



Board Report

File #: 2020-0563, File Type: Project

Agenda Number: 35.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 15, 2020

SUBJECT: METRO CENTER PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed-price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co. LLC, the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project) in the amount of \$81,487,000;
- B. ALIGN the Life-of-Project Budget (LOP) of \$112.7 million to \$130,688,310 including \$113.5 million state Prop 1B California Transit Security Grant (CTSG) fund, \$7.3 million Federal Emergency Management Agency (FEMA) Transit Security Program grant funds and approximately \$9.888 million of TDA Art 4 local funds;
- C. AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.
- D. NEGOTIATE the Chief Executive Officer to negotiate and execute all agreements, task orders and contract modifications, including design-build options necessary up to the LOP budget to complete the above actions.

ISSUE

In March 2016, the Metro Board established the Life of Project budget (LOP) in the amount of \$112.7 million based on the grant funds awarded to the Project. Since then - four years later, the preliminary engineering design, environmental work and selection of the design/build contractor have been completed. This Board action will award the design/build contract to S.J. Amoroso Construction Co. LLC deemed to provide the best value for the design and construction of the Project (See Attachment A, Procurement Summary) and align the LOP budget to \$130,688,310 million to fund the design and construction of the Metro Center Project which comprises of the emergency operations center (EOC) and security operations center (SOC) including the option to accommodate a future 2nd floor for a

new rail operations center (ROC) and/or bus operations center (BOC), if funding becomes available.

DISCUSSION

The Metro Center Project comprises the co-location of the EOC and a new SOC to enhance Metro's security, disaster and counter-terrorism response capabilities. Metro's current Emergency Operations Center is operating at capacity and needs to be expanded to accommodate Metro's new rail lines and upcoming National Special Security Events (NSSE), including the World Cup, College National Championships, and the Olympics. Since Metro does not have a SOC, this new SOC is needed to provide 24/7 security surveillance and situational awareness of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The new EOC will enhance coordination and communication with regional partners to prevent, minimize, or respond to and recover from any type of major incident, serious hazards, or terrorist attack.

Due to the unprecedented financial constraints as a result of the COVID-19 pandemic, the Metro Center Project significantly reduced the scope of the Project from a four-story 80,000 square foot building to a one-story 26,000 square foot building for the EOC and SOC to meet the minimum requirements of the state grants. An option is included to accommodate a future 2nd floor for the ROC and/or BOC if funding becomes available. The Metro Center Project will achieve a LEED Gold certification with the capability to be in operations continuously for 72 hours in case of loss of water, power, and gas due to a natural disaster.

The Metro Center Project was presented to the Board in February 2020 with a LOP of \$206 million, including provisions to accommodate the future Rail Operations Center (ROC) and Bus Operations Center (BOC). The Board deferred action in February due to questions about the procurement process. Since then, due to the financial constraints of the COVID-19 pandemic, the Project scope has been significantly scaled back to include the design and construction of only the EOC and SOC. This action aligns the Project budget to the grant funding available due to the COVID-19 financial constraints Metro is facing.

The Metro Center Project began initial environmental and demolition work on August 2019 and completed it on March 2020 in preparation for the design builder's work.

LOP Alignment

With the base contract and provisional sum award to S.J. Amoroso Construction Co. LLC in the amount of \$81,487,000, staff is requesting approval of the LOP in the amount of \$130,688,310 million to accurately realign and reflect the design and construction costs, third party costs, design support during construction, construction support services, and other agency support costs including a 13% contingency as shown in Attachment B - Funding/Expenditure Plan. The Metro Center Project is approximately 92% funded with State grant funds with the remaining \$9,888,310 million funded by future TDA Art 4 funds. All state funds will be expended for the Project for the first two years in FY 21 and FY 22. Staff will continue to apply for additional federal and state grant funds in FY 22 and FY 23 with the goal that the Metro Center Project will be fully funded by federal and state grants.

Rail Operations Center/Bus Operations Center (ROC/BOC)

Due to the financial challenges Metro is facing as a result of COVID-19, the Metro Center Project significantly reduced the scope of the Project with an option to accommodate a future 2nd floor for the ROC/BOC. Staff is working on evaluating the expansion and upgrade of the existing ROC and ancillary facilities to seamlessly integrate the Gold Line Phase 2B, Westside Purple Line Sections 2 and 3 rail extensions. This includes conducting studies and investigations, contracting professional and construction services, performing design, upgrades, and expansions at the existing ROC and ancillary facilities, as required. Staff will provide recommendations to the Board on the ROC/BOC at a future meeting.

