



Metro

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

Agenda - Final

Wednesday, November 20, 2024

1:00 PM

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Construction Committee

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Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk 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 and is available at <https://www.metro.net> or on CD's and as MP3's 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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x2 *Español (Spanish)*

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

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 1:00 PM Pacific Time on November 20, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 20 de Noviembre de 2024. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
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Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

7. **SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT**

[2024-0967](#)**RECOMMENDATION**

CONSIDER:

- A. APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Task Order Log](#)
 [Attachment C - DEOD Summary](#)

8. **SUBJECT: METRO CHATSWORTH STATION ADA IMPROVEMENT PROJECT**

[2024-0813](#)**RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650 for the Chatsworth Station ADA Improvement Project.

Attachments: [Attachment A - Funding/Expenditure Plan](#)
 [Presentation](#)

9. **SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID
TRANSIT PROJECT - CONSTRUCTION
MANAGER/GENERAL CONTRACTOR**

[2024-0498](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

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

SUBJECT: GENERAL PUBLIC COMMENT

[2024-1051](#)

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 #: 2024-0967, File Type: Contract

Agenda Number: 7.

CONSTRUCTION COMMITTEE NOVEMBER 20, 2024

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

At its April 2018 meeting, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based contract with three one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) consulting. The approval required staff to return to the Board on a biennial basis as projects progressed and new project requirements were identified to update contract expenditure authorization. The funds previously authorized by the Board for FY25 will be exhausted by January 2025; therefore, the recommended increase will allow staff to complete scheduled work anticipated for FY25 and most of FY26.

BACKGROUND

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design ensure that the required integration is achieved within civil and

electrical infrastructure, vehicles, control systems, communications, operations, maintenance, security, and training.

Prior to the procurement of the SESS, each project would use a different consultant for this work, resulting in inconsistent applications. This approach is no longer feasible or advisable with the large volume of projects now underway. With a single SESS design team on staff, the standardization of design, construction, and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront. A fully integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide, and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

To date, staff has executed Task Orders and Task Order Modifications (MODs) totaling \$101,277,491.34 with \$13,504,508.66 in authorized funding remaining. Upon Board approval, Staff would execute a Contract Modification to exercise the one-year option and extend the Contract end date to April 25, 2026. Examples of projects supported by this contract include Metro Operational Simulation Analyses, Metro Rail Operations Control and Bus Operations Control Centers (ROC/BOC), Metro G Line BRT Improvements, Westside D Line 1/2/3, East San Fernando Valley Light Rail Transit, Eastside Phase 2, and Southeast Gateway Line (SGL). Attachment A includes the procurement summary for this contract, and Attachment B includes a complete listing of the TOs and MODs executed since the beginning of the SESS contract. As indicated during initial approval, staff is now seeking additional funding authorization to support Systems Engineering, Measure R, and Measure M projects through most of FY26.

DISCUSSION

With the approval of Measure M, the ongoing implementation of the Measure R Program, and required State of Good Repair initiatives, staff have engaged a SESS consultant to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core staff located in Los Angeles County, the SESS is capable of applying and withdrawing resources as project workloads fluctuate over time. The SESS has the extensive experience and capability to support the complete project lifecycle, from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and length of time needed to deliver major capital improvement projects, this contract has allowed Metro to efficiently and effectively augment Program Management staff where appropriate to ensure the proper project resources are available to Metro.

The SESS provides a single systems engineering team, and associated sub-specialties, with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical, and other specialized disciplines.

The Systems Engineering Services estimated level of effort for the additional NTE amount of \$35,000,000 was developed using the current master schedule, construction estimates, and completed work to date from the Project Controls department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems Engineering level of effort costs were distributed across each fiscal year according to the master schedule.

In addition to the projects identified above and in Attachment B, staff expects the SESS to provide systems engineering services for current and future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- Rail Operations Control and Bus Operations Control Centers (ROC/BOC)
- East San Fernando Valley Transit Corridor
- Eastside Phase 2 Extension
- Southeast Gateway Line Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G Line BRT Improvements
- Westside D Line Extension Section 1/2/3
- K Line North

DETERMINATION OF SAFETY IMPACT

The use of a consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

FINANCIAL IMPACT

The requested NTE contract funding is based on the anticipated level of services that will be required for the remainder of FY25 and through most of FY26. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets or annual budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for TOs issued under this contract is provided by the specific project(s) utilizing the services. These projects are typically funded by a mix of federal, state, and local funds, including Measure R and Measure M. Where appropriate, certain Operations projects are funded with operating eligible funds.

EQUITY PLATFORM

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including Southeast Gateway Line, East San Fernando Valley Transit Corridor, and other Metro transit projects, including in and serving riders from Equity Focus Communities.

These services are essential for support and on time delivery of Metro projects across the greater Los Angeles area. All services supported by this contract are centered on avoiding project delays and promoting cost saving measures to effectively deliver the projects with minimal impacts and provide enhanced mobility and regional access to underserved populations.

SECOTrans Joint Venture made an overall 15% DBE commitment for this contract and, based on payments reported, is exceeding its commitment by 13.53% with a total DBE participation of 28.53%. The DEOD summary is included as Attachment C.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Systems Engineering Support Services contract supports the following strategic goals: Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state of the art engineering solutions to provide efficient mobility options throughout the LA County area. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys. Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular biennial authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through an RFP, choose to authorize an alternative amount, or approve an alternative term of financial authorization. Staff does not recommend these alternatives. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network

design that serves Metro's interests. Finally, by limiting the funding authorization through most of FY26, greater accuracy of project scope and cost requirements are provided to the Board on a regular basis.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. AE47810E0128 and specific task orders will be issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Task Order Log

Attachment C - DEOD Summary

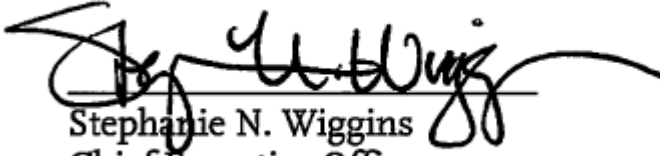
Prepared by: Ron Tien, Executive Officer, Systems Engineering (Interim), (213) 418-3445

