



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

Agenda - Final

Thursday, May 18, 2023

12:30 PM

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Listen by phone: Dial 888-251-2949 and enter Access Code:
8231160# (English) or 4544724# (Español)

To give written or live public comment, please see the top of page 4

**Operations, Safety, and Customer Experience
Committee**

*Holly J. Mitchell, Chair
Tim Sandoval, Vice Chair
Lindsey Horvath
Paul Krekorian
Katy Yaroslavsky
Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

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

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



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

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 Committee Meeting begins at 12:30 PM Pacific Time on May 18, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

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 12:30 PM, hora del Pacifico, el 18 de Mayo de 2023. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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 Items: 19, 20, 21, and 22.

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

CONSENT CALENDAR

- 19. SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS**

[2022-0877](#)

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between METRO and the City of Glendale for the Glendale Beeline Route 3, for a period of one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between METRO and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- C. EXTENDING the Transit Service Operation Agreement between METRO and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of one year through June 30, 2028, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

Attachments: [Attachment A - Map of Glendale Service Area](#)
 [Attachment B - Map of LADOT Service Area](#)
 [Attachment C - Map of PVPTA Service Area](#)
 [Attachment D - Transit Service Agreement Values](#)

20. SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES [2023-0161](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 24 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program, to increase the Not-To-Exceed (NTE) contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39 to permit continued consultant support through June 30, 2024.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment D - Metro EFC Map](#)

21. SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION [2023-0203](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 12 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) for the Metro Bike Share program (MBS) to extend the contract period of performance from July 30, 2023 through December 31, 2023, in the amount of \$5,698,010, increasing the Total Contract Value from \$110,594,074 to \$116,292,084.

Attachments: [Attachment A - Board Motion Item No. 41 \(November/December 2021\)](#)
 [Attachment B - Metro 2022 EFC Map October 2022](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - Contract Modification/Change Order Log](#)
 [Attachment E - DEOD Summary](#)

22. SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES [2023-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire & Rubber Company in the amount of \$11,671,134 (\$2,164,434 for FY23 and \$9,506,700

for FY24) to continue to provide bus tire leasing and maintenance services, increasing the contract value from \$41,908,927 to \$53,580,061, as well as extending the period of performance through June 30, 2024.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification/Change Order Log](#)
 [Attachment C - DEOD Summary](#)

NON-CONSENT

23. **SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH** [2023-0252](#)

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

Attachments: [Presentation](#)

24. **SUBJECT: COO MONTHLY REPORT** [2023-0253](#)

RECOMMENDATION

RECEIVE oral report on Operations ridership, hiring, and service restoration.

Attachments: [Presentation](#)

25. **SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE** [2023-0295](#)

RECOMMENDATION

RECEIVE AND FILE the Progress Report on the Zero Emission Bus (ZEB) Program, including the shift in the program goal of fully transitioning to a zero-emission bus fleet from 2030 to no later than 2035, with a commitment to no longer procure Clean Natural Gas (CNG) buses to accommodate the new program goal.

Attachments: [Attachment A - Motion 2017-0524](#)
 [Attachment B - Equity Platform Figures 1-3](#)
 [Attachment C - Table 1 Power Requirements Per Division](#)

26. **SUBJECT: INFRASTRUCTURE PROTECTION SERVICES** [2023-0343](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0322](#)

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



Metro

Board Report

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

File #: 2022-0877, File Type: Agreement

Agenda Number: 19.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023

SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS

ACTION: APPROVE AGREEMENTS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between METRO and the City of Glendale for the Glendale Beeline Route 3, for a period of one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between METRO and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- C. EXTENDING the Transit Service Operation Agreement between METRO and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of one year through June 30, 2024 2028, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all

necessary agreements between METRO and the LADOT; and

- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

ISSUE

Consent Decree related agreements for service are in need of renewal. The current agreement between Metro and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2023. The service replaces the former western extension of Metro directly operated Line 177.

The current agreement between Metro and LADOT to fund a portion of Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 will expire on June 30, 2023.

The current agreement between Metro and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2023.

BACKGROUND

In FY98, Metro implemented a Consent Decree Pilot Program to improve mobility for the transit dependent. In July 1999, the Board of Directors approved the service modifications based on the Consent Decree Pilot Program and Public Hearing results. The term of the agreement was for one year from the initial date of operations with an automatic yearly renewal to include changes to service levels as needed.

DISCUSSION

City of Glendale

In February 2000, the Metro Board approved a ten-year agreement in which Metro would discontinue operating service on the western portion of MTA Route 177 between the Jet Propulsion Laboratory (JPL) and downtown Glendale. Line 177 is now a contract line operated for Metrovia a private bus company. The service is considered a local community service that is more suited to be integrated into the Beeline service operated by the City of Glendale.

The City of Glendale agreed to operate on the days of week, span of service, and frequencies of service equal to or better than that operated by the Metro. Expenditures in the amount of \$35K for local transit services rendered during 2022-2023 have been included in the current TSA value. The rate will be indexed each year according to the CPI based on the prior year's rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted). Please see Attachment A for additional Glendale performance data.

- The City of Glendale's Beeline operation of the Western Portion of Route 177 had an average of 5.57 passenger boardings per hour. This is below Metro's lowest performing route average of approximately 7 passenger boardings per hour.

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between Metro and the City of Los Angeles has been effective since its implementation as part of the Consent Decree. The service has enabled both agencies to focus on operating services more appropriate to each agency's core mission. In FY22, lines 422, 601 and 602 scheduled 105,358 RSH and reported approximately 1,434,005 annual passenger trips. Please see Attachment B for additional LADOT performance data.

- LADOT's operation of Lines 601 and 422 had 9.59 and 6.4 average passenger boardings per hour, respectively. These are both below Metro's lower performing route average of approximately 10 passenger boardings per hour. Line 602 had an average of 17.47 passenger boardings per hour, which is the highest performer within these agreements, but still below Metro's systemwide average of 28 average passenger boardings per hour.

City of Palos Verdes Peninsula Transportation Authority

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent Decree Metro Line 225/226 was the only local bus line operated in this part of the County. In 2006, it was determined that Line 225/226 would be best and most cost effectively operated by PVPTA via subsidy from Metro. In FY22, line 225/226 scheduled 5,808 RSH and reported approximately 18,240 annual passenger trips. Please refer to Attachments A, B, and C for additional ridership and service information relating to City of Glendale, LADOT, and PVPTA service. Please see Attachment C for additional PVPTA performance data.

- PVPTA operation of routes 225 and 226 had an average of 3.14 passenger boardings per hour. This is less than half of Metro's lowest performing route average of approximately 7 passenger boardings per hour.

While the above services have relatively low ridership and productivity, they provide service coverage in the various communities they serve. Their operation through these agreements is at a lower cost than what Metro could provide. While past renewals have been more procedural, on this occasion, a one-year renewal is being proposed in order to give time for Metro to work with each of the three providers to identify opportunities to improve the productivity of these services to support their ongoing sustainability. A plan for such changes that is supported by Metro and the providers will be brought before the Metro Board in FY24 Q3 for consideration as the basis for new agreements moving forward in FY25 and beyond.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding to run all three agreements through June 30, 2024, has been included in the proposed FY24 budgets..

Funding of \$5,489,045.17, will be requested in the proposed FY24 budget to extend the agreements and provide the FY24 service levels. All funds for these transit service agreements are/will be

included in cost center 3590 (Contract Services), accounts 54001 and 54002 (Subsidies) under project number 306006 (System-wide Bus Operations Management and Administration).

In the past these have been multi-year agreements, with the cost center/project manager being responsible for budgeting these costs in future fiscal years. However, on this occasion, the renewal is being offered for one year, in order to give time for Metro to work with each of the three providers to identify options for improved performance and sustainability. Such changes, if supported by the Metro Board, would form the basis for new agreements moving forward in FY25 and beyond.

Attachment D provides the details of the service agreement costs for FY24.

Impact to Budget

The current source of funds for this action are Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. These funds are operating eligible funds.

EQUITY PLATFORM

Glendale Beeline Route 3

The Glendale Beeline functions primarily as a community circulator between Glendale and JPL. The beginning of the route in Downtown Glendale is considered an equity focused community. This service also is unique in providing transit for the County unincorporated community of La Canada-Flintridge.

City of Los Angeles Department of Transportation

The transit service agreement with LADOT includes three lines, two of which (L601 & L602) are 100% operated in equity focused communities. Line 422 operates a portion of the service through Downtown Los Angeles' Equity Focus Communities. These routes connect residential areas with activity centers and other regional services.

City of Palos Verdes Peninsula Transportation Authority

PVPTA route 225 services the equity focus community of San Pedro by enhancing access to jobs, education, health care, and personal mobility for residents throughout the region. The majority of the riders are from Metro's Silver Line and local students and residents who take the bus to the Palos Verdes Peninsula for work and other social activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity. Metro will continue to work towards making Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

NEXT STEPS

A review of all services covered by these agreements will be made in 2023 in conjunction with the three providers that deliver these services, to determine any changes in order to improve their performance and sustainability. Staff will also execute a renewal, for FY24 only, of the current Transit Service Operation Agreements between Metro and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between Metro and the City of Los Angeles for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the agreement period Metro staff will continue to evaluate the performance of the lines, findings, and recommendations to ensure that the service provided aligns with Metro's transit service policies, efficiency standards, and meet the needs of our diverse customers and stakeholders.

ATTACHMENTS

Attachment A - Map of Glendale Service Area

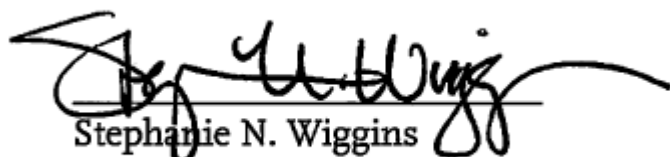
Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Attachment D - Transit Service Agreement Values

Prepared by: Sandra Solis, Director, Finance & Admin (213) 922-6266
Joseph Forgiarini, Senior Executive Officer Service Development (213) 418-3400

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Glendale Service Area	FY21 Beeline Route 3	FY21 Line 177 Equivalent	FY22 Beeline Route 3	FY22 Line 177 Equivalent
Annual Scheduled Revenue Hours	11,561	6,756	11,981	6,756
Annual Passenger Trips	55,350	32,278	66,833	37,680
Boarding per Hours	4.79	4.78	5.58	5.57
Cash Fare	\$0	\$0	\$16,515.25	\$9,314.81
Days of Operation	M-F		M-F	
Service Frequency	20-50 Minutes		20-50 Minutes	
Span of Service	5:15 AM - 9:10 PM		5:15 AM - 9:10 PM	

3/31

3 - Downtown Glendale to Jet Propulsion Laboratory
31 - Downtown Glendale to La Crescenta

Includes ROUTE 33/34
LCF Shuttle

Effective: 11/15/2020

VIA: Glendale Av, Verdugo Rd,
Honolulu Av, Foothill Bl

General Operating Hours:

