

Metro

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



Metro[®]

Agenda - Final

Thursday, September 19, 2019

10:15 AM

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

Construction Committee

Janice Hahn, Chair

Robert Garcia, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Sheila Kuehl

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the 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 Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

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

CALL TO ORDER**ROLL CALL**

29. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2019-0642](#)

RECOMMENDATION

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

Attachments: [Attachment A - Program Management Major Project Status Report.pdf](#)

30. **SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)** [2019-0651](#)

RECOMMENDATION

RECEIVE AND FILE the:

- A. Status update on the Project Labor Agreement and Construction Careers Policy through the quarter ending June 2019; and
- B. Metro Workforce Disparity Study on Women in the Trades.

Attachments: [Attachment A - PLA/CCP Completed Contracts](#)
[Attachment B - PLA CCP Update Report Data](#)
[Attachment C - Metro Workforce Disparity Study \(Executive Summary\) Presentation](#)

31. **SUBJECT: US ARMY CORPS OF ENGINEERING MEMORANDUM OF AGREEMENT** [2019-0556](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the Memorandum of Agreement (MOA) between Metro (Authority) and US Army Corps of Engineering ("Corps").

Attachments: [Attachment A - MOA Corps](#)

- 32. SUBJECT: I-5 SOUTH CAPACITY ENHANCEMENTS FROM ORANGE COUNTY LINE TO I-605** [2019-0563](#)

RECOMMENDATION

AUTHORIZE Contract Modifications No. 102 & No. 103 (CCO 102 & CCO 103) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Shoemaker, Bloomfield and Rosecrans) of the I-5 South Capacity Enhancements Project from Orange County Line to I-605 (Project) under FUNDING AGREEMENT NO. MOU.P0004292 A/A3, in the total amount of \$5.03 million within the LOP budget.

- 33. SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR WATER RESOURCES, CONSERVATION AND COMPLIANCE** [2019-0657](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD a Cost Reimbursable Contract for a base period of performance of three (3) years, Contract No. AE58845, to Geosyntec Consultants Inc., for Sustainability Engineering Services for Water Resources, Conservation and Compliance, for total contract amount of not-to-exceed \$17,714,849 with \$7,714,849 not-to-exceed value for the first three years, and exercise two one (1) year options in the amount of not-to-exceed value of \$5,000,000 for each option year; and,
- B. EXECUTE changes and modifications within the Board approved not-to-exceed contract amount.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Total Value Estimates of Projects-Tasks FY20-FY25](#)
[Attachment C - DEOD Summary](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2019-0697](#)

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 #: 2019-0642, **File Type:** Oral Report / Presentation

Agenda Number: 29.

CONSTRUCTION COMMITTEE SEPTEMBER 19, 2019

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

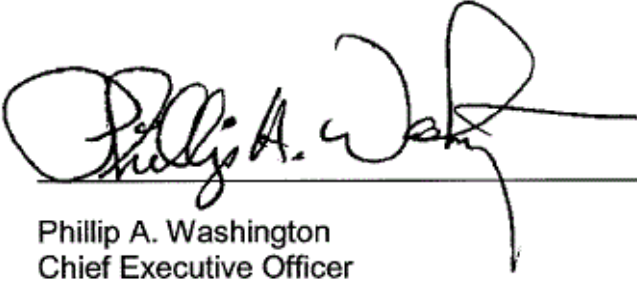
Update report covering the month of September 2019 by the Chief Program Management Officer.

ATTACHMENTS

Attachment A - Program Management Major Project Status Report

Prepared by:

- **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** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **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** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **I-210 Barrier Replacement** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-5 North** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **I-5 South** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **Presentation** - Yohana Jonathan, Princ. Prog. Mgmt. Analyst, (213) 418-3031



Phillip A. Washington
Chief Executive Officer























Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer

PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 93% complete. The forecast revenue service date is Summer 2020.
Regional Connector			Project is 58% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 50% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 2			Project is 20% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 3			C1152 Stations, Trackwork, Systems, and Testing Contract – Notice to Proceed (NTP) commenced on July 16, 2019.
Patsaouras Plaza			Project is 70% complete. Archaeological and Native American monitoring continues. Foundation work for the pedestrian overcrossing, busway canopy, elevator and walkway are complete.
Willowbrook/Rosa Parks Station			Customer Service Building and mobility hub ongoing at 60% completion. Blue Line Station platform and mezzanine work progressing to topping slab and final utility infrastructure. In full coordination with New Blue. Package B 100% bid package has been delivered and is under review by Metro.
Metro Blue Line Projects			Metro Expo Line closure to be open on 8/24 while remaining work continues on the MBL. Testing of the North Segment will take longer than the South Segment due to the amount of new equipment that needs to be tested.
I-210 Barrier Replacement			In Final Design, Metro Systems has performed simulations and determined less than 10 minute headways during construction of Project 1. Metro met with Caltrans and has obtained conceptual approval of proposed stage construction & reduced lane widths for Project 1.
I-5 North: SR 118 to SR 134			Segment 3 (Empire) is 75% complete. Segment 4 (Magnolia to SR-134) is 92% complete.
I-5 South: Orange County Line to I-605			Segment 2 (Valley View) is 46% complete. Segment 3 (Rosecrans) is open to traffic. Segment 4 (Imperial) is 96% complete. Segment 5 (Florence) is 82% complete.

September 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue



Metro 2

PROGRAM MANAGEMENT - OVERALL

- FTA Quarterly meeting – September 4, 2019
- Started update of Program Management Plan (PMP)
- Tracking construction cost indices
- Unifier (Records Management) system implementation cutover in process
- Began implementation of new Quality Management System

CRENSHAW/LAX TRANSIT PROJECT

BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,058M	\$2,058M

SCHEDULE

	<u>Current Summer</u>	<u>Forecast Summer</u>
REVENUE	2020	2020
OPERATION		

- Overall Project Progress is 93% complete; addressing contractor construction schedule.
- Contractor continues work to test the rail system software over a 10-weekend period at the Green Line and Crenshaw/LAX junction.
- Working with 3rd parties to complete power drops for traction power substations in support of testing systems equipment.
- Contractor preparing for Crenshaw Blvd road restoration in the Hyde Park neighborhood.



Weekend testing of the rail system software



Grading for Aviation/Century Station plaza and parking lot

September 2019



On target



Possible problem



Major issue



Metro 4

Construction Committee

Los Angeles County Metropolitan Transportation Authority

REGIONAL CONNECTOR TRANSIT PROJECT

BUDGET

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

SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	Spring/Summer 2022	Spring/Summer 2022

- Overall Project Progress is 58% complete.
- Tunnels:** Structural concrete commenced in Sequential Excavation Method (SEM) Cavern.
- Little Tokyo/Arts District Station, WYE and 1st Street:** Structural concrete placement for station walls continues. Pre-Bus Bridge piling activities underway.
- Historic Broadway Station:** Structural concrete continues in station entrance and throughout the concourse level.
- Grand Av Arts/Bunker Hill Station:** Structural concrete walls continue to be erected at multiple levels throughout the station.
- Flower Street:** Completed excavation and continued structural concrete. Completed break through of knock-out panel at 7th/Metro Station.





Wall form installation in SEM Cavern



Break through knock-out panel at 7th/Metro Center Station

September 2019

 On target

 Possible problem

 Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

BUDGET

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

* Includes Board approved LOP budget plus finance costs.

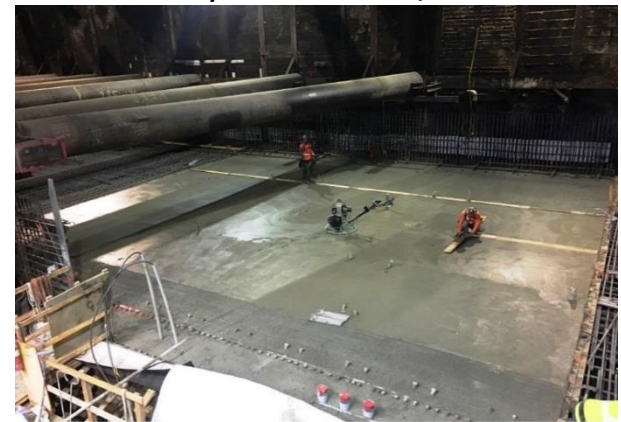
SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Fall	Fall
OPERATIONS	2024 (FFGA)	2023

- Overall Project Progress is 50% complete.
- Wilshire/Western Retrieval Shaft:** Both Tunnel Boring Machines (TBM) broke through at the Western shaft in June 2019. Both TBMs are in the process of being transported from Western to the La Brea Station Yard.
- Wilshire/La Brea Station:** HDPE and rebar installation for exterior walls above concourse slab continues. Placement of exterior wall concrete is scheduled for August 21, 2019. Work on the concourse level high bay area is scheduled to begin in December 2019.
- Wilshire/Fairfax Station:** Invert rebar, MEP and concrete placement continues. Invert slab placement scheduled to complete in September 2019.
- Wilshire/La Cienega Station:** Level D strut installation and daily maintenance of dewatering wells continues. Excavation to invert continues and remains scheduled to complete in August 2019.
- Tunneling:** Reach 1 cross passage work is scheduled to start in October 2019. Reach 2 TBM launch is scheduled for late September / early October 2019.



TBM Gantry Shield at Wilshire/Western



Invert Concrete Placement at Wilshire/Fairfax

September 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 2



BUDGET

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

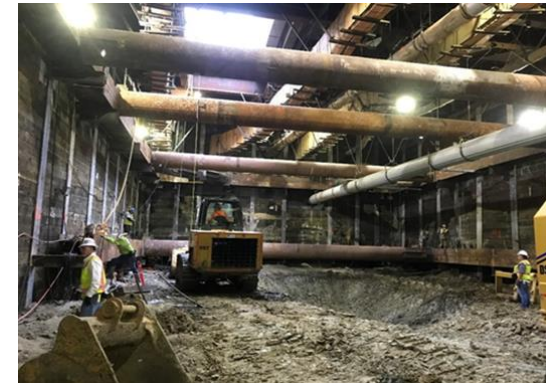
* Includes Board approved LOP budget plus finance costs.



SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	Winter 2026 (FFGA)	Summer 2025

- Overall Project progress is 20% complete.
- Final design progress is 94% complete.
- **Century City Constellation**
 - Tunnel Boring Machine (TBM) launch box excavation is on going. The installation of the third level bracing has been completed and the fourth level bracing has commenced.
 - Tunnel shaft excavation and installation of walers/struts is ongoing.
 - LABOE granted an extension for the full street closure of Constellation Blvd until December 2019 .
 - Sound wall installation at the AT&T property has been completed.
 - The ceremonial TBM naming and unveiling event was held on June 17, 2019. The names “Harriet” and “Ruth” were selected as the names for the two TBM’s.
 - Cable pulling and splicing for AT&T and LADWP is anticipated to complete prior to the start of piling activities west of the TBM Launch Box.
 - Santa Monica bus layover construction is complete.
- **Wilshire/Rodeo**
 - Sound wall pile installation at Canon Yard is complete.
 - Potholing for underground utilities are ongoing.
 - Pre-Construction condition surveys are ongoing.



TBM Launch Box Excavation in Century City



Tunnel Shaft Excavation in Century City

September 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

OK BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$3,611M	\$3,611M

* Includes Board approved LOP budget plus finance costs.

OK SCHEDULE		
	<u>Current</u>	<u>Forecast</u>
REVENUE	TBD	2027
OPERATION		

- C1151 Tunnel Contract
 - Detailed design is ongoing, including coordination with Southern California Edison (SCE) for approval of duct bank design to provide temporary power for TBMs.
 - Continue coordination with FTA for the amended Veterans Affairs (VA) Memorandum of Agreement (MOA). Associated Historic Resources Monitoring and Discovery Plan (HRMDP) reviews are nearing completion.
 - Continue real estate negotiations for access to VA property. Draft Access Easement Agreement (AEA) and draft Right of Entry (ROE) are under review.

- C1152 Stations, Trackwork and Systems Contract
 - NTP commenced on July 16, 2019.

- Other Third Party Utility Relocation Work
 - Joint trench for Verizon and Frontier telecom is ongoing.



Main Line A Excavation and Potholing



Hand Dug Excavation for Fiber Optic Conduit

September 2019

OK On target
 ◆ Possible problem
 ▲ Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

PATSAOURAS BUS PLAZA STATION

BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$50.9M	\$50.9M

SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Spring 2020	Spring 2020

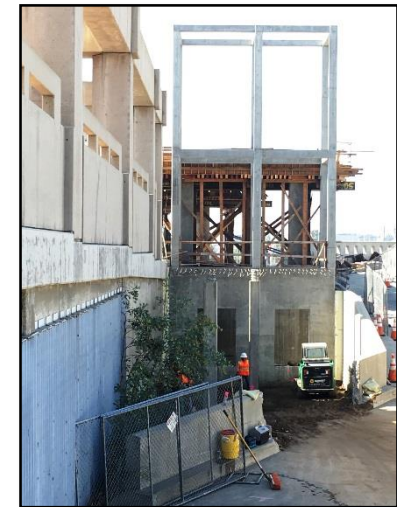
- Overall project progress at approximately 70% complete.
- Archaeological and Native American monitoring continues, causing occasional construction delays.
- Pedestrian overcrossing foundations completed
- Busway canopy foundations completed.
- Elevator and walkway foundation completed
- Walkway and Platform Falsework completed
- Retaining wall completed



Pedestrian Walkway Columns





Elevator Platform Falsework



Elevator Enclosure

September 2019

 On target

 Possible problem

 Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WILLOWBROOK/ROSA PARKS STATION

BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$109.3M	\$109.3M

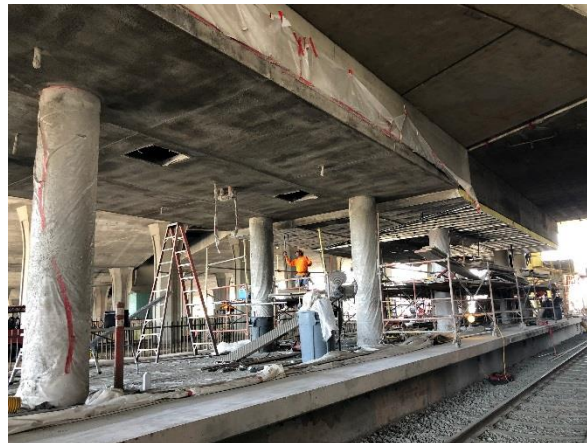
SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Summer 2020	Summer 2020

- Package A: Customer Service and Mobility Hub building MEP infrastructure work nearly complete. Finish work ongoing. Formwork for public plaza has begun.
- Package C: Structural work has been completed with final utility infrastructure installation near completion. Topping slab, systems and finishes set to proceed. Project focus is on meeting New Blue operations deadline.
- Package B: Final coordination of 100% documents submitted for Metro review.



Blue Line Platform Work



Mezzanine Extension and Platform Work ongoing



Mobility Hub and Plaza Work

September 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 10

THE NEW BLUE CLOSURE

◆ BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$221.3M	\$221.3M

◆ SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Fall 2019	Fall 2019

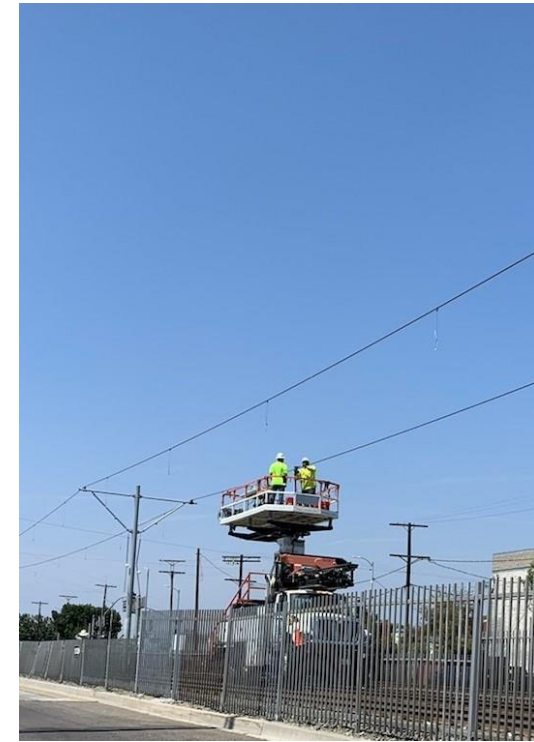
- Overhead conductor rail (OCR) completed for the 7th/ Metro Tunnel
- Expo Line will re-open August 24th as planned.
- South Segment work completed and operating normally. Some punch list items remaining which are being addressed.
- North side construction work is progressing per plan; however, Metro test team forecasts more than double the amount of testing will be required compared to the South Segment.



Testing of the new Overhead Conductor Rail (OCR)



Replacing trackwork at Expo Junction



Installing New Overhead Catenary System (OCS)

September 2019

OK On target

◆ Possible problem

▲ Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-210 BARRIER REPLACEMENT PROJECT

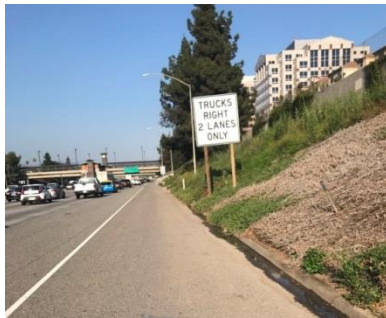
BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$22.54M	\$22.54M
	Design	Design

SCHEDULE

	<u>Current</u>	<u>Forecast</u>
Complete Design (Proj 1)	Summer 2019	Summer 2019
Complete Design (Proj 2)	Spring 2020	Spring 2020

- Metro met with Caltrans and obtained conceptual approval of the Stage Construction Plans including the proposed reduced lane widths for Project 1 to avoid lane closures.
- Draft Communication Plan has been developed and is ready for Metro review.
- Project 1: Segment from Michillinda to Iconic Bridge – Train Simulations have been performed and the results show less than 10 minute headways with single tracking during construction of Project 1 is achievable.
- Project 2: Segment from west end of the project to Michillinda – Development of alternative barrier system to avoid freeway lane closure for Project 2 is underway.



