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Agenda - Final

Wednesday, November 19, 2025

1:00 PM

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Construction Committee

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James Butts, Vice Chair

Jacquelyn Dupont-Walker

Fernando Dutra

Imelda Padilla

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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.

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323.466.3876

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The Meeting begins at 1:00 PM Pacific Time on November 19, 2025; you may join the call 5 minutes prior to the start of the meeting.

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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

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Written Public Comment Instruction:

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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 10 and 11.

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

CONSENT CALENDAR**10. SUBJECT: QUALITY MANAGEMENT CONSULTANT**[2025-0799](#)**RECOMMENDATION**

CONSIDER:

- A. APPROVING an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) \$28,500,000; increasing the total contract authorized funding from an NTE amount of \$25,325,804 to a NTE amount of \$53,825,804 and exercising the three, one-year option years through March 2029; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

Attachments:[Attachment A - Procurement Summary](#)[Attachment B - Contract Modification Change Order Log](#)[Attachment C - DEOD Summary](#)[Presentation](#)**11. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES**[2025-0869](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Attachments:[Attachment A – FY26 Annual Work Plan Anticipated Budget for the City of LA](#)[Presentation](#)

NON-CONSENT

12. **SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7**

[2025-0602](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of \$15,943,897, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of \$154,403,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

Attachments: [Attachment A - Motion 50](#)
 [Attachment B - Expenditure and Funding Plan](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - DEOD Summary](#)
 [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT**

[2025-0979](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2025-0799, **File Type:** Contract

Agenda Number: 10.

CONSTRUCTION COMMITTEE NOVEMBER 19, 2025

SUBJECT: QUALITY MANAGEMENT CONSULTANT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) \$28,500,000; increasing the total contract authorized funding from an NTE amount of \$25,325,804 to a NTE amount of \$53,825,804 and exercising the three, one-year option years through March 2029; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

ISSUE

In March 2019, the Board approved a seven-year Cost-Plus-Fixed-Fee Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), a Disadvantaged Business Enterprise (DBE), for Quality Management Consultant (QMC) services.

The QMC is instrumental in supporting Metro's Quality Management Oversight (QMO) Program and the overarching Quality Management System (QMS). These services are critical to ensuring that all capital projects, including those funded by voter-approved Measures R and M, are delivered to the required quality standards, thereby protecting the investment and long-term viability of Metro's infrastructure.

The current funding authorization for this QMC contract totals \$25,325,804.00, which is anticipated to cover all scheduled activities through December 2025.

To cover the remainder of the initial contract term and the subsequent three one-year option periods through March 2029, staff is requesting an additional NTE funding authorization of \$28,500,000.00.

This NTE authorization is necessary to maintain continuity of quality oversight, and will allow staff the flexibility to issue and/or modify Task Orders on an as-needed basis to ensure the QMC can:

1. Complete essential, schedule quality-related activities on the projects listed in Table 1.
2. Continue critical support for ongoing QMS improvements.
3. Ensure the successful QMS implementation and quality oversight for future projects listed in Table 2.

BACKGROUND

The initial funding authorization for QMC Contract PS54007 was a Not-To-Exceed amount of \$5,378,518 to develop, implement and manage a pilot QMO Program as part of a Metro QMS.

To establish the necessary QMS improvements, the Quality Management Department completed a gap analysis, which identified gaps in two areas:

1. Metro's QMS as compared to the International Organization for Standardization (ISO) 9001 which is the global standard for Quality Management Systems Requirements
2. Gaps in internal policies and procedures against application across projects

The Quality Management Department facilitated Committee Meetings to discuss the results and determined that the most effective way for Metro to improve its QMS was to develop and implement a systemized management oversight approach as a key part of the system. This oversight approach would be implemented on all major capital improvement projects, excluding small, low risk projects and is known today as Metro's QMO Program.

The QMC has supported Metro in designing and implementing a comprehensive, cost-effective, and scalable QMS tailored Metro's needs. The QMO Program evaluates project performance by assessing the product and procedures of Contractors and enables Metro to know the status of Contractor's performance, creating confidence that Projects are satisfying their intended goals. This oversight program assists Metro in ensuring that all contractual requirements (e.g., safety, environmental, quality, traffic, design, construction, etc.) are met in accordance with Metro quality management requirements, Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) Quality requirements.

Metro's current QMS is the ISO 9001:2015-compliant framework that ensures all capital projects meet their contractual requirements. It is based on quality policies approved by the Metro Program Management Department, which define the resources, tools, and methods for developing and implementing effective quality plans. The QMS mandates inspections, testing, auditing, error and omission control, nonconformance management, and preventive actions on every project, assigns the Quality Department responsibility for consistent implementation, and establishes procedures and specifications for designer and contractor project-specific quality plans.

Metro's QMS provides objective, requirements-based oversight while enabling continuous improvement through trend analysis and lessons learned. The QMC has updated contractor specifications and structured the QMS into three distinct approaches aligned with Metro's diverse project types and delivery methods:

1. High-risk, alternative delivery, and/or complex projects implement the QMO Program which integrates database technology with workflow capabilities for all project oversight participants to complete their tasks of the oversight processes, collect and analyze data to identify and action contractor performance trends and generate systemized reports for the project teams; Quarterly reviews are conducted on each project to discuss action issues; the QMO Program also integrates Metro's Oversight Verification and Testing Program.
2. Lower-risk, smaller projects utilize a more traditional quality verification procedure.
3. Highway projects utilize a combined Metro and Caltrans approach which supports the needs of both stakeholders.

Westside Purple Line Extension Sections 2 & 3 began implementing the QMO Program in January 2020 and the results of the program have been favorable for Metro and well received by the contractors, therefore justifying implementation on additional projects.

In May 2021, the Board authorized an additional NTE amount of \$19,947,286 to continue QMC support for PLE2 and PLE3 and expand services to the additional capital projects listed in Table 1.

Table 1 - Current Projects

	Project	Start Date	Status
1	Westside Purple Line Extension 2	Jan-2020	Ongoing
2	Westside Purple Line Extension 3	Jan-2020	Ongoing
3	Sepulveda Transit Corridor Pre-Development Agreement	Oct-2021	Completed
4	Airport Metro Connector	Oct-2021	Completed
5	G Line BRT Improvements	Dec-2022	Ongoing
6	East San Fernando Valley Transit Corridor	Jun-2023	Ongoing
7	Division 20 Turnback Widening	Mar-2024	Ongoing
8	North Hollywood to Pasadena BRT	Sep-2024	Ongoing
9	Link Union Station	Mar-2025	Ongoing
10	105 Express Lanes	Jun-2025	Ongoing

Revised project schedules, phased implementation, and more efficient use of QMC and staff resources extended those approved funds beyond the intended timeframe of FY22 and FY23, funding two and a half additional fiscal years. Current funding is expected to cover activities through December 2025.

As outlined in the initial approval and the May 2021 Board Report, with major projects underway and more advancing toward the 2028 Games as a fixed delivery milestone, the continuation of QMC services is essential. Sustaining QMC support will ensure oversight consistency, prevent disruptions,

and maintain progress toward Metro's project delivery.

To date, staff have executed TOs and TO Modifications totaling \$23,787,294.76, leaving \$1,538,509.24 in authorized funding remaining. Attachment A provides the procurement summary, and Attachment B lists all Task Orders and Modifications executed since contract inception.

DISCUSSION

Metro's QMS has delivered measurable results by promoting transparency through regular data-driven performance reports, improving contractor accountability with evidence-based assessments, and reducing costly rework by identifying issues early. Its use of standardized, database-supported workflows has also enhanced cost efficiency and consistency across projects. By applying risk-based oversight and the ISO 9001-compliant documentation, the QMS model enables more efficient resource allocation, helps Metro manage risks early, and reduces potential claims or delays.

