Rail Operations, Maintenance & Support Services

Industry Event (MSOP150-20)
February 15, 2019

Metrolink Maintenance Support Facility
2700 Melbourne Avenue
Safety Briefing

- **First Aid & AED:** In hallway between elevator & kitchen
  - AED, First Aid: **Sabina Lu**

- **Warehouse Exits**

- **Evacuation/Muster Location:** (1) West Parking Lot or (2) Cul-de-sac
  - Evacuation: **Fia AhSue, Darrell Maxey, Aggie Nesh, Sabina Lu**
  - Sign-in/Head count: **Armine Menemshyan**

- **Fire:** Don’t fight the fire, fire extinguisher located on each warehouse column if needed to evacuate facility

- **Earthquake:** Duck, cover & hold. Evacuate only when safe to do so

- **Active Shooter:** First Run. Then Hide. Last resort – Fight.

- **Call 9-1-1:** **Aggie Nesh**, Escort 1st Responders: **Tu Nguyen**

- **Watch for:** Tripping hazards (chairs/cords), wet slippery areas near exits, don’t block exits

**Location:** MSF, 2700 Melbourne Ave, Pomona
Call SOC for security issues: (866) 640-5190
Call DOC for injuries: (909) 596-3584
House Keeping

- Cellphones on silent
- Sign up sheet for
  - One-one-One sessions with Metrolink
  - Field Visits Sat 2/16
- Access to restrooms, follow signs
  - Through Signal Lab or
  - Left of screen
- Wi-fi info posted near Refreshment tables
- Power Station
  - Electrical outlets & USB ports
  - Leave devices at the station
Agenda

- Metrolink’s Goals & Opening Statements
- Scope, Continuous Improvement Plan
- Regulations, Safety & Compliance
- 10:30 am Coffee Break – 30 minutes
- DBE and Labor Compliance
- Indemnity, Insurance & Bonding
- Overview of Field Visits
- Final remarks & Open discussion
- 1:00 pm End of session
WELCOME FROM OUR CEO

STEPHANIE WIGGINS
Metrolink Goals

The authority is looking for a **partner** in its role as a leading transportation service provider, providing outstanding customer experiences and accountability.

**Vision:**

- **Customer First:** safest, most reliable, innovative and customer focused
- **Safety & Security:** Improve culture
- An **integrated system** within Southern California
- **Modernized Business Practices:** data driven, technology focused

“Create Value, Exceed Expectations”
OPENING REMARKS
Opening Statements

➢ Thank you for attending and participating

➢ We are here to listen & want your feedback
  ▪ In writing through PlanetBids
  ▪ In writing through a post-event Survey
  ▪ During this Industry Event
  ▪ During One-on-One sessions with Metrolink
Objectives

- Attract multiple proposals & facilitate competition
- Migrate from “cost-plus” to fixed/unit” cost
- “Federalize” the O&M contract
- Incorporate best commuter rail contracting practices
  - TCRP Research Report 200 Contracting Commuter Rail Service
- Promote innovation, continuous improvement
ABOUT METROLINK & CURRENT TERRITORY
About

- Joint Powers Authority, 11-member board representing LA Metro, OCTA, RCTC, SBCTA, VCTC
- 6 counties, 538 route-mile network
- 3rd largest commuter rail network
- Resources on metrolinktrains.com
  - Strategic Plan
  - Facts & Numbers
PUBLIC TIMETABLE

