

Metro

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



Agenda - Final

Thursday, September 20, 2018

10:15 AM

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

Construction Committee

Robert Garcia, Chair

Jacquelyn Dupont-Walker, Vice Chair

Kathryn Barger

Janice Hahn

James Butts

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



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HELPFUL PHONE NUMBERS

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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER**ROLL CALL**

32. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2018-0545](#)

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

33. **SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)** [2018-0527](#)

RECOMMENDATION

RECEIVE AND FILE the:

- A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending June 2018; and
- B. Female Participation Action Plan Update.

Attachments: [Attachment A - PLA/CCP Completed Projects](#)
[Attachment B - PLA CCP Report Data](#)
[Attachment C - Contractors Action Plan to Increase Female Participation Presentation](#)

34. **SUBJECT: MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES** [2018-0391](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD AND EXECUTE a cost plus fixed fee Contract No. PS46817 to Ninyo & Moore for materials verification testing and inspection services with a base period of seven years for an amount not-to-exceed \$12,000,000, plus three one-year options; and
- B. EXECUTE individual Task Orders and changes within the Board approved not-to-exceed amount.

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

- 35. SUBJECT: CITY OF LOS ANGELES FY19 ANNUAL WORK PLAN APPROVAL**

[2018-0533](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an annual expenditure budget plan in the amount of \$37,920,890 for the FY19 Annual Work Plan for the City of Los Angeles.

Attachments: [Attachment A - FY19 Annual Work Plan Anticipated Budget for LA](#)

- 36. SUBJECT: THE BLOC/METRO CONNECTION JOINT DEVELOPMENT**

[2018-0542](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AUTHORIZE staff to execute the Settlement Agreement;
- B. INCREASE the Life of Project Budget for The Bloc/Metro Connection Joint Development by \$270,000, increasing the Life of Project from \$4,650,000 to \$4,920,000; and
- C. AMEND the FY19 annual budget by \$270,000.

- 37. SUBJECT: FOOTHILL GOLD LINE EXTENSION PHASE 2B**

[2018-0556](#)

RECOMMENDATION

AUTHORIZE Amendment No. 1 for the Funding Agreement between the Foothill Gold Line Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect award of Cap & Trade Funding in the amount of \$290,200,000 and to increase the Measure M 3% Local Funding Commitment estimate from \$33,000,000 to \$36,161,067.

Attachments: [Attachment A - Foothill Extension Phase 2B Funding Agmt- Amendment 1](#)

SUBJECT: GENERAL PUBLIC COMMENT[2018-0601](#)

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 #: 2018-0545, File Type: Oral Report / Presentation

Agenda Number: 32.

CONSTRUCTION COMMITTEE SEPTEMBER 20, 2018

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

- A. Update report covering the month of September 2018 by the Chief Program Management Officer.

Prepared by:

- **Master Schedule** - Julie Owen, DEO, Project Mgmt., (213) 922-7313
- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **The New Blue** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-210 Barrier Replacement** - Androush Danielians, EO Project Engr., (213) 922-7598
- **Presentation** - Yohana Jonathan, Departmental System Analyst, (213) 922-7592

Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer


















September 2018

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 86% complete. Contractor is continuing to fall behind schedule. The forecast revenue service date is under review.
Regional Connector			Project is 51% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 39% complete with no significant issues.
Westside Purple Line Extension-Section 2			Project is 10% complete with no significant issues.
Westside Purple Line Extension-Section 3			<ul style="list-style-type: none"> FTA approval for Entry into Engineering is expected in Summer 2018. FTA approval for Letter of No Prejudice (LONP) is expected in Fall 2018. Award of Contract C1151 Tunnel will occur after LONP approval is received from the FTA.
Patsaouras Plaza			Project is 65% complete. Metro issued Order of Suspension August 3 rd due to archaeological and Native American issues. Significant impacts to project schedule and budget expected.
Willowbrook/Rosa Parks Station			Early Start Construction Work is 90% complete. Package A+C Work, the main plaza and station projects, has mobilized and is starting construction.
Metro Blue Line Projects			Early Start Work is at 75% completion. Construction Contract for Package A+C awarded in June 2018. Design Documents for Package B is 95% complete and on target for Late 2018 start of Procurement.
I-210 Barrier Replacement			Finding effective mitigation measures to some of the non-standard freeway features along with mitigation measures to alleviate freeway traffic disruption during construction are delaying the project.

September 2018



On target



Possible problem



Major issue

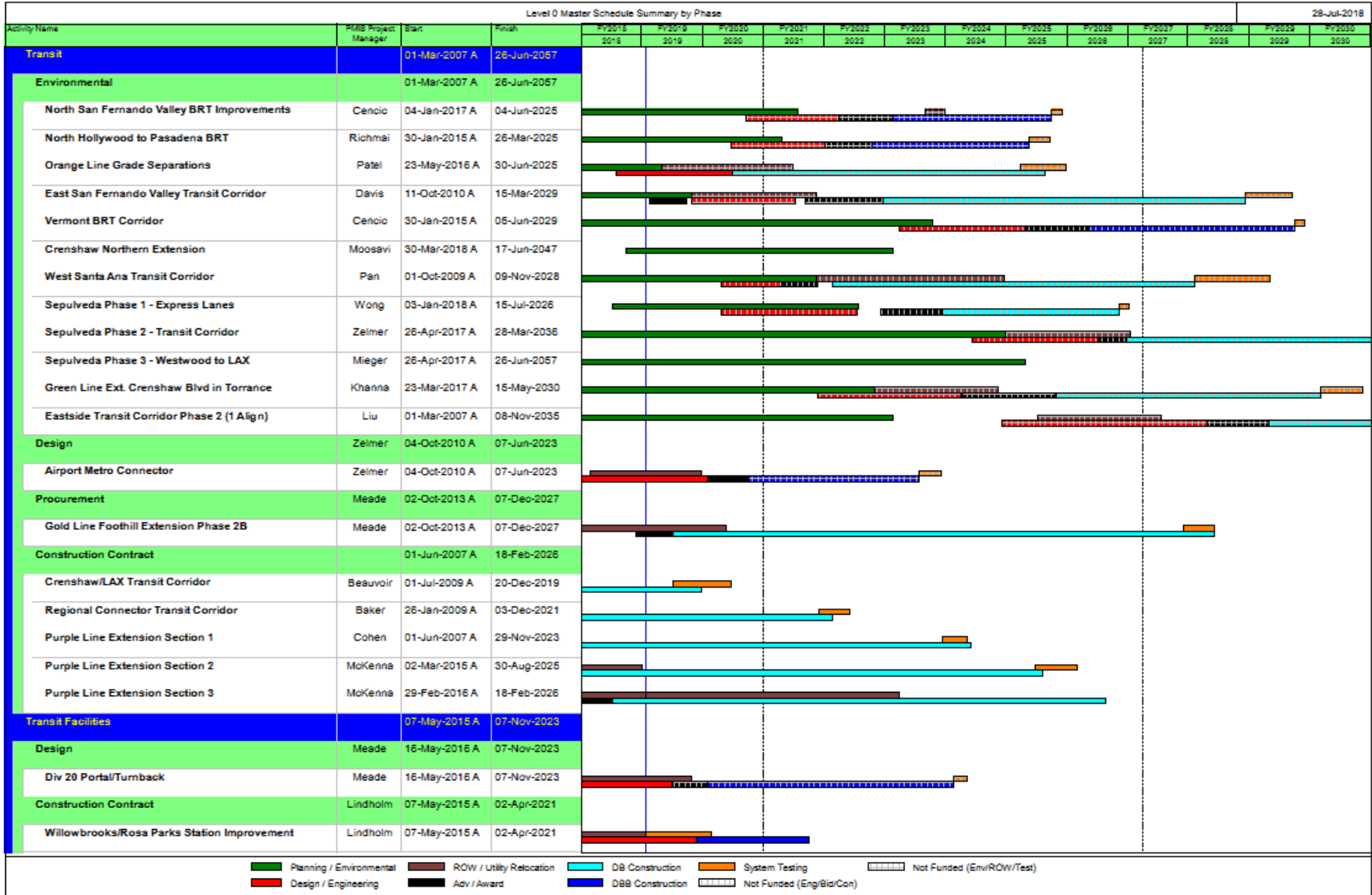


Metro 2

Construction Committee

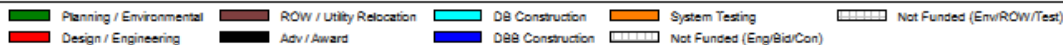
Los Angeles County Metropolitan Transportation Authority

TRANSIT MASTER SCHEDULE (Page 1 of 2)



TRANSIT MASTER SCHEDULE (Page 2 of 2)

Level 0 Master Schedule Summary by Phase																28-Jul-2018
Activity Name	FIMS Project Manager	Start	Finish	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Regional Rail	Owens	02-Sep-2013 A	04-May-2028													
Environmental	Owens	01-Dec-2014 A	04-May-2028													
Link Union Station	Owens	01-Dec-2014 A	04-May-2028													
Design	Owens	01-Apr-2015 A	27-Jun-2023													
Brighton to Roxford Double Track	Owens	01-Sep-2015 A	25-Jul-2022													
Lone Hill to CP White	Owens	05-May-2016 A	27-Sep-2022													
Rosecrans & Marquardt Grade Separation	Owens	01-Apr-2015 A	27-Jun-2023													
Construction Contract	Owens	02-Sep-2013 A	14-May-2018 A													
Bob Hope Airport Station	Owens	02-Sep-2013 A	14-May-2018 A													
Bus Facilities	Gurrola	31-Mar-2014 A	10-Dec-2019													
Construction Contract	Gurrola	31-Mar-2014 A	10-Dec-2019													
Patsouras Plaza	Gurrola	31-Mar-2014 A	10-Dec-2019													
State of Good Repair/Improvements		16-Jul-2013 A	27-Aug-2020													
Design	Danielans	13-Jun-2016 A	28-Jun-2019													
210 Freeway Barrier Rail	Danielans	13-Jun-2016 A	28-Jun-2019													
Construction Contract		16-Jul-2013 A	27-Aug-2020													
MBL Ped Safety Enhancement At-Grade Crossing	Chong	16-Jul-2013 A	31-Aug-2018													
MBL Resignaling	Wei	21-Sep-2015 A	27-Aug-2020													
Small Capital	Joshi	14-Jul-2015 A	31-Mar-2022													
Design	Joshi	14-Jul-2015 A	31-Mar-2022													
Rail to Rail	Joshi	14-Jul-2015 A	31-Mar-2022													
Eastside Access Improvement Project	Joshi	01-Mar-2016 A	30-Jul-2018													
Congestion Reduction	Amiri	01-May-2017 A	27-Jun-2029													
Environmental	Amiri	01-May-2017 A	27-Jun-2029													
I-105 Express Lane from I-405 to I-605	Amiri	01-May-2017 A	27-Jun-2029													



HIGHWAY MASTER SCHEDULE (Page 1 of 2)

Level 0 Master Schedule Summary by Phase																	28-Jul-2018
Activity Name	Project Manager	Start	Finish	F18	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
				8	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Highway		1-Jan-1996 A	1-Jul-2067														
Environmental		2-Jan-2008 A	1-Jul-2067														
SR-138 Corridor Improvement Project	Ansari	1-Apr-2013 A	3-Feb-2028														
High Desert Corridor	Panuco	10-Sep-2010 A	1-Jul-2067														
I-710 South (Phase 1)	Chaves	2-Jan-2008 A	30-Jun-2032														
I-710 South (Phase 2)	Chaves	2-Jan-2008 A	28-Jun-2041														
SR-57/SR-60 Interchange Improvements	Jong	1-Aug-2018	1-Jul-2031														
I-5 Corridor Improvements (I-605 to I-710)	Chaves	2-Jan-2019	30-Jun-2042														
I-605 Interchange Improvements	Various	1-Jun-2016 A	9-May-2025														
I-605/SR-91 Interchange Improvements	Various	1-Jun-2016 A	26-Sep-2024														
SB I-605 Beverly Interchange	Various	3-Aug-2017 A	9-May-2025														
I-605 from SR-91 to South Street	Various	15-Dec-2017 A	16-Jun-2020														
I-605 Corridor Improvements	Panuco	1-Oct-2015 A	12-Jun-2028														
I-605/I-5 Interchange Improvements	Panuco	1-Oct-2015 A	12-Jun-2028														
I-605/SR-60 Interchange Improvements	Panuco	31-Aug-2016 A	12-Jun-2028														
Design		1-Dec-2011 A	30-Jun-2026														
I-710 Early Action Projects	Delgadillo	1-Dec-2011 A	13-Apr-2021														
I-5 North Capacity Enhancement (SR-14 to Parker Rd.)	Antaramian	2-Jul-2012 A	30-Jun-2023														
SR-71 Gap Between I-10 to Rio Rancho Rd	Jong	1-Jul-2012 A	30-Jun-2026														
I-605 Hot Spots	Montez	1-Jun-2014 A	6-Jan-2022														
Arterial Intersections - Whittier	Montez	2-Jun-2014 A	6-Jan-2022														
Arterial Intersections - La Mirada	Montez	2-Jun-2014 A	24-Jul-2020														
Arterial Intersections - Cerritos	Montez	1-Jun-2014 A	28-Apr-2021														
Arterial Intersections - Bellflower	Montez	1-Jun-2014 A	8-Nov-2019														

■ Planning / Environmental
 ■ ROW / Utility Relocation
 ■ DB Construction
 Not Funded (Eng&Id/Con)

■ Design / Engineering
 ■ Adv / Award
 ■ DBB Construction
 Not Funded (EmvROW/Con)

HIGHWAY MASTER SCHEDULE (Page 2 of 2)

Level 0 Master Schedule Summary by Phase																	28-Jul-2018
Activity Name	Project Manager	Start	Finish	FY18	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
Construction Contract		1-Jan-1996 A	1-Aug-2022														
South Bay (I-405, I-110, I-105 and SR-91)	Panuco	2-Jan-2014 A	4-Mar-2022														
I-405 Crenshaw Blvd On/Off Ramp Improvements	Panuco	2-Jan-2014 A	4-Mar-2022														
I-405/I-110 Interchange Improvements	Panuco	2-Jan-2014 A	8-Apr-2019														
Countywide Soundwall Construction	Owen	15-Dec-2010 A	15-Feb-2022														
Package #10 - SR-210 Fair Oaks, Lake and Baldwin to Sant	Owen	2-Sep-2014 A	15-Feb-2022														
Package #11 - SR-170 from 101 to Sherman Way and I-405	Owen	15-Dec-2010 A	21-Dec-2020														
I-5 North Capacity Enhancements SR-134 to SR-118	Subeh	1-Apr-1998 A	30-Mar-2022														
Magnolia to SR-134 (Segment 4)	Subeh	1-Apr-1998 A	25-Oct-2019														
Buena Vista to Magnolia (Segment 3)	Subeh	1-Apr-1998 A	30-Mar-2022														
I-5 South Capacity Enhancements from I-605 to Orange Cour	Gau	1-Jan-1996 A	1-Aug-2022														
I-5 Carmenita Road Interchange	Gau	1-Jan-2001 A	22-Mar-2018 A														
Imperial Highway (Segment 4)	Gau	1-Jan-2001 A	26-Jul-2019														
Shoemaker - Rosecrans (Segment 3)	Gau	1-Jan-1996 A	12-Apr-2019														
Florence (Segment 5)	Gau	1-Jan-2001 A	30-Jul-2020														
Valley View (Segment 2)	Gau	1-Jan-1996 A	1-Aug-2022														