State Grants

The Metro Center Project is approximately 92% funded with State grant funds in the amount of \$120.8 million. The California State Office of Emergency Services (CalOES) awarded \$112.7 million of Proposition 1B California Transit Security Grant Program (CTSGP) for a new emergency operations center in 2011. In 2017, CalOES reduced the amount to \$109.5 million. However, the grant funds earned interest of up to \$4 million, which brings the total to \$113.5 million. In addition, System Security and Law Enforcement (SSLE) was awarded a FEMA Transit Security Grant of which \$7.3 million will be used for the Metro Center Project (i.e., CCTV, Security Intelligence, and Cyber-Security initiatives).

Since 2011, the Project has expended approximately \$26.23 million of Prop 1B CTSGP funds. The second set in the amount of \$38 million will expire in March 2021 and all funds must be expended by March 2021 and invoiced to CalOES by June 2021. The last set of Prop1B CTSGP funds in the amount of \$45 million will expire in March 2022 and must be invoiced to CalOES by June 2022.

DETERMINATION OF SAFETY IMPACT

The Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

FINANCIAL IMPACT

In FY11, Metro received a Proposition 1B California Transit Security Grant Program (CTSGP) fund for the design and construction of an Emergency Operations Center (EOC). The CTSGP grant was subsequently reduced to \$109.5 million due to less available funds from bond sales; however, an interest of approximately \$4 million was earned, resulting in a total of \$113.5 million. In June 2020, Metro System Security and Law Enforcement also secured a \$12.18 million FEMA Transit Security Program grant, of which \$7.3 million is designated to the Metro Center Project (i.e., CCTV, Security Intelligence, and CyberSecurity). The Funding Sources are shown on Table 2 below:

Table 2- Funding Source	Amount (\$)
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Prop 1B: California Transit Security Grant Program Funds (\$109.5M + \$4M interest ^a)	\$113.5 M
Federal Emergency Management Agency (FEMA) Transit Security Grant Program TDA Article 4 Local Funds	\$7.3 M \$9.88 M
TOTAL	\$130.7M

^a Approximate interest amount of \$4 million is subject to change

Staff is requesting to add \$44,101,978 to the FY21 budget for the Project, in cost center 2610 System Security and Law Enforcement, project number 212121 for project expenses to meet the state funding deadlines. Since this is a multi-year project, the Chief System Security and Law Enforcement Officer, and Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The FY21 budget will be amended to include \$44,101,978 in Prop 1B CTSGP fund. TDA Article 4 funds are eligible for Metro Bus Operations and State of Good Repair expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The Project will enhance Metro’s ability to plan and respond to special events. The Project also supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third party stakeholders as well as internal stakeholders within Metro to streamline Metro’s systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the staff recommended actions to advance the design and construction of the Project. This is not recommended as a new EOC and SOC are needed to enhance Metro’s security, disaster, and counter-terrorism response capabilities, especially in support of special events such as the Super Bowl, World Cup, and 2028 Olympics. Metro has already expended \$26 million for land acquisition, environmental clearance, planning, preliminary engineering design, and demolition work since 2011. If the Metro Center Project does not move forward, Metro will return \$113.5 million of state grant funds and reimburse approximately \$26 million to CalOES for expenditures already spent on the Project.

NEXT STEPS

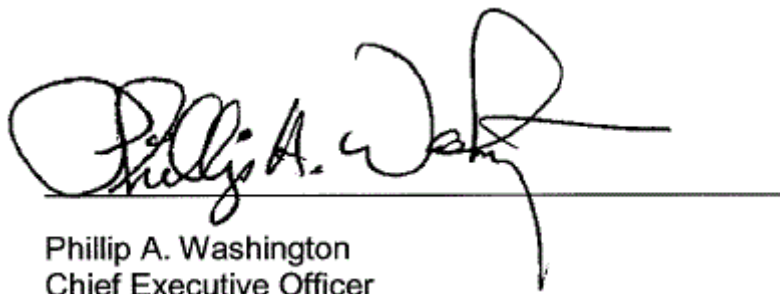
Execution of the design-build contract is subject to the resolution of any timely and properly submitted protest. A Notice to Proceed (NTP) to the Design/Build Contractor after the execution of the contract and meeting all other contract requirements for an NTP will be issued by November 2020. The Metro Center Project is anticipated to be complete by 2023. Staff will also return to the Board in December 2020 for recommendations on the ROC/BOC.