RELATED SCHEDULES

All Lines Timetable

LOSSAN Timetable
MAP BOOK

- SCARRA Service Territory System Map
- Southern California Passenger & Freight Rail Network
- SCARRA Host Rail Network - PTC Territory Overview
- Southern California Passenger And Shared Freight Rail Network - Method of Operation
- SCARRA Service Territory System Wide Station Map
- SCARRA Communication Network
- SCARRA Communication Backhaul System
- SCARRA Radio and Fiber optic Network
- SCARRA Communication Area
- SCARRA Service Territory - Train Density and Million
- SCARRA Service Territory - Train Density and Million
- Los Angeles Union Station Detail Schematics
- SCARRA Rail Corridor Survey
- Subdivision Map - Orange
- Subdivision Map - Pasadena
- Subdivision Map - Perris
- Subdivision Map - River
- Subdivision Map - San G
- Subdivision Map - Valley
- Subdivision Map - Ventura
- Summary of SCARRA Rail Infrastructure Assets & Key Characteristics - Sheet 1
- Summary of SCARRA Rail Infrastructure Assets & Key Characteristics - Sheet 2
- Maintenance of Way Project Numbers for Revenue Agreements
- River Sub and Rail Yard MOW Project Numbers for Revenue Agreements
- SCARRA Rolling Stock Summary Spreadsheet - Locomotives
- SCARRA Rolling Stock Summary Spreadsheet - Cab Cars (1 of 2)
- SCARRA Rolling Stock Summary Spreadsheet - Cab Cars (2 of 2)
- SCARRA Rolling Stock Summary Spreadsheet - Coach Cars (1 of 3)
- SCARRA Rolling Stock Summary Spreadsheet - Coach Cars (2 of 3)
- SCARRA Rolling Stock Summary Spreadsheet - Coach Cars (3 of 3)
- SCARRA Rolling Stock Summary Spreadsheet - Special Maintenance of Way Cars
- Single vs. Multiple Track
The Engineering & Construction (E&C) Department provides the infrastructure required for the Metrolink commuter rail system through the design and construction of new facilities, maintenance, rehabilitation, inspection, coordination, and management of the infrastructure. The purpose and objective of this department is to provide safe, regulatory compliant, and efficient rail service, and station facilities that meet the expectation of Metrolink and other passenger operators, the public, and elected officials. The E&C Department creates and maintains Standards, Standard Specifications, Design Criteria Manual, Design Procedures Manual, Assumption Plan, QA/QC Manual, CADD Manual, and User Guide, and Track Charts.
HISTORICAL COST DATA

- COST INFORMATION FROM PRIOR YEARS
- ORGANIZATIONAL CHARTS
SCOPE OF SERVICES
SCOPE OF SERVICES (Sections 1-10)
SECTION 1 AUTHORITY OPERATING ENVIRONMENT
SECTION 2 CONTRACTOR AND AUTHORITY RESPONSIBILITIES
SECTION 3 DEFINITIONS
SECTION 4 ABBREVIATIONS AND ACRONYMS
SECTION 5 REQUIREMENTS AND SOPS
SECTION 6 PERSONNEL REQUIREMENTS
SECTION 7 TRAINING
SECTION 8 SAFETY
SECTION 9 QUALITY PROGRAM
SECTION 10 MOBILIZATION
SCOPE OF SERVICES (Sections 11-20)
SECTION 11 TRAIN OPERATIONS AND CREWING
SECTION 12 CUSTOMER SERVICE
SECTION 13 MAINTENANCE OF EQUIPMENT
SECTION 14 TRACK MAINTENANCE
SECTION 15 ROW MAINTENANCE
SECTION 16 STRUCTURE MAINTENANCE BASE SERVICES
SECTION 17 SIGNAL AND COMMUNICATIONS MAINTENANCE
SECTION 18 TRAIN CONTROL AND NETWORK SYSTEMS O&M
SECTION 19 CIS SIGNS AND SYSTEM MAINTENANCE
SECTION 20 FACILITY USAGE AND MAINTENANCE
SCOPE OF SERVICES (Sections 21-30)
SECTION 21 NON-REVENUE VEHICLES AND EQUIPMENT
SECTION 22 INFORMATION TECHNOLOGY SYSTEMS
SECTION 23 MATERIAL PROCUREMENT & INVENTORY MGMT
SECTION 24 ENVIRONMENTAL SERVICES
SECTION 25 THIRD PARTY PROJECT SUPPORT
SECTION 26 ON-CALL SERVICES
SECTION 27 REQUIRED REPORTS AND NOTIFICATIONS
SECTION 28 INCENTIVES, DISINCENTIVES AND ASSESSMENTS
SECTION 29 ANNUAL BUDGET PROCESS
SECTION 30 RESPONSIBILITIES UPON TERMINATION OR COMPLETION OF CONTRACT
PRICING APPROACH
BASE SERVICES PRICING

Primarily fixed unit price bid items...