Newly Installed Caltrans Freeway Sign





Incident in 2014



Newly Installed Speed Limit Sign

September 2019

 On target

 Possible problem

 Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 Construction Projects (By Caltrans)



September 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



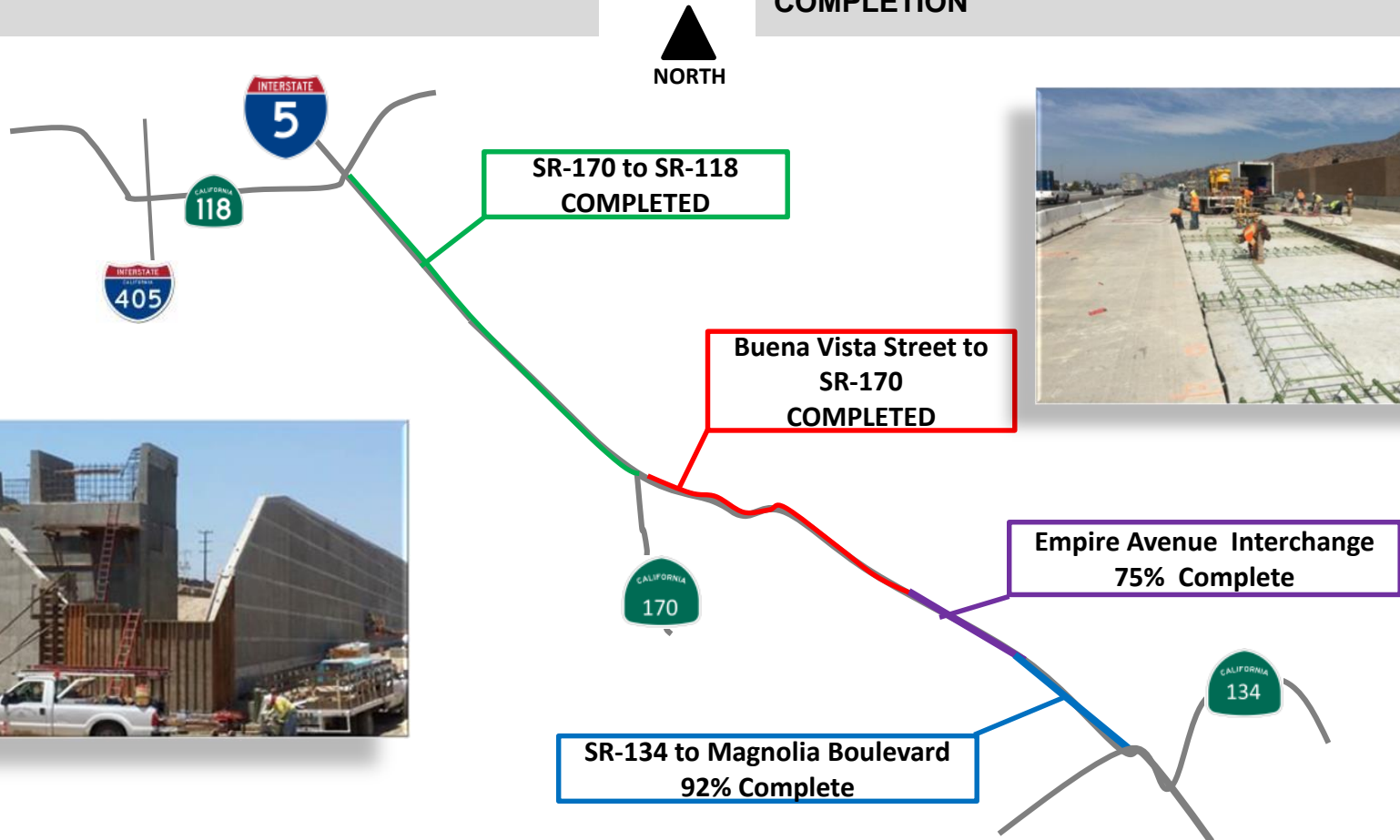
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I-5 NORTH: SR 118 TO SR 134



! BUDGET		
TOTAL COST	Current	Forecast
	\$880.9M	TBD

! SCHEDULE		
ANTICIPATED PROJECT COMPLETION	Current	Forecast
	Spring 2022	Summer 2022



September 2019

● On target
 ◆ Possible problem
 ! Major issue

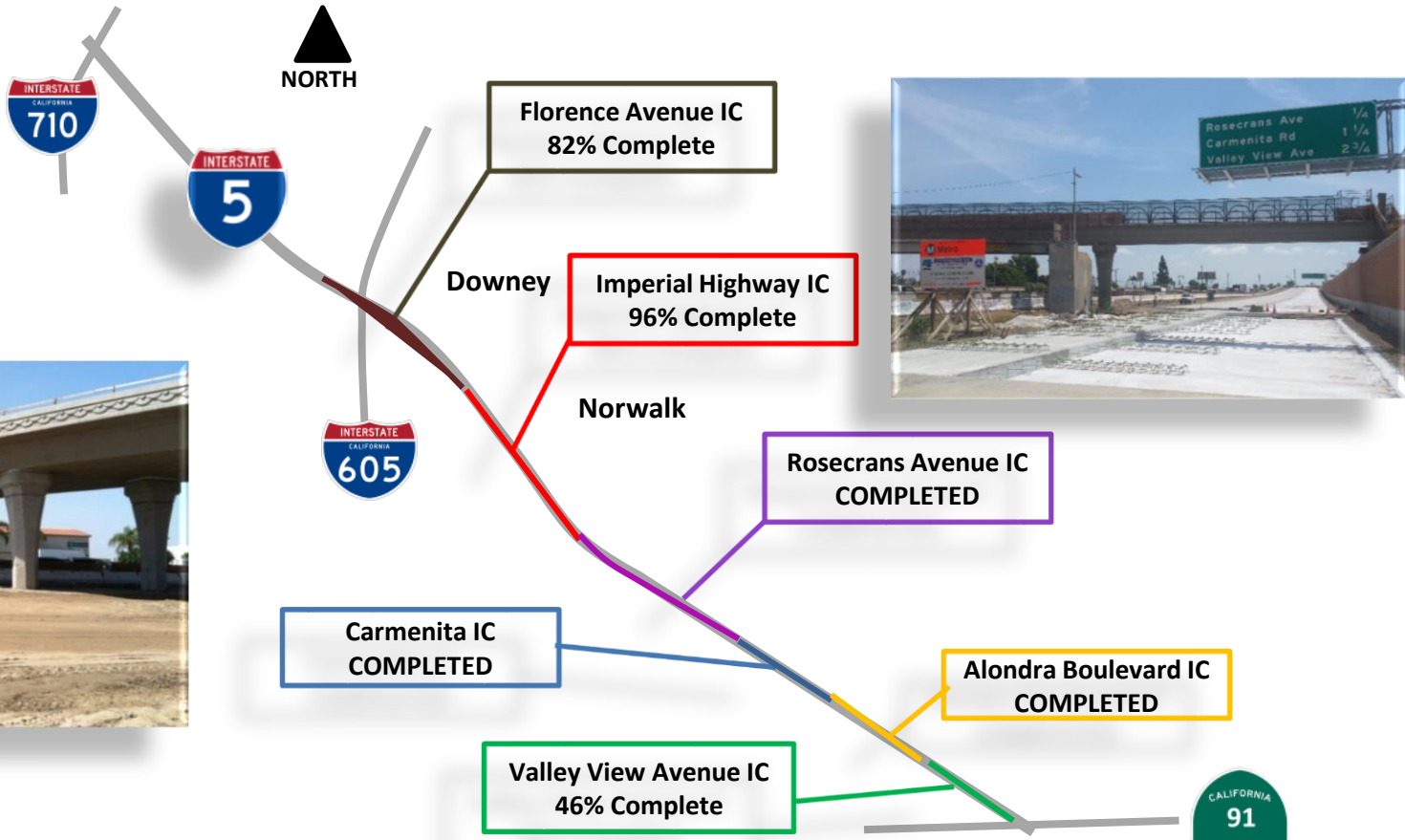


I-5 SOUTH: ORANGE COUNTY LINE TO I-605



OK BUDGET		
	Current	Forecast
TOTAL COST	\$1.888B	TBD

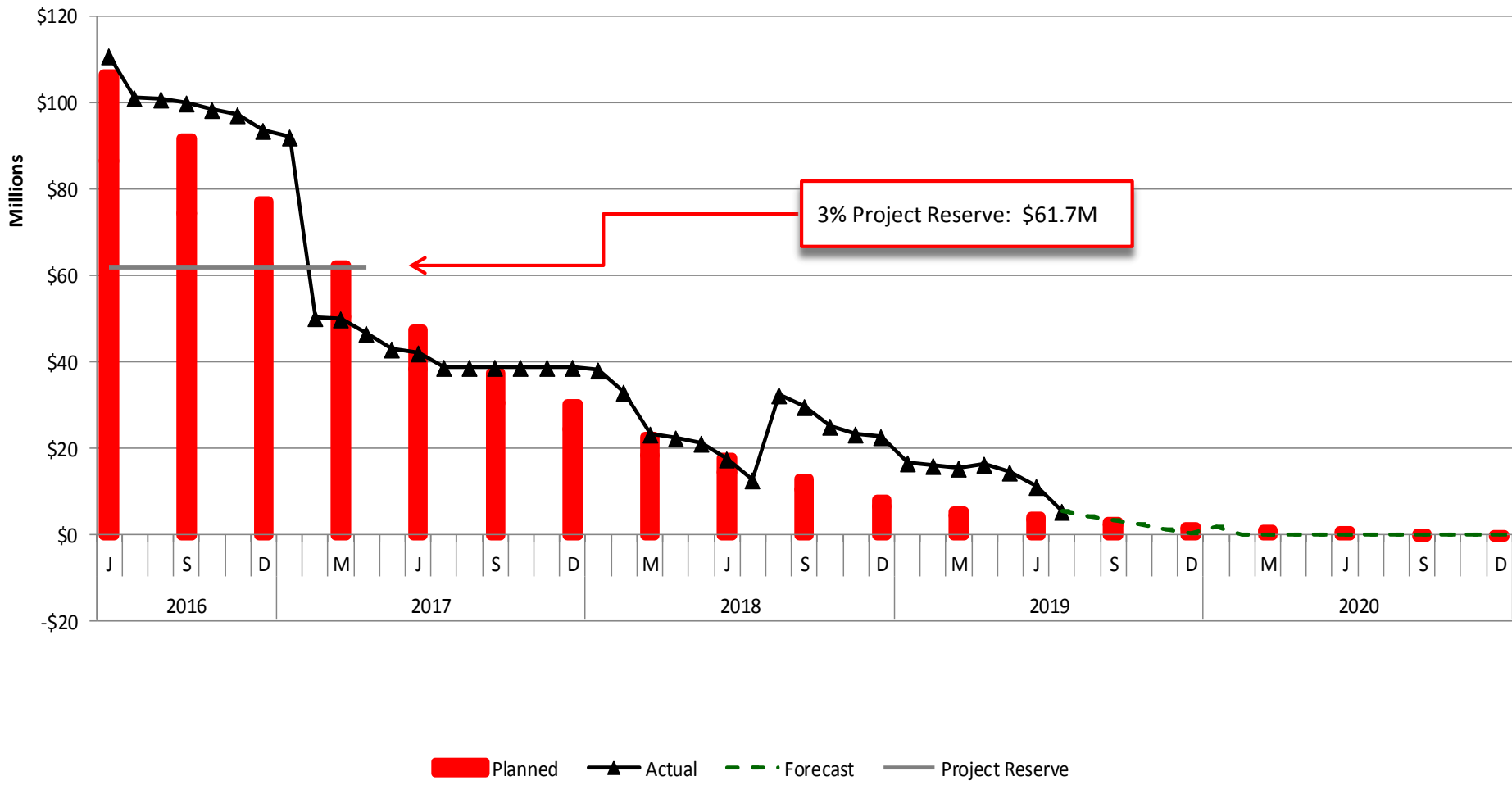
◇ SCHEDULE		
	Current	Forecast
ANTICIPATED PROJECT COMPLETION	Fall 2022	Winter 2022



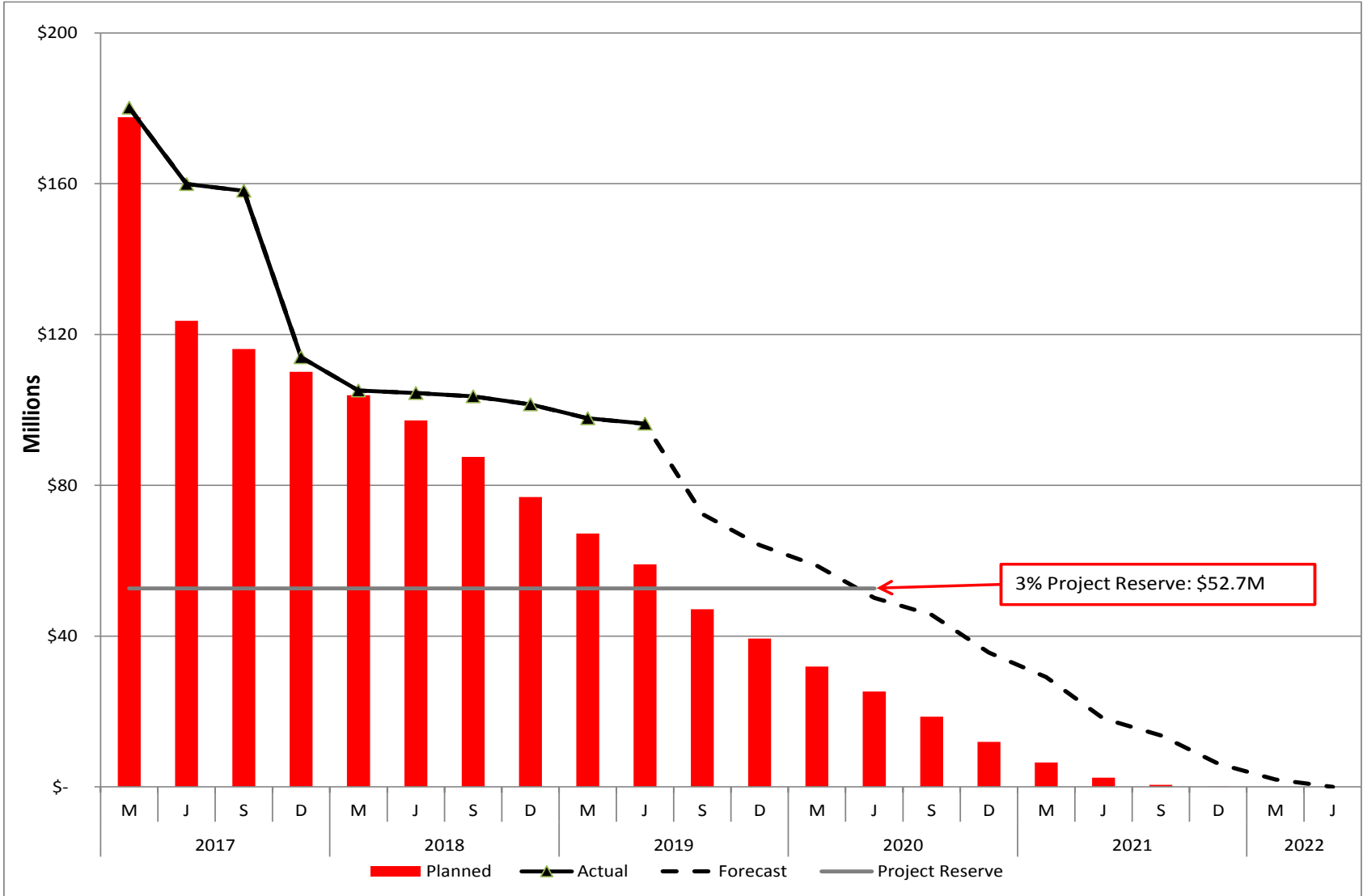
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Crenshaw/LAX Transit Project

Project Cost Contingency Drawdown

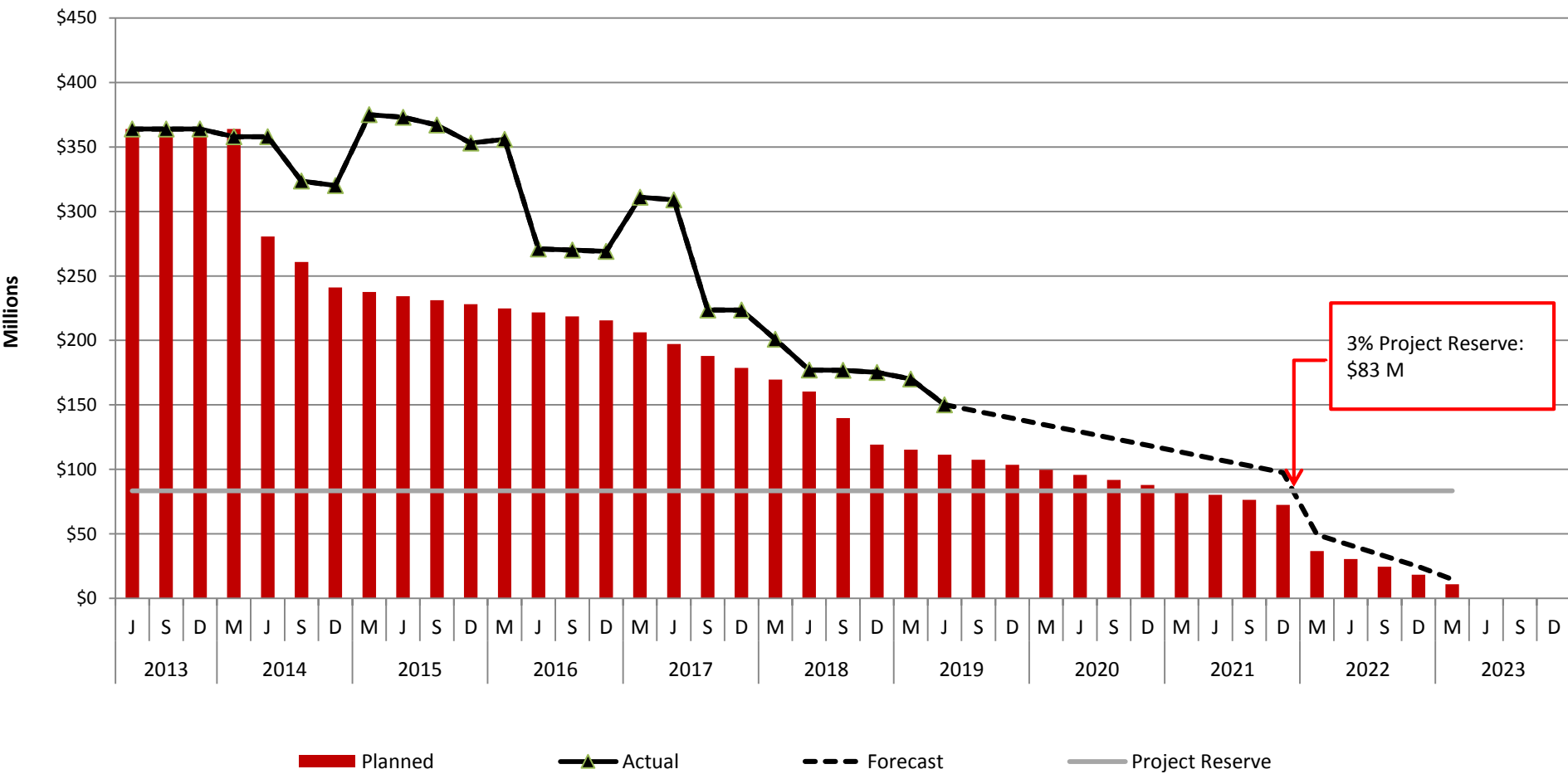


Regional Connector Project Cost Contingency Drawdown



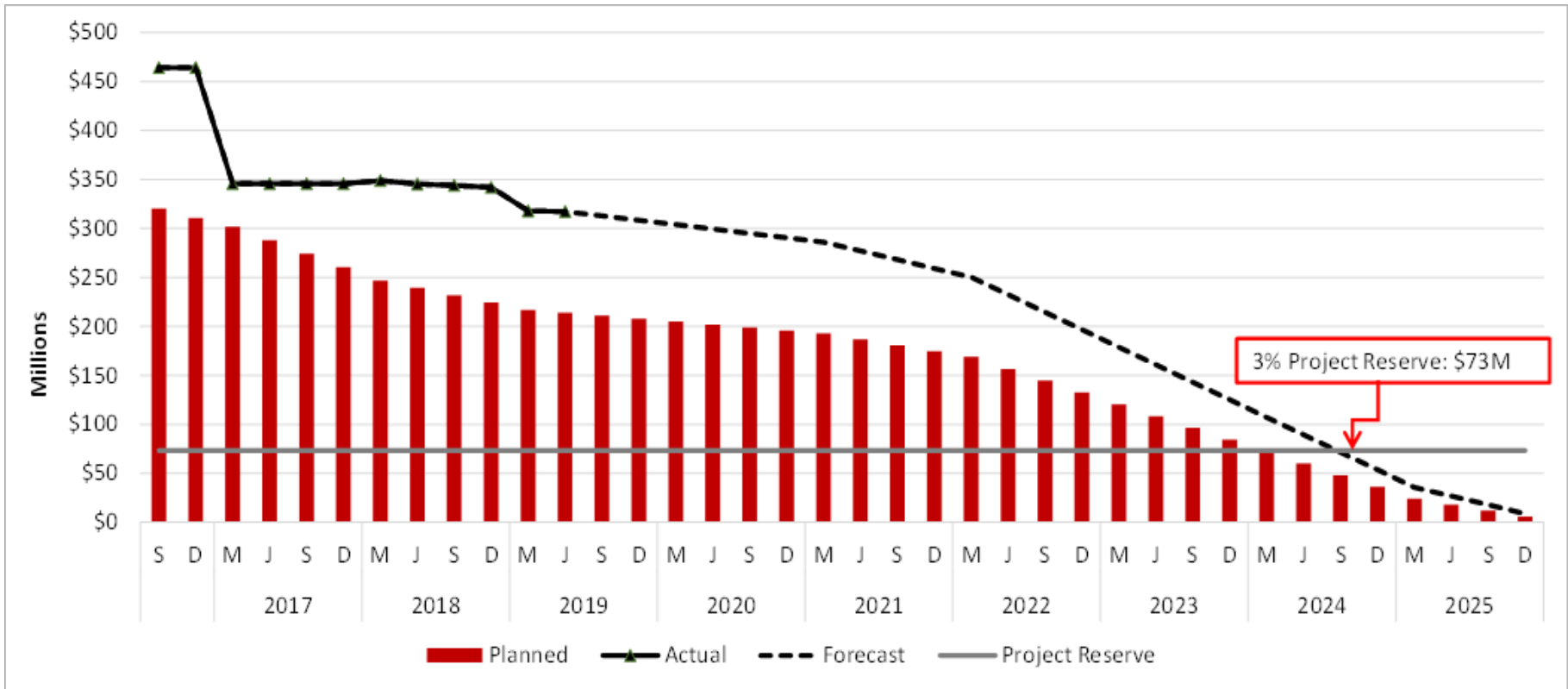
Westside Purple Line Extension – Section 1

