Baker, Deputy Executive Officer, Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, DEO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Blue Line Projects** - Sam Mayman, EO Project Engr., (213) 922-7289

- **Presentation** - Yohana Jonathan, Departmental System Analyst, (213) 922-7592



# **Program Management Chief Officer's Report**

## **Project Status Report**

Presented By

**Richard Clarke**

Chief Program Management Officer

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May 2017

**Construction Committee**

Los Angeles County Metropolitan Transportation Authority



# PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Schedule mitigation plan implemented to enable planned revenue service in October 2019. The remaining cost contingency is below the 3% of total project budget reserve level.
Regional Connector			Project is proceeding within revised LOP budget and schedule as approved by the Board in January 2017.
Westside Purple Line Extension-Section 1			Project is 19% complete, no significant issues.
Westside Purple Line Extension-Section 2			Notice to Proceed for the Design/Build contract issued in April 2017.
Patsaouras Plaza			Schedule negotiations in progress regarding revised substantial completion date of November 2018.

May 2017



On target



Possible problem



Major issue



Metro

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# CRENSHAW/LAX TRANSIT PROJECT

◇ BUDGET	Current	Forecast
TOTAL COST	\$2,058M	\$2,058M

◇ SCHEDULE	Current	Forecast
REVENUE OPERATION	Oct 2019	Oct 2019

- Overall project progress is 63% complete. Schedule mitigation plan implemented.
- Project cost contingency has dropped below 3% budget reserve level.
- Completed mining of final section to Leimert Park Station on April 6, 2017.
- All six underground structures on schedule.
- Street widening continues in Park Mesa Heights area.
- Southwestern Yard contractor continues site excavation, underground utilities, and main shop foundation concrete.



Hole thru at Leimert Park Station



Completed first grade crossing at Centinela Avenue

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# REGIONAL CONNECTOR TRANSIT CORRIDOR



## BUDGET

	Current	Forecast
<b>TOTAL COST</b>	<b>\$1,810M</b>	<b>\$1,810M</b>

\* Includes Board approved LOP plus Planning and Finance costs.



## SCHEDULE

	Current Dec 2021	Forecast Dec 2021
<b>REVENUE</b>		
<b>OPERATION</b>		

- Overall Project Progress is 34%.
- TBM mining operations are underway; approximately 40% of first tunnel drive complete.
- 2<sup>nd</sup>/Broadway Station excavation continues with utility protection efforts. Approval for LA County storm drain replacement pipe received; preparations for installation underway.
- Hope Station invert poured; ready to receive TBM.
- Waterline cut-overs on Flower Street to stakeholders buildings proceeding.
- 6<sup>th</sup>/Flower power asset relocation designs advancing through collaborative efforts.
- Planning and permitting for extended closure of 6<sup>th</sup> Street traffic flows near final.



2<sup>nd</sup>/Hope Survey for Tunnel Eye



Excavation and lagging for TBM Retrieval Shaft



Excavation and utility hanging under 2<sup>nd</sup> Street

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# WESTSIDE PURPLE LINE EXTENSION – SECTION 1

## OK BUDGET

	Current	Forecast
<b>TOTAL COST*</b>	<b>\$3,154M</b>	<b>\$3,154M</b>

\* Includes Board approved LOP plus Finance costs.

## OK SCHEDULE

	Current	Forecast
<b>REVENUE OPERATION</b>	<b>Oct 2024 FFGA</b>	<b>Nov 2023</b>

- Overall Project Progress is 19% complete.
- Excavation for the Wilshire/La Brea Station commenced on October 12, 2016 and continues beneath the deck panels. The current focus is on completing the first level walers and struts before starting the second level of station excavation.
- The Wilshire/Fairfax pile installation operation completed on February 8, 2017. Street decking commenced on the weekend of February 11, 2017. There are 18 weekend closures planned for this operation. Six weekend closures have been completed to date.
- The Wilshire/La Cienega Station piling operation commenced on March 20, 2017. The installation of noise barrier/gates at the construction staging site is nearing completion.
- The jet grouting operation along Wilshire Boulevard at the cross passages continues. This work along the tunnel section from Wilshire/La Brea to Wilshire/Western is scheduled to continue through July 2017.
- Tunnel Boring Machines (TBMs) are being fabricated for delivery at the end of 2017. Tunneling is planned to start in 2018.



