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

**Agenda - Final**

**Wednesday, September 16, 2026**

**1:00 PM**

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# Construction Committee

***James Butts, Chair***
***Rex Richardson, Vice Chair***
***Jacquelyn Dupont-Walker***
***Lindsey Horvath***
***Gloria Roberts, non-voting member***

***Stephanie Wiggins, Chief Executive Officer***

## METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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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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Requests can also be sent to boardclerk@metro.net.

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**x5** Tiếng Việt *(Vietnamese)*
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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

## Live Public Comment Instructions:

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

The Meeting begins at 1:00 PM Pacific Time on September 16, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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

## Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 16 de Septiembre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Item: 11.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

## CONSENT CALENDAR

**11. SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR** 2026-0563

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC, for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $1,000,000, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000; and

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

***Attachments:*** Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

## NON-CONSENT

**12. SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES** 2026-0480

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects – FY27 to FY31
Attachment C - DEOD Summary
Presentation

**13. SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET** 2026-0529

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

***Attachments:*** Attachment A - Doran Street GS Funding and Expenditure Plan
Presentation

**14. SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT** 2026-0658

**RECOMMENDATION**

CONSIDER:

A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of $413,786,609; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

***Attachments:*** Attachment A - Expenditure and Funding Plan

Presentation

**SUBJECT: GENERAL PUBLIC COMMENT** 2026-0664

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

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

**File #:** 2026-0563, **File Type:** Contract **Agenda Number:** 11.

**CONSTRUCTION COMMITTEE**
**SEPTEMBER 16, 2026**

**SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC**,** for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $1,000,000, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000; and

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

## ISSUE

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

## BACKGROUND

The 2028 Olympic and Paralympic Games will require a coordinated regional mobility program capable of moving spectators, athletes, workforce, volunteers, media, and everyday riders safely and efficiently across Los Angeles County. Metro, in coordination with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, the City of Los Angeles Mayor's Office, the Southern California Association of Governments, venue cities, Councils of Governments, and other regional partners, has been advancing the 2028 Games Mobility Concept Plan (MCP) to support a transit-first Games and deliver permanent mobility improvements that remain as a regional legacy after 2028. In December 2022, the Board approved the Prioritized MCP Project List. In October 2024, the Board authorized advancement of Metro-led Games Mobility Executives (GME) Surface Transportation Priority (STP) projects, including the environmental phase of light rail transit operational improvements.

As part of MCP, the A&E Line Interlock Project (Project) will improve rail operational flexibility, enhance system reliability, support shorter single-tracking headways during maintenance activities, strengthen incident recovery and turnback operations, accommodate additional train staging during demand surges, and support safe and efficient Games-time mobility operations. The Project scope includes construction of the Anaheim Street Interlock and Avenue 34 Interlock on the A Line and the Expo Bundy Interlock and Degnan Siding and Interlock on the E Line. These improvements will add new interlock, crossover, and siding infrastructure at strategic locations throughout the Metro rail network to support operational needs during routine service, maintenance activities, special events, and the 2028 Olympic and Paralympic Games. During the planning stage, the total Project cost was estimated at approximately $147.2 million and was included in the January 2026 MCP Prioritization and Funding Strategy.

## DISCUSSION

The Project is currently advancing through final design, during which contractor input is critical in terms of constructability, construction phasing, schedule, and cost estimates. Early engagement of the contractor will support procurement of long-lead materials and advancement of early work, helping maintain the Project schedule and readiness for construction, considering the fixed delivery window associated with the 2028 Games.

The proposed Preconstruction Budget is an interim budget to advance the Project through Phase 1 and does not represent the future Life of Project (LOP) budget. The total Project cost estimate will be refined as final design and Phase 1 preconstruction progress.

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

- Construction Management Support Services (CMSS) provided by Zephyr-UAS, Inc (Contract No. AE128436MC085)
- Final design services provided by HNTB Corporation (Contract No. AE128314E0132)
- Systems engineering and support services provided by SECOTrans (Contract No. AE47810E0128)
- Program Controls Support Services (PCSS) from KKCS/Triunity Joint Venture (Contract No. PS89856000)

Considerations

Staff selected the CM/GC delivery method for A&E Line Interlock Project because the Project includes multiple scopes, multiple jurisdictions, active station and public right-of-way environments, utility and third-party interfaces, grant requirements, long-lead materials, and a fixed delivery window associated with the 2028 Games. Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

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

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

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

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

discrepancies and to increase the likelihood of project success:

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

By utilizing the CM/GC approach to deliver and construct the Project, the contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses. As the Project consists of multiple interlocks, crossover, and siding improvements located along the Metro A and E Lines within existing Metro right-of-way, the Project will be implemented through multiple design and construction packages. Metro anticipates issuing EWPs from the established Phase 1 Preconstruction Budget to procure long-lead materials and equipment, including special trackwork, switches, signal systems, and related rail infrastructure components, in advance of final design completion to reduce schedule risk and support timely project delivery.

As detailed in Attachment A, the proposed Preconstruction Budget of $27,290,000 is inclusive of the following:

- All expenses incurred to date during the planning, preliminary engineering, and contract development stages.
- Phase 1 preconstruction contractor expenses (constructability reviews, cost estimating, etc.).
- Final design services and design support services during construction of Early Works Packages.
- Construction management support, program management, project controls, agency labor, and other professional services to support work through Phase 1.
- Third party expenses to support final design and Early Works Packages.
- Long-lead procurement required to meet the project schedule.

## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

Adoption of this action would authorize award of Contract No. PS140835000 to RailWorks Track Services, LLC for Phase 1 Preconstruction Services in the amount of $1,000,000 and establish a Preconstruction Budget in the amount of $27,290,000.

The funds in the amount of $3.96 million reside under Cost Center 8510 Project number 222028, under various accounts, including professional and technical services. Annual budgeting within the approved budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Preconstruction Budget is anticipated to be funded through a combination of federal, state, and local funds, including $19.6 million in Surface Transportation Block Grant (STBG) funds, $4.7 million in Fiscal Year (FY) Congressional appropriations, and 3.0 million in Proposition A 35%.

## EQUITY PLATFORM

The Project advances Metro's equity goals by improving the reliability, resiliency, and operational flexibility of the A and E Lines, which serve diverse communities throughout Los Angeles County, including many transit-dependent riders. Through the construction of new interlocks, crossovers, and siding infrastructure, the Project will support more efficient maintenance activities, reduce the impacts of service disruptions, enhance incident recovery, and improve overall rail system performance. These improvements will help provide more reliable access to jobs, education, healthcare, and other essential destinations while delivering long-term benefits to riders during and beyond the 2028 Olympic and Paralympic Games.

No Disadvantaged Business Enterprise (DBE) goal is provided for Phase 1 of the contract. The U.S. Department of Transportation issued an Interim Final Rule that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff's recommendation, RailWorks Track Services, LLC listed three certified small businesses to participate in Phase 1 of this contract.

The CM/GC RFP evaluation criteria included consideration of the proposed firm's approach to supporting Metro's community benefits and workforce development goals across all phases of the Project. During performance of the work, the CM/GC contractor will be required to collaborate with Metro and other Metro contractors to support community meetings, public notification, outreach materials, construction notices, and coordination with affected riders, businesses, stakeholders, and jurisdictions.

## 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.

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

As part of these ongoing efforts, the A&E Line Interlock Project is expected to contribute to further reductions in VMT through planning, operational, customer experience activities that will improve and further encourage transit ridership, ridesharing, bicycling, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- **Strategic Plan Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling. The Project will improve rail service reliability, operational flexibility, incident recovery, maintenance efficiency, and train headways on the A and E Lines, enabling customers to spend less time traveling.
- **Strategic Plan Goal 2:** Deliver outstanding trip experiences for all users of the transportation system. The Project includes new interlocks, crossovers, and siding improvements that will enhance service reliability, reduce the duration and impacts of service disruptions, support maintenance activities, and improve the overall customer experience on the A and E Lines.
- **Strategic Plan Goal 3:** Enhance communities and lives through mobility and access to opportunity. The Project will improve the reliability and performance of rail service connecting riders to jobs, education, services, and regional destinations throughout Los Angeles County, providing long-term benefits beyond the 2028 Games.
- **Strategic Plan Goal 4:** Transform LA County through regional collaboration and national leadership. The Project advances regional coordination for the 2028 Games while delivering permanent rail infrastructure improvements across multiple jurisdictions.

## ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended because it would delay preconstruction services, final design coordination, constructability reviews, cost estimating, phasing, risk management, and early work package planning, increasing the risk that key elements cannot be delivered before the 2028 Games.

The Board may direct staff to deliver the Project using a traditional design-bid-build approach. This is not recommended because the A&E Line Interlock Project includes multiple project types, jurisdictions, third-party interfaces, active transit environments, funding constraints, grant requirements, and an accelerated delivery schedule. A traditional delivery approach would limit early contractor input and reduce Metro's ability to manage constructability, cost, schedule, and phasing risks before construction.

## NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140835000 with RailWorks Track Services, LLC and issue a Notice to Proceed for Phase 1 Preconstruction Services. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and CMSS consultant to advance completion of the final design. Staff will continue to pursue and secure the gap funding necessary to support Phase 2 construction and will return to the Board in FY27 to seek approval of the LOP budget and authorization to advance the corresponding Phase 2 Contract Supplement.

## ATTACHMENTS

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

Prepared by: Sangjun Lee (Jun), Senior Director, Project Management, (213) 418-3330
Rafie Zamani, Senior Executive Officer, Program Management, (213) 418-3140
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Carolina Coppolo, Deputy Chief Vendor/Contract Management, (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114

Stephanie Wiggins
Chief Executive Officer

**Attachment A - Expenditure and Funding Plan**

**A & E Line Interlock Phase 1 Preconstruction Budget**

| Use of Funds | Total | Inception Thru FY26 | FY27 |
|---|---|---|---|
| Planning, Enviromental and Preliminary Engineering Services | $ 3,405,000 | $ 945,000 | $ 2,460,000 |
| Phase 1 - Preconstruction Services | | | |
| CM/GC Preconstruction Services | $ 1,000,000 | | $ 1,000,000 |
| Final Design Services | $ 4,300,000 | | $ 4,300,000 |
| CMSS Services | $ 360,000 | | $ 360,000 |
| Early Works Packages (Procurement of Long Lead Items) | $ 11,980,000 | | $ 11,980,000 |
| Other Professional Services | $ 530,000 | | $ 530,000 |
| Third Party | $ 1,700,000 | | $ 1,700,000 |
| Right Of Way | $ 0 | | $ 0 |
| Agency Costs | $ 1,635,000 | $ 155,000 | $ 1,480,000 |
| Contingency | | | |
| Contingency (10%) | $ 2,380,000 | | $ 2,380,000 |
| **Total Preconstruction Services Budget** | **$ 27,290,000** | **$ 1,100,000** | **$ 26,190,000** |
| | | | |
| **Source of Funds** | **Total** | | |
| Surface Transportation Block Grant (STBG) funds | $ 19,600,000 | $ 1,100,000 | $ 18,500,000 |
| Fiscal Year (FY) Congressional appropriations | $ 4,700,000 | | $ 4,700,000 |
| Proposition A 35% | $ 2,990,000 | | $ 2,990,000 |
| **Total Project Funding** | **$ 27,290,000** | **$ 1,100,000** | **$ 26,190,000** |

# PROCUREMENT SUMMARY

## A&E LINE INTERLOCK PROJECT
## CONSTRUCTION MANAGER/GENERAL CONTRACTOR / PS140835000

| | | |
|---|---|---|
| 1. | **Contract Number**: **PS140835000** | |
| 2. | **Recommended Vendor**: RailWorks Track Services, LLC | |
| 3. | **Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| 4. | **Procurement Dates**: | |
| | **A. Issued**: April 9, 2026 | |
| | **B. Advertised/Publicized**: April 9, 2026 | |
| | **C. Pre-Proposal Conference**: April 23, 2026 | |
| | **D. Proposals Due**: June 11, 2026 | |
| | **E. Pre-Qualification Completed**: July 15, 2026 | |
| | **F. Ethics Declaration Forms submitted to Ethics**: June 11, 2026 | |
| | **G. Protest Period End Date**: September 22, 2026 | |
| 5. | **Solicitations Downloaded**:<br>98 | **Proposals Received**:<br>4 |
| 6. | **Contract Administrator**:<br>Victor Zepeda | **Telephone Number**:<br>(213) 922-1458 |
| 7. | **Project Manager**:<br>Rafie Zamani | **Telephone Number**:<br>(213) 418-3140 |

## A. Procurement Background

This Board Action is to approve Contract No. PS140835000 issued to RailWorks Track Services, LLC to upgrade Lines A&E at four locations by adding interlock mechanisms to make Lines A&E more efficient in preparation for the 2028 Olympics. Board approval of the contract award is subject to resolution of any properly submitted protest, if any.