Project Cost Contingency Drawdown



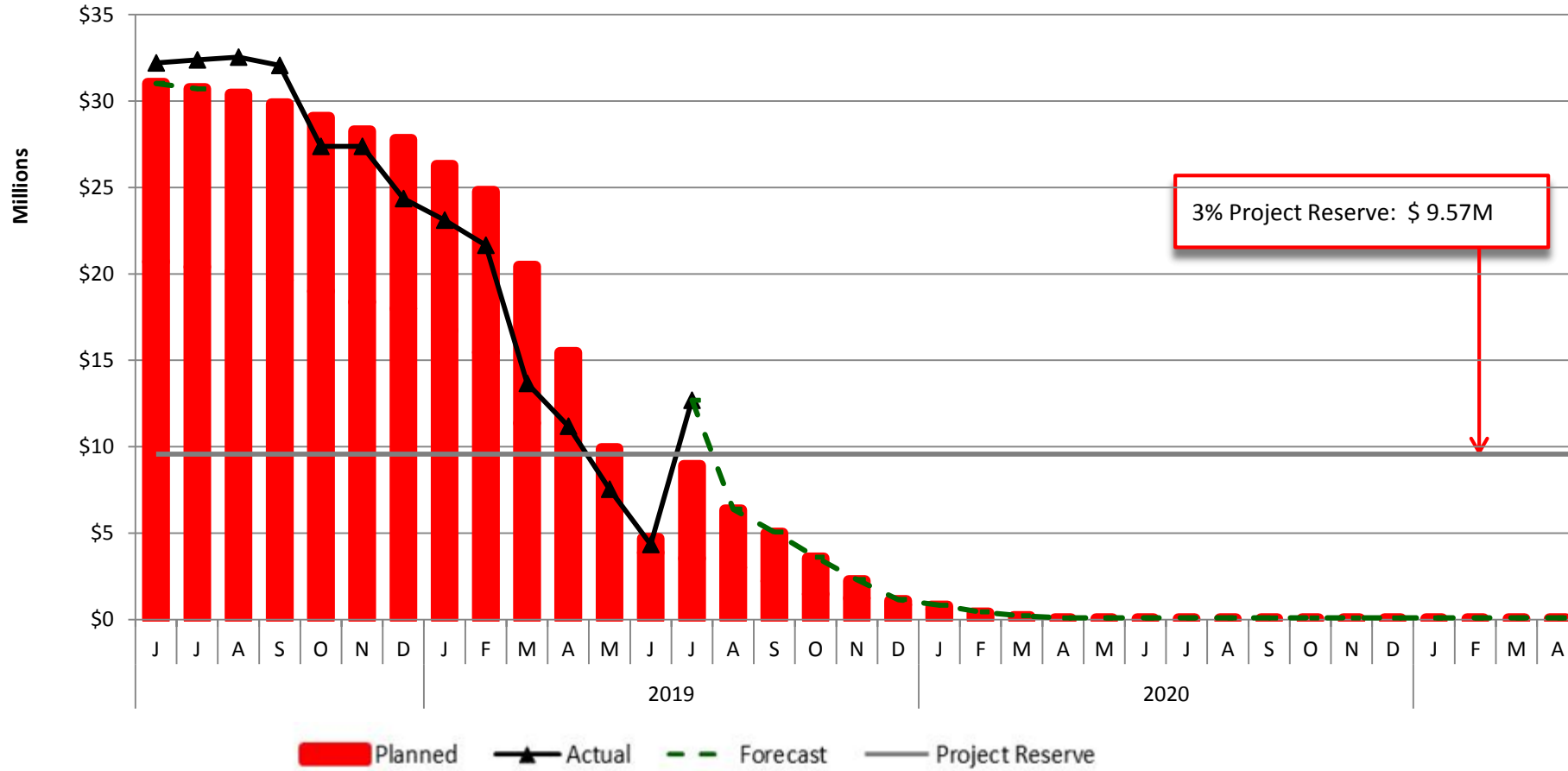
Westside Purple Line Extension – Section 2

Project Cost Contingency Drawdown



New Blue Projects

Project Cost Contingency Drawdown



- Blue Line Signal Rehabilitation
- Blue Line Track and System Refurbishment
- Willowbrook/Rosa Parks Station



Board Report

File #: 2019-0651, **File Type:** Informational Report

Agenda Number: 30.

**CONSTRUCTION COMMITTEE
SEPTEMBER 19, 2019**

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 through the quarter ending June 2019; and
- B. Metro Workforce Disparity Study on Women in the Trades.

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 2019.

BACKGROUND

In accordance to 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%.

Metro continues to advance several initiatives with focus on increasing the overall female participation attainment such as: development of an action plan as presented in November 2017; deployment of a performance score card including the development and distribution of Women in the Trades Resource Guide; and continued engagement with Metro's prime contractors and job

coordinators with a focus on female worker outreach, recruitment and retention. As a result, Metro's female participation attainment on active construction projects covered by the PLA/CCP has steadily increased from 3.34% in October 2017 to 3.70% as of June 2019. The overall increase is attributed to 172 female workers gaining employment on Metro's construction projects between November 2017 and June 2019.

Moreover, Metro will continue to advance efforts to deliver upon Measure M and Metro's 28 by 2028 Initiative, the ongoing demand for skilled workforce will continue to create career opportunities for women and men within the construction industry and most specifically on Metro's infrastructure projects covered by the PLA/CCP. In recognition of the workforce demands and agency's goal to increase the participation and inclusion of women within the agency's construction projects, Metro's Diversity and Economic Opportunity (DEOD) staff commissioned a comprehensive Workforce Disparity Study to assess the availability and participation of female workers to contribute to the demand for future infrastructure projects within LA County (the Region).

DISCUSSION

This report provides a status update on the construction contracts covered by the PLA/CCP as of FYQ4 2019 and an overview of the Metro Workforce Disparity Study. The report also provides an update on DEOD outreach activities in support of the targeted workforce.

A. PLA/CCP Status Update

As of June 2019, there are twelve active construction contracts with PLA/CCP program requirements including three contracts subject to the Pilot Local Hire Initiative. Nine of the twelve contractors exceed the 40% Targeted Worker Goal, six contractors exceed the 20% Apprentice Worker Goal and five contractors exceed the 10% Disadvantaged Worker Goal. There are twenty 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 2019 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	60.00%	23.51%	11.86%	3.73%	33.57%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.83%	17.00%	9.76%	3.80%	73.86%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	63.32%	17.97%	12.01%	3.82%	76.48%
Westside PLE Project, Section 2 – D/B	Tutor Perini/O&G, JV	49.96%	13.36%	3.87%	4.62%	56.13%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	49.23%	29.89%	10.21%	4.19%	78.22%
Patsaouras Plaza Busway Station	OHL-USA, Inc.	56.75%	12.46%	4.03%	1.30%	59.92%
Westside Purple Line Extension Project, Section 3 Advanced Utility Relocations	Bubalo Construction Co.	47.56%	21.08%	12.08%	5.10%	0.00%
Metro Blue Line Signal System Rehabilitation	Mass Electric Construction	26.89%	17.06%	9.45%	0.90%	67.56%
Soundwall #11 Construction	Powell Constructors, Inc.	38.90%	12.07%	0.11%	0.01%	100%
Willowbrooks/Rosa Parks Station Improvements	Icon-West	65.03%	20.87%	5.41%	1.43%	69.85%
Metro Blue Line Track & Systems Refurbishments	RailWorks	28.20%	22.85%	4.79%	0.56%	62.29%
Metro HQ Chillers & Emergency System Replacements	EMCOR/Mesa Energy	46.01%	32.16%	20.56%	5.54%	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 outlines 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 covered projects.

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

The Crenshaw/LAX Transit Corridor project contractor has completed 93.70% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker Goal at 60.00%, Apprentice Worker Goal at 23.51%, Disadvantaged Worker Goal at 11.86% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

The contractor's overall attainment for the Female Participation Goal has increased in direct relation to the efforts that have been initiated by the contractor and Metro staff. The contractor has increased the female participation from 3.27% in September 2017 to 3.73% as of this reporting cycle which reflects a total of 186 female workers hired on the project.

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

The Regional Connector Transit Corridor project contractor has completed 62.04% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker Goal at 58.83% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker Goal at 17.00% or the 10% Disadvantaged Worker Goal at 9.76%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice 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.

The contractor is not meeting the 6.90% Female Participation Goal at 3.80%. Staff continues to monitor the contractor's performance based on the plan to perform more focused outreach. A total of 83 female workers were hired on the project as of this reporting period.

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 59.65% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker Goal at 63.32%, Disadvantaged Worker Goal at 12.01%, and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker Goal at 17.97%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

The contractor has provided an updated EHP which outlines compliance with meeting the PLA/CCP workforce goals in the latter part of 2022. 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 not meeting the 6.90% Female Participation Goal at 3.82%. The contractor has committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. A total of 86 female workers were hired on the project as of this reporting period.

Westside Purple Line Extension Project, Section 2 Design-Build
Prime: Tutor Perini/O&G, JV

The Westside Purple Line Extension Project Section 2 is underway and only 3.87% of the estimated construction work hours for this project have been performed. The contractor is currently exceeding the Local Targeted Worker Goal at 49.96%, and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker Goal at 13.36% or the 10% Disadvantaged Worker Goal at 3.87%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

This project falls under the United States Department of Transportation's (U.S. DOT) Pilot Local Hire Program. On October 6, 2017, the Federal Register published a notice from the USDOT announcing the withdrawal of the Pilot Local Hire program. This is one of the three construction projects awarded subject to the Pilot Local Hire Initiative.

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 has achieved 4.62% Female Participation attainment within the early phases of construction. A total of 9 female workers have been hired on the project as of this reporting period.

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

The Division 16 Southwestern Yard project contractor has completed 99.24% of the estimated construction work hours on this project. The contractor currently exceeds the Local Targeted Worker Goal at 49.23%, Apprentice Worker Goal at 29.89%, Disadvantaged Worker Goal at 10.21%, and the minority participation percentage goals. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

This project falls under the United States Department of Transportation's (U.S. DOT) Pilot Local Hire Program. On October 6, 2017, the Federal Register published a notice from the USDOT announcing the withdrawal of the Pilot Local Hire program. This is one of the three construction projects awarded subject to the Pilot Local Hire Initiative.

The contractor has attained 4.19% Female Participation goal. A total of 53 female workers have been hired on the project as of this reporting period. Recognizing this project is nearing completion, Metro staff in coordination with the job coordinator is working with female workers on this project that are interested in obtaining a referral to work on other Metro projects. This collaborative effort is to support retention.

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

The Patsaouras Plaza Busway Station project contractor has completed 88.06% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker Goal at 56.75% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker Goal at 12.46% or the 10% Disadvantaged Worker Goal at 4.03%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice 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 the end of the project. As of this reporting period, the contractor continues to make progress in the Apprentice Worker attainment and has committed to 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.

The contractor has one of the lowest Female Participation attainment at 1.30%. Staff issued an Executive Order 11246 Notice in early 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 committed to increase female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers.

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 99.77% of the estimated construction work hours on this project. The contractor currently exceeds the Local Targeted Worker Goal at 47.56%, Apprentice Worker Goal at 21.08%, Disadvantaged Worker Goal at 12.08% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

This project falls under the United States Department of Transportation's (U.S. DOT) Pilot Local Hire Program. On October 6, 2017, the Federal Register published a notice from the USDOT announcing the withdrawal of the Pilot Local Hire program. This is one of the three construction projects awarded subject to the Pilot Local Hire Initiative.

The contractor has achieved 5.10% Female Participation attainment. This project is one of the highest as of this reporting period.

Metro Blue Line Signal System (Rehabilitation)

Prime: Mass Electric Construction Co.

The Metro Blue Line Signal System (Rehabilitation) project contractor has completed 74.97% of the estimated construction work hours on this project. The contractor is meeting the minority participation goals; however, the contractor is not meeting the 40% Targeted Worker Goal at 26.89%, the 20% Apprentice Worker Goal at 17.06% or the 10% Disadvantaged Worker Goal at 9.45%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

Metro staff issued a Notice of Non-Compliance in May 2019 for the low attainment of the Targeted, Apprentice and Disadvantaged Worker goals. The contractor submitted a revised EHP with an action plan for meeting all PLA/CCP workforce provisions by the end of the project. Staff will continue to monitor the contractor's EHP and will work closely with the contractor towards meeting all worker goals for this project.

The contract is not meeting the 6.90% Female Participation Goal at 0.90%. Staff issued a Notice of Low Female Participation in March 2019 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 the job coordinator committed to increase female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers. As of this reporting period, the contractor has hired 4 female workers on the project.

Soundwall #11 Construction

Prime: Powell Constructors, Inc.

The Soundwall #11 Construction project contractor has completed 26.10% of the estimated

construction work hours on this project. The contractor is meeting the minority participation goals; however, the contractor is not meeting the 40% Targeted Worker Goal at 38.90%, the 20% Apprentice Worker Goal at 12.07% or the 10% Disadvantaged Worker Goal at 0.11%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals at 65% project completion. Staff will continue monitoring the contractor's EHP and work closely with the contractor in meeting all worker goals for this project.

The contractor is not meeting the 6.90% Female Participation Goal at 0.01%. Staff issued a Notice of Low Female Participation in July 2019 requesting the contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. In addition, staff will meet with the contractor to discuss the female participation goal and strategies to increase female participation.

Willowbrooks/Rosa Parks Station Improvements

Prime: Icon-West Inc.

The Willowbrooks/Rosa Parks Station Improvements project contractor has completed 82.65% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker Goal at 65.03%, Apprentice Worker Goal at 20.87% and the minority participation goals; however, the contractor is not meeting the 10% Disadvantaged Worker Goal at 5.41%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

The contractor has hired several Disadvantaged Workers on the project which should help achieve the Disadvantaged Worker Goal by the next reporting period. Staff will continue to monitor the contractor's EHP and work closely with the contractor in meeting all worker goals for this project.

The contractor has one of the lowest Female Participation attainment at 1.43%. Staff issued an Executive Order 11246 Notice on April 11, 2019 requesting the contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. As of this reporting period, the contractor has hired 5 female workers on the project.

Metro Blue Line Track & System Refurbishments

Prime: RailWorks

The Metro Blue Line Track & System Refurbishments project contractor has completed 90.11% of the estimated construction work hours on this project. The contractor currently exceeds the Apprentice Worker Goal at 22.85% and the minority participation goals; however, the contractor is not meeting the 40% Targeted Worker Goal at 28.20%, and the 10% Disadvantaged Worker Goal at 4.79%. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

Metro staff issued a Notice of Non-Compliance in May 2019 for the low attainment of the Targeted, and Disadvantaged Worker goals. The contractor submitted a revised EHP with an action plan for meeting all PLA/CCP workforce provisions by the end of the project. Staff will continue to monitor the contractor's EHP and will work closely with the contractor towards meeting all worker goals for this project.

The contractor has the lowest Female Participation attainment at 0.56%. Staff has address the Low Female Participation as part of the Notice of Non-Compliance letter issued in May 2019 requesting for an action plan to increase female participation on the project. As of this reporting period, the contractor has hired 5 female workers on the project.

Metro HQ Chillers Plan & Emergency System Replacement
Prime: EMCOR/Mesa Energy

The Metro HQ Chillers Plan & Emergency System Replacement project contractor has completed 54.81% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker Goal at 46.01%, Apprentice Worker Goal at 32.16%, Disadvantaged Worker Goal at 20.56% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker Goal is based on total apprentice hours.

The contractor has achieved 5.54% Female Participation attainment which is the highest as of this reporting period.

B. Metro Workforce Disparity Study

As part of the ongoing effort to not only increase female participation on Metro construction projects but also to gain a greater understanding of the existing and projected availability of women in the construction workforce, DEOD staff initiated a workforce disparity study to determine the availability and participation of female workers to meet the demand for future infrastructure projects in support of Metro's projects including others throughout the Los Angeles Region. The professional services of Estolano LeSar Advisors (ELA) were retained to perform a comprehensive assessment and develop the construction workforce disparity study with focus on Metro infrastructure projects. The comprehensive report "Metro Workforce Disparity Study (Study)," which includes an overview of the current state of the construction workforce including a forecast of workforce supply and demand within the region focusing on the availability of women in the skilled trades can be viewed at metro.net/pla.

An executive summary of the Study which includes recommendations are summarized within Attachment C.

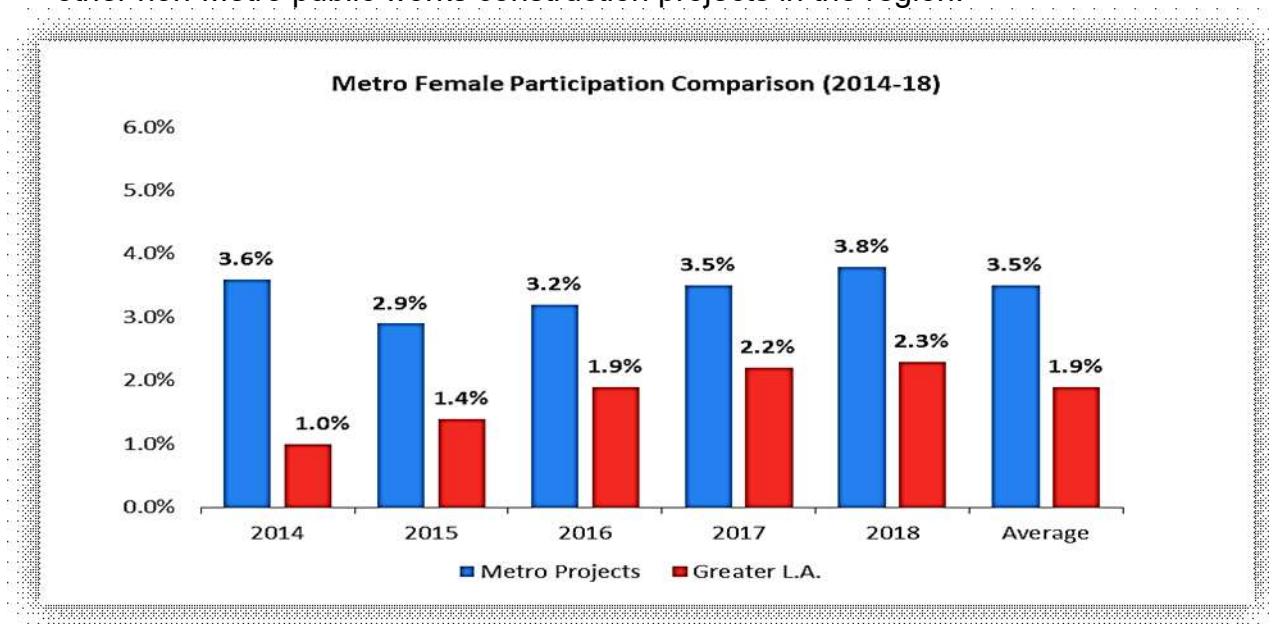
As outlined in the Study female workers continue to remain underrepresented on public works projects throughout the region; however, between 2014 and 2018 the average female participation on Metro construction projects was 3.5% compared to 1.9% of other non-Metro public works projects in the region. Furthermore, Metro's projects represented a total of 34% of the total hours performed on public works construction projects in the region over the past 5 years and, as a direct correlation,

approximately 64% of the total hours performed by female constructions workers in the region over the past 5 years were on Metro construction projects. The measurable outcomes demonstrate the effects of intentional outreach and inclusion of women within the workforce of Metro’s construction projects.