Installing Strut at Wilshire/La Brea Station



Decking Operation at Wilshire/Fairfax Station

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# WESTSIDE PURPLE LINE EXTENSION – SECTION 2

## BUDGET

	Current	Forecast
<b>TOTAL COST*</b>	<b>\$2,530M</b>	<b>\$2,530M</b>

\* Includes Board approved LOP and Finance charges.

## SCHEDULE

	Current	Forecast
<b>REVENUE</b>	<b>Dec 2026</b>	<b>Aug 2025</b>
<b>OPERATION</b>	<b>FFGA</b>	

- Notice to Proceed for the Design/Build contract was issued in April 2017.
- Construction of the telecom joint trench is proceeding at the Century City Constellation Station. Duct bank work will complete in June 2017 and subsequent cable pulling/splicing completion is anticipated in September 2017.
- Advanced utility relocations are anticipated to begin at the Wilshire/Rodeo Station in June 2017.
- Received COBH staff concurrence on final design plans. Approval by the Beverly Hills City Council is anticipated in April 2017.
- Negotiations for a Memorandum of Agreement (MOA) governing utility work began in March 2017.



Telecom Joint Trench Construction along Constellation Boulevard

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# PATSAOURAS PLAZA BUSWAY STATION

<b>OK BUDGET</b>		
	<b>Current</b>	<b>Forecast</b>
<b>TOTAL COST</b>	<b>\$39.7M</b>	<b>\$39.7M</b>

<b>◇ SCHEDULE</b>		
	<b>Current</b>	<b>Forecast</b>
<b>SUBSTANTIAL COMPLETION</b>	<b>Nov 2018</b>	<b>Nov 2018</b>

- Vignes On/Off ramp closed January 3, 2017 to allow for utility relocation and foundation work to start.
- Bridge overhead demolition, utility relocation, and foundation construction is ongoing.
- Ramirez St/Center St closures have been approved by City, with Ramirez closure expected in May 2017.
- Drilling of wet piles started March 16, 2017 and is progressing as expected.
- Schedule negotiations in progress to determine revised substantial completion date due to delayed start.



Aerial view of site



Bent 2 and 3 Completed Piles



Setting and Pouring Bent 4

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# METRO BLUE LINE PROJECTS

<u>Project Name</u>	Budget	Percent Completed	Forecast Completion	Status
• Station Refurbishment	\$19M	100%	Completed	OK
• Pedestrian Gating	\$30.2M	75%	Oct 2017	OK
• City of Long Beach Fare Gates (PE)	\$7M*	85%(PE)	July 2019	OK
• Blue Line Resignaling(OCS, Signals, Div. 11)	\$119M*		Aug 2020	
<b>Total: \$175.2M</b>				