Michael Ratnasingham, Senior Executive Officer, Systems Engineering, (213) 418-3440

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

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-2250

Conan Cheung, Chief Operations Officer, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES (SESS)

1.	Contract Number: AE47810E0128		
2.	Contractor: SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.)		
3.	Mod. Work Description: Increase the Contract Not-to-Exceed funding amount.		
4.	Work Description: Systems Engineering and Support Services		
5.	The following data is current as of: October 2, 2024		
6.	Contract Completion Status:		Financial Status:
	Award Date:	April 26, 2018	Board Approved NTE Amount: \$114,782,000.00
	Notice to Proceed (NTP):	N/A	Pending Funding (including this action): \$35,000,000
	Original Completion Date:	April 25, 2025	Value of Task Orders and Mods. Issued to Date: \$101,277,491.34
	Current Est. Completion Date:	April 25, 2025	Remaining Board Approved Amount: \$13,504,508.66
7.	Contract Administrator: Chelsea Bajorunas		Telephone Number: (213) 922-5344
8.	Project Manager: Ron Tien		Telephone Number: (213) 418-3445

A. Contract Action Summary

On April 26, 2018, the Board of Directors approved award of a cost-plus fixed fee Task Order based Contract No. AE47810E0128 for Systems Engineering and Support Services to SECOTrans (Joint Venture), with the total authorized funding amount Not-to-Exceed (NTE) \$28,932,000. The purpose of this contract is to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The base term for the Contract is seven (7) years, plus three (3), one-year options, to be exercised at Metro's sole discretion, pending Board approval. Subsequently, the Board has approved additional funding in the amounts listed below:

- \$15,000,000 for the ROC/BOC project, on February 27, 2020;
- \$22,500,000 for FY21 on May 28, 2020;

- \$28,850,000 for FY23 / FY24 on June 23, 2022; and
- \$19,500,000 for FY25 on November 30, 2023.

This action is to increase the authorized funding for this Contract in the amount of \$35,000,000, increasing the total authorized funding from \$114,782,000 to a NTE amount of \$149,782,000 through FY25 and most of FY26.

There have been 32 Task Orders and modifications executed to date, totaling \$101,277,491.34. Furthermore, eleven (11) Administrative Contract Modifications have also been executed to date.

The total contract amount expended will be the aggregate value of all Task Orders issued to the SESS Consultant through the term of the contract.

B. Cost/Price Analysis

The negotiated cost and fixed fee amount or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, independent cost estimate, cost analysis, and negotiations, before issuing the Task Order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures.

ATTACHMENT B

TASK ORDER LOG

SYSTEMS ENGINEERING SUPPORT SERVICES (SESS) / CONTRACT NO. AE47810E0128

Mod/Task Order (TO) No.	Description	Status (Approved or Pending)	Date	Task Order Amount Issued Including Mods	Est. Adjustments Pending for TO Close-Out¹	Pending & Future TOs/Mods
N/A	Initial Authorized NTE Funding \$28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE \$15,000,000 for TO-016	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE \$22,500,000 for FY 2021	Approved	5/28/20	---	---	---
N/A	Board of Directors Authorized NTE \$28,850,000 for FY 2023 / 2024	Approved	6/23/22	---	---	---
N/A	Board of Directors Authorized NTE \$19,500,000 for FY25	Approved	11/30/23	---	---	---
Approved Task Orders and Task Order Modifications						
E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	\$14,085,003.40	\$(31,227.00)	---
E0128-TO-002	Program-wide System Engineering	Approved	7/27/18	\$10,591,818.43	\$(42,512.65)	---

	Support Services for Systems Engineering Group					
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	\$603,041.25	\$(69,847.00)	---
E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	\$145,244.00	---	---
E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	\$161,992.00	---	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	\$4,688,560.70	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	\$120,666.74	---	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	\$798,543.25	\$(77,672.00)	---
E0128-TO-009	Division 20 Portal Widening Turnback Project Systems Engineering Support	Approved	10/30/18	\$14,803,766.35	\$(40,017.00)	---
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	\$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV)	Approved	12/3/18	\$9,673,862.55	\$(58,686.00)	---

	Conceptual Engineering					
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	\$1,528,845.32	---	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	\$249,069.86	---	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	\$754,295.85	---	---
E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	\$5,773,816.00	---	---
E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	\$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	\$1,007,088.37	---	---
E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	\$795,007.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	\$2,102,071.00	---	---
E0128-TO-021	Systems Engineering	Approved	1/29/20	\$5,210,268.00	---	---

	DSDC Support for Purple Line Extension Sec. 1					
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	\$3,692,599.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	\$3,018,151.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	\$4,045,243.81	---	---
E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	\$292,399.02	---	---
E0128-TO-026	Purple Line Extension Section 2 Systems Engineering Support Services	Approved	9/17/21	\$2,062,885.00	---	---
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	\$1,244,718.00	---	---
E0128-TO-028	Sepulveda Transit Corridor Projects	Approved	8/10/22	\$633,009.00	---	---

	Systems Engineering Support					
E0128-TO-029	West Santa Ana Branch Systems Engineering Support	Approved	11/9/22	\$4,798,491.00	---	---
E0128-TO-030	Rail Operations Control Center (ROC) / Bus Operations Control Center (BOC) Feasibility Study	Approved	10/3/22	\$3,597,321.00	---	---
E0128-TO-031	Metro Bungalow A Replacement Project	Approved	9/5/23	\$850,000.00	---	---
E0128-TO-032	Metro Operations Simulations Support	Approved	12/5/23	\$79,354.00	---	---
E0128-TO-033	K Line TPSS – Systems Engineering Support Services	Approved	3/13/2024	\$933,614.00		
Approved Contract Modifications						
EO128-00-MOD-00001	Update to Advanced Cost Agreement	Approved	9/6/18	\$0.00	---	---
EO128-00-MOD-00002	Updates to Advanced Cost Agreement	Approved	12/14/18	\$0.00	---	---
EO128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	\$0.00	---	---
EO128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	\$0.00	---	---
EO128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete	Approved	4/20/21	\$0.00	---	---