Active and consistent application of Lessons Learned and Improvement Action modules has enabled QMC to integrate insight from quarterly project reviews, surveys, internal audit findings, and feedback from Metro project teams. To date, targeted QMS process enhancements have been implemented in response to feedback from project team members.

Since the inception of the QMO program, the following are examples of QMS enhancements that have been implemented to date. Those enhancements shown in ***bold italics*** were implemented due to recommendations made in a recent Inspector General report that reviewed the quality program.

1. Using Lessons Learned on current projects, standardized templates to streamline traceability and transparency.
2. ***Formalized the Helpdesk module to more efficiently document, track and close requests to improve process for handling and resolving feedback from project team members.***
3. Tightened controls for improved accountability, performance metrics, ***key performance indicators***, and item closure.
4. Improved effectiveness of Management System Audits by reducing Cycle time and tracking Cycle time metrics.
5. Streamlined key QMO procedures: Priority planning and frequency of construction assessments; scope criteria for process assessments; ***requirements management checklists; requirement management workflow***; training plan and materials, both in person and interactive.
6. Implemented a systemized Lessons Learned process, current count in the system is sixty, areas include: Design & Documentation Quality, Specification Management, Construction & Field Coordination, Field implementation checks (engineer visits, testing, and hold points), QMO deployment and inter-discipline design review improvements, Safety and Compliance.
7. Implemented a systemized QMS Improvement Action process, to date fifty have been initiated, 80% have been closed, these include: ***a more user friendly option for uploading of requirements with minimized assistance from staff, increased process assessment skillset training for more individuals within project teams, automated QMO tools (database, email notifications, rollback feature)***, improving data analytics, charting, and graphical presentation for oversight results, clarifying requirements and enhancing consistency of assessment documentation, strengthening coordination between Metro and contractors across all

projects.

8. ***Established version-controlled access to contract requirements to reduce the administrative work on project-level staff verifying the most current requirements.***
9. Updated and enhanced user interface and added user-suggested features to improve database interface.
10. Created a central document repository for quality records where administrative staff can monitor quality records with minimum effort from highly technical leads
11. ***Included color coding and sorting system to prioritize risk of non-conformance over conformances.***
12. ***Facilitated project and program workshop on integration of other software solutions utilized by Metro including Bluebeam, Unifier and BIM.***

These enhancements included streamlining key oversight procedures, refining requirement management workflows, providing easier access to the contract requirements, and integrating user-suggested features to increase user interface efficiency. As a result, the current QMO Plan is more responsive, technically robust, and better aligned with Metro's project delivery needs than at any point since its inception. Additionally, based on the recommendation of the Inspector General, the Quality Department has developed a phased strategy to reduce reliance on consultant resources.

Staff will continue applying the QMS on the current projects listed in Table 1, applying the QMS to future projects listed in Table 2, and continue to support QMS improvements. A staffing resource baseline has been established using current projects, and the estimated cost of continuing QMC support for both current and future projects is \$28,500,000 through March of 2029.

Table 2 - Future Projects

1	Southeast Gateway Line
2	Vermont BRT Corridor
3	Green Line (K/C) Extension to Torrance
4	Eastside Extension Phase II
5	I-605 Corridor Improvement Project
6	SR91 Improvement Projects
7	I-405 Sepulveda Pass Express Lanes Project

DETERMINATION OF SAFETY IMPACT

The Board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons.

FINANCIAL IMPACT

The NTE funding amount is based on the anticipated level of services. Each TO is funded from the associated projects' budget, within the limits of the Board authorized LOP, and/or annual budgets.

Metro project managers and quality department representatives are accountable for budgeting and cost controls in the future years.

A portion of the contract scope of services requires an annual budget allotment for program-wide quality management consulting and support services, which is funded through an annual overhead fund. The scope of services for each fiscal year is developed, and a TO modification is executed.

Impact to Budget

There will be no additional impact beyond the approved annual budget or respective project's authorized LOP amounts, where applicable. Most of the projects are funded with multiple sources of funds: federal and state grants, loans, bonds and local sales taxes. Local sales taxes eligible for bus and rail operations and capital improvements are programmed for state-of-good repair projects which are eligible for this source of funds.

EQUITY PLATFORM

Approval of the contract modifications for Metro's QMC will support ongoing activities for completing the projects listed in the Table 1 and Table 2. Timely completion of these projects ensures delivery of mobility and transportation benefits for Metro's existing and future customers, such as expanding multi-modal options for travelers, maintaining, and improving infrastructure.

Enterris Associates, Inc.(formerly PQM, Inc.) made an overall 32% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance.

Although the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it extends QMC services to multiple projects that, on balance, will likely decrease VMT in Los Angeles County. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The QMC Contract supports Strategic Plan Goal 1) Provide high-quality mobility options that enable people to spend less time traveling and Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. Specifically, 5.4 which states "Metro will apply prudent commercial business practices to create a more effective agency; and is also a Metro Best Practice Initiative".

This contract supports the implementation of a consistent, ISO 9001: 2015 compliant approach to quality management across projects, which creates transparency of oversight efforts, accountability of the contractor's responsibilities, efficiencies, and increased effectiveness of project teams in the delivery of Measures R & M projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and direct staff to re-procure these services through an RFP; staff does not recommend this. Engaging a qualified Quality Management consultant enables Metro to access highly specialized expertise without incurring long-term labor costs. In addition, an extended-term contract ensures continuity of resources, supporting an integrated and consistent approach that best serves Metro's interests.

Another option would be to hire Metro staff to perform the required services. However, this is not recommended, as the purpose of the QMC Contract is to supplement Metro staff with specialized technical expertise. QMC consultants are assigned specific tasks throughout the life of projects, providing skills that may not be available within Metro's workforce.

NEXT STEPS

In addition to supporting delivery and continuous improvement of Metro's QMS, QMC consultants actively transfer knowledge through a robust training program and collaborative approach -helping build internal capacity and ultimately supporting Metro's long-term self-sufficiency

Upon Board approval, staff will execute Modification No. 9 to Contract No. PS54007 and continue to issue Task Orders, Task Order Modifications, and Contract Modifications, as needed.

ATTACHMENTS

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

Prepared by:

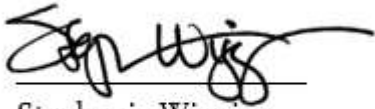
Herman Gallardo, Deputy Executive Officer Quality Management, (213) 922-1385

Camelia Davis, Executive Officer Quality Management, (213) 922-7342

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by:

Tim Lindholm, Chief Program Management Officer, (213) 922-7297

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

QUALITY MANAGEMENT CONSULTANT (QMC)/CONTRACT NO. PS54007

1.	Contract Number: PS54007			
2.	Contractor: Enterris Associates, Inc. (formerly PQM, Inc.)			
3.	Mod. Work Description: Increase authorized funding and exercise three, one-year option terms to extend the period of performance to March 28, 2029.			
4.	Contract Work Description: Provide Quality Management Consultant services to develop, improve and implement a Quality Management Oversight (QMO) Program for implementation on select Metro Transportation projects.			
5.	The following data is current as of: 09/03/25			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Board Approved NTE Funding:	
	March 28, 2019		\$25,325,804	
	Notice to Proceed (NTP):		Total of Modifications Approved:	
	April 16, 2019 (Contract Execution)		\$0.00	
	Original Complete Date:		Pending Modifications (including this action):	
	March 27, 2026		\$28,500,000	
	Current Est. Complete Date:		Total Contract NTE Funding (with this action):	
	March 28, 2029		\$53,825,804	
7.	Contract Administrator: Rafael Vasquez		Telephone Number: (213) 418-3036	
8.	Project Manager: Herman Gallardo		Telephone Number: (213) 922-1385	

A. Procurement Background

This Board action is to execute Modification No. 9 to the Quality Management Consultant Contract No. PS54007 to Enterris Associates, Inc. to exercise the three, one-year option terms extending the period of performance from March 28, 2026 to March 28, 2029 and to increase the total contract authorized funding by \$28,500,000 to execute and modify future and pending Task Orders.