\*Budget Estimate

May 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro



# Crenshaw/LAX Transit Project

## Change Activity

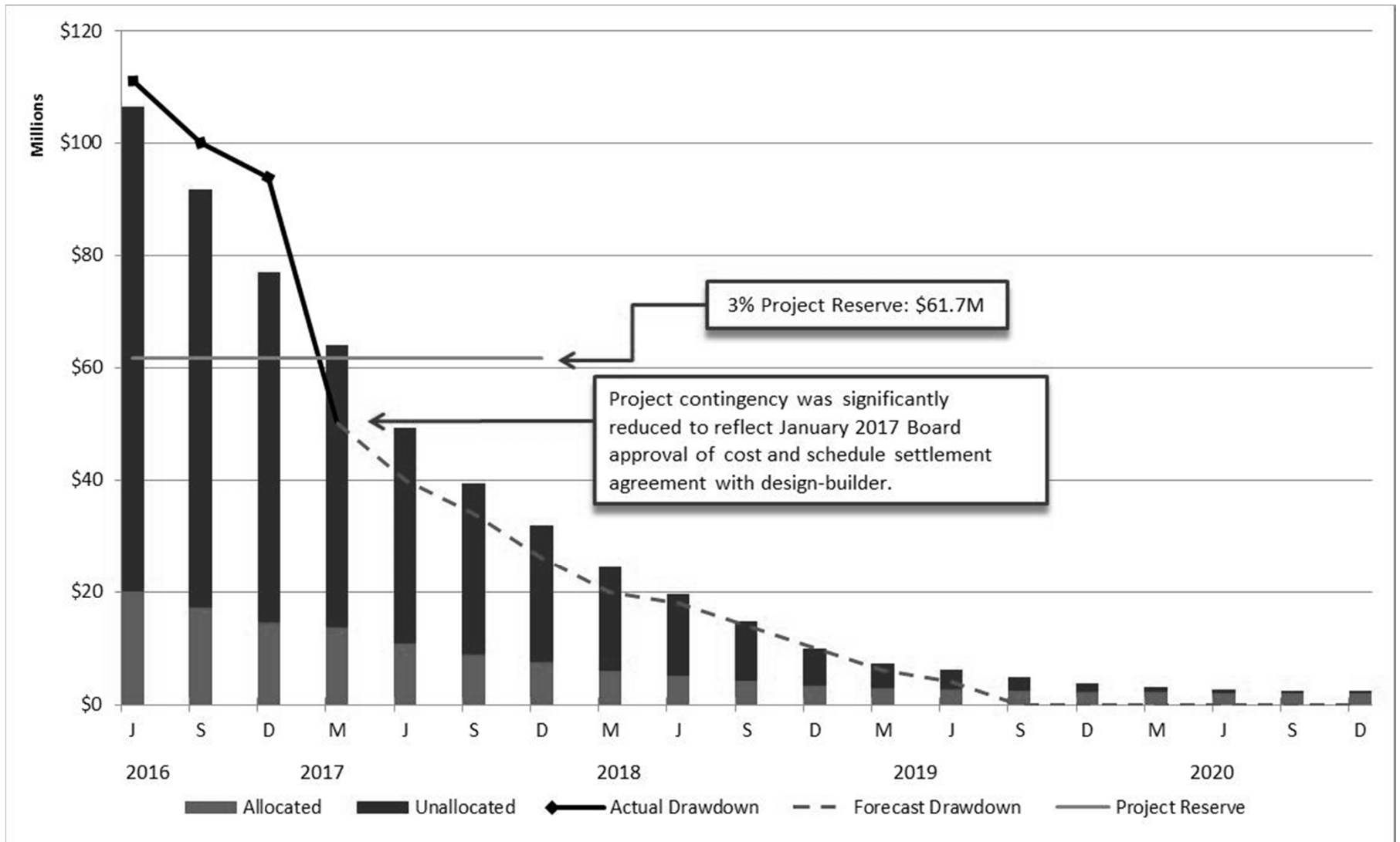
March 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
<b>TOTAL VALUE OF EXECUTED CONTRACT MODIFICATIONS AND APPROVED CHANGE ORDERS</b>		272	\$ 66,771,479.45
<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST</b>		13	1,936,944.67
<b>CONTRACT C0988</b>			
MOD 00202.1	Turnback and Speed Restrictions		Less than \$1 million
MOD 00250	Clarify Rail Welding Inspection Req.		Less than \$1 million
MOD 00255	Extended Track - Construction		Less than \$2 million
MOD 00256	Black Diamond Vault 5436 Crenshaw Bl		Less than \$1 million
MOD-00260	Support SCGC- Abandon 2"Gas at Brynh		Credit Less than \$1 million
MOD-00264	ATT Encroachment Down Stn of Prairie		Less than \$1 million
MOD-00265	Encase ATT Ductbank Near Redondo Bl		Less than \$1 million
MOD 00234	LADOT Fiber Optic Cable Betterment		Less than \$1 million
CO 00129	Elimination Crosver Sta 56+57.50		Credit Less than \$1 million
CO 00132.3	Underground Storage Tank SW-0004		Less than \$1 million
CO 00136	Relocate Qwest Pullbox at Hindry Ave		Less than \$1 million
CO 00140	Disp Remove Contam. Soil STA 182+25		Less than \$1 million
<b>TOTAL MODIFICATIONS AND CHANGE ORDERS</b>		285	\$ 68,708,424