Monday - Friday	5:15am - 9:00pm
Saturday	9:00am - 6:00pm
Sunday	No Service

정보

Stingbunpawu hawup

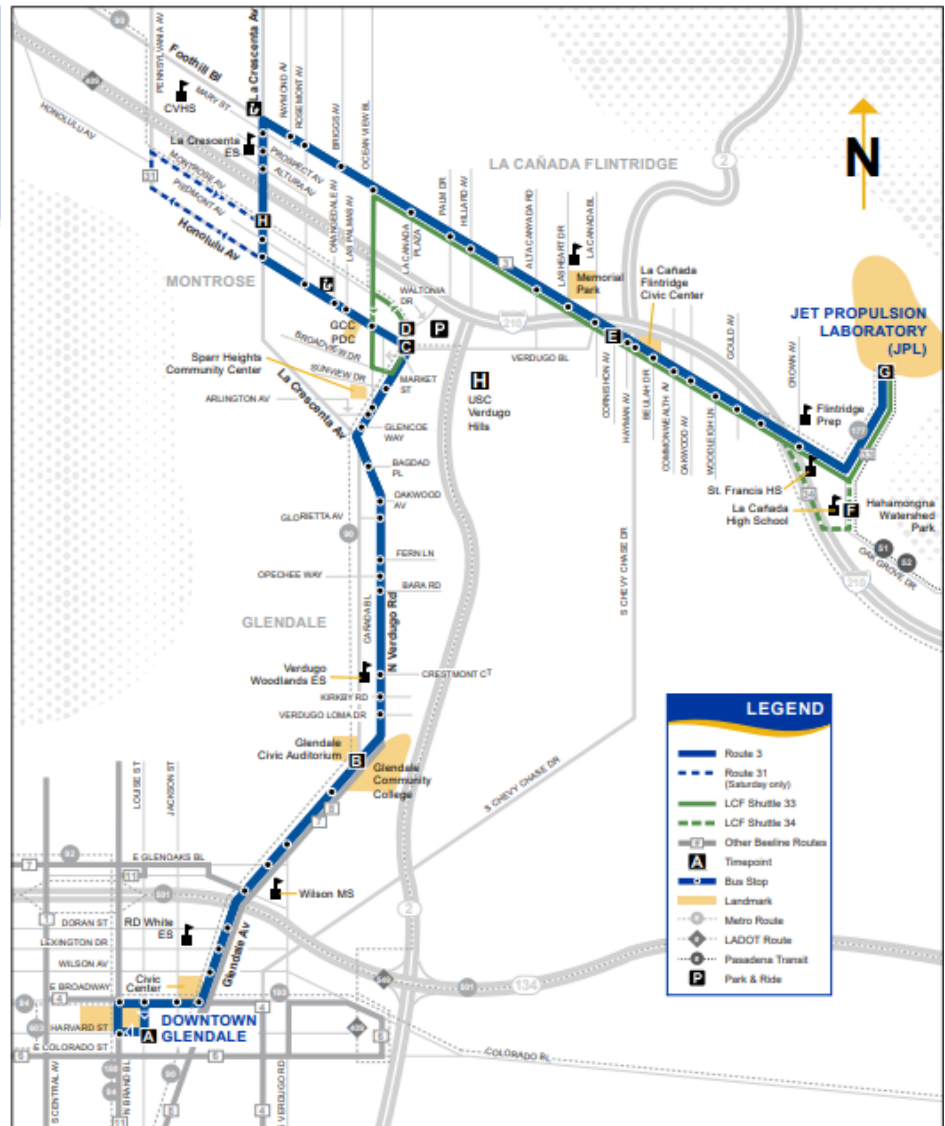
Para información

For BEELINE Information:

GlendaleBeeline.com

(818) 548-3960

CITY OF GLENDALE, CA



Attachment B

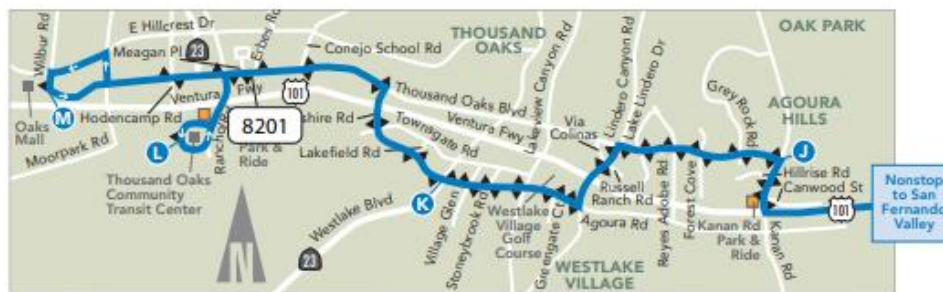
LADOT Service Area	FY21 Line 422	FY21 Line 601 ES	FY21 Line 602 PU	FY22 Line 422	FY22 Line 601 ES	FY22 Line 602 PU
Annual Scheduled Revenue Hours	13,182	31,752.33	73,981.93	13,972	32,006.40	59,380.95
Days of Operation	M-F	365	365	M-F	365	365
Service Frequency	10-25 Minutes	10-25 Minutes	10-16 Minutes	10-25 Minutes	10-25 Minutes	10-16 Minutes
Span of Service	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35AM – 9:58PM S-Su: 6:00 AM – 9:58 PM	M-F: 5:00 AM – 10:30 PM S-Su: 5:00 AM – 11:00 PM	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35 AM - 9:58 PM S-Su: 6:00 AM - 9:58PM	M-F: 5:00 AM - 10:30 PM S-Su: 5:00 AM - 11:00 PM
Annual Passenger Trips	59,635	237,445	1,303,194	89,468	306,880	1,037,657
Boarding per Hours	4.52	7.48	17.62	6.4	9.59	17.47
Cash Fare	\$1.50 - \$4.25	\$0.50	\$0.50	\$1.50 - \$3.00	\$0.50	\$0.50

COMMUTER
EXPRESS

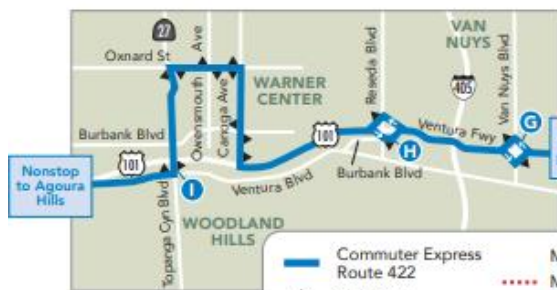
422

EFFECTIVE AUGUST 3, 2020
A PATIR DEL 3 DE AGOSTO, 2020

THOUSAND OAKS/AGOURA HILLS



SAN FERNANDO VALLEY



DOWNTOWN LOS ANGELES



- Commuter Express Route 422
- Bus Stop
- Drop-off Only
- Points of Interest
- Time Point
- Park and Ride Lot
- Metro Gold Line
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Metro Silver Line
- Metro Rail Station

PARK & RIDE LOCATIONS

Thousand Oaks Community Transportation Center (TOCTC) Park & Ride
265 S. Rancho Road, Thousand Oaks

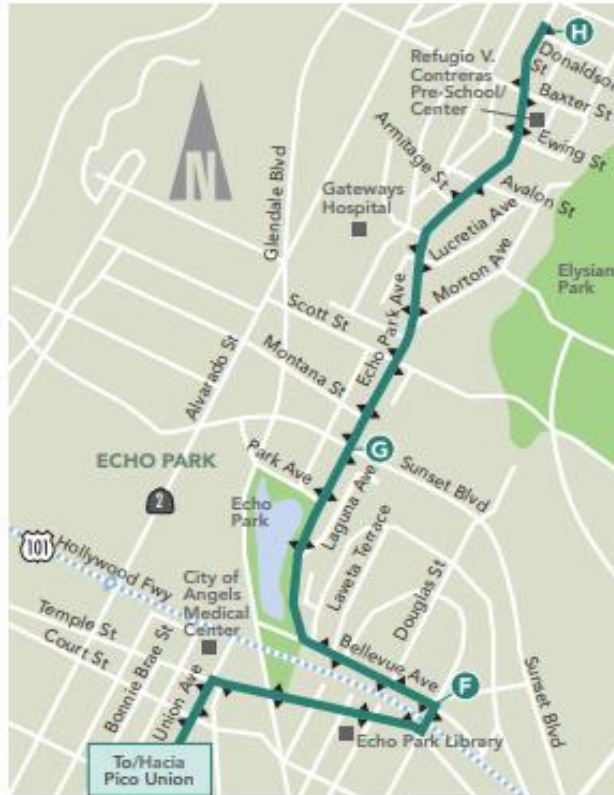
Caltrans Park & Ride
(NW) Canwood and Kanan, Agoura Hills





PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020



- DASH Pico Union/Echo Park Route
- DASH King East
- DASH Downtown
- Route A
- Route B
- Route D
- Route E
- Route F
- Commuter Express Routes
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- ▲ Bus Stop/Parada de Autobús
- ◻ Multiple Route Stop/Parada de Rutas Múltiples
- Points of Interest/Puntos de Interés
- ⓐ Time Point/Punto Clave de Horario
- Ⓣ Transfer Point/Punto de Transbordo
- Metro Rail Station/Estación de Metro

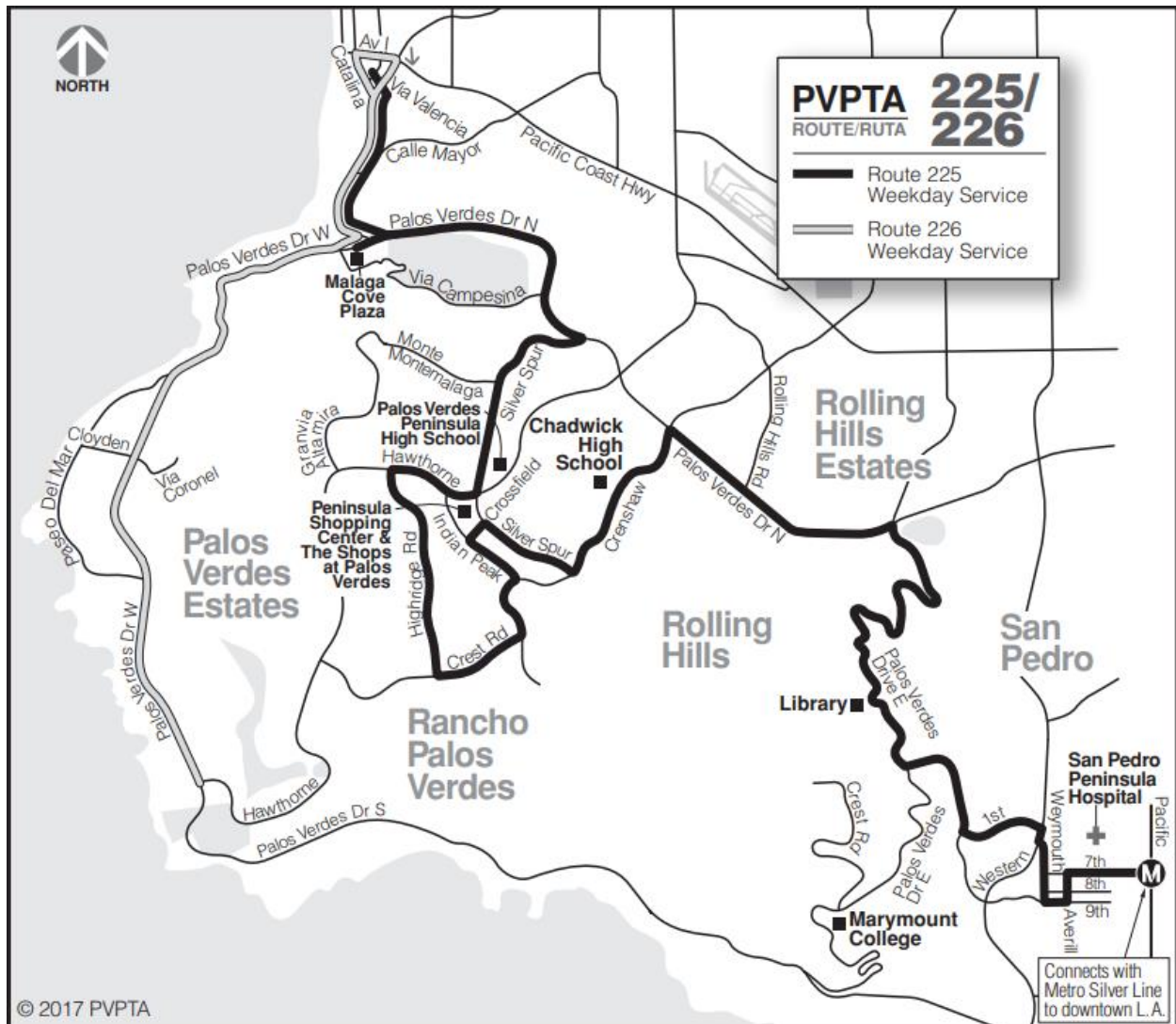


City of Los Angeles
Department of Transportation

(213, 310, 323 or/ó 818) 808-2273
www.ladottransit.com

Attachment C

PVPTA Service Area	FY21 225/226	FY22 225/226
Annual Scheduled Revenue Hours	5,705	5,808
Annual Passenger Trips	10,356	18,240
Boarding per Hours	1.81	3.14
Cash Fare	\$2.50	
Days of Operation	M-F	
Service Frequency	40-60 Minutes	
Span of Service	06:00 AM - 7:24 PM	



Transit Service Agreement Value FY24

Transit Service Agreement	Agreement Value
City of Glendale	\$ 776,430.78
LADOT	\$ 4,450,260.00
PVPTA	\$ 262,354.39
Total Value	\$ 5,489,045.17



Board Report

File #: 2023-0161, **File Type:** Contract

Agenda Number: 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 24 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program, to increase the Not-To-Exceed (NTE) contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39 to permit continued consultant support through June 30, 2024.