On March 28, 2019, the Board of Directors approved the award of Contract No. PS54007 to PQM, Inc. (now Enterris Associates, Inc.) to support the Purple Line Extensions (PLE) 2 and 3 in the NTE funding amount of \$5,378,518. In May 2021, the Board authorized an additional NTE amount of \$19,947,286 for a new total NTE amount of \$25,325,804 to continue support for PLE2 and PLE3 and expand services to six additional capital projects during FY22 and FY23.

The Contract Task Orders and Modifications will be processed in accordance with Metro's Acquisition Policy. Contract No. PS54007 is a Cost Reimbursable Fixed Fee Contract (CPFF).

Eight contract modifications have been issued to date.

Refer to Attachment B – Contract Modification / Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of task orders. Proposals submitted for each task order will be subject to cost analysis, technical analysis, fact finding, and negotiations to determine pricing is fair and reasonable prior to being issued.

CONTRACT MODIFICATION / CHANGE ORDER LOG

QUALITY MANAGEMENT CONSULTANT (QMC)

TO/ Mod. No.	Description	Status (approved or pending)	Date	\$ Amount	Board Approved CMA
N/A	Initial Award		3/28/19	\$5,378,518	\$537,852
TO 1	Project Initiation	Approved	5/17/19	\$209,266.13	
TO 2	General Program Development and Execution	Approved	9/6/19	\$1,347,823.95	
TO 2 - MOD 1	General Program Development and Execution- Period of Performance Extension (POP) from 7/1/20 to 7/30/20	Approved	9/6/20	\$0.00	
TO 2 MOD 2	General Program Development and Execution- Period of POP to 9-30-2020	Approved	9/6/20	\$0.00	
TO 3	Quality Management Consulting Services for WPLE2	Approved	10/23/19	\$422,614.40	
TO 3- MOD 1	Quality Management Consulting Services for WPLE2 -POP	Approved		\$0.00	
TO 3 MOD 2	Quality Management Consulting Services for WPLE2	Approved	12/3/20	\$578,006.93	
TO 3 MOD 3	Quality Management Consulting Services for WPLE2 – Period of Performance Extension thru 9/30/21.	Approved	08/05/21	\$0.00	
TO 3 MOD 4	Quality Management Consulting Services for WPLE2 – FY22	Approved	02/25/22	\$352,813.00	
TO 3 MOD 5	Quality Management Consulting Services for WPLE2- FY23 Support	Approved	10/12/22	\$823,334.00	
TO 3 MOD 6	Quality Management Consulting Services for WPLE2 – FY25 Support	Approved	08/20/24	\$474,439.44	
TO 4	Quality Management Consulting Services for WPLE3 (Tunnels) Project	Approved	10/23/20	\$244,042.81	

TO 4 MOD 1	Quality Management Consulting Services for WPLE3 (Tunnels) Project – POP from 7/1/20 to 6/30/21	Approved	6/26/20	\$0.00	
TO 5	Quality Management Consulting Services for WPLE3 (Stations) Project	Approved	10/23/19	\$244,042.81	
TO 5 MOD 1	Quality Management Consulting Services for WPLE3 (Stations) Project POP from 7/1/20 to 6/30/21	Approved	6/26/20	\$0.00	
TO 6	Quality Management Support Services for Highway Projects	Approved	3/17/20	\$20,156.44	
TO 7	Metro Quality Management Consultant (QMC) General Program Development and Execution	Approved	9/4/20	\$1,421,959.73	
TO 7 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution -Period of Performance Extension (POP) thru 9/30/21	Approved	08/05/21	\$0.00	
TO 7 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution -FY22 Support	Approved	12/02/21	\$1,367,293.67	
TO 8	Metro Quality Management Consultant (QMC) General Program Development and Execution WPLE3 (Stations and Tunnels)	Approved	12/22/20	\$775,658.52	
TO 8 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution – Period of Performance Extension thru 12/31/21	Approved	08/05/21	\$0.00	
TO 8 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution – Budget Increase & Period of Performance Extension thru 06/30/22	Approved	01/14/22	\$764,400.89	
TO 8 MOD 3	Metro Quality Management Consultant (QMC) Services for WPL 3 Stations and Tunnels Project – FY23 Support	Approved	10/26/22	\$793,240.71	
TO 8 MOD 4	Metro Quality Management Consultant (QMC) WPL3	Approved	11/02/23	\$552,209.27	

	Project Implementation- Additional				
TO 8 MOD 5	Metro Quality Management Consultant (QMC) Services for the WPL3 Project – FY2025 Support	Approved	09/17/24	\$909,733.34	
TO 8 MOD 6	Metro Quality Management Consultant (QMC) Services for the WPL3 Project – FY2025 Support – FY26 Support	Pending		\$510,860.23	
TO 9	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project	Approved	10/05/21	\$179,579.37	
TO 9 MOD 1	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project – Period of Performance Extension (POP)	Approved	09/19/22	\$0.00	
TO 9 MOD 2	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project -FY23 Support	Approved	01/20/23	\$339,986.59	
TO 9 MOD 3	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project – FY24	Approved	07/28/23	\$491,205.29	
TO 10	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project	Approved	01/05/22	\$423,648.63	
TO 10 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project-Period of performance (POP) Extension	Approved	08/11/22	\$0.00	
TO 10 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project – Budget Increase & Period of Performance Extension thru 6/30/24	Approved	06/13/23	\$229,042.22	
TO 10 MOD 3	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro	Approved	06/05/24	\$201,787.20	

	Connector (AMC) Project-FY24/25				
TO 11	Metro Quality Management Consultant (QMC) General Program Development and Execution – FY 23	Approved	08/11/22	\$1,697,223.37	
TO 11 MOD 1	Metro Quality Management Consultant (QMC) General - Program Development and Execution – FY 24 Support	Approved	09/14/23	\$1,999,992.30	
TO 11 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution – FY 25 Support	Approved	08/02/24	\$2,081,220.23	
TO 12	Metro Quality Management Consultant (QMC) Program for LINK US	Approved	01/19/23	\$134,099.00	
TO 13	Metro Quality Management Consultant (QMC) General Program Development and Execution for the I-105 Express Lanes Project	Approved	01/20/23	\$336,030.89	
TO 14	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project	Approved	12/19/22	\$286,756.32	
TO 14 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project	Approved	02/29/24	\$320,418.24	
TO 14 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project - FY2025 & FY 2026	Approved	04/24/25	\$244,069.85	
TO 15	Metro Quality Management Consultant (QMC) General Program Development and Execution for the San Fernando Valley Project	Approved	06/12/23	\$506,071.00	
TO 15 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the San Fernando Valley Project – Additional LOE for FY25 & FY26	Pending		\$907,269.21	

