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

File #: 2025-0602, **File Type:** Contract **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

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

ACTION: **APPROVE RECOMMENDATION**

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of $15,943,897, subject to the resolution of protest(s), if any;

B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of $154,403,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

ISSUE

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

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis, which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030 (Attachment A). This was contingent upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT Zero Emission Bus (ZEB) purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029.

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

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

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

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

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

DISCUSSION

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

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

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

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

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

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

Impact to Budget

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

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

EQUITY PLATFORM

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

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

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

Given the progressive project delivery approach the project team will collaborate with the selected contractor while design advances to develop engagement plans and strategies that engage local stakeholders and mitigate construction impacts on neighboring communities,. Clear communication strategies and disruption minimization plans will ensure that local residents and businesses are not disproportionately burdened during project implementation. This project exemplifies Metro's commitment to advancing equity and environmental justice by ensuring that underserved communities benefit from the transition to a zero-emission bus fleet. Through thoughtful planning and execution, the ZEB Charging Infrastructure Project for Divisions 18 and 7 will deliver meaningful improvements to Metro's service and the communities it serves.

VEHICLE MILES TRAVELED OUTCOME

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support:

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - Motion 50
Attachment B - Expenditure and Funding Plan
Attachment C - Procurement Summary
Attachment D - DEOD Summary

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REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

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

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

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

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

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

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

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

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

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

   1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

   2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-emission transit vehicles;

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

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

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

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

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	$ 15,944,000	$ -	$ 5,314,000	$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	$ 81,140,000	$ -	$ -	$ 81,140,000
Professional Services (PM/CM)	$ 4,882,000	$ -	$ 1,628,000	$ 3,254,000
Other Professional Services	$ 4,948,000	$ 536,000	$ 1,269,800	$ 3,142,200
Third Party	$ 200,000	$ -	$ 200,000	$ -
Agency Labor Costs	$ 3,554,000	$ 794,000	$ 960,000	$ 1,800,000
Contingency				
Contingency (40%)	$ 43,735,000	$ -	$ 3,749,000	$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680

Source of Funds	Total			
STIP-RIP 5737	$ 9,132,000	$ -	$ 4,841,318	$ 4,290,682
STIP-RIP 5962	$ 500,000	$ -	$ 500,000	$ -
STBGP	$ 38,189,000	$ -	$ 1,156,342	$ 37,032,658
TIRCP 2022	$ -	$ -	$ -	$ -
FTA LoNo 2022	$ 25,855,300	$ -	$ -	$ 25,855,300
FTA LoNo 2024	$ 36,447,000	$ -	$ 5,662,860	$ 30,784,140
CCMAQ	$ 40,189,900	$ -	$ -	$ 40,189,900
SB 125	$ -	$ -	$ -	$ -
SCAG CRP	$ -	$ -	$ -	$ -
5307 15% FY26	$ -	$ -	$ -	$ -
Local	$ 4,090,000	$ 1,330,000	$ 960,000	$ 1,800,000
Total Project Funding	$ 154,403,200	$ 1,330,000	$ 13,120,520	$ 139,952,680

ATTACHMENT C

PROCUREMENT SUMMARY

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

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

A. Procurement Background

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

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

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

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

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

- Amendment No. 1, issued on May 30, 2025, updated the RFP Schedule, Appendices A and G, and provided a revised Form 70;

- Amendment No. 2, issued on June 6, 2025, revised DBE Phase 2 and Early Works Packages submittal requirements, Contracting Outreach and Mentoring Plan (COMP) Contract language, and provided a revised Form 70; and

- Amendment No. 3, issued on June 24, 2025, revised Attachment A of Exhibit 3 to clarify the defined term “Integrated Project Management Office (IPMO)”, and provided revised Forms 60 and 70.

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

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

B. <u>Evaluation of Proposals/Bids</u>

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

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

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

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

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

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

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

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

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

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

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

Qualifications Summary of Firms within the Competitive Range:

Clark Construction Group – CA, LP (Clark)

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

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

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

Griffith Company (Griffith)

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

Shimmick Construction Company (Shimmick)

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

A summary of the PET scores is provided below:

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

C. Cost/Price Analysis

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

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

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

D. Background on Recommended Contractor

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

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

DEOD SUMMARY

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

A. Small Business Participation

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

B. Local Small Business Enterprise (LSBE) Preference

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

C. Contracting Outreach and Mentoring Plan (COMP)

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

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

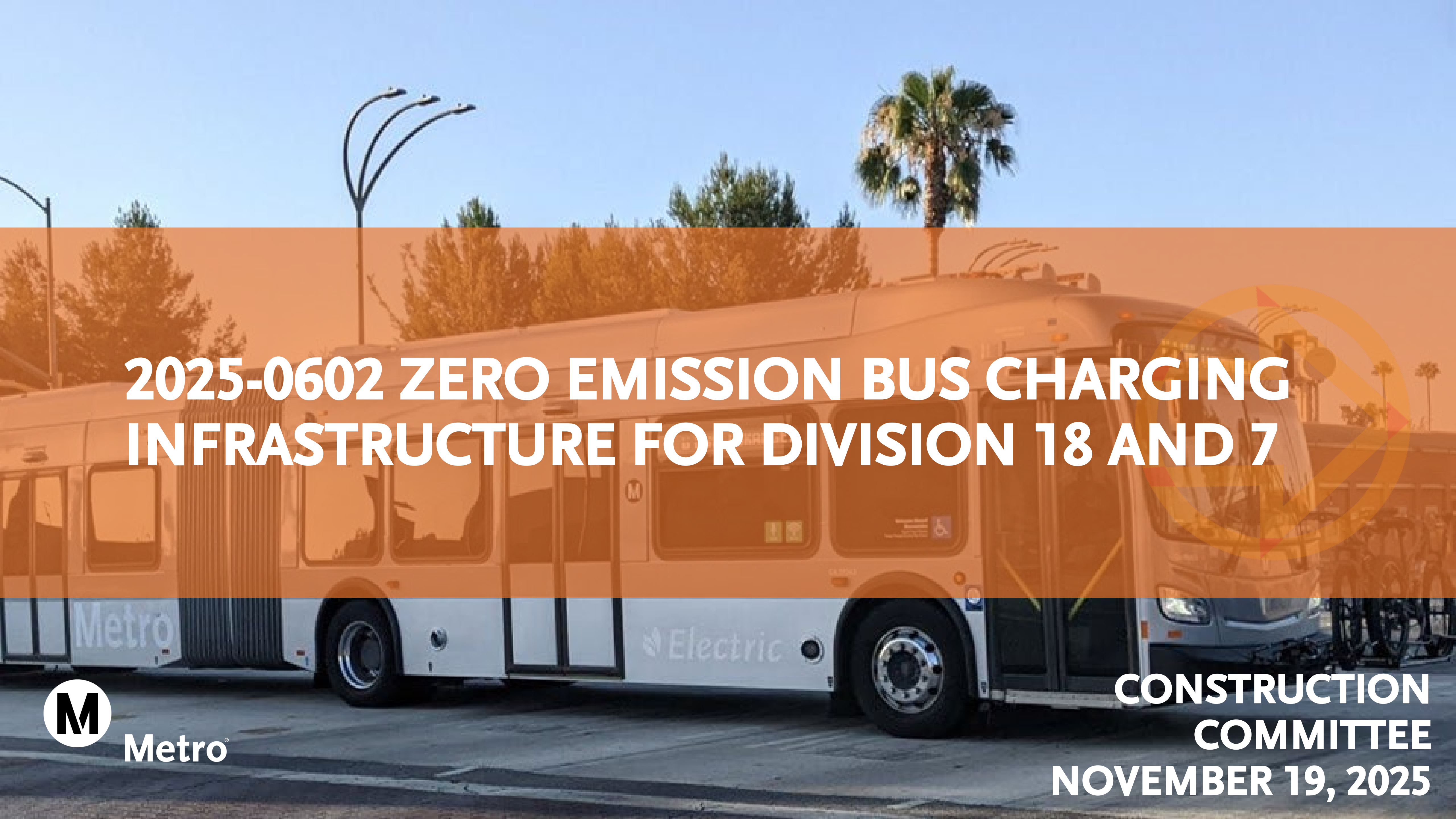
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Project Labor Agreement/Construction Careers Policy