ATTACHMENTS

Attachment A - Procurement Summary,
Attachment B - Funding/Expenditure Plan
Attachment C - DEOD Summary,

Prepared by: Kate Amisshah, Principal Engineer, Regional Rail, (213) 418-3224
Rafael Vasquez, Principal Contract Administrator, Vendor/Contract Management, (213) 418-3036
Aston Greene, Executive Officer, Security & Law Enforcement, (213) 922-2599
Jeanet Owens, Sr Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Robert Green, Chief Security & Law Enforcement, (213) 922-4811



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO CENTER STREET PROJECT- DESIGN/BUILD
CONTRACT NUMBER C52151C1169-2**

1.	Contract Number: C52151C1169-2	
2.	Recommended Vendor: S.J. Amoroso Construction Co. LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/19/18	
	B. Advertised/Publicized: 10/19/18	
	C. Pre-Proposal Conference: 10/30/18	
	D. Proposals Due: 9-2-2020	
	E. Pre-Qualification Completed: 11/15/19	
	F. Conflict of Interest Form Submitted to Ethics: 04/20/19	
	G. Protest Period End Date: 10-23-2020	
5.	Solicitations Picked up: 45	Bids/Proposals Received: 2
6.	Contract Administrator: Rafael Vasquez	Telephone Number: (213) 418-3036
7.	Project Manager: Jeanet Owens	Telephone Number: (213) 418-3189

A. Procurement Background

This Board Action is to approve the award of a design/build, best value solicitation issued in support of the Metro Center Street Project (Formerly known as the Emergency Security Operations Center). Contract No. C52151C1169-2 will provide management, coordination, design, professional services, labor, equipment, materials and all other services necessary to perform the final design and construction of the Metro Center Street Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s). The contract type is a firm fixed price.

A Request For Qualifications (RFQ)/Request For Proposals (RFP) was originally issued on October 19, 2018. A pre-proposal conference was held on October 30, 2018, in the Union Station Conference Room with representatives from approximately 49 firms in attendance.

The RFQ/RFP implemented a two-step negotiated procurement process in accordance with California Public Contract Code §22160-22169 and in accordance with Metro's Acquisition Policy. The first phase of the procurement was an RFQ for Statement of Qualifications (SOQ) to be submitted. Three responsive SOQs were received on November 19, 2018. A prequalification evaluation team evaluated the SOQs.

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

- Clark Construction Group-California, LP (Clark).
- S.J. Amoroso Construction Co., Inc (Amoroso).
- Webcor Builders (Webcor)

The prequalified firms submitted technical and commercial questions which were recorded and reviewed by Metro staff. Formal written answers to 65 questions were provided to the prequalified firms and other planholders. After Amendment no.11 was issued, a new round of 44 questions were received and responded accordingly.

Fifteen (15) amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on October 9, 2018, extended the SOQs due date to November 27, 2018; revised the Formal Proposals due date to March 28, 2019; and revised Section 2 Request for Qualifications and percentage of work performed by the Contractor;
- Amendment No. 2, issued on January 18, 2019, revised Formal Proposals due date to April 12, 2019 and revised the Performance Requirements;
- Amendment No. 3, issued on February 6, 2019, extended the Alternative Technical Concepts (ATCs) due date from 30 days to 40 days and revised the Design Requirements and Performance Requirements;
- Amendment No. 4, issued on March 4, 2019, revised Formal Proposals due date to April 26, 2019 and revised Performance Requirements and Schedule of Quantities (SOQs);
- Amendment No. 5, issued April 11, 2019, revised the SOQs and Performance Specifications;
- Amendment No. 6, issued on April 19, 2019, revised Submittal Requirements, SOQs, and Design Requirements;
- Amendment No. 7, issued on May 9, 2019, updated Bidder's Industrial Safety Record Pro-Form 063;
- Amendment No. 8, issued on July 15, 2019, revised Design Requirements Documents and added Early Demolition Work by another Contract;
- Amendment No. 9, issued on August 16, 2019, requested Best and Final Offers (BAFO) and established due date of September 3, 2019 (due date was extended to September 5, 2019), revised SBV/DVBE Forms, SOQS Forms and revised General Requirements, and Performance Specifications;
- Amendment No. 10, issued October 24, 2019, requested Final Revised Proposal and established due date of October 29, 2019.
- Amendment No.11, issued on August 11, 2020; reduced the Scope of Work, and revised Evaluation Criteria, Submittal Requirements, Schedule of Quantities and Prices and requested Final Revised Proposals and established due date of September 2, 2020.
- Amendment No. 12, issued August 19, 2020; revised Proposal Letter-Pro Form 052 and Schedule of Quantities and Prices Forms.
- Amendment No.13, issued August 25, 2020 revised Design Requirements.