	Subconsultants and Corrections					
EO128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	\$0.00	---	---
EO128-00-MOD-00007	Updates to Form of Contract and Special Provisions Section	Approved	11/10/22	\$0.00	---	---
EO128-00-MOD-00008	Updates to Contract: Administrative Modification, Updates to Exhibit 1 – Advanced Const Agreement	Approved	5/4/23	\$0.00	---	---
EO128-00-MOD-00009	Extend Period of Performance for Multiple TOs	Approved	6/2/23	\$0.00	---	---
EO128-00-MOD-00010	Updates to Exhibit 1- Advanced Cost Agreement & Contract	Approved	3/19/24	\$0.00		
EO128-00-MOD-00011	Extend Period of Performance for Multiple TOs & Consultant Name Change	Approved	5/20/24	\$0.00		
	Subtotal Approved TOs and Contract Mods			\$101,277,491.34		
Pending Task Orders and Task Order Mods						
TBD	Future Anticipated Task Orders for FY25/FY26	Pending	TBD	---	---	\$35,000,000

	Subtotal Pending TOs and TO Mods					\$35,000,000
	Total Authorized Funding for Contract	\$114,782,000	---	---	---	---
	Task Orders Approved	---	---	\$101,277,491.34	---	---
	Adjustments Pending TO Close-Out	---	---	---	(\$319,961.65)	---
	Future / Pending TOs and TO Mods	---	---	---	---	\$35,000,000
	Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders through FY26	---	---	---	---	\$149,782,000

NOTES:

¹ Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

BOARD ACTIONS	
Board Approved Funding – Current	\$114,782,000
This Board Action	\$35,000,000
New Approved Funding Amount	\$149,782,000

DEOD SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT / AE47810E0128

A. Small Business Participation

SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises, Inc., and Ramos Consulting) made an overall 15% Disadvantaged Business Enterprise (DBE) commitment on this Task Order (TO) based contract. To-date thirty-two (32) TO's have been awarded to SECOTrans. The project is 75% complete and the current overall DBE participation is 28.53%, exceeding the commitment by 13.53%.

SECOTrans reported that it has not engaged Enabled Enterprises LLC to date on the contract because work in their specific scope has not been requested by Metro. Additionally, SECOTrans reported that Birdi Systems was selected to provide specialized services on TO-16, but the task order was subsequently cancelled by Metro, as confirmed by the Metro's Project Manager. SECOTrans stated they anticipate both firms to be utilized in the future, when their respective scopes are requested by Metro.

Small Business Commitment	15.00% DBE	Small Business Participation	28.53% DBE
----------------------------------	-------------------	-------------------------------------	-------------------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Arakelyan Drafting Services	Caucasian Female	TBD	0.34%
2.	Destination Enterprises, Inc.	Caucasian Female	TBD	2.08%
3.	Enabled Enterprises, LLC	Asian-Pacific American	TBD	0.00%
4.	Fariba Nation Consulting	Caucasian Female	TBD	0.36%
5.	Interactive Elements Incorporated	Caucasian	TBD	0.28%
6.	Intueor Consulting, Inc	Subcontinent Asian American	TBD	2.26%
7.	NBA Engineering, Inc. (JV Partner)	Caucasian Female	TBD	5.27%
8.	Pacific Railway Enterprises, Inc. (JV Partner)	Caucasian Female	TBD	1.25%

9.	Purcell Electrical Professional Corporation (Voluntarily Withdrew)	Caucasian Female	TBD	0.00%
10.	Ramos Consulting Services, Inc. (JV Partner)	Hispanic American	TBD	9.16%
11.	ROMAR7 LLC	Asian-Pacific American	TBD	0.17%
12.	Triunity, Inc.	Black American	TBD	6.53%
13.	UNICO Engineering, Inc.	Hispanic American	TBD	0.79%
14.	Birdi Systems, Inc.	Subcontinent Asian American	Added	0.00%
15.	Systems Consulting, LLC	Black American	Added	0.04%
		Total	15.00%	28.53%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Item 2024-0967

SYSTEMS ENGINEERING SUPPORT SERVICES CONTRACT



Metro Los Angeles County Metropolitan Transportation Authority

Board item 2024-0967

RECOMMENDATION

CONSIDER:

- APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and
- AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Board item 2024-0967

- Consultant provides specialized systems engineering support for Metro's projects from design through testing and pre-revenue service.
- Singular team is used to promote consistency of systems on Metro projects for maintainability, interoperability, safety, reduction of lifecycle costs and training.
- Consultant is a Joint Venture with 4 primes (3 of which are DBEs) and 19 subconsultants. Current DBE goal of 15% is being exceeded at an actual rate of 28.53%.



Board Report

File #: 2024-0813, File Type: Budget

Agenda Number: 8.

**CONSTRUCTION COMMITTEE
NOVEMBER 20, 2024**

SUBJECT: METRO CHATSWORTH STATION ADA IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650 for the Chatsworth Station ADA Improvement Project.

ISSUE

The United States Department of Justice requires Metro to complete necessary Americans with Disabilities Act (ADA) improvements to the Metrolink Chatsworth Station by August 2025. The next milestone in meeting the project completion date is awarding the construction contract using a design, bid, and build delivery method. Increasing the LOP budget for the Project is required to execute a construction contract and issue a construction notice to proceed by January 2025.