- **Operations**: Unit price per train segment operated (based on Timetable)
- **Equipment Maintenance**: Unit price per unit type
- **Track, Structures, RoW, Signals, Comm.**: LS price per line segment
- **Facility Maintenance**: LS price per facility group
- **Non-revenue (MoW) Equipment**: LS price for Authority-furnished and Contractor-furnished
- **Material Procurement & Inventory Mgmt.**: LS price for labor; Actual Materials and Fuel to be pass-through costs
ON-CALL SERVICES PRICING

• List of bid items to price which would be issued by work directive
• Some T&M work may be required under certain circumstances
## PRICING SHEET EXCERPT

### BASE SERVICES

#### Train Operations (T&E Crews)

- **Summary**: Including all management, administration, training, labor, travel costs, facilities, equipment and materials, non-revenue (deadhead) train moves

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
<th>Quantity per Year</th>
<th>Subdivision/Line/Type</th>
<th>Year 1 (Transition Yr)</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
</tr>
</thead>
</table>
| Base Services - Ventura Co Line | Trains Operated | 254 days x 8 RT = 2032 trains/yr | 2,032 | Ventura Co Line | $ | - | $ | - | $ | - |}

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
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<th>Year 3</th>
<th>Year 4</th>
</tr>
</thead>
</table>
| Base Service per Contract Section #2 | Trains Operated | 254 days x 3 RT = 762 trains/yr | 762 | Ventura Co Line | $ | - | $ | - | $ | - |}

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
<th>Quantity per Year</th>
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<th>Year 1 (Transition Yr)</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
</tr>
</thead>
</table>
| Special Trains | Trains Operated | trains/yr | 5 | Ventura Co Line | $ | - | $ | - | $ | - |}

### Base Services - Antelope Valley (AV) Line

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
<th>Quantity per Year</th>
<th>Subdivision/Line/Type</th>
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<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
</tr>
</thead>
</table>
| Base Service per Contract Section #3 | Trains Operated | 254 days x 10 RT = 2540 trains/yr | 2,540 | Antelope Valley (AV) Line | $ | - | $ | - | $ | - |}

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<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
<th>Quantity per Year</th>
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<th>Year 1 (Transition Yr)</th>
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<th>Year 4</th>
</tr>
</thead>
</table>
| Base Service per Contract Section #3 | Trains Operated | 254 days x 4 RT = 1016 trains/yr | 1,016 | Antelope Valley (AV) Line | $ | - | $ | - | $ | - |}

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
<th>Quantity Calc.</th>
<th>Quantity per Year</th>
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<th>Year 1 (Transition Yr)</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
</tr>
</thead>
</table>
| Base Service per Contract Section #3 | Trains Operated | 112 days x 6 RT = 672 trains/yr | 672 | Antelope Valley (AV) Line | $ | - | $ | - | $ | - |}

<table>
<thead>
<tr>
<th>Line Item Description</th>
<th>Unit of Measure</th>
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</tr>
</thead>
</table>
| Special Trains | Trains Operated | ## trains/yr | 672 | Antelope Valley (AV) Line | $ | - | $ | - | $ | - |}
INCENTIVES, DISINCENTIVES & ASSESSMENTS

- Earn up to or lose up to 5% of annual base service value
- Disincentives are in addition to specific assessment items
- Five key performance indicators (valued at 1% each)
  - **Overall** (customer satisfaction, innovation, customer growth, sustainable cost environment)
  - **Operations**
  - **Equipment**
  - **Track, Signals, Communications, Train Control**
  - **Materials, Business support, IT, Work directives**
- Focus on:
  - Workforce training & retention
  - Safety
  - Performance & reliability
WHAT IS THE CONTINUOUS IMPROVEMENT PLAN?