# Crenshaw/LAX Transit Project

## Project Cost Contingency Drawdown

March 2017

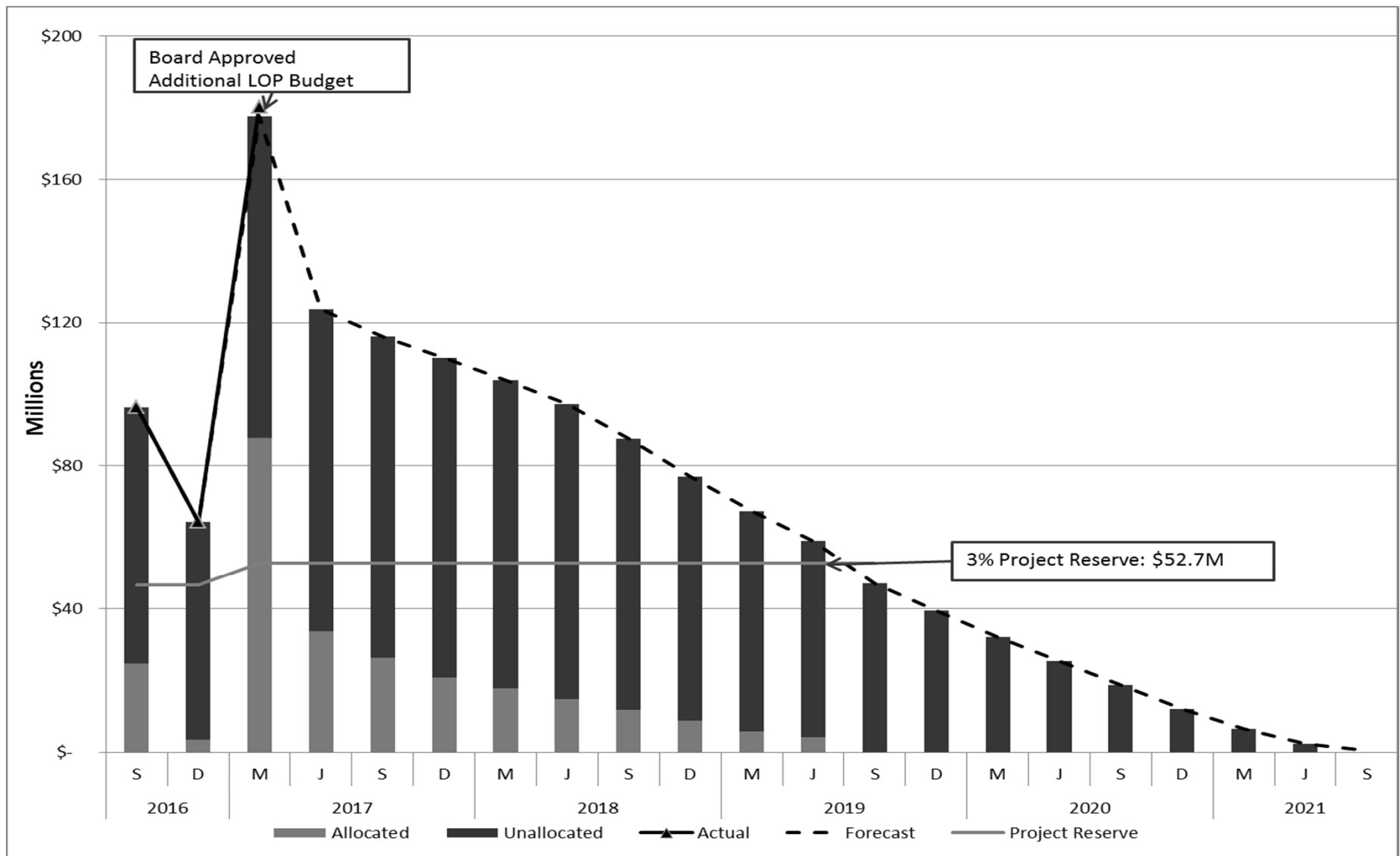


# Regional Connector Change Activity

March 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
	<b>TOTAL VALUE OF ALL EXECUTED CONTRACT MODIFICATIONS AND CHANGE ORDERS:</b>	<b>79</b>	<b>\$ 127,745,790</b>
	<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST:</b>	<b>32</b>	<b>\$ 83,567,875</b>
	1st/Alameda Bumpout (Construction)		Less Than \$1 Million
	Flower Street Modification: future 2-way Traffic /Bumpout/Ped Lighting (Construction Only)		Between \$1 and \$5 Million
	Revise Metro Rail Station Signage and Incorporate Metro Underground Station Signage (Construction)		Less Than \$1 Million
	Add Wye Junction Fan Plant - Construction		Between \$10 and \$15 Million
	Fully Coupled Dynamic Analysis for SEM Cavem		Less Than \$1 Million
50.0	Revisions to TPIS Requirements -Construction		Less Than \$1 Million
66.0	Commonwealth Agreement Provisions		Less Than \$1 Million
68.0	Flower Street Zanja Additional Potholing		Less Than \$1 Million
78.0	ATT Ductbank Relocation @ Hewitt		Less Than \$1 Million
79.0	Deputy Grading Inspector 2nd/Broadway Station SOE		Less Than \$1 Million
86.0	Flower Maintenance of Traffic (MOT) West Piles		Less Than \$1 Million
87.0	Support Veolia 24" Chilled Water Pipes at 2nd/Hope Station		Less Than \$1 Million
99.0	Option 3 Pedestrian Bridge Revisions / Broad Coordination (Construction)		Between \$1 and \$5 Million
103.0	1st/Central Station HMI Units for Escalator Controllers		Less Than \$1 Million