TO 16	Metro Quality Management Consultant (QMC)	Approved	09/27/24	\$484,673.36	
TO 17	Metro Quality Management Consultant (QMC)	Approved	04/05/24	\$693,207.00	
TO 18	Metro Quality Management Consultant (QMC) General Program Development and Execution Southeast Gateway Line (SGL) Project	Open		TBD	
TO 19	Metro Quality Management Consultant (QMC) Support of the I-105 Express Lanes Project	Approved	06/02/25	\$419,118.39	
Contract MOD 1	Updates to Advanced Cost Agreement (Home/Office Rates 2019)	Approved	08/08/19	\$0.00	
Contract MOD 2	Updates to Advance Cost Agreement and Labor Hour Rates	Approved	07/28/20	\$0.00	
Contract MOD 3	Updates to Advance Cost Agreement & Revised Labor Hour Rates FY 2022	Approved	09/14/21	\$0.00	
Contract MOD 4	Revised Labor Hours Rates FY 2022	Approved	05/18/22	\$0.00	
Contract MOD 5.1	Revised Labor Hours Rates FY2023-FY2024	Approved	06/01/23	\$0.00	
Contract MOD 6	Updated Indirect Cost Rates FY 2023-2024	Approved	07/19/23	\$0.00	
Contract MOD 7	Economic Adjustment of Direct Labor Rates FY2024-2025	Approved	06/12/24	\$0.00	
Contract MOD 8	Agreement to Amend Contract PS54007 and Recognized Enterris Associates, Inc as the Successor Party to the Contract	Approved	11/19/24	\$0.00	
	Subtotal Pending Changes:			\$1,418,129	
	CMA Authorized by the Board and Remaining				\$537,852
	Approved Task Orders (TO 1 -TO 19)			\$9,845,972	
	Approved Changes			\$8,683,185	
	Pending Modifications:			\$1,418,129	
	Original Contract:			\$5,378,518	
	This Board Action:			\$ 28,500,000	
	New Total (Approved Changes +This Board Action):			\$53,825,804	

DEOD SUMMARY**QUALITY MANAGEMENT CONSULTANT (QMC)/CONTRACT NO. PS54007****A. Small Business Participation**

Enterris Associates, Inc. (formerly PQM, Inc.) made a 32% Disadvantaged Business Enterprise (DBE) commitment on this task order-based contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance.

Although the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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



Board Item 2025-0799

Quality Management Consultant Contract



Board Item 2025-0799

Quality Management Consultant Contract

RECOMMENDATION

CONSIDER:

- **APPROVING** an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) \$28,500,000.00; increasing the total contract authorized funding from an NTE amount of \$25,325,804 to a NTE amount of \$ 53,825,804. and exercising the three, one-year option years through March 2029.
- **AUTHORIZING** the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.



Board Item 2025-0799

Quality Management Consultant Contract

- Consultant provides specialized quality management expertise that supports an integrated, consistent approach to quality for current and future Metro's major CIP projects.
- Consultant actively transfers knowledge through a robust training program and collaborative approach—helping build internal capacity and ultimately supporting Metro's long-term self-sufficiency.



Board Report

File #: 2025-0869, File Type: Policy

Agenda Number: 11.

CONSTRUCTION COMMITTEE NOVEMBER 19, 2025

SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an Annual Work Plan (AWP). The AWP serves as a commitment from the agency for the reimbursement of services by the City of Los Angeles reviewing departments for an estimated amount of services. Without an AWP, the City of Los Angeles departments have no funding sources to support the projects in a timely manner in order to meet Metro's schedules.

BACKGROUND

In April of 2024, a new Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement is to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A primary function of the MCA is to clearly identify a yearly budget for each City department to provide those City services, which is labeled the AWP. This work plan is consistent with the principles of the new MCA, which contains a streamlined escalation ladder, improved processes for design reviews and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects.

DISCUSSION

The AWP funds Metro's project plan reviews from various City of Los Angeles departments to support design and construction project plans on an annual basis. These services are essential for project delivery, which includes securing plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described above. All services are centered to avoid delays and effectively deliver the projects with minimal impacts on the

community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

Without the AWP process, the Agency would be subject to submitting design packages and permit requests via the retail counters at each respective Bureau and Department. This would put Metro in the queue with all others seeking development services from the City - thereby increasing time to review and almost certainly opening projects up to the risk of delay.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY26 budget for Third Party review and maintenance (Attachment A).

Metro's efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third-party organization on a monthly basis to ensure that the hours charged are appropriate.
- E. Conducting executive and staff level partnering with third parties.

The MCA and AWP are currently based on a reimbursement model for work performed by the City supporting Metro's projects. In light of Executive Directive 16, issued by Mayor Bass on October 17, 2025, the City has expressed interest, and Metro is open to pursuing adjusting the funding model to the City in areas where permit streamlining and development of innovative measures to accelerate project delivery are implemented. Approval of this item does not limit the City or Metro to advance these discussions.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding of \$35,804,586 which may be obligated and spent under this one-year work plan, is included in the FY26 adopted budget in the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting future year's costs. These fund sources are not eligible for rail and bus operating expenses.

EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transit and active transportation systems (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within

the City of L.A limits and within and near eight Equity Focus Communities (EFC). This Board item action will reduce the likelihood of transit and active transportation project delays as well as provide other tangible benefits to people travelling in Los Angeles. This includes expedited, streamlined projects that improve safety and access for multimodal users with minimal negative impacts to the local communities. This will ultimately lead to our operating system providing a world class transit system with reduced air and noise pollution, more walkable neighborhoods, better transportation amenities for individuals with disabilities, less congestion and collisions, and will ultimately better connect communities. Not approving this action will have delays on the projects, which will ultimately affect the users of the system.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it facilitates the progress of critical work with the City of Los Angeles departments to reduce red tape and improve outcomes in the planning and construction of Metro's projects, which will serve to reduce VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's transit projects support the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity and.
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

By executing the AWP for FY26 and allowing the City departments to continue reviewing plans while advancing Metro's transportation projects, it would positively support Metro's overall plan and goal of expanding the transportation network, increasing mobility for all users and improve LA County's overall transit networks and assets.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction or Professional Services contracts. This is not recommended because it will have the effect of

significantly delaying Metro projects.

NEXT STEPS

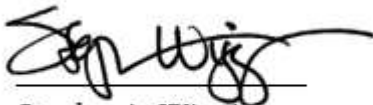
Upon Board approval of the AWP, the City of Los Angeles will submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENT

Attachment A - FY26 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Executive Officer; 213-922-7255

Reviewed by: Timothy Lindholm, Chief Program Management Officer; 213-922-7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

FY26 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW CATCH ALL

Bureau of Engineering	\$175,000
Dept. of Transportation	\$307,286
Con Ad	\$200,526
Bureau of Street Services	\$87,888
Subtotal:	\$770,700

REGIONAL CONNECTOR

Bureau of Engineering	\$185,000
Dept. of Transportation	\$112,372
Bureau of Street Services	\$88,856
Bureau of Street Lighting	\$51,294
Con Ad	\$227,131
Subtotal:	\$664,653

PURPLE LINE #1

Bureau of Engineering	\$650,000
Dept. of Transportation	\$920,359
Bureau of Street Services	\$306,603
Bureau of Street Lighting	\$165,616
Con Ad	\$518,840
Cross Coordination	\$183,528
LASAN	\$48,452
Subtotal:	\$2,790,398

PURPLE LINE #2

Bureau of Engineering	\$650,000
Dept. of Transportation	\$672,797
Bureau of Street Services	\$213,892
Bureau of Street Lighting	\$309,606
Con Ad	\$555,579
LASAN (SCWID)	\$119,314
LASAN (WESD)	\$44,789
Cross Coordination	\$167,916
LAPD	\$420,708
Subtotal:	\$3,154,601

ATTACHMENT A (Continued)

PURPLE LINE #3

Bureau of Engineering	\$975,000
Dept. of Transportation	\$1,400,578
Bureau of Street Services	\$116,990
Bureau of Street Lighting	\$224,571
Con Ad	\$515,840
LASAN	\$166,703
LASAN(WPD)	\$44,789
Cross Coordination	\$367,963
LAPD	\$129,448