• Focus on: Workforce training & retention, Safety
  • Performance & reliability
• Targets are raised each year of the base term for each category
REGULATORY REQUIREMENTS
WHAT IS THE CFR?

The Code of Federal Regulations (CFR) is an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.
WHAT AGENCIES ENFORCE THE CFR ON THE SCRRA RAIL SYSTEM?

CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC)
FEDERAL RAILROAD ADMINISTRATION (FRA)
OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA)
FEDERAL TRANSIT ADMINISTRATION (FTA)
ENVIRONMENTAL PROTECTION AGENCY (EPA)
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (PMHSA)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)
NATIONAL TRANSPORTATION SAFETY BOARD (NTSB)
U.S. DEPARTMENT OF HOMELAND SECURITY (DHS)
REGULATORY RESPONSIBILITIES

CPUC/FRA – Title 49, CFR Parts 200-299
FTA – Title 49, CFR Parts 600-699
OSHA – Title 29, CFR Parts 1901-1999
PHMSA – Title 49, CFR Parts 100-177
EPA – Title 40, CFR Parts 1-1099
FMCSA – Title 49, CFR Parts 300-399
NTSB – Title 49, CFR Parts 800-999
DHS – Title 48, CFR Part 3000-3099
CFR PART 200

ADMINISTRATIVE

LEGISLATIVE
CFR PART 209

ENFORCEMENT PROCEDURES

PENALTY PROCESS
CFR PART 211

- Rule Making
- Waivers
CFR PART 213

- Track Inspection and Maintenance Standards
- Metrolink Track Maintenance Manual
CFR PART 214

- Roadway Worker Safety Standards
CFR PART 217/218

- Railroad Operating Rules and Standards

- Metrolink Timetable & Special Instructions
CFR PART 219

- Railroad Drug and Alcohol Standards
- Submit Plan for approval
CFR PART 220

- Railroad Radio Communication Standards
- Submit plan for file
CFR PART 225

- Railroad Accident/Incident reporting
- Submit plan for file
CFR PART 228

- Hours of service
CFR PART 234

- Grade crossing safety
- Activation failure
- Grade crossing accidents
- Inventory
CFR PART 238

- Passenger equipment safety standards
- Submit plan for file
CFR PART 239

- Passenger train emergency preparedness
- Submit plan for approval
CFR PART 240/242

- Certification program
- Submit plan for approval
CFR PART 243

- Training, qualifications, and oversight for safety related employees

- Submit plan for approval

WILL YOU BE eCFR 243.203 COMPLIANT & AUDIT READY BY 01.01.18?
GET READY NOW
CFR PART 270

- System safety plan
- Submit plan for approval

FRA PRIORITY OF IMPORTANCE
(6) SIGNIFICANT

1. Locomotive Recording Devices (NPRM)
2. Passenger Equipment Alternative Compliance (Tier III) (NPRM)
3. System Safety Programs (Final Rule)
4. Risk Reduction Programs (Final Rule)
5. Fatigue Management Plans (NPRM)
6. Rail Integrity Amendments (NPRM) (On-hold for RSAC)
CFR PART 272

- Critical incident stress plans
- Submit plan for approval
DBE
REQUIREMENTS
When the Authority uses Federal funds for a project they are required to implement the DOT Disadvantaged Business Enterprise (DBE) Program Plan, based on U.S. DOT, 49 CFR, Part 26 requirements as a condition of receiving these funds.