ISSUE

This Contract provides the agency with program and technical consultant support for the P2000 LRV Modernization/Overhaul Contract that was originally awarded in March 2017. Due to the global pandemic, which continues to impact the supply chain, availability of resources, inspections, and test activities, the project schedule continues to be impacted and the final acceptance of all existing P2000 LRVs (fifty-two LRVs total) is deferred from December 2023 to June 2024.

BACKGROUND

In March 2017, the Board approved (#2017-0149) Contract No. PS20113000, a cost plus, fixed fee contract to CH2M Hill, Inc. in the amount of \$5,829,626 (base contract) for technical and program management services in support of the P2000 LRV Midlife Modernization/Overhaul Project. The base contract duration was five years. A no cost contract modification was issued in February 2022, extending the base contract from March 2022 through September 2022.

In September 2022, the Board approved (#2022-0459) to extend project support activities for the additional amount of \$1,231,187.71, from October 1, 2022, through June 30, 2023. This contract modification was issued through June 2023 to align with anticipated project activities and Metro's fiscal year for project budgeting purposes.

CH2M Hill Inc. currently provides staff support in the following disciplines, as directed by Metro:

- Project Management
- Systems Engineering
- Systems Integration
- Design Conformance Tests
- Inspection Activities at LRV Production/Modernization Site
- LRV Commissioning and acceptance Activities.
- Quality Assurance
- Document Control

All work and assignments are on an as-needed basis and directed by the Metro P2000 Project Team through issued Task Orders using fixed labor rates. The Consulting staff are managed daily by Metro's P2000 Project Manager.

DISCUSSION

Findings

Since the subject contract was awarded in March 2017, CH2M Hill, Inc. has been providing Metro's Project Team with technical and program management support, including review of all technical documents, oversight of system and combined-system level integration efforts, witness of verification and validation tests, and inspection of workmanship at the production/ modernization site. The Project is now in the Conditional Acceptance phase, an essential gateway to allow the Modernized LRVs to enter revenue service. The next phase includes the LRV's Reliability Demonstration which measures the performance of the Conditionally Accepted LRVs in revenue service against contractual reliability targets.

The Project schedule continues to be impacted by the remaining effects of the pandemic. Examples of the impacts include supply chain disruptions which delayed the start and completion of manufacturing, assembly, inspection, and test activities.

Approval of the recommendation modifies Contract No. PS20113000 to allow for the continuation of technical and program management support for the P2000 LRV Midlife Modernization/Overhaul Project. Metro staff requires this Project support to navigate and mitigate the remaining technical issues to achieve final delivery and acceptance of the 52 modernized P2000 LRVs.

This is an existing professional services support contract required to ensure continuity, proper project execution, and completion of the LRV Midlife Modernization/Overhaul project. Approving the recommendation ensures the successful completion of the Overhaul/Midlife Modernization Project, which provides accessible and affordable transportation for all who ride Metro's light rail system.

DETERMINATION OF SAFETY IMPACT

The approval for the additional NTE funds for the consultant services will ensure team continuity and maintain overall system safety, service quality, system reliability, maintainability, and customer satisfaction.

The P2000 LRV Modernization Project permits Metro to maintain the P2000 LRV fleet in a State of Good Repair (SGR).

FINANCIAL IMPACT

The requested new NTE contract price of \$8,922,186.39 is within the overall Board approved project LOP budget of \$160.8 million.

The Contract Price increase of \$1,861,372.39 has been included in Cost Center 3043, Rail Vehicle Acquisition, Account 50316, under project number CP 206044, P2000 LRV Overhaul Program.

Since multi-year projects are funding this recommendation, the Chief Operations Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal year budgeting.

Impact to Budget

The current source of funds for this project are Proposition A 35% and Federal Funds Section 5337, State of Good Repair. Also, Federal Funds Section 5307, Proposition A/C, Measure R/M, and Transportation Development Act funds will be used as required. Staff will pursue additional federal funds that may become available through the Infrastructure Investment and Jobs Act (IIJA) or other federal sources for this project, to maximize and conserve the use of local funding sources before considering debt financing. These funds are not operating eligible funds.

EQUITY PLATFORM

This is an existing Consulting Services contract needed to ensure continuity and proper project closeout of the P2000 LRV Midlife Modernization/Overhaul Project and allows for the successful delivery of those vehicles for use on Metro's existing light rail vehicle lines that serve a majority of Equity Focus Communities (EFCs) who rely on public transit for their daily lives, including travel for work, school, and other activities. The rail ridership consists of 67% low-income and 82% passengers of color based on the Countywide Planning's 2022 customer satisfaction survey. EFC areas along the light rail alignments included areas in Downtown LA, Chinatown, in the vicinity of downtown Long Beach, and others. Please refer to Attachment D for Metro's current rail line map showing areas of the EFCs that will benefit from this board decision.

CH2M Hill Inc. made a 24.81% Disadvantaged Business Enterprise (DBE) commitment. The project is 81% complete based on payments, and the current DBE participation is 12.91%, representing an 11.90% shortfall.

The current shortfall to date is anticipated as the majority of the DBE participation is planned for the latter part of the project when more vehicles are in production and are being delivered at a higher rate.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #1.2 - Optimize the speed, reliability, and performance of the existing system by revitalizing and upgrading Metro's transit assets. The completion and rollout of the P2000 LRVs are state-of-the-art assets that will significantly reduce trip disruptions on rail networks and improve the integrity of the overall network.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation for increasing the contract amount. This is not recommended as critical project activities currently supported by consulting staff will be interrupted, with direct impacts on the overall project schedule. These activities include but are not limited to; inspection at the production/modernization site, witnessing commissioning tests, reviewing test reports, reviewing Project Schedule, and providing LRV commissioning acceptance, and warranty support. The Metro Project Team does not have the in-house resources to undertake all the necessary Project tasks as described.

Not approving the recommendation will also adversely impact the P2000 LRV Overhaul/Midlife Modernization Project completion due to the loss of the required technical expertise, labor, and manpower provided through this Consulting Services contract. The potential adverse impacts may include compromised quality and SGR of the Modernized LRVs, and reduced number of available LRVs for rollout to meet the passengers' demand that continues to trend positively towards the pre-pandemic levels.

NEXT STEPS

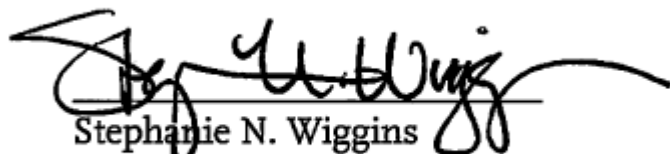
Upon Board approval, staff will execute Contract Modification No. 24 to increase the contract NTE amount by \$1,861,372.39 with CH2M Hill, Inc. for continuation of services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary
Attachment D - Metro EFC Map

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Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES
/ CONTRACT NO. PS20113000**

1.	Contract Number: PS20113000			
2.	Contractor: CH2M Hill, Inc.			
3.	Mod. Work Description: Increase the not-to-exceed contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39.			
4.	Contract Work Description: Provide technical and program management support to Metro Project Team on managing of the existing P2000 Light Rail Vehicle (LRVs) Midlife Modernization Project to ensure timely modernization work and successful delivery of the modernized P2000 LRVs and the associated deliverables.			
5.	The following data is current as of: 04.05.23			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	04.17.17	Not-to-Exceed Contract Award Amount:	\$5,829,626.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	23
	Original Complete Date:	12.31.21	Pending Modifications (including this action):	1
	Current Est. Complete Date:	12.31.25	Current Contract Value (with this action):	\$8,922,186.39
7.	Contract Administrator: Nicole Banayan		Telephone Number: 213-922-7438	
8.	Project Manager: Jason Yaw		Telephone Number: 213-922-3325	

A. Procurement Background

This Contract was executed on April 17, 2017 to CH2M Hill, Inc. (CH2M) for a 55 month and 14 day period of performance for a total not-to-exceed contract price of \$5,829,626 to provide technical and program management support to Metro's P2000 Project Team on the P2000 LRV Midlife Modernization Project. The contract period of performance was extended twice due to various reasons including COVID-19 pandemic schedule relief.

- Contract Modification No. 15 dated July 12, 2021 – Extended the Period of Performance to December 31, 2023 from December 31, 2021.
- Contract Modification No. 23 dated April 5, 2023 – Extended the Period of Performance to December 31, 2025 from December 31, 2023.

A Request for Proposal was issued to CH2M on January 12, 2023. Metro received a proposal on February 10, 2023. Metro completed its negotiation on March 31, 2023.

In an effort to allow for continued support of the midlife modernization project, this board action approval is requested to allow staff to execute Contract Modification No. 24 and issuance of Task Order No. 8 to CH2M from July 1, 2023, through June 30, 2024. This will increase the contract value from \$7,060,813.71 to \$8,922,186.39 with an increase of \$1,861,372.68.

This Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE) and technical evaluation. The not-to-exceed price of \$1,861,372.68 comprises of CH2M and its subcontractor's labor rates, audited labor overhead, fees negotiated at the time of contract award, and expenses as this is a cost-plus-fixed-fee contract type. The approved labor rate for each consultant is based on experience and education, which has been determined to be fair and reasonable. The only factor affecting the not-to-exceed price of \$1,861,372.68 was labor hours, which has been reviewed and negotiated by Metro staff to align with the P2000 LRV Modernization Program's project schedule from July 1, 2023, through June 30, 2024. The Metro ICE is \$96,399.72 (4.9%) higher than the negotiated amount because the ICE included an extra test engineer for backup to provide additional support and oversight on the LRV testing.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,884,496.82	\$1,957,772.40	\$1,861,372.68

C. Contractor Information

CH2M has a local office in Los Angeles, and is an engineering company that provided consulting, design, construction, and operation services for corporations and governments. In 2017, it was acquired by Jacobs Engineering Group but kept its name for existing contracts. Under this Contract, they requested to keep CH2M.

In addition to providing technical and program management support for the P2000 LRV Modernization Project, CH2M currently provides program management support for the P3010 LRV Project and is also one of the qualified consulting firms on the Rail Vehicle Bench.

ATTACHMENT B**CONTRACT MODIFICATION/CHANGE ORDER LOG****TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES
/ CONTRACT NO. PS20113000**

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Administrative Changes	Approved	11.16.17	\$0.00
2	Update Exhibit 1 with Exhibit 1.1 to add new staff	Approved	12.21.17	\$0.00
3	Update Exhibit 1.1 with Exhibit 1.2 to add new staff	Approved	07.11.22	\$0.00
4	Update Exhibit 1.2 with Exhibit 1.3 to add new staff	Approved	04.18.18	\$0.00
5	Update Exhibit 1.3 with Exhibit 1.4 to add new staff	Approved	08.16.18	\$0.00
6	Update Exhibit 1.4 with Exhibit 1.5 to add new staff	Approved	04.12.19	\$0.00
7	Update Exhibit 1.5 with Exhibit 1.6 to add new staff	Approved	04.16.19	\$0.00
8	Update Exhibit 1.6 with Exhibit 1.7 to add new staff	Approved	07.24.19	\$0.00
9	Update Exhibit 1.7 with Exhibit 1.8 to add new staff	Approved	09.05.19	\$0.00
10	Update Exhibit 1.8 with Exhibit 1.9 to add new staff	Approved	11.13.19	\$0.00
11	Update Exhibit 1.9 with Exhibit 1.10 to add new staff	Approved	03.13.20	\$0.00
12	Update Exhibit 1.10 with Exhibit 1.11 to add new staff	Approved	03.20.20	\$0.00
13	Update Exhibit 1.11 with Exhibit 1.12 to add new staff	Approved	09.09.20	\$0.00
14	Update Exhibit 1.12 with Exhibit 1.13 to add new staff	Approved	11.03.20	\$0.00
15	Update Exhibit 1.13 with Exhibit 1.14 to add new staff and Extend the Period of Performance through December 31, 2023.	Approved	07.12.21	\$0.00
16	Update Exhibit 1.14 with Exhibit 1.15 to add new staff	Approved	02.15.22	\$0.00

17	Update Exhibit 1.15 with Exhibit 1.16 to add new staff	Approved	05.11.22	\$0.00
18	Update Exhibit 1.16 with Exhibit 1.17 to add new staff	Approved	07.06.22	\$0.00
19	Increase \$1,231,187.71 to the Not-to-Exceed Contract Price. Update Exhibit 1.17 with Exhibit 1.18 with increase Not-to-Exceed Contract Price	Approved	09.27.22	\$1,231,187.71
20	Update Exhibit 1.18 with Exhibit 1.19 to add new staff	Approved	09.27.22	\$0.00
21	Update Exhibit 1.19 with Exhibit 1.20 to add new staff	Approved	11.16.22	\$0.00
22	Update Exhibit 1.20 with Exhibit 1.21 with years 8 and 9 labor rates	Approved	02.28.23	\$0.00
23	Extended the Period of Performance through December 31, 2025.	Approved	04.05.23	\$0.00
24	Increase \$1,861,372.68 to the Not-to-Exceed Contract Price	Pending	Pending	\$1,861,372.68
	Modification Total:			\$3,092,560.39
	Original Contract:			\$5,829,626.00
	Total:			\$8,922,186.39

DEOD SUMMARY

**TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR THE
P2000 LIGHT RAIL VEHICLE OVERHAUL/MIDLIFE MODERNIZATION
PROGRAM/PS20113000**

A. Small Business Participation

Jacobs Engineering Group, Inc. (formerly known as CH2M Hill) (CH2M) made a 24.81% Disadvantaged Business Enterprise (DBE) commitment. As mentioned in the Board Report, for purposes of this contract CH2M is the name they are utilizing for the contract. The overall DBE participation is based on the cumulative value of all task orders issued. To date, seven (7) task orders have been awarded. Based on payment the project is 81% complete and the current DBE participation is 12.92%, representing a 11.89% shortfall.