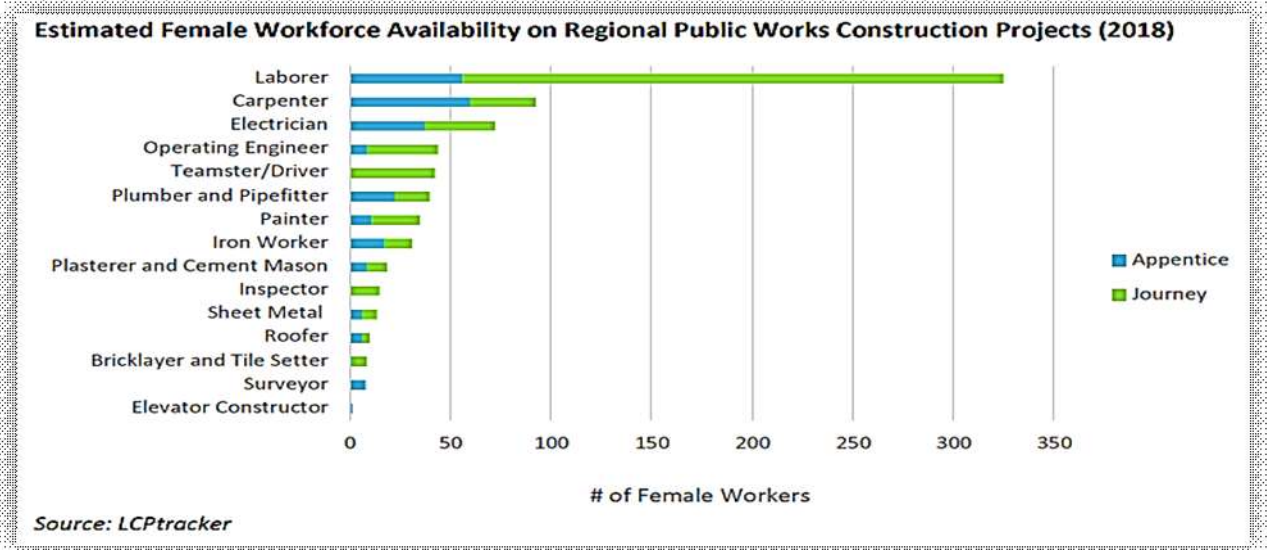
Moreover, the agency’s pipeline of infrastructure projects such as those within Measure M and the 28 by ‘28 Initiative will continue to influence the demand for the construction workforce and skilled labor and lend to opportunities within the construction career pathway. Following is summary of the key findings within the report:

Key Findings:

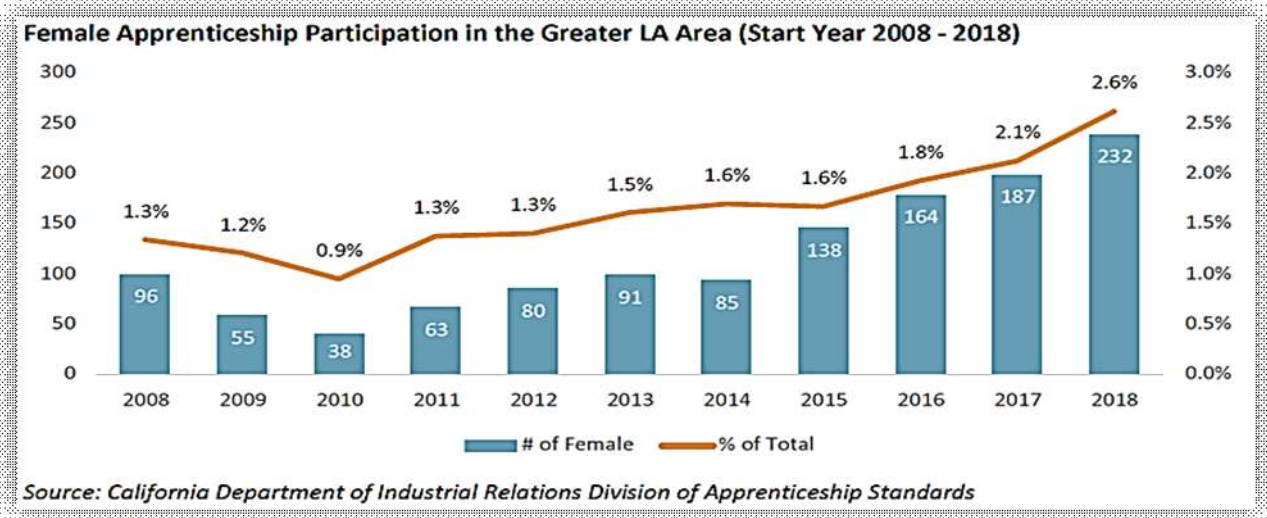
- Between 2014 and 2018 Metro’s average female participation was 3.5% compared to 1.9% of other non-Metro public works construction projects in the region.



- As of 2018 the estimated total number of female workers available to work on public works construction projects in Greater LA Area is 775 (or 1% of total available workers). Of the total number of estimated female workers approximately 250 were apprentices and 525 were journey workers. These female workers are from multiple crafts.
- The trades with highest number of female workers (including both journey workers and apprentices) were: Laborers, Carpenter, Electricians, Operating Engineer and Teamster/Driver.



- Female participation in apprenticeship programs is increasing as the number of recruits more than doubled since 2008. Based on the cohort of apprentices that started apprenticeship programs since 2008, female apprentices as a percent of total apprentices has doubled between 2008 and 2018 from 96 (1.3%) in 2008 to 232 (2.6%) in 2018.



Recognizing the workforce changes occurring within the transportation industry including the construction industry such as: an aging labor force, generational shifts and decrease in the younger population entering the construction trades at the rates of the retiring workforce, the recruitment of workers will continue to be a priority for Metro and others throughout the region in order to meet the labor demands. As women continue to enter the construction industry at higher rates than previous years, Metro staff will continue to focus efforts on the outreach, recruitment and retention of women on the agency’s projects with the intent of achieving the Executive Order 11246 female participation

goal of 6.9%. Therefore, in an effort to establish a forecast of the regional availability of female construction workers over the next ten years, ELA performed a workforce gap analysis by evaluating three growth scenarios, “No Growth,” “Moderate Growth,” and “Sustained Growth.” The growth scenarios demonstrate the ongoing workforce gap as there is not any point of time in which Metro attains 6.9% female participation within all the trades. However, the 6.9% female participation attainment is probable within the following trades: Painter, Plumbers and Pipefitters, Sheet Metal, Carpenters and Roofers. Although recruitment and retention efforts will continue to be focused on all the major trades associated with Metro’s projects, it is recommended that Metro significantly increases efforts on the trades that are anticipated to experience the largest female workforce gap such as: Operating Engineer, Iron Worker, Teamsters/Driver, Plasterer and Cement Mason, Surveyor and Elevator Constructor.

Moreover, the Study outlines additional recommendations for consideration based on the findings outlined in the report and a review of best practices in the construction industry. Following is a summary of recommendations that staff will continue to assess in developing a strategic action plan focused on short-term (less than 1 year), mid-term (1 - 5 years) and long-term (5-10 years) implementation:

- Expand and diversify the construction workforce to meet growing demand and skills-gap;
- Create a gender-balanced workforce by targeting the recruitment of females to enroll in apprenticeship readiness programs and registered apprenticeship programs;
- Continue Metro’s internal efforts through policies and programs related to supporting female participation in construction;
- Coordinate with the National Center for Women’s Equity in Apprenticeship and Employment and the Chicago Women in Trades to establish a Tradeswoman organization;
- Encourage building trades to track workforce participation;
- Encourage unconscious bias training among all contractors;
- Create a dedicated funding source to support the retention of female construction workers; and
- Others.

Staff will advance efforts for the implementation of the various adopted recommendations as outlined in the Study through a regional collaborative approach in partnership with the LA/OC Building Trades, Metro prime contractors including the job coordinators; and community-based partners.

C. Outreach

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

- Metro "Women Build METRO LA" hosted a quarterly Apprenticeship Readiness Fair on May 17, 2019 at Metro Headquarters.

The upcoming Metro "Women Build METRO LA" Apprenticeship Readiness Fair is scheduled on September 27, 2019 at the Banning's Landing Community Center located at 100 E. Water St. Wilmington, CA 90744.

NEXT STEPS

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

ATTACHMENTS

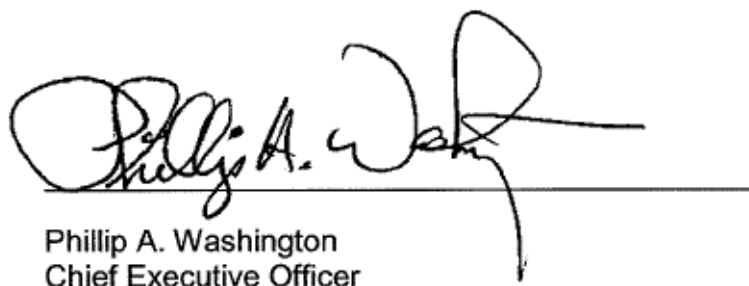
Attachment A - PLA/CCP Completed Contracts

Attachment B - PLA/CCP Update Report Data

Attachment C - Metro Workforce Disparity Study (Executive Summary)

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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%
Metro Blue Line Pedestrian and Swing Gates Installation	Icon-West	65.33%	25.61%	11.56%	1.02%	98.57%
Division 9 Maintenance Annex Bldg.	Metro Builders	44.96%	27.03%	12.37%	1.67%	68.35%
New Maintenance of Way/NRV Bldg 615	Clark Construction	63.67%	25.84%	10.40%	0.73%	65.15%
Division 1 Maintenance Annex Bldg.	Metro Builders	43.26%	25.04%	12.95%	7.12%	58.97%

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.

Metro Blue Line Pedestrian & Swing Gates Installation
Prime: Icon West

The Metro Blue Line Pedestrian & Swing Gates Installation project is 100% completed as of July 2018. Final reporting shows the Targeted Worker attainment at 65.33%, the Apprentice Worker attainment at 25.61%, Disadvantaged Worker attainment at 11.56%, Female Participation goal at 1.02% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Division 9 Maintenance Annex Building
Prime: Metro Builders

The Division 9 Maintenance Annex Building project is 100% completed as of January 2019. Final reporting shows the Targeted Worker attainment at 44.96%, the Apprentice Worker attainment at 27.03%, Disadvantaged Worker attainment at 12.37%, Female Participation goal at 1.67% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

New Maintenance of Way/NRV Bldg. 61S
Prime: Clark Construction

The New Maintenance of Way/NRV Bldg. 61S project is 100% completed as of April 2019. Final reporting shows the Targeted Worker attainment at 63.67%, the Apprentice Worker attainment at 25.84%, Disadvantaged Worker attainment at 10.40%, Female Participation goal at 0.73% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Division1 Maintenance Annex Building
Prime: Metro Builders

The Division 1 Maintenance Annex Building project is 100% completed as of May 2019. Final reporting shows the Targeted Worker attainment at 43.26%, the Apprentice Worker attainment at 25.04%, Disadvantaged Worker attainment at 12.95%, Female Participation goal at 7.12% 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 2019 Reporting Period**

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
6,768,599.06	60.00%	23.51% Based on Total Apprenticiable Work Hours	11.86%

Percentage Project Complete Based on Worker Hours: 93.70% (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%
6,768,599.06	11.71%	1.35%	21.55%	62.63%	0.97%	1.79%	76.66%	3.73%



*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 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,037,881.36	58.83%	17.00% Based on Total Apprenticeable Work Hours	9.76%

Percentage Project Complete Based on Worker Hours: 62.04% (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%
2,037,881.36	7.07%	0.76%	24.82%	60.53%	0.87%	5.96%	69.23%	3.80%



*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 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,942,748.73	63.32%	17.97% Based on Total Apprenticesable Work Hours	12.01%

Percentage Project Complete Based on Worker Hours: 59.65%(rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,942,748.73	10.12%	1.83%	21.83%	61.75%	0.36%	4.11%	74.06%	3.82%



*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 Extension Project, Section 2 – D/B PLA Targeted Worker Attainment: Prime: Tutor Perini/O&G, JV

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
140,228.23	49.96%	13.36% Based on Total Apprenticeable Work Hours	3.87%

Percentage Project Complete Based on Worker Hours: 3.70%(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%
140,228.23	3.45%	1.03%	21.52%	67.39%	0.47%	6.15%	72.34%	4.62%



*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 2019

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
639,876.32	49.23%	29.89% <small>Based on Total Apprenticesable Work Hours</small>	10.21%

Percentage Project Complete Based on Worker Hours: 99.24% (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%
639,876.32	7.72%	1.54%	21.31%	60.49%	0.24%	8.70%	69.99%	4.19%



*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 June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
74,853.75	56.75%	12.46% <small>Based on Total Apprenticesable Work Hours</small>	4.03%

Percentage Project Complete Based on Worker Hours: 88.06% (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%
74,853.75	1.32%	2.90%	17.17%	73.56%	0.21%	4.85%	77.99%	1.30%



*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 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,912.05	47.56%	21.08% <small>Based on Total Apprenticesable Work Hours</small>	12.08%

Percentage Project Complete Based on Worker Hours: 99.77% (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%
37,912.05	0.17%	1.02%	1.19%	89.41%	0.00%	8.21%	90.60%	5.10%



*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 Signal System (Rehabilitation)

PLA Targeted Worker Attainment: Prime: Mass Electric Construction

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
33,362.40	26.89%	17.06% <small>Based on Total Apprenticesable Work Hours</small>	9.45%

Percentage Project Complete Based on Worker Hours: 74.97% (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%
33,362.40	5.61%	1.47%	26.08%	59.86%	1.81%	5.17%	68.75%	0.90%



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

Soundwall # 11 Construction

PLA Targeted Worker Attainment: Prime: Powell Constructors, Inc.

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
80,270.47	38.90%	12.07% <small>Based on Total Apprenticesable Work Hours</small>	0.11%

Percentage Project Complete Based on Worker Hours: 26.10% (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%
80,270.47	3.70%	0.00%	10.07%	81.93%	0.01%	4.29%	85.64%	0.01%



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

Willowbrooks/Rosa Parks Station Improvements

PLA Targeted Worker Attainment: Prime: Icon-West, Inc.

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
46,390.44	65.03%	20.87% <small>Based on Total Apprenticesable Work Hours</small>	5.41%

Percentage Project Complete Based on Worker Hours: 82.65% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
46,390.44	4.23%	1.51%	17.82%	73.60%	0.00%	2.83%	79.34%	1.43%



*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 Track & System Refurbishments

PLA Targeted Worker Attainment: Prime: RailWorks

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
127,416.15	28.20%	22.85% <small>Based on Total Apprenticesable Work Hours</small>	4.79%

Percentage Project Complete Based on Worker Hours: 90.11% (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%
127,416.15	8.15%	2.73%	20.26%	51.55%	1.43%	15.87%	63.86%	0.56%



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

Metro HQ Chillers Plan & Emergency System Replacement

PLA Targeted Worker Attainment: Prime: EMCOR/Mesa Energy

Report Data Through June 2019

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
9,204.00	46.01%	32.16% <small>Based on Total Apprenticesable Work Hours</small>	20.56%

Percentage Project Complete Based on Worker Hours: 54.81% (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%
9,204.00	18.72%	0.00%	30.85%	40.35%	9.47%	0.61%	68.54%	5.54%



*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 Apprenticable 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 Apprenticable 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%



Metro

*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.

Metro Blue Line Pedestrian & Swing Gates

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through July 2018 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
62,860.00	65.33%	25.61% <small>Based on Total Apprenticesable Work Hours</small>	11.56%

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%
62,860.00	5.09%	0.02%	12.09%	76.59%	0.00%	5.07%	81.70%	1.02%



*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 January 2019 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
19,006.00	44.96%	27.03% Based on Total Apprenticeable Work Hours	12.37%

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%
19,006.00	3.59%	0.40%	9.74%	71.36%	0.00%	14.91%	75.35%	1.67%



*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 April 2019 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
231,555.84	63.67%	25.84% <small>Based on Total Apprenticesable Work Hours</small>	10.40%

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%
231,555.84	1.20%	2.83%	18.74%	62.22%	0.14%	14.86%	66.39%	0.73%



*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 May 2019 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
27,168.74	43.26%	25.03% <small>Based on Total Apprenticesable Work Hours</small>	12.95%

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%
27,168.74	3.69%	0.90%	2.53%	80.57%	0.00%	12.31%	85.16%	7.12%



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

METRO WORKFORCE DISPARITY STUDY EXECUTIVE SUMMARY



Prepared for:

Prepared by:



Metro
With ICF and Inclusive Economics

Estolano LeSar
ADVISORS

EXECUTIVE SUMMARY

Background

In November 2017, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) approved a motion to encourage contractors on Metro construction projects to increase women’s workforce participation to meet or exceed the nationwide female participation goal of 6.9% as set forth by Executive Order 11246. The female participation goal is expressed in terms of hours of training and employment as a proportion of the total number of hours to be worked by the contractor’s aggregate workforce. The purpose of the workforce disparity study is to determine the availability and utilization of female workers to meet the demand for the future infrastructure projects in the region. The study includes an overview of the current state of the construction workforce, including a forecast of workforce supply and demand within the Greater Los Angeles Area focusing on the availability of women.

Diversifying Metro’s Construction Workforce

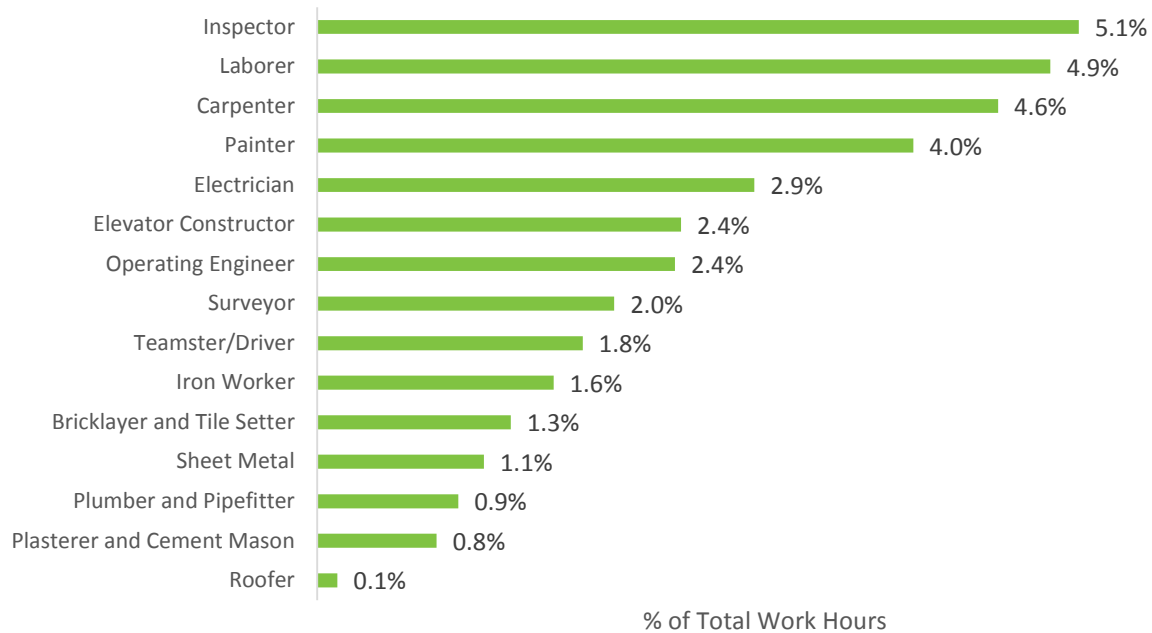
As of December 2018, all contractors on projects subject to Metro’s Project Labor Agreement (PLA) have exceeded their attainment in Metro’s minority participation goal of 23.8%. However, female workers remain significantly underrepresented on Metro’s construction projects. None of the current Metro PLA/CCP projects have met the 6.9% female participation goal. The average female participation on Metro construction projects between 2014 and 2018 is 3.5% compared to 1.9% on other Non-Metro public works construction projects in the region.