This includes development and application of contract-specific goals that require proposers to demonstrate responsiveness as a condition of award.
MEET the DBE contract-specific goal by proposing sufficient DBE participation:

<table>
<thead>
<tr>
<th>Required Forms</th>
<th>Submission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DBE Participation Commitment Form</strong>*</td>
<td>Required at time of proposal submission</td>
</tr>
<tr>
<td><strong>Written Confirmation (for each DBE firm listed on the DBE Participation Commitment Form)</strong>*</td>
<td>Required at time of proposal submission</td>
</tr>
</tbody>
</table>

*If not submitted proposer will be found non-responsive.
OR DEMONSTRATE adequate good faith efforts were undertaken to meet the goal:

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<td>Required at time of proposal submission</td>
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<tr>
<td>Written Confirmation (for each DBE firm listed on the DBE Participation Commitment Form)*</td>
<td>Required at time of proposal submission</td>
</tr>
<tr>
<td>DBE Information – Good Faith Efforts</td>
<td>Required no later than 4:00 p.m. on the 2\textsuperscript{nd} business day after the proposal due date</td>
</tr>
</tbody>
</table>

*If not submitted proposer will be found non-responsive.
OR DEMONSTRATE adequate good faith efforts were undertaken to meet the goal:

<table>
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<tr>
<th>Required Forms</th>
<th>Submission</th>
</tr>
</thead>
<tbody>
<tr>
<td>DBE Mentor Protégé Plan</td>
<td>Required at time of proposal submission</td>
</tr>
<tr>
<td>DBE Contracting Plan</td>
<td>Required at time of proposal submission</td>
</tr>
<tr>
<td>Proposer-hosted DBE outreach event,</td>
<td>Required no later than 4:00 p.m. on the 2nd business day after the proposal</td>
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<tr>
<td>to be held between the date of RFP issuance,</td>
<td>due date</td>
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<tr>
<td>and 90 days prior to the proposal submittal</td>
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<tr>
<td>date.</td>
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</tbody>
</table>
DBEs must have a valid DBE Certification from the California Unified Certification Program (CUCP) (http://www.dot.ca.gov/hq/bep) at time of proposal submission.

A firm’s participation is only eligible to count towards DBE credit in the North American Industry Classification System (NAICS) codes contained within its CUCP DBE Profile.

Services subcontracted by DBE’s to non-DBE firms may not be credited towards DBE participation.

Eligible DBE participation at all tiers is applicable.
**DBE Subcontractor/Subconsultant**
- DBE provides a **bonafide Service**

**Materials or supplies obtained from a DBE Regular Dealer**

**Materials or supplies obtained from a DBE Manufacturer**

**DBE Brokers**
- DBE credit for Fees and commissions if determined to be within **industry standard**.

**DBE Truckers:**
- All transportation provided by **DBE Trucking Firms** can be counted toward the DBE goal
- DBE must own and operate at least one truck used on the contract
- **DBE leasing trucks** from other DBEs – 100% counts toward DBE goal
- DBE leasing trucks from non-DBE firm **without** DBE drivers – only fees and commissions counted toward DBE goal
What assistance would support your ability to submit a proposal as a prime or subcontractor?

What can DBE firms do to prepare their proposal and teams to encourage teaming?

What post-award requirements would be most helpful in supporting DBE participation?

Which criteria for scope parceling would be most helpful to increasing DBE utilization?

What methods have you implemented previously to meet DBE utilization goals, while also meeting existing workforce utilization requirements?
LABOR COMPLIANCE REQUIREMENTS
Rail Operations, Maintenance, and Support Services Contract is a **Special Shift and Multi-Shift contract**, depending on the type of work performed under the assigned work directive or project number.

Contract will be subject to California DIR **prevailing wages** as well as **Federal Davis-Bacon** and Related Acts requirements.