CH2M has a shortfall mitigation plan on file. CH2M contends that the project presented various challenges in achieving the DBE target. CH2M reported that a major reason for the DBE shortfall is the decreased amount of light rail vehicle (LRV) inspection work to date on the project (Task Orders 4 and 5). CH2M indicated that Inspection work is the primary activity of DBE firms Virginkar and RailCar Quality Services. For DBE firm Langford & Carmichael, CH2M noted that the firm was not utilized to date. Additionally, CH2M stated that they expect to resolve the shortfall during Task Order No. 7 and beyond by increasing their DBE subconsultant capacity on upcoming work as the project progresses into the serial production phase, specifically an increase in inspection activities.

DEOD staff will continue to track and monitor CH2M's efforts to meet or exceed their commitments.

Small Business Commitment	24.81% DBE	Small Business Participation	12.92% DBE
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Langford & Carmichael	Asian-Pacific American	0.45%	0.00%
2.	Parthenon Corporation	Hispanic American	6.00%	6.64%
3.	Virginkar & Associates	Asian-Pacific American	18.36%	1.85%
4.	Railcar Quality Services, Inc.	Black American	Added	4.43%
	Total		24.81%	12.92%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

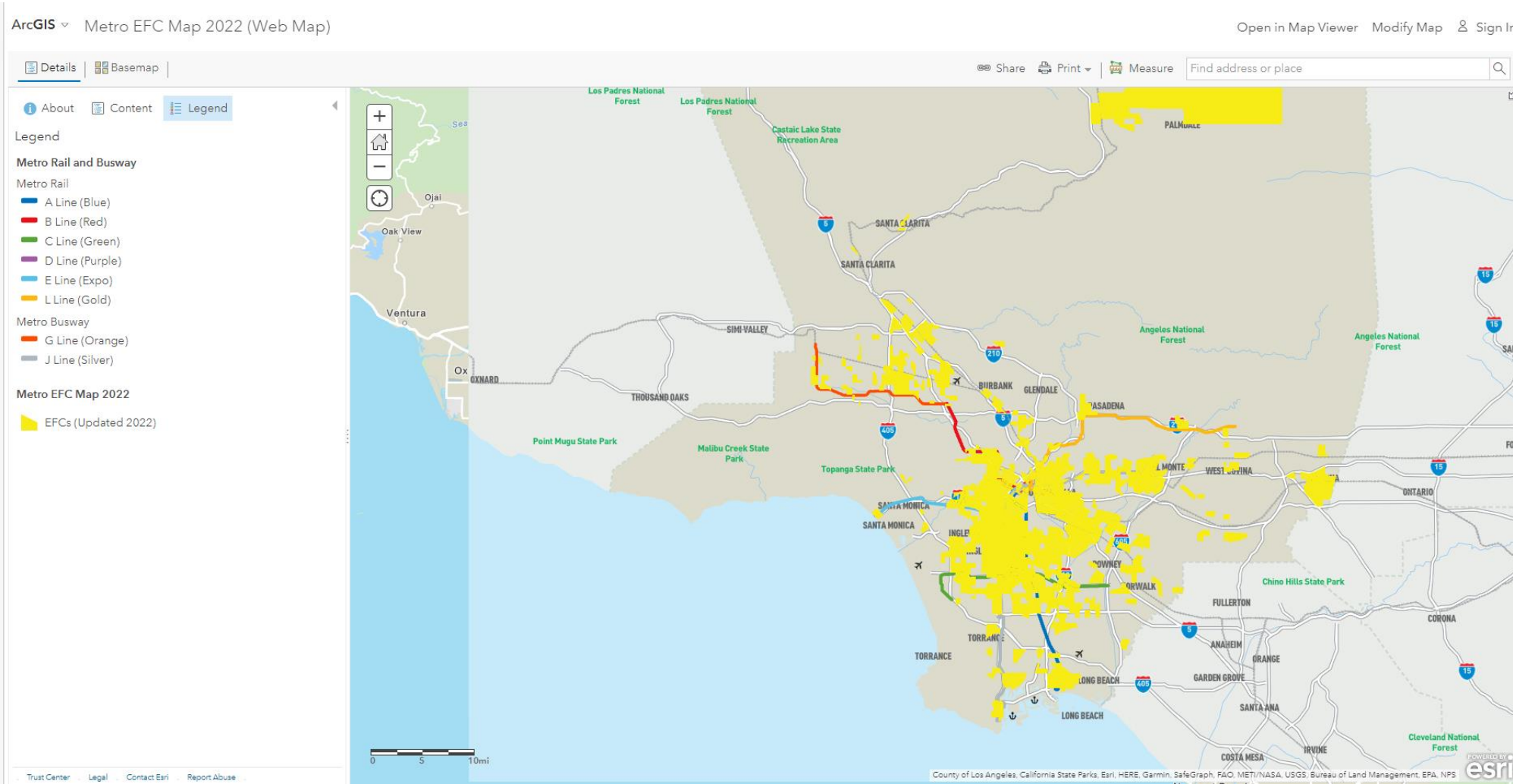
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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.

Attachment D: Metro EFC Map





Board Report

File #: 2023-0203, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 12 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) for the Metro Bike Share program (MBS) to extend the contract period of performance from July 30, 2023 through December 31, 2023, in the amount of \$5,698,010, increasing the Total Contract Value from \$110,594,074 to \$116,292,084.

ISSUE

A Request for Proposals (RFP) was released in April to secure a new MBS contract. The current MBS contract expires July 30, 2023. To ensure sufficient time to complete the procurement process, while continuing to provide MBS service to the public until a new contract is awarded, an extension of the current contract is needed.

BACKGROUND

MBS was launched in July 2016 in partnership with the City of Los Angeles. Since this date, MBS has provided continuous and consistent service to Los Angeles County residents with more than 200 stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood service areas. To date, over 1.6 million trips have been taken, 5.8 million miles have been traveled, and 5.5 million pounds of CO2 have been averted through the use of MBS.

While ridership decreased during the COVID pandemic, MBS did not reduce or remove service. In fact, MBS successfully transitioned the undocked smart bike system, which experienced various operational issues, including increased loss, to the traditional docked bike system for both the Westside and North Hollywood service areas to stabilize and improve service. In addition, MBS expanded to the Hollywood service area in October 2021 with eleven new stations. Overall, ridership for the entire system continues to increase. Ridership for 2022 was 290,370, representing a 43% increase from 2021, and a 38% increase from 2020. During 2023, ridership is projected to reach 325,000, representing a 12% increase from 2022 and exceeding pre-COVID ridership as well as the highest ridership ever achieved by the program, which was in 2018.

Passholders also continue to increase for all pass types. In 2022, 30-Day passes increased by 75% to 1,116 when compared to 2021. Reduced Fares offer discounts to seniors, students, people with disabilities, and low-income individuals on TAP and directly through the MBS Mobile app and MBS website. Most individuals (56%) with a Reduced Fare pass were eligible through the California EBT verification process. Reduced Fare passholders increased in 2022 by 133% to 276 and represented 19% of all 30-Day and 365-Day passholders.

..Discussion

DISCUSSION

In December 2021, the Metro Board of Directors passed Motion Item No. 41 “Improving the Effectiveness and Sustainability of Metro Bike Share” (Attachment A). The Motion directed staff to take a series of actions focused on stabilizing the current program and preparing for the next iteration of bike share in Los Angeles County. Since the passing of the Motion, several actions in support of MBS and the Motion have occurred:

- In March 2022, staff submitted a receive and file report which presented the work plan to address the directives contained in the Motion, this included fleet stabilization, equitable access, uninterrupted service, convening of a forum, a market survey, and recommendations.
- In April 2022, the Board authorized a 12-month extension of the bike share contract and the purchase of additional bikes and GPS units to restore and stabilize the fleet.
- Between April and October 2022, staff conducted the Industry Forum (August 2022) to obtain insight from the industry/vendors, peer agencies, community organizations, and other interested parties; completed the Market Survey (national and international); conducted outreach to local agencies (Councils of Governments, Joint Power Authorities); ensured ongoing coordination and collaboration with the City of Los Angeles; and continued working to improve the stability and reliability of MBS.
- In October 2022, the Board approved the updated MBS operational model of “Privately Owned - Publicly Managed (Contracted).” The model took into consideration the work conducted as directed by the Motion.

In no small part, as a result of the Motion and subsequent actions coupled with the reduced impact of COVID, MBS ridership and performance have improved. Bike loss has decreased due to improved GPS capabilities, enhanced coordination with Metro’s Safety and Security personnel, and increased monitoring and response efforts by the contractor and staff, all actions delineated in the Motion response work plan. During 2022, the total loss was 177 bikes, which represents a 55% decrease in loss compared to 2021 and a 77% decrease compared to 2020. More specifically, since the Board’s October 2022 authorization to replenish and stabilize the fleet and ensure fleet-wide GPS capabilities, the total bike loss has been 23 bikes or an average of 4.6 bikes (0.3%) lost per month from November to March. Staff will continue to monitor and coordinate with all parties with the goal of maintaining this downward trend. The bike fleet has increased, improved, and stabilized, with more electric pedal-assist bikes (e-bikes) available. E-bikes have a higher trip/bike/day rate than the standard classic bikes (2.77 vs 0.47 in 2022). Ridership, fare revenues, and passholders all increased from 2021 to 2022 and are continuing to grow in 2023. Nevertheless, there is still work to be conducted to meet the goals expressed in the Motion and subsequent responses, of which the

next action is the award and implementation of the new MBS contract.

Since October, staff has been diligently working, in coordination with the City of Los Angeles who is concurrently conducting an independent review of MBS, to complete the Statement of Work and issue the appropriate procurement package. Staff incorporated lessons learned and information obtained from the various Motion directed actions - including the Industry Forum, Market Survey, and local agency outreach. While staff anticipated releasing the Request for Proposal (RFP) earlier, the level of coordination, collaboration, and review resulted in the need for additional time. This included the coordination with the City of Los Angeles, conferring with the MBS Advisory Committee, securing and engaging industry expertise to support and review the Statement of Work, and internal collaboration to ensure the appropriate procurement method and contract structure was selected to position MBS to meet the goals as identified in the Motion. With the release of the RFP in April 2023, staff is requesting an extension of 5 months, for a new end date of December 31, 2023. Staff will return to the Board with the award recommendation pending the completion of the procurement process.

The recommended modification will ensure that MBS remains stable and consistent during the extension. The contractor will continue to operate and maintain the existing MBS service to ensure no degradation of service to the public, including bike availability. During the extension period, staff will continue evaluating the MBS system to ensure that station locations are optimal and performing at their highest potential. Staff will evaluate criteria such as ridership, trip/bike/day ratios, location in an Equity Focus Community (EFC), changes to the surrounding area (i.e., business closures or new apartment buildings), industry best practices as well as community needs to determine if stations should remain or if they should be recommended for relocation. Staff will continue to collect demographic data relative to gender, race/ethnicity, income, and age in the next survey scheduled for June 2023. Staff will coordinate these efforts with the City of Los Angeles and implement approved changes, as time permits.

Per the MOU with the City of Los Angeles, the City will provide 65% of the funds in support of the ongoing operation and maintenance of MBS, and should there be any capital expenses, they will provide 50% of the funds. Staff has reviewed this item with the City of Los Angeles and has received their concurrence to proceed with the extension.