To generate interest in this specialty type project, a pre-solicitation meeting (in-person/virtual) was held on March 20, 2026. Request for Proposals (RFP) No. PS140835 was issued on April 9, 2026 in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal for Phase 1 and reserved its right to establish a goal for Phase 2 or Early Works Package.

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

- Amendment No. 1, issued on May 4, 2026, provided a revision to the 15% conceptual design and updated the Project Requirements (Exhibit 3).

A total of 98 downloads of the RFP were included in the Planholders' list.

A virtual pre-proposal conference was held on April 23, 2026, with 40 participants representing 14 firms. There were 39 questions received for this RFP and responses were provided prior to the proposal due date.

A total of four proposals were received on June 11, 2026, and are listed below by alphabetical order:

1. Balfour Beatty Infrastructure, Inc. (Balfour)
2. HCC/HTI, A Joint Venture (Herzog)
3. RailWorks Track Services, LLC (RailWorks)
4. Stacy-Modern Transit Constructors (SMTC)

## B. Evaluation of Proposals

The Proposal Evaluation Team (PET) consisting of staff from Program Management, Project Controls, and Construction Management 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 | 290 Points |
| • Project Understanding | 80 Points |
| • Project Approach | 390 Points |
| • Community Benefits and Workforce Development | 40 Points |
| • Price | 200 Points |

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Project Approach.

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 (range between $1,000,000 and $2,500,000).
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 45 days of Compensable Delay during Phase 1 (for evaluation purposes only) and an amount of no less than $4,000 per day.
3. Phase 2 Management Lump Sum Fee (range between $168,000 and $288,000 per month), assuming a 12-month period of performance for Phase 2 work (for evaluation purposes only).

4. Phase 2 Margin Percentage, assuming a construction cost of $39,000,000 (for evaluation purposes only).

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

1. Herzog
2. RailWorks
3. SMTC

Balfour proposed a cost element outside of the allowed range and proposed a Safety Manager without the required certifications or experience. Consequently, Balfour was deemed non-responsive to the RFP requirements and was excluded from further evaluation.

On July 9, 2026, the PET requested clarifications from firms in the competitive range in lieu of conducting interviews. Based on the responses received on July 10, the PET finalized their scores, and RailWorks was determined to be the highest ranked proposer.

**Qualifications Summary of Recommended Firm:**

RailWorks is a light and heavy rail contractor with experience in working in active operating environments. RailWorks has experience working on Metro's Blue Line Track and System Refurbishment and will serve as the CM/GC lead for its team. The firm has assembled the following team members:

1. L.K. Comstock National Transit LLC (LK Comstock) a signal, train control, communication, and traction power subcontractor (and a RailWorks company).

2. B&C Transit Inc. who will be responsible for integrating signals, system engineering, interface management, and cutover planning. The firm has participated in other Metro's projects such as Regional Connector, Blue Line modernization, and Expo Line I and II.

3. Quality Engineering Inc. will be developing the quality control plan and implementing the plan for review, conformance, NCR tracking, and close-out documentation. Similar services were provided on Expo and Crenshaw/LAX Light Rail projects.

4. American Safety Group provides safety inspection and other services on high visibility projects. American Safety Group participated in the LAX Automated People Mover and currently on Metro's East San Fernando Vally Light Rail Transit project.

5. Modern Times, Inc., will be tasked with small business strategy development to ensure adequate small business participation and compliance. Modern Times is part of the other Metro CM/GC contracts, providing similar services.

**A summary of the PET recommendation for the top-ranked firm is provided below:**

| 1 | Firm | Maximum Points | Earned Points | Total Points | Rank |
|---|---|---|---|---|---|
| 2 | **RailWorks** | | | | |
| 3 | Capability and Experience | 290 | 250.20 | | |
| 4 | Project Understanding | 80 | 66.66 | | |
| 5 | Project Approach | 390 | 335.77 | | |
| 6 | Community Benefits and Workforce Development | 40 | 35.00 | | |
| 7 | Price | 200 | 200.00 | | |
| 8 | **Total** | **1000** | | **887.63** | **1** |
| 9 | **Herzog** | | | | |
| 10 | Capability and Experience | 290 | 260.90 | | |
| 11 | Project Understanding | 80 | 70.67 | | |
| 12 | Project Approach | 390 | 344.73 | | |
| 13 | Community Benefits and Workforce Development | 40 | 36.00 | | |
| 14 | Price | 200 | 142.27 | | |
| 15 | **Total** | **1000** | | **854.57** | **2** |
| 16 | **SMTC** | | | | |
| 17 | Capability and Experience | 290 | 245.50 | | |
| 18 | Project Understanding | 80 | 67.47 | | |
| 19 | Project Approach | 390 | 335.70 | | |
| 20 | Community Benefits and Workforce Development | 40 | 36.20 | | |
| 21 | Price | 200 | 110.83 | | |
| 22 | **Total** | **1000** | | **795.70** | **3** |

## C. <u>Cost/Price Analysis</u>

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), price analysis, and fact finding.

| Proposer Name | Proposal Amount | Metro ICE (range) | Award Amount |
|---|---|---|---|
| RailWorks | $1,000,000 (Phase 1 Preconstruction Lump Sum Fee) | $1,000,000 to $2,500,000 | $1,000,000 (Phase 1 Preconstruction Lump Sum Fee) |
| | $4,000/day (Delay Compensation for Phase 1) | $4,000 (not less than) | $4,000/day (Delay Compensation for Phase 1) |
| | $160,010/month (Phase 2 Management Lump Sum Fee) | $160,000 - $288,000 | $160,010/month (Phase 2 Management Lump Sum Fee) |
| | 8% (Phase 2 Margin Percentage) | 8% - 12% | 8% (Phase 2 Margin Percentage) |
| Herzog | $1,501,369 (Phase 1 Preconstruction Lump Sum Fee) | | |
| | $10,032/day (Delay Compensation for Phase 1) | | |
| | $180,236/month (Phase 2 Management Lump Sum Fee) | | |
| | 10% (Phase 2 Margin Percentage) | | |
| SMTC | $1,403,282 (Phase 1 Preconstruction Lump Sum Fee) | | |
| | $5,000/day (Delay Compensation for Phase 1) | | |
| | $240,000/month (Phase 2 Management Lump Sum Fee) | | |
| | 11.5% (Phase 2 Margin Percentage) | | |

## D. Background on Recommended Contractor

RailWorks is headquartered in New York and has a local office in the Los Angeles area. The firm started in 1998 as a conglomerate of L.K. Comstock, PNR Railworks, and 13 other smaller firms. RailWorks specializes in working in active light and heavy rail environments as a railroad construction contractor and a rail maintenance company.

# DEOD SUMMARY

## A&E LINE INTERLOCK CM/GC PROJECT / PS140835000

### A. Small Business Participation

The Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the contract is 0%. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective, October 3, 2025. While the DBE commitment is not a factor in the staff's recommendation, RailWorks Track Services LLC (RailWorks) listed three certified small businesses to participate in Phase 1 of this contract.

For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work, and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the terms of the Contract.

### 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. Small Business Engagement Outreach Plan (EOP)

Proposers were required to submit, with its proposal, an Engagement and Outreach Plan (EOP). RailWorks submitted an EOP, as a part of its Project Approach, describing its plan for engagement and outreach to the small business community on contracting opportunities for all phases of the Work.

### D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Works Packages valued at $25 Million or more), the Contractor will be required to mentor at least two (2) certified small business firms in connection with any applicable Early Works Package and five (5) certified small business firms in connection with the Phase 2 Work, as well as host at least one small business outreach event no later than 30 days prior to submission of its Phase 2 Works Package Proposal.

### E. Living Wage Service Contract Worker Retention Policy Applicability

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

## F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this 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).

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

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

| Federally Funded Projects | | |
|---|---|---|
| Extremely / Economically Disadvantaged Worker Goal | Apprentice Worker Goal | Disadvantaged Worker Goal |
| 40% | 20% | 10% |

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

## H. 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.


# 2026-0563 A & E Line Interlock Project
# Construction Manager / General Contractor (CM/GC)

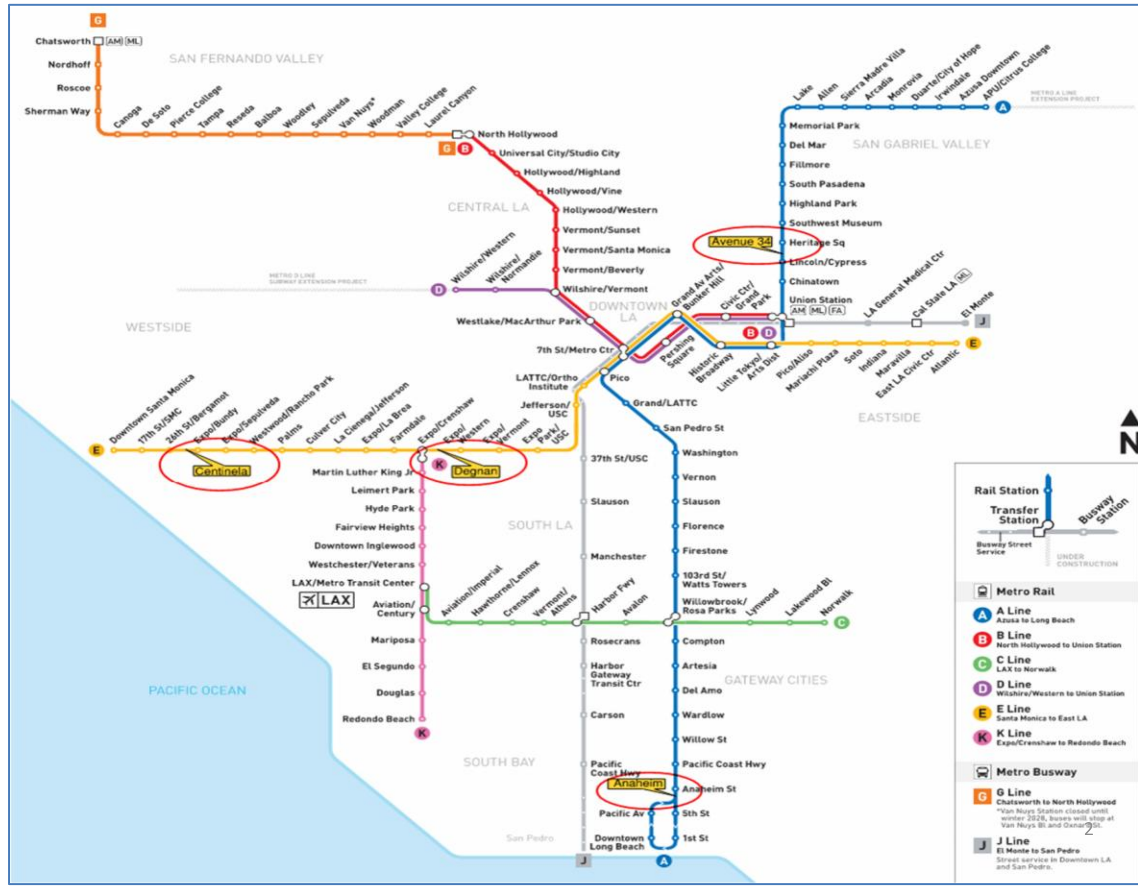
## CONSTRUCTION COMMITTEE
## SEPTEMBER 16TH, 2026

Metro

# BACKGROUND

The A & E Line Interlock Project consists of constructing interlock improvements (cross-overs, overhead catenary system, train control systems, and associated infrastructure) on the Metro A & E Lines:

- Anaheim Street (A Line)
- Avenue 34 (A Line)
- Expo/Bundy, Centinela (E Line)
- Degnan (E Line)




The Project will improve operations, safety, and service reliability by:

- Supporting shorter single-tracking headways for maintenance
- Allowing for staging trains to provide additional capacity during demand surges.