■ Planning / Environmental
 ■ ROW / Utility Relocation
 ■ DB Construction
 Not Funded (Eng/Bid/Con)

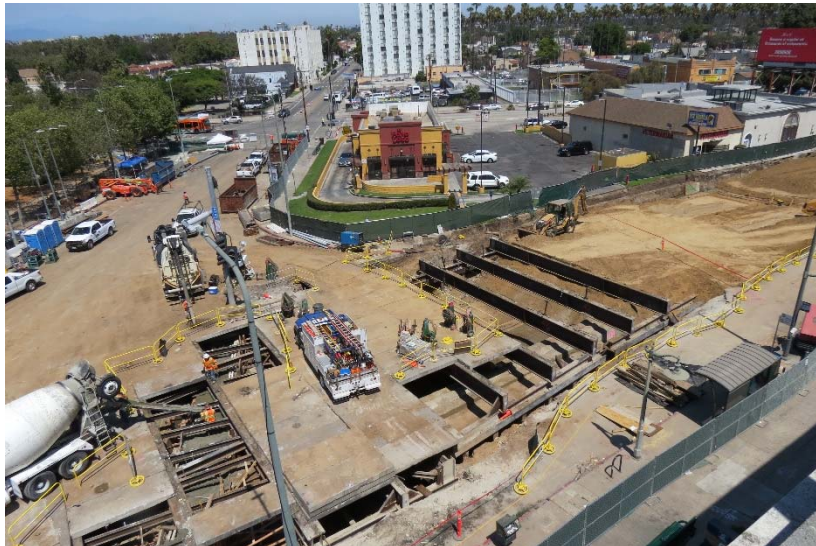
■ Design / Engineering
 ■ Adv / Award
 ■ DBB Construction
 Not Funded (Env/ROW/Con)

CRENSHAW/LAX TRANSIT PROJECT

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

 SCHEDULE		
	Current	Forecast
REVENUE OPERATION	Fall 2019	Under Review

- Overall Project Progress is 86% complete; contractor behind schedule; working with contractor to address schedule
- Contractor continues critical underground structures, track, systems and testing activities
- Removal of street decking and street restoration over the underground stations continue along Crenshaw Blvd



Removing street decking at Vernon Ave/Crenshaw Blvd



Street restoration at Leimert Park Station

September 2018



On target



Possible problem



Major issue


Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

REGIONAL CONNECTOR TRANSIT PROJECT

 BUDGET	Current	Forecast
TOTAL COST	\$1,810M	\$1,810M

* Includes Board approved LOP budget plus finance costs.

- Overall Project Progress is 51%
- Underground:** Construction underway for the crossover cavern utilizing Sequential Excavation Method (SEM); work continues at all three tunnel cross passages
- Little Tokyo/Arts District Station:** Excavation and related support of utilities continues at both the Station and Wye Junction
- Historic Broadway Station:** Station box excavation near complete; preparation for concrete placement is underway
- Grand Av Arts/Bunker Hill Station:** Permanent structural concrete construction continues, along with wrap-up work associated with sump installation
- Flower Street:** Decking is nearing completion; excavation continues and structural concrete operations have been initiated

 SCHEDULE	Current	Forecast
REVENUE OPERATION	Winter 2021-2022	Winter 2021-2022



Utility work on Flower Street



SEM Cavern right drift excavation

September 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 8

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

OK BUDGET

	Current	Forecast
TOTAL COST*	\$3,154M	\$3,154M

* Includes Board approved LOP budget plus finance costs.

OK SCHEDULE

	Current	Forecast
REVENUE	Fall	Fall
OPERATION	2024 (FFGA)	2023

- Overall Project Progress is 39% complete.
- At the Wilshire/Western Retrieval Shaft, Level B excavation and waler/strut installation have been completed. Excavation has reached the bottom of Blast Relief Shaft (BRS) and support bracing for the BRS is ongoing.
- Concrete wall pours at Wilshire/La Brea Station to support TBM assembly completed in June 2018. On July 13, 2018, TBM components began being lowered into the station box for assembly. TBM Cradle, Conveyor, Grout Plant assembly and car passer installation continue. Tunneling is planned to start in September 2018.
- Excavation toward subgrade elevation moves forward at the Wilshire/Fairfax Station and Level D waler/strut installation continues. Work on the pipe canopy, shotcrete of the tunnel eye and the installation of soil nails on the east end of the station continues.
- Level A excavation and waler/strut installation for the main station box continues at the Wilshire/La Cienega Station. The hanging of utilities is nearly complete. Work on connecting the dewatering wells continues.



TBM Screw Conveyor at Wilshire/La Brea Station



Bottom of BRS at Wilshire/Western Site

September 2018

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue



Metro 9

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

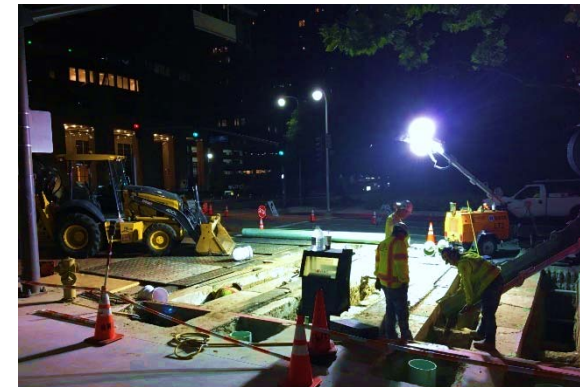
	Current	Forecast
TOTAL COST*	\$2,530M	\$2,530M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	Current Winter 2026-2027 (FFGA)	Forecast Summer 2025
REVENUE		
OPERATION		

- Overall project progress is 10% complete.
- Final design progress is 75% complete.
- Century City Constellation:
 - AT&T and LADWP (Power) utility relocations are ongoing. Civil work for LADWP Power completed in August 2018, and AT&T will complete in early October 2018.
 - Setup of construction staging areas is ongoing.
- Wilshire/Rodeo:
 - Southern California Gas and AT&T utility relocations are ongoing and anticipated to be completed in September 2018.
 - Final negotiations with the City of Beverly Hills for a Memorandum of Agreement (MOA) for the C1120 Contract completed in August 2018.



Utility work in Century City



K-Rail Installation in Beverly Hills

September 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 10

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

OK BUDGET

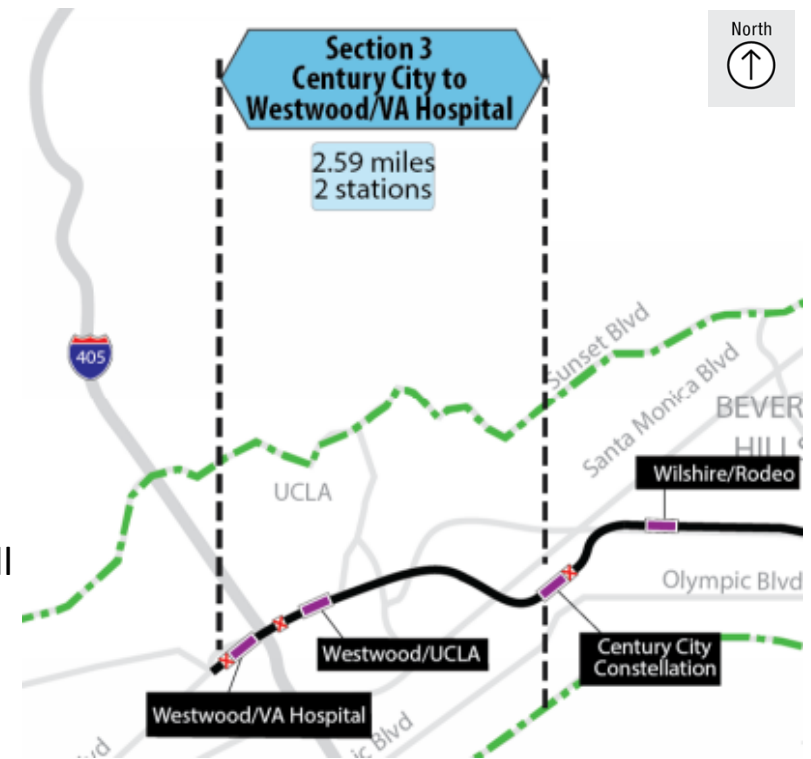
	Current	Forecast
TOTAL COST*	TBD	\$3,664M

* Includes finance costs.

OK SCHEDULE

	Current	Forecast
REVENUE OPERATION	TBD	2026

- FTA approval for Entry into Engineering received.
- FTA approval for Letter of No Prejudice (LONP) for the Tunnel Contract is expected in Fall 2018.
- C1151 Tunnel Contract – Contract award is subject to FTA approval of the LONP.
- C1152 Stations, Trackwork and Systems Contract – Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on September 15, 2017. Proposals were received on August 22, 2018.
- C1153 Advanced Utility Relocations (AUR) Contract – Overall progress is 36% complete.



September 2018



On target



Possible problem



Major issue


Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 11

PATSAOURAS PLAZA BUSWAY STATION

 BUDGET	Current	Forecast
TOTAL COST	\$39.7M	\$39.7M

 SCHEDULE	Current	Forecast
SUBSTANTIAL COMPLETION	Winter 2018-2019	Spring 2019

- Overall project progress approximately 65% complete
- Metro sent Order of Suspension to PBPS contractor on August 3, 2018 due to archaeological and Native American resource issues
 - Current construction resumption anticipated January 7, 2019
 - Project team is working diligently to resume construction with the consulting parties:
 - Federal Transit Administration
 - State Office of Historic Preservation
 - Advisory Council for Historic Preservation
 - Caltrans
 - Native American tribes
- Construction resumption is dependent upon successful consultation with the parties and completion of the following:
 - Project level Programmatic Agreement (New)
 - Revised 2012 PBPS Cultural Resources Mitigation and Discovery Plan
 - Archaeological Identification, Evaluation and Treatment Plan (New)
- Archaeological and Native American issues anticipated to significantly affect project contingency, impacting Life of Project (LOP) budget adjustment once full extent of impact realized

September 2018



On target



Possible problem



Major issue



Metro 12

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WILLOWBROOK/ROSA PARKS STATION

OK BUDGET		
	Current	Forecast
TOTAL COST	\$109.3M	\$109.3M

OK SCHEDULE		
	Current Summer 2020	Forecast Summer 2020
SUBSTANTIAL COMPLETION		

- Early Start Phase (Package E) Construction at 90% completion.
- Icon West Construction in construction for Packages A and C.
- Pedestrian grade crossing documents in coordination with Union Pacific.
- Public Utilities Commission has approved the southern crossing.
- Package B in coordination with Caltrans.
- Kick-off event held on August 23, 2018.



Early Start Construction and Mobilization for Package A+C

September 2018



On target



Possible problem



Major issue


Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 13

THE NEW BLUE


 BUDGET	Current	Forecast
TOTAL COST	\$221.3M	\$221.3M

 SCHEDULE	Current	Forecast
SUBSTANTIAL COMPLETION	Fall 2019	Fall 2019

- MBL Resignaling Design is at 95%
- MBL Resignaling Early Start work is at 70% (Potholing, foundation and other underground construction)
- MBL Track and System Refurbishment Contract Notice to Proceed (NTP) July 26, 2018
- Scheduled to start major construction work in January 2019



September 2018

 On target

Possible problem

 Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



I-210 BARRIER REPLACEMENT PROJECT

◆ BUDGET		
TOTAL COST	Current \$11.08M Design	Forecast \$11.08M Design

◆ SCHEDULE		
Complete Design	Current Summer 2019	Forecast Summer 2019

- Held Project Scoping Meeting with Caltrans and obtained concurrence on mitigation measures for non-standard freeway features and overall design scheme
- Identified a segment of the project from Michillinda to Iconic Bridge in both eastbound and westbound directions where the barriers could be replaced without closure of HOV lane during construction:
 - Minimized traffic disruption during construction within this segment
 - Coordinating with Caltrans to explore the possibility of preparing a separate environmental document and final design for this segment sooner while the environmental and final design of remaining portion that is more involved is completed.