BACKGROUND

The ADA is a civil rights law, passed in 1990, that prohibits discrimination based on disability. The Metrolink Chatsworth Station opened in 1992 and serves Amtrak trains along the Pacific Surfliner as well as Metrolink trains along the Ventura County Line. A compliance assessment initiated by the federal government found instances of existing conditions within the Metrolink Chatsworth Station that did not meet all requirements as codified in October 1, 2006 edition of the Code of Federal Regulation, which are based on the 1991 ADA Standards. As the majority owner of the Chatsworth Transportation Center (Center), Metro signed a settlement agreement with the federal government in 2021 to make the necessary improvements to benefit individuals with disabilities, including individuals who use wheelchairs.

Remediations within the station building interior fall outside of Metro’s responsibilities and are excluded from the ADA improvement scope. All ADA remediations need to be completed by August 19, 2025, per the agreement. However, terms of the agreement required the remediation of accessible parking stalls striping and signage deficiencies that have been completed by August 19, 2022, for Metro to remain compliant.

The Chatsworth Station ADA Improvement Project was proposed through Metro’s Annual Capital Call

in the fall of 2018, and its \$4.0 million initial LOP were approved as part of the Fiscal Year 2020 Annual Budget Adoption approved at the May 2019 Board meeting.

Since then, the following additional remedial actions have been completed by Metro:

- An Independent Licensed Architect (“ILA”) was hired by Metro on March 2, 2022, to survey the rail platform, bus terminal, and parking elements of the Chatsworth Transportation Center. Metro sent the United States Department of Justice (DOJ) a list of all violations identified by the ILA.
- Metro remedied all non-slope issues related to accessible parking spaces and reported to the DOJ in August 2022 (including van-accessible parking, proper signage, and marking of accessible spaces and access aisles).
- Annual inspections have been conducted by the ILA at the Center to ensure ongoing compliance with the Agreement.
- Metro has completed the final construction Plans, Specifications, and Estimates (PS&E) documents in July 2024 to address the remaining non-compliant features identified in the ILA survey.
- Metro released an Invitation for Bid (IFB) for the construction contract and held the bid opening meeting on August 30, 2024, and is currently finalizing the construction award documents for the lowest-priced, responsive bidder. The revised LOP budget is based on the lowest responsive bidder received during the bid opening.

DISCUSSION

Metro will remedy the remaining violations identified in the survey completed by the ILA during this last phase of the Project to make the Chatsworth Transportation Center fully accessible to individuals with disabilities, including individuals who use wheelchairs, as well as those with visual and hearing impairments. The Project consists of improvements to the accessible paths, rail and bus platforms, and parking lots within the Center.

After construction is completed, Metro will send copies of each completed ILA report, with supporting documentation, including photographs and certifications of compliance completed per the settlement agreement, to the DOJ.

The initial LOP budget approved in 2019 included \$3.5 million to complete the construction work and \$0.5 million for professional services to obtain any design approvals. The proposed LOP budget for this Project is based on total project costs consisting of Metro labor and third-party, construction costs, construction support and public outreach, and 15% construction contingency as shown in Attachment A - Funding/Expenditure Plan.

The proposed LOP budget has increased since the prior LOP approval for the following reasons:

- Prior LOP did not include Metro labor and third-party costs which are now standard practice for the Program Management Department;
- Expenditures for Professional Services enabled staff to complete design by issuing two task

orders through the On-Call Regional Rail and Design Services contract to RailPros, Inc. These task orders covered the ILA survey and the development of the PS&E documents, including bidding support and Design Support During Construction (DSDC), totaling \$1.57 million. There were design modifications made to obtain design approval from the US Department of Justice, City of Los Angeles, and Metrolink;

- A task order was issued to WSP, USA through the On-Call Regional Rail Project Management Services for the Construction Management Support Services (CMSS), including constructability review and public outreach anticipated during the construction phase of the Project for \$495 K that was not included in the initial LOP; and
- The LOP increase will cover construction costs based on the actual lowest bid received during the bid opening, including soft costs such as flagging and overhead expenses that were not considered in the initial LOP budget.

In addition, a 15% construction contingency has been added to the LOP budget to account for unforeseen conditions in construction while working on the station improvements and reporting to the US Department of Justice on schedule, construction activity, and Project completion in 2025.

This proposed LOP is built from the bottom up, with all Project design complete, construction bids received, and all soft costs included as shown in Attachment A.

DETERMINATION OF SAFETY IMPACT

The Project enhances safety for all passengers by adding accessible features, including ramps and tactile paving. The station becomes safer and easier to navigate, which results in reducing the risk of falls and injuries. Clear signage and accessible emergency exits enable safe evacuation, while upgrades to boarding areas and audible and visual alerts make it easier for everyone, including wheelchair users and those with strollers, to navigate confidently.

Additionally, the Project will be constructed consistent with Metro's construction safety standards. This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Board approval will increase the Project number 202337 LOP budget by \$3,354,650 to fund the construction of the Chatsworth Station ADA Improvement Project.

Since this is a multi-year project, the Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source for funding the additional \$3,354,650 of the LOP increase for the Project is Proposition C 40%, which is eligible for bus and rail operating expenses.

EQUITY PLATFORM

The station is a key transfer point supporting workers and students from nearby Equity Focus Communities (EFC) who use Metro, Metrolink, and/or Amtrak. Along the Metro G Line, just south of the Chatsworth Station, there are EFC communities designated as “very high need” according to the Metro Equity Need Index (MENI). These communities are comprised of 68% low-income households, 20% households with no access to a car, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

The purpose of the Project is to address a settlement between Metro and the federal government to remedy all current non-compliant accessibility features per the ADA Accessibility Standards at Chatsworth Station within Metro’s responsibility. The Project includes improvements such as removing and replacing sidewalks, parking lot and platform surface rehabilitations, and signage to bring the Chatsworth Station into compliance. The Metro Office of Civil Rights, Equity, and Inclusion and Community Relations team will conduct a survey with riders with disabilities to provide their input before the project certifications of compliance are completed.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project will make the Chatsworth Station readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. As a result, the Project supports the following Strategic Goals from Vision 2028:

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system;
- Goal 3: Enhance communities and lives through mobility and access to opportunity;

The Project is being designed and constructed in close coordination with the community, Metrolink, the City of Los Angeles, and third-party stakeholders, as well as internal stakeholders within Metro, to streamline Metro’s systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the staff recommended actions to complete the construction of the Project. This is not recommended as the Department of Justice may institute a civil action in federal district court per the terms of the settlement agreement.