# PROCUREMENT EVALUATION

| Evaluation Criteria | Maximum Points | RailWorks | Herzog | SMTC |
|---|---|---|---|---|
| Capability and Experience | 290 | 250.20 | 260.90 | 245.50 |
| Project Understanding | 80 | 66.66 | 70.67 | 67.47 |
| Project Approach | 390 | 335.77 | 344.73 | 335.70 |
| Community Benefits and Workforce Development | 40 | 35.00 | 36.00 | 36.20 |
| Price | 200 | 200.00 | 142.27 | 110.83 |
| **Total** | **1000** | **887.63** | **854.57** | **795.70** |

| Evaluation Criteria | Range | RailWorks | Herzog | SMTC |
|---|---|---|---|---|
| Phase 1 Preconstruction Lump Sum Fee | $1,000,000 – $2,500,000 | $1,000,000 | $1,501,369 | $1,403,282 |
| Delay Compensation for Phase 1 | Not less than $4,000 Per Day | $4,000 | $10,032 | $5,000 |
| Phase 2 Management Lump Sum Fee | $160,000 to $288,000 Per Month | $160,010 | $180,236 | $240,000 |
| Phase 2 Margin Percentage | 8% – 12% | 8% | 10% | 11.5% |

# RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $ 1,000,000. subject to the resolution of any properly submitted protest(s), if any.

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000.

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

# PHASE 1 PRECONSTRUCTION BUDGET

| Use of Funds | Total | Inception thru FY26 | FY27 |
|---|---|---|---|
| **Planning, Environmental and Preliminary Engineering Services** | $ 3,405,000 | $ 945,000 | $ 2,460,000 |
| **Phase 1 - Preconstruction Services** | | | |
| CM/GC Preconstruction Services | $ 1,000,000 | | $ 1,000,000 |
| Final Design Services | $ 4,300,000 | | $ 4,300,000 |
| CMSS Services | $ 360,000 | | $ 360,000 |
| Early Works Packages (Procurement of Long Lead Items) | $ 11,980,000 | | $ 11,980,000 |
| Other Professional Services | $ 530,000 | | $ 530,000 |
| Third Party | $ 1,700,000 | | $ 1,700,000 |
| Right Of Way | $ 0 | | $ 0 |
| Agency Costs | $ 1,635,000 | $ 155,000 | $ 1,480,000 |
| | | | |
| **Contingency (10%)** | $ 2,380,000 | | $ 2,380,000 |
| **Total Preconstruction Services Budget** | **$ 27,290,000** | **$ 1,100,000** | **$ 26,190,000** |
| **Source of Funds** | **Total** | **Inception thru FY26** | **FY27** |
| Surface Transportation Block Grant (STBG) Funds | $ 19,600,000 | $ 1,100,000 | $ 18,500,000 |
| Fiscal Year (FY) Congressional Appropriations | $ 4,700,000 | | $ 4,700,000 |
| Proposition A 35% | $ 2,990,000 | | $ 2,990,000 |
| **Total Project Funding** | **$ 27,290,000** | **$ 1,100,000** | **$ 26,190,000** |

# NEXT STEPS

- Upon Board approval, staff will execute CM/GC Contract No. PS140835000 to RailWorks Track Services, LLC and issue Notice to Proceed for Phase 1 Preconstruction Services.
  - Staff will engage the CM/GC contractor to begin constructability reviews, cost estimating, schedule development, risk management, phasing and packaging analysis, and early works package planning to support ongoing design development activities and long-lead-item procurement.

- Staff will return to the Board to seek approval of the Life-of-Project (LOP) budget and authorization to advance the Phase 2 Contract Supplement.

**File #:** 2026-0480, **File Type:** Contract **Agenda Number:** 12.

**CONSTRUCTION COMMITTEE**
**SEPTEMBER 17, 2026**

**SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES**

**ACTION: APPROVE CONTRACT AWARD**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

## ISSUE

Under federal, state, and local law and to avoid fines, civil, or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and/or ongoing facilities maintenance and restoration activities. This Contract is a critical component for technical and environmental engineering support for our capital and operating projects. This Contract provides technical expertise to ensure compliance and execution of important environmental design, data generation and analysis, and environmental measurement and monitoring required by federal, state, and local jurisdictions.

## BACKGROUND

Metro's Capital Improvement Projects and ongoing facilities maintenance and restoration activities require environmental engineering and consulting services. To avoid potential fines, and civil and criminal liability, it is important that Metro remain in compliance with all applicable environmental laws and regulations. This Contract provides critical technical and environmental engineering support for many of Metro's Capital and operating projects. The scope of services contemplated by this Contract has been performed continuously for over 25 years, and this Contract will be the sixth contract under which such services have been provided. The Contract provides technical and expert environmental support for environmental compliance and execution of environmental design, data generation and analysis, and environmental measurement and monitoring as required by Federal and State statutes, regulations, and local ordinances. Additionally, this Contract is necessary to execute current risk, schedule, and cost-critical tasks, including those already in the project pipeline, and to maintain momentum in supporting the delivery of current and future projects.

For the past 25 years, Metro Environmental Services Division has contracted for Environmental Engineering and Consulting services to provide environmental and geotechnical assessments, environmental site assessments, construction and industrial stormwater monitoring, noise and vibration monitoring, air quality monitoring, soil and groundwater sampling, industrial wastewater sampling, fuel storage tank system design, permitting assistance, and other regulatory testing and reporting requirements. This contract will also provide environmental emergency response, industrial hygiene support, CalGreen/LEED/ Envision tracking and certification, and unhoused encampment response.

## DISCUSSION

This award is the Environmental Engineering and Consulting Services contract that supports environmental compliance for all of Metro's Capital Improvement Projects including the 2028 Olympic and Paralympic Games and Joint Development's 10K Home Commitment Program. The scope under the Contract includes environmental and geotechnical assessments, site assessments and remediation, hazardous materials abatement, construction and industrial stormwater monitoring, air quality monitoring, soil and groundwater sampling, industrial wastewater sampling, GASB 49 Environmental Liability Reporting, fuel storage tank system design, permitting assistance, and other regulatory testing and reporting requirements.

The Contract is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract, and the total Contract amount is the aggregate of all future Task Orders and option years under the Contract. The consultant is not guaranteed any work. When the need for environmental engineering and consulting services arises, staff will issue task orders for the required services under the scope of services. The Task Orders and changes will be funded from specific project or operations budgets which make up the Board-approved Metro budget for the particular fiscal year.

All of the task orders will be based on agreed-upon rates negotiated and determined at the onset of the contract. Staff will apply strict project controls in the execution of each task order to closely monitor the consultant's budget and the schedule. No funds will be obligated until a Task Order is awarded against a valid project.

To accomplish the services under each task order, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as needed with diverse environmental professionals such as professional engineers; registered geologists, qualified stormwater developers (QSD), Certified Industrial Hygienists (CIH), and Certified Asbestos Consultants (CAC.)

## DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will, however, increase Metro safety because sustainability-related projects and programs support the health and safety of our staff and customers who use Metro systems.

## FINANCIAL IMPACT

Contract No. EN136012EN089 is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. All task orders are individually negotiated, and the requested services from the consultant will be fully defined prior to the authorization of any funds. The Chief Program Management Officer and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order. Execution of work under task orders may 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 Metro budget for the particular fiscal year. Specific funding for this Contract will parallel the project approved by the Board under separate actions. The Executive Officers and Project Managers of each business unit and the Project Managers overseeing these projects will be responsible for providing appropriate budgets.

### Impact to Budget

The source of funds for this Contract is partially included in the department’s capital budget under Project Numbers 300012 - Site Remediation, Cost Center 8420 Environmental Compliance and Services, 202341-Environmental Compliance Capital Projects, and Account 50316 Professional and Technical Services. Funding for this Contract will be sourced directly from the budget of each individual project at the time it requires the service and must remain within each project's annual budget or Life-of-Project (LOP) budget.  These funds are not eligible for bus and rail operations.

## EQUITY PLATFORM

This Contract allows Metro projects to be responsive to environmental concerns, minimizing potential negative impacts and benefiting the community with the services the projects provide. Environmental compliance helps address the disproportionate burden that disadvantaged communities may bear by analyzing and mitigating potential impacts across a range of critical areas, including population and housing, traffic and transportation, air quality, energy, greenhouse gas emissions, public services, parks and recreation, and hazard mitigation and monitoring.

The overall Disadvantaged Business Enterprise goal for task orders funded with federal dollars is 0%. While Veridian Transit Solution 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, counting of participation, 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, an overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal was established for task orders funded with state, local, Measure M and/or Measure dollars on this Task Order contract. Veridian Transit Solutions met the goal by making an overall 28% SBE and 3% DVBE commitment.

## 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.

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro capital projects and operations, as it ensures environmental compliance throughout design, construction, and operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro's transportation system by supporting environmental compliance through providing environmental services to reduce impacts to the environment and increase system efficiency.

## ALTERNATIVES CONSIDERED

If Contract No. EN136012EN089 is not awarded, staff's ability to provide technical and environmental engineering support for many of our capital and operating projects will be limited. As a consequence, Metro would not be able to address potential and existing environmental liabilities. Furthermore, it would inhibit Metro's ability to remain in compliance with all applicable environmental laws and regulations to avoid potential fines, and civil and criminal liability.

As an alternative, Metro could perform all the environmental engineering and mitigation services in-house. However, to do so, Metro would need to hire additional staff with expertise across many subject areas, including engineers, geologists, surveyors, asbestos/lead inspectors, laboratory scientists, and UST design engineers, and Metro would also need to purchase environmental sampling and monitoring equipment. Staff does not recommend this alternative due to the high acquisition costs to procure personnel and equipment, as well as the potential for implementation and training delays.

As another alternative, Metro may solicit and award individual contracts for each environmental task on an as-needed basis. Staff do not recommend this alternative. Individually procuring these environmental and engineering services may result in inconsistencies and inefficiencies and would likely create greater cumulative administrative burden and execution costs. The various environmental and engineering services required would also have to be individually competitively procured, causing significant delays. This alternative scenario would make it challenging for Metro to provide timely responses to sensitive and emergency environmental requirements from within the agency and from regulatory agencies.

## NEXT STEPS

Upon Board approval, staff will execute Contract No. EN136012EN089 with Veridian Transit Solutions and issue Task Orders as needed for environmental engineering and consulting services.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects - FY27 to FY31
Attachment C - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES EN136012EN089

| | | |
|---|---|---|
| **1.** | **Contract Number**: **EN136012EN089** | |
| **2.** | **Recommended Vendor**: Veridian Transit Solutions | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: September 29, 2025 | |
| | **B. Advertised/Publicized**: September 26, 2025 | |
| | **C. Pre-Proposal Conference**: October 27, 2025 | |
| | **D. Proposals Due**: December 19, 2025 | |
| | **E. Pre-Qualification Completed**: April 15, 2026 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: December 22, 2025 | |
| | **G. Protest Period End Date**: September 21, 2026 | |
| **5.** | **Solicitations Downloaded**: 198 | **Proposals Received**: 7 |
| **6.** | **Contract Administrator**: **Vanessa Vingno** | **Telephone Number**: **213-922-7574** |
| **7.** | **Project Manager**: **Edgardo Gillera** | **Telephone Number**: **213-576-9221** |

## A. <u>Procurement Background</u>

This Board Action is to approve the award of Contract No. EN136012EN089, Environmental Engineering and Consulting Services, to provide qualified staff and all necessary equipment to deliver professional services for assessing, engineering, and implementing solutions to environmental issues at any Metro site. Services include, but are not limited to, providing qualified management; planning, organizing, and executing environmental services; and assisting with information required for environmental permit applications, approvals, and agreements in compliance with regulatory requirements. Board approval of the contract award is subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy, and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract for a base term of three years with two, one-year options under which services are authorized and performed on a Task Order basis at Fixed Price, Cost Plus Fixed Fee, or Time & Material.