Newly Installed Caltrans Freeway Sign



Incident in 2014



Newly Installed Speed Limit Sign

September 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

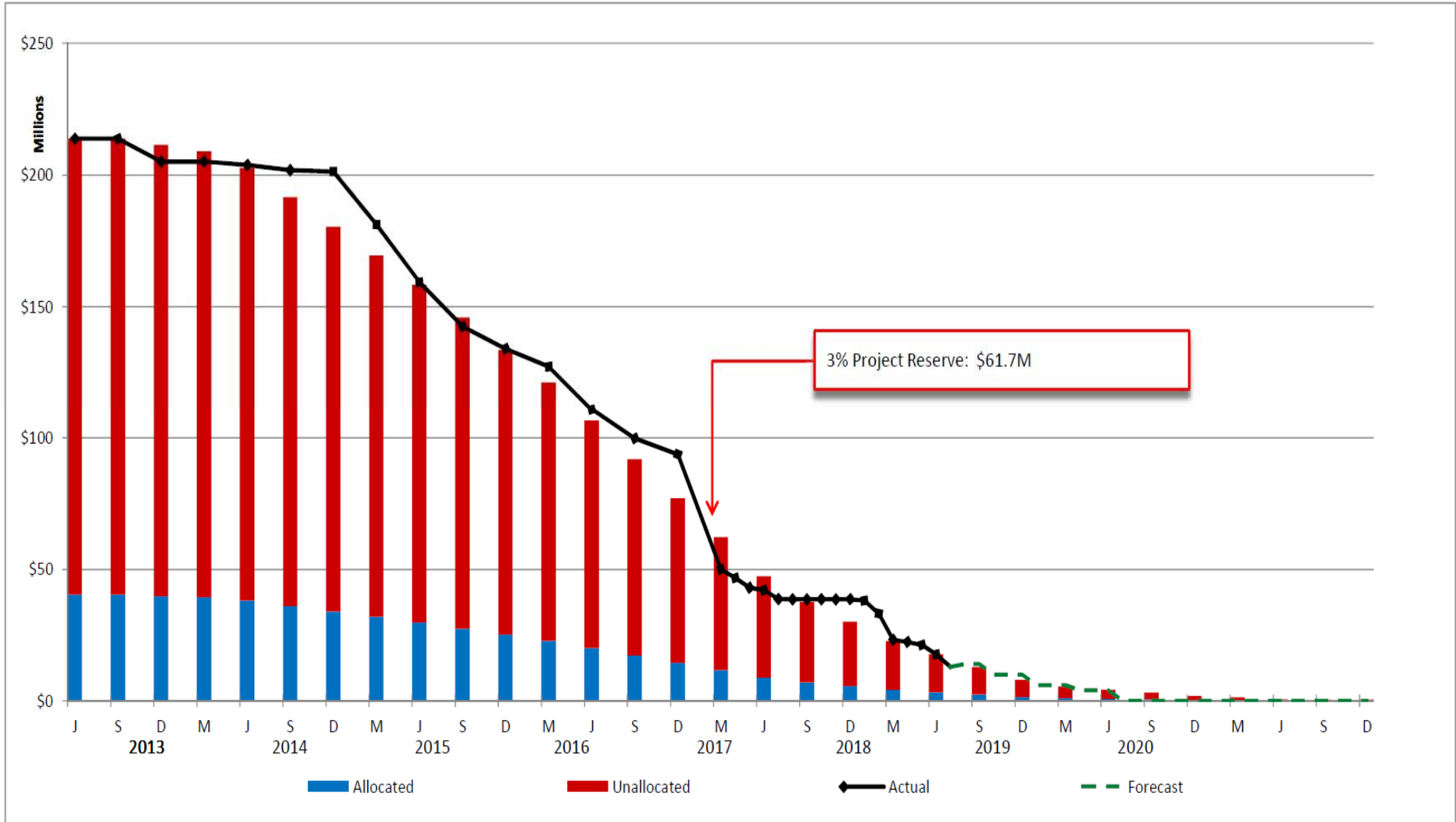


Metro 15

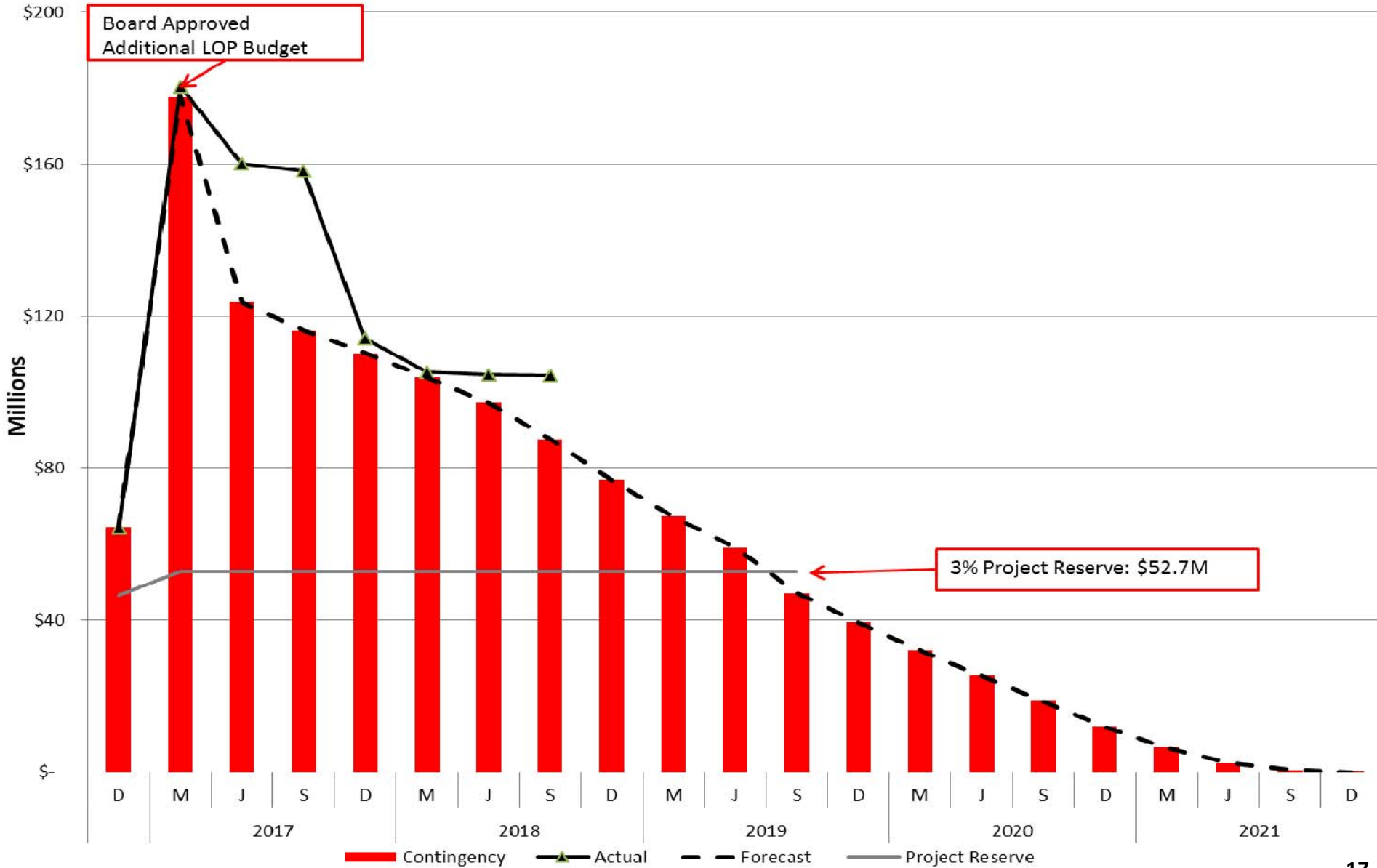
Crenshaw/LAX Transit Project

Project Cost Contingency Drawdown

July 2018



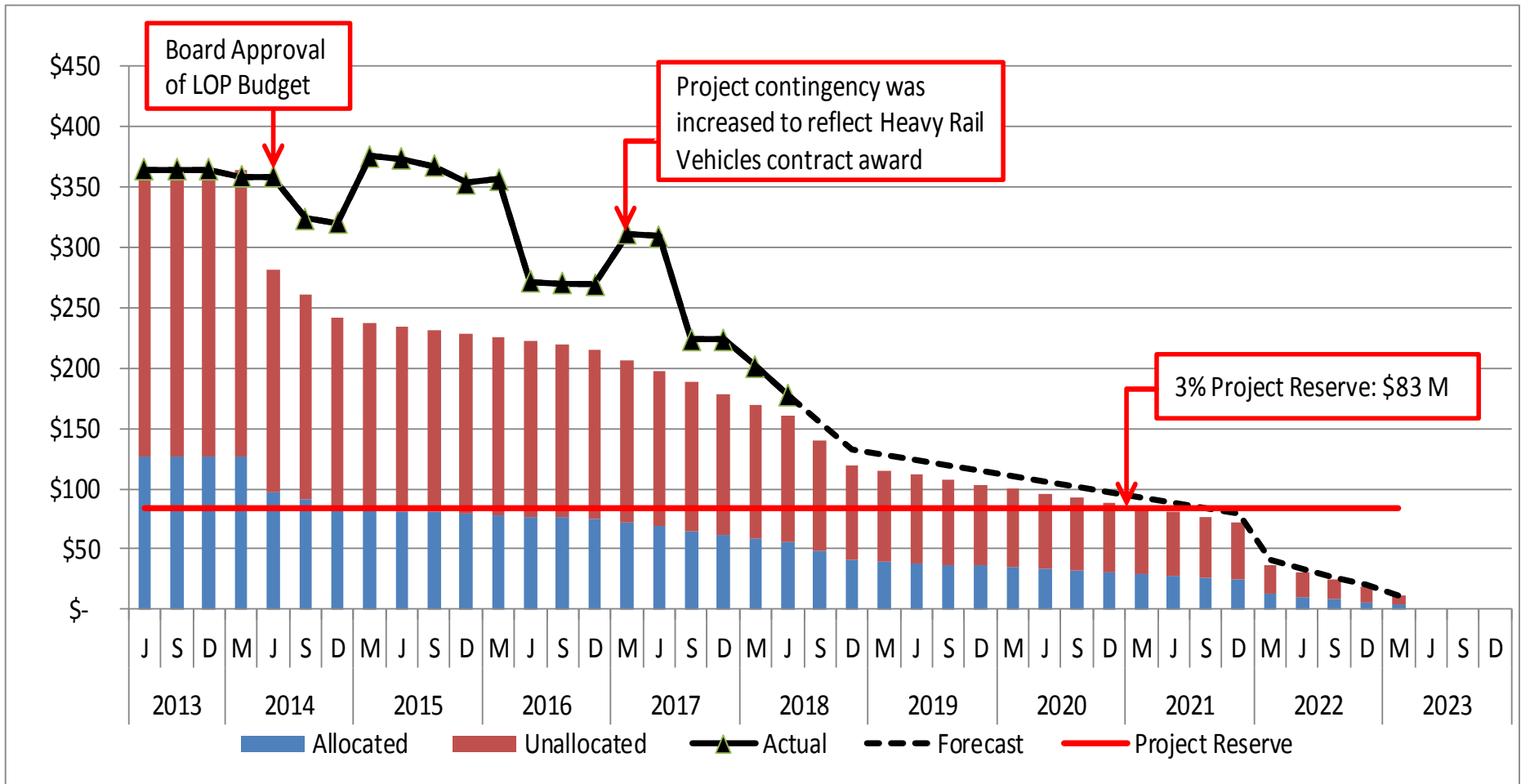
Regional Connector Project Cost Contingency Drawdown



Westside Purple Line Extension – Section 1

Project Cost Contingency Drawdown

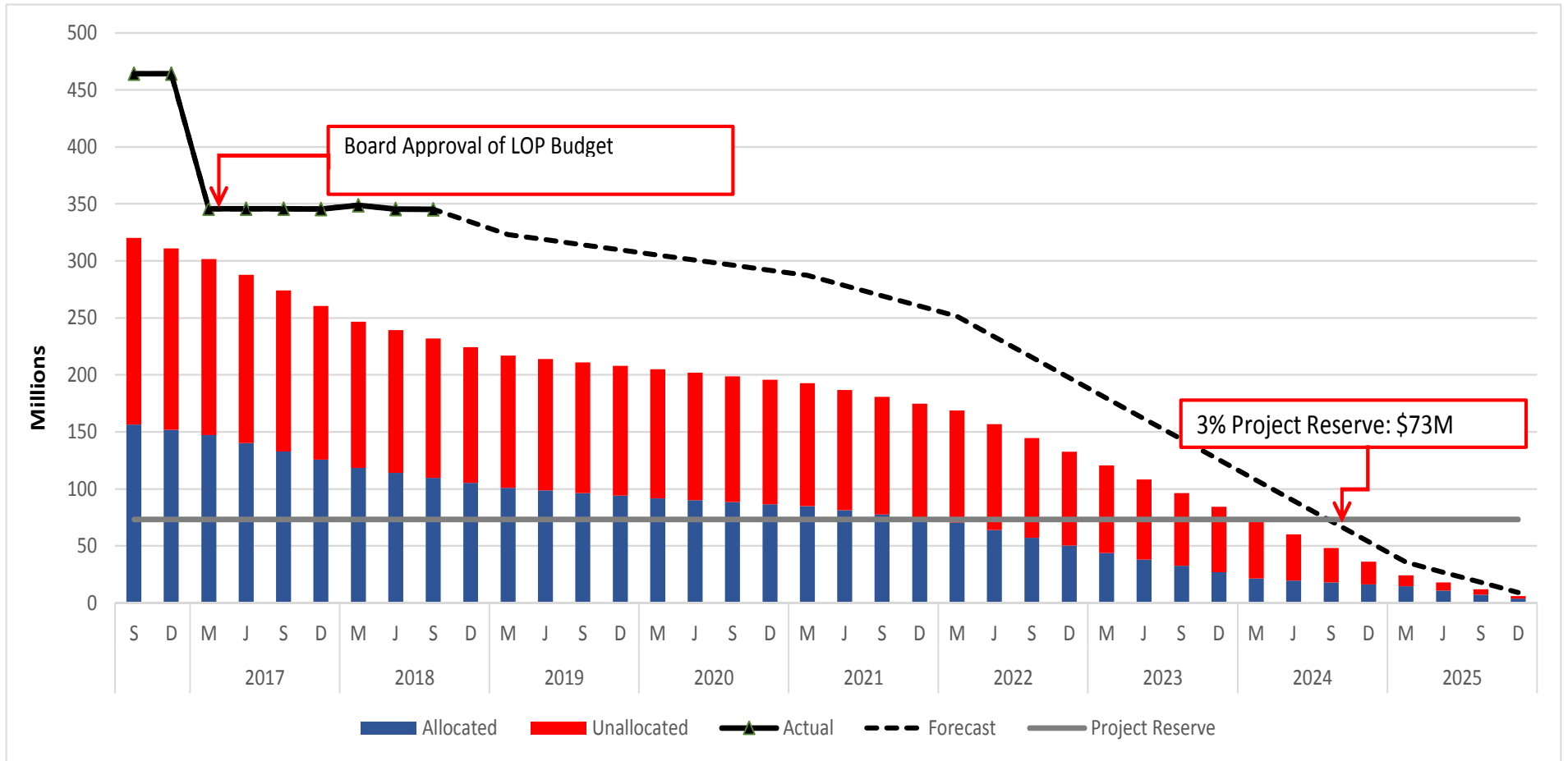
July 2018



Westside Purple Line Extension – Section 2

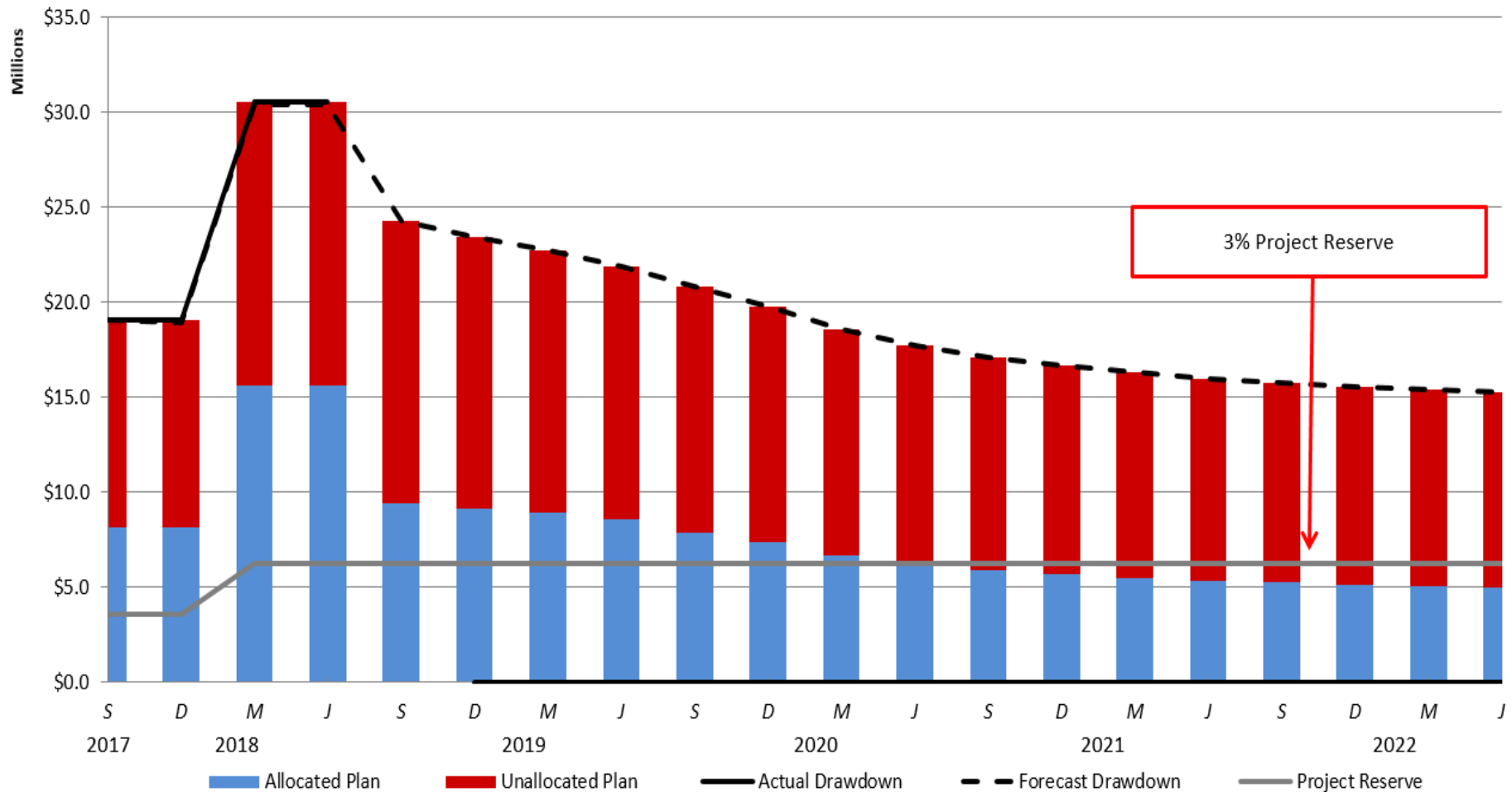
Project Cost Contingency Drawdown

July 2018



The New Blue

Project Cost Contingency Drawdown



- Blue Line Signal Rehabilitation
- Blue Line Track and System Refurbishment



Board Report

File #: 2018-0527, File Type: Informational Report

Agenda Number: 33.