EQUITY PLATFORM

The approval of this contract modification and extension by a total of five months will ensure Metro's ability to continue to operate and maintain a regional bike share program that is accessible to Los Angeles County residents. MBS continues to integrate with existing Metro transit services and provides a seamless passenger experience on Metro's transportation system. Maintaining low bike share fares and ensuring that participants of the LIFE and Reduced Fare programs continue to have uninterrupted access to service with continued discounted fare media are critical components of this program. As mentioned, the number of passholders with Reduced Fare passes increased in 2022 and now represents 19% of all passholders. Participants with eligibility through California EBT represent 56% of all Reduced Fare passes, while students (16 years and over) represent 24%.

As part of the annual survey conducted by MBS, demographic data is collected. In 2022 and consistent with previous surveys, respondents to the survey were mostly male (61%), Caucasian (50%), almost half (49%) had incomes more than \$75K, and most were younger than 50 years old (76%). Past surveys have been implemented online and through social media and only in English. However, additional data collection methods will be implemented during 2023 to ensure that opportunities to respond to the survey are offered more widely. These include in-person and multi-language surveys. The current survey results demonstrate the opportunity and need to focus on further efforts to increase the diversity of MBS users. In 2023, staff will implement strategies that seek to increase ridership by females, people of color, seniors, riders with low-income, and other underrepresented groups.

Metro is committed to expanding the program and ensuring that it is implemented in a manner that leads to more equitable access and outcomes. This includes identifying and working with community-based organizations to support outreach and coordination activities with the goal of obtaining improved representation within and from EFCs and marginalized communities. Feedback specific to locating stations will also be gathered during this process. Additionally, staff will continue to analyze the best path forward toward the effective integration of adaptive and accessible bikes as the MBS program evolves to meet agency goals and customer needs. This contract extension will allow Metro to continue to provide current service in the EFC communities of Downtown/Central Los Angeles, Westside, and North Hollywood (Attachment B).

DETERMINATION OF SAFETY IMPACT

Metro's safety standards will be improved through the approval of this recommendation by ensuring the continued operation of a safe and secure bike share program.

FINANCIAL IMPACT

There is no immediate impact on the current FY 2023 budget, and no budget amendment will be required since the extension of the contract, if approved, will be implemented in FY 2024. Funding for MBS is included in the FY 2024 Proposed Budget and consists of City of Los Angeles subsidy, fares, and operating-eligible funds. Staff will continue to seek new and/or alternative funding, including grants and sponsorship opportunities, to support future MBS capital and operational costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals:

1. Provide a high-quality mobility option that enables people to spend less time traveling.
2. Deliver an outstanding trip experience for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform LA County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the organization.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the requested action. This alternative is not recommended

as this would not be supportive of the Board motion, would impact the stability of the program, and Metro's ability to provide uninterrupted MBS service. If the contract with BTS is not extended, MBS operations would end July 30, 2023.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS272680011357 with BTS to extend the contract through December 31, 2023. Staff will continue working on the procurement of the next contract.

ATTACHMENTS

Attachment A - Board Motion Item No. 41 (November/December 2021)

Attachment B - Metro EFC Map October 2022

Attachment C - Procurement Summary

Attachment D - Contract Modification/Change Order Log

Attachment E - DEOD Summary


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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2021-0743, File Type: Motion / Motion Response

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 18, 2021

Motion by:

DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

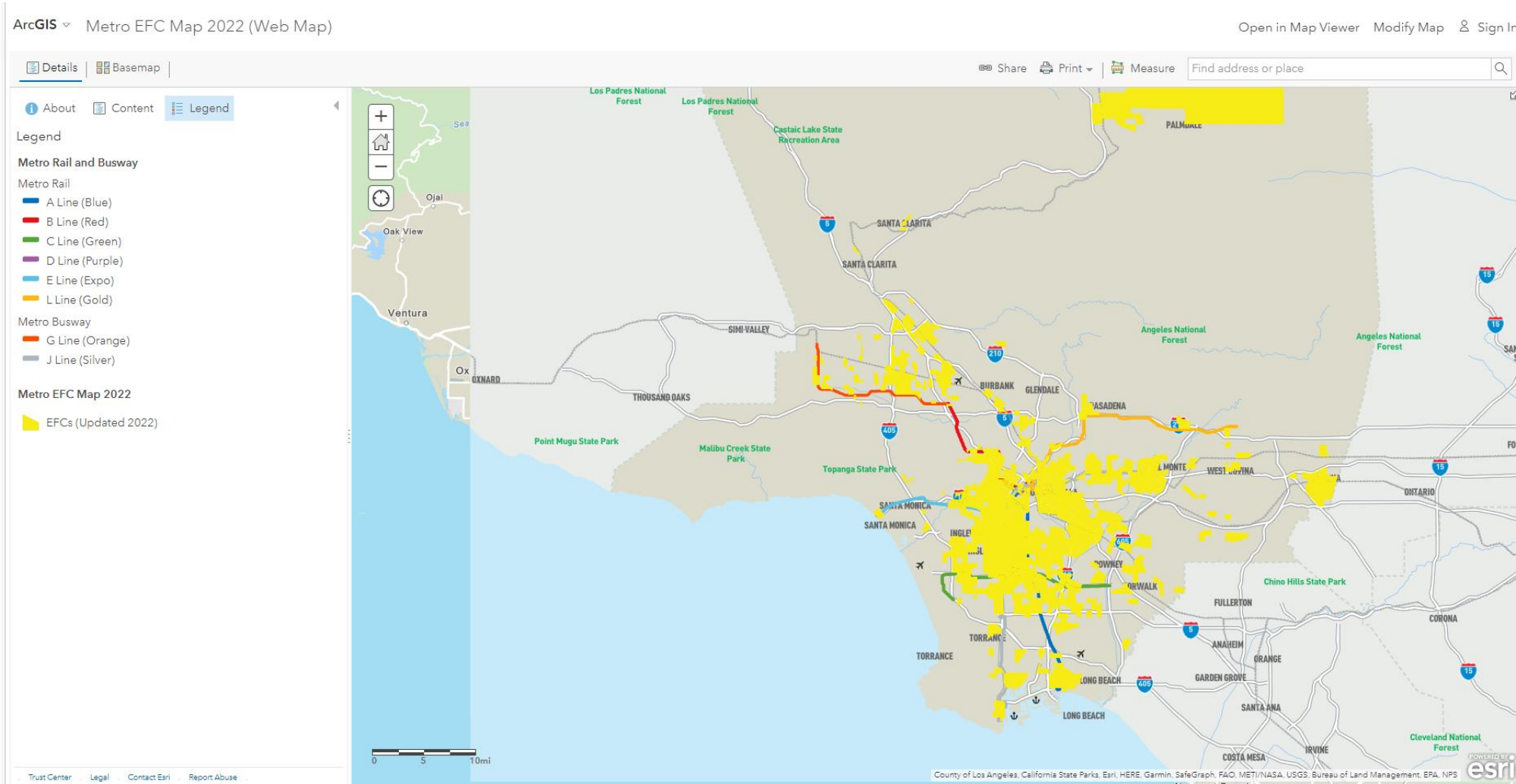
SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE**RECOMMENDATION**

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

Attachment B - Metro EFC Map



PROCUREMENT SUMMARY

METRO BIKE SHARE/PS272680011357

1.	Contract Number: PS272680011357			
2.	Contractor: Bicycle Transit Systems, Inc.			
3.	Mod. Work Description: Five-month continuation of services for the Metro Bike Share Program through 12/31/23.			
4.	Contract Work Description: Metro Bike Share Program			
5.	The following data is current as of: 4/5/23			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	06/25/15	Contract Award Amount:	\$11,065,673 Pilot Phase I – DTLA
	Notice to Proceed (NTP):	07/31/15	Total of Modifications Approved:	\$99,528,401
	Original Complete Date:	Phase I 07/31/17 Phases II - V 07/29/22	Pending Modifications (including this action):	\$5,698,010
	Current Est. Complete Date:	07/30/23	Current Contract Value (with this action):	\$116,292,084
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Paula Carvajal		Telephone Number: (213) 922-4258	

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 issued in support of the Metro Countywide Bike Share program to extend the contract period of performance from July 30, 2023 through December 31, 2023.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 25, 2015, the Board approved a firm fixed price Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Cost Analysis

The amount of the modification has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Metro staff successfully negotiated a cost savings of \$66,315.

Proposal Amount	Metro ICE	Modification Amount
\$5,764,325	\$5,764,325	\$5,698,010

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BIKE SHARE/PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	\$6,342,126
9	Revised SOW + Milestones	Approved	12/14/18	\$0
10	Reallocation of bikes + update milestones with invoices	Approved	08/21/21	\$0
11	Extended period of performance (POP) by 12 months through 7/30/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Approved	04/28/22	\$15,250,213
12	Extended POP by 5 months through 12/31/23.	Pending	Pending	\$5,698,010
Modification Total:				\$105,226,411

	Original Contract:		06/25/15	\$11,065,673
	Total:			\$116,292,084

DEOD SUMMARY

METRO BIKE SHARE CONTRACT EXTENSION/PS272680011357

A. Small Business Participation

Bicycle Transit Systems (BTS) made a 22.37% Disadvantaged Business Enterprise DBE commitment. Based on payment, the project is 87% complete and the current DBE participation is 24.57%, exceeding the commitment by 2.20%.

Small Business Commitment	22.37% DBE	Small Business Participation	24.57% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian-Pacific American	15.28%	11.66%
2.	BikeHub	Asian-Pacific American	5.48%	11.59%
3.	Say Cargo Express	Hispanic American	0.68%	0.30%
4.	Toole Design Group, LLC	Caucasian Female	0.93%	1.02%
	Total		22.37%	24.57%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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.



File #: 2023-0211, **File Type:** Contract

Agenda Number: 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023**

SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire & Rubber Company in the amount of \$11,671,134 (\$2,164,434 for FY23 and \$9,506,700 for FY24) to continue to provide bus tire leasing and maintenance services, increasing the contract value from \$41,908,927 to \$53,580,061, as well as extending the period of performance through June 30, 2024.

ISSUE

The Contract Modification will provide Metro bus divisions with uninterrupted bus tire and maintenance services for the transit bus fleet through June 30, 2024. This service contract aims to continue providing Metro with tire maintenance to ensure reliable service on its revenue bus fleet. In addition, the contract will continue to provide qualified and trained service personnel to perform tire inspections and maintain the Metro bus fleet in safe operating condition.

This action will allow staff sufficient time to re-procure these services through a competitive procurement process with opportunities for small business participation.

BACKGROUND

Metro's directly operated revenue bus fleet consists of close to 1,900 buses utilizing approximately 12,480 leased tires, traveling over 67 million miles annually. These tires require maintenance and service daily. In addition, this leased tire contract supports the revenue bus fleet and tire maintenance services for the Metro non-revenue fleets. Although non-revenue tires are purchased under a separate procurement, they are mounted and balanced under the bus tire leasing and maintenance services contract.

Leased costs are based on actual bus (tire) mileage plus a fixed monthly service rate. This service contract includes waste remediation of all spent tire castings and a comprehensive tire maintenance program. The tire maintenance program includes tire rotation, mounting, regrooving, recapping, balancing, inflating, and wheel refurbishing. The monthly service rate for the contract includes tire

maintenance and service for Metro's non-revenue fleet.

The contract with Goodyear Tire & Rubber Co. was effective as of October 1, 2017. Seven modifications occurred over the life of the contract due to Goodyear Tire & Rubber Co. changes to subcontractors and suppliers, expanded support requirements with the reactivation of Metro Division 10 during the refurbishment of the A Line (Blue Line), reduced support requirements with the closing of Metro Division 10 after completion of the refurbishment of the A Line (Blue Line), changes in firm fixed rates to the contract due to bus fleet changes, and expansion of the contract period of performance and contract value based upon existing staff authority.

DISCUSSION

Consistent and effective maintenance and servicing of bus tires is a fundamental requirement for bus service performance and reliability. The Metro revenue bus fleet travels over 180 thousand miles per day throughout Los Angeles County on city streets, freeways, and highways. Operating in a range of weather conditions from extreme heat to rain and on various road surface conditions. It is an operational necessity for the tires on the Metro fleet to be serviced, maintained, and replaced on a daily basis to limit service interruptions. The recommended contract modification will provide Metro with continuous bus tire maintenance and services to meet Metro bus fleet service requirements.