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025, to revise DBE requirements in response to the U.S. Department of Transportation's (USDOT) Interim Final Rule (IFR).

- Amendment No. 2, issued on October 13, 2025, to revise the submittal requirements to electronic submission, delete Exhibit 2 Schedule of Quantities and Prices, and add Exhibit 13 Certification of Prospective Contractor and Lower Tier Participant Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion.
- Amendment No. 3, issued on October 22, 2025, to add Form 6 SBE/DVBE Regular Dealer Distributor Affirmation Form, and add Exhibit 12 Certification of Compliance with Federal Lobbying Requirements.
- Amendment No. 4, issued November 17, 2025, to revise submittal requirements to include Experience/Performance Questionnaire Form instructions, and add Experience/Performance Questionnaire Form.
- Amendment No. 5, issued November 21, 2025, to revise the Notice of Invitation to extend the proposal due date to December 19, 2025, and revise the validity period for a proposal submitted in response to the RFP to 150 days after the proposal due date.
- Amendment No. 6, issued December 11, 2025, to revise the Notice of Invitation, revise DBE/SBE/DVBE requirements, delete Exhibit 5, and delete submittal requirements Exhibit 1, Forms 1 and 3.

A total of 198 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 27, 2025 and was attended by a total of 57 individuals representing 41 firms. There were 70 questions received for this RFP and responses were provided prior to the proposal due date.

Seven proposals were received on December 19, 2025, from the following firms listed below in alphabetical order:

1. Arcadis U.S., Inc.
2. Geosyntec Consultants, Inc.
3. Langan CA, Inc.
4. Parsons Transportation Group Inc.
5. TRC Solutions, Inc.
6. Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)
7. WSP USA Inc.

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) comprised of staff from Transportation Planning, Program Management, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Degree of the Prime's Skills and Experience 30%
- Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team 25%
- Staff Positions Identified in the Scope of Services 25%
- Project Management Approach 20%

The evaluation criteria are appropriate and consistent with the criteria developed for other A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to Degree of the Prime's Skills and Experience.

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

During January and February, the PET evaluated all seven technical proposals. On March 2, 2026, through March 3, 2026, Metro held in-person oral presentations with all proposing firms.

The proposing firms had the opportunity to present their key personnel and 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 relating to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP.

**Qualifications Summary of the Recommended Firm:**

Veridian Transit Solutions ranked as the most qualified proposer due to its strong technical expertise, organized team structure, and proven track record of working with environmental engineering procedures. The firm's credentialed key personnel demonstrated efficiencies in geotechnical studies, water quality, resource management, and specification development, while maintaining an intimate understanding of Metro's internal processes. Their experienced staff ensure high-quality service, while established relationships with regulatory agencies facilitate efficient delivery of Metro goals. The proposal exceeds RFP requirements through a thoughtful management plan and onboarding program, a broad team of staff, and a strong grasp of Metro's Environmental Services Department project management structure that delineates program-level and project/task-level needs. A clear program management structure is supported by robust working relationships and a solid understanding of schedule, site access, and contractor coordination. The proposer's members' long history of successfully providing consulting services to Metro and other transit agencies, combined with a deep bench of highly qualified subconsultants, allows for the execution of multiple concurrent task orders. Each proposed management and professional staff member has extensive relevant experience and demonstrated exceptional knowledge of their respective scopes.

The Prime demonstrated a deep understanding of the scope of services requirements and objectives, along with the ability to handle multiple assignments and rapidly assign qualified personnel.

The final scoring was based on the evaluation of the written technical proposals, as supported by oral presentations, and clarifications received from the Proposers. The recommended most qualified firm is Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.). The results of the final scoring are shown below:

| **1** | **Firm** | **Average Score** | **Factor Weight** | **Weighted Average Score** | **Rank** |
|---|---|---|---|---|---|
| **2** | **Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)** | | | | |
| **3** | Degree of the Prime's Skills and Experience | 93.67 | 30.00% | 28.10 | |
| **4** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 94.00 | 25.00% | 23.50 | |
| **5** | Staff Positions Identified in the Scope of Services | 93.72 | 25.00% | 23.43 | |
| **6** | Project Management Approach | 93.35 | 20.00% | 18.67 | |
| **7** | **Total** | | **100.00%** | **93.70** | **1** |
| **8** | **Arcadis U.S., Inc.** | | | | |
| **9** | Degree of the Prime's Skills and Experience | 89.33 | 30.00% | 26.80 | |
| **10** | Roles and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 89.08 | 25.00% | 22.27 | |
| **11** | Staff Positions Identified in the Scope of Services | 88.32 | 25.00% | 22.08 | |
| **12** | Project Management Approach | 91.35 | 20.00% | 18.27 | |
| **13** | **Total** | | **100.00%** | **89.42** | **2** |
| **14** | **Geosyntec Consultants, Inc.** | | | | |
| **15** | Degree of the Prime's Skills and Experience | 88.67 | 30.00% | 26.60 | |
| **16** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 90.20 | 25.00% | 22.55 | |
| **17** | Staff Positions Identified in the Scope of Services | 89.08 | 25.00% | 22.27 | |
| **18** | Project Management Approach | 88.90 | 20.00% | 17.78 | |

| | | | | | |
|---|---|---|---|---|---|
| **19** | **Total** | | **100.00%** | **89.20** | **3** |
| **20** | **WSP USA Inc.** | | | | |
| **21** | Degree of the Prime's Skills and Experience | 88.50 | 30.00% | 26.55 | |
| **22** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 89.88 | 25.00% | 22.47 | |
| **23** | Staff Positions Identified in the Scope of Services | 88.32 | 25.00% | 22.08 | |
| **24** | Project Management Approach | 89.60 | 20.00% | 17.92 | |
| **25** | **Total** | | **100.00%** | **89.02** | **4** |
| **26** | **TRC Solutions, Inc.** | | | | |
| **27** | Degree of the Prime's Skills and Experience | 90.17 | 30.00% | 27.05 | |
| **28** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 88.00 | 25.00% | 22.00 | |
| **29** | Staff Positions Identified in the Scope of Services | 88.00 | 25.00% | 22.00 | |
| **30** | Project Management Approach | 88.00 | 20.00% | 17.60 | |
| **31** | **Total** | | **100.00%** | **88.65** | **5** |
| **32** | **Langan CA, Inc.** | | | | |
| **33** | Degree of the Prime's Skills and Experience | 83.33 | 30.00% | 25.00 | |
| **34** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 85.28 | 25.00% | 21.32 | |
| **35** | Staff Positions Identified in the Scope of Services | 83.08 | 25.00% | 20.77 | |
| **36** | Project Management Approach | 86.75 | 20.00% | 17.35 | |
| **37** | **Total** | | **100.00%** | **84.44** | **6** |
| **38** | **Parsons Transportation Group Inc.** | | | | |
| **39** | Degree of the Prime's Skills and Experience | 82.67 | 30.00% | 24.80 | |
| **40** | Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team | 85.00 | 25.00% | 21.25 | |
| **41** | Staff Positions Identified in the Scope of Services | 83.52 | 25.00% | 20.88 | |
| **42** | Project Management Approach | 83.35 | 20.00% | 16.67 | |
| **43** | **Total** | | **100.00%** | **83.60** | **7** |

## C. Cost Analysis

Metro completed negotiations and determined that the recommended estimated costs are fair and reasonable based on a cost analysis of labor rates, indirect rates and other direct costs in accordance with Metro's Acquisition Policy. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 and established provisional indirect cost rates for the first year of the contract, subject to retroactive Contract adjustments upon completion of any necessary audits. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the contract awaiting audit. Metro negotiated a fixed fee factor that will be used to establish a fixed fee dollar amount for each Task Order based on the total estimated cost negotiated for the Task Order.

| **Proposer: Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)** | | | |
|---|---|---|---|
| **Contract Duration** | **Proposal Amount** | **ICE** | **Recommended Amount** |
| Base Period – 3 Years | $44,772,922.49[(1)] | $50,809,289.35 | $44,772,922.00 |
| Option Year 1 | $14,787,002.13[(1)] | $14,530,698.22 | $14,787,002.00 |
| Option Year 2 | $14,808,571.96[(1)] | $13,421,634.67 | $14,808,572.00 |
| Totals | $74,368,496.58 | $78,761,622.24 | $74,368,496.00 |

(1) The proposal amount is based on the Metro established staffing plan. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

## D. Background on Recommended Contractor

Veridian Transit Solutions is a joint venture between Kleinfelder, Inc. and Polytechnique Environmental, Inc. Kleinfelder has previously served as the prime contractor for the Metro Environmental Engineering contract, with Polytechnique acting as a subconsultant.

Kleinfelder, Inc. (Kleinfelder), a California Corporation headquartered in San Diego, California, has been in business since 1961, and is a leader in the fields of engineering, architecture, and science consulting. Kleinfelder has nearly 2,800 employees across 74 offices across the United States, Canada, and Australia. They have been working in Los Angeles since 1984. Kleinfelder has previously performed environmental services and construction support for capital projects under various Metro contracts since 2008 and has successfully performed contracts of identical scope, size, and complexity for Metro and other public agencies.

Polytechnique Environmental, Inc. (Polytechnique), headquartered in Cerritos, California, is a Los Angeles County environmental engineering company. The proposed team has successfully delivered environmental support for capital projects for the transportation industry, including all phases of environmental engineering, design, construction, and the complex real estate development process. Polytechnique staff members have provided responsive, high-quality environmental services to Metro for over 25 years, and are currently supporting Metro with engineering, compliance, and sustainability projects as a subconsultant.