CONSTRUCTION COMMITTEE SEPTEMBER 20, 2018

SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the:

- A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending June 2018; and
- B. Female Participation Action Plan Update.

ISSUE

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP), with a subsequent renewal in January 2017. The PLA/CCP encourages construction employment and training opportunities for members of economically disadvantaged areas throughout the United States on Metro's construction projects. An added value of the PLA is that work stoppages are prohibited.

This report provides an update on the PLA/CCP through the quarter ending June 2018.

BACKGROUND

Consistent with the Board approved PLA and CCP (PLA/CCP), prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246 (EO 11246), the prime contractors provide Metro with worker utilization data by ethnicity and gender. In accordance with EO 11246, Metro's program-wide goal for female participation on PLA/CCP construction projects is 6.90%.

As of November 2017, Metro staff has advanced several initiatives with focus on increasing the overall female participation attainment; such initiatives include the development of an action plan, the deployment of a performance score card and continued engagement with Metro's prime contractors and job coordinators. As a result of the focused initiatives, Metro's female participation attainment on active projects has steadily increased from October 2017 reporting of 3.34% to 3.58% as of June 2018. The overall increase is attributed to 98 new female workers being employed on Metro's

construction projects between November 2017 and June 2018. The total increase includes 27 female workers being employed between March 2018 and June 2018 quarterly report.

DISCUSSION

This report provides a status update on the construction contracts covered by the PLA/CCP; an overview of Diversity and Economic Opportunity Department (DEOD) staff's efforts on the female participation action plan including an update on the construction projects covered under the Pilot Local Hire Initiative. The report also provides an update on outreach activities in support of targeted workforce initiatives.

A. PLA/CCP Status Update

As of June 2018, there are ten active construction contracts with PLA/CCP program requirements, which include two contracts subject to the Pilot Local Hire Initiative. All of the active construction project contractors are exceeding the 40% Targeted Worker goal; five contractors are exceeding the 20% Apprentice Worker goal; and three contractors are exceeding the 10% Disadvantaged Worker goal.

There are sixteen completed construction contracts. The information on the completed construction contracts is provided as Attachment A.

The following table represents the active construction projects as of the June 2018 quarterly reporting period.

Active Construction Projects

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category *
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.99%	23.26%	12.03%	3.69%	35.35%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.77%	16.11%	7.44%	2.85%	71.92%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	64.71%	16.99%	9.89%	4.22%	74.34%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	63.07%	23.15%	11.37%	0.83%	98.38%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	50.96%	27.10%	9.72%	4.18%	78.75%
Patsaouras Plaza Busway Station	OHL-USA, Inc.	57.46%	12.22%	3.65%	1.35%	48.02%
New Maintenance of Way/Non Revenue Vehicle Building 61S	Clark Construction, Inc.	61.50%	19.84%	6.49%	0.44%	36.17%
Division 1 Maintenance Annex Bldg.	Metro Builders, Inc.	47.62%	20.05%	7.77%	5.73%	11.66%
Division 9 Maintenance Annex Bldg.	Metro Builders, Inc.	61.79%	17.56%	20.11%	1.10%	100%
Westside Purple Line Extension Project, Section 3 Advanced Utility Relocations	Bubalo Construction Co.	43.60%	23.45%	2.29%	0.00%	0.00%

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

*Part of Metro’s PLA/CCP workforce requirement is the utilization of disadvantaged workers on

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

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

The Crenshaw/LAX Transit Corridor project contractor has completed 83.05% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 59.99%, Apprentice Worker Goal at 23.26%, Disadvantaged Worker goal at 12.03% and the minority participation percentage goals; however, the contractor is not meeting the 6.90% Female Participation goal at 3.69%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Staff issued an Executive Order 11246 Notice in September 2017 requesting the prime contractor to document efforts related to the recruitment of female workers as part of their efforts to increase female participation. The contractor has slightly increased the female participation from 3.27% in September to 3.69% as of this reporting cycle.

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

The Regional Connector Transit Corridor project contractor has completed 44.33% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 58.77% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 16.11%, the 10% Disadvantaged Worker goal at 7.44% or the 6.90% Female Participation goal at 2.85%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

The contractor has provided an updated Employment Hiring Plan (EHP) which outlines compliance with meeting the PLA/CCP workforce goals in the latter part of 2019. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

Staff issued an Executive Order 11246 Notice in February 22, 2018 and met with the prime contractor along with their job coordinator on February 28, 2018 to discuss the low female participation on this project. The contractor has committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. As of this reporting period, the contractor has sponsored several females into various union trades and has added ten additional female workers to their workforce for this project.

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

The Westside Subway Extension Project, Section 1 project contractor has completed 38.43% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 64.71% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 16.99%, the 10% Disadvantaged Worker goal at 9.89% or the 6.90% Female Participation goal at 4.22%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor is currently in the process of updating its EHP to address compliance with the PLA/CCP workforce goals. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

Staff issued an Executive Order 11246 Notice in February 20, 2018 and met with the prime contractor along with their job coordinator on February 28, 2018 to discuss the low female participation on this project. The contractor has committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. As of this reporting period, the contractor has sponsored several females into various union trades and has hired seven additional female workers onto the project.

Metro Blue Line Pedestrian and Swing Gates
Prime: Icon-West

The Metro Blue Line Pedestrian and Swing Gates project Contractor has completed 98.03% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 63.07%, Apprentice Worker goal at 23.15%, Disadvantaged Worker goal at 11.37% and the minority participation percentage goals; however, the Contractor is not meeting the 6.90% Female Participation goal at 0.83%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

Staff issued a notice in September 2017 and met with the prime contractor to discuss the low female participation attainment on this project. The contractor responded by hiring two female workers on the project. Recognizing this project is nearly 100% completed, staff will coordinate with the job coordinator regarding the transition and/or referral of the female workers into other Metro projects.

Division 16 - Southwestern Yard
Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard project contractor has completed 78.80% of the estimated construction work hours on this project. The contractor is currently exceeding the Local Targeted Worker goal at 50.96%, Apprentice Worker goal at 27.10%, and the minority participation percentage goals; however, the contractor is not meeting the 10% Disadvantaged Worker goal at 9.72% and the 6.9% Female Participation goal at 4.18%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor indicated that several disadvantaged workers were hired on the project which will increase the Disadvantaged Worker attainment above the 10% requirement by next reporting cycle. Staff will work closely with the contractor towards meeting all worker goals for this project.

This contract falls under the United States Department of Transportation's (U.S. DOT) Local Hire Pilot Program.

Staff issued an Executive Order 11246 Notice in February 2018 requesting the prime contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. The contractor along with their job coordinator has committed to increase the female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers.

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

The Patsaouras Plaza Busway Station project contractor has completed 74.91% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 57.46% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 12.22%, the 10% Disadvantaged Worker goal at 3.65% or the 6.90% Female Participation goal at 1.35%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

Metro staff issued a Notice of Non-Compliance in November 2017 for the low attainment of the Apprentice and Disadvantaged Worker goals. The contractor submitted a revised EHP with an action plan for meeting all PLA/CCP workforce provisions by end of the project. As of this reporting cycle, the contractor has shown progress in the Apprentice Worker attainment and has committed in hiring more disadvantaged workers. Staff will continue to monitor the contractor's EHP and will work closely with the contractor towards meeting all worker goals for this project.

Staff issued an Executive Order 11246 Notice in February 2018 requesting the contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. The contractor and their job coordinator have committed to increase female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers.

New Maintenance of Way/Non Revenue Vehicle Building 61S
Prime: Clark Construction, Inc.

The New Maintenance of Way/Non-Revenue Vehicle Building 61S project contractor has completed 40.20% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 61.50% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 19.84%, the 10% Disadvantaged Worker goal at 6.49% or the 6.90% Female Participation goal at 0.44%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals by 50% project completion. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

Staff issued an Executive Order 11246 Notice in May 2018 and met with the prime contractor along with their job coordinator to discuss the low female participation on this project. The contractor has committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. The contractor hired five female workers as of this reporting period.

Division 1 Maintenance Annex Building

Prime: Metro Builders, Inc.

The Division 1 Maintenance Annex Building project contractor has completed 17.54% of the estimated construction work hours on this project. The contractor is currently exceed the Targeted Worker goal at 47.62%, Apprentice Worker goal at 20.05% and the minority participation goals, however, the contractor is not meeting the 10% Disadvantaged Worker goal at 7.77% and the Female Participation goal at 5.73%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals by 60% project completion. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

The contractor is at the early stage of construction with 17.54% project completion. Although the female participation attainment on this project is 5.73%, staff will issue an Executive Order 11246 Notice to the contractor.

Division 9 Maintenance Annex Building

Prime: Metro Builders, Inc.

The Division 9 Maintenance Annex Building project contractor has completed 12.84% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 61.79%, Disadvantaged Worker goal at 20.11% and the minority participation goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 17.56% and the Female Participation goal at 1.10%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals by 60% project completion. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

The contractor is at the early stage of construction with 12.84% project completion. Staff will issue an Executive Order 11246 Notice to the contractor.

Westside Purple Line Ext. Section 3 - Advanced Utility Relocations
Prime: Bubalo Construction Co.

The Westside Purple Line Ext. Section 3 - Advanced Utility Relocations project contractor has completed 26.98% of the estimated construction work hours on this project. The contractor is currently exceeding the Local Targeted Worker goal at 43.60%, Apprentice Worker goal at 23.45%, and the minority participation percentage goals; however, the contractor is not meeting the 10% Disadvantaged Worker goal at 2.29% and the 6.9% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals by latter part of 2018. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

This contract falls under the U.S. DOT Local Hire Pilot Program.

Staff issued an Executive Order 11246 Notice in July 27, 2018 and met with the prime contractor along with their job coordinator on August 7, 2018 to discuss the low female participation on this project. The contractor has committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. The contractor has sponsored a female worker into the union.

Female Workers on Active Construction Projects

In consideration of ongoing efforts to review and report on Metro's female participation attainment, the following table highlights the number of cumulative female workers on active PLA/CCP projects within the last three months.

Project Name:	Prime Contractor:	No. of Female Workers April 2018	No. of Female Workers May 2018	No. of Female Workers June 2018
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	148	151	155
Regional Connector Transit Corridor	Regional Connector Constructors, JV	56	64	66
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	63	68	70
Metro Blue Line Pedestrian and Swing Gates	Icon-West	4	5	5
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	32	32	32
Patsaouras Plaza Busway Station	OHL, USA, Inc.	2	2	2
New Maintenance of Way/Non Revenue Vehicle Bldg. 61S	Clark Construction, Inc.	3	5	5
Division 1 Maintenance Annex Bldg.	Metro Builders, Inc.	N/A *	1	1
Division 9 Maintenance Annex Bldg.	Metro Builders, Inc.	N/A *	0	1
Westside Purple Line Extension Section 3 Advanced Utility Relocations	Bubalo Construction Inc.	N/A *	0	0

*N/A = project has not started in April 2018

B. Female Participation Action Plan Update

As requested by Metro's Board, DEOD staff conducted a cursory assessment of other agencies' workforce programs, hiring best practices and strategies utilized to increase female participation. Staff incorporated various best practices into Metro's Female Participation Action Plan. Following is an update on efforts that are underway as of this reporting period.

- Regional Construction Industry Workforce Disparity Study: A solicitation was issued for a comprehensive workforce disparity study to determine the availability of women in the construction trades throughout the Los Angeles County region. The study will identify the demand for construction labor by Metro and other agencies in the region, the available labor supply including labor supply constraints and other considerations. The Request for Proposal was issued in April 2018 and the contract was awarded to Estalano Lesar Advisors on August 22, 2018.

Status: In process

Milestone: Initiation of the study in August 2018; and projected completion in March 2019

- Job Coordinators Consulting Engagement Review: Staff has initiated efforts for the formal assessment of the active job coordinators' outreach and recruitment practices including overall processes in support of identifying best practices and/or areas of enhancement or modification. The effort is being conducted with the support of Metro's Audit Management Services Department. Staff will also leverage the results of the assessment and recommendations in the Request for Qualifications to re-establish the job coordinator panel.

Status: In process

Milestone: Kick-off meeting with prime contractors and job coordinators held August 22, 2018

- Tool Kit: The tool kit will provide contractors with industry best practices for outreach, recruitment, training and retention of workers with special focus on the outreach and recruitment of women. The tool kit serves as resource guide that contains a list of support services, best practices including other areas of focus that have been identified by female workers as vital to achieve a sustained career in the construction industry. Staff distributed the draft to the jobs coordinators in June 2018 and recently received feedback.

Status: In process

Milestone: Schedule to publish Fall 2018

- PLA/CCP Symposium: The PLA/CCP symposium will feature a panel of women and men in the construction industry, industry speakers including trade representatives, private employers and others to discuss female apprentices, challenges faced by female workers and best practices for increasing the availability and retention rates of female workers. DEOD staff will convene a formal working group to support planning efforts for the symposium.

Status: Pending

Milestone: Host symposium early 2019

DEOD staff will continue to focus on strategies to support the outreach, recruitment and retention of women into the trades with specific focus on Metro's PLA/CCP construction projects. Recognizing the need to promote retention, professional development and career advancement, staff has begun to implement strategies to support retention and development of female workers on Metro's

construction projects.

Such strategies include:

- Quarterly Jobs Coordinator Meetings: Staff continues to host quarterly meetings with the job coordinators to discuss best practices; identify outreach and recruitment opportunities; review the female participation scorecard; and focus on worker retention and transition among Metro projects. The next quarterly meeting schedule for September 2018 will include the participation of the prime contractors.
- Worker Retention Best Practices: Efforts have been initiated to identify and assess the available pre-apprenticeship training programs with focus on those with demonstrated success for candidate retention.
- Transition Coordination: Staff has developed a formalized process to assist female workers to transition to other active or upcoming Metro projects as projects near the end of construction. The formalized process consists of the following actions:
 - Communicate with prime contractors and jobs coordinators nearing 80% project completion regarding the female worker transition;
 - In coordination with the jobs coordinators identify female workers preparing for transition and available for work at least 30 days prior to project end date and/or worker assignment end date;
 - Provide female workers with a list of active jobs coordinators; and
 - Follow-up monthly/quarterly on recruitment and placement progress.

Furthermore, staff will continue to provide ongoing assessment of the female participation score card, monitoring of contractor's performance, and recognition of contractors that successfully meet or exceed the 6.9% goal or demonstrate highly commendable efforts in the recruitment, retention and/or professional development of women on Metro's construction projects.