NEXT STEPS

A Notice to Proceed (NTP) will be issued to the Contractor after the execution of the contract and meeting all other contract requirements, anticipated to occur in January 2025.

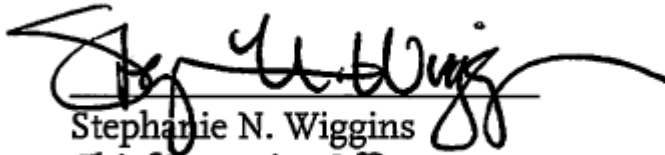
ATTACHMENTS

Attachment A - Funding/ Expenditure Plan

Prepared by: Vahid Haghdoost, Director, Regional Rail, (213) 922-2196

Brian Balderrama, Deputy Executive Officer, (213) 418-3177
Kavita Mehta, Executive Officer, Regional Rail, (213) 922-4921
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Reviewed by: Timothy Lindholm, Chief Program Management Officer (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
 CHATSWORTH STATION ADA IMPORVMENTS PROJECT
 LOP INCREASE NOVEMBER 2024
 Funding/Expenditure Plan
 (Dollars)

Capital Project No. 202337	Initial LOP	Proposed LOP	Prior to FY25	FY25	FY26	Total Capital Cost
<i>Uses of Funds</i>						
Metro Labor		\$ 548,723.00	\$ 226,323.00	\$ 195,000.00	\$ 127,400.00	\$ 548,723.00
Professional Services-Design	\$ 500,000.00	\$ 1,574,627.00	\$ 1,028,651.00	\$ 200,000.00	\$ 345,976.00	\$ 1,574,627.00
Total Construction Costs and Overhead Costs	\$ 3,500,000.00	\$ 3,940,000.00		\$ 2,745,000.00	\$ 1,195,000.00	\$ 3,940,000.00
Construction Support Services and Public Outreach		\$ 495,700.00		\$ 360,000.00	\$ 135,700.00	\$ 495,700.00
Contingency (15%)		\$ 795,600.00			\$ 795,600.00	\$ 795,600.00
Total Project Cost	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
SOURCES OF FUNDS						
Proposition C 40%	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
Total Project Funding	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00

Chatsworth Station ADA Improvements Project

2024-0813

Construction Committee

November 20, 2024



Metro

Chatsworth Station ADA Improvements Project

RECOMMENDATION:

- A. INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650, for the Chatsworth Station ADA Improvement Project.



Chatsworth Station ADA Improvements Project

- Accessible Path Improvements
- Rail Platform Improvements
- Parking Lot Improvements
- Depot Plaza Improvements
- Bus Platform Improvements



Metro, as a majority owner of the Metrolink Chatsworth Station, received a letter from the US Department of Justice mandating ADA improvements to be completed by August 2025.



Chatsworth Station ADA Improvements Project

Funding/ Expenditure Plan

Capital Project No. 202337	Initial LOP	Proposed LOP	Prior to FY25	FY25	FY26	Total Capital Cost
<i>Uses of Funds</i>						
Metro Labor		\$ 548,723.00	\$ 226,323.00	\$ 195,000.00	\$ 127,400.00	\$ 548,723.00
Professional Services-Design	\$ 500,000.00	\$ 1,574,627.00	\$ 1,028,651.00	\$ 200,000.00	\$ 345,976.00	\$ 1,574,627.00
Total Construction Costs and Overhead Costs	\$ 3,500,000.00	\$ 3,940,000.00		\$ 2,745,000.00	\$ 1,195,000.00	\$ 3,940,000.00
Construction Support Services and Public Outreach		\$ 495,700.00		\$ 360,000.00	\$ 135,700.00	\$ 495,700.00
Contingency (15%)		\$ 795,600.00			\$ 795,600.00	\$ 795,600.00
Total Project Cost	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
SOURCES OF FUNDS						
Proposition C 40%	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
Total Project Funding	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00

- > The Proposed LOP includes:
 - Metro Labor
 - Total construction cost based on bids received
 - Construction Support Services and related contacts
 - 15% contingency



Chatsworth Station ADA Improvements Project

Next Steps

- > A Notice to Proceed (NTP) will be issued to the Contractor, anticipated to occur in January 2025.





Board Report

File #: 2024-0498, **File Type:** Contract

Agenda Number: 9.

**CONSTRUCTION COMMITTEE
NOVEMBER 20, 2024**

**SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT -
CONSTRUCTION MANAGER/GENERAL CONTRACTOR**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items: (1) to award CM/GC contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, incurred expenses to date, and anticipated additional preconstruction activities performed by the CM/GC and existing architectural and engineering (A&E) and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The Project is a 19-mile Bus Rapid Transit (BRT) corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Each community

has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

The Project goals are to:

- Advance a premium transit service that is more competitive with private automobile travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals

Following the completion of the environmental phase in April 2022, the Board certified the Final Environmental Impact Report (FEIR) and approved the Project. The approved Project entered Advanced Preliminary Engineering (APE), which includes advancing design work and continued coordination with the cities and communities along the corridor, and the Preliminary Engineering (PE) phase was completed in December of 2023.

A Program Management Support Services Contract was awarded in March 2024 and the Contract for final design services was awarded in May 2024. Development of 30% design packages for the Project is ongoing.

The CM/GC approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of construction contractor input during the design phase before the start of construction.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro staff and previously awarded and existing contracts and agreements, as listed below and reflected in Attachment A.

- Program Management Support Services provided by Ramos CS (Contract No. AE107697000);
- Final design services provided by HDR Engineering, Inc. (Contract No. AE112357000)
- Project Controls Support Services from KTJV (Contract No. PS89856000).