Overview of Metro Construction Projects

Metro’s projects represented a total of 34% of the total hours performed on public works construction projects in the region over the past 5 years. The data also shows that women are working more hours on Metro projects. Approximately 64% of the total hours performed by female construction workers in the region over the past 5 years were on Metro projects. This is a significant achievement and demonstrates Metro’s role as a leader and its capacity to impact the construction workforce. According to LCPtracker, the top construction trades based on the *percentage of total work hours* performed by female construction workers on Metro projects from 2014 and 2018 were: **Inspector, Laborer, Carpenter, Painter, and Electrician.**

Female Participation on Metro Construction Projects by Trade (2014 – 2018)

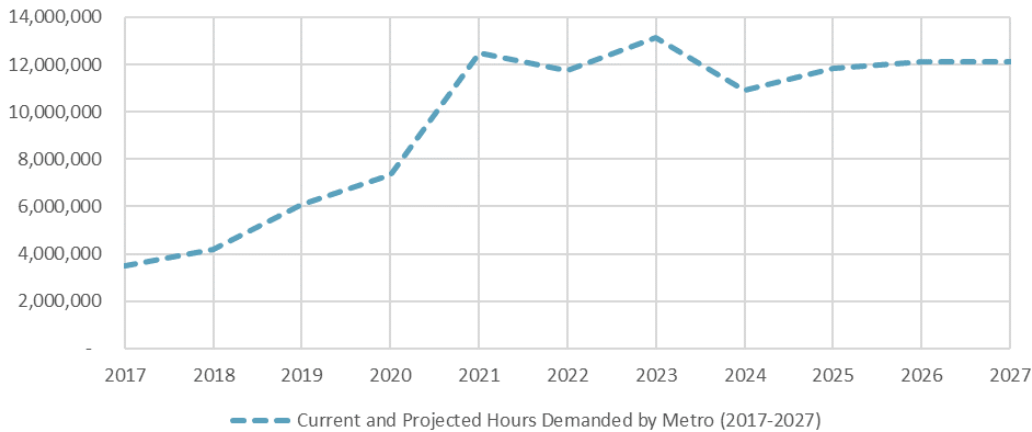


Source: LCPtracker

Metro Construction Workforce Demand

The Greater LA Area is in a period of high construction activity with dozens of transportation infrastructure projects already underway. With new long-term funding sources, Metro will likely shape and be affected by the demand for construction workers for years to come. Based on Metro’s pipeline of projects through Measure M and the acceleration of 28 by '28 Initiative, Metro is anticipated to see projected construction demand peak at approximately 13 million construction work hours in 2023.

Current and Projected Workforce Demand for Metro Projects (Total Work Hours)



Source: Metro, LCPtracker, ELA, and ICF

Here are key findings from the Metro Construction Demand Analysis:

- > Analysis shows that the estimated total workforce demand on Metro projects in terms of total work hours by trade indicates a high demand for **Laborers, Operating Engineers, Carpenters, Electricians, and Iron Workers**.
- > in order for Metro to meet its female participation goal in 2017, the female workforce would have needed to perform at least 239,922 of the total work hours. Instead, a total of 185 women performed 120,376 (or 3.5%) work hours in 2017.
- > An estimated **1,770 women will be needed in 2027** to perform over 836,000 of the total work hours on Metro projects in order to meet Metro's female participation goal of 6.9%.

Female Construction Workforce Availability

The U.S. Census Bureau data indicates that both the male and female construction workforce share the same characteristics in terms of the workforce growth rate and the age distribution of the workforce. Below are key findings based on the workforce data on private construction projects:

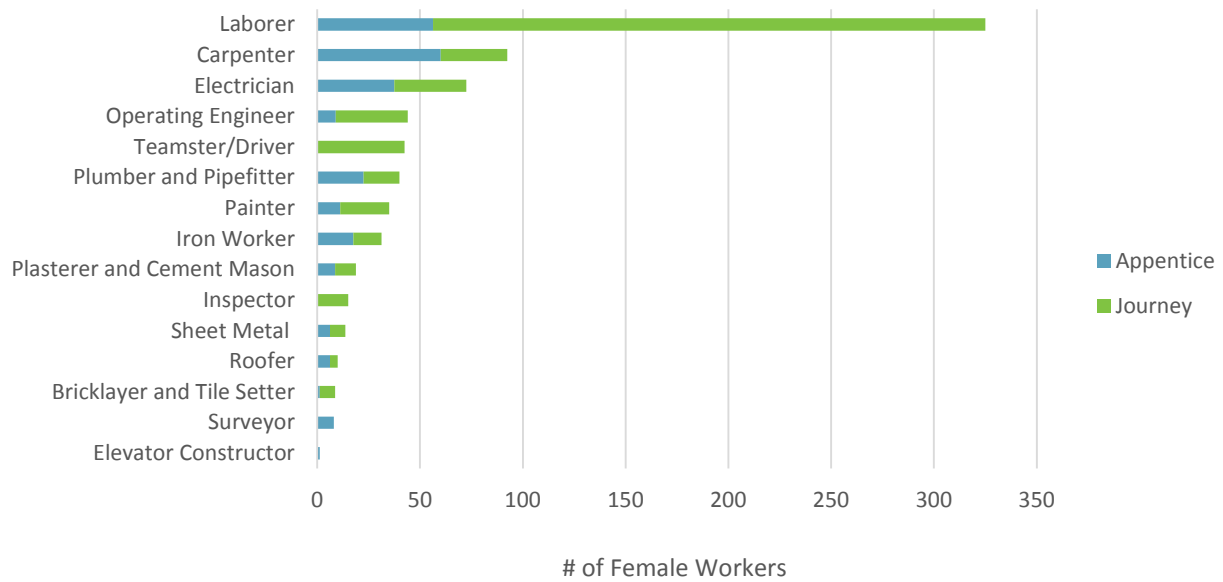
- > A majority of the construction workforce for both male and females is between the ages of 25 and 54. The female construction workforce in the older age range of 55 years and over is higher compared to the male construction workforce. the construction workforce is also experiencing an aging labor force.
- > Young people are not entering the construction trades at the rates they used to while older workers are not leaving the workforce at the rates they used to. As the older construction workforce continues to grow faster than the young workers entering the trade, the region will need to recruit more workers to replace those who will retire from the construction industry soon.

Current and Projected Regional Female Construction Workforce Availability (Apprentices and Journey Workers)

According to data from LCPTracker, the estimated total number of female workers available to work on public works construction projects in Greater LA Area in 2018 was 775 (or 1% of the total workers available).

- > Of the total number of estimated female workers, approximately 250 were apprentices (or 32% of total female workers) and 525 were journey workers (or 68% of total female workers).
- > The trades with the highest number of female workers (including both journey workers and apprentices) were: **Laborer, Carpenter, Electrician, Operating Engineer, and Teamster/Driver**.
- > The trades with the highest number of female journey workers were Laborer (51% of total female journey workers) followed by Operating Engineer (8% of total female journey-workers).
- > The trades with the highest number of female apprentices were Carpenter (24% of total female apprentices) followed by Laborer (23% of total female apprentices).

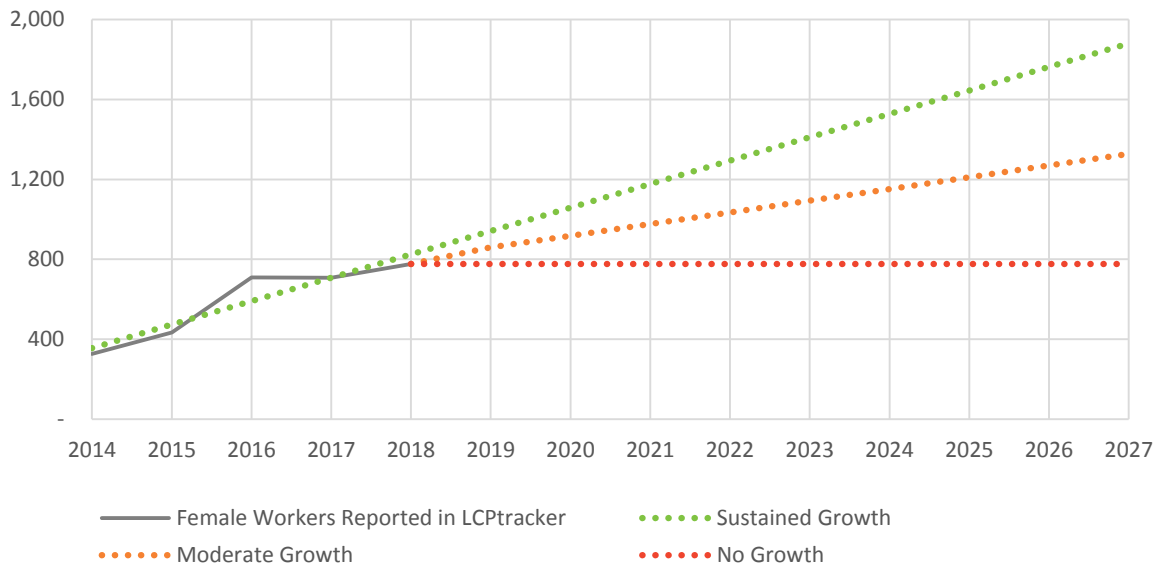
Estimated Female Workforce Availability on Regional Public Works Construction Projects (2018)



Source: LCPtracker

Based on two growth scenarios “Moderate Growth” and “Sustained Growth” evaluated in this study, the projected female construction workforce is estimated to increase between 981 to 1,178 in 2021. The female construction workforce could reach up to a range of 1,332 to 1,879 workers in 2027. These projections assume that significant female recruitment and retention efforts are made in the region.

Regional Availability of Female Construction Workers (2014 – 2027)



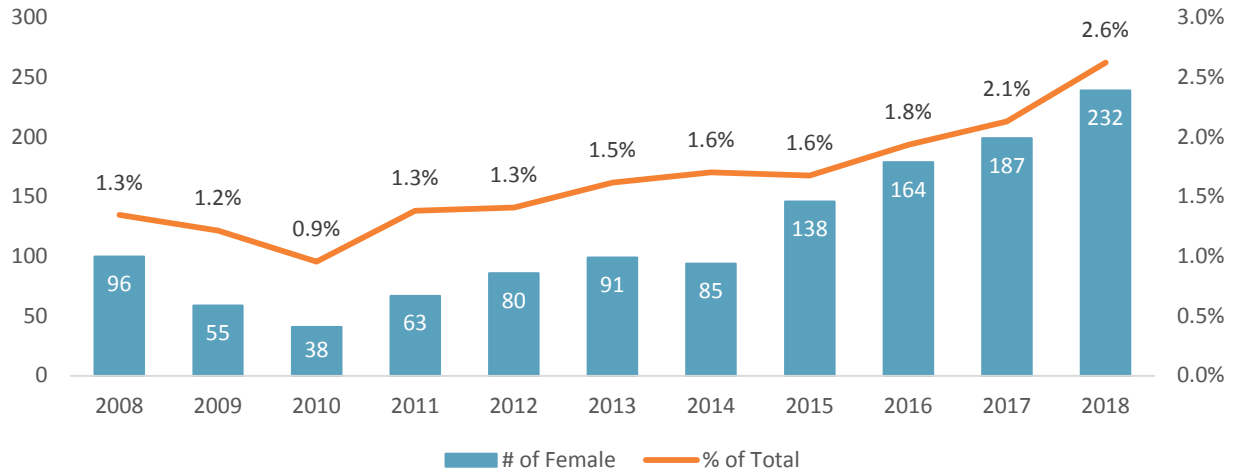
Source: LCPtracker, ELA, and Inclusive Economics

Female Apprenticeship Recruitment Trends

Female participation in apprenticeship programs is increasing with the number of recruits more than doubled since 2008. Based on the cohort of apprentices that started apprenticeship programs since

2008, female apprentices as a percent of total apprentices has doubled between 2008 and 2018 from 96 (1.3%) in 2008 to 232 (2.6%) in 2018.

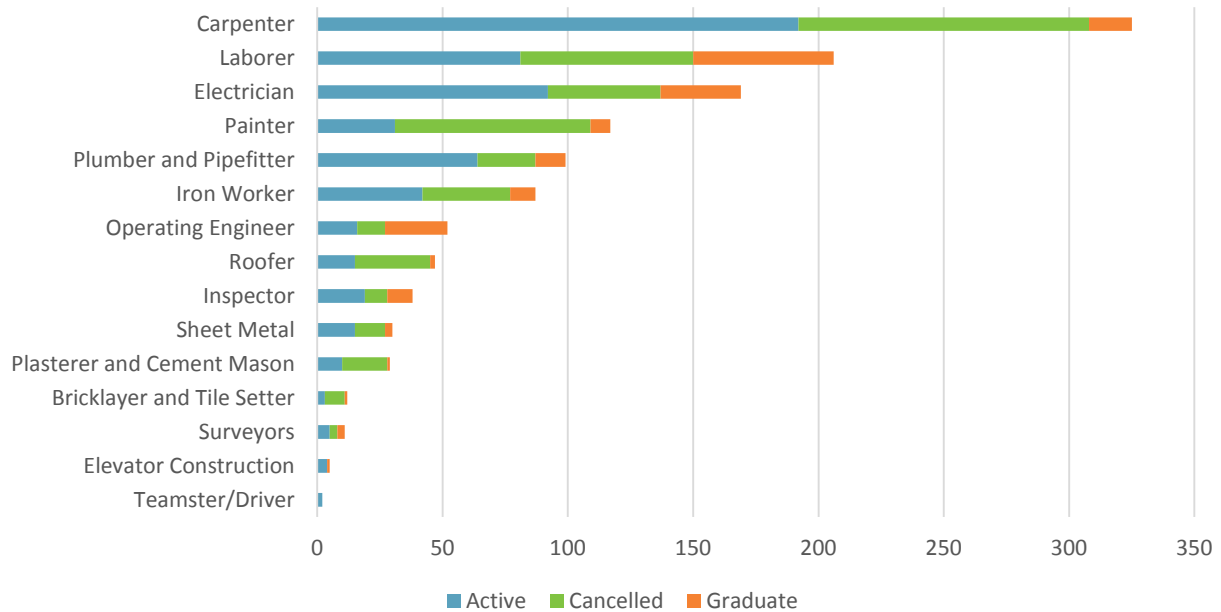
Female Apprenticeship Participation in the Greater LA Area (Start Year 2008 - 2018)



Source: California Department of Industrial Relations Division of Apprenticeship Standards

The trades with the highest number of overall female recruitments were (1) Carpenter; (2) Laborer; (3) Electrician; (4) Painter; and (5) Plumber and Pipefitter. This is consistent with the trades with the highest number of available female construction workers in the overall region, which were Laborer, Carpenter, Operating Engineer, Electrician, and Teamster/Drivers.

Female Apprentices in the Greater LA Area by Trade and Status (Start Year 2008 – 2018)



Source: California Department of Industrial Relations Division of Apprenticeship Standards

Apprenticeship Readiness Programs

Pre-Apprenticeship Programs, also called Apprenticeship Readiness Programs, are a critical component of the training pipeline. These programs are often run by community-based organizations or situated within high schools or community colleges. These programs offer exposure to a range of construction trades through work experiences and visits from people working in that trade. This exposure is valuable for participants and provides hands-on experience for what it is like to work in a particular trade that would provide better prepare individuals in registered apprenticeship programs and help improve retention and graduation rates. The Women in Non-Traditional Employment Roles (WINTER) organization runs a robust program that focuses on female recruitment. Significant efforts, particularly in this program, is needed to boost recruitment of female construction workers in order to meet Metro's female participation goal of 6.9%. Here are a few key statistics from WINTER's apprenticeship readiness program in FY 2017-18:

- > Out of 130 women who attended WINTER's program orientation, 70 ended up enrolling in the program
- > The program completion rate that year was 93%
- > The age range of female participants were 18-44—the average age was 33
- > 50 women were placed in apprenticeship programs upon graduation, while 10 were placed in employment within the construction industry

Construction Workforce Gap Analysis

In 2017, Metro did not meet its 6.9% female participation goal overall, or within any of the 15 key trades. Based on Metro's existing workforce gap, women would have needed to perform 119,545 more hours in 2017 in order to meet the 6.9% female participation goal. The projected gap based on three scenarios are as follow:

- > Under a "No Growth" scenario, Metro is projected to meet and/or exceed the 6.9% female participation goal by 2021 in the following trades: **Painter, Plumbers and Pipefitter, Sheet Metal Worker, and Roofers**. Metro would not reach the 6.9% goal for any other trade by 2027 under this scenario.
- > Under a "Moderate Growth" scenario, Metro would achieve the 6.9% female participation goal in the following trades by 2021: **Painter, Plumbers and Pipefitter, Sheet Metal Worker, and Roofers**. However, Metro would not reach the 6.9% goal by 2027 for the overall workforce or in the following trades: Operating Engineer, Teamsters/Driver, Iron Worker, Plasterers and Cement Mason, Elevator Constructor, Surveyor, Bricklayers and Tile Setter, and Electrician.
- > Under a "Sustained Growth" scenario, Metro would achieve the 6.9% female participation goal for **Carpenters, Painters, Plumbers and Pipefitters, Sheet Metal Workers, and Roofers** by 2021. By 2024, Metro's total workforce would reach the overall 6.9% goal. However, Metro would not reach the 6.9% goal by 2027 in the following trades Operating Engineer, Iron Worker, Teamsters/Driver, Plasterer and Cement Mason, Surveyor, and Elevator Constructor.

The region should focus recruitment and retention efforts for all 15 major trades associated with Metro's projects. However, a significant push should be placed on the trades that are anticipated to experience the largest female workforce gap on Metro Projects, such as the following trades: **Operating Engineer, Iron Worker, Teamsters/Driver, Plasterer and Cement Mason, Surveyor, and Elevator Constructor**.

Barriers to Opportunity for Women in Construction

The lack of encouragement and support, coupled with the insular nature of the male-dominated trades, create a hostile and unwelcome environment for women. Together, these factors reinforce a perception that women do not belong in the trades. Drawing from interviews with stakeholders and a review of the literature, the following barriers were identified as most pertinent to preventing women from entering the industry:

1. Lack of Awareness and Exposure to Trades
2. Hiring Practices and Poor On-The-Job Training
3. Hostility and Sexual Harassment
4. Lack of Mentorship and Kinship Networks
5. Scheduling and Childcare

Recommendations

Based on the findings in this report and a review of best practices in the construction industry, the following recommendations aim to:

- > Expand and diversify the construction workforce to meet growing demand and skills-gaps;
- > Create a gender-balanced workforce by targeting the recruitment of females to enroll in apprenticeship readiness programs and registered apprenticeship programs;
- > Promote and support the retention of female construction workers by addressing the barriers and challenges for women in construction;
- > Develop the capacity and pathways for women in leadership and career growth on the job and/or within their union; and
- > Fully utilize the current female construction workforce by providing women with opportunity to work more hours on a project.