Lastly, a summary of Contractor's Action Plans to increase female workers in response to the issued EO 11246 Notices is provided as Attachment C.

C. Pilot Local Hire Update

On October 6, 2017, the Federal Register published a notice from the USDOT announcing the withdrawal of the Pilot Local Hire program. Metro has three construction projects awarded subject to the USDOT Pilot Local Hire Initiative which include:

- C0991 Division 16 - Southwestern Yard (contract value of \$172M)
- C1120 Westside Purple Line Extension Project - Section 2 (contract value of \$1.3B)
- C1153 Purple Line Extension Section 3 - Advanced Utility Relocations (contract value of \$11M).

In addition, Metro has seven rolling stock contracts that contain the Local Employment Plan (LEP).

- A650-2015 Heavy Rail Vehicle Overhaul

- P2000 Light Rail Vehicle Overhaul
- HR400 Purchase of New Heavy Rail Vehicles
- OP28367-000 Forty Foot (40') Low Floor CNG Buses
- OP28367-001 Sixty Foot (60') Low Floor Zero Emission Buses
- OP28367-002 Forty Foot (40') Low Floor Zero Emission Buses
- OP28367-003 Sixty Foot (60') Low Floor CNG Buses.

These combined seven projects will create new jobs in Los Angeles County totaling over \$62.3 million in wages and benefits over the next seven years. The LEP is projected to create an estimated 217 new jobs for the base and option contract terms for the seven projects.

D. Outreach

DEOD staff continuously seeks opportunities to keep the community informed and engaged of construction career opportunities available through Metro's PLA/CCP. Staff consistently collaborates with community-based organizations and other partners including the contractors on outreach events, initiatives and activities. Staff participated in the following outreach events as of this reporting period:

- On August 25, 2018, Metro participated in the HireLAX Apprenticeship Readiness Program (ARP). Participants were informed of the various careers opportunities in the construction industry.
- On July 13, 2018, Metro participated in the Career & Education Resource Fair hosted by First Place For Youth. Attendees were informed of the various opportunities in the construction industry available through the PLA/CCP.

NEXT STEPS

DEOD staff will continue to monitor contractor's efforts and initiate the various strategies and activities as outlined. Staff will continue to identify initiatives and outreach efforts to promote awareness, engagement and participation in construction career opportunities.

ATTACHMENTS

Attachment A - PLA/CCP Completed Projects

Attachment B - PLA/CCP Report Data

Attachment C - Contractors Plan to Increase Female Participation

Prepared by: Michael Flores, Manager, Diversity and Economic Opportunity, PLA/CCP
and WIN-LA (213) 922-6387

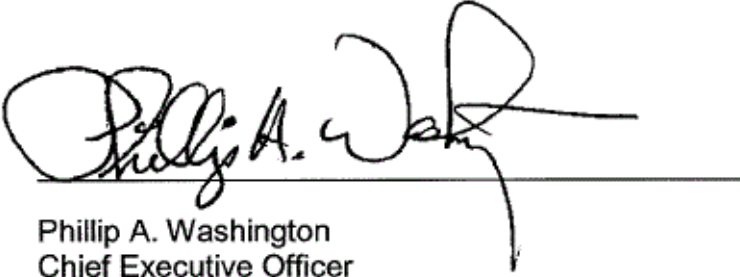
Victor Ramirez, Deputy Executive Officer, Vendor/Contract Management (213) 922-1059

Shalonda Baldwin, Deputy Executive Officer, Diversity and Economic

Opportunity (213) 418-3265

Miguel Cabral, Executive Officer Diversity and Economic Opportunity (213) 418-3270

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Completed Contracts:

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	0.52%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	7.48%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	0.42%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	2.57%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	4.68%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	1.69%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	0.48%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	2.78%	9.24%
Metro Rail Security Kiosks	Icon-West	45.90%	27.06%	20.17%	0.00%	100.00%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	65.15%	21.76%	20.96%	0.57%	28.10%
MRL/MOL North Hollywood Station West Entrance	Skanska, USA	57.79%	24.28%	15.78%	7.44%	84.26%

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repair	AP Construction	76.46%	21.26%	42.56%	3.91%	6.48%
Universal City Pedestrian Bridge	Griffith Company	38.33%	27.49%	12.55%	1.57%	48.51%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	50.62%	33.68%	14.12%	1.46%	86.41%
Bob Hope Airport/ Hollywood Way Station	CA Rasmussen, Inc.	42.77%	22.62%	12.71%	0.80%	69.38%
Non-Revenue Maintenance Bldg. at Vernon Yard	Access Pacific, Inc.	54.16%	20.90%	12.93%	7.64%	5.35%

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

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

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

Westside Subway Extension Advanced Utility Relocation
Prime: Metro Builders

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

Westside Subway Exploratory Shaft
Prime: Innovative Construction Solutions (ICS)

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

Regional Connector Transit Corridor Advanced Utilities Relocation
Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8
Prime: Taft Electric

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

Division 13 CNG Fueling Facility, Design/Build/Operate
Prime: Clean Energy

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

Metro Blue Line Station Refurbishments
Prime: S.J. Amoroso

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

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

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

Metro Rail Security Kiosks
Prime: Icon-West

The Metro Rail Security Kiosks project is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged Worker attainment at 20.17% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

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

The Westside Extension Project Advanced Utility Relocation project is 100% completed as of October 2016. Final reporting shows the Targeted Worker attainment at 65.15%, Apprentice Worker attainment at 21.76%, Disadvantaged Worker attainment at 20.96% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.57%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

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

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

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

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project is 100% completed as of April 2017. Final reporting shows the Targeted Worker attainment at 76.46%, Apprentice Worker attainment at 21.26%, Disadvantaged Worker attainment at 42.56% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 3.91%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project is 100% completed as of June 2017. Final reporting shows the Apprentice Worker attainment at 27.49%, Disadvantaged Worker goal at 12.55% and the minority participation percentage goals were attained; however, the Contractor did not meet the 40% Targeted Worker goal at 38.33% and the 6.90% Female Participation goal at 1.57%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. Staff executed liquidated damages for not meeting the Targeted Worker goal for this project. The assessed liquidated damages were utilized during negotiations to offset the contractor's claimed additional costs and this issue is closed.

MRL Pershing Square Canopy Addition and Escalator Replacement
Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement project Contractor is 100% completed as of August 2017. Final reporting shows the Targeted Worker attainment at 50.62%, Apprentice Worker attainment at 33.68%, Disadvantaged Worker attainment at 14.12% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 1.46%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Bob Hope Airport/Hollywood Way Station
Prime: CA Rasmussen

The Bob Hope Airport/Hollywood Way Station project is 100% completed as of April 2018. Final reporting shows the Targeted Worker attainment at 42.77%, the Apprentice Worker attainment at 22.62%, Disadvantaged Worker attainment at 12.71% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.80%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Non-Revenue Maintenance Building at Vernon Yard
Prime: Access Pacific Inc.

The Non-Revenue Maintenance Building at Vernon Yard project is 100% completed as of May 2018. Final reporting shows the Targeted Worker attainment at 54.16%, the Apprentice Worker attainment at 20.90%, Disadvantaged Worker attainment at 12.93%, Female Participation goal at 7.64% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

ATTACHMENT B

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

**Report Data Through
June 2018 Reporting Period**



Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,096,935.23	59.99%	23.26% Based on Total Apprenticiable Work Hours	12.03%

Percentage Project Complete Based on Worker Hours: 83.05% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,096,935.23	12.12%	1.21%	21.59%	61.76%	1.12%	2.19%	76.21%	3.69%



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

Regional Connector Transit Corridor Project

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

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,456,154.82	58.77%	16.11% Based on Total Apprenticeable Work Hours	7.44%

Percentage Project Complete Based on Worker Hours: 44.33% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,456,154.82	7.40%	0.57%	26.98%	59.42%	0.76%	4.86%	68.15%	2.85%



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

Westside Subway Extension Project, Section 1 – D/B

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

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,251,397.34	64.71%	16.99% Based on Total Apprenticeship Work Hours	9.89%

Percentage Project Complete Based on Worker Hours: 38.43%(rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,251,397.34	10.89%	1.61%	19.91%	62.81%	0.34%	4.44%	75.65%	4.22%



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

Metro Blue Line Pedestrian & Swing Gates

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
56,365.35	63.07%	23.15% <small>Based on Total Apprenticesable Work Hours</small>	11.37%

Percentage Project Complete Based on Worker Hours: 98.03% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
56,365.35	3.80%	0.02%	13.44%	77.90%	0.00%	4.83%	81.72%	0.83%



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

Division 16: Southwestern Yard

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

Report Data Through June 2018

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
374,451.94	50.96%	27.10% Based on Total Apprenticable Work Hours	9.72%

Percentage Project Complete Based on Worker Hours: 78.80% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
374,451.94	7.52%	0.96%	20.66%	56.22%	0.22%	14.42%	64.92%	4.18%



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

Patsaouras Plaza Busway Station

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

Report Data Through March 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
63,674.75	57.46%	12.22% <small>Based on Total Apprenticesable Work Hours</small>	3.65%

Percentage Project Complete Based on Worker Hours: 74.91% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
63,674.75	1.38%	3.41%	17.14%	74.36%	0.25%	3.47%	79.40%	1.35%



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

Design Build – Maintenance of Way Bldg. 61S

PLA Targeted Worker Attainment: Prime: Clark Construction, Inc.

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
62,303.63	61.50%	19.84% Based on Total Apprenticeable Work Hours	6.49%

Percentage Project Complete Based on Worker Hours: 40.20% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
62,303.63	0.77%	0.81%	19.29%	65.88%	0.01%	13.23%	67.47%	0.44%



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

Division 1 Maintenance Annex Bldg.

PLA Targeted Worker Attainment: Prime: Metro Builders, Inc.

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,533.50	47.62%	20.05% <small>Based on Total Apprenticesable Work Hours</small>	7.77%

Percentage Project Complete Based on Worker Hours: 17.54% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,533.50	9.07%	2.16%	5.77%	73.09%	0.00%	9.91%	84.32%	5.73%



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

Division 9 Maintenance Annex Bldg.

PLA Targeted Worker Attainment: Prime: Metro Builders, Inc.

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,175.00	61.79%	17.56% <small>Based on Total Apprenticesable Work Hours</small>	20.11%

Percentage Project Complete Based on Worker Hours: 12.84% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
2,175.00	2.60%	0.69%	6.80%	87.89%	0.00%	2.02%	91.18%	1.10%



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

Westside Purple Line Ext. Sec 3 – Advanced Utility Rel

PLA Targeted Worker Attainment: Prime: Bubalo Construction Co.

Report Data Through June 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,935.50	43.60%	23.45% <small>Based on Total Apprenticesable Work Hours</small>	2.29%

Percentage Project Complete Based on Worker Hours: 26.98% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,935.50	0.52%	0.77%	9.51%	88.86%	0.00%	0.33%	90.15%	0.00%



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

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



* Total Cumulative Project Hours as Reported by Prime Contractor.

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

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



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

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



* Total Cumulative Project Hours as Reported by Prime Contractor.

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

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

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

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

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

Executive Order 11246 Demographic Summary

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



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

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

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

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

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

Executive Order 11246 Demographic Summary

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



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

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

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

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

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

Executive Order 11246 Demographic Summary

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



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

Metro Blue Line Station Refurbishments

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

Report Data Through June 2015 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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

Westside Subway Extension Project AUR (Fairfax Station)

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

Report Data Through December 2015 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through March 2016 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

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

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

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

Executive Order 11246 Demographic Summary

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



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

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

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

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

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

Executive Order 11246 Demographic Summary

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



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

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

Report Data Through April 2017 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,173.00	76.46%	21.26% <small>Based on Total Apprenticesable Work Hours</small>	42.56%

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

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,173.00	6.96%	0.35%	3.31%	89.06%	0.00%	0.33%	96.37%	3.91%



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

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through June 2017 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
109,020.00	38.33%	27.49% <small>Based on total Apprenticeable Work hours</small>	12.55%

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

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
109,020.00	8.50%	4.11%	22.25%	61.79%	0.62%	2.83%	75.02%	1.57%



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

MRL Pershing Square Canopy & Escalator Replacement

PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

Report Data Through June 2017 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
22,562.00	50.62%	33.68% <small>Based on Total Apprenticeable Work Hours</small>	14.12%

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

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
22,562.00	6.13%	1.91%	41.21%	46.93%	1.15%	2.67%	56.12%	1.46%



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

Bob Hope Airport/Hollywood Way Station

PLA Targeted Worker Attainment: Prime: C.A. Rasmussen, Inc.

Report Data Through April 2018 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
21,378.00	42.77%	22.62% <small>Based on Total Apprenticesable Work Hours</small>	12.71%

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

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
21,378.00	2.78%	0.13%	10.20%	73.09%	0.04%	13.75%	76.04%	0.80%



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

Non-Revenue Maintenance Bldg. at Vernon Yard

PLA Targeted Worker Attainment: Prime: Access Pacific, Inc.

Report Data Through May 2018 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
12,350.00	54.16%	20.90% <small>Based on Total Apprenticesable Work Hours</small>	12.93%

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

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
12,350.00	0.39%	0.22%	11.91%	82.01%	0.52%	4.96%	83.14%	7.64%



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

EXHIBIT C
CONTRACTORS PLAN TO INCREASE FEMALE PARTICIPATION

Project Name:	Prime Contractor:	Action Plan to Increase Female Participation	Accomplishments
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	<ul style="list-style-type: none"> • Continued collaboration with Community Based Organization in outreaching to female workers. • Targeted outreach • Collaborate with various unions 	Increased female participation attainment from 3.27% in September to 3.69% as of this reporting period.
Regional Connector Transit Corridor	Regional Connector Constructors, JV	<ul style="list-style-type: none"> • Continued collaboration with Community Based Organization in outreaching to female workers • Targeted Outreach • Sponsor female workers into the unions 	Contractor has sponsored several females into the various union trades and has added 10 additional females to their workforce.
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	<ul style="list-style-type: none"> • Continued collaboration with Community Based Organization to outreach to female workers • Targeted Outreach • Sponsor female workers into the unions 	Contractor added 7 additional females to their workforce as of this reporting period.
Metro Blue Line Pedestrian and Swing Gates	Icon-West	<ul style="list-style-type: none"> • Targeted outreach to female workers 	Contractor hired 2 female workers on the project.
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	<ul style="list-style-type: none"> • Targeted outreach to female workers • Sponsor female workers into the unions 	Contractor has attained 4.18% female participation as of this reporting period.
Patsaouras Plaza Busway Station	OHL-USA, Inc.	<ul style="list-style-type: none"> • Contractor to request female workers from the unions. • Targeted outreach to female workers 	Non reported at this time
New Maintenance of Way/Non Revenue Vehicle Building 61S	Clark Construction, Inc.	<ul style="list-style-type: none"> • Contractor to collaborate with WINTER to recruit female workers • Targeted outreach to female workers 	Contractor hired 5 female workers as of this reporting period.
Westside Purple Line Extension Project, Section 3 Advanced Utility Relocations	Bubalo Construction Co.	<ul style="list-style-type: none"> • Targeted Outreach • Sponsor female workers to the unions 	Contractor hired a female worker into the project.