DISCUSSION

Staff selected CM/GC for the Project's Phase 1 as it enables Metro to engage a General Contractor to act as the "Construction Manager" consultant and collaborate with Metro and the design consultant. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method

for this project will also improve construction quality, encourage value engineering, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, the Preconstruction Phase (Design), which allows the contractor to work with the design contractor and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the CM/GC Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs, staff will return to the Board with a recommendation to approve the Life of Project (LOP) budget and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Final Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an “off-ramp” and seek another contractor by competitively bidding on the Project’s final design, while still benefitting from the previous work performed by the CM/GC Contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the Contractor will perform, such as design review, cost estimating, schedule and Early Works Packages.
- Upon issuance of NTP for Phase 1, the Contractor, design consultant, PMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the Contractor and establish an LOP budget. If not, Metro will have the option to terminate the contract with the Contractor and package the design documents into a separate bid package. This off-ramp will be available for Metro throughout Phase 1 as staff evaluates each OPC.
- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate

discrepancies and to increase the likelihood of project success:

- ✦ the Contractor's fee and margin initially proposed will be retained in all OPCs;
- ✦ the Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
- ✦ the CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the Contractor is required to submit;
- ✦ the CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
- ✦ the process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the construction contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through four municipalities and is built entirely within the public right-of-way. The design for the Project will be packaged in five (5) segments (North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena - both the North Hollywood and Eagle Rock segments are within the City of Los Angeles) to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the four municipalities. Metro anticipates issuing Early Works Package(s) to allow construction to begin prior to design being complete on all segments.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funds required in FY25 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 871401, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of \$267 million with an additional \$50 million

in SB1 funds, for a total of \$317 million.

The source of funds for this action is Measure M 35%, which is not eligible for bus and rail operations.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for the Phase 1 Work. Myers-Shimmick, a Joint Venture, exceeded the SBE and DVBE goals for Phase 1 work by making a 43.26% SBE commitment and a 3.49% DVBE commitment. Myers-Shimmick, a Joint Venture subcontracted at least 30% of its contract value with Local Small Business Enterprise (LSBE) firms, making it eligible to receive the LSBE preference bonus.

The CM/GC proposal evaluation criteria allocated a possible 40 points out of 800 total points to the proposing firm's demonstration of a well-defined approach to ensure that Cultural Competency is considered and executed in the performance of the Scope of Services. Proposers were instructed to reference policies and practices at the organizational level as well as values and behaviors at the individual level that will establish reciprocal relationships that support trustworthy communication between the Project team and the community.

In performance of the Scope of Services, the CM/GC is required to conduct an assessment focused on economic, social, environmental, racial, and other inequities to inform the overall project approach. The results of the assessment will inform the development of a multi-year Cultural Competency plan to be implemented and maintained by the CM/GC. The CM/GC will also convene a cultural competency working group to meet on a quarterly basis for the purpose of considering issues, potential issues, and proposed solutions and opportunities related to the development and implementation of the Cultural Competency Plan.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations, via the 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also included as part of the Project, which were added in response to feedback received from the community. These project elements improve the safety and convenience of biking and walking which provides a benefit to people living in EFCs who may not have access to an automobile.

Additionally, any potential impacts to existing bicycle and pedestrian facilities along the Project within these communities will be addressed by proposed mitigations during both the construction and operation phases to ensure safe and easily navigable options.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach

materials (English, Spanish, Armenian, and Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and will continue this robust outreach during design and construction activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases. If award of the CM/GC contract is not approved, Metro would seek another contractor by competitively bidding on the Project's final design once design is completed and approved.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS118736000 with Myers-Shimmick, a Joint Venture. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and PMSS consultant to advance completion of the final design. Staff will return to the Board to seek approval of the Life of Project (LOP) budget and authorization to advance the corresponding Phase 2 Contract Supplement in FY26.

ATTACHMENTS

Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

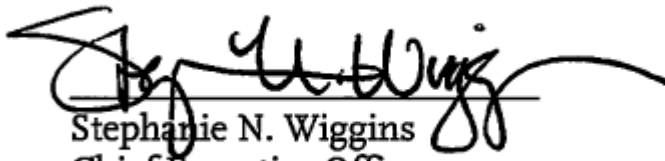
Prepared by: Anthony DeFrenza, Senior Director, Construction Management (213) 922-7170

Mark Van Gessel, Executive Officer, Project Engineering (310) 431-3354

Michael McKenna, Deputy Chief Program Management Officer (interim), (213) 922-4239

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

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
NoHo to Pasadena BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 24	FY 25	FY 26
Planning, Environmental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	\$ 8,260,253		\$ 4,130,127	\$ 4,130,127
Final Design Services	\$ 27,459,000		\$ 18,902,000	\$ 8,557,000
PMSS Services	\$ 14,638,000		\$ 6,282,000	\$ 8,356,000
Ealy Works Packages	\$ 44,500,000		\$ -	\$ 44,500,000
Other Professional Services	\$ 2,220,000		\$ 1,332,000	\$ 888,000
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	\$ 3,009,600		\$ 1,805,760	\$ 1,203,840
Agency Costs	\$ 4,802,000		\$ 2,401,000	\$ 2,401,000
Contingency				
Contingency (10%)	\$ 10,488,885		\$ 3,485,289	\$ 7,003,597
Total Preconstruction Services Budget	\$ 135,183,738	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
Source of Funds	Total			
LACMTA Measure M Funds	\$ 267,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
SB1 Grant	\$ 50,000,000	\$ -	\$ -	\$ -
Total Project Funding	\$ 317,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563

PROCUREMENT SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
PS118736000**

1.	Contract Number: PS118736000	
2.	Recommended Vendor: Myers-Shimmick, a Joint Venture	
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: January 24, 2024	
	B. Advertised/Publicized: January 24, 2024	
	C. Pre-Proposal Conference: February 20, 2024	
	D. Proposals Due: April 17, 2024	
	E. Pre-Qualification Completed: July 24, 2024	
	F. Ethics Declaration Forms submitted to Ethics: April 17, 2024	
	G. Protest Period End Date: November 27, 2024	
5.	Solicitations Downloaded: 195	Proposals Received: 4
6.	Contract Administrator: Fred Leung	Telephone Number: (213) 922-8914
7.	Project Manager: Anthony Defrenza	Telephone Number: (213) 922-7107

A. Procurement Background

This Board Action is to approve Contract No. PS118736000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for Metro’s North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro’s Acquisition Policy and the contract type is Construction Manager/General Contractor (CM/GC). The RFP was issued with 17% SBE and 3% DVBE goals for Phase 1, and a 17% to 32% range for SBE goal and 3% DVBE goal for Phase 2 work.