## LA Metro

**5 Year Forecast for Environmental Engineering Services Contract**
**Date: 6/15/26**

| Projects | Year 1 | Year 2 | Year 3 | Year 4 (Option Yr 1) | Year 5 (Option Yr 2) | Total |
|---|---|---|---|---|---|---|
| | Total Estimated Contract Value | Total Estimated Contract Value | Total Estimated Contract Value | Total Estimated Contract Value | Total Estimated Contract Value | Total Estimated Contract Value |
| **Contractor Consultancy Only** | | | | | | |
| **Programs** | | | | | | |
| Air Quality Compliance Program | $50,000.00 | $50,000.00 | $50,000.00 | $40,000.00 | $50,000.00 | $240,000.00 |
| Construction Haz Waste Program | $200,000.00 | $200,000.00 | $200,000.00 | $100,000.00 | $200,000.00 | $900,000.00 |
| Construction Water Program | $200,000.00 | $200,000.00 | $200,000.00 | $200,000.00 | $200,000.00 | $1,000,000.00 |
| Environmental Risk and Liability (GASB 49/83) | $15,000.00 | $15,000.00 | $15,000.00 | $18,000.00 | $18,000.00 | $81,000.00 |
| Industrial general Permit (IGP) Vault Water Pump Out | $750,000.00 | $750,000.00 | $748,000.00 | $750,000.00 | $750,000.00 | $3,748,000.00 |
| Industrial Waste Water (IWW) | $750,000.00 | $750,000.00 | $750,000.00 | $750,000.00 | $750,000.00 | $3,750,000.00 |
| Low Impact Development( LID) Program | $200,000.00 | $200,000.00 | $200,000.00 | $200,000.00 | $300,000.00 | $1,100,000.00 |
| Pre-Construction (Env Support) pre bid demolition, haz mat remediation/risk mitigation | $1,000,000.00 | $2,500,000.00 | $1,500,000.00 | $1,500,000.00 | $1,500,000.00 | $8,000,000.00 |
| Real Estate/Joint Development Support | $300,000.00 | $300,000.00 | $200,000.00 | $200,000.00 | $200,000.00 | $1,200,000.00 |
| Permitting (Army Corps, AQMD, RWQCB, DTSC) | $100,000.00 | $100,000.00 | $100,000.00 | $100,000.00 | $100,000.00 | $500,000.00 |
| Fuel Tank System Design and Operation Support | $1,000,000.00 | $1,000,000.00 | $1,000,000.00 | $1,000,000.00 | $1,000,000.00 | $5,000,000.00 |
| Water Quality Compliance Support and Services | $250,000.00 | $250,000.00 | $250,000.00 | $250,000.00 | $250,000.00 | $1,250,000.00 |
| Environmental Consulting and Emergency Response Services | $300,000.00 | $300,000.00 | $300,000.00 | $250,000.00 | $300,000.00 | $1,450,000.00 |
| Commissioning/ Cal Green Support | $250,000.00 | $250,000.00 | $250,000.00 | $300,000.00 | $250,000.00 | $1,300,000.00 |
| **Projects** | | | | | | |
| California Drop Forge (CDF) Hilda Solis Housing | $100,000.00 | $100,000.00 | $50,000.00 | $50,000.00 | $50,000.00 | $350,000.00 |
| Crenshaw Northern Expansion | $15,000.00 | $15,000.00 | $25,000.00 | $25,000.00 | $25,000.00 | $105,000.00 |
| Chatsworth ADA | $50,000.00 | $0.00 | $0.00 | $0.00 | $0.00 | $50,000.00 |
| D20 Portal Widening- D/B/B | $250,000.00 | $250,000.00 | $180,890.00 | $250,000.00 | $250,000.00 | $1,180,890.00 |
| Doran Street and Broadway (Regional Rail) | $50,000.00 | $50,000.00 | $0.00 | $0.00 | $0.00 | $100,000.00 |
| East SF Valley Transit -PDB | $500,000.00 | $500,000.00 | $500,000.00 | $300,000.00 | $300,000.00 | $2,100,000.00 |
| Eastside Phase 2 | $250,000.00 | $250,000.00 | $500,000.00 | $750,000.00 | $783,937.00 | $2,533,937.00 |
| Greenline (C Line Ext) | $100,000.00 | $300,000.00 | $300,000.00 | $600,000.00 | $600,000.00 | $1,900,000.00 |
| Hi-Tech Remediation | $275,000.00 | $250,000.00 | $150,000.00 | $0.00 | $81,635.00 | $756,635.00 |
| Highway Programs | $250,000.00 | $250,000.00 | $200,000.00 | $150,000.00 | $200,000.00 | $1,050,000.00 |
| I-105 Express Lanes | $150,000.00 | $150,000.00 | $150,000.00 | $150,000.00 | $200,000.00 | $800,000.00 |
| I-405 Wall-D/B/B | $25,000.00 | $25,000.00 | $25,000.00 | $50,000.00 | $50,000.00 | $175,000.00 |
| I-5 HOV-D/B/B | $150,000.00 | $150,000.00 | $150,000.00 | $150,000.00 | $200,000.00 | $800,000.00 |
| I-605 | $25,000.00 | $46,210.00 | $0.00 | $0.00 | $0.00 | $71,210.00 |
| Link US - CMGC | $300,000.00 | $300,000.00 | $300,000.00 | $250,000.00 | $300,000.00 | $1,450,000.00 |
| Location 64 GW Remediation | $200,000.00 | $200,000.00 | $100,000.00 | $0.00 | $0.00 | $500,000.00 |
| Lone Hill to White (Regional Rail) | $50,000.00 | $23,400.00 | $0.00 | $0.00 | $0.00 | $73,400.00 |
| Metro Command and Control Center "MC3" (*formerly ROC BOC*) | $75,000.00 | $100,000.00 | $200,000.00 | $213,304.00 | $200,000.00 | $788,304.00 |
| MOL G (Orange) Line BRT Improvements Project | $150,000.00 | $75,000.00 | $25,000.00 | $0.00 | $0.00 | $250,000.00 |
| North Hollywood to Pasadena BRT | $150,000.00 | $150,000.00 | $150,000.00 | $0.00 | $0.00 | $450,000.00 |
| Olympic Support | $1,500,000.00 | $2,000,000.00 | $2,000,000.00 | $2,000,000.00 | $2,200,000.00 | $9,700,000.00 |
| PLE1 - D/B | $100,000.00 | $25,000.00 | $0.00 | $0.00 | $0.00 | $125,000.00 |
| PLE2 - D/B | $400,000.00 | $400,000.00 | $0.00 | $0.00 | $0.00 | $800,000.00 |
| PLE3 - D/B | $750,000.00 | $750,000.00 | $0.00 | $0.00 | $0.00 | $1,500,000.00 |
| Sepulveda Transit Corridor | $2,500,000.00 | $2,400,000.00 | $2,000,000.00 | $3,000,000.00 | $2,300,000.00 | $12,200,000.00 |
| Small Capital Projects Support | $150,000.00 | $150,000.00 | $150,000.00 | $90,698.00 | $150,000.00 | $690,698.00 |
| TCN-Adjacent Development | $50,000.00 | $50,000.00 | $0.00 | $0.00 | $0.00 | $100,000.00 |
| Vermont BRT Corridor | $50,000.00 | $150,000.00 | $150,000.00 | $200,000.00 | $150,000.00 | $700,000.00 |
| Southeast Gateway Line | $299,422.00 | $350,000.00 | $500,000.00 | $600,000.00 | $600,000.00 | $2,349,422.00 |
| ZEB (Division Upgrades) | $200,000.00 | $200,000.00 | $200,000.00 | $300,000.00 | $300,000.00 | $1,200,000.00 |
| **Overall ROM** | **$14,479,422.00** | **$16,524,610.00** | **$13,768,890.00** | **$14,787,002.00** | **$14,808,572.00** | **$74,368,496.00** |

**Notes:**

Project costs assumed to include any escalation

# DEOD SUMMARY

# ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES
# EN136012EN089

## A. Small Business Participation

The overall Disadvantaged Business Enterprise (DBE) goal for task orders funded with federal dollars is 0%. An overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal was established for task orders funded with state, local, Measure M and/or Measure dollars on this Indefinite Delivery/Indefinite Quantity (IDIQ) Contract. Veridian Transit Solutions met the goal by making an overall 28% SBE and 3% DVBE commitment.

Proposers were encouraged to form teams that included SBE and/or DVBE firms without specific work schedules or dollar value commitments. In response to a specific Task Order request with a defined scope of work, Veridian Transit Solutions will be required to identify SBE and/or DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitment will be determined based on cumulative participation of all Task Orders awarded.

| | | | |
|---|---|---|---|
| **Small Business Goal** | **0% DBE<br>28% SBE<br>3% DVBE** | **Small Business Commitment** | **0% DBE<br>28% SBE<br>3% DVBE** |

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | Polytechnique Environmental, Inc. | TBD |
| 2. | 2R Drilling/Tri County Drilling, | TBD |
| 3. | Asset Laboratories | TBD |
| 4. | AVA Environmental, Inc. | TBD |
| 5. | Bancroft Construction Services | TBD |
| 6. | California Barricade, Inc. | TBD |
| 7. | Colbert Environmental Group, LLC. | TBD |
| 8. | CSDA Design Group | TBD |
| 9. | CTI Environmental, Inc. | TBD |
| 10. | FRS Environmental | TBD |
| 11. | Global Asr Consulting, Inc. | TBD |

| | | |
|---|---|---|
| 12. | Gregg Drilling, LLC | TBD |
| 13. | JTL Consultants | TBD |
| 14. | Morgner Construction Management | TBD |
| 15. | MugenKioku Corporation | TBD |
| 16. | Northgate Environmental Management, Inc. | TBD |
| 17. | OFRS, Inc. | TBD |
| 18. | Panacea, Inc. | TBD |
| 19. | SafeProbe, Inc. | TBD |
| 20. | Schweitzer & Associates, Inc. | TBD |
| 21. | Spectrum Geophysics, Inc. | TBD |
| 22. | Tri Span, Inc. | TBD |
| 23. | Veteran Drilling | TBD |
| 24. | Wagner Engineering & Survey, Inc. (WES) | TBD |
| 25. | Watearth, Inc. | TBD |
| 26. | Western Environmental Services | TBD |
| | **Total SBE Commitment** | **28%** |

| | **DVBE Subcontractors** | **% Committed** |
|---|---|---|
| 1. | Aurora Industrial Hygiene | TBD |
| 2. | Bancroft Construction Services | TBD |
| 3. | Calvada Surveying, Inc. | TBD |
| 4. | Fryman Management, Inc., | TBD |
| 5. | Veteran Drilling | TBD |
| | **Total DVBE Commitment** | **3%** |

## B. <u>Project Labor Agreement/Construction Careers Policy (PLA/CCP)</u>

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

**C. Prevailing Wage Applicability**

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

**D. Living Wage Service Contract Worker Retention Policy Applicability**

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

**E. 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.

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

# ENVIRONMENTAL ENGINEERING & CONSULTING SERVICES

Construction Committee
September 17, 2026

Metro

METRO PROVIDES EXCELLENCE IN SERVICE AND SUPPORT.

# Recommendations



A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

# Background

ENVIRONMENTAL ENGINEERING & CONSULTING SERVICES

For over 25 years, Metro Environmental Services Division has awarded IDIQ contracts for Environmental Engineering and Consulting Services providing:

- Environmental & Geotechnical Assessments
- Site Assessment & Remediation
- Hazardous Materials Abatement
- Stormwater and Water Resource Management/Monitoring
- Construction Noise & Vibration Monitoring/Mitigation
- Soil, Groundwater, and Wastewater Sampling
- Fuel Storage Tank System Design
- Environmental Documentation & Permitting Support
- Environmental Liability Reporting

This IDIQ contract awards work on a Task Order basis, based on project needs, and provides the flexibility to respond to urgent or unforeseen conditions.

# Preliminary Project List



- 2028 Olympic & Paralympic Games related improvements but not limited to those funded by the Reconnecting Communities & Neighborhoods grant program
- Joint Development's 10K Home Commitment Program
- East San Fernando Valley Light Rail Transit Project
- Southeast Gateway Line
- Metro BRTs – NoHo to Pasadena & Vermont Transit Corridor
- Sepulveda Transit Corridor
- California Drop Forge (Hilda Solis Care First Village)
- Metro Facilities Fuel Storage Tank System Upgrades

*This is a preliminary list and projects may be added based on actual need and available funding.*

# Procurement Evaluation

ENVIRONMENTAL ENGINEERING & CONSULTING SERVICES

| Evaluation Criteria | Degree of Prime's Skills & Experience | Role & Relevant Experience & Capability of the Firms on the Prime Contractors Team | Staff Positions Identified in the Scope of Services | Project Management Approach | Total Score (Weighted Avg. Score) |
|---|---|---|---|---|---|
| Maximum Points | 30 | 25 | 25 | 20 | **100** |
| Veridian Transit Solutions | 28.10 | 23.50 | 23.43 | 18.67 | **93.70** |
| Arcadis US, Inc. | 26.80 | 22.27 | 22.08 | 18.27 | **89.42** |
| Geosyntec Consultants Inc. | 26.60 | 22.55 | 22.27 | 17.78 | **89.20** |
| WSP USA Inc. | 26.55 | 22.47 | 22.08 | 17.92 | **89.02** |
| TRC Solutions, Inc. | 27.05 | 22.00 | 22.00 | 17.60 | **88.65** |
| Langan CA, Inc. | 25.00 | 21.32 | 20.77 | 17.35 | **88.44** |
| Parsons Transportation Group Inc. | 24.80 | 21.25 | 20.88 | 16.67 | **83.60** |

Goals & Commitments: 28% SBE, 3% DVBE

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

**File #:** 2026-0529, **File Type:** Project **Agenda Number:** 13.

**CONSTRUCTION COMMITTEE**
**SEPTEMBER 16, 2026**

**SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

## ISSUE

The Doran Street Grade Separation Project (Project) has completed 100 percent final design plans, and it is in receipt of construction bids for the Segment 1 - City of Glendale portion of the Project. A phased and segmented procurement strategy is being implemented to meet financial, regulatory, right-of-way, and third-party coordination requirements. Staff is requesting Board approval of the LOP, which includes all phases of the Project from environmental, planning, and design to construction, including all third-party and soft costs.