Project Labor Agreement (PLA)/
Construction Careers Policy (CCP) Report
Construction Committee Item # ____
September 20, 2018

PLA/CCP Program Achievements

- Attainment
 - 59.85% Economically Disadvantaged
 - 21.29% Apprentice
 - 11.19% Disadvantaged
- >\$170 Million paid to Targeted Workers *
 - \$32 Million paid to Disadvantaged Workers *
 - \$45 Million paid to Apprentice Workers**
- Exceeded Targeted/Apprentice/Disadvantaged Worker goals
- No work stoppages or lockouts

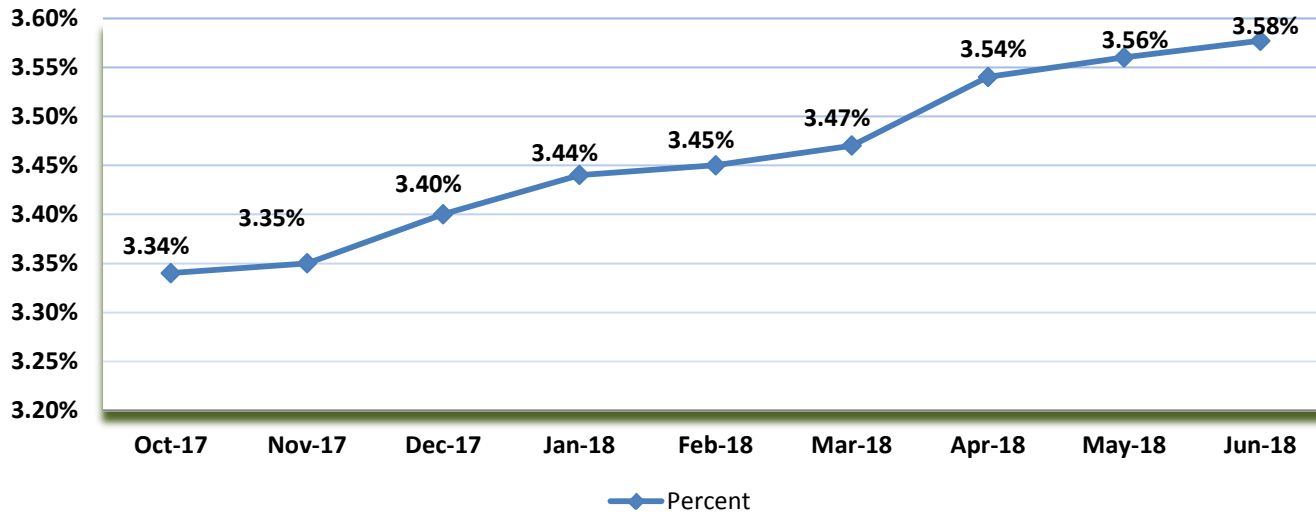


Metro

(*Based on the lowest laborers rate as of June 2017)
(**Based on the lowest apprentice rate as of January 2017)
(Workers may fall into multiple categories)

Female Participation Attainment

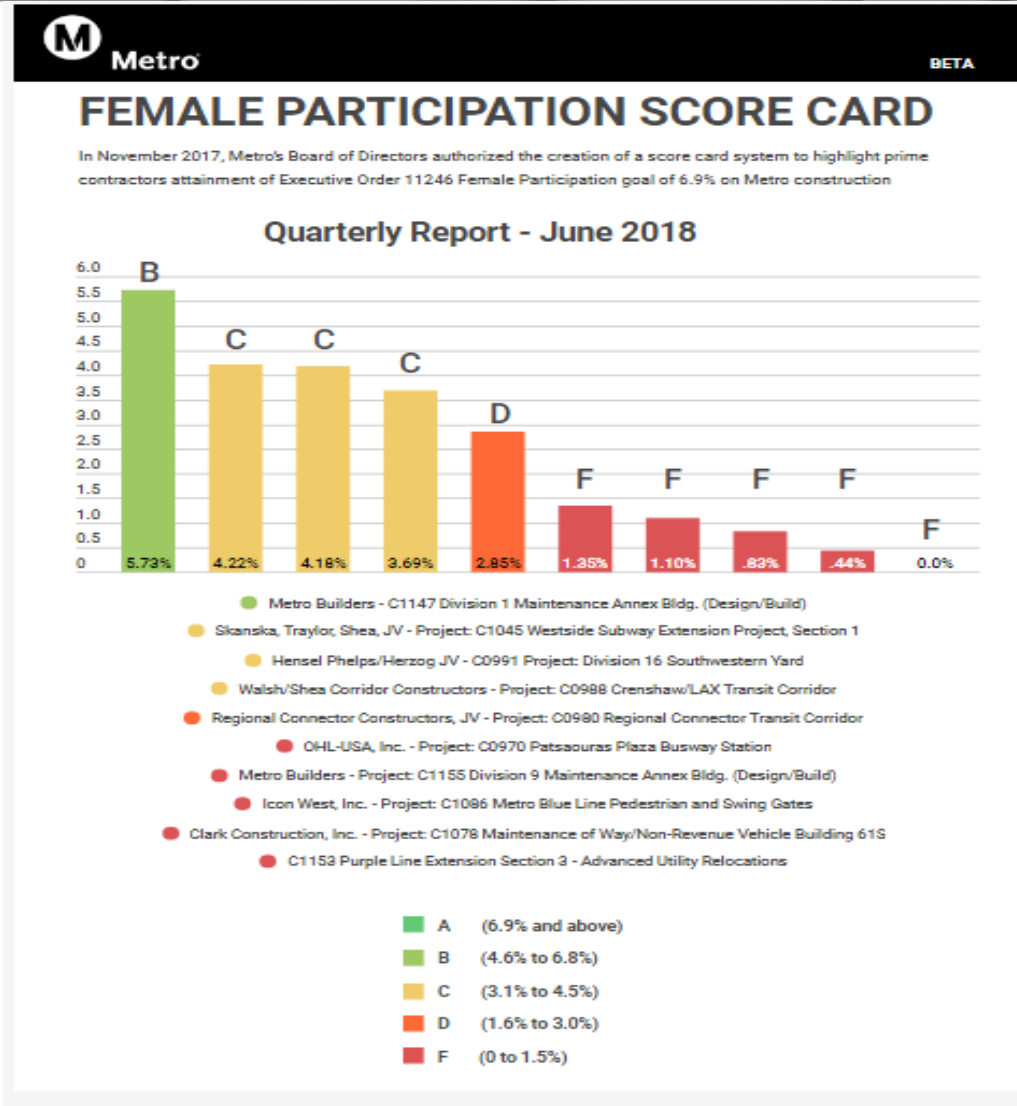
Female Participation Attainment



- Metro's female participation attainment is trending upward
- 98 female workers were hired on all active construction projects within the last nine months

Female Participation Score Card

- Overall female participation attainment is 3.58%
- Highest rating as of Q4 reporting is B grade



Action Plan Highlights

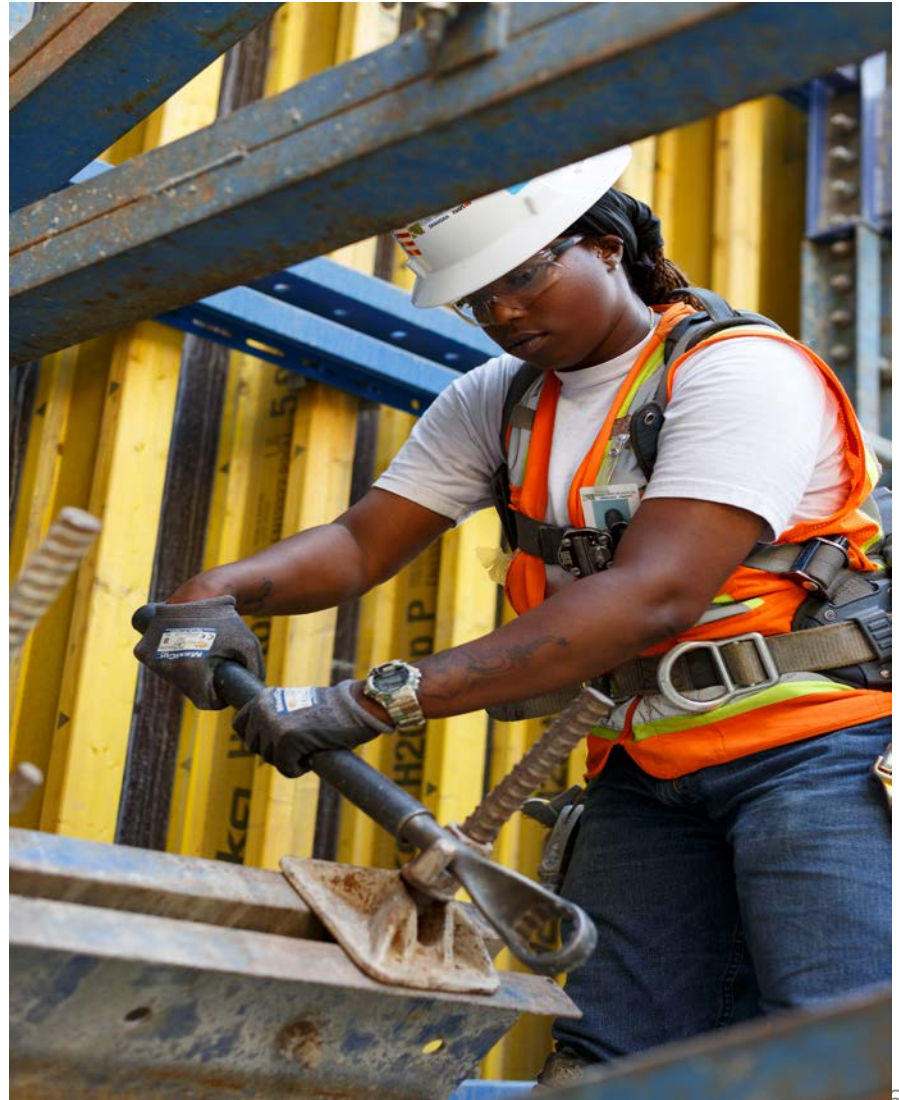
- Awarded professional services contract for Regional Construction Workforce Disparity Study
- Initiated engagement for the assessment of Job Coordinator's outreach and recruitment practices; and processes
- Ongoing focus on worker retention and transition through coordination with Job Coordinators and Contractors



Metro

Outreach and Engagement Activities

- Participated in HireLAX Apprenticeship Readiness Program
- Represented Metro at First Place for Youth's Career & Education Resource Fair





Thank you



Metro®



Board Report

File #: 2018-0391, **File Type:** Contract

Agenda Number: 34.

CONSTRUCTION COMMITTEE SEPTEMBER 20, 2018

SUBJECT: MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES

ACTION: AWARD SUPPORT SERVICE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD AND EXECUTE a cost plus fixed fee Contract No. PS46817 to Ninyo & Moore for materials verification testing and inspection services with a base period of seven years for an amount not-to-exceed \$12,000,000, plus three one-year options; and
- B. EXECUTE individual Task Orders and changes within the Board approved not-to-exceed amount.

ISSUE

Staff seeks to award a materials verification testing and inspection services contract to assist Metro in the delivery of voter approved Measures R, M, and other Board approved Capital Improvement projects.

BACKGROUND

The ability of the Quality Department to perform materials verification testing and inspection services to support the existing projects under construction in addition to new Measures R, M depends on procuring consultant services to oversee and verify Contractor's compliance to the projects quality assurance requirements.

DISCUSSION

Metro Quality Management Program requires utilization of Consultant services to perform oversight materials testing and verification inspection of work performed by laboratories hired by the Contractors. Metro requires the contractors to perform 100% of inspections and materials verification. Metro's goal is to perform between 5-10% verification depending on the complexity of the work and the Contractors' performance. This independent verification provides Metro assurance that the contractors have a comprehensive testing program in place for items such as concrete strength, soil compaction and materials strength, durability and failure requirements. It is an important

component of Metro's overall quality assurance program.

Term

Due to the length of time needed to deliver major capital improvement projects, it is very inefficient and disruptive to change the contractor during project delivery. The recommended materials verification testing and inspection services Contract term will provide greater continuity, consistency and less disruption by implementing a base seven year contract with three one-year options.

Scope

The scope of services to be provided by the Consultant includes, but is not limited to: development of Metro Verification Testing Program Manual, project-specific test plans, testing of construction materials in accordance with the test plan and contract specifications; input of test data and reports into a Quality Management (QM) database to be provided by Metro in the future; documented reports on the overall quality of materials; and provision of the material, labor, equipment and properly accredited laboratory facilities to perform a variety of material testing functions. The Consultant will collect samples for the purpose of validating the construction contractor quality programs. Such validation includes the accuracy of contractor-controlled test results, and the adequacy of testing based on materials quantities.

While the primary purpose of this Contract is for verification testing, Metro may utilize the selected Consultant for acceptance testing on certain projects. In these cases, Metro's construction contractor would still be responsible for the quality of the work, but not required to conduct materials acceptance testing. On these select projects the Consultant will conduct 100% of the required testing on behalf of Metro. Metro may also, on an as needed basis, request the Consultant to perform other specialized testing and inspection services such as, but not limited to non-destructive testing, weld inspection, paint thickness testing, or other materials testing/inspection and functions.

The services to be performed will include providing portal-to-portal transportation, approved facilities, equipment and appropriately qualified personnel. Carrying out the services requires determination of the characteristics and qualities of the materials and/or workmanship processes.

The scope of services also includes special analyses services if a catastrophic failure occurs on a project and a forensic study will then be needed to determine the root cause of the failure.

DETERMINATION OF SAFETY IMPACT

This board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons. A comprehensive quality program including this independent testing can help assure that there is not a subsequent failure that can lead to safety issues.

FINANCIAL IMPACT

Task Orders (TO) with a detailed scope of work will be issued. Fiscal year 2019 funds required for

TOs are included in the adopted budget in projects utilizing the service. Respective project managers will ensure the budgetary needs do not exceed the Board authorized LOP. Since this is a multiyear contract, the Project Managers, Cost Center Managers, and Chief Program Management Officer will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The funding for TOs issued under this action is provided by the specific project requiring the services. The source for these funds are projects' funding plans and may consist of federal and/or state grants as well as local funds. Many state of good repairs and capital improvement projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEFIC PLAN GOALS

Executing Contract No.PS46817 would permit Metro's Program Management/Quality Department to provide an efficient, consistent and high level of support to Measures R, M projects; therefore, it would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit network and assets.

ALTERNATIVES CONSIDERED

The Metro Board may reject the recommendation or the proposed duration. Staff does not recommend these alternatives. The use of a Consultant for all projects during construction allows Metro to secure the services without the necessary increase in Metro long term labor costs. Further, by providing for an overall term of seven years plus three one year options, an integrated and consistent approach across all projects serves Metro's interests.

As another alternative Metro Board may recommend action and direct staff to solicit and award individual contracts for each project. Individually procuring these services have associated inconstant approaches/delivery and most likely higher administrative and execution costs and inefficiencies.