Short-Term Recommendations (Less than 1 year)

- 1.) Continue Metro's internal efforts through policies and programs related to supporting female participation in construction
- 2.) Expand upon Metro's Expose, Educate, and Employ (E3) Initiative to include to exposure to and training in construction related fields.
- 3.) Engage Metro Board Members in advocating for the recruitment and retention of female workers regionally
- 4.) Participate and/or host more career fairs, workshops, and conferences in collaboration with public agencies, community partners and the building trades to recruit and retain female workers in construction
- 5.) Convene a meeting with the building trades and prime contractors

Mid-Term Recommendations (1-5 years)

- 1.) Coordinate with the National Center for Women's Equity in Apprenticeship and Employment and the Chicago Women in Trades to establish a local Tradeswoman organization
- 2.) Encourage the formation of a Regional "Creating Supply" Committee
- 3.) Encourage building trades to track workforce participation

- 4.) Encourage unconscious bias training among all contractors
- 5.) Revise current Request for Proposals requirements for Metro construction projects to encourage contractors to provide a workforce development strategy
- 6.) Create a dedicated funding source to support the retention of female construction workers

Long-Term Recommendations (5-10 years)

- 1.) Renegotiate the PLA with LA/OCBCTC to include incentives and/or mandates in supporting females in the construction trades
- 2.) Monitor the Governor's proposed budget and statewide initiatives for funding that supports Early Childhood Development

METRO WORKFORCE DISPARITY STUDY

CONSTRUCTION COMMITTEE
ITEM # _____
September 19, 2019

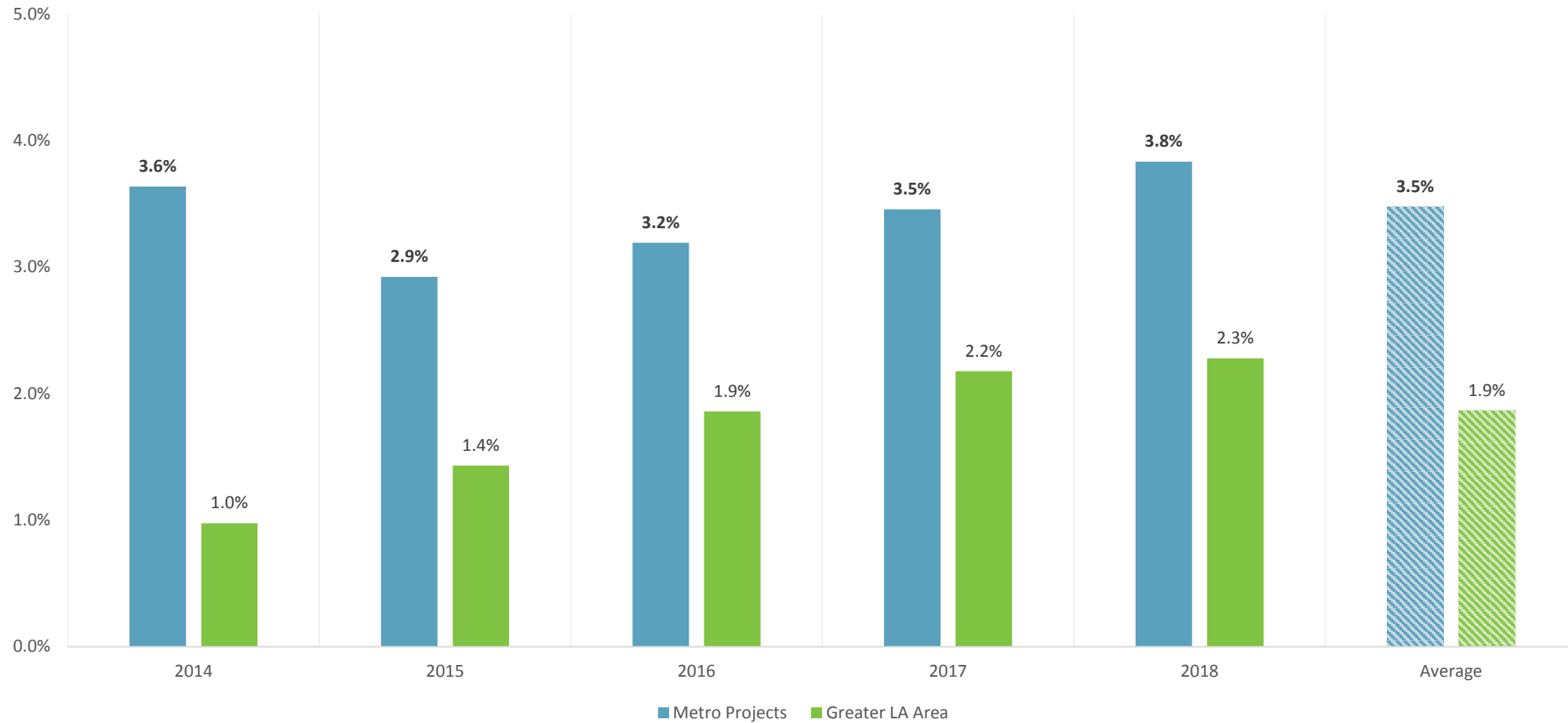


Metro Female Participation

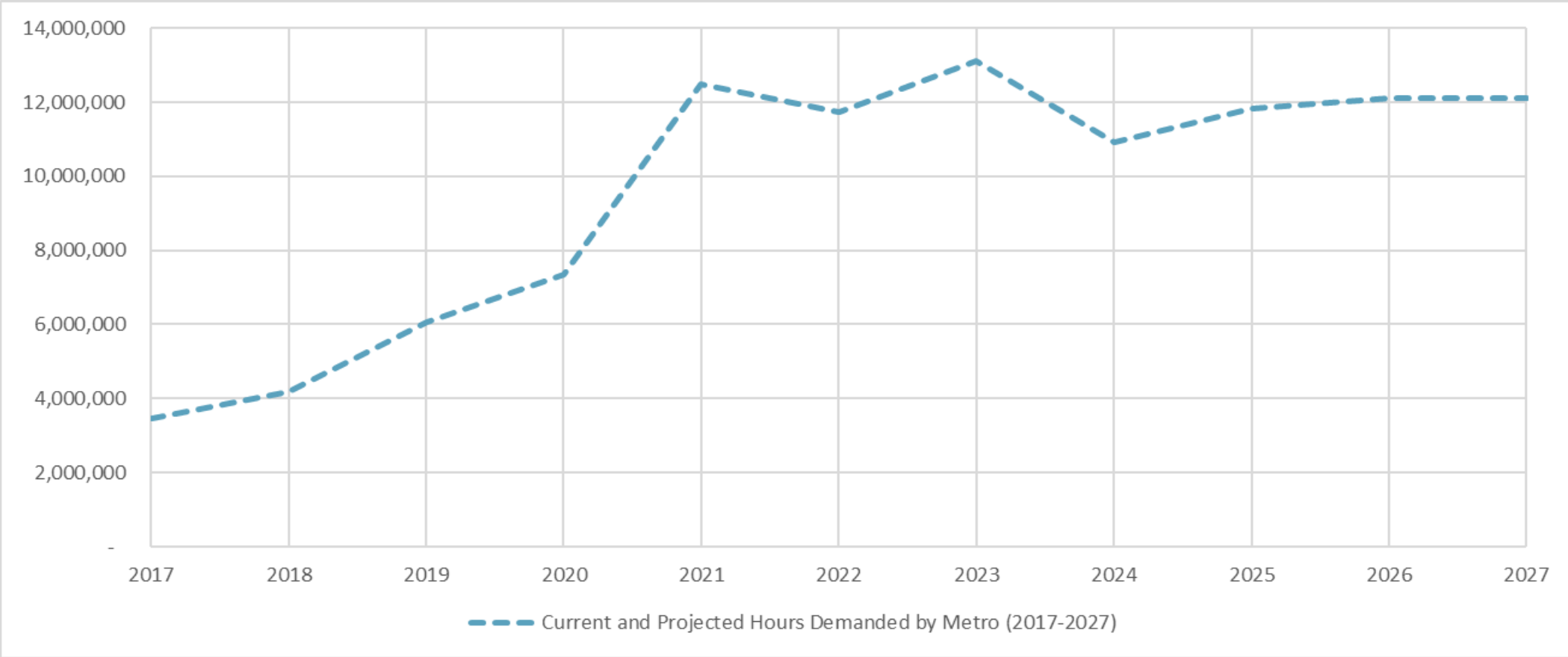
Metro's projects represented a total of 34% of the total hours performed on public works construction projects in the region over the past 5 years. Approximately 64% of the total hours performed by female construction workers in the region over the past 5 years were on Metro projects.

-Estolano LeSar Advisors

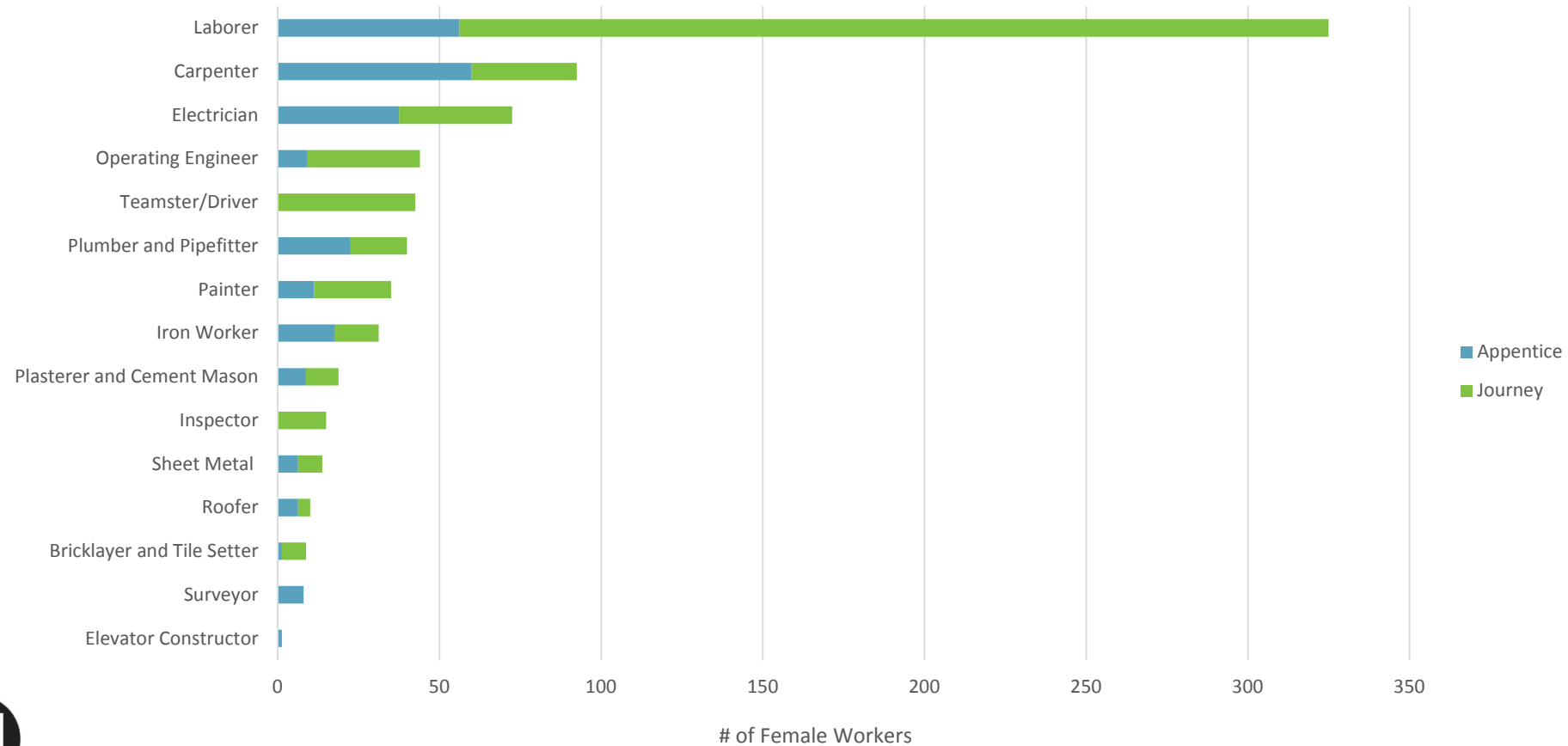
Metro Female Participation (2014-18)



Metro Construction Workforce Demand



2018 Regional Female Workforce Availability (Public Works Construction Projects)



Barriers to Opportunity for Women in Construction

- Lack of Awareness and Exposure to Trades
- Hiring Practices and Poor On-The-Job Training
- Hostility and Sexual Harassment
- Lack of Mentorship and Kinship Networks
- Scheduling and Childcare

Summary of Recommendations

- Target recruitment of females for apprenticeship readiness programs
- Promote and support the retention of female construction workers by addressing the barriers and challenges for women in construction
- Coordinate with the National Center for Women's Equity in Apprenticeship and Employment and the Chicago Women in Trades to establish a local Tradeswoman organization
- Create a dedicated funding source to support the retention of female construction workers

\$25.9 Million Contract to All-Female Owned Consultant Support Services Group



KDG Construction Consulting



Destination Enterprises



Rohadfox Construction Control
Services Corporation



Fariba Nation Consulting



Board Report

File #: 2019-0556, **File Type:** Agreement

Agenda Number: 31.

**CONSTRUCTION COMMITTEE
SEPTEMBER 19, 2019**

SUBJECT: US ARMY CORPS OF ENGINEERING MEMORANDUM OF AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the Memorandum of Agreement (MOA) between Metro (Authority) and US Army Corps of Engineering (“Corps”).

ISSUE

As the Metro Projects move forward, the team has identified the need to interact with the Corps to accommodate the project alignments in which coordination efforts would include permits and general coordination. This is the Authority’s first interaction with Corps. Therefore, in order to move forward with the general scope, an MOA must be set in place between the Authority and Corps in order to memorialize roles and responsibilities. This MOA shall also be prepared in a manner that would accommodate any future Metro Project that may require services from Corps in order to support those future projects.

DISCUSSION

No other MOA has been executed by both parties, this would be the first MOA executed that would allow both parties to collectively work together to support general utility relocation and coordination efforts. The general intent of the MOA would be to cover the current ongoing Projects as well as future Metro Projects for many years to come.

This MOA describes the roles, responsibilities, and obligations of both parties and specifies the procedures which the Authority and Corps will follow for elements associated with the supports services associated with all of Metro’s projects. Such elements include general coordination, providing as built, relocating utilities, review of designs, streamline processes, meeting accommodations, permitting, construction support services, reimbursements, invoicing, and other general tasks in support of Metro’s construction of projects. The Authority and Corps agree that each will cooperate with the other in all activities covered by the MOA. Work performed by Corps

under this MOA shall be per the agreed upon terms in this MOA.

FINANCIAL IMPACT

Reimbursements will be issued to Corps on an annual basis per the specified terms in the MOA. Reimbursements for said Authority commitments created within the MOA parameters shall only be issued by funded projects and must be within each of the project's respective Fiscal Year or Life of Project (LOP) budgets. These projects will largely be comprised of the Measure R/M projects but can be utilized across all Metro capital projects.

ALTERNATIVES CONSIDERED

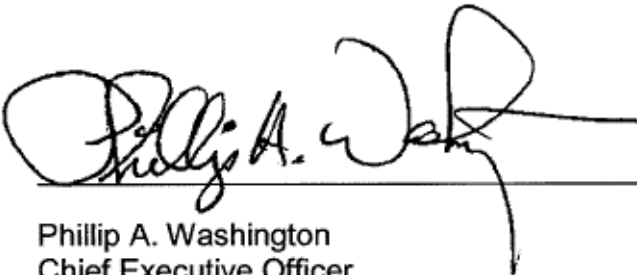
The Board may choose not to execute this MOA, however not executing this MOA would not solidify each of the parties' roles and responsibilities and would require Metro to follow standard over the counter processes and therefore not benefit from streamlined processes, and other administration benefits identified within the MOA. All of which are essential elements from a successful project standpoint.

ATTACHMENTS

Attachment A - MOA; Corps

Prepared by: Eduardo Cervantes, Deputy Executive Officer; 213-922-7255
Androush Danielians, Executive Officer; 213-922-7598

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



Phillip A. Washington
Chief Executive Officer

**MEMORANDUM OF AGREEMENT
BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(LACMTA)
AND
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT**

SUBJECT: Memorandum of Agreement between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the U.S. Army Corps of Engineers Los Angeles District

THIS MEMORANDUM OF AGREEMENT ("MOA") is entered into between the Los Angeles County Metropolitan Transportation Authority, LACMTA (hereinafter "LACMTA") and the Los Angeles District of the United States Army Corps of Engineers (hereinafter "Corps"), collectively referred to as the "Parties."

RECITALS

WHEREAS, pursuant to section 14 of the Rivers and Harbors Act of 1899, codified at 33 U.S.C. § 408 ("Section 408"), as amended, the Corps has jurisdiction over requests to alter or modify completed water resources development projects constructed by the Corps ("Section 408 Requests");

WHEREAS, section 214 of the Federal Water Resources Development Act of 2000, Public Law 106-541 ("WRDA 2000"), as amended and codified at 33 U.S.C. § 2352, authorizes the Secretary of the Army, after public notice, to accept and expend funds contributed by a non-Federal public entity to expedite the evaluation of a permit application of that entity related to a project or activity for a public purpose under the jurisdiction of the Department of the Army;

WHEREAS, the Secretary of the Army has delegated the responsibility of carrying out section 214 of the WRDA 2000, as amended, to the Chief of Engineers and his delegated representatives;

WHEREAS Engineering Circular (EC) 1165-2-220 authorizes District and Division Engineers of the Corps to accept and expend funds contributed by non-Federal public entities subject to certain limitations;

WHEREAS, the Corps has indicated it is not able, without additional resources, to expedite the evaluation of LACMTA-designated priority Section 408 Requests ("LACMTA-designated priority Section 408 Requests") that have a public purpose;

WHEREAS, LACMTA is a non-Federal entity and believes it is in its best interest to provide funds to the Corps pursuant to this MOA to streamline and expedite Corps' review of LACMTA-designated priority Section 408 Requests, as more fully described in this MOA;

WHEREAS, the Corps' District Engineer has determined that the acceptance and expenditure of funds received from the LACMTA is appropriate, and an informational public notice will be issued regarding the decision;

WHEREAS, it is understood and acknowledged by all Parties that the Corps' review of LACMTA-designated priority Section 408 Requests will be completely impartial and in accordance with all applicable Federal laws and regulations;

WHEREAS, this MOA establishes the responsibilities and operating procedures of the Parties with respect to the Corps' review of LACMTA-designated priority Section 408 Requests requiring Corps' permission pursuant to Section 408;

WHEREAS, this MOA is intended to: (1) enable the Parties to fully consider, address, and protect environmental resources, including but not limited to impacts to existing and completed Corps water resources development projects and any component feature thereof, early in the development of proposed actions; (2) avoid conflicts late in project development through close coordination during early planning and development stages; (3) provide sufficient information to the Corps for timely analysis of project effects and to assist LACMTA in developing appropriate mitigation measures; (4) maximize the effective use of limited Corps resources by focusing attention on projects that would have the most effect on completed federal flood risk management facilities; (5) provide a mechanism for expediting LACMTA-designated priority Section 408 Request reviews and coordination when necessary; and (6) provide procedures for resolving disputes in this resource partnering effort.

NOW, THEREFORE, the Parties agree as follows:

AGREEMENT

Article I. - PURPOSE AND AUTHORITIES

A. This MOA is entered into by the Parties for the purpose of establishing a mutual framework governing the respective responsibilities of the Parties for the Corps' acceptance and expenditure of funds contributed by LACMTA to provide expedited Section 408 Request evaluation-related services for LACMTA-designated priority Section 408 Requests. The LACMTA-designated priority Section 408 Requests are listed in **Appendix A** to this MOA. LACMTA shall have the authority to change priorities, in order to accommodate Project schedule needs. This MOA is not intended as the exclusive means of obtaining permit review of LACMTA Section 408 Requests. This MOA is a vehicle by which LACMTA will obtain expedited review and evaluation of LACMTA-designated priority Section 408 Requests outside of the ordinary Corps review process.

B. The LACMTA enters into this MOA pursuant to its authority under California Public Utilities Code Section 130050.2, et seq.

C. The Corps enters into this MOA pursuant to its authority under 33 U.S.C. § 2352.

D. This MOA is limited to LACMTA-designated priority Section 408 Request reviews only. A separate agreement may be required between LACMTA and the Corps to

expedite environmental technical assistance, coordination services, review, and concurrence of documentation prepared to comply with section 404 of the Clean Water Act of 1972, as amended, and/or section 10 of the Rivers and Harbors Act of 1899, as amended.

Article II. - SCOPE OF WORK

A. LACMTA will provide funds to the Corps to expedite review and evaluation related services for LACMTA-designated priority Section 408 Requests as designated in **Appendix A**. The Corps' operations and maintenance expenses are funded as a congressionally appropriated line item in the annual Federal budget. LACMTA will provide the Corps with funds in accordance with the provisions of 33 U.S.C. § 2352.

B. The Corps will provide staffing resources dedicated to expediting LACMTA-designated priority Section 408 Request reviews, as described in Article II.D., below, and/or other programmatic efforts to support efficient decision-making.

C. The Corps will establish a separate internal financial account to track receipt and expenditure of funds associated with its review of LACMTA permit applications for LACMTA-designated priority Section 408 Requests. Corps' personnel will charge their time and expenses against the account when they perform work to either expedite Section 408 Request evaluation related requests for LACMTA-designated priority Section 408 Requests or undertake other programmatic efforts to support efficient decision-making related to LACMTA's permitting needs.