Subtotal:	\$3,941,883
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RAILTO RAIL

Bureau of Engineering	\$50,000
Dept. of Transportation	\$50,000
Bureau of Street Services	\$27,189
Bureau of Street Lighting	\$50,000
Con Ad	\$50,000

Subtotal:	\$227,189
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ORANGE LINE (G Line Improvements)

Bureau of Engineering	\$1,250,000
Dept. of Transportation	\$980,014
Bureau of Street Services	\$99,619
Bureau of Street Lighting	\$221,908
Con Ad	\$401,052
Cross Coordination	\$183,256

Subtotal:	\$3,135,850
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ESFVTC

Bureau of Engineering	\$1,575,000
Dept. of Transportation	\$1,316,650
Bureau of Street Services	\$280,894
Bureau of Street Lighting	\$822,925
LASAN (WESD)	\$204,111
LASAN (SCWID)	\$133,321
Con Ad	\$922,816
Cross Coordination Support	\$368,217

Subtotal:	\$5,623,934
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ATTACHMENT A (Continued)

Link US

Bureau of Engineering	\$975,000
Dept. of Transportation	\$586,692
Bureau of Street Services	\$97,407
Bureau of Street Lighting	\$204,789
LASAN	\$48,452
Con Ad	\$17,392
<hr/>	
Subtotal:	\$1,929,732

Brighton to Roxford

Bureau of Engineering	\$625,000
Dept. of Transportation	\$317,467
Bureau of Street Services	\$87,265
Bureau of Street Lighting	\$212,135
Con Ad	\$200,526
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Subtotal:	\$1,442,393

Doran Street Grade Separation

Bureau of Engineering	\$325,000
Dept. of Transportation	\$596,839
Bureau of Street Services	\$68,577
Bureau of Street Lighting	\$106,067
LASAN	\$48,452
Con Ad	\$50,000
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Subtotal:	\$1,194,935

NOHO BRT

Bureau of Engineering	\$625,000
Dept. of Transportation	\$805,061
Bureau of Street Lighting	\$264,134
Con Ad	\$227,131
City Planning	\$10,573
Bureau of Street Services	\$356,969
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Subtotal:	\$2,288,868

SOUTH EAST GATEWAY

Bureau of Engineering	\$325,000
Dept. of Transportation	\$446,200
Bureau of Street Services	\$88,362
Bureau of Street Lighting	\$74,416
LASAN	\$92,856
Con Ad	\$188,889
City Planning	\$13,906
<hr/>	
Subtotal:	\$1, 229,629

ATTACHMENT A (Continued)

SEPULVEDA TRANSIT CORRIDOR

Bureau of Street Services	\$110,349
Dept. of Transportation	\$20,000
Bureau of Street Lighting	\$76,589
Bureau of Engineering	\$20,000
Con Ad	\$200,526
Cross Coordination	\$182,550
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Subtotal:	\$610,014

NEXT GEN SPEED AND RELIABILITY

Bureau of Engineering	\$950,000
Bureau of Street Services	\$143,715
Con Ad	\$391,000
City Planning	\$35,176
Bureau of Street Lighting	\$306,359
Dept. of Transportation	\$1,100,000
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Subtotal:	\$2,926,250

DIVISION 20

Bureau of Engineering	\$250,000
Dept. of Transportation	\$156,044
Bureau of Street Services	\$26,354
Bureau of Street Lighting	\$76,589
Con Ad	\$401,052
LASAN	\$50,000
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Subtotal:	\$960,039

PATSAOURAS

Bureau of Engineering	\$15,000
Dept. of Transportation	\$10,000
Con Ad	\$10,000
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Subtotal:	\$35,000

I-405 WIDENING

Bureau of Engineering	\$30,000
BSS	\$30,000
Con Ad	\$10,000
BSL	\$10,000
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Subtotal:	\$80,000

VERMONT

Bureau of Engineering	\$975,000
BSS	\$165,444
DOT	\$183,705
BSL	\$264,134
LASAN	\$92,856
City Planning	\$20,208
Cross Coordination	\$294,271
Subtotal:	\$1,995,618

RCN (Pico / Flower)

BSS	\$70,000
Subtotal:	\$70,000

RCN (Mobility Hubs)

Bureau of Engineering	\$43,300
BSS	\$21,650
DOT	\$21,650
BSL	\$43,300
Subtotal:	\$129,900

RCN (Bus Corridors)

BSS	\$50,000
DOT	\$50,000
Bureau of Engineering	\$50,000
BSL	\$50,000
Subtotal:	\$200,000

NORTH SAN FERNANDO

Bureau of Engineering	\$100,000
BSS	\$100,000
DOT	\$100,000
BSL	\$100,000
Subtotal:	\$400,000

GRAND TOTAL: \$35,801,586

TOTAL FY26 BUDGET: \$35,801,586



Third Party Administration – City of Los Angeles



Metro

November 2025



Recommendation

Recommendation:

Authorize the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Estimated budget plan: \$35,801,586



Background

The Annual Work Plan, a function of the new MCA, is a mechanism to obtain City support to accommodate projects through design, construction and maintenance phases.

The annual work plan shall serve as a commitment from Metro for the reimbursement of services by the City of Los Angeles reviewing jurisdictions for an estimated amount.

Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects in a timely manner thereby delaying the projects.

Services Provided

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. The following represents some of the general services that are to be provided by the City departments for those projects listed in Attachment A:

- Meeting attendance
- Early planning
- Over the shoulder reviews
- Streamlined design plan reviews and approvals
- Value engineering efforts
- Interdepartmental coordination
- Liaison services
- Inspections and close out services

All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.



Board Report

File #: 2025-0602, File Type: Contract

Agenda Number: 12.

CONSTRUCTION COMMITTEE NOVEMBER 19, 2025

SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of \$15,943,897, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of \$154,403,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval to award a Progressive Design-Build Operate and Maintain (PDBOM) firm fixed price Contract No. PS130703000 in the amount of \$15,943,897 for the Zero Emission Bus Charging Infrastructure Project at Division 18 and Division 7. Additionally, staff seeks the Board's approval to establish a Preconstruction Budget for the Project at \$154,403,000 with authorization for the Chief Executive Officer to negotiate and execute all Project related agreements, contracts, and contract modifications within the Preconstruction Budget.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis, which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030 (Attachment A). This was contingent upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that

all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT Zero Emission Bus (ZEB) purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029.

Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. In September 2019, Metro awarded its final option for CNG buses and committed to having 100% zero emissions in all future procurements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas. Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Program Master Plan in 2022 and a Master Plan Update in 2023. In September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. This ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

The September 2024 detailed plan identifies Divisions 18 & Division 7 as the next two bus divisions to be electrified and to be delivered through a progressive contracting approach.

- **Division 18:** located in Carson on the corner of South Figueroa Street and Griffith Street, consists of a transportation and maintenance building to the North, several ancillary structures and equipment to the East, and bus parking for 252 buses.
- **Division 7:** located in West Hollywood on the corner of Santa Monica Boulevard and San Vicente Boulevard. Consists of transportation, maintenance, ancillary buildings to the North, and bus parking for 237 buses.

In March 2025, staff received Board authority to release a competitive solicitation using a Progressive Design-Build Operate and Maintain delivery model under a three-phase contract. During Phase 1, the Contractor advances design, selects the charging equipment and operations and maintenance (O&M) provider, and executes early work packages (i.e. equipment purchase, utility upgrades, etc.). During Phase 2, the Contractor performs final design and construction. During Phase 3, the Contractor performs the activities necessary to meet performance requirements as outlined in the O&M scope of services for the charging equipment installed as part of this project.