- Amendment No.14, issued August 28, 2020 clarified Submittal Requirements, Evaluation Criteria and Schedule of Quantities and Prices.
- Amendment No.15, issued September 1, 2020; revised Performance Requirements specifically the Art Program was clarified.

Proposals were originally received on April 26, 2019 from the following firms:

1. Clark Construction Group-California LP (Clark).
2. S.J. Amoroso Construction Co., Inc. (Amoroso)

Due to the present dire economic circumstances, the original scope of work, design and budget were drastically reduced; and Project Management requested that a new amendment be issued requesting a Final Revised Proposal from both proposers. Amendment No.11 was issued greatly reducing the scope of work and a reduced budget; Metro received Final Revised Proposals from both Proposers on September 2, 2020:

1. Amoroso
2. Clark

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Project Management/Regional Rail, Project Management/Construction Management and Operations Liaison and Planning department conducted a comprehensive and robust evaluation of the Final Revised Proposals received, in accordance with the evaluation criteria and sub-criteria set forth in the RFP to assign a score and ranking.

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

- | | |
|---|------------|
| • Skills and Experience of Project Personnel | 10 percent |
| • Project Management Approach | 25 percent |
| • Project Understanding and Technical Approach | 40 percent |
| • Price | 25 percent |
| • A Prompt Payment to Subcontractors Initiative (Bonus) | 5 points |

The Proposers could opt for prompt payment initiative and earn bonus points by agreeing to pay its first-tier subcontractors for work completed prior to submitting its monthly billing to Metro.

Each proposing team was invited to make an oral presentation to the PET for the purpose of clarifying their proposal and demonstrating their understanding of Metro’s requirements. The presentation meeting format, the amount of time allowed, and general

questions asked were standardized. Oral presentations were scheduled in June 12, 2019 and July 12, 2019.

Based on a review of the initial proposals and oral presentations by both proposers, the proposals were determined to be within the competitive range. The PET held discussions with each Proposer and confirmed Proposers' understanding of the scope and appropriate approaches and plans to complete the scope of work required before the scope of work was changed in Amendment no. 11.

Amendment no. 11 requested new Revised Proposals based on reduced scope of work and budget. Metro received Proposals from both Proposers on September 2, 2020 and below is the evaluation performed by the PET.

Proposers were qualified and technically capable of performing the design and construction of the Project. S.J. Amoroso Construction Co., Inc Proposal was rated higher for Skills and Experience of Project Personnel. S.J. Amoroso Construction Co., Inc Proposal demonstrated strengths in factors and sub-factors under Project Management and Technical Approach of Proposer's capabilities, skill and experience, management approach, risk management, staffing plan, and price.

Based on the ranking below, S.J. Amoroso Construction Co., Inc offers the Best Value and is the most advantageous to Metro.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	S.J. Amoroso Construction Co., Inc.				
3	Skills and Experience of Project Personnel	96.17	10%	9.62	
4	Project Management Approach	83.67	25%	20.92	
5	Project Understanding and Technical Approach	85.00	40%	34.00	
6	Price Proposal	96.2	25%	24.05	
7	CP-5A Voluntary Subcontractor Payment Initiative (5 points Bonus)	5.00	5%	5.00	
8	Total		105%	93.59	1
9	Clark Construction Group-California LP				

10	Skills and Experience of Project Personnel	75.83	10%	7.58	
11	Project Management Approach	90.23	25%	22.56	
12	Project Understanding and Technical Approach	86.10	40%	34.44	
13	Price Proposal	92.96	25%	23.24	
14	CP-5A Voluntary Subcontractor Payment Initiative (5 Point Bonus)	5.00	5%	5.00	
15	Total		105%	92.82	2

C. Cost/Price Analysis

The recommend award price is determined to be fair and reasonable based on adequate price competition. The recommended award price to Amoroso Construction is approximately \$4.2 million lower than the second Proposer or 5% lower than Clark’s price.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Amoroso Construction	\$81,487,000	\$62,600,000	\$81,487,000*(1)

Note¹: The Award Price only includes Base Work and Provisional Sums and does not include options.