Bus tire leasing and maintenance services improve the customer experience by ensuring that Metro transit buses safely transport patrons to their destinations. The bus tire and maintenance service contract will ensure Metro bus divisions are well stocked with replacement tires, tire inspections on buses are performed on a nightly basis, tread depth and tire wear are closely monitored, air pressure is maintained and any tires showing abnormal wear are replaced prior to the bus being placed into revenue service.

The safety and security of both customers and operators are ensured by contracting these services with a company that can provide transit-rated tires and qualified service personnel to inspect and maintain the Metro bus fleet.

The contract modification will provide funding to support bus tire replacement and maintenance services in the amount of \$2,164,434 for FY23 and \$9,506,700 for FY24. The FY23 funding will cover costs associated with replacement tires, waste remediation of worn/defective tires, tire rotation, mounting, regrooving, recapping, balancing, inflating, and wheel refurbishing invoiced from April through June 30, 2023. Staff projections of contract authority did not sufficiently account for the additional mileage and associated lease costs from the service expansions that occurred in 2022, which resulted in a shortfall in contract authority for the remainder of the current contract period which expires on June 30, 2023. The contract modification will also provide funding for tire replacement and maintenance services in FY24.

Operations has taken proactive steps to avoid future contract forecast expenditure shortfalls with creation of an oversight team that monitors the remaining contract term, approved contract value, and projected remaining period of performance of existing contracts. The efforts of this new team are expected to avoid any future contractor performance beyond the approved contract authority.

Operations recognizes the absolute necessity for ensuring contract extensions and renewals are started and completed promptly and in accordance with internal schedules and timeliness to prevent contract lapses and service disruptions.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety. As tires on buses wear, they are regularly replaced as part of a preventive maintenance plan to ensure safe operation of the Metro bus fleet. This Contract Modification guarantees Metro has the capability of maintaining and replacing tires on its fleet.

FINANCIAL IMPACT

Funding for this contract modification is included in the FY23 and FY24 budgets in the amount of \$2,164,434 for FY23 and \$9,506,700 for FY24 in cost center 3120, Quality Assurance, under project 306002, Operations Maintenance and line item 50421, Tires Revenue Equipment.

Impact to Budget

The current source of funds for this action includes Fares, Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. These funds are operating eligible funds.

EQUITY PLATFORM

This action is anticipated to support safety and service quality on the Metro bus fleet, which serves marginalized groups and Equity Focus Communities (EFCs). Bus tire leasing and maintenance services will be performed by qualified service personnel that have experience performing these services. As part of a comprehensive bus maintenance program, bus tire leasing and maintenance will ensure buses remain in a State of Good Repair to provide uninterrupted transportation services for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for Contract OP83932000-39383. The Goodyear Tire & Rubber Company is currently exceeding the overall commitment with a rate of 5.15% through the utilization of various DBE firms.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Bus tire leasing and maintenance services for Metro buses supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The inspection and maintenance of tires on buses will eliminate unnecessary tire failures and service delays. This service will ensure patrons and Metro operators experience safe and reliable transportation services.

ALTERNATIVES CONSIDERED

Staff considered a purchase tire program rather than a lease tire program, where Metro personnel perform the required tire service. This alternative is not recommended because of the increased labor cost to Metro, increased liability, and the added responsibility of properly disposing of thousands of waste tire castings. Staff also considered a lease tire program where Metro personnel provide the required tire service. This alternative is not recommended because of increased labor cost and liability for any unforeseen events.

The existing contracting method greatly reduces Metro's risk and eliminates the responsibility for the removal, transportation, and disposal of waste tires.

NEXT STEPS

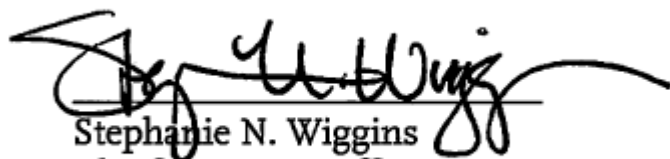
Upon Board approval, staff will execute Modification No. 8 to Contract OP83932000-39383 with The Goodyear Tire & Rubber Company to continue to provide bus tire leasing and maintenance services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: James Jimenez, Sr. Manager Environmental Compliance & Service, (213) 922-5870
James Pachan, Sr. Executive Officer, Bus Maintenance, (213) 922-5808
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS TIRE LEASING AND MAINTENANCE SERVICES/OP83932000-39383

1.	Contract Number: OP83932000-39383			
2.	Contractor: The Goodyear Tire & Rubber Company			
3.	Mod. Work Description: Continue existing services and extend the period of performance from July 1, 2023 through June 30, 2024			
4.	Contract Work Description: Provide lease and maintenance of tires of Metro-operated bus fleet and servicing of non-revenue vehicle tires			
5.	The following data is current as of: 4/10/23			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	10/1/17	Contract Award Amount:	\$40,908,927
	Notice to Proceed (NTP):	N/A	Total of Modification Approved:	\$1,000,000
	Original Complete Date:	4/30/23	Pending Modification (including this action):	\$11,671,134
	Current Est. Complete Date:	6/30/24	Current Contract Value (with this action):	\$53,580,061
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320	
8.	Project Manager: James Jimenez		Telephone Number: (213) 922-5870	

A. Procurement Background

This Board Action is to approve Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire and Rubber Company (Goodyear) to continue the lease and maintenance of tires for Metro-operated bus fleet and servicing of non-revenue vehicle tires and to extend the period of performance from July 1, 2023, through June 30, 2024.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate.

In September 2017, the Board awarded five-year Contract No. OP83932000-39383 to Goodyear to provide bus tire leasing and maintenance services.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

Escalation for tire mileage rates, monthly tire service (revenue and non-revenue vehicles) and fully burdened rates for technicians have been determined to be fair and reasonable based on the current Department of Labor and Statistics' indices for changes in commodity prices and private industry workers' salaries.

Proposed Amount	Metro ICE	Recommended Amount
\$11,671,134	\$11,671,134	\$11,671,134

CONTRACT MODIFICATION/CHANGE ORDER LOG

BUS TIRE LEASING AND MAINTENANCE SERVICES/OP83932000-39383

Mod. No.	Description	Status (approved or pending)	Date	Amount
1.	Update list of approved subcontractors and suppliers	Approved	7/16/18	\$0
2	Revise bus counts and labor requirements (Attachment 2 to the Statement of Work) and update pricing schedule.	Approved	1/1/19	\$0
3	Revise bus counts and labor requirements (Attachment 2 to the Statement of Work) and update pricing schedule.	Approved	7/1/20	\$0
4	Revise pricing schedule to include cost of used tires on retired Metro buses	Approved	8/24/20	\$0
5	Extend period of performance (POP) by six months through March 31, 2023, and revise pricing schedule	Approved	9/30/22	\$0
6	Continue existing service and extend POP by two months through May 31, 2023	Approved	3/31/23	\$500,000
7	Continue existing service and extend POP by one month through June 30, 2023	Approved	4/10/23	\$500,000
8	Continue existing services and extend POP by 12 months through June 30, 2024	Pending	Pending	\$11,671,134
	Modification Total:			\$12,671,134
	Original Contract:		10/1/17	\$40,908,927
	Total Contract Value:			\$53,580,061

DEOD SUMMARY

BUS TIRE LEASING & MAINTENANCE SERVICES/OP83932000-39383

A. Small Business Participation

The Goodyear Tire & Rubber Company made a 5.01% Disadvantaged Business Enterprise (DBE) commitment. Based on payments the project is 96% complete and the current DBE participation is 5.16%, exceeding the commitment by 0.15%.

Small Business Commitment	5.01% DBE	Small Business Participation	5.16% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Islas Tires	Hispanic American	1.06%	2.15%
2.	Metal Masters	Hispanic American	3.87%	2.89%
3.	JCM & Associates	Hispanic American	0.08%	0.12%
	Total		5.01%	5.16%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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.



Board Report

File #: 2023-0252, **File Type:** Oral Report / Presentation

Agenda Number: 23.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

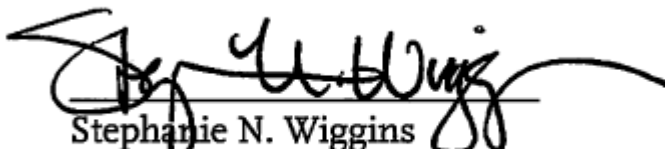
RECOGNIZE Operations Employees of the Month.

Equity Platform

Employee of the Month (EOM) nominations to the Chief Operations Officer must be for frontline employees or field supervisors serving in a customer-facing role. Operations management is encouraged to nominate employees that have achieved excellence and/or gone above and beyond their assigned job role/functions and are diverse in both gender and ethnicity. In addition, a review of the location, job responsibilities, and seniority is considered when making final selections to ensure there is diverse representation among the various groups within the department. Operations also work with Logistics, Maintenance, and System Security & Law Enforcement who nominates employees who work at our various Metro locations.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Admin (213) 922-7676

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

May 2023
Maintenance Employee of the Month
&
Logistics Employee of the Quarter

Employee of the Month & Employee of the Quarter



Bus Maintenance

Mechanic A

Ines “Sonny”

Flores

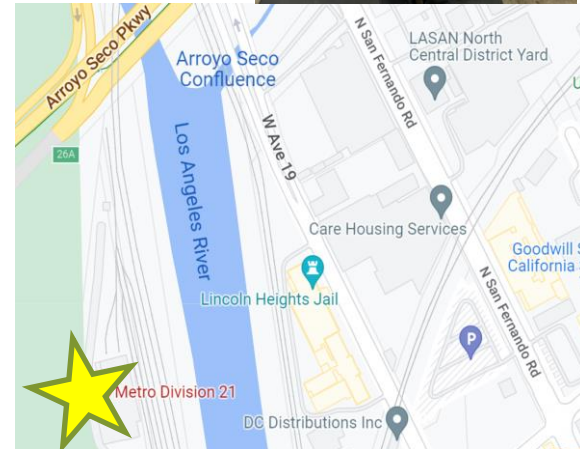


Division 3 – Cypress Park

Logistics

Storekeeper

Jorge Ponte



Division 21 – Lincoln Heights



Metro



Metro

Board Report

File #: 2023-0253, **File Type:** Oral Report / Presentation

Agenda Number: 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023**

SUBJECT: COO MONTHLY REPORT
ACTION: ORAL REPORT

RECOMMENDATION

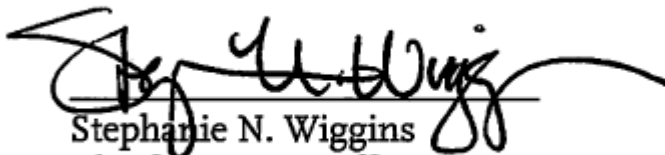
RECEIVE oral report on Operations ridership, hiring, and service restoration.

EQUITY PLATFORM

Operations collaborates with the Office of Equity and Race to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Admin, (213) 922-7676