D. Funds contributed by LACMTA hereunder will be expended by the Corps to defray the costs of its staff (including salary, associated benefits, overhead and travel expenses) and other costs in order to expedite the evaluation of LACMTA-designated priority Section 408 Requests. The Corps may expend LACMTA funds to perform select duties, including but not limited to technical analyses and writing, Agency Technical Review, real estate evaluation, risk analysis, copying or other clerical/support tasks, acquisition of data, site visits, travel, coordination activities, additional personnel (including support/clerical staff), contracting support for technical services (e.g., structural risk evaluation, geotechnical analysis, hydraulic and hydrological engineering review), construction quality assurance and control, environmental documentation preparation and review; consultation with resource agencies; meeting coordination; and any other permit evaluation related responsibilities that may be mutually agreed upon.

E. The Corps will *not* expend funds provided by LACMTA for costs associated with the review of the Corps' work undertaken by supervisors or other persons or elements of the Corps in the decision-making chain of command. However, if a supervisor is performing staff work and not supervisory oversight, funds provided by LACMTA pursuant to this MOA may be used.

F. The Corps will *not* expend funds provided by LACMTA to defray the costs of activities related to the Corps' enforcement functions, but may use funds provided by LACMTA to defray costs of activities related to Section 408 permission compliance functions, such as

quality assurance activities or reviews of associated Section 408 permission closeout documentation.

G. If the funds provided by LACMTA are expended and not replenished, any remaining LACMTA-designated priority Section 408 Requests will be handled like those of any Section 408 requester.

H. Expediting of packages shall include review of a submittals within 30 calendar days. Should the package or plans be incomplete in nature, Corps shall reject plans and notify LACMTA within 7 calendar days of receipt of plans.

Article III. - INTERAGENCY COMMUNICATIONS

To provide for consistent and effective communication between the Parties, each party will appoint a Principal Representative to serve as its central point of contact on matters relating to this MOA. Additional representatives may also be appointed to serve as points of contact on specific actions or issues. For the purposes of this MOA, LACMTA's Principal Representative will be Eduardo Cervantes, Deputy Executive Officer, and the Corps' Principal Representative will be Rafi Talukder, P.E., Engineering Division, Los Angeles District. The Principal Representative for each party may be changed upon written notification to the other party.

Article IV. - RESPONSIBILITIES OF THE PARTIES

A. LACMTA will provide adequate resources to fund existing or additional Corps personnel for the purpose of expediting the review of LACMTA-designated priority Section 408 Requests and other identified activities. To facilitate the Corps' reviews and activities, the LACMTA will:

1. Provide adequate information regarding LACMTA-designated priority Section 408 Requests, scheduling requirements, and other specific activities to initiate permit evaluation. Information required for the Corps to deem a Section 408 package submittal complete thereby allowing initiation of the Section 408 request review process can be found in applicable Section 408 guidance, including but not limited to EC 1165-2-220, POLICY AND PROCEDURAL GUIDANCE FOR PROCESSING REQUESTS TO ALTER US ARMY CORPS OF ENGINEERS CIVIL WORKS PROJECTS PURSUANT TO 33 USC 408, dated September 10, 2018, a copy of which has been provided to LACMTA. Upon request, the LACMTA shall provide supplemental information necessary to complete the permit application. Additional information required to complete the Section 408 Request evaluation process may exceed what is needed to initiate the process. On a case-by-case basis, if requested by the Corps, LACMTA shall provide such additional information as may be necessary to ensure the Corps can effectively accomplish the required review.

2. In consultation with the Corps, establish the specific order of priority of the Section 408 Requests listed in **Appendix A** to this MOA. The Section 408 requests included in **Appendix A** and the order of priority of those Section 408 Requests may be changed by LACMTA's Principal Representative without requiring an amendment to this MOA. Such changes shall be submitted to the Corps' Principal Representative in writing in the manner provided by Article VI and will be effective upon receipt thereof.

3. To the best of its ability, ensure the participation of all essential LACMTA personnel during the Section 408 request evaluation process.

4. Work closely with the Corps to adjust priorities and schedules in order to optimize available Corps staff resources. If overlaps or conflicts occur among LACMTA-designated priority Section 408 requests, then LACMTA will work with the Corps to prioritize such overlaps.

B. The Corps shall assign qualified personnel to evaluate the LACMTA-designated priority Section 408 requests and prioritize associated tasks within projected funding levels provided under this MOA. The Corps shall use the funds provided to defray the costs of salaries and associated benefits and to reimburse travel expenses in order to:

1. Expedite review of LACMTA-designated priority Section 408 Requests as identified in Appendix A or any amendments thereto in accordance with the purpose, terms, and conditions of this MOA or any amendments thereto. The Corps shall not redirect resources from, or otherwise postpone, Section 408 Requests related to non-priority Section 408 requests submitted by LACMTA through the standard Corps review process.

2. Following any pre-application meetings and/or discussions to clarify the scope of anticipated Section 408 review processes, provide LACMTA with an estimated schedule to the best of its ability within fourteen (14) calendar days of receiving LACMTA's scheduling requirements as described in Article IV subparagraph A (1) to complete the Section 408 Request evaluation process for each priority Section 408 Request submitted. LACMTA shall be able to comment on these schedules and adjust the order of LACMTA-designated priority Section 408 Requests included in Appendix A, or provide additional resources per Article V. D, below.

3. Consult on a monthly basis with LACMTA regarding an adjustment of priorities or amendments to Appendix A if the current and/or projected workload of priority Section 408 Requests and activities exceeds the Corps' ability to provide the services specified herein or negotiate additional funding in accordance with Article V.D, below.

4. If a Section 408 permission is issued, provide construction quality assurance and quality control support for permit compliance purposes, which shall consist of reviewing technical submittals and requests for information, field inspections at critical construction milestones, review of proposed change orders that involve the design or design intent of any Section 408 permission, providing technical assistance during construction as requested by the LACMTA on a case by case basis and review of construction and Section 408 closeout documentation as applicable.

5. Provide LACMTA with a brief quarterly summary report of progress made under this MOA within twenty-one (21) calendar days of the end of each quarter (January 21, April 21, July 21, and October 21). Progress will be itemized for each LACMTA-designated priority Section 408 request package during the quarter for each LACMTA-designated priority Section 408 Request pending at the end of the quarter. This report will describe achievements, including any improvements the Corps has documented in coordinating and improving the

efficiency of LACMTA-designated priority Section 408 Request package reviews, and will summarize expenditures for each Section 408 package to date. The report also will identify any recommendations for improving consultation and coordination among the Parties to this MOA and will provide an estimate of costs expected for the ensuing quarter. The report shall not be in excess of five (5) pages of narrative per report.

6. Meet with LACMTA representatives as needed to discuss progress under this MOA.

7. Work closely with the Section 408 Requester to determine the applicable Corps standards to be applied and the specific level of detail necessary to be provided in order for the Corps to make a decision for a particular alteration request. The Corps' determination of the appropriate level of detail will be risk-informed and documented in the Corps' review plan. The Corps acknowledges the Requester is responsible for ensuring a proposed alteration meets current Corps design and construction standards. However, the Requester is not required to bring those portions or features of the existing Corps project that are not impacted by the alteration up to current Corps design standards.

8. Prior to expiration of the MOA, hold a final meeting with LACMTA representatives to review a summary of LACMTA-designated priority Section 408 Request review streamlining and other activities under this MOA, as well as provide recommendations for future coordination between the Parties.

Article V. - FUNDING

A. The total compensation paid to the Corps under this MOA is ONE MILLION FIVE HUNDRED THOUSAND (\$1,500,000).

B. Prior to the Corps incurring any expenditure to expedite Section 408 Requests designated as a priority as specified in this MOA, the LACMTA will make a lump sum payment to the Corps of the total amount specified in subparagraph A above. Payment by the LACMTA is to be made by check payable to the Finance and Accounting Officer and sent to the following address:

U.S. Army Corps of Engineers, Los Angeles District
Finance and Accounting Officer
915 Wilshire Blvd.
Los Angeles, CA 90053-2325
Attn: Carlos M. Tabares

or by electronic funds transfer in accordance with Standard Operating Procedure UFC 08 **Appendix B**).

C. The Corps will carry over any unexpended funds from year to year, or will refund such unobligated funds if this MOA is terminated or expires in accordance with Article X.

D. The Corps will provide LACMTA with written notice when 80% of the funding has been expended. If the Corps' actual costs for providing the agreed-upon level of service will exceed the amount of funds available, LACMTA will have the option of (i) increasing the total funding amount through an amendment to this MOA, or (ii) agree to a reduced level of service.

E. The Corps will charge a Program Management Administration fee annually to manage the 214 funding agreement (see attached budget estimate).

Article VI. - NOTICES

A. Any notice, request, demand, or other communication required or permitted to be given under this MOA shall be deemed to have been duly given if in writing and delivered personally or mailed by first-class, registered, or certified mail, as follows:

If to the LACMTA:

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012
Attn: Eduardo Cervantes

With a copy in all instances to:

Los Angeles County Counsel
1 Gateway Plaza, 24th Floor
Los Angeles, California 90012
Attn: Ronald Stamm, General Counsel

If to the Corps:

U.S. Army Corps of Engineers
Engineering Division
915 Wilshire Blvd.
Los Angeles, California 90017
ATTN: Rafi Talukder

With a copy in all instances to:

District Counsel
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd., Suite 1535
Los Angeles, California 90017

B. A party may change the address to which such communications are to be directed by giving written notice to the other party in the manner provided in this Article.

C. Any notice, request, demand, or other communication made pursuant to this Article shall be deemed to have been received by the addressee at the earlier of such time as it is actually received or seven (7) calendar days after it is mailed.

Article VII. - APPLICABLE LAWS

The applicable statutes, regulations, policies, directives, and procedures of the United States will govern this MOA and all documents and actions pursuant to it. Unless otherwise required by law, expediting of LACMTA-designated priority Section 408 Requests undertaken by the Corps will be governed by Corps regulations, policies, and procedures.

Article VIII. - DISPUTE RESOLUTION

In the event of a dispute, the Parties agree to use their best efforts to resolve the dispute in an informal fashion through consultation and communication, or other forms of non-binding alternative dispute resolution mutually acceptable to the Parties. The Parties agree that, in the event such measures fail to resolve the dispute, they shall refer the dispute for resolution to an appropriate forum in accordance with Federal law.

Article IX. - PUBLIC INFORMATION

Justification and explanation of LACMTA's programs or projects related to or arising out of LACMTA-designated priority Section 408 Requests which may be pending before other agencies, departments, and offices will not be the responsibility of the Corps. The Corps may provide, upon request from the LACMTA, any assistance necessary to support justification or explanations of activities conducted under this MOA. In general, the Corps is responsible only for public information regarding Corps regulatory activities. LACMTA will give the Corps, as appropriate, advance notice before making formal, official statements regarding activities funded under this MOA.

Article X - AMENDMENT, MODIFICATION, AND TERMINATION

A. This MOA may be modified or amended only by written, mutual agreement of the Parties.

B. Any party reserves the right to terminate its participation in this MOA without cause upon thirty (30) days written notice to the other party. In the event of termination, LACMTA will continue to be responsible for all costs incurred by the Corps in performing expedited LACMTA-designated priority Section 408 Requests review services up to the time of notice and for the costs of closing out or transferring any ongoing contracts in support of the provision of services by the Corps under this MOA.

C. Within ninety (90) calendar days of termination of the MOA, or the expiration of the MOA, the Corps shall provide LACMTA with a final statement of expenditures. Within sixty (60) calendar days after submittal of the Corps' final statement of expenditures, the Corps, subject to compliance with the Anti-Deficiency Act, codified at 31 U.S.C. 1341 *et seq.*, shall directly remit to LACMTA the unexpended balance of the advance payment, if any. Funds may be provided to LACMTA either by check or electronic funds transfer.

Article XI. - MISCELLANEOUS

A. This MOA will not affect any pre-existing or independent relationships or obligations between the Parties.

B. The Corps' participation in this MOA does not imply endorsement of the LACMTA-designated priority Section 408 Requests, nor does it diminish, modify, or otherwise affect Corps' statutory or regulatory authorities.

C. If any provision of this MOA is determined to be invalid or unenforceable, the remaining provisions will remain in force and unaffected to the fullest extent permitted by law and regulation.

D. This MOA, including any documents incorporated by reference or attachments thereto, but excluding the pre-existing relationships or obligations between the Parties referenced in subparagraph A above, constitute the entire agreement between the Parties. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged herein and shall be of no further force or effect.

Article XII. - EFFECTIVE DATE AND DURATION

This MOA will be effective on the date of signature by the last party. Unless amended or modified, this MOA shall remain in force until whichever of these events occurs first:

1) December 31, 2025 or 2) the MOA is terminated pursuant to Article X.B.

[REMAINDER LEFT INTENTIONALLY BLANK]

IN WITNESS WHEREOF, this MOA is executed as of the dates indicated below by LACMTA, acting by and through its governing board, and by the Corps, acting by and through its authorized officer.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____

Date: _____

Phillip A. Washington
Chief Executive Officer

APPROVED AS TO FORM:

General Counsel

U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT

By: _____

Date: _____

Aaron C. Barta, PMP
Colonel, U.S. Army
Commander and District Engineer

Appendix A: LACMTA-Designated Priority Section 408 Requests
(Dated: 24 May 2019)

The list of LACMTA-designated Priority Section 408 Requests under this MOA includes the following Section 408 Requests:

Prioritization	Section 408 Request Description	Estimate
	USACE Program Management Administration (\$25,000 annually x 7 yrs)	\$175,000
1	I-710 Corridor Project EIR/EIS	\$40,000
	I-710 Corridor Project (Preliminary Design Review)	\$45,000
	Agency Coordination Meetings	\$15,000
2	I-710 Corridor Project - Shoemaker Bridge, Long Beach, CA (EIR/EIS)	\$40,000
	I-710 Corridor Project - Shoemaker Bridge, Long Beach, CA (Preliminary Design Review)	\$30,000
	Agency Coordination Meetings	\$12,500
3	Metro Eastside Transit Corridor Phase 2 Project Supplemental EIR/EIS Review	\$60,000
	Metro Eastside Transit Corridor Phase 2 Project (Preliminary Design Review)	\$45,000
	Agency Coordination Meetings	\$22,500
4	West Santa Ana Branch Transit Corridor Project (EIR/EIS Review)	\$50,000
	West Santa Ana Branch Transit Corridor Project (Preliminary 3 bridges Design Review)	\$80,000
	Agency Coordination Meetings	\$20,000
5	Task 2: LA River Bike Path Gap Closure Project – EIR/EIS Review (8 miles)	\$50,000
	Task 2: Coordination of Environmental Analysis (USACE Lead)	\$40,000
	Task 3: LA River Bike Path Gap Closure Project (30% Design Review)	\$80,000
	Task 4: Review of Permit Application	\$80,000
	Task 5: Agency Coordination Meetings	\$30,000
6	I-605 Corridor Project 3 Alternative (EIR/EIS)	\$50,000
	I-605 Corridor Project (Preliminary Design Review)	\$45,000
	Agency Coordination Meetings	\$12,500
7	Doran St. Crossing at Verdugo Wash (Full 408 Permission)	\$120,000
8	Brighton Double Track over Tujunga Wash and Pacoima Wash	\$145,000
9	East San Fernando Valley Project	\$120,000

Prioritization	Section 408 Request Description	Estimate
10	Sepulveda Transit Corridor Project (EIS/EIR)	\$40,000
	Sepulveda Transit Corridor Project (Preliminary Design Review)	\$40,000
	Agency Coordination Meetings	\$12,500
	TOTAL	\$1,500,000

Note: Since scope of work for each project is subject to change, additional funds will be required to provide a full 408 permit. Any unused funding will be used for a full 408 permit

Appendix "B"

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
FINANCE CENTER
5722 INTEGRITY DRIVE
MILLINGTON TENNESSEE 38054-5005

CEFC-FD
SOP No. UFC-08

1 June 2004
Revised 1 April 2006

STANDING OPERATING PROCEDURES ELECTRONIC FUNDS TRANSFERS TO THE CORPS

1. **PURPOSE.** To Standing Operating Procedure (SOP) provides procedures for utilizing Electronic Funds Transfer (EFT) and the Automated Clearing House (ACH) networks in lieu of mailing a check for payment to the Corps.
2. **APPLICABILITY.** The provisions of this SOP apply to the USACE Finance Center (UFC) and activities supported by the UFC.
3. **REFERENCE.** SOP No. UFC-03, Collection/Deposit Procedures.
4. **PROCEDURES.** When a Corps customer wishes to use EFT or ACH processes to transfer of cash contributions in lieu of mailing a check to the UFC, the enclosed procedures must be followed to ensure accurate and timely credit for the funds transferred.
 - a. The customer must notify the supported activity F&A Officer or Project Manager in advance of the pending cash transfer. **The customer's notification should include the date of the transfer, amount, type of transfer (CCD+ or CTX format), and any other known data that will be used to identify the transfer.** The customer's financial institution will transfer the funds via the ACH network using the Cash Concentration or Disbursement Plus (CCD+) or Corporate Trade Exchange (CTX) formats of transactions. The required data elements for these types of transactions are provided in the enclosures.
 - b. Upon notification from the customer or the Project Manager of the pending EFT, the supported activity F&A Officer must enter a Collection Receiving Officer Voucher (ROV) in CEFMS. All EFT collection vouchers must be submitted to the UFC Disbursing Division using Form UFC-DISB-1 (available at: <http://fc.ufc.usace.army.mil/forms/a-ufcdisb1.pdf>). There should only be one EFT transaction per ROV and no other transactions should be attached to an ROV established for EFT purposes.

c. In addition to the enclosed format instructions, the F&A Officer or the Project manager must also provide the following information to the customer for the EFT transfer:

- (1) The District/Division/Laboratory/RBC two-digit EROC
- (2) The CEFMS ROV number
- (3) The Advance Account or Local Cost Share Number

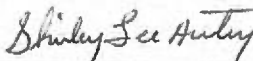
5. **Ca\$hLink II Agency Access System.** Ca\$hLink II is an on-line U.S. Treasury system that allows the UFC to access and confirm our deposit information the next working day after the EFT is posted. The UFC monitors the Ca\$hLink II system daily. Upon verification of the EFT transfer in Ca\$hLink II, the UFC will certify the ROV and confirm the deposit. Funds will be available immediately after the deposit confirmation.

The UFC will not require any additional documentation from the supported activity or the customer provided all required documentation identified above is provided. **If an EFT transaction is received via Ca\$hLink II that cannot be identified, it will be rejected back to the sender.** Before rejecting an EFT, the UFC will research and try to determine the proper supported activity and CEFMS account to update. For those EFT transactions rejected by the UFC, the financial institution (bank) that initiated the EFT will notify the customer (sender) of the rejected transaction.

6. **CHANGES.** Refer all discrepancies, comments or questions regarding this SOP to the Chief, Disbursing Division, Directorate of Finance (CEFC-FD) 901-874-8648.

FOR THE DIRECTOR:

Encls


SHIRLEY L. AUTRY
Deputy Director, Finance

U.S. ARMY CORPS OF ENGINEERS FINANCE CENTER
Electronic Funds Transfer
Customer Implementation Data Sheet

ACH CCD+ Format

DATA Element Name	Contents	Size	Position
*Record Type Code	6	1	01-01
*Transaction Code	22	2	02-03
*Receiving ABA	05103670	8	04-11
*Check Digit	6	1	12-12
*Account Number	220025	17	13-29
Payment Amount	Amount of Payment (\$\$\$\$cc)	10	30-39
Identification Number	Optional	15	40-54
*Receiver Name	USACE Finance Center	22	55-76
**Discretionary Data	EROC Code of Corp Office	2	77-78
Addenda Indicator	1 (addenda present)	1	79-79
Trace Number	Assigned by Remitter's Bank	15	80-94

ADDENDA RECORD FORMAT

DATA Element Name	Contents	Size	Position
*Record type Code	7	1	01-01
*Addenda Type Code	05	2	02-03
***Payment Related Data	ROV #/Account #;EROC	80	04-83
Sequence Number	Addenda number starting at 0001	4	84-87
Addenda Trace Number	Same as the last 7 numbers of the detail trace number	7	88-94

* Data remains same for every transaction

** EROC Code of Corps District

*** Data supplied by Corps District to Customer - If data is not present, transaction will be rejected

U.S. ARMY CORPS OF ENGINEERS FINANCE CENTER
Electronic Funds Transfer
Customer Implementation Data Sheet

ACH CTX Format

DATA Element Name	Contents	Size	Position
*Record Type Code	6	1	01-01
*Transaction Code	22	2	02-03
*Receiving ABA	05103670	8	04-11
*Check Digit	6	1	12-12
*Account Number	220025	17	13-29
Payment Amount	Amount of Payment (\$\$\$\$cc)	10	30-39
Identification Number	Optional	15	40-54
Number of Addenda	Number of Addenda Records attached	4	55-58
*Receiver Name	USACE Finance Center	22	59-74
Reserved	Blank	2	75-76
**Discretionary Data	EROC Code of Corp Office	2	77-78
Addenda Indicator	1 (addenda present)	1	79-79
Trace Number	Assigned by Remitter's Bank	15	80-94

ADDENDA RECORD FORMAT

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Addenda Trace Number	Same as the last 7 numbers of the detail trace number	7	88-94

* Data remains same for every transaction

** EROC Code of Corps District

*** Data supplied by Corps District to Customer - If data is not present, transaction will be rejected



Board Report

File #: 2019-0657, File Type: Contract

Agenda Number: 33.