D. Background on Recommended Contractor

Amoroso is the Design-Builder and General Contractor, and Owen Group is the Principal Engineer and Architect of Record. Amoroso was founded in 1939 in San Francisco, CA and was incorporated in 1959 as S.J. Amoroso Construction Co., Inc. In June of 2008, Amoroso completed a 221,000 sq. ft. Emergency Operations Center that included a Medical Services Division, a Central Fire Station and parking structure for the City of Los Angeles in June of 2008.

In addition, Amoroso has completed two design build projects for Metro. The first was the Blue Line Station Refurbishments and Improvements project that involved the renovation of 21 stations along the Metro Blue Line corridor. The second project was the Bauchet Street Storage and Facilities Maintenance project included a design-build of a two-story 62,398 sq. ft. pre-engineered metal building. Other design build projects that Amoroso has completed include LA City College Student Union, a multi-story 60,000 sq. ft. building, a LEED Silver certified building.

Amoroso has partnered with the Owen Group to provide architectural and engineering services. The Owen Group, Inc. is a multidisciplinary design and construction services

firm. Founded in 1981 and has been ranked by ENR as a Top 500 Engineering firm and as a Top 100 Construction Management for Fee firm. Owen Group provided design/build services for Metro Division 3 Parking Structure Expansion project. Owen Group is providing full-service architecture and engineering energy efficient and sustainable designs, energy audits, Facility Condition Assessments (FCA), ADA accessibility compliance evaluations and design upgrades at the Union Station Gateway Building Engineering Management Services.

ATTACHMENT B- METRO CENTER PROJECT LOP FUNDING/EXPENDITURE PLAN			PROPOSED CASH FLOW		
ITEM NO.	EXPENDITURE COSTS SPENT TO DATE	AMOUNT	FY 21	FY 22	FY 23
1	Land Acquisition & Street Vacation	\$ 7,420,000			
2	Preliminary Engineering Design & Engineering Support Services	\$ 7,500,000			
3	Early demolition and environmental abatement	\$ 7,020,000			
4	Third Party & Agency Costs	\$ 4,290,000			
5	SUBTOTAL	\$ 26,230,000			
6	DESIGN BUILD PROJECT COSTS				
7	Contractor's Design Build Cost	\$ 81,487,000	\$ 36,669,150	\$ 40,743,500	\$ 4,074,350
8	Public Art	\$ 300,000	\$ 100,000	\$ 200,000	\$ -
9	Design Support & Construction Support Consulting Services	\$ 7,600,000	\$ 3,040,000	\$ 3,800,000	\$ 760,000
10	Third Party/Street Vacation & Agency Staff Costs*	\$ 2,700,000	\$ 1,000,000	\$ 1,300,000	\$ 400,000
11	<i>Subtotal</i>	<i>\$ 92,087,000</i>	<i>\$ 40,809,150</i>	<i>\$ 46,043,500</i>	<i>\$ 5,234,350</i>
12	13% Contingency	\$ 11,971,310	\$ 2,992,828	\$ 2,394,262	\$ 6,584,221
13	Design Build Proposal Stipend	\$ 200,000	\$ 200,000	\$ -	\$ -
	Prop 1B CTSG fees	\$ 200,000	\$ 100,000	\$ 100,000	
14	PROPOSED DESIGN BUILD PROJECT SUBTOTAL	\$ 104,458,310	\$ 44,101,978	\$ 48,537,762	\$ 11,818,571
15	TOTAL PROJECT COSTS (expenditure to date and design build costs)	\$130,688,310	\$ 44,101,978	\$ 48,537,762	\$ 11,818,571
16	GRANT FUNDING				
17	Prop 1B: California Transit Security Grant Program Funds	\$ 113,500,000	\$ 44,101,978	\$ 43,168,023	
18	Federal Emergency Management Agency (FEMA) Transit Security Grant Program	\$ 7,300,000		\$ 5,369,740	\$ 1,930,261
19	Local and/or other state and federal grants**	\$ 9,888,310			\$ 9,888,310
20	Total Grant Funding	\$120,800,000			
21	TOTAL FUNDING	\$ 130,688,310			

NOTES

* Discounted Agency staff costs from \$5 million to \$2.7 million

** Local funds will not be needed until FY 23. All grant funds will be used for 2 years.

DEOD SUMMARY

**METRO CENTER PROJECT / DESIGN & BUILD
C52151C1169-2**

A. Small Business Participation - Design

The Diversity and Economic Opportunity Department (DEOD) established a 13% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for Design. S.J. Amoroso exceeded both goals by making a 13.01% SBE commitment and a 3.01% DVBE commitment for Design.