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



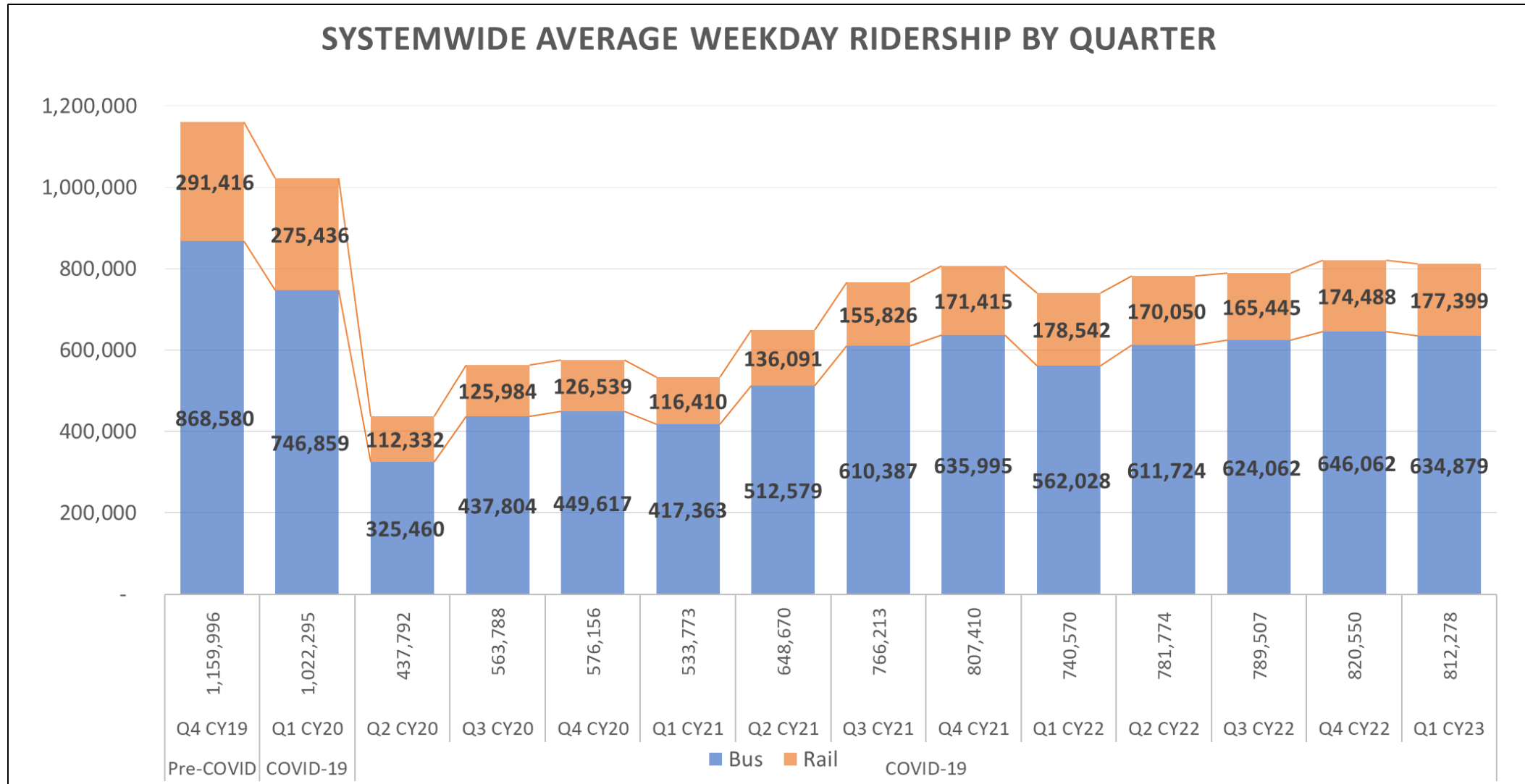
Stephanie N. Wiggins
Chief Executive Officer



COO Monthly Report

Operations, Safety & Customer Experience Committee Meeting
May 18, 2023

Ridership Update



Ridership Analysis Relative to Equity Focused Communities (Metro 2022 EFC Map):

- Bus – Percent of all weekday bus activity occurring within Equity Focus Communities increased from 73% in Oct 2019 to 79.5% in March 2023 (bus stop data available month to month)
- Rail – Percent of all weekday rail activity occurring within Equity Focus Communities increased from 51.7% to 71.2% from FY19 to FY22 (rail station data available Fiscal Year level)

Improved Reliability

- Metro fully restored scheduled bus service to 7 million revenue service hours (annualized), effective December 11, 2022. This will help our riders receive more frequent and reliable service.
- Cancellation rates are now below pre-service change and from one year ago.

% Cancelled Service	Weekday	Saturday	Sunday
Pre- Dec 2022 Service Change 4 week Average	3.2%	3.9%	7.4%
One Year Ago WE 4/30/22	2.3%	4.6%	9.2%
Week Ending 4/29/23	1.0%	1.1%	5.6%
Week Ending 4/22/23	1.9%	2.9%	5.5%
Week Ending 4/15/23	1.8%	2.4%	6.9%
Week Ending 4/8/23	3.0%	1.9%	5.4%
Week Ending 4/1/23	1.0%	0.9%	2.9%
Week Ending 3/25/23	2.2%	0.9%	5.9%
Week Ending 3/18/23	2.1%	1.0%	3.8%
Week Ending 3/11/23	2.5%	1.3%	5.2%
Week Ending 3/4/23	2.0%	2.0%	4.2%
Week Ending 2/25/23	3.4%	5.6%	5.4%
Week Ending 2/18/23	3.9%	2.7%	5.4%
Week Ending 2/11/23	2.8%	2.3%	5.2%
Week Ending 2/4/23	3.0%	1.8%	6.3%
Week Ending 1/28/23	3.8%	4.0%	8.1%
Week Ending 1/21/23	2.8%	2.7%	4.5%
Week Ending 1/14/23	5.8%	3.5%	7.7%
Week Ending 1/7/23	4.0%	2.4%	7.1%
Week Ending 12/31/22	4.0%	3.5%	9.7%
Week Ending 12/24/22	3.6%	2.6%	4.0%
Week Ending 12/17/22	5.7%	4.0%	13.7%

April Top 10 Highest Service Cancellations by Line

Directly Operated

Division	Line	Name	NextGen Tier	April 2023 Highest Ten Lines % Cancelled Trips 4/1/23 to 4/30/23	Same Ten Lines % Cancelled Trips 4/1/22 to 4/30/22	% Trips on Average Exceeding Target Load Factor April 2023	Average Reported Pass Ups Per Day April 2023	% within EFC*	Area
2, 7	2	Sunset Alvarado	1	6.8%	8.2%	0.9%	26	48%	UCLA - USC
9	70	Garvey/Cesar Chavez	1	6.6%	2.8%	0.4%	10	75%	El Monte - Downtown LA
7	14-37	Beverly Bl/W. Adams St.	2	6.5%	7.6%	0.6%	7	38%	Commerce – Wilshire/ Western
5	754	Vermont Av Rapid	1	6.1%	6.9%	0.5%	2	98%	Hollywood - South LA
1, 7	20	Wilshire Bl.	1	5.4%	12.1%	0.1%	8	29%	Downtown – Westside
1, 7	16	W. 3rd St	1	5.1%	6.9%	3.0%	22	38%	Downtown – Westside
9	76	Valley Bl	2	4.9%	2.3%	0.0%	1	66%	El Monte - Downtown LA
7, 13	30	Pico Bl/ E. 1st St	1	4.7%	7.8%	0.3%	5	70%	Pico Rimpau Transit Center - Downtown LA - Indiana Station
5, 18	207	Western Av	1	4.6%	7.2%	0.0%	15	89%	Hollywood - South LA
3, 7	217	Hollywood/Fairfax	1	4.2%	6.2%	0.1%	2	41%	Hollywood - Expo Line

Contracted Services

Division	Line	Name	Next Gen Tier	% Cancelled Trips above 2% 4/1/23 to 4/30/23	Previous Year % Cancelled Trips 4/1/22 to 4/30/22	% Trips on Average Exceeding Target Load Factor Apr 2023	Average Reported Pass Ups Per Day Apr 2023	% within EFC	Area
97	125	Rosecrans Av	3	9.6%	10.0%	0.2%	3	42%	El Segundo - Norwalk
97	205	Wilmington Av - Vermont Av	3	9.3%	12.0%	0.0%	10	29%	Willowbrook - San Pedro
97	232	Sepulveda Bl - Pacific Coast Hwy	3	8.7%	21.0%	0.2%	30	29%	LAX - Long Beach
98	603	San Fernando Rd - Rampart St - Hoover St	2	6.7%	10.1%	0.1%	0	73%	Glendale - Downtown LA
98	177	JPL	4	4.8%	8.5%	0.0%	0	15%	Pasadena
97	128	Alondra Bl	4	3.8%	5.5%	0.0%	0	34%	Compton - Cerritos
98	501	North Hollywood - Pasadena Express	3	2.9%	5.1%	0.0%	3	18%	North Hollywood - Pasadena

Elevator and Escalator Progress Highlight

Vertical Transportation (VT) units are essential to Metro's transit system

- **Ensure compliance with ADA requirements**
- **Provide accessibility to Metro stations especially for customers with disabilities, senior citizen, and patrons with young children and/or luggage**
- **There are total of 351 elevators and escalators systemwide**
- **VT Key Performance Indicator (KPI) measures units' availability based on downtime for inoperable units reported to Metro due to:**
 - ✓ **Scheduled preventative maintenance**
 - ✓ **Unplanned downtime due to vandalism, misuse of units and mechanical and/or aging unit failure**
 - ✓ **KPIs also validate contractor's responsiveness and ability to maintain the units in operation**
 - **FY23 Transit elevator average availability: 98.67%**
 - **FY23 Transit escalator average availability: 98.94%**
- **Social media notifications are issued for inoperable non redundant elevators in advance advising customers of inoperable units, with two-way communication that can help enhance customer satisfaction and provide alternate trip information**

Elevator and Escalator Improvement Projects

- **VT Enhanced Safety and Maintenance Services Improvement Projects**
 - ✓ **Metro invested \$2.3M on a two-year project completed in 2022**
 - **Elevator floor replacement for 117 units**
 - **Elevator corrosion repairs for 102 units**
 - **Elevator floor replacement and corrosion repairs continue on an as-needed basis**
 - ✓ **On-going elevator hoistway glass and pit cleaning continue with enhanced services from as-needed to twice a year**
 - ✓ **Ongoing escalator step cleaning continues with improved services from twice a year to four (4) times a year**
 - ✓ **Ongoing systemwide elevator cab camera installation project initiated in 2021**
 - **To date, 10 elevator cab cameras have been installed along the B Line stations**
 - **This multi-year project will continue to include all other remaining 105 elevators systemwide**
 - **The cost for a complete elevator cab camera installation is \$40K per unit**

Elevator and Escalator Improvement Projects



Before

**B Line
Hollywood/
Highland
Station**

**Elevator Floor
Replacement**



After



Work In Progress

**B Line
Westlake/
MacArthur
Station**

**Escalator Step
Cleaning**



Work In Progress

Elevator and Escalator Improvement Projects

- **VT Enhanced Safety and Maintenance Services Improvement Projects (Cont.)**
 - ✓ **In February 2022, two (2) new projects were implemented to protect elevator glass panels**
 - **The installation of polycarbonate protective shields on elevator glass panels**
 - **41 elevators have been completed with 87 units to follow**
 - **Investment of \$23K per unit**
 - **The replacement of elevator doors with glass inserts, using solid stainless-steel doors**
 - **Nine (9) elevators have been completed with 67 units to follow**
 - **Investment of \$11K per unit**
- **VT Capital Projects**
 - ✓ **Install a real time dedicated VT remote monitoring system**
 - **Technical review and evaluation of contractor proposal in progress**
 - ✓ **Modernize over 100 elevators, 80 escalators and over 20 escalator canopies**
 - **The project design phase of 18-24 months is anticipated to start in mid FY24**

Elevator and Escalator Improvement Projects



Before



After

J Line – Slauson Station

**Installation of Polycarbonate
Protective Shield**



Before



After

B Line - Civic Center Station

**Replacement of Elevator Doors with Glass Inserts, By
Installing Solid Stainless Steel Doors**



Board Report

File #: 2023-0295, File Type: Program

Agenda Number: 25.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023

SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Progress Report on the Zero Emission Bus (ZEB) Program, including the shift in the program goal of fully transitioning to a zero-emission bus fleet from 2030 to no later than 2035, with a commitment to no longer procure Clean Natural Gas (CNG) buses to accommodate the new program goal.

ISSUE

In 2018, The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate all-zero emission fleets by 2040.

In July 2017, Metro's Board of Directors approved Motion #50 (File 2017-0524) which endorsed a ZEB Strategic Plan (SP) to transition the entire bus fleet to zero-emission by 2030, contingent on envisioned cost and performance equivalence with CNG buses as a result of continued advancements in battery-electric bus (BEB) technology. However, the availability and capacity of sufficient power at each of Metro's bus divisions have been identified as a constraint.

Meanwhile, BEBs' cost and technical parity with CNG buses have not materialized. Given the current status of the ZEB industry, staff finds that these program challenges (i.e., costs, performance, electrical grid capacity, supply chain and utilities' lead times, and market availability) are exacerbated by trying to achieve a full transition by the 2030 target date.

BACKGROUND

In July 2017, the Metro Board approved Motion #50 (File 2017-0524) by Directors Bonin, Garcetti, Najarian, Hahn, and Solis that endorsed a plan to transition to a ZEB fleet by 2030 (Attachment A). The endorsement was contingent based on two primary factors: continuous advancements in electric bus technology and a drop in prices as the technology develops. This provision stipulates that the ZEB conversion timeline considers the equivalence of ZEBs with Metro's existing compressed natural gas (CNG) buses to ensure that the program is technologically, financially, and operationally

reasonable.