CONSTRUCTION COMMITTEE SEPTEMBER 19, 2019

**SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR WATER RESOURCES,
CONSERVATION AND COMPLIANCE**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD a Cost Reimbursable Contract for a base period of performance of three (3) years, Contract No. AE58845, to Geosyntec Consultants Inc., for Sustainability Engineering Services for Water Resources, Conservation and Compliance, for total contract amount of not-to-exceed \$17,714,849 with \$7,714,849 not-to-exceed value for the first three years, and exercise two one (1) year options in the amount of not-to-exceed value of \$5,000,000 for each option year; and,
- B. EXECUTE changes and modifications within the Board approved not-to-exceed contract amount.

ISSUE

Metro's sustainability program is nationally recognized as one of the leading programs in the transit industry. Sustainability principles such as climate, energy, water, resource conservation and management are integrated into Metro's transportation infrastructure and facilities activities. As a result, Metro has effectively reduced resource consumption, decreased air pollutant emissions, including greenhouse gas emissions, improved efficiency, reduced solid and liquid waste generation, and increased recycling and diversion from landfill.

To ensure the continued success of Metro's sustainability program and further achieve operational sustainability, we have solicited and recommend the award of a professional services contract for water resource management, conservation and compliance consulting services. These services will ensure the protection of human health and the environment, addressing the challenge of operational sustainability while ensuring resiliency and a state of good repair.

Metro's existing Environmental Engineering Consultant Services contract includes consultant support for Metro's sustainability program. This recommended contract was solicited to increase participation of firms that work in the sustainability industry in Metro's programs, especially those which are

involved in the fields of water conservation, resource efficiency and environmental compliance.

The recommended action will provide contracting authority for Task Orders issued during the initial three years, FY19 thru FY21. Attachment B provides examples of projects that this contract will support per fiscal year: FY19 through FY24.

DISCUSSION

As Metro's sustainability program has matured, Environmental Compliance Sustainability Department (ECSD) has a need for several specialty contracts to provide technical expertise and support to advance agency-wide sustainability initiatives and projects. The services provided through the Sustainability Engineering Services for Water Resources, Conservation and Compliance contract include the preparation of analyses, studies, surveys, investigations, modeling, predictions, recommendations and/or reports related to water resource conservation and compliance related to the operation and maintenance of Metro's transportation system, facilities and support activities. The consultant is expected to support a wide range of water initiatives, including water conservation, water quality, environmental management system (EMS), stormwater management, industrial water and wastewater management, low impact development and emerging sustainability-related and cleantech technologies. These services will also support Metro with identifying, designing and implementing the next phase of drought response measures, while fulfilling all compliance obligations.

To accomplish the assigned tasks, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies and services. The consultant shall employ or sub-contract as necessary with diverse professionals such as Professional Engineers, Sustainability Engineers, Water Resource Engineers/Specialists, Water Conservation Specialists, Water Quality Specialists and other such professional practitioners as may be needed to support the required water resource conservation and compliance programs, projects and initiatives.

The process to procure for such specialty contracts is consistent with ECSD's short- and long-term goals and aligns with Metro's Vision 2028 Strategic Plan. The Board approved 2008 Metro Sustainability Implementation Plan is currently used to guide the nature of water related projects in our agency. That plan is currently being revised with strategies and metrics. The Sustainability Strategic Plan is scheduled for Board approval in Spring 2020.

DETERMINATION OF SAFETY IMPACT

This Board action will help ensure the long-term safety and security of Metro's operations by improving the management and efficiency of our use of natural resources, advancing agency resiliency and contributing to state of good repair.

FINANCIAL IMPACT

Contract No. AE58845 will be a Cost Reimbursable contract, i.e. Cost Plus Fixed Fee (CPFF). No MTA funds are obligated until a Contract Work Order (CWO) is issued by an MTA authorized Contracting Officer against a valid project budget. No expenditures are authorized until a Task Order is awarded by an MTA authorized Contracting Officer for a specific package of work within the CWO.

All task orders will be individually negotiated, and level of effort will be fully defined prior to the authorization of any project specific funds. Execution of work under those Task Orders within those CWO awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against specific project or operations budgets which make up the Board-approved MTA budget for this particular fiscal year. Specific funding for this contract will parallel the project approved by the Board under separate actions. The Chief Program Management and Executive Officer, Environmental Compliance and Sustainability will coordinate with the Project Managers of each of the projects and will be responsible for providing appropriate budgets.

This contract will be use on projects that are identified as part of the annual budgeting process. The Metro Environmental, Water Conservation and Reuse Policies and Metro Water Action Plan (http://media.metro.net/projects_studies/sustainability/images/Water_Plan2010_0825.pdf) and February 2016 Motion 57 Action Items are used to guide the specific projects.

Impact to Budget

There will be no net impact to Bus and Rail Operating Budgets. The initial source of funds for this contract is included in the FY20 budget under Project Number 450003 - Sustainability Environment, Cost Center 8420 Environmental Compliance and Services, Account 50316 Professional and Technical Services. Future task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds from the projects that would use these services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This professional services contract will support the implementation of Metro's Strategic Plan Goals, with specific alignment to Initiative 5.2 - Exercise good public policy judgement and sound fiscal stewardship; and Initiative 5.4 - Apply prudent commercial business practices to create a more effective agency.

The Sustainability Engineering Services for Water Resources, Conservation and Compliance contract will support these strategic goals by: 1) Ensuring compliance with State and local water regulations; 2) Generating cost savings and reducing the prevalence and cost of retroactive sustainability upgrades; and 3) Improving organizational efficiency and reducing reliance on scarce natural resources.

ALTERNATIVES CONSIDERED

Contract AE58845 is designed to strategically advance Metro's existing water resource conservation and compliance efforts, while establishing the next generation of initiatives and best practices. If this contract is not awarded, Metro could experience a delay in implementing critical compliance and

efficiency initiatives as well as compliance to current and emerging statutes and regulations.

During the last five years, the Metro Board has approved various plans to achieve reductions in operational greenhouse gas emissions, implement innovative approaches and strategies to enhance customer experience, reduce limited natural and energy resource use, investigate public-private partnerships to supplement limited funds to design, build, operate and maintain sustainability related infrastructure and increase operational efficiency. Metro's operational sustainability program, administered through the Environmental Compliance and Services Department, has executed significant portions of that mandate and will continue to do so using all the sustainability-related consulting contracts (including Contract No. AE58845) as an expert supplement for current staff's expertise. We have seen the effectiveness of this management style (i.e., as-needed combination of internal staff and expert consultants), especially in the implementation of the Environmental Management System.

The Metro Board may reject the recommended action and direct staff to do all water conservation and compliance services work in-house. To support the large volume of technical tasks associated with this program, Metro would have to hire additional staff with specific technical expertise, which staff currently do not have. These would include Professional Engineers, Sustainability Engineers, Water Resource Engineers/ Specialists, Water Conservation Specialists, Water Quality Specialists and such other professional practitioners as may be needed to support the required water resource, conservation and compliance programs, projects and initiatives.

While cost efficiencies may be achieved by having some of these credentialed and highly skilled staff hired full-time, this alternative is not recommended as it would be financially challenging to support these specialized, highly skilled resources in-house for the next five years as regular employees. The specific tactical tasks of the water program are currently projected to be for short-term, defined, and sequential assignments. Staff will, however, need to revisit the need for augmenting in-house sustainability-related skills every three years as our portfolio of these types of programs increase alongside the expansion of our transit system.

Another alternative would be to solicit and award individual contracts for each water conservation and compliance expert consulting services task, as the need arises. This alternative is not recommended. Individually procuring these CWO's and Task Orders result in product and service inconsistencies across the program and will result in cumulative higher administrative and execution costs. As many of these projects overlap with one another, having multiple consultants will cause delays and administrative inefficiencies.

NEXT STEPS

After the recommended Board Action is approved, staff will execute the conformed contract and proceed with issuing Task Orders and Contract Work Orders.

ATTACHMENTS

Attachment A - Procurement Summary

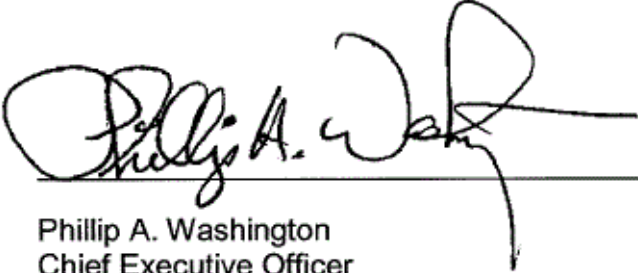
Attachment B - Total Value of Estimates of Projects/Tasks - FY20 to FY25

Attachment C - DEOD Summary

Prepared by: Cris B. Liban, EO, Environmental Compliance and Sustainability,
(213) 265-0691

Reviewed by:

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**SUSTAINABILITY ENGINEERING SERVICES FOR WATER RESOURCES,
CONSERVATION AND COMPLIANCE
CONTRACT NO. AE58845**

1.	Contract Number: AE58845	
2.	Recommended Vendor: Geosyntec Consultants, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 28, 2019	
	B. Advertised/Publicized: March 28, 2019 (Vendor Portal) / April 8, 2019 (Other)	
	C. Pre-Proposal Conference: April 10, 2019	
	D. Proposals Due: May 13, 2019	
	E. Pre-Qualification Completed: August 30, 2019	
	F. Conflict of Interest Form Submitted to Ethics: August 20, 2019	
	G. Protest Period End Date: September 23, 2019	
5.	Solicitations Picked up/Downloaded: 77	Proposals Received: 5
6.	Contract Administrator: Diana Sogomonyan	Telephone Number: 213.922.7243
7.	Project Manager: Craig Reiter	Telephone Number: 213.418.3476

A. Procurement Background

This Board Action is to approve the award of Contract No. AE58845, Sustainability Engineering Services for Water Resources, Conservation and Compliance, to provide consulting services to address water resources and conservation goals of Metro's sustainability effort, including the preparation of analyses, studies, surveys, investigations, modeling, predictions, recommendations, and/or reports related to the operation and maintenance of Metro's transportation systems, facilities, and support activities, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Board approval of contract awards are subject to resolution of any properly submitted protest.

The consultant will furnish all of the labor, materials, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Period of Performance.

The Request for Proposals (RFP) was an Architectural & Engineering (A&E), qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and

Engineering (A&E) services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) years plus 2 one year options.

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

- Amendment No. 1, issued on April 17, 2019, with revisions clarifying Consultant Qualifications, the Supplemental Instruction to Bidders, and Pro-Form 017 Certificate of Compliance Metro Lobby Ordinance.
- Amendment No. 2, issued on May 7, 2019, with revisions clarifying Exhibit 2-Form 60 Instructions Professional Services Cost/Price Summary, Submittal Requirements, and Pro Form 024 Certificate of Compliance Drug & Alcohol Testing.

A total of five (5) proposals were received on May 13, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Environmental Compliance and Sustainability, Major Capital Projects Engineering, and Facilities Engineering and Operations, was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Experience, Qualifications and Capabilities of the Firms on the Consultant’s Team.....(35%)
2. Experience, Qualifications and Capabilities of Personnel.....(35%)
3. Understanding and Approach to Service Delivery.....(30%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing the criteria weightings, giving the greatest importance to the Experience, Qualifications and Capabilities of the Firms on the Consultant’s Team, and Experience, Qualifications and Capabilities of Personnel.

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

All five (5) proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Geosyntec Consultants, Inc.
2. GHD
3. Kleinfelder, Inc.
4. Michael Baker International, Inc.
5. Tetra Tech

During the week(s) of May 14 thru June 28, 2019, the PET reviewed the five written qualification proposals. From June 18 through June 20, 2019, Metro held Oral Presentations with all five (5) proposing firms. The firms were given the opportunity to present on Understanding and Approach to Service Delivery, specifically, demonstrated Understanding of Scope of Work, Team Approach and Management Plan.

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 proposer's 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. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Work presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management, the recommended most qualified proposer's cost proposal was opened. The Contract Administrator completed a cost analysis and engaged in negotiations with the recommended proposer.

Qualifications Summary of Recommended Firm:

The Proposal Evaluation Team (PET) ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified 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	Geosyntec Consultants, Inc.				
3	Experience, Qualifications and Capabilities of the Firms on the Team	86.11	35%	30.14	

4	Experience Qualifications and Capabilities of Personnel	85.89	35%	30.06	
5	Understanding and Approach to Service Delivery	85.37	30%	25.61	
6	Total		100.00%	85.81	1
7	Michael Baker International, Inc				
8	Experience, Qualifications and Capabilities of the Firms on the Team	82.17	35%	28.76	
9	Experience Qualifications and Capabilities of Personnel	84.51	35%	29.58	
10	Understanding and Approach to Service Delivery	85.70	30%	25.71	
11	Total		100.00%	84.05	2
12	Kleinfelder, Inc.				
13	Experience, Qualifications and Capabilities of the Firms on the Team	84.54	35%	28.59	
14	Experience Qualifications and Capabilities of Personnel	81.46	35%	28.51	
15	Understanding and Approach to Service Delivery	82.23	30%	24.67	
16	Total		100.00%	81.77	3
17	GHD				
18	Experience, Qualifications and Capabilities of the Firms on the Team	82.00	35%	28.70	
19	Experience Qualifications and Capabilities of Personnel	79.54	35%	27.84	
20	Understanding and Approach to Service Delivery	81.23	30%	24.37	
21	Total		100.00%	80.91	4
22	Tetra Tech				
23	Experience, Qualifications and Capabilities of the Firms on the Team	79.74	35%	27.91	
24	Experience Qualifications and Capabilities of Personnel	78.83	35%	27.59	
25	Understanding and Approach to Service Delivery	78.80	30%	23.64	
26	Total		100.00%	79.14	5

Note: All Scores rounded to the second decimal.

The evaluation performed by the PET determined Geosyntec Consultants, Inc. as the most qualified firm and team to provide Sustainability Engineering Services for Water Resources, Conservation and Compliance Systems Engineering and Support Services, as provided in the RFP Scope of Services. What distinguished Geosyntec Consultants, Inc. was they demonstrated, through their written proposal and oral

presentation extensive technical experience and significant expertise in each of the specialty areas identified in the Scope of Services. Geosyntec Consultants, Inc. demonstrated high quality of technical expertise and years of experience along with a thorough, complete and comprehensive understanding of project goals, methods and objectives. Their Proposal took a practical approach to compliance, sustainability and resilience. Their proposed team allows for interchangeability for optimizing resources and substantial processes for allocating work among team members and handling staff changes. Geosyntec Consultants, Inc. demonstrated past project experience in providing the identified professional services. Geosyntec Consultants, Inc. demonstrated combined team of local consultants and resources in their Proposal. The team qualifications that were outlined show unique expertise levels.

Members of the team providing services to Metro under other contracts may not be eligible to perform certain tasks under this contract if, in accordance with Metro’s Organizational Conflict of Interest policy, their performance would result in an organizational conflict of interest.

C. Cost Analysis

The recommended total estimated cost has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro’s Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms; an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee factor based on the total estimated cost for task orders during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer Name	Proposal Amount	Metro ICE	NTE Funding Amount
Geosyntec Consultants, Inc.	N/A ⁽¹⁾	\$17,714,849 ⁽²⁾	\$17,714,849 ⁽²⁾

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with 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 \$17,714,849 is the Independent Cost Estimate (ICE) for 3-year base Period of the Contract.

The Sustainability Engineering Services Independent Cost Estimate (ICE) was developed based on the Scope of Services developed for the Contract. The ICE included an opinion of probable costs for performing the Sustainability Engineering Services by looking at the anticipated level of effort to be performed by the Consultant and sub-consultants for the Scope of Services.

D. Background on Recommended Contractor

Geosyntec Consultants, Inc. has offices located at various locations throughout United States and abroad, with local offices located in Los Angeles, Pasadena, Long Beach and Riverside, Ca. Geosyntec Consultants, Inc. has been in business for 35 years and is a leader in the consulting and engineering services involving the environment, natural resources and civil infrastructure. They work with private and public sector clients providing engineers, scientists, and related technical and project support personnel.

Geosyntec Consultants, Inc. and their proposed Team worked on various projects, including various Metro projects. Below are some examples of their work and involvement:

- City of LA, Bureau of Sanitation - Van Nuys Green Street project
- Prince George's County - Clean Water Partnership – 100M Community-based Public-Private Partnership (CBP3)
- LADWP Stormwater Capture Master Plan
- Metro Purple Line Extension 1 and 2
- Metro Crenshaw LAX Corridor
- Metro Climate Action and Adaptation Plan
- Expo Rail Operations and Maintenance Facility
- LA Metro Division 13 Bus O&M Facility
- Metro Express Lanes Study & Revenue
- Metro Regional Connector Corridor Project
- CA Dept. of Water Resources Salton Sea Restoration Assessment



Metro

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Metropolitan Transportation Authority

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ATTACHMENT B

Total Value Estimates of Projects/Tasks – FY20 to FY25

Water Resources, Conservation and Compliance Systems Engineering and Support Services	No. of Units (yrs., projs., etc.)	Consultant Svcs. per Unit	Est. Consult. Svcs. Amount
First 3 years Services (1)(2)(3) <ul style="list-style-type: none"> • Water Resources Engineering • Water Conservation • Water Compliance 	3 years	\$2,571,000	~\$7,714,000(4)
Option Yearly Services (2)(3) <ul style="list-style-type: none"> • Water Resources Engineering • Water Conservation • Water Compliance 	2 years	\$5,000,000	\$10,000,000
ROM/Recommended LOP Amount			\$17,714,000

Notes:

- (1) Consistent with Metro Environmental, Water Conservation and Reuse Policies and Metro Water Action Plan (http://media.metro.net/projects_studies/sustainability/images/Water_Plan2010_0825.pdf) and February 2016 Motion 57 Action Items
- (2) The 2008 Metro Sustainability Implementation Plan is currently being updated. This contract will be used to implement the strategies to achieve metrics that will be identified in the Sustainability Strategic Plan (scheduled for Board approval in Spring 2020)
- (3) Specific projects where this contract will be used are identified on an annual basis and approved as part of the annual budgeting process
- (4) Roundoff error

DEOD SUMMARY

**SUSTAINABILITY ENGINEERING SERVICES FOR WATER RESOURCES,
CONSERVATION AND COMPLIANCE / AE58845**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Geosyntec Consultants, Inc. made a 30% DBE commitment for this Task Order Contract. Geosyntec listed 22 subcontractors of which 8 are DBE firms.

In response to a specific Task Order request with a defined scope of work, the prime consultant 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.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that the prime consultant is on schedule to meet or exceed its DBE commitment. Accordingly, access has been provided to Metro’s tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

SMALL BUSINESS GOAL	30% DBE	SMALL BUSINESS COMMITMENT	30% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Casamar Group, LLC	Hispanic American	TBD
2.	Colbert Environmental Group	African-American Female	TBD
3.	DRP Engineering, Inc.	Asian-Pacific American	TBD
4.	Global ASR Consulting Inc.	Asian-Pacific American	TBD
5.	IEM (Integrated Engineering Management)	Non-Minority Female	TBD
6.	MugenKioku Corporation	Asian-Pacific American Female	TBD
7.	ET&T, Inc dba Advanced Technology Laboratories	Hispanic American	TBD
8.	Suenram & Associates, Inc.	Non-Minority Female	TBD
	Total DBE Commitment		30%

B. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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