Small Business Goal	13% SBE 3% DVBE	Small Business Commitment	13.01% SBE 3.01% DVBE
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	SBE Subcontractors	% Committed
1.	Verdical Group	1.84%
2.	A/E Tech	1.08%
3.	Safe Utility Exposure, Inc. (SUE Corp)	0.58%
4.	Faith Group, LLC	8.31%
5.	Allen Compton Associates dba SALT Landscape Architects	1.20%
	Total SBE Commitment	13.01%

	DVBE Subcontractors	% Committed
1.	Pierce/Cooley	3.01%
	Total DVBE Commitment	3.01%

B. Small Business Participation - Construction

The Diversity and Economic Opportunity Department (DEOD) established a 16% SBE goal and a 3% DVBE goal for Construction. S. J. Amoroso met both goals by making a 16.01% SBE commitment and a 3.00% DVBE commitment for Construction. To be responsive to SBE/DVBE requirements, S. J. Amoroso was required to identify all known SBE/DVBE subcontractors at the time of proposal. S. J. Amoroso listed two (2) known firms, one SBE and one DVBE, as noted below, with commitments totaling 16.01% for SBE and 3% for DVBE. In addition, S. J. Amoroso submitted an SBE/DVBE Contracting Plan identifying construction opportunities to meet its 16.01% SBE commitment and 3% DVBE commitment. S. J. Amoroso must update the Contracting Plan monthly as contract work is bid and awarded to SBE/DVBE firms.

Small Business Goal	16% SBE 3% DVBE	Small Business Commitment	16.01% SBE 3.00% DVBE
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SBE Subcontractors		% Committed
1.	Global Installation & Maintenance, Inc. DBA Global Electric	2.73%
2.	TBD – SBE Subcontractors	13.28%
Total SBE Commitment		16.01%

DVBE Subcontractors		% Committed
1.	CB Procurement	2.45%
2.	TBD – DVBE Subcontractors	.55%
Total Commitment		3.00%

C. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development (3) SBE firms and (1) DVBE firm. S. J. Amoroso submitted a COMP and has committed to identify the required protégés after award.

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

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

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Living Wage Service Contract Worker Retention Policy Applicability

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

Metro Center Project



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- C** **AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.**
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Metro Center Project Purpose