NEXT STEPS

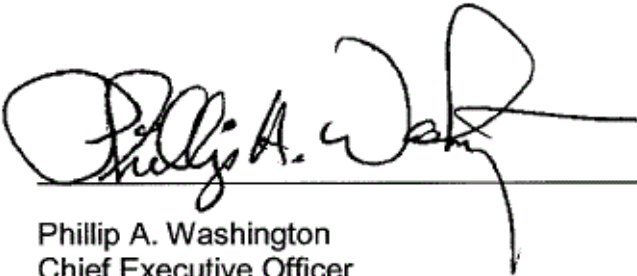
Upon Board approval, staff will complete the process to award Contract No. PS46817. Specific task orders will be subsequently issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Camelia Davis, Sr. Director Quality Management, (213) 922-7342

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Vendor/Contract Management Chief, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES
CONTRACT NUMBER PS46817**

1.	Contract Number: PS46817	
2.	Recommended Vendor: Ninyo & Moore	
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: April 13, 2018	
	B. Advertised/Publicized: April 10, 2018	
	C. Pre-Proposal Conference: April 20, 2018	
	D. Proposals Due: May 14, 2018	
	E. Pre-Qualification Completed: August 3, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 22, 2018	
	G. Protest Period End Date: September 21, 2018.	
5.	Solicitations Picked up/Downloaded: 65	Proposals Received: 6
6.	Contract Administrator: Noelle Santos	Telephone Number: 213-922-3647
7.	Project Manager: Camelia Davis	Telephone Number: 213-922-7342

A. Procurement Background

This Board Action is to approve Contract No. PS46817 Materials Verification Testing and Inspection Services to provide a full service laboratory to perform oversight testing and verification inspection of work performed by laboratories hired by the construction contractor when the construction contractor performs work under a Design-Build or Design-Bid-Build contract. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policies and Procedures. Metro held a pre-proposal conference on April 20, 2018, in the Henry Huntington Conference Room on the 3rd floor of the Gateway Building. There were twenty-five (25) representatives from eighteen (18) firms that attended the pre-proposal conference. Sixty-five (65) individuals from various firms picked up or downloaded the RFP Package.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 30, 2018, clarified the Submittal Requirements and Evaluation Criteria.

A total of six proposals were received on May 14, 2018, from the following firms:

1. AESCO Technologies
2. Kleinfelder, Inc.
3. Ninyo & Moore Geotechnical and Environmental Sciences Consultants
4. SCST, Inc.
5. Smith-Emery Laboratories
6. Wood Environment & Infrastructure Solutions, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Systems Engineering and Metro Quality Assurance and Compliance was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Capabilities of the Firms on the Consultant’s Project Team.....(25%)
- Key Personnel’s Skills and Experience.....(25%)
- Effectiveness of Management Plan.....(20%)
- Understanding of Work and Appropriateness of Approach for Implementation.....(20%)
- Cost Proposal.....(10%)

The evaluation criteria are appropriate and consistent with criteria developed for other Professional Service procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the firms on the Consultant’s Project Team and Key Personnel’s Skills and Experience.

During the months of May and June 2018, the PET evaluated the six written proposals. On June 20, 2018, and June 21, 2018, the PET met with all six Proposers for oral presentations. The firms were given the opportunity to present on: 1) Effectiveness of Management Plan and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms had the opportunity to present their proposed project managers, key personnel, and some of their key members, as well as respond to the PET’s questions. In general each presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer’s commitment to the success of the contract.

Of the six proposals received, three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. Kleinfelder, Inc.
2. Ninyo & Moore Geotechnical and Environmental Sciences Consultants
3. Wood Environment and Infrastructure Solutions, Inc.

Three firms were determined to be outside the competitive range and were not included for further consideration.

Qualifications Summary of Firms within the Competitive Range:

Ninyo & Moore Geotechnical and Environmental Sciences Consultants

Ninyo & Moore Geotechnical and Environmental Sciences Consultants (Nino & Moore) specializes in materials testing on behalf of the owners for various delivery methods. With over 32 years of experience, Ninyo & Moore has a proven record of successful projects providing similar services. Key personnel have over 10 to 20 years of experience. Ninyo & Moore has worked supporting Metro on the Orange Line Canoga North Extension, I-405 Sepulveda Pass Widening, Crenshaw/LAX Corridor, and the Regional Connector and has performed satisfactorily.

Wood Environment & Infrastructure Solutions, Inc.

Wood Environment & Infrastructure Solutions, Inc. (Wood Environment) has three testing labs located in Southern California. Wood Environment specializes in providing independent Quality Assurance program development and third party testing and inspection services across a broad spectrum of public agencies and private clients. Each member listed in the key personnel has over 15 years of experience with the appropriate certifications. Wood Environment has over 25 years working with Metro and has completed work satisfactorily.

Kleinfelder, Inc.

Kleinfelder, Inc. (Kleinfelder) was founded in 1961 and has been specializing in construction quality management and materials engineering and testing. With over 60 offices located throughout the United States, Kleinfelder has demonstrated the ability to mobilize to meet large scale project requirements. The Kleinfelder team has direct experience working with Metro, including their current on-call Environment Engineering and Countywide Planning contracts.

The Proposal Evaluation Team (PET) ranked the three proposals within the competitive range, based on the evaluation criteria in the RFP, and assessed major

strengths, weaknesses and associated risks of each of the Proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

1.	Firm	Average Score**	Factor Weight	Weighted Average Score *	Rank
2.	Ninyo & Moore				
3.	Experience and Capabilities of the Firms on the Consultant's Project Team	88.61	25%	22.15	
4.	Key Personnel's Skills and Experience	90.47	25%	22.62	
5.	Effectiveness of Management Plan	89.33	20%	17.87	
6.	Understanding of Work and Appropriateness of Approach for Implementation	92.50	20%	18.50	
7.	Cost Proposal	76.81	10%	7.68	
8.	Total		100.00%	88.82	1
9.	Wood Environment				
10.	Experience and Capabilities of the Firms on the Consultant's Project Team	89.25	25.0%	22.31	
11.	Key Personnel's Skills and Experience	84.67	25%	21.17	
12.	Effectiveness of Management Plan	87.33	20%	17.47	
13.	Understanding of Work and Appropriateness of Approach for Implementation	84.00	20%	16.80	
14.	Cost Proposal	100.00	10%	10.00	
15.	Total		100.00%	87.75	2
16.	Kleinfelder				
17.	Experience and Capabilities of the Firms on the Consultant's Project Team	85.76	25.0%	21.44	
18.	Key Personnel's Skills and Experience	84.00	25%	21.00	
19.	Effectiveness of Management Plan	90.17	20%	18.03	
20.	Understanding of Work and Appropriateness of Approach	90.58	20%	18.12	

	for Implementation				
21.	Cost Proposal	31.29	10%	3.13	
22.	Total		100.00%	81.72	3

* Weighted scores are rounded to the nearest second decimal point.

** Evaluation criteria including a factor for cost proposals were first evaluated to determine the competitive range. Scores shown above for the cost proposals are based on the comparison of only the cost proposals within the competitive range.

C. Cost/Price Analysis

Metro performed a cost analysis of labor rates and a price analysis of testing unit rates, comparing the three (3) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on unit rates for the estimated number of tests and direct labor rates for test samples and other services that may be required by Metro. Each firm proposed unit prices for the tests and direct labor rates to perform these tests. The unit prices and direct labor rates for the recommended firm were determined to be fair and reasonable.

	Proposer Name	Proposal Amount ⁽¹⁾	Metro ICE ⁽²⁾	NTE Amount ⁽³⁾
1.	Ninyo & Moore	\$75,271.42	\$12,000,000	\$12,000,000
2.	Wood Environment	\$57,817.46		
3.	Kleinfelder, Inc.	\$184,795.00		

Notes:

(1) The proposal amounts shown were for evaluation purposes only and were based on the unit rates for each test and direct labor used one time since there was no definable level of effort for the Scope of Work. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

(2) The amount \$12,000,000 is a Not-to-Exceed amount estimated for the basic term of the contract.

(3) The amount of \$12,000,000 is the Not-to-Exceed amount for the basic term of the contract. Work will be funded according to an Annual Work Program. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

D. Background on Recommended Contractor

The recommended firm, Ninyo & Moore, is located in Los Angeles, CA, as well as other offices located throughout Southern California, has been in business for over 32 years and is a leader in the field of providing materials testing services on behalf of the owners for the various delivery methods proposed.

Ninyo & Moore has successfully provided Quality Assurance testing and support services on the I-15 Widening project in Utah, the first billion dollar design-build project in the United States. This project established an on-site laboratory, was ISO certified and provided Quality Assurance testing for the highway widening project. For the past 13 years Ninyo & Moore has provided materials testing and inspection services supporting Metro on the Orange Line Canoga North Extension, I-405 Sepulveda Pass Widening, Crenshaw/LAX Corridor, and the Regional Connector.

Ninyo & Moore is committed to being available 24-hours-a-day, seven days a week to meet the demands of Metro's various projects. Their large pool of professionals are available to support multiple-shift construction schedules ensuring a successful project delivery. Ninyo & Moore also commits to utilizing Metro Small Businesses and Disabled Veterans Business Enterprises.

DEOD SUMMARY

MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES/PS46817

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Ninyo & Moore made a 15% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on the cumulative DBE participation of all Task Orders awarded.

Small Business Goal	15% DBE	Small Business Commitment	15% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	The G-Crew	Asian Pacific American Female	TBD
2.	Fountainhead Consulting Corporation	Hispanic American	TBD
	Total DBE Commitment		15%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

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.



Board Report

File #: 2018-0533, **File Type:** Contract

Agenda Number:

REVISED
CONSTRUCTION COMMITTEE
SEPTEMBER 20, 2018

SUBJECT: CITY OF LOS ANGELES FY19 ANNUAL WORK PLAN APPROVAL

ACTION: AUTHORIZE ANNUAL EXPENDITURE BUDGET

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an annual expenditure budget plan in the amount of ~~\$37,920,890~~ \$37,930,890 for the FY19 Annual Work Plan for the City of Los Angeles.

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. This support includes design reviews, permit approvals, inspection of work on City property, traffic control officers, traffic signal technicians and related engineering support. Approvals are required in a timely manner to support project schedules.

The annual work plan shall serve as a commitment from Metro for the reimbursement of services by City of Los Angeles reviewing departments for an estimated amount of services. Without an annual work plan, the reviewing departments have no funding sources to support the projects.

BACKGROUND

In December of 2002, a Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement was to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A function of the MCA is to clearly identify a yearly budget for each City department to provide those city services. This function is labeled as the Annual Work Plan.

DISCUSSION

The action contained herein provides funding for the City of Los Angeles participation in each project within the limit of the current approved FY19 budget for Third Party Review. (See Attachment A)

Metro staff 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 hours charged are appropriate.
 - E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding, which may be obligated and spent under this one year work plan of ~~\$37,920,890~~ \$37,930,890 is included in the FY19 budget in each of the project budgets that will require services to be performed by the City of Los Angeles. See attachment "A". Since these are multi-year projects, the Project Managers will be responsible for budgeting future year costs.

Impact on Bus and Rail Operating and Capital Budget

The funding for this Annual Work Plan will come from various sources of funds, generally from the capital project budgets. See attachment "A". With the exception of major construction projects funded with specific grant funds, these funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because the primary beneficiary of the service is bus, rail and capital projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By executing the Annual Work Plan for FY19 and allowing the City departments to successfully review plans and provide a streamlined approval processes to successfully construct Metro's ongoing projects. It would positively support Metro's overall plan and goal of expanding the transportation network, increase 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 Contracts. Unfortunately, this is not recommended because it will delay each of the projects.

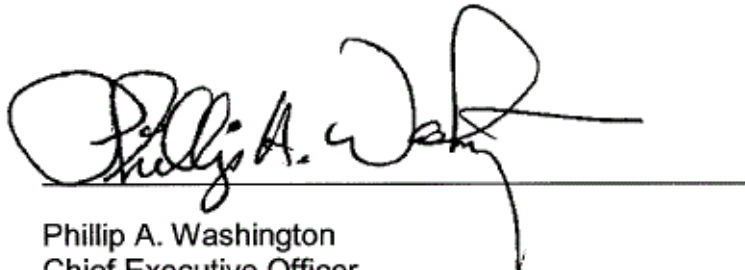
NEXT STEPS

Upon Metro board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENTS

Attachment A - FY19 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Bryan Pennington, Senior Executive Officer; 213-922-7449
Androush Danielians, Executive Officer; 213-922-7598
Eduardo Cervantes, Deputy Executive Officer; 213-922-7255.
Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY19 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW/LAX TRANSIT

Dept. of Transportation	\$3,444,102
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$292,182
Bureau of Street Services	\$356,660
Contract Administration	\$1,210,903
Cross Coordination Support	\$132,473
Police Department/Safety	\$103,566
<hr/>	
Subtotal:	\$ 6,539,886

REGIONAL CONNECTOR

Dept. of Transportation	\$1,467,994
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$474,518
Bureau of Street Services	\$142,844
Contract Administration	\$407,295
Cross Coordination Support	\$309,320
Police Department/Safety	\$106,803
<hr/>	
Subtotal:	\$ 4,108,774

WESTSIDE EXTENSION SECTION 1

Dept. of Transportation	\$1,834,306
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$305,241
Bureau of Street Services	\$84,658
Contract Administration	\$738,193
Cross Coordination Support	\$132,616
Police Department/Safety	\$48,547
<hr/>	
Subtotal:	\$ 4,143,561

ATTACHMENT A (continued)

WESTSIDE EXTENSION SECTION 2

Dept. of Transportation	\$2,042,378
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$472,970
Bureau of Street Services	\$474,919
Bureau of Sanitation	\$70,678
General Services	\$120,419
Contract Administration	\$501,837
<hr/>	
Subtotal:	\$ 4,883,201

WESTSIDE EXTENSION SECTION 3

Dept. of Transportation	\$1,497,967
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$526,418
Bureau of Street Services	\$142,889
Bureau of Sanitation	\$ 60,678
General Services	\$123,438
Contract Administration	\$236,356
<hr/>	
Subtotal:	\$ 3,587,746

MBL SWING GATES

Dept. of Transportation	\$106,212
Bureau of Engineering	\$150,000
Bureau of Street Lighting	\$78,796
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 453,186

PATSAOURAS TRANSIT PLAZA

Dept. of Transportation	\$47,246
Bureau of Engineering	\$150,000
Bureau of Street Services	\$13,817
Bureau of Street Lighting	\$192,504
Contract Administration	\$118,177
<hr/>	
Subtotal:	\$521,744

ATTACHMENT A (continued)

LINK US

Dept. of Transportation	\$140,046
Bureau of Engineering	\$350,000
Bureau of Street Services	\$91,051
Bureau of Street Lighting	\$225,480
Contract Administration	\$15,000
<hr/>	
Subtotal:	\$821,577

ESOC

Dept. of Transportation	\$70,556
Bureau of Engineering	\$60,000
Bureau of Street Services	\$29,114
Bureau of Street Lighting	\$220,114
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 497,962

I405 SEPULVEDA

Bureau of Engineering	\$70,000
<hr/>	
Subtotal:	\$70,000

DIVISION 13 (#202001)

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

UNIVERSAL PED BRIDGE

Bureau of Engineering	\$20,000
<hr/>	
Subtotal:	\$20,000

THE BLOC PEDESTRIAN PASSAGEWAY (#204136)

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

PICO STATION SOUTH PARK WALKABILITY IMPROVEMENTS

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

ATTACHMENT A (continued)

MOLE RIGHT TURN GATES

Bureau of Engineering	\$68,871
Subtotal:	\$68,871

MBL PRESIGNAL

Bureau of Engineering	\$50,314
Subtotal:	\$50,314

METRO LEFT TURN GATES

Bureau of Engineering	\$18,140
Subtotal:	\$18,140

CIVIC CENTER SW ENTRANCE

Bureau of Engineering	\$10,000
Subtotal:	\$10,000

NORTH HOLLYWOOD STATION ENTRANCE

Bureau of Engineering	\$10,000
Subtotal:	\$10,000

RAILTO RIVER

Bureau of Engineering	\$430,000
Dept. of Transportation	\$542,188
Bureau of Street Services	\$171,608
Bureau of Street Lighting	\$267,674
Contract Administration	\$265,482
Subtotal:	\$ 1,676,952