Contract will be subject to California DIR Approved **Special Wage Determinations**
## Typical Special Wage Determinations

### Signal & Communications

<table>
<thead>
<tr>
<th>Position</th>
<th>Description</th>
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<tbody>
<tr>
<td>Signal Material Warehouseman</td>
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<tr>
<td>Warehouse Person 1</td>
<td></td>
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<tr>
<td>Warehouse Person 2</td>
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<tr>
<td>Warehouse Person 3</td>
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<tr>
<td>Warehouse Person 4</td>
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<tr>
<td>Signalman</td>
<td></td>
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<tr>
<td>Signalman 1</td>
<td></td>
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<tr>
<td>Signalman 2</td>
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<tr>
<td>Signalman 3</td>
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<td>Signalman 4</td>
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<tr>
<td>Communications Technician</td>
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<tr>
<td>Signal Electronic Technician</td>
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<tr>
<td>Electronic Technician</td>
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<tr>
<td>Electronic Technician Inspector</td>
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<tr>
<td>Signal Maintainer</td>
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<tr>
<td>Signal Maintainer (FCC)</td>
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<tr>
<td>TCS Signal Maintainer</td>
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<tr>
<td>Assistant Signal Maintainer</td>
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<tr>
<td>Relief Signal Maintainer</td>
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<tr>
<td>Signal Helper</td>
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</tbody>
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### Track, Structures & Right-of-Way

<table>
<thead>
<tr>
<th>Position</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track, Structures and Right-of-Way</td>
<td></td>
</tr>
<tr>
<td>Worker</td>
<td></td>
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<tr>
<td>Maintenance Worker</td>
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<tr>
<td>Railroad Bridge Repair Leader</td>
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<tr>
<td>Railroad Bridge Repairer</td>
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<tr>
<td>Railroad Bridge Operator I</td>
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<tr>
<td>Railroad Bridge Operator II</td>
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<tr>
<td>Railroad Track Equipment Repair</td>
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<tr>
<td>Railroad Track Equipment Repairer</td>
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<tr>
<td>Railroad Track Repairer Helper</td>
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<tr>
<td>Railroad Track Repairer</td>
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<tr>
<td>Railroad Track Welder</td>
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<tr>
<td>Track Laborer</td>
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<tr>
<td>Track Welder-Machine</td>
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<tr>
<td>Track Welder-Helper</td>
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<tr>
<td>B&amp;B Welder</td>
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<tr>
<td>Track Flagger</td>
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<tr>
<td>Track Repair Leader</td>
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<tr>
<td>Railroad Bridge Inspector</td>
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<tr>
<td>Track Inspector</td>
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<tr>
<td>Employee In Charge (EIC), Flag Person, Subgroup Coordinator</td>
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<tr>
<td>Watchman Person</td>
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<tr>
<td>Trackman-Truck Driver (Over and Under 16000 GW)</td>
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<tr>
<td>Trackman Laborer/Truck Driver</td>
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<tr>
<td>Bridge &amp; Building, Water Services Laborer</td>
<td></td>
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<tr>
<td>Machine Operator (Front End Loader with Backhoe)</td>
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<tr>
<td>Machine Operator Tractor, Crawler</td>
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<tr>
<td>Machine Operator (Front End Loaders)</td>
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<tr>
<td>Machine Operator (Tractor Crawler)</td>
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<tr>
<td>Track Machine Operator</td>
<td></td>
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<tr>
<td>Power Weed Mower Operator</td>
<td></td>
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<tr>
<td>Rail Saw Abrasive Self Propelled</td>
<td></td>
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<tr>
<td>Machine Operator (Miscellaneous)</td>
<td></td>
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<tr>
<td>Roadway Equipment Operator (Rate 1, 2, 3 Machines)</td>
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<tr>
<td>B&amp;B Mechanic and Painter</td>
<td></td>
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<tr>
<td>B&amp;B Mechanic</td>
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<tr>
<td>B&amp;B Truck Driver</td>
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<tr>
<td>B&amp;B Truck Driver</td>
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<tr>
<td>B&amp;B Helper and Painter Helper</td>
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<td></td>
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<tr>
<td>B&amp;B Laborer</td>
<td></td>
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<tr>
<td>B&amp;B Painter-Machine Operator</td>
<td></td>
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<tr>
<td>Bricklayer, Plasterer, and Cement Finisher</td>
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<tr>
<td>Welder Class A</td>
<td></td>
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<tr>
<td>Machine Operator (Rail Grinder, Power)</td>
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</tbody>
</table>
SB854 (2014)- All contractors and subcontractors who bid or work on public works projects must register with the DIR and pay an annual fee.