Under the National Environmental Policy Act (NEPA), the Categorical Exemption of the Project was deemed complete for Division 18 in January 2024 and for Division 7 in April 2025. Metro has presented the proposed project to the Service Councils for Division 7 and Division 18 and completed the actions for Statutory Exemption under the California Environmental Quality Act (CEQA).

DISCUSSION

The PDBOM delivery model provides the ability to effectively integrate benefits from the early engagement of construction experts, which will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Metro will work collaboratively with the Contractor to incorporate input on construction quality, value engineering, and gain higher certainty on the final construction cost and delivery schedule to minimize risks related to construction change orders, disputes, and third-party delays during construction.

Phase 1, the Preconstruction Phase, allows the contractor to work with Metro to identify risks, provide cost estimates, and refine the project schedule, as detailed below:

- Upon issuance of Notice to Proceed (NTP) for Phase 1, the Contractor and Metro will work side by side to review charging design concepts, constructability, construction phasing, site investigations, risk assessments, and construction schedules at each successive prescribed design interval.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- Metro will work with the Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets.
- As the design approaches completion, the PDBOM Contractor and Metro will negotiate the contract price for Phase 2 and Phase 3.

The Preconstruction Budget accounts for costs incurred to date and the award of the firm fixed price contract for the Project for Phase 1 Preconstruction Services and Identified Early Works Packages.

Further details are shown in the Expenditure and Funding Table in Attachment B. As an early Phase 1 task, Metro and the Contractor will work collaboratively to develop a bus charging concept report that identifies the equipment that will be used for the project at which point Metro will execute an Early Works Package to procure the equipment during Phase 1 to mitigate any potential schedule delays.

As an essential element of the Preconstruction Phase, staff recommends the award of a firm fixed price contract for the Project for the Phase One Preconstruction Services as further explained in the Procurement Summary in Attachment C and DEOD Summary in Attachment D.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project numbers 802107 and 802118, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

Metro has secured approximately \$272 million in federal and state grant and fund allocations for charging equipment at these divisions. Federal sources include the Low or No Emission Grant

Program, Carbon Reduction Program, Congestion Mitigation and Air Quality Program, and the Coronavirus response and Relief Supplemental Appropriations Act of 2021. State sources include the Transit and Intercity Rail Capital Program, Senate Bill 125 Zero Emission Transit Capital Program, and State Transportation Improvement Program. The local source is General Fund - Green Fund, which is eligible for Metro Operations and capital expenses.

EQUITY PLATFORM

The Project aligns with Metro's Equity Platform by addressing key considerations related to environmental justice, community benefits, workforce development, and improved service reliability for historically underserved populations. Transitioning Divisions 18 and 7 to zero-emission infrastructure will contribute to improved air quality in nearby communities, which have historically borne the brunt of transportation-related pollution, by reducing greenhouse gas emissions, nitrogen oxides, and particulate matter. Metro goals and activities related to emissions and pollution control are tracked through its Moving Beyond Sustainability Plan. Both divisions serve areas with significant populations of low-income residents and communities of color, aligning the project with Metro's commitment to reducing environmental health disparities. Equity Focus Communities comprise 62% and 52% of the communities served by Division 18 and 7 bus lines, respectively. Incorporating clean energy solutions reduces greenhouse gas emissions and mitigates adverse climate change impacts that disproportionately affect vulnerable populations. The integration of advanced charge management and energy systems ensures buses are consistently charged and available for service. This supports the NextGen Bus Plan's goals of providing reliable and frequent service, particularly in neighborhoods where transit dependency is highest. The project expands charging capacity, enabling equitable access to zero-emission buses for all riders, ensuring that communities served by Divisions 18 and 7 benefit from improved mobility options.

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for the Phase 1 Work. While Clark Construction Group - CA, LP made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, there are eight certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

The evaluation criteria included in the solicitation allocated a possible 50 points out of 775 total points to the proposing firm's demonstration of a well-defined approach to Community Benefits and Workplace Development. Proposers were instructed to reference policies and practices at the organizational level as well as values and behaviors at the individual level that will establish reciprocal relationships that support trustworthy communication between the Project team and the community.

Given the progressive project delivery approach the project team will collaborate with the selected contractor while design advances to develop engagement plans and strategies that engage local stakeholders and mitigate construction impacts on neighboring communities,. Clear communication strategies and disruption minimization plans will ensure that local residents and businesses are not disproportionately burdened during project implementation. This project exemplifies Metro's

commitment to advancing equity and environmental justice by ensuring that underserved communities benefit from the transition to a zero-emission bus fleet. Through thoughtful planning and execution, the ZEB Charging Infrastructure Project for Divisions 18 and 7 will deliver meaningful improvements to Metro's service and the communities it serves.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. By facilitating Metro's transition to a zero-emissions bus fleet, the Project as recommended here will support the operations and maintenance of emerging charging and vehicle technologies and ensure a high-quality customer experience both during and after this transition. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support:

- Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #3 to enhance communities and lives through mobility and access to opportunity; and
- Strategic Goal #4 to transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. Staff does not recommend this alternative because the project benefits from a PDBOM approach would not be realized, including improved design quality, enhanced efficiencies, a guaranteed maximum budget principal, and lower risk for future construction change orders. Further, Metro would incur undesirable schedule delays and cost increases if the Project does not move forward.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS130703000 with Clark Construction Group - CA, LP. Metro staff will engage the PDBOM contractor to initiate Phase 1 Preconstruction Services to complete 85% design and negotiate to reach an agreement on Phase 2 work. Staff will return to the Board for approval of an LOP budget to move forward with final design and construction.

ATTACHMENTS

Attachment A - Motion 50

Attachment B - Expenditure and Funding Plan

Attachment C - Procurement Summary

Attachment D - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

Board Report

File #: 2017-0524, File Type: Motion / Motion Response

Agenda Number: 50

**REVISED
REGULAR BOARD MEETING
JULY 27, 2017**

Motion by:

**DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER**

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

Attachment B - Expenditure and Funding Plan
Division 7 and Division 18 Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	\$ 15,944,000	\$ -	\$ 5,314,000	\$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	\$ 81,140,000	\$ -	\$ -	\$ 81,140,000
Professional Services (PM/CM)	\$ 4,882,000	\$ -	\$ 1,628,000	\$ 3,254,000
Other Professional Services	\$ 4,948,000	\$ 536,000	\$ 1,269,800	\$ 3,142,200
Third Party	\$ 200,000	\$ -	\$ 200,000	\$ -
Agency Labor Costs	\$ 3,554,000	\$ 794,000	\$ 960,000	\$ 1,800,000
Contingency				
Contingency (40%)	\$ 43,735,000	\$ -	\$ 3,749,000	\$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680
Source of Funds	Total			
STIP-RIP 5737	\$ 9,132,000	\$ -	\$ 4,841,318	\$ 4,290,682
STIP-RIP 5962	\$ 500,000	\$ -	\$ 500,000	\$ -
STBGP	\$ 38,189,000	\$ -	\$ 1,156,342	\$ 37,032,658
TIRCP 2022	\$ -	\$ -	\$ -	\$ -
FTA LoNo 2022	\$ 25,855,300	\$ -	\$ -	\$ 25,855,300
FTA LoNo 2024	\$ 36,447,000	\$ -	\$ 5,662,860	\$ 30,784,140
CCMAQ	\$ 40,189,900	\$ -	\$ -	\$ 40,189,900
SB 125	\$ -	\$ -	\$ -	\$ -
SCAG CRP	\$ -	\$ -	\$ -	\$ -
5307 15% FY26	\$ -	\$ -	\$ -	\$ -
Local	\$ 4,090,000	\$ 1,330,000	\$ 960,000	\$ 1,800,000
Total Project Funding	\$ 154,403,200	\$ 1,330,000	\$ 13,120,520	\$ 139,952,680