Establishing the LOP budget is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the State Transit and Intercity Rail Capital Program (TIRCP) funds.

## BACKGROUND

The Project serves a critical rail corridor utilized by Metrolink, Amtrak, Union Pacific, and future operations of the California High-Speed Rail. The Project will construct a new vehicle bridge extending from West San Fernando Road in the City of Glendale, passing underneath State Route 134, and connecting to the existing Fairmont Avenue Bridge.

At its May 2011 meeting, the Board authorized $6.6 million to improve safety at the intersection of Doran Street and the Metro-owned right-of-way. In 2014, the Broadway/Brazil crossing improvements were completed to provide the first safety enhancements for the project area. Due to the West San Fernando Road and Broadway/Brazil Street signalized intersection changing from stop control to a signalized configuration, the crossing experienced significant traffic congestion and a high volume of complaints from the public and business owners. Due to this congestion and associated safety issues, CPUC has required the closure of this crossing and to provide an alternate access to the affected public and business owners.

In 2015 (SB 348), the California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California. With 18 recorded pedestrian and vehicular incidents since 1976, the CPUC issued an initial ruling that Doran Street should be converted to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built.

At its January 2017 meeting, the Board advanced the Doran Street and Broadway/Brazil Grade Separation Project that proposed the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise, and improve vehicle and pedestrian safety and mobility. At its January 2021 meeting, the Board approved the advancement of the Doran Street Grade Separation Project and authorized advancement of final design and project development.

Environmental clearance for the Project has been completed. The Project received a California Environmental Quality Act (CEQA) Notice of Exemption in 2019 and a National Environmental Policy Act (NEPA) Categorical Exclusion determination from the FRA in 2025.

## DISCUSSION

### Findings

The Project addresses one of the most heavily trafficked and high-risk rail crossings in the region, where frequent train movements create conflicts with vehicles, pedestrians, and cyclists. The Project will eliminate the existing at-grade crossing and replace it with a grade-separated vehicle bridge, improving safety, reducing traffic delays, and enhancing rail operations and reliability.

Key components of the Project include construction of a grade-separated crossing, new roadway alignments, pedestrian and bicycle improvements, and coordination with regional rail operators.

The Project is being delivered using a Design-Bid-Build approach and is currently advancing through PS&E and Right-of-Way acquisition. To maintain project momentum and address differences in jurisdictional readiness, construction will be implemented in two segments, both of which are included in the requested LOP:

- Segment 1, within the City of Glendale, is further advanced and will proceed to construction first.
- Segment 2 within the City of Los Angeles is expected to be advertised for construction in Fall 2026.

Considerations

Approval of this action will allow Metro to proceed with construction activities while maintaining the project schedule.

The Project is partially funded through the State of California TIRCP funds. Establishing the LOP budget is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the TIRCP funds.  Delays in advancing the Project, including delays in executing the grant agreement, would jeopardize access to committed State funding.

The proposed action will establish the LOP budget based on Metro Independent Cost Estimate for Segment 1, updated cost estimates associated with design development, and estimated construction costs of Segment 2, right-of-way activities, construction planning, and third-party coordination. Establishment of the LOP will support the timely advancement of the Project into construction.

The proposed LOP budget is comprehensive for the Project and encompasses phases from environmental review, planning, and design through construction. It includes all third-party and soft costs.

## DETERMINATION OF SAFETY IMPACT

The Doran Street at-grade railroad crossing has a documented and longstanding history of serious safety incidents that establishes a clear and compelling need for grade separation. Since 1976, the crossing has experienced 18 train vehicle or train pedestrian collisions, resulting in five fatalities and at least one serious injury, prompting formal safety hearings and arbitrations by the CPUC. The crossing carries approximately 90 passenger and freight trains per day, including Metrolink commuter rail, Amtrak intercity service, and heavy freight traffic, a level of rail activity that the CPUC has consistently identified as presenting elevated and unacceptable risk for roadway users and pedestrians. Based on this collision history and operational context, the CPUC has repeatedly classified Doran Street as a high-risk and hazardous crossing where continued at-grade operation poses ongoing safety concerns. CPUC Order Instituting Investigation on the Commission's Own Motion into Closure of the Highway-Rail At-Grade Crossing at West Doran.

The CPUC has further determined that interim safety measures are insufficient to address the long-term risks at the Doran Street crossing and has directed Metro to advance permanent grade separation as the sole effective safety remedy. Through multiple decisions and enforcement actions, including Resolution TED300 and Decision 1901008, the CPUC has conditioned continued interim operations on demonstrated progress toward ultimate closure of the at-grade crossing, most recently granting a time extension in January 2024 only after full construction funding was secured. The project also addresses broader regional and statewide rail safety objectives, as the corridor is expected to support increased passenger rail service and future highspeed rail operations, which are incompatible with at-grade roadway crossings. Accordingly, the Doran Street Grade Separation Project is necessary to comply with CPUC safety directives, eliminate a known collision hazard, and protect roadway users, pedestrians, and rail passengers both now and as rail service expands in the future.

Approval of this item advances the elimination of an at-grade crossing, directly reducing the potential for rail-related incidents and improving response times for emergency services. The Project is being designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

## FINANCIAL IMPACT

Adoption of the Project LOP would enable award of the construction contract for Segment 1, City of Glendale, thereby, assisting Metro achieve the period of performance requirements of the TIRCP grant ($21,300,000) and be able to expend this grant to the extent possible.

Upon Board approval, the additional funds required for FY27 will be added to the adopted budget.

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

### Impact to Budget

The Project is fully funded with $116,242,594 in local, state and federal grants as shown in Attachment A - Funding and Expenditure Plan. These sources are not eligible for Metro bus or rail operating purposes.

## EQUITY PLATFORM

The Project operates on Metrolink's Antelope Valley Line and is located at the boundary of the City of Glendale and the City of Los Angeles (Atwater Village area) serving areas designated as "moderate need" under the Metro Equity Need Index (MENI). The surrounding communities to the south, southeast, and north of the project area include approximately 68% low-income households, 20% households with no access to a vehicle, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

By eliminating the at-grade crossing, the Project will directly benefit communities in the Cities of Glendale and Los Angeles by improving safety, mobility, and access across a heavily utilized rail corridor.

The Project will more broadly benefit and serve commuters on a critical rail corridor utilized by Metrolink and Amtrak, Metrolink serves as a primary commuter rail system connecting various counties and cities, including Los Angeles. According to Metrolink's 2025 Onboard Survey, the median household income of Antelope Valley Line riders is $40,823. Systemwide, 39% of Metrolink riders report annual household incomes below $50,000. The survey also found that the average Metrolink rider is 51 years old and that Hispanic riders comprise 40% of systemwide ridership, making them the largest ethnic group of Metrolink riders.

This Project will enhance accessibility in alignment with American with Disabilities Act (ADA) requirements by acquiring right of way to construct sidewalks and ADA ramps.

## 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.

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes planning that encourages driving alone or increased vehicle travel by rerouting cars to longer roads and removing some pedestrian and bicycle access which therefore slightly worsens VMT. However, this project does enable some more reliability and possibly more frequent rail service in the future, which could have the effect of reducing VMT, but those improvements to rail service are not included as part of this project. Similarly, future phases of work are planned to build a ped bridge across the soon-to-be-closed west leg of the intersection and the rail crossing. This could mitigate the loss of multimodal access noted above, which could have the effect of reducing VMT, but those improvements to pedestrian access are not included as part of this project.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

The Project will improve safety and mobility by eliminating an at-grade rail crossing and enhancing connectivity for all users, including pedestrians, cyclists, and motorists.

## ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval of the LOP budget. This is not recommended as the LOP is based on actual bids for Phase 1 that provide accurate construction costs. Also, the LOP budget approach is consistent with Metro's capital project delivery approach. Additionally, schedule delays and cost overruns will occur if the LOP budget is not approved

Given the safety concerns at the Doran Street at-grade crossing, not moving forward with this action would not allow Metro to meet CPUC requirements to pursue closure of the at-grade crossing, and would fail to improve safety conditions for vehicles, pedestrians, and rail operations, and would not address ongoing traffic delays or emergency access constraints in the corridor.

Additionally, if this action is deferred, Metro would not be able to meet the grant reimbursement requirements of the State Transit and Intercity Rail Capital Program Cycle 6 award in the amount of $21,300,000. Delays may jeopardize committed State funding and create a potential funding gap.

## NEXT STEPS

Upon Board approval of the LOP budget, staff will award the construction contract for Segment 1 in the City of Glendale and begin construction of the project. In addition, staff will issue the Invitation for Bid (IFB) documents for Segment 2 in the City of Los Angeles.

## ATTACHMENT

Attachment A - Doran Street GS Funding and Expenditure Plan

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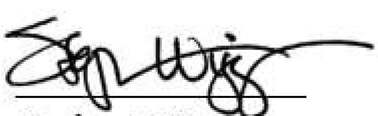