	Add One Add 'I VHF Radio Operational Channel - Construction		Less Than \$1 Million
105.0	Revise Flower SOE to Construct TBM Retrieval Pit (Construction)		Between \$1 and \$5 Million
106.0	Revisions to Metro Optical Network Switch		Less Than \$1 Million
	Revise Communication Radio System SOW (Construction)		Less Than \$1 Million
	Infrastructure for Insite Wireless in Tunnels		Less Than \$1 Million
	Add Perforated Metal Dropped Ceiling at 2nd/Hope Station Plaza - Construction		Less Than \$1 Million
107.0	Delays and schedule mitigation measures, electrical and water utility relocation costs, add 'I fire life safety engineering and other design and construction changes		More than \$15 Million
111.0	Spray-on Acoustical Finishes Additional Quantities		Between \$1 and \$5 Million
113.00	Waterline Alignment Modifications on Flower		Less Than \$1 Million
114.00	DSC - Miscellaneous buried object in tie-back removal		Less Than \$1 Million
	Revised Emergency Walkways at Curves (30" to 35") - Construction		Less Than \$1 Million
115.00	Wayfind Signage @ 2nd/Hope Ped Bridge - Design Only		Less Than \$1 Million
118.00	Extended Performance for Design		Between \$5 and \$10 Million
119.00	Metro Board Adopted Station Names		Less Than \$1 Million
120.00	Elevator Hoistway Fascia Material Variance		Less Than \$1 Million
121.00	Utility Conflicts during Decking at 4th & Flower St.		Less Than \$1 Million
	2nd & Spring Waterline DSC		Less Than \$1 Million
	Blue Light Stations		Less Than \$1 Million
	<b>TOTAL MODIFICATIONS/CHANGE ORDERS</b>	<b>111</b>	<b>\$ 211,313,665</b>