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

G. Manufacturing Careers Policy

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



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

Metro

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

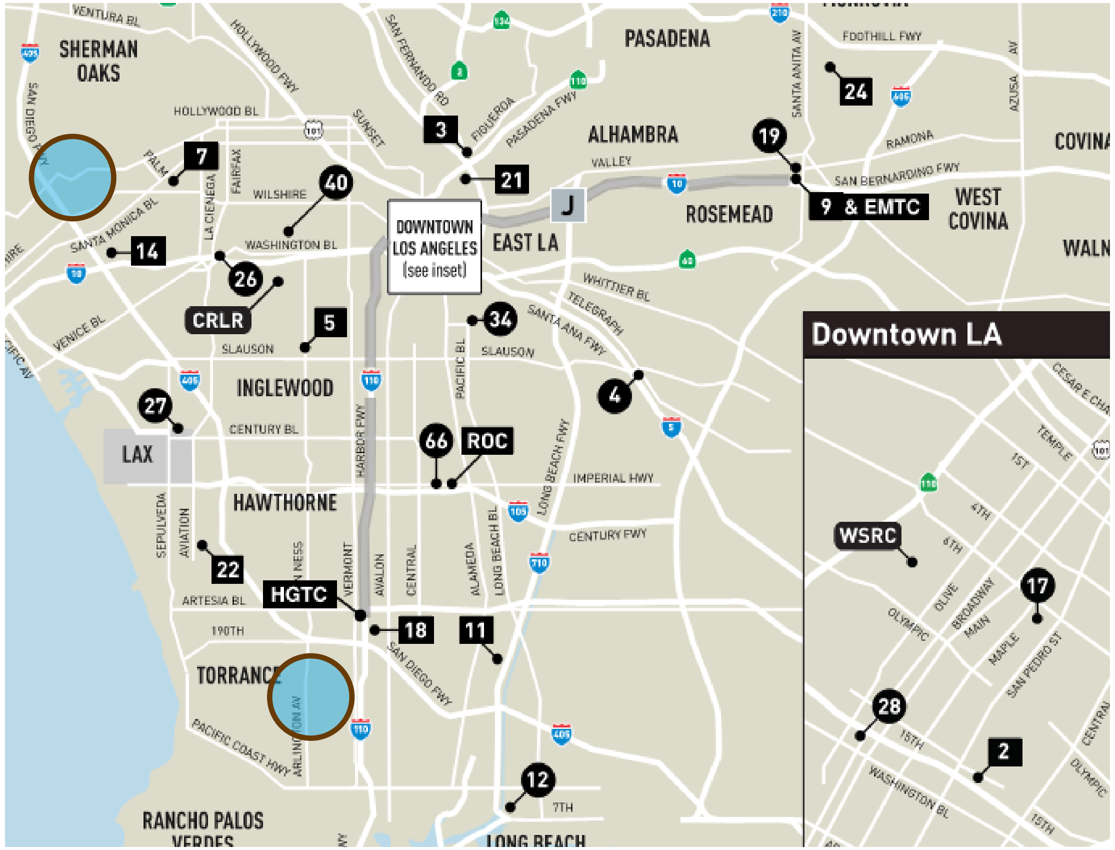
RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. **AWARD** a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of $15,943,897, subject to the resolution of protest(s), if any;

B. **ESTABLISH** a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of $154,403,000; and

C. **NEGOTIATE** and **EXECUTE** all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.



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

Metro

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

2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028

July 2017 Motion 50
2030 Goal to Electrify

Sept 2019 Last CNG Bus
Commitment to 100% ZEB

2022 ZEB Master Plan
with updates in 2023

March 2025 Board Authority
for PDBOM solicitation

May 2025 Advertisement

WE ARE HERE

2026 Phase 1
Preconstruction Services

2027 Phase 2
Final Design and Construction

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

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

Facility concept rendering from ZEB Program Master Plan (2023)

Metro

PDBOM DELIVERY MODEL AND TIMELINES

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

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

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

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

PHASE 3 – EV CHARGING OPERATIONS AND MAINTENANCE | June 2028

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

PROCUREMENT EVALUATION

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

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

PHASE 1 PRECONSTRUCTION BUDGET

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

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	$ 15,944,000	$ -	$ 5,314,000	$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	$ 81,140,000	$ -	$ -	$ 81,140,000
Professional Services (PM/CM)	$ 4,882,000	$ -	$ 1,628,000	$ 3,254,000
Other Professional Services	$ 4,948,000	$ 536,000	$ 1,269,800	$ 3,142,200
Third Party	$ 200,000	$ -	$ 200,000	$ -
Agency Labor Costs	$ 3,554,000	$ 794,000	$ 960,000	$ 1,800,000
Contingency				
Contingency (40%)	$ 43,735,000	$ -	$ 3,749,000	$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680

Source of Funds	Total			
STIP-RIP 5737	$ 9,132,000	$ -	$ 4,841,318	$ 4,290,682
STIP-RIP 5962	$ 500,000	$ -	$ 500,000	$ -
STBGP	$ 38,189,000	$ -	$ 1,156,342	$ 37,032,658
TIRCP 2022	$ -	$ -	$ -	$ -
FTA LoNo 2022	$ 25,855,300	$ -	$ -	$ 25,855,300
FTA LoNo 2024	$ 36,447,000	$ -	$ 5,662,860	$ 30,784,140
CCMAQ	$ 40,189,900	$ -	$ -	$ 40,189,900
SB 125	$ -	$ -	$ -	$ -
SCAG CRP	$ -	$ -	$ -	$ -
5307 15% FY26	$ -	$ -	$ -	$ -
Local	$ 4,090,000	$ 1,330,000	$ 960,000	$ 1,800,000
Total Project Funding	$ 154,403,200	$ 1,330,000	$ 13,120,520	$ 139,952,680

Metro