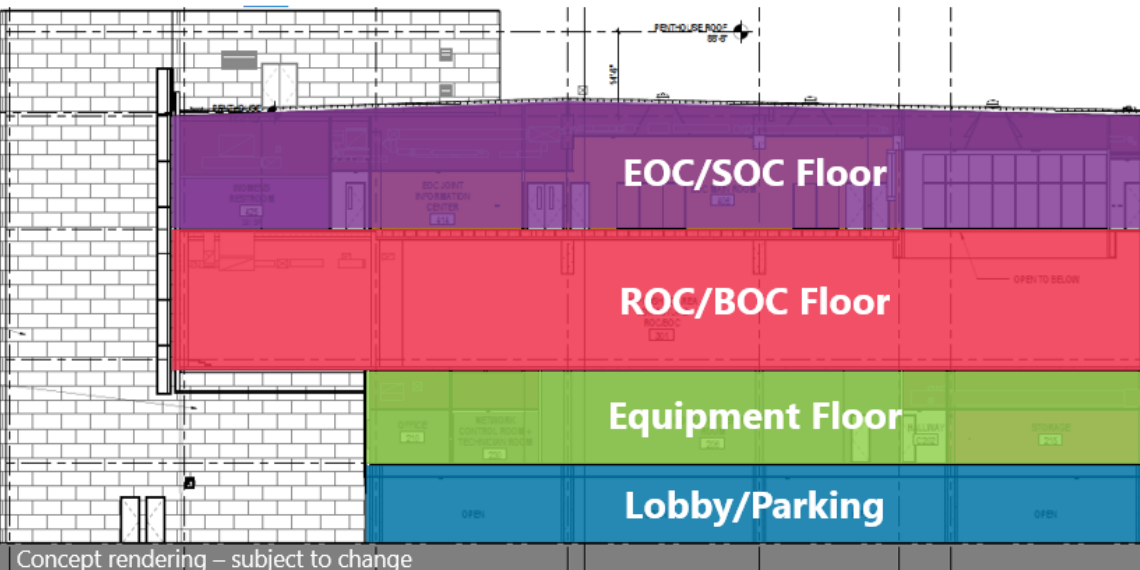


1 The Metro Center Project comprises the **co-location of the EOC and a new SOC to enhance Metro's security, disaster and counter-terrorism response capabilities to support planned and future transit expansion up to 2070.**

2 Metro's current **EOC is operating at capacity and needs to be expanded to accommodate Metro's new rail lines and upcoming National Special Security Events (NSSE), including the World Cup, College National Championships, and the Olympics.**

3 An EOC/SOC will provide **total enterprise system security and situational awareness to be proactive in enhancing the customer experience for all Metro's patrons.**

Project Background



1. Due to unprecedented financial constraints, Metro significantly reduced the scope of the project from a 4 story (80,000 SFT) building that includes one floor for the future ROC/BOC to a **1 story (26,000 SFT) building with an option for a future 2nd floor for the future ROC/BOC, if funding is available.**
2. **An Amendment of the 1-story 26,000 SFT building was issued to the two proposers in August 2020 and both proposers were responsive.**

ROC/BOC Update

An option for a future 2nd floor is included for a future ROC/BOC, if funding is available. Staff is working on **evaluating the expansion and upgrade of the existing ROC and ancillary facilities to seamlessly integrate the Gold Line Phase 2B, Westside Purple Line Sections 1, 2 and 3 rail extensions** including conducting studies and investigations, contracting professional and construction services, performing design, upgrades and expansions at the existing ROC and ancillary facilities, as required. Staff will provide recommendations to the Board on the ROC/BOC at a future meeting.



**Design Alternative 1
(Modified 1-Story)
VIEW AT CENTER STREET**

Project Funding

1 The Metro Center Project is approximately **92% funded with State grant funds in the amount of \$120.8 million**. The California State Office of Emergency Services (CalOES) awarded \$112.7 million of Proposition 1B California Transit Security Grant Program (CTSGBP) for a new emergency operations center in 2011. In 2017, CalOES reduced the amount to \$109.5 million with earned interest of up to \$4 million for a total of \$113.5 million. In addition, Security and Law Enforcement was awarded FEMA Transit Security Grant of which \$7.3 million will be used for the Metro Center Project.

Funding Source

Prop 1B California Transit Security Grant Program	\$ 113.50 M
FEMA) Transit Security Grant Program	\$ 7.30 M
<u>Local and/or other state and federal grants</u>	<u>\$ 9.88 M</u>
TOTAL	\$ 130.688 M

2 **The State Grants is expiring beginning in March 2021. The Project has expended approximately \$26.23 million of Prop 1B CTSGBP funds since 2011.**

The second set in the amount of **\$38 million will expire in March 2021** and all funds must be expended by March 2021 and invoiced to CalOES by June 2021. The last set of Prop1B CTSGBP funds in the amount of **\$45 million will expire in March 2022** and must be invoiced to CalOES by June 2022.

3 **If the Board does not approve the recommendations, Metro would have to return \$113.5 million including \$26 million in state funds already expended to date.**

Project Timeline

DATES SUBJECT TO CHANGE

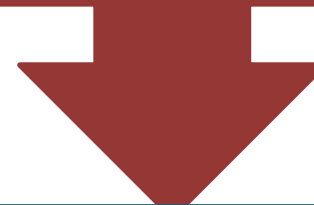
October 2020

Board Award of
Design/Build Contract



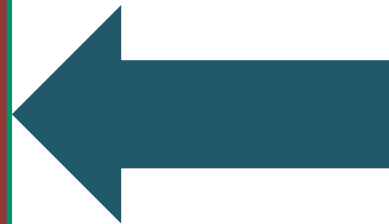
November 2020

Notice to Proceed to
Contractor



Winter 2023

Construction
Completion



December 2021

Construction Start