PROCUREMENT SUMMARY

**ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT
FOR DIVISION 18 AND DIVISION 7
CONTRACT NO. PS130703000**

1.	Contract Number: PS130703000	
2.	Recommended Vendor: Clark Construction Group – CA, LP	
3.	Type of Procurement (check one): <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	
4.	Procurement Dates:	
	A. Issued: May 14, 2025	
	B. Advertised/Publicized: May 14, 2025	
	C. Pre-Proposal Conference: May 29, 2025	
	D. Proposals Due: July 16, 2025	
	E. Pre-Qualification Completed: October 08, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: July 16, 2025	
	G. Protest Period End Date: November 25, 2025	
5.	Solicitations Picked up/Downloaded: 153	Bids/Proposals Received: 3
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Ryan Chan	Telephone Number: (213) 518-8013

A. Procurement Background

This Board Action is to approve Contract No. PS130703000 issued in support of Progressive Design-Build Operate and Maintain (PDBOM) project delivery method (as approved by the Board on March 27, 2025, Board Report File No. 2024-1073) for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Prior to the release of the solicitation, starting February 21, 2025, Metro conducted an Industry Review (IR) process by releasing the draft Request for Proposals (RFP) and Progressive Design-Build Operate and Maintain Contract (Contract) to the transportation construction industry. The IR process also included one-on-one meetings to solicit comments on the terms and conditions of the RFP and Contract and to discuss the proposed project delivery approach in an effort to increase the likelihood that Metro would receive proposals for this solicitation. Nine firms participated in the one-on-one meetings held virtually from March 11 through March 13, 2025. Metro responded to the 139 consolidated comments by posting the IR responses on the Vendor Portal on April 28, 2025.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type for Phase 1 is firm fixed price. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) goal of 20% for Phase 1 Work and a 19% DBE goal for Phase 2 Work. However, the U.S.

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

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 30, 2025, updated the RFP Schedule, Appendices A and G, and provided a revised Form 70;
- Amendment No. 2, issued on June 6, 2025, revised DBE Phase 2 and Early Works Packages submittal requirements, Contracting Outreach and Mentoring Plan (COMP) Contract language, and provided a revised Form 70; and
- Amendment No. 3, issued on June 24, 2025, revised Attachment A of Exhibit 3 to clarify the defined term “Integrated Project Management Office (IPMO)”, and provided revised Forms 60 and 70.

A total of 153 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on May 29, 2025, that was attended by 81 participants. 155 questions were received, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of July 16, 2025.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Zero Emission Bus (ZEB) Infrastructure, Bus Acquisition, and Alternative Delivery/Construction Management Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Capability and Experience | 375 points |
| • Project Understanding | 75 points |
| • Project Approach* | 275 points |
| • Community Benefits and Workforce Development | 50 points |
| • Price | 200 points |

* Due to the IFR changes outlined in Section A above, the “Approach to Engagement and Outreach” sub-criterion (worth 25 points) under “Project Approach” was excluded from the final score calculation. As a result, the maximum points for the

“Project Approach” evaluation criterion was reduced from 300 to 275, and the overall total points available decreased from 1,000 to 975.

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Capability and Experience.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 50 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 13-month period of performance for Phase 2 work (for evaluation purposes only)
4. Phase 2 Margin Percentage, assuming a construction cost of \$135,000,000 (for evaluation purposes only)
5. Phase 3 Margin Percentage assuming operations and maintenance costs of \$11,000,000 (for evaluation purposes only)

Of the proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. Clark Construction Group – CA, LP
2. Griffith Company
3. Shimmick Construction Company

During the period of July 29, 2025, to August 13, 2025, the PET independently evaluated and scored the technical proposals. On September 03, 2025, the PET met and received oral presentations from the three proposers. Each firm’s Project Managers and Key Personnel were asked to present each team’s capability and experience, their project understanding, and approach to completing the project. Each team was asked questions regarding their previous experience working with multiple stakeholders, minimizing impacts, and commitment to partnering with Metro to ensure the success of the Project. Following oral presentations, the PET completed consensus scoring.

Qualifications Summary of Firms within the Competitive Range:

Clark Construction Group – CA, LP (Clark)

Clark demonstrated through its proposal the strongest overall qualifications to deliver the Zero Emission Bus Charging Infrastructure for Division 18 and Division 7 under a PDBOM model. The Clark team presented extensive experience in the design and construction of transit electrification projects, technical expertise in bus charging infrastructure, and a strong record in alternative project delivery.

Clark's proposal demonstrated key staff with direct, relevant experience in delivering large depot electrification projects such as WMATA Northern Bus Garage, SamTrans South Base Battery Electric Bus Charging Infrastructure, and NYPA/NY MTA Electric Bus Charging Infrastructure. Clark's project approach emphasized transparent, collaborative partnering to ensure the Project can be delivered with either a Guaranteed Maximum Price or Firm Fixed Price.

Clark's proposal received the highest technical score, reflecting extensive alternative delivery experience and technical capabilities across design and construction disciplines. Clark's proposed cost was the second-highest among the three proposers; however, the firm's technical proposal earned Clark the highest overall score.

Griffith Company (Griffith)

Griffith demonstrated strong qualifications and experience in their proposal, earning the second-highest technical score. Griffith's proposed cost was the highest among the three proposers, which combined with their technical score, placed Griffith second in the competitive range.

Shimmick Construction Company (Shimmick)

Shimmick's proposed cost was the lowest of the three proposers, receiving the highest price score. However, Shimmick's proposal received the lowest technical score, placing them third in the competitive range.

A summary of the PET scores is provided below:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	Clark Construction Group – CA, LP				
3	Capability and Experience	375.00	310.63		
4	Project Understanding	75.00	50.63		
5	Project Approach	275.00	205.00		
6	Community Benefits and Workforce Development	50.00	29.38		
7	Price	200.00	184.85		
8	Total	975		780.49	1
9	Griffith Company				
10	Capability and Experience	375.00	262.19		
11	Project Understanding	75.00	55.31		
12	Project Approach	275.00	193.13		
13	Community Benefits and Workforce Development	50.00	31.25		
14	Price	200.00	175.91		
15	Total	975		717.79	2
16	Shimmick Construction Company				
17	Capability and Experience	375.00	241.25		
18	Project Understanding	75.00	60.94		
19	Project Approach	275.00	161.88		
20	Community Benefits and Workforce Development	50.00	40.00		
21	Price	200.00	200.00		
22	Total	975		704.07	3

C. Cost/Price Analysis

The recommended Award Amount has been determined to be fair and reasonable based upon fact finding, comparison with the independent cost estimate (ICE), and cost and price analysis. Staff successfully negotiated cost savings of \$545,172.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Clark Construction Group – CA, LP	\$16,489,069 (Phase 1 Preconstruction Lump Sum Fee)	\$12,416,827	\$15,943,897 (Phase 1 Preconstruction Lump Sum Fee)
	\$12,600.00/day (Delay Compensation for Phase 1)		\$12,600.00/day (Delay Compensation for Phase 1)
	\$104,232/month (Phase 2 Management Lump Sum Fee)		\$104,232/month (Phase 2 Management Lump Sum Fee)
	7.8% (Phase 2 Margin Percentage)		7.8% (Phase 2 Margin Percentage)
	8.0% (Phase 3 Margin Percentage)		8.0% (Phase 3 Margin Percentage)
Griffith Company	\$15,527,238 (Phase 1 Preconstruction Lump Sum Fee)		
	\$10,462.45/day (Delay Compensation for Phase 1)		
	\$133,889.29/month (Phase 2 Management Lump Sum Fee)		
	8.9% (Phase 2 Margin Percentage)		
	12% (Phase 3 Margin Percentage)		
Shimmick Construction Company	\$15,359,423 (Phase 1 Preconstruction Lump Sum Fee)		
	\$14,000.00/day (Delay Compensation for Phase 1)		
	\$90,003.34/month (Phase 2 Management Lump Sum Fee)		

	7.0% (Phase 2 Margin Percentage)		
	10% (Phase 3 Margin Percentage)		

D. Background on Recommended Contractor

The recommended proposer, Clark, located in Los Angeles, CA, has been in business for 120 years and provides construction services for mass transit, heavy civil and utility substation projects, among others. The firm has extensive experience working with other public agencies such as Los Angeles World Airports (LAWA), Union City, CA, City of Long Beach, and the U.S General Services Administration.