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

- Amendment No. 1, issued on February 22, 2024, revised RFP Sections and Exhibits, extended the deadline for submission of RFP comments from February 23, 2024 to April 1, 2024, and extended the proposal due date from March 27, 2024 to April 17, 2024.

- Amendment No. 2, issued on March 18, 2024, updated the contract administrator contact information and revised various sections of the contract and contract exhibits.
- Amendment No. 3, issued on April 4, 2024, revised Appendix D – Section 4.11 of the RFP and revised various contract exhibits.

A virtual pre-proposal conference was held on February 20, 2024, and was attended by 52 participants representing 38 firms. Two sets of questions and responses were released prior to the proposal due date.

A total of 195 downloads of the RFP were recorded in the planholders' list. A total of four proposals were received on April 17, 2024.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management Office, Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

- | | |
|--|-------------------|
| • Capability and Experience | 360 Points |
| • Project Understanding | 80 Points |
| • Project Approach | 360 Points |
| • Price | <u>200 Points</u> |
| | 1000 Points |
| • LSBE Preference Program (<i>BONUS</i>) | 50 Bonus Points |

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience, and Project Approach. Project Approach included a subcriterion worth 40 points for Proposers to demonstrate their approach to Cultural Competency.

This solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program effective August 25, 2022. This pilot program, approved by the Board, awards a 5% bonus to the Proposer(s) who commit to subcontract at least 30% of the Contract Value to Local Small Business Enterprises. The LSBE bonus points are added to the Proposer(s)' total point score if DEOD determines the Proposer(s) earned the LSBE bonus points.

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

1. Phase 1 Work Not-To-Exceed (NTE) Amount; and
2. Phase 2 Margin Percentage with an assumed construction cost of \$190,000,000 (for evaluation purposes only)

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

1. Flatiron West, Inc. (Flatiron)
2. Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)
3. Skanska Sully Miller, a Joint Venture (Skanska Sully Miller JV)
4. Stacy Witbeck Griffith Company, a Joint Venture (SWGC JV)

During May and June 2024, the PET reviewed and scored each technical proposal. On June 25, 2024, the PET met and received Oral Presentations from all four firms. The Proposer's project manager and key team members had an opportunity to present each team's Project Understanding and Project Approach. Each team was asked questions regarding their previous experience related to delivering a BRT or similar Project.

In September 2024, Metro held detailed discussions with each of the four Proposers regarding their technical and price proposals.

At the conclusion of discussions, Metro issued Amendment No. 4 requesting Best and Final Offers (BAFO) from all the firms. All four Proposers submitted written BAFOs on October 3, 2024. The BAFOs were found to be responsive to the requirements and instructions set forth in Amendment No. 4.

After a thorough evaluation review of proposals, oral presentations, and BAFOs, the highest ranked firm was Myers-Shimmick JV.

Qualifications Summary of Recommended Firm:

Myers-Shimmick JV demonstrated past BRT experience for similar projects and proposed a highly qualified team with public transportation experience. Their proposal thoroughly understood the project and their approach to performing the Phase 1 work. Myers-Shimmick JV received the highest scores on both technical and price proposals. Their proposal achieved the highest scores for Capability and Experience as well as Project Understanding. Additionally, their Project Approach shown below includes a score of 36.13 out of 40 for Cultural Competency. Furthermore, Myers-Shimmick JV exceeded the goals by making a 43.26% SBE commitment and a 3.49% DVBE commitment. Myers-Shimmick JV is also committed to subcontracting more than 30% of the Contract Value to LSBE firms.

The PET's recommendation in the order of ranking is shown in the table below:

Proposer Name	Maximum Points	Earned Points	Total Points	Rank
Myers-Shimmick JV				
Capability and Experience	360	339.73		
Project Understanding	80	77.07		
Project Approach	360	335.87		
Price	200	200.00		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			1002.67	1
Skanska Sully Miller JV				
Capability and Experience	360	326.13		
Project Understanding	80	75.73		
Project Approach	360	335.20		
Price	200	189.89		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			976.95	2
Flatiron				
Capability and Experience	360	311.87		
Project Understanding	80	75.47		
Project Approach	360	335.87		
Price	200	198.07		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			971.28	3
SWGC JV				
Capability and Experience	360	327.47		
Project Understanding	80	75.47		
Project Approach	360	324.80		
Price	200	183.66		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			961.40	4

C. Cost/Price Analysis

The recommended Not-to-Exceed (NTE) award amount and Phase 2 Margin Percentage have been determined to be fair and reasonable based upon review of an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and fact finding.

Proposer Name	BAFO Amount	Metro ICE	Award Amount
Myers-Shimmick JV	\$8,260,253 (Phase 1)	\$13,477,453 (Phase 1)	\$8,260,253 (Phase 1)
	Phase 2 Margin Percentage 8.75%	Phase 2 Margin Percentage 10%	Phase 2 Margin Percentage 8.75%
Skanska Sully Miller JV	\$9,992,677 (Phase 1)		
	Phase 2 Margin Percentage 8.50%		
Flatiron	\$8,025,106 (Phase 1)		
	Phase 2 Margin Percentage 9.00%		
SWGC JV	\$8,488,106 (Phase 1)		
	Phase 2 Margin Percentage 9.70%		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All firms proposed pricing within the pre-established parameters.