All contractors and subcontractors must furnish electronic certified payroll records directly to the Labor Commissioner, unless exempted to do so.
INDEMNITY, INSURANCE & BONDING
Indemnity, Insurance & Bonding

- Sample Form of Agreement - Indemnity Section 16.

  - Attempt to balance two countervailing considerations

  - Avoid excess cost by avoiding significant duplicative insurance

  - Ensure the Contractor is actively managing operations to minimize risk by ensuring they have “skin in the game.”
COOPERATIVE MANAGEMENT OF RISK
AFTER YOU.

OH NO NO.
AFTER YOU.
General Liability claims are the primary controllable source of significant risk

- Losses divided into three buckets by size.
  - Minor claims (currently identified as < $250K)
    - Handled by SCRRA for efficiency
    - Contractor to provide support as requested
  - Substantial claims (between $250K and $5MM)
    - A portion of these born by Contractor (ex of $250K)
  - Catastrophic claims (greater than $5MM)
    - Obligation of SCRRA and its insurers (ex of $5MM contribution by Contractor)
 Allocation of other risks

 Contractor obligations (Agreement Section 16 C. 2.):

 - Vehicle/Auto claims for units registered or owned by Contractor
 - Employee claims under workers’ comp or FELA
 - Claims for exemplary damages
 - Claims resulting from death or injury of employee of Contractor or its subcontractors
 - Release of hazardous materials due to negligence or willful misconduct of Contractor
 - Contractor’s Unauthorized use of equipment off of railroad property
 - Arising from Contractor’s violation of ordinances and regulations
Contractor insurance obligations (Agreement Section 17A):

- Workers’ comp/FELA
- Business Auto
- Cyber liability
- Commercial General Liability
  - CG 24 17 Endorsement (waiver of exclusion for work within 50 feet of railroad right of way)
- Railroad protective for subcontractors doing work within the right of way
Authority insurance obligations (Agreement Section 17B):

- Property insurance for assets owned, controlled or used in the Metrolink service
- Operating liability
- Business Auto
Contractor bonds (Agreement Section 18):

- Performance Bond of $20MM; renewed annually
- Payment Bond of $10MM or, if greater, the estimated amount of public works to be performed in the year; renewed annually
FIELD VISIT
Field Visit

- Start and End at Pomona North Metrolink Station
- Traverse Metrolink subdivisions:
  - San Gabriel
  - River
  - Shortway
- Traverse BNSF San Bernardino subdivision
- Tours at:
  - Central Maintenance Facility
  - Eastern Maintenance Facility
- Equipment available to tour
- One-on-One session held on the train
Field Visit

- Sign-up for event
- Personal Protective Equipment is **Required**
  - Sturdy boots
  - Hard hat
  - Safety Vest
  - Eye protection
- **Meet at Pomona North Metrolink Station 8:15 am**
  - Check in at canopy on platform nearest pedestrian crossing
- **Transportation provided by Metrolink**
  - Return to Pomona North at 4pm
Field Visit Check-in

Look for Metrolink staff on platform near pedestrian crossing

8:15 am

Train will leave at
8:30 am
FINAL
REMARKS
Final Remarks

- Post Event Survey
- Submit questions through PlanetBids Q&A

- Open discussion & any more questions?

- One-on-One session at Melbourne, check-in at storefront glass doors
METROLINK MISSION

TO PROVIDE SAFE, EFFICIENT, DEPENDABLE AND ON-TIME TRANSPORTATION SERVICE THAT OFFERS OUTSTANDING CUSTOMER EXPERIENCE AND ENHANCES QUALITY OF LIFE.