The proposed team includes twelve subcontractors. The team's clients include Coachella Valley Association of Governments, City of Dublin, Orange County Transportation Authority, California Department of Transportation, New Jersey Transit, and City of Inglewood. Clark's proposed Project Manager has 13 years of experience managing large infrastructure projects.

DEOD SUMMARY**ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT
FOR DIVISION 18 AND DIVISION 7
CONTRACT NO. PS130703000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. While Clark Construction Group made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, there are eight certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is applicable to this procurement. Clark Construction Company identified two (2) firms for protégé development: C2PM and JAF Creative Solutions LLC.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

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

F. Project Labor Agreement/Construction Careers Policy

PLA/CCP is not applicable on Phase 1- Pre-construction/design portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable on Phase 2-Construction portion of this contract that have a contract value more than \$2.5 million and above.

G. Manufacturing Careers Policy

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



2025-0602 ZERO EMISSION BUS CHARGING INFRASTRUCTURE FOR DIVISION 18 AND 7



Metro®

**CONSTRUCTION
COMMITTEE
NOVEMBER 19, 2025**

RECOMMENDATION



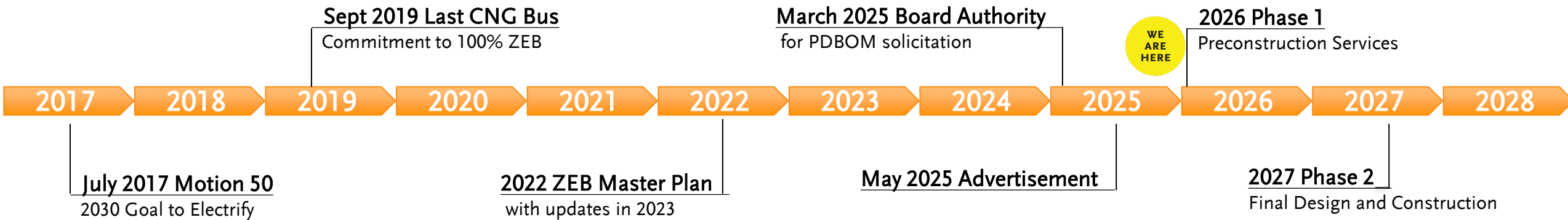
AUTHORIZE the Chief Executive Officer to:

- A. **AWARD** a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of \$15,943,897, subject to the resolution of protest(s), if any;
- B. **ESTABLISH** a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of \$154,403,000; and
- C. **NEGOTIATE** and **EXECUTE** all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.



Division 18 located in the City of Gardena
Division 7 located in the City of West Hollywood

ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 & DIVISION 7



Division 18: located in Carson on the corner of South Figueroa Street and Griffith Street, consists of a transportation and maintenance building to the North, several ancillary structures and equipment to the East, and bus parking for 252 buses.

Division 7: located in West Hollywood on the corner of Santa Monica Boulevard and San Vicente Boulevard. Consists of transportation, maintenance, ancillary buildings to the North, and bus parking for 237 buses.



Facility concept rendering from ZEB Program Master Plan (2023)

PDBOM DELIVERY MODEL AND TIMELINES



PHASE 1 – PRECONSTRUCTION SERVICES | Est. January 2026 – March 2027

1. Project Administration
2. Evaluation of charging design concepts
3. Design development (30%, 60%, 85%)
4. Opinions of Probable Cost at Design Intervals
5. Utility coordination with Southern California Edison (SCE)

PHASE 2 – FINAL DESIGN & CONSTRUCTION | Est. April 2027 – May 2028

1. Final Design and Construction
2. Long Lead Item Procurement – will commence after Step 2 in Phase 1 above

PHASE 3 – EV CHARGING OPERATIONS AND MAINTENANCE | June 2028

1. 6 Year Base
2. 3 One-Year Options

PROCUREMENT EVALUATION



Proposer Name	Maximum Points	Clark Construction Group	Griffith Company	Shimmick Construction Company
Capability and Experience	375	310.63	262.19	241.25
Project Understanding	75	50.63	55.31	60.94
Project Approach*	275	205.00	193.13	161.88
Community Benefits and Workforce Development	50	29.38	31.25	40.00
Price	200	184.85	175.91	200.00
Total	975	780.49	717.79	704.07
Phase 1 Preconstruction Lump Sum Fee		\$16,489,069	\$15,527,238	\$15,359,423
Delay Compensation for Phase 1 (Daily)		\$12,600	\$10,463	\$14,000
Phase 2 Management Lump Sum Fee (Monthly)		\$104,232	\$133,890	\$90,004
Phase 2 Margin Percentage		7.8%	8.9%	7%
Phase 3 Margin Percentage		8%	12%	10%

*Due to the Interim Final Rule changes, the “Approach to Engagement and Outreach” sub-criterion (worth 25 points) under “Project Approach” was excluded from the final score calculation. As a result, the maximum points for the “Project Approach” evaluation criterion was reduced from 300 to 275, and the overall total points available decreased from 1,000 to 975.



Metro

PHASE 1 PRECONSTRUCTION BUDGET



Attachment A - Expenditure and Funding Plan Division 7 and Division 18 Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	\$ 15,944,000	\$ -	\$ 5,314,000	\$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	\$ 81,140,000	\$ -	\$ -	\$ 81,140,000
Professional Services (PM/CM)	\$ 4,882,000	\$ -	\$ 1,628,000	\$ 3,254,000
Other Professional Services	\$ 4,948,000	\$ 536,000	\$ 1,269,800	\$ 3,142,200
Third Party	\$ 200,000	\$ -	\$ 200,000	\$ -
Agency Labor Costs	\$ 3,554,000	\$ 794,000	\$ 960,000	\$ 1,800,000
Contingency				
Contingency (40%)	\$ 43,735,000	\$ -	\$ 3,749,000	\$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680
Source of Funds				
STIP-RIP 5737	\$ 9,132,000	\$ -	\$ 4,841,318	\$ 4,290,682
STIP-RIP 5962	\$ 500,000	\$ -	\$ 500,000	\$ -
STBGP	\$ 38,189,000	\$ -	\$ 1,156,342	\$ 37,032,658
TIRCP 2022	\$ -	\$ -	\$ -	\$ -
FTA LoNo 2022	\$ 25,855,300	\$ -	\$ -	\$ 25,855,300
FTA LoNo 2024	\$ 36,447,000	\$ -	\$ 5,662,860	\$ 30,784,140
CCMAQ	\$ 40,189,900	\$ -	\$ -	\$ 40,189,900
SB 125	\$ -	\$ -	\$ -	\$ -
SCAG CRP	\$ -	\$ -	\$ -	\$ -
5307 15% FY26	\$ -	\$ -	\$ -	\$ -
Local	\$ 4,090,000	\$ 1,330,000	\$ 960,000	\$ 1,800,000
Total Project Funding	\$ 154,403,200	\$ 1,330,000	\$ 13,120,520	\$ 139,952,680