Stephanie Wiggins
Chief Executive Officer

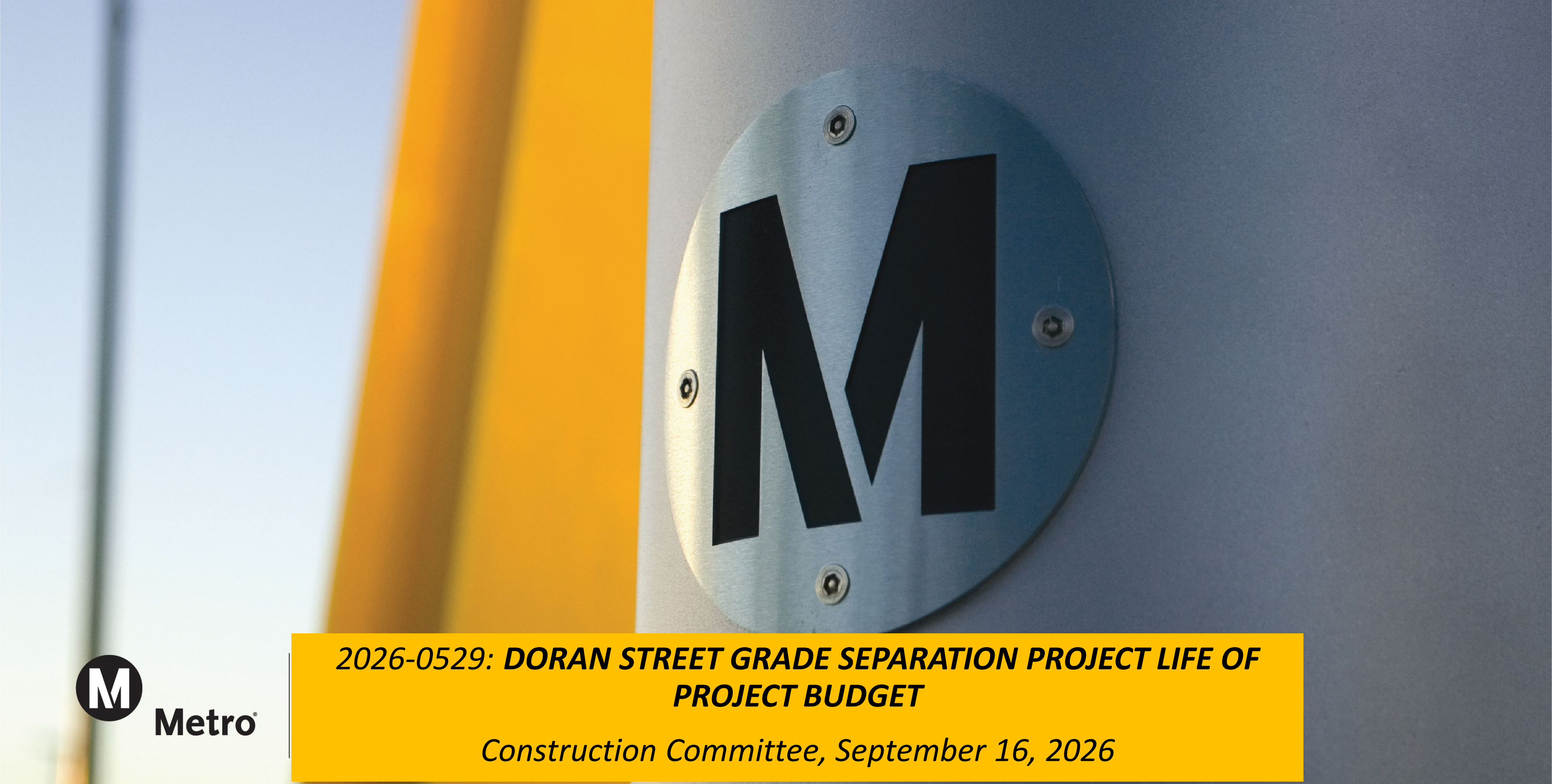
## ATTACHMENT A

### Doran Street Grade Separation Project
### Funding/Expenditure Plan

| ($ in millions) | Proposed LOP Budget | Prior Years | FY27 | FY28 | FY29 | FY30 | Total | % of Total |
|---|---|---|---|---|---|---|---|---|
| **Uses of Funds** | | | | | | | | |
| Planning, Environmental & Preliminary Engineering | 2.9 | 2.9 | - | - | - | - | 2.9 | 2.5% |
| Final Design | 9.9 | 5.9 | 3.2 | 0.4 | 0.3 | 0.1 | 9.9 | 8.5% |
| Right-of-Way | 5.9 | 1.4 | 3.0 | 1.5 | - | - | 5.9 | 5.1% |
| Construction Management Support and Other Soft Costs* | 24.0 | 4.8 | 3.5 | 7.2 | 6.5 | 2.1 | 24.0 | 20.7% |
| Construction | 60.8 | - | 17.5 | 20.0 | 14.3 | 9.0 | 60.8 | 52.3% |
| Contingency | 12.7 | - | 3.2 | 3.2 | 3.2 | 3.2 | 12.7 | 10.9% |
| **Total Project Cost** | **116.2** | **15.1** | **30.3** | **32.3** | **24.2** | **14.3** | **116.2** | **100.0%** |
| **Sources of Funds** | | | | | | | | |
| Measure R 3% | 61.8 | 13.9 | 7.1 | 17.6 | 13.8 | 9.5 | 61.8 | 53.2% |
| Railroad Crossing Elimination (FRA-RCE) | 33.1 | 0.9 | 2.3 | 14.7 | 10.4 | 4.9 | 33.1 | 28.5% |
| Transit and Intercity Rail Capital Program (TIRCP) | 21.3 | 0.3 | 21.0 | - | - | - | 21.3 | 18.3% |
| **Total Project Funding** | **116.2** | **15.1** | **30.3** | **32.3** | **24.2** | **14.3** | **116.2** | **100.0%** |

** Other soft costs include metro labor, legal, 3rd party testing, and etc.*

Los Angeles County Metropolitan Transportation Authority



Metro

## *2026-0529:* ***DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET***

*Construction Committee, September 16, 2026*

# RECOMMENDATION

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

Metro

# ISSUE

- The Project has completed 100 percent final design plans, and construction bids have been received for Segment 1 – City of Glendale.
- A phased and segmented procurement strategy is implemented to meet regulatory, right-of-way, and third-party coordination requirements.
- The requested LOP includes all phases of the Project from environmental, planning, and design to construction, including all third-party and soft costs.
- Establishing the LOP is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for TIRCP funds.

# BACKGROUND

- In 2015, CPUC identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California.
- The corridor is utilized by Metrolink, Amtrak, Union Pacific, and future California High-Speed Rail operations.
- The Project will construct a new vehicle bridge from West San Fernando Road in Glendale, passing underneath SR-134, and connecting to the existing Fairmont Avenue Bridge.
- Environmental clearance is complete: CEQA Notice of Exemption (2019) and FRA NEPA Categorical Exclusion (2025).

# PROJECT DELIVERY STRATEGY

- Design-Bid-Build approach with construction implemented in two segments.
  - Segment 1 – City of Glendale: further advanced and will proceed to construction first.
  - Segment 2 – City of Los Angeles: expected to be advertised for construction in Fall 2026.
- Delays in advancing the Project would jeopardize access to committed State funding.

Metro

# NEXT STEPS

Upon Board approval of the Life-of-Project (LOP) budget, staff will:

1. Award the construction contract for Segment 1, City of Glendale.
2. Issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles.

**File #:** 2026-0658, **File Type:** Budget **Agenda Number:** 14.

**CONSTRUCTION COMMITTEE**
**SEPTEMBER 16, 2026**

**SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of $413,786,609; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

## ISSUE

At its February 2026 meeting, the Board authorized a Preconstruction Budget for Phase 1 for the Vermont Transit Corridor BRT Project, which included preconstruction services (constructability reviews, construction staging and phasing development, construction scheduling, estimating and price build-up). Since that time, Metro staff have worked with the Construction Manager/General Contractor (CM/GC), Design Consultant, City of Los Angeles and County of Los Angeles to collaboratively advance the design, complete field investigations, undergo constructability reviews and explore scope refinement and value engineering opportunities. The Project is nearing completion of Phase 1 of the CM/GC contract and is now ready to establish the Life-of-Project budget. Establishment of the LOP budget is a required next step to maintain the Project delivery schedule.

## BACKGROUND

The Project is a 12.4-mile BRT corridor with 26 stations at 13 major locations along Vermont Avenue. The corridor extends from Sunset Boulevard, connecting to the Vermont/Sunset Metro B Line Station in Hollywood, to 120th Street, south of the Vermont/Athens Metro C Line Station.

The corridor serves densely populated communities including East Hollywood/Los Feliz, Koreatown, University Park/Exposition Park, and South Los Angeles, with approximately 2.5 miles at the southern end extending into the unincorporated West Athens and Westmont communities.

Major destinations along the corridor include the University of Southern California, BMO Stadium, the Exposition Park Museums, Kaiser Permanente Los Angeles, Children's Hospital Los Angeles, and Los Angeles City College.

Metro's existing local and rapid bus services on Vermont Avenue, Lines 204 and 754, currently operate in a very high-ridership corridor with approximately 38,000 weekday boardings, projected to increase to approximately 56,000 by 2045.

Existing service experiences significant performance deficiencies in speeds, schedule reliability, and passenger comfort due to severe congestion and operating conditions. The Project will provide a premium BRT service incorporating dedicated side-running bus lanes, enhanced stations and passenger amenities, transit signal priority, and other improvements intended to increase transit performance and reliability.

The Project is expected to attract approximately 12,000 new daily riders when it opens.

The Project goals are to:

- Improve Transit Performance;
- Enhance Customer Experience; and
- Invest in Community.

The Project also supports Metro Strategic Plan goals to provide high-quality mobility options that enable people to spend less time traveling, deliver outstanding trip experiences for users of the transportation system, and enhance communities and lives through mobility and access to opportunity.

## DISCUSSION

To date, the Project has been funded under an authorized initial preconstruction budget of $198.46 million. Staff recommends establishing a $413,786,609 Life-of-Project budget, inclusive of the preconstruction budget of $198.46 million, to provide the comprehensive fiscal framework to complete the Project. The proposed LOP budget encompasses all incurred and forecasted Project cost, including Metro labor and non-labor costs, professional and support services, environmental and planning activities, final design, preconstruction services, utilities, right-of-way, third-party coordination, construction, contingency, and other costs necessary for Project delivery. A detailed breakdown of the proposed LOP budget and funding sources is provided in Attachment A - Funding and Expenditure Plan.

### Constructability Reviews and Preconstruction Services

Under the Construction Manager/General Contractor (CM/GC) delivery method, Griffith Company is providing integrated preconstruction services concurrent with advancement of the design. These services include value engineering, constructability reviews, construction phasing, maintenance-of-traffic planning, utility coordination, schedule optimization, and progressive cost estimating.

This collaborative process allows Metro, the designer working under a separate contract, and CM/GC to identify and address constructability, scope, sequencing, and cost considerations as the design advances, reducing the potential for engineering rework and improving construction readiness. Early field investigations and utility coordination are also being advanced to reduce the potential for unforeseen conditions to affect the construction schedule.

Early Works Packages & Field Continuity

The CM/GC delivery framework allows Metro to advance Early Works Packages (EWPs) for time-critical and enabling activities ahead of the primary construction package. Select initial EWPs are funded within the existing preconstruction authorization, while additional packages are currently being developed and are anticipated for authorization and execution beginning in Q4 2026.

Establishing the full Life-of-Project budget at this stage provides the fiscal capacity necessary to transition from preconstruction into successive construction activities as individual packages become ready for execution. This approach reduces the potential for administrative funding constraints to interrupt planned work and supports continuity of construction activities necessary to maintain the Project delivery schedule.

CM/GC Cost Development and Negotiations

Construction pricing is being progressively developed as individual design packages advance. The CM/GC has prepared successive Opinion of Probable Construction Cost (OPCC) estimates through a transparent, open-book process, and Metro is independently evaluating and reconciling those estimates using Independent Cost Estimates (ICE), quantity reviews, constructability analysis, and other cost-validation measures.

The cost estimate developed by Metro to support the Federal Transit Authority (FTA) grant process was subject to FTA review and formed the basis of the Project's federalized project cost.  As design has advanced, the CM/GC's OPCC cost development has provided an additional market-based validation of that estimate.  Current CM/GC cost information is generally aligned with the Project's established cost framework and together with the Project's contingency and ongoing cost validation process, provides staff confidence that the recommended Life-of-Project budget is sufficient to complete the Project.

Because CM/GC pricing is developed progressively, final negotiated construction pricing will occur as design packages achieve the appropriate level of maturity. Approval of the proposed LOP budget does not constitute approval or acceptance of the CM/GC's current estimates or final construction pricing. Construction pricing will continue to be independently validated and negotiated in accordance with Metro's established CM/GC processes prior to execution of the applicable construction agreements.

The Federal Transit Authority executed the Single Year Grant Agreement (SYGA) on September 2, 2026, the Project's Total Federalized Project Cost was established at $370.6 million. The recommended $413,786,609 Life-of-Project budget incorporates the $370.6 million federalized project framework together with concurrent non-SYGA project activities. These concurrent activities include the planning/environmental phase of the Project, real estate, certain community relation expenses, and public artwork which would be locally funded to support the Project's full delivery requirements.

The recommended Life-of-Project budget also includes appropriate contingency and management reserves to address identified and potential Project risks throughout final design and construction. These provisions provide sufficient fiscal capacity to manage uncertainty associated with construction, utilities, third-party requirements, market conditions, and other delivery risks without establishing an expectation that the full authorized amount will be expended.

Establishing the Life-of-Project budget at this stage creates an overall fiscal framework within which Metro can actively manage and advance the Project while CM/GC pricing continues to mature. The Life-of-Project budget establishes the Project's overall funding capacity and does not predetermine the value of the future CM/GC construction agreement. Metro will continue to independently validate and negotiate construction pricing prior to committing funds for subsequent construction packages.

This approach provides sufficient budget authority to maintain continuity of Project delivery while preserving cost discipline, continued FTA coordination, and Metro's ability to negotiate fair and reasonable construction pricing.

<u>Metro Cost Benefit Analysis and Economic Impact</u>

At its July 2025meeting, the Board approved a methodology framework for a Cost Benefit Analysis (CBA) to be conducted on Metro capital projects at key milestones to support investment and funding decisions, such as establishment of Life-of-Project budgets.

As part of the CBA, a Benefit-Cost Ratio (BCR) analysis was conducted to compare monetized costs of the Project, including the Life-of-Project capital cost, as well as anticipated maintenance and operating costs, to a set of monetizable benefits of the Project. While not all project benefits and costs are monetizable, the Metro BCR analysis does include monetized values of travel time savings, accident cost savings, safety benefits, emission cost savings, and active transportation health benefits over a 20-year operating period, through mid-2048.

Regional economic benefits are also included in the CBA, which consist of increased employment and economic output from spending on the capital and operating costs of the project and due to regional mobility improvements that provide greater access to jobs and allow for increased personal consumption.