1ST AND CENTRAL

Bureau of Engineering	\$150,000
Dept. of Transportation	\$264,055
Bureau of Street Services	\$131,219
Bureau of Street Lighting	\$287,666
Subtotal:	\$832,940

ATTACHMENT A (continued)

DORAN STREET SEPERATION

Dept. Of Transportation	\$146,453
Bureau of Street Services	\$23,064
Bureau of Street Lighting	\$123,618
Bureau of Engineering	\$150,000
Subtotal:	\$443,135

METRO SUNDWALLS #11

Bureau of Engineering	\$150,000
Dept. of Transportation	\$114,596
Bureau of Street Lighting	\$92,212
Contract Administration	\$236,357
Subtotal:	\$593,165

METRO ORANGE LINE TRANSIT PRIORITY MAINTENANCE

Dept. of Transportation	\$408,000
Subtotal:	\$408,000

UNION STATION FORECOURT AND ESPLANADE PROJECT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$66,800
Bureau of Street Lighting	\$180,000
Bureau of Street Services	\$71,851
Subtotal:	\$ 348,651

96th STREET STATION/AMC

Bureau of Engineering	\$60,000
Dept. of Transportation	\$278,555
Bureau of Street Services	\$37,789
Bureau of Street Lighting	\$342,686
Contract Administration	\$59,089
Subtotal:	\$778,119

ATTACHMENT A (continued)

DIVISION 20 PORTAL WIDENING

Bureau of Engineering	\$150,000
Dept. of Transportation	\$64,669
Bureau of Street Services	\$34,027
Bureau of Street Lighting	\$213,969
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 580,843

MOLE GRADE SEPERATION

Bureau of Engineering	\$300,000
Dept. of Transportation	\$1,001,195
Bureau of Street Services	\$14,269
Bureau of Street Lighting	\$210,118
<hr/>	
Subtotal:	\$1,525,582

MBL SIGNAL REHAB

Bureau of Engineering	\$25,000
Dept. of Transportation	\$629,645
Bureau of Street Services	\$25,000
Bureau of Street Lighting	\$260,672
Contract Administration	\$118,177
<hr/>	
Subtotal:	\$1,058,594

MBL TRACK REFURBISHMENT

Bureau of Engineering	\$25,000
Dept. of Transportation	\$529,692
Bureau of Street Services	\$15,000
Bureau of Street Lighting	\$164,816
Contract Administration	\$59,089
<hr/>	
Subtotal:	\$793,597

ATTACHMENT A (continued)

ESVTC

Bureau of Engineering	\$300,000
Dept. of Transportation	\$568,866
Bureau of Street Services	\$114,772
Bureau of Street Lighting	\$295,127
<hr/>	
Subtotal:	\$1,278,765

WEST SANTA ANA

Bureau of Engineering	\$30,000
Dept. of Transportation	\$169,978
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$313,979

NH BRT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$41,132
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$185,133

NSF BRT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$24,374
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$168,375

SEPULVEDA PHASE 1

Bureau of Engineering	\$30,000
Dept. of Transportation	\$153,240
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$297,241

ATTACHMENT A (continued)

VERMONT BRT

Bureau of Engineering	\$50,000
Dept. of Transportation	\$92,646
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$256,647

CESAR CHAVEZ BUS IMPROVEMENT

Bureau of Engineering	\$10,000
Dept. of Transportation	\$10,000
Bureau of Street Services	\$10,000
Bureau of Street Lighting	\$10,000
<hr/>	
Subtotal:	\$40,000

CENTURY AND GRAHAM

Dept. of Transportation	\$306,210
Bureau of Engineering	\$150,000
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Subtotal:	\$456,210

GRAND TOTAL: \$ 37,920,890

TOTAL FY19 BUDGET: \$ 37,920,890

**Board Report**

File #: 2018-0556, **File Type:** Contract**Agenda Number:** 37.

**CONSTRUCTION COMMITTEE
SEPTEMBER 20, 2018****SUBJECT: Foothill Gold Line Extension Phase 2B****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE Amendment No. 1 for the Funding Agreement between the Foothill Gold Line Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect award of Cap & Trade Funding in the amount of \$290,200,000 and to increase the Measure M 3% Local Funding Commitment estimate from \$33,000,000 to \$36,161,067.

ISSUE

The Gold Line Foothill Extension Construction Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project. Funding for the project is provided by Metro along with responsibility for assuring the project is designed and constructed in accordance with the Metro Rail Design Criteria. Upon completion of the project, the Construction Authority is to turn the project back to Metro to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the two agencies are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

With the award of the primary Mainline Design-Build Contract scheduled to be released by December 2018, an amendment to the Funding Agreement is needed to document the Cap & Trade award and to update the local contribution from each City along the alignment.

BACKGROUND

The Project includes stations and parking facilities in each of the six cities along the alignment and shares right of way with Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line. A portion of the project extends approximately 1.5 miles into San Bernardino County terminating at the Montclair Station.

At its June 2017 meeting, the Metro Board approved a Life of Project (LOP) Budget in the amount of \$1,406,870,750 along with authorization for the Chief Executive Officer to enter into the Funding agreement and MCA. At that time, staff advised the Board that additional funds would be needed to achieve the LOP. The shortfall also included matching funds needed by San Bernardino County to

complete the project to Montclair. (The Agreement anticipated that Metro would fund the portion of the project within Los Angeles County and San Bernardino County would fund the portion in San Bernardino County.)

DISCUSSION

Cap & Trade funding - Foothill Gold Line Extension Phase 2B has advanced Preliminary Engineering based on the Certified Final Environmental Impact Report for the 12.3 mile alignment from Glendora to Montclair. In coordination with the Gold Line Foothill Construction Authority and the San Bernardino County Transit Authority (SBCTA), Metro took the lead in applying for state grant funds administered by the California State Transportation Agency (CalSTA) in order to support the budget requirements of the entire project. In June 2018, CalSTA provided a commitment of \$290,200,000 in Transit and Intercity Rail Capital Program (TIRCP), Cap and Trade Funds to be applied to the Gold Line Foothill Extension Project Phase 2B. \$41M of these grant funds were specifically committed to San Bernardino County for the segment from the Claremont Station in Los Angeles County to the Montclair Station in San Bernardino County.

Measure M 3% Local Contribution: During the development of the Funding Agreement, contributions from the local agencies were estimated based on projections of labor, materials and equipment to be supplied by the Cities through the course of the project. An original estimated dollar amount of \$33,000,000 included in the Funding Agreement has been revised to \$36,131,067 as project design and schedule have been further developed.

DETERMINATION OF SAFETY IMPACT

There is no safety impact for the Foothill Extension as a result of this action.

FINANCIAL IMPACT

For FY19, \$35,349,900 has been budgeted in Project 865202 Foothill Gold Line Extension 2B under cost center 8510 (Construction procurements) and Account 50316 Professional Services. If approved, the recommendation does not change the FY19 budget.

The recommendation to approve the Amendment to the Funding Agreement will document award of the CalSTA grant. The CalSTA (Cap and Trade) funds in the amount \$290,200,000 were recently authorized by the California Transportation Commission, contributing to the LOP Budget of \$1,406,870,750. Since this is a multi-year project, the Project Manager, Cost Center Manager and Chief Program Management Officer will be responsible for project budgeting for the Life of Project and future Fiscal Year budgets.

Impact to Budget

The source of project funding is Measure M Transit Construction 35% which is not eligible for bus and rail operating expenditures. Other sources of funding are the carry-forward of Measure R 35%

and/or Proposition C and/or other available non-federal funds from Phase 2A, 3% Local Agency Contribution, and the state Transit and Intercity Rail Capital Program (TIRCP).

Funding of \$290,200,000 was provided through the State Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) as a Metro priority. The commitment to secure Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) funds as a Metro Board priority comes from the Metro Board of Director's action to approve the 2009 Long Range Transportation Plan, which states, in part: "As a first priority, pursue other potential funding sources, excluding Federal New Starts, which are not currently included in the 2009 Long Range Transportation Plan, to be programmed to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action is related to the Metro Strategic plan by updating the project Funding Agreement and providing needed Cap & Trade grant funds to a portion of the Gold Line Foothill Extension Phase 2B project.

ALTERNATIVES CONSIDERED

The Board may decide to forego amending the Funding Agreement. Staff recommendation is to proceed with the Amendment in order to assure grant funds are accounted for as a requirement of the Funding Agreement between Metro and the Construction Authority.

NEXT STEPS

Upon Board approval, the Funding Agreement Amendment will be circulated for execution.

ATTACHMENTS

Attachment A - Project Funding Agreement Amendment No. 1

Prepared by: Rick Meade, Sr. Executive Officer, Program Management (213) 922-7917
William Ridder, Executive Officer, Countywide Planning & Development (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

**FIRST AMENDMENT TO
FOOTHILL EXTENSION PHASE 2B FUNDING AGREEMENT**

This First Amendment ("First Amendment") to Foothill Extension Phase 2B Funding Agreement Glendora to Claremont ("Agreement") is dated for reference purposes only _____, 2018 and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and the Metro Gold Line Foothill Extension Construction Authority ("Recipient"), FTIP# LA29212XY.

WHEREAS, the parties entered into the Agreement based on the written agreement that only those revisions set forth in the third paragraph of Section A2.2.2 would be included in any amendment to accommodate the amount of Cap and Trade Funds received from the State of California in connection with the Transit and Intercity Rail Capital Program;

WHEREAS, LACTMA received \$290,200,000 in Cap and Trade Funds for the Project ("Cap and Trade Funds") and desire to add this amount to the amount of funds available to Recipient to complete the Project;

WHEREAS, the parties acknowledge that Recipient desires that the Project extend into San Bernardino and terminate at the proposed Montclair station and that Recipient is procuring the Project in a manner that will allow for such an extension after the design-build contractor is selected for the Phase 2B light rail alignment; however, the parties acknowledge that the Funds may not be spent on such an extension until the parties execute a written amendment to the Agreement providing therefor.

NOW, THEREFORE, the parties hereby agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the Agreement, unless otherwise indicated.
2. Section A2.1. A second sentence is added to Section A2.1 which reads "The one-time grant referred to in the preceding sentence is increased by the amount of \$41,000,000 to accommodate amounts included in the TIRCP grant application awarded funding in 2018."
3. Section A2.1. The definition of the term "Funds" is hereby revised to include the Cap and Trade Funds, as defined herein.
4. Section A2.2. The \$1,364,664,635 referenced in the initial clause of Section A2.2 is hereby revised to be \$1,405,667,000.
5. Section A2.2.2. The first sentence of the first paragraph of Section A2.2.2 is hereby amended and restated to read as follows: "LACTMA received \$290,200,000 in Cap and Trade Funds from the State of California for the Project ("Cap and Trade Funds")."

6. Section A2.2.2. The first sentence of the second paragraph of Section A.2.2.2 is hereby amended and restated to read as follows: "If the Cap and Trade Funds are not sufficient to cover the entire cost of the Project, then LACMTA and Recipient shall both use good faith efforts to review their respective Project budgets and determine whether any cost savings are achievable through elimination of any project scope or services agreed to be unnecessary or not as much as originally anticipated."
7. Section A2.2.2. The third paragraph of Section A.2.2.2 is hereby amended and restated to read as follows: "If additional funding amounts are required to complete the Project and once it is determined how such additional amounts are to be funded, including any reduction in the Project LOP and any reduction in the LACMTA Requested Betterments and/or the Estimated Amount, LACMTA and Recipient shall amend this Agreement accordingly which amendment will be limited in scope to (i) redefine the term "Funds" to include the additional funding, if necessary, and (ii) revise any amounts that may have been modified with the reduction process, including, the Project LOP, LACMTA Requested Betterments and the Estimated Amount."
8. Section B8.1.

The last sentence of the first paragraph of Section B8.1 is hereby amended and restated to read as follows: "For accounting purposes only, adding the Recipient Funding Commitment of \$42,206,122 to the one-time grant in the amount of \$1,405,667,000, makes the total project cost equal to \$1,447,873,122."

The first sentence of the second paragraph of Section B8.1 is hereby amended and restated to read as follows: "To date, LACMTA acknowledges that Recipient has provided estimates showing how it intends to satisfy the first \$36,131,067 of the total Recipient Funding Commitment."

9. Attachment B. Attachment B is hereby amended and restated as set forth in the attached "Revised Attachment B".
10. Attachment C. Attachment C is hereby amended and restated as set forth in the attached "Revised Attachment C".
11. Attachment D. Attachment D – Scope of Work will be amended if the Montclair Extension is authorized and that, once such amendment occurs, \$41,000,000 of Cap and Trade Funds will be available to complete the Montclair Extension.
12. Recipient shall not authorize the Montclair Extension unless Recipient has obtained full and binding funding commitments for the total cost of the Montclair Extension from a source or sources other than LACMTA. Nothing in the Agreement or this First Amendment shall create an obligation on the part of LACMTA to fund any portion of the Montclair Extension.

IN WITNESS WHEREOF, the parties have caused this First Amendment to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

Recipient:

METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION
AUTHORITY

By: _____
Phillip A. Washington
Chief Executive Officer

By: _____
Habib F. Balian
Chief Executive Officer

Date: _____

Date: _____

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

APPROVED AS TO FORM:

Nossaman LLP

By: _____
Deputy

By: _____
Alfred E. Smith, II
General Counsel

ATTACHMENT B

PROJECT FUNDING

Metro Gold Line Foothill Extension Phase 2B Glendora to Claremont

(in millions of dollars escalated to the year of the expenditure) Initial Draft 05-18-17

Capital Project 865202 Sources of Funds	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total
Measure R 35%	4.1	3.2	9.0	20.5	35.3	24.4								96.5
Measure M					78.3	99.9	153.6	166.2	129.1	132.9	150.1	82.3	26.6	1,019.0
Transit and Intercity Rail Capital Program (TIRCP)						290.2								290.2
Total Project Funding	4.1	3.2	9.0	20.5	113.6	414.5	153.6	166.2	129.1	132.9	150.1	82.3	26.6	1,405.7

ATTACHMENT C

EXPENDITURE PLAN - COST AND CASHFLOW BUDGET

Metro Gold Line Foothill Extension Phase 2B Glendora to Claremont

(in millions of dollars escalated to the year of the expenditure) Initial Draft 05-18-17

Capital Project 865202 Uses of Funds	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total
Pre-Construction	4.1	3.1	9.2	14.1	7.5									38.0
Construction DB2					26.3	77.6	137.8	148.9	88.6	56.7	64.8	22.0		622.7
Construction DB3								20.0	40.0	40.0	20.0			120.0
Right of Way					30.0	36.0	3.0							69.0
Professional Services				12.0	19.4	19.7	19.4	19.6	19.8	20.4	20.8	17.9		169.0
Project Contingency					19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	22.0	174.0
Vehicles										10.0	30.0	29.0	15.0	84.0
Metro Costs				2.6	3.0	5.0	17.4	18.0	18.0	21.0	10.1	10.3	3.0	108.4
Metro Contingency						2.0	2.3	4.0	4.0	5.0	2.3	1.0		20.6
Total Project Costs	4.1	3.1	9.2	28.7	105.2	159.3	198.9	229.5	189.4	172.1	167.0	99.2	40.0	1,405.7