# Regional Connector Project Cost Contingency Drawdown



# Westside Purple Line Extension – Section 1 Change Activity

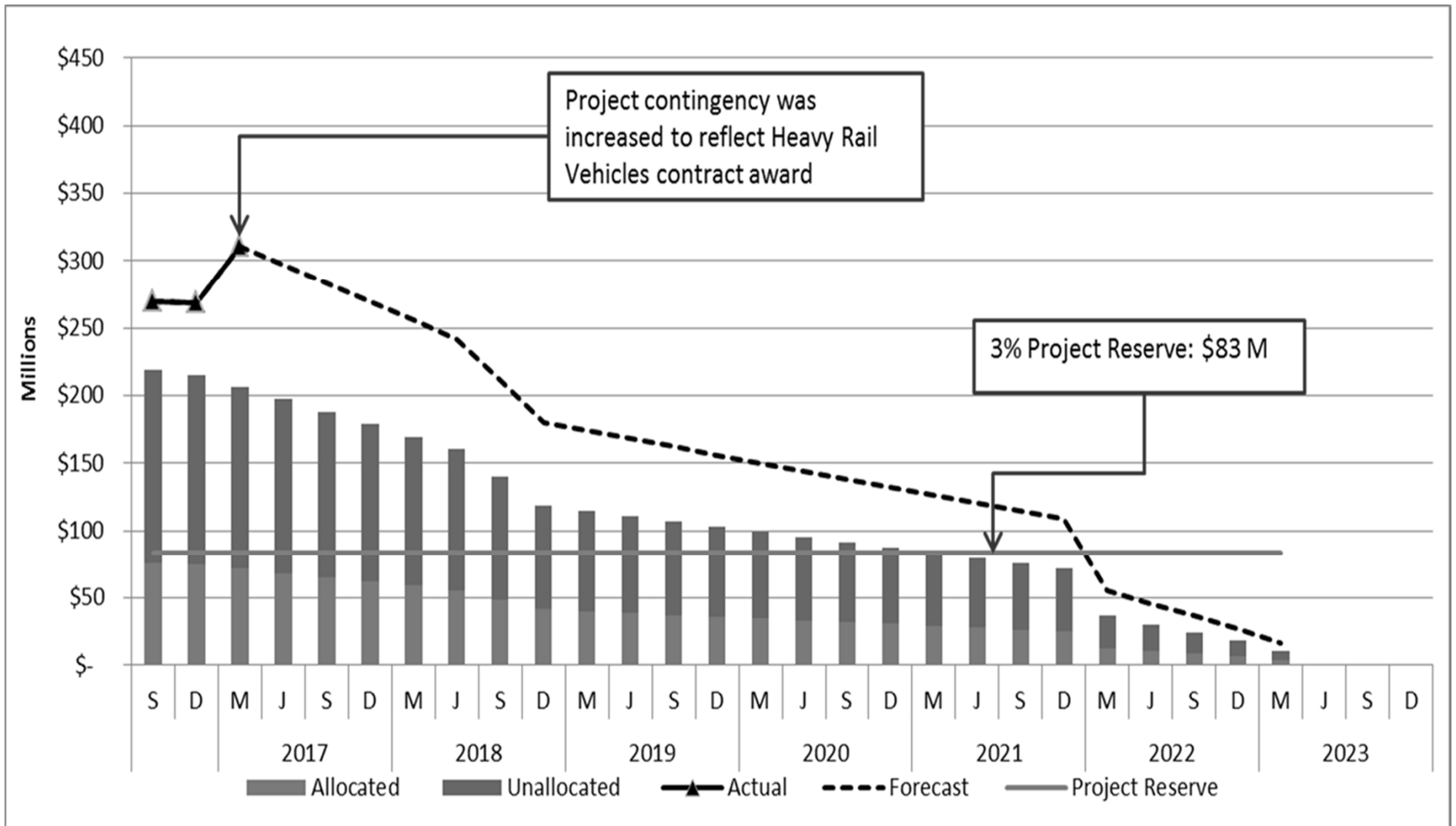
March 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
<b>TOTAL VALUE OF ALL EXECUTED CONTRACT MODIFICATIONS AND CHANGE ORDERS:</b>		132	\$ 10,977,154
<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST:</b>		20	\$ 4,091,275
<b>CONTRACT C1045</b>		17	
CN-25.2	Revisions to Transit Passenger Information System (TPIS) Requirements		Less Than \$1 Million
CN-26	Betterment City of Beverly Hills - Median Reconstruction at San Vicente Blvd		Less Than \$1 Million
CN-31.1	Station Canopy Changes		Less Than \$1 Million
CN-32	Pin Station (Identifier) Changes		Less Than \$1 Million
CN-37.2	Revisions to Metro Optical Network		Less Than \$1 Million
CN-39	Revision to Metro Station Signage		Less Than \$1 Million
CN-42.3	Radio Subsystem Redundancy		Less Than \$1 Million
CN-43.1	Isolate Track Circuits at Wilshire/Western		Less Than \$1 Million
CN-46	Plaza Level Elevator Canopy Changes		Less Than \$1 Million
CN-47	Stainless Steel Enclosure for TVM and PTEL		Less Than \$1 Million
CN-48.1	Bike Enclosure Electrical Power & Communication additions		Less Than \$1 Million
CN-54	Additional Geotech Monitoring at Fairfax (Support of Deviation Request)		Less Than \$1 Million
CN-57	Additional Geotech Monitoring at La Cienega (Support of Deviation Request)		Less Than \$1 Million
CN-58	Signs at 3 Stations and Landscaping and Pavement Improvements at La Cienega		Less Than \$1 Million
CN-59	La Cienega Permit Fees		Less Than \$1 Million
CN-60	Additional Vibration Monitoring		Less Than \$1 Million
CN-62	Betterment City of LA Extension of 18-in Sanitary Sewer and Replacement of MH		Less Than \$1 Million
<b>CONTRACT C1078</b>		3	
CN-8	Relocation of 8-in Sanitary Sewer		Less Than \$1 Million
CN-11	Schedule Impacts Due to Third Party		Less Than \$1 Million
CN-12	Betterment: Motorized Sliding Gate for the City of LA		Less Than \$1 Million
<b>TOTAL MODIFICATIONS/CHANGE ORDERS:</b>		152	\$ 15,068,429

# Westside Purple Line Extension – Section 1

## Project Cost Contingency Drawdown

March 2017



# Westside Purple Line Extension – Section 2

## Project Cost Contingency Drawdown

March 2017