Together, the CBA and evaluation of economic impact find that with the proposed Life-of-Project budget, the Project performs as follows:

- For every dollar invested, the Project is expected to return $26.60 in monetizable benefits over 20 years following the start of revenue service.
- Direct spending on the Project (including capital, operations and maintenance expenditures) is estimated to generate an annual average of 258 new jobs. The Project also is estimated to

produce about $1.2 billion in economic output for the Los Angeles County economy through 2045 (in 2026 dollars) due to direct spending on construction and operations, indirect spending on supporting industries (materials and services), and induced spending by the workers that are supported by the Project.

- Regional mobility improvements from the Project, as reflected primarily by the 51,676 additional daily boardings systemwide in 2045, are expected to provide access to employment opportunities and create an annual average of 1,876 new jobs. The increased employment and mobility in turn will lead to additional sales and consumption of goods and services, increasing economic output in Los Angeles County. This total economic output is estimated to increase by $25.8 billion (in 2026 dollars) through 2045 because of the Project.

## DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will allow the Project to advance improvements to existing transit facilities, sidewalks, streets, traffic signals, lighting, signs, pavement markings, and related infrastructure along the Vermont Avenue corridor.

The Project will provide enhanced BRT stations and passenger amenities and improve accessibility, transit operations, lighting, visibility, pedestrian movements, and overall passenger safety.

Construction phasing, maintenance-of-traffic planning, utility coordination, and safety considerations are being incorporated during preconstruction to minimize disruption and manage safety risks during construction.

## FINANCIAL IMPACT

### Impact to Budget

The current fiscal year's budget is allocated under Cost Center 8510, Project No. 471402 and 871402, across various accounts, including Professional and Technical Services. Upon approval of the Life-of-Project budget, staff will manage Project expenditures within the Board-approved fiscal year budgets. As this is a multiyear project, future fiscal year budgets will be the responsibility of the Project Manager, Cost Center Manager, and Chief Program Management Officer. Funding sources for FY27will be comprised of Proposition C, SB1 Local Partnership Program, Small Starts, Congestion Mitigation & Air Quality Program, and FTA Community Project Funding. These funding sources are not eligible to fund operations.

### Multiyear Impact

The Project's Total Federalized Project Cost established in connection with the FTA Single Year Grant Agreement is $370.6 million. The proposed $413,786,609 Life-of-Project budget includes the $370.6 million FTA-eligible project cost and $43,186,609 in costs outside of the FTA-eligible project subtotal. These costs include $21,785,380 in pre-award authority costs incurred through FY26 and $21,401,230 in other non-FTA eligible costs required to support comprehensive Project delivery.

The Project funding is programmed from Measure M, Proposition C, SB 1 Local Partnership Program, Transit and Intercity Rail Capital Program, FTA Small Starts, Congestion Mitigation and Air Quality Program, and FTA Community Project Funding.
The proposed $413,786,609 LOP budget is fully funded from a combination of federal, state, and local sources.

- Local - Measure M - $25,000,000
- Local - Proposition C - $44,485,609
- State - SB1 Local Partnership Program - $81,061,000
- State - Transit & Intercity Rail Capital Program - $5,000,000
- Federal - Small Starts - $149,900,000
- Federal - Congestion Mitigation & Air Quality Program - $106,340,000
- Federal - FTA Community Project Funding - $2,000,000

A detailed breakdown of the funding sources and anticipated expenditures by fiscal year is provided in Attachment A - Funding and Expenditure Plan.

Approval of the LOP budget establishes the overall fiscal framework for delivery of the Project and does not constitute authorization to expend the entire LOP amount in a single fiscal year. Project expenditures will be incorporated into and managed through Metro's annual budget process based on the anticipated expenditure schedule .

## EQUITY PLATFORM

The Project area is comprised of Equity Focus Communities (EFCs) within the City of Los Angeles and County of Los Angeles and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations via the 13 planned stations located in EFCs.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Korea, and Tagalog to name a few), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit intercept surveys to reach current riders who were otherwise unable to attend meetings.

## 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, the Vermont Transit Corridor Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative along Vermont Avenue. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project (as forecasted by the CBM18B model [Metro, 2019b]) by the associated station-to-station (or comparable zone-to-zone) trip distances. The estimated user benefit is a savings of about 85,000 VMT resulting in the removal of 37 metric tons of CO2 daily due to the implementation of the Project. A dedicated BRT lane can move 3 times the number of people per hour than a mixed traffic lane. This analysis was conducted as part of the Vermont Transit Corridor Planning and Environmental Study and aligns with the State statuary goals of reducing greenhouse gas emissions and increasing multimodal transportation networks.

*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

Recommendation supports:

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

## ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed LOP budget and direct staff to evaluate alternative procurement, scope, or project delivery strategies.

Staff does not recommend this alternative because it could require additional procurement, redesign, negotiation, or project-development activities and could result in schedule delays and increased costs.

The CM/GC delivery strategy was selected in part to support early construction, schedule flexibility, integrated preconstruction services, real-time cost and scope management, early utility-risk mitigation, and segment-by-segment construction advancement.

Delaying establishment of the LOP could affect the Project's ability to maintain its planned delivery schedule.

## NEXT STEPS

Upon Board approval of the LOP budget, staff will proceed with the actions described in this report. Construction is anticipated to begin in Fall of 2026, with Revenue Service anticipated in June 2028 in advance of the 2028 Olympic and Paralympic Games.

## ATTACHMENT

Attachment A - Funding and Expenditure Plan

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Stephanie Wiggins
Chief Executive Officer

**Attachment A - Expenditure and Funding Plan**
**Vermont Transit Corridor BRT Life-of-Project Budget**

| Use of Funds | Total | Inception Thru FY26 | FY27 | FY28 | FY29 |
|---|---|---|---|---|---|
| Planning, Environmental and Preliminary Engineering Services | $ 14,758,037 | $ 13,426,189 | $ 1,331,848 | $ - | $ - |
| CM/GC Contract | | | | | |
| CM/GC Phase 1 - Preconstruction Services | $ 4,800,000 | $ 1,267,449 | $ 3,532,551 | $ - | $ - |
| CM/GC Phase 2 - Construction + Early Works Packages | $ 247,416,109 | $ - | $ 83,070,745 | $ 164,345,365 | $ - |
| Final Design Services | $ 25,436,350 | $ 6,369,572 | $ 19,066,778 | $ - | $ - |
| CMSS Services | $ 21,356,091 | $ 1,564,502 | $ 6,212,773 | $ 6,808,009 | $ 6,770,807 |
| Other Professional Services | $ 13,111,883 | $ 441,546 | $ 4,166,851 | $ 5,025,320 | $ 3,478,165 |
| Third Party/Legal Services | $ 4,179,139 | $ 586,508 | $ 1,127,762 | $ 1,235,811 | $ 1,229,058 |
| Right of Way | $ 1,883,385 | $ 13,275 | $ 1,870,110 | $ - | $ - |
| Agency Costs | $ 15,469,931 | $ 2,198,710 | $ 4,165,966 | $ 4,565,101 | $ 4,540,155 |
| Contingency | | | | | |
| Contingency | $ 22,189,074 | $ - | $ 10,236,396 | $ 11,217,129 | $ 735,549 |
| FTA Eligible Sub-Total | $ 370,600,000 | $ 25,867,751 | $ 134,781,780 | $ 193,196,734 | $ 16,753,734 |
| Pre-Award Authority Costs | $ 21,785,380 | $ 21,785,380 | $ - | $ - | $ - |
| Non-FTA Eligible Costs | $ 21,401,230 | $ - | $ 10,903,065 | $ 6,085,933 | $ 4,412,232 |
| Non-FTA Eligible Sub-Total | $ 43,186,609 | $ 21,785,380 | $ 10,903,065 | $ 6,085,933 | $ 4,412,232 |
| **Total Life-of-Project Budget** | **$ 413,786,609** | **$ 47,653,130** | **$ 145,684,845** | **$ 199,282,667** | **$ 21,165,966** |

| Source of Funds | Total | | | | |
|---|---|---|---|---|---|
| Local - Measure M | $ 25,000,000 | $ 25,000,000 | $ - | $ - | $ - |
| Local - Proposition C | $ 44,485,609 | $ 17,653,130 | $ 2,500,000 | $ 3,166,513 | $ 21,165,966 |
| State - SB1 Local Partnership Program (LPP) | $ 81,061,000 | $ - | $ 46,184,845 | $ 34,876,155 | |
| State - Transit & Intercity Rail Capital Program (TIRCP) | $ 5,000,000 | $ 5,000,000 | $ - | $ - | $ - |
| Federal - Small Starts | $ 149,900,000 | $ - | $ 75,000,000 | $ 74,900,000 | $ - |
| Federal - Congestion Mitigation & Air Quality Program (CMAQ) | $ 106,340,000 | $ - | $ 20,000,000 | $ 86,340,000 | $ - |
| Federal - FTA Community Project Funding | $ 2,000,000 | $ - | $ 2,000,000 | $ - | $ - |
| **Total Project Funding** | **$ 413,786,609** | **$ 47,653,130** | **$ 145,684,845** | **$ 199,282,667** | **$ 21,165,966** |


# We're planning a new way to ride on Vermont.

VERMONT TRANSIT CORRIDOR

Life of Project Budget Presentation
2026-0658 Construction Committee

# Vermont Transit Corridor BRT Project

RECOMMENDATION:

Consider

- ESTABLISH a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit Project in the amount of $413,786,609; and
- AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

# Vermont Transit Corridor BRT Project


## Project Overview

- 12.4-mile BRT corridor
- Sunset Boulevard to 120th Street
- 26 stations at 13 major locations
- Dedicated side-running bus lanes
- Connections to Metro B/D, E and C Lines
- Approximately 38,000 existing weekday boardings

# Purpose & Need for Project

> **Growing Travel Market:** High level of transit trips on corridor projected to grow over time; transit use is higher than County average

> **Deteriorating Traffic Conditions:** Constrained right-of-way along segments of corridor results in increased operating conflicts, inefficient movement of people, decreased safety

> **Degrading Transit Reliability:** Transit travel times, service quality and reliability are significantly impacted by traffic congestion all day; causes unreliable travel times and decreases rider confidence in service

> **Increasing Transit Dependency:** Corridor has disproportionately high proportion of transit-dependent riders; communities along corridor more likely to depend on public transit as their only source of transportation

> **Poor Safety and Customer Experience Conditions:** Poor conditions around transit stops or discourage riders; facilities often absent, in poor condition or in disrepair contributing to unsafe or uncomfortable waiting conditions and negative experiences or interactions

# Life of Project Budget

| Use of Funds | Total |
|---|---|
| Planning Phase | $14,758,037 |
| CM/GC Contract | |
| Phase 1 - Preconstruction | $4,800,000 |
| Phase 2 - Construction | $247,416,109 |
| Final Design Services | $25,436,350 |
| CMSS Services | $21,356,091 |
| Other Professional Services | $13,111,883 |
| Third Party/Legal Services | $4,179,139 |
| Right of Way | $1,883,385 |
| Agency Costs | $15,469,931 |
| Contingency | |
| Contingency | $22,189,074 |
| FTA Eligible Sub-Total | $370,600,000 |
| Pre-Award Authority Costs | $21,785,380 |
| Non-FTA Eligible Costs | $21,401,230 |
| Non-FTA Eligible Sub-Total | $43,186,609 |
| Total Life-of-Project Budget | $413,786,609 |

# Source of Funds

| Source of Funds | Total |
| --- | --- |
| Local - Measure M | $ 25,000,000 |
| Local - Proposition C | $ 44,485,609 |
| State - SB1 Local Partnership Program (LPP) | $ 81,061,000 |
| State - Transit & Intercity Rail Capital Program (TIRCP) | $ 5,000,000 |
| Federal - Small Starts | $ 149,900,000 |
| Federal - Congestion Mitigation & Air Quality Program (CMAQ) | $ 106,340,000 |
| Federal - FTA Community Project Funding | $ 2,000,000 |
| **Total Project Funding** | **$ 413,786,609** |

# Next Steps

Following Board action, staff will:

- Advance additional Early Works Packages and construction activities seamlessly, maximizing field flexibility and capturing potential schedule gains
- Execute Phase 2 Supplement for total project scope