The ICE was originally developed with staffing that included five (5) Segment Superintendents needed for Phase 1. Myers-Shimmick proposed a staffing plan with fewer Segment Superintendents resulting in the final award amount being lower than Metro's original ICE.

D. Background on Recommended Contractor

Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)

The managing partner of the Joint Venture (JV), Myers and Sons Construction (Myers) is a heavy civil infrastructure construction company based in Sacramento, California with local office in Los Angeles, that was established in 2010. Myers has experience in alternative delivery projects such as design-build and CM/GC, including as the non-managing partner of the Metro I-105 Express Lanes CM/GC.

Shimmick Construction (Shimmick), the other JV partner, is one of the nation's largest heavy civil contractors which began in 1990 and its headquarters office is located in Irvine, California. Shimmick has performed more than \$2 billion of alternative delivery projects, including the Gerald Desmond Bridge Replacement Design-Build for the Port of Long Beach.

Myers-Shimmick JV formed a joint venture specifically for this endeavor, which brings together their CM/GC expertise and resources in alternative project delivery methods.

DEOD SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT –
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
RFP NO. PS118736**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for Phase 1 – Pre-Construction. Myers-Shimmick, a Joint Venture (MSJV), exceeded the goals by making a 43.26% SBE and 3.49% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	43.26% SBE 3.49% DVBE
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	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	A1 Management & Inspection Inc.	7.66%	X	
2.	Quest Project Controls, Inc. dba CM Solutions	6.59%	X	
3.	Costin Public Outreach Group, Inc.	4.29%		X
	Guida Surveying Inc.	0.89%		X
4.	Morgner Technology Management dba Morgner Construction Management	18.01%	X	
5.	STC Traffic, Inc	4.28%		X
6.	Steiner Consulting	1.54%		X
	Total SBE Commitment	43.26%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Antich Consulting Inc.	2.47%	X	
2.	Leland Saylor & Associates dba Leland Saylor Associates	1.02%		X
	Total DVBE Commitment	3.49%		

Phase 2

The SBE/DVBE goal for Phase 2 Work will be established in accordance with the provisions of the Contract. Prior to submittal of the Phase 2 Work Proposal, DEOD will notify the MSJV of the SBE/DVBE goal established. MSJV will be required to meet or exceed the SBE/DVBE goal and list its SBE and DVBE subcontractors, with dollar values committed for each, at the time of submission of its Phase 2 Work Proposal.

B. Small Business Engagement and Outreach Plan (EOP)

Proposers were required to submit a small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. MSJV met the requirements.

C. Contracting Outreach and Mentoring Plan (COMP)

The COMP is not applicable to Phase 1 of this project. For Phase 2 – Work (including Early Works Packages), the Contractor will be required to identify two (2) SBE/DVBE firms for protégé development in its detailed COMP submittal with its Phase 2 – Work Proposal.

D. Local Small Business Preference Program (LSBE)

MSJV, a non-LSBE prime, listed four (4) LSBE firms and subcontracted at least 30% of its contract value with LSBE firms, and is eligible to receive the LSBE preference.

E. Living Wage and Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

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

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

PLA/CCP is not applicable on Phase 1- Pre-Construction (Design) portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable

on the Phase 2 – Work (Construction) portion of this contract to include all Early Work Packages that have contract value more than \$2.5 million and above.



Provide a new way to ride between the San Fernando and San Gabriel Valleys

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

NoHo to Pas BRT Project

RECOMMENDATION:

Authorize the CEO or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any; and
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

NoHo to Pas BRT Project



Procurement Evaluation

Proposer Name	Maximum Points	Myers-Shimmick JV	Skanska Sully Miller JV	Flatiron	SWGC JV
Capability and Experience	360	339.73	326.13	311.87	327.47
Project Understanding	80	77.07	75.73	75.47	75.47
Project Approach	360	335.87	335.2	335.87	324.8
Price	200	200	189.89	198.07	183.66
Total	1000	952.67	926.95	921.28	911.4
LSBE Preference Program (5%) (BONUS POINTS)	50	50	50	50	50
Total	1050	1002.67	976.95	971.28	961.4
Phase 1 NTE		\$ 8,260,253	\$ 9,992,677	\$ 8,025,106	\$ 8,488,106
Phase 2 Margin Percentage		8.75%	8.50%	9.00%	9.70%



Equity Platform

- > 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for Phase 1 – Pre-Construction
- > Myers-Shimmick (MSJV) exceeded the goals by making a 43.26% SBE and 3.49% DVBE commitment
- > MSJV listed 4 Local Small Business Enterprise (LSBE) firms and subcontracted at least 30% to LSBE firms, and is eligible to receive the LSBE preference
- > Proposal Evaluation Criteria allocated points to the proposing firm's demonstration of a well-defined approach to Cultural Competency.
- > Project area includes several Equity Focus Communities (EFC) in North Hollywood Burbank, Glendale and Pasadena and will provide benefits of enhanced mobility and regional access to transit riders living in EFCs



Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 24	FY 25	FY 26
Planning, Environmental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	\$ 8,260,253		\$ 4,130,127	\$ 4,130,127
Final Design Services	\$ 27,459,000		\$ 18,902,000	\$ 8,557,000
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Contingency				
Contingency (10%)	\$ 10,488,885		\$ 3,485,289	\$ 7,003,597
Total Preconstruction Services Budget	\$ 135,183,738	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
Source of Funds	Total			
LACMTA Measure M Funds	\$ 267,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
SB1 Grant	\$ 50,000,000	\$ -	\$ -	\$ -
Total Project Funding	\$ 317,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563



Next Steps

- > Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services
- > CM/GC to conduct constructability reviews to support ongoing design development activities
- > CM/GC to develop construction cost estimate and construction schedule based on each design phase submittal
- > Execute Early Works Package for utility investigation activities (potholing, GPR, etc)