Since the Board's endorsement, Metro has embarked on the most extensive ZEB transition program outside of Asia. To date, Metro has made significant progress in transitioning to ZEB service:

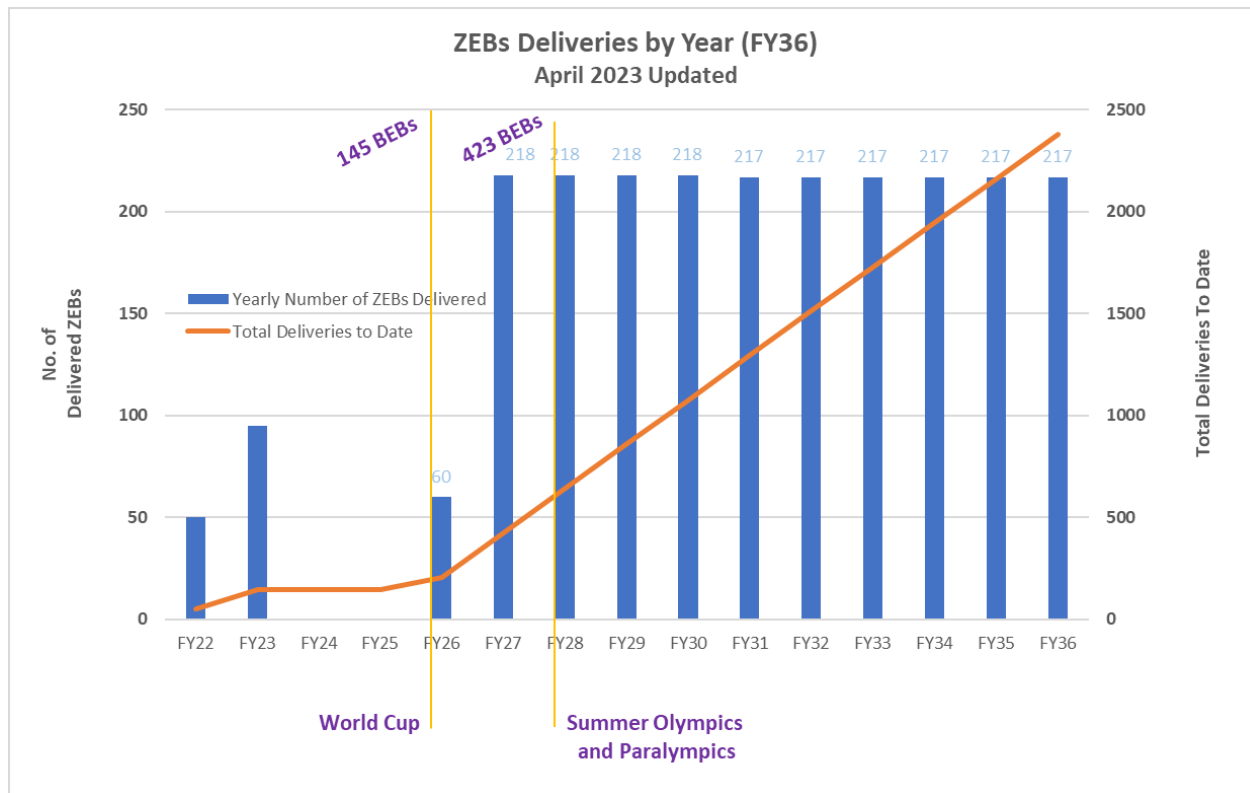
- A total of 145 BEBs have been ordered, one of the most significant BEB procurements to date in CA and among the three largest in the country. Currently, 50 BEBs have been delivered, with the remaining 95 scheduled to be delivered between September 2023 and April 2024; by the end of 2023, Metro will have the most BEBs in active service in the U.S.
- Metro's G (Orange) Line BRT initiated 100% ZE service at the start of 2021. To date, the vehicles have accumulated over 3 million miles of ZE service; the most miles by any public transit agency in the country.
- Conversion of Metro's J (Silver) Line BRT is underway and is anticipated to be completed by mid-2025.
- In ~~December 2022~~ January 2023, the Metro Board authorized the ~~procurement~~ solicitation of ~~an a Request for Proposal (RFP) of 260~~ additional 1,000 BEBs and associated charging infrastructure.
- Metro has aggressively pursued all available funding, successfully securing to date \$413.1 million in ZEB-related federal and state grant funding, including one of the largest Low-Emission/No-Emission grants in this federal program's history (\$104.1 million awarded in 2022).
- Further, Metro has made significant investments in workforce development, developing a manufacturing careers policy and implementing advanced training for operators and maintainers specific to BEB technology.

These aggressive program achievements, combined with significant collaborations with relevant international and national organizations, have incentivized the market to make investments in battery technology, energy management, and motor efficiencies.

DISCUSSION

Despite the significant progress made to date, staff has found that the ZEB industry is still evolving and not sufficiently mature to allow for full implementation by 2030 without risk to service. Key issues include cost, grid capacity, performance (reliability, maintainability, and operability), early obsolescence, utility lead times, and supply chain issues.

Shifting the program implementation from 2030 to no later than 2035 will help mitigate these challenges and will not impact compliance with CARB's ICT regulations or hinder supporting the planned major regional events, such as the World Cup in 2026 and the Olympic & Paralympic Games in 2028. By the first half of 2026, 145 buses, or 8% of Metro's bus fleet, will be converted to BEB operation. By 2026, three of Metro's bus divisions (8, 9, and 18) will be fully electrified for BEB operation. Further, by 2028, Metro will have accepted and placed into revenue service 423 BEBs. These buses will be designated for lines in the most critical parts of Metro's Westside and Central bus service to support these globally important 2026 and 2028 events. The chart below outlines the number of vehicles that will be delivered per year to meet the full transition goal no later than 2035.



It is critical that the facilities phasing schedule aligns with the BEB deliveries to support the bus division charging needs. Metro cannot afford to simultaneously begin the work to fully electrify multiple bus divisions at once due to operational constraints such as service requirements, space, and storage limitations, construction activities, BEB deployment, etc. The ZEB Master Plan's phased approach (bus divisions that are independent and have fewer constraints and operational impact versus dependent bus divisions) allows staff to plan the work with minimal impact to operations. The chart below outlines the no later than 2035 facilities phasing approach.



ZEBs have not achieved CNG Parity

To date, ZEBs, whether BEBs or fuel cell electric buses (FCEBs), have not achieved parity with CNG buses, either in terms of performance or cost. More importantly, there are concerns that the electric grid is currently unable to support full BEB operation when regional demand is high and that electric utilities' lead times to provide upgrades can be lengthy. For FCEBs, the market is even more nascent - there are only two bus original equipment manufacturers (OEMs) and three hydrogen fuel cell suppliers, and the cost of both buses and hydrogen fuel are even higher than for BEBs, up to 30% higher for buses and more than four times that of electricity for the cost of hydrogen.

Each issue is discussed further below.

Utility Infrastructure Challenges

- Grid capacity. Studies have shown that the entirety of the California electrical grid is undersized and not ready to support a large-scale adoption of ZE vehicles. Additionally, more refined surveys of the divisions have revealed that the available grid capacity to serve some of its divisions may be less than the assumed minimum of five megawatts. These challenges will require added efforts in the planning and design processes to mitigate and may result in schedule impacts.
- Long lead times for grid upgrades. According to interviews with relevant staff of the electric utilities serving Metro's bus divisions, the project time that the utilities need to perform service studies, develop engineering and design documents, and add the necessary construction contractor time is a minimum of four years for each division. Five years is more realistic, according to these discussions. Furthermore, should substation or transmission infrastructure

upgrades be needed, the project time could be seven years.

- Market availability. Supply chain issues and constraints are currently impacting the timelines to deliver ZEBs and their supporting infrastructure. These issues are worse for FCEBs than for BEBs, as the market is still not mature enough to support Metro's goals. Only two OEMs produce FCEBs, and only four percent (4%) of all ZEBs (procured or in operation) are FCEBs.

ZEB Performance

ZEBs also have not reached parity with CNG buses regarding performance. The following are the areas of note:

- Range. Current BEBs have an operable range of 150-160 miles (dependent on a myriad of factors, such as HVAC energy usage, operator efficiency, elevations, speeds, etc.). Currently, 64% of Metro's approximate 1,800 service blocks are within 150 miles, with 14 service blocks exceeding 300 miles. More importantly, 27% of the service blocks in Metro's route network cannot be completed with current BEB technology, and would require more buses and bus network restructuring or implementation of a wider network of "opportunity" (i.e., on-route) chargers at strategic locations throughout the County. Moreover, recent range growth from the industry remains consistent at approximately 2% to 5% per year, therefore a conservative estimate of BEB's range improvement with a reliable 300-mile will not be available until 2035, at the earliest. (Recent years have seen range improvements of up to 20% annually, though such growth has been inconsistent.)
- Reliability. The industry is still learning how to integrate new technologies into existing systems. Metro continues to experience integration issues between new and existing battery systems and interfaces between the bus charging rails and pantographs, leading to premature failures of components, such as belt drives and bearings. For instance, Metro had experienced premature bearing failures on our BEB fleet on the G Line where Metro is the first transit application of its kind with no service proven history which led to a fleet defect and fleet wide bearing replacement. Recent reports suggest that this continues to be an industry-wide problem and not unique to Metro's operation. Extending the transition period will allow technology to mature, improving fleet availability and reducing the time and resources required to maintain the fleet in a State of Good Repair.
- Maintainability. While the industry has focused primarily on ensuring ZEBs can perform as CNG counterparts, less effort has been made to develop diagnostic information and tools for on-site technicians to expeditiously investigate and repair failures. Because the technology is relatively new and rapidly evolving, agencies are resigned to rely on OEMs' suppliers remotely located subject matter experts to investigate and mitigate failures, leading to longer out of service times. Staff has taken steps to request that OEMs' suppliers provide US based engineering and technical support. Staff has made some progress with Siemens and ABB for our existing charging equipment. Metro has taken on additional consulting staff to address these issues and recently received a \$5 million training grant for workforce development. The recent LoNo grant from the Federal Government can also be used to improve operator and maintenance staff training. Metro's work to establish a Center for Transportation Excellence for advanced transportation technology is also designed to address these issues by incentivizing suppliers to locate their technical staff in Southern California.

- Operability. BEBs are not as user-friendly to operate as Metro's legacy fleet. As such, operators of BEBs need to be more intentional with driving. For example, operators will need to consider regenerative braking, HVAC usage, and buses' state of charge. Additional training and experience are needed to ensure the operators follow the correct procedures to avoid creating fault conditions.
- Obsolescence. As technology advances, parts, models, and other seemingly new equipment are rapidly becoming replaced - and in some cases, obsolete - as vendors continue to evolve their models and respond to market needs. Vendors have less incentive to support earlier technology than their newest offerings. This has been the case with some higher voltage chargers that Metro has deployed to serve the buses on the Metro G Line.

ZEB Costs

Meanwhile, BEBs' cost and technical parity with CNG buses have not materialized. For example, per current contract prices from the States of California and Washington, the cost of a BEB 40-footer is almost double that of a CNG 40-foot bus. For 60-footers, the cost differential is 70.1%. ZEBs are more expensive than CNG buses, and the new infrastructure required to support ZEBs requires a large initial capital investment. The following are the areas of note:

- Capital Costs
 - ZEBs continue to have a premium over CNG buses depending on vehicle size and recent pricing trends. This differential has not dropped as fast as originally expected.
 - The capital costs for installing BEB charging infrastructure at the depots and on-route charging are approximately \$600 million to \$800 million higher than the periodic cost of replacing CNG infrastructure.
- Operating Costs
 - Costs to maintain and operate ZEBs are still being evaluated. From initial deployments, savings in maintenance costs have only now begun to be realized in some agencies. However, energy costs have not remained stable.
 - Costs to maintain and operate charging infrastructure can be higher than conventional CNG storage and fueling infrastructure, although many agencies are mitigating cost increases through external vendor contracts and extended warranties on the charging equipment, covered under capital expenditures.
 - Costs associated with charge management are still being developed; however, these costs will also be new costs over that of the CNG legacy fleet.

Adding an additional five years to Metro's ZEB program transition will help mitigate the challenges summarized above. It will also provide Metro with additional time to seek and gather funding for the ZEB transition program. The following summarizes some of the specific ways in which a no later than 2035 program horizon can help mitigate the adverse impacts of these challenges.

2035-Related Utility/Grid Upgrade Benefits

- Grid capacity. To meet the requirements of the CARB ICT (Innovative Clean Transit) regulation

regionally and statewide, as well as other municipal and state policies that are committed to ZE transitions, electric utilities will continue fortifying and enhancing the grid's capacity. It is thus expected that the grid will be more built out in 2035 than in 2030 - thus, improving reliability of the grid and reducing the probability of Metro service interruptions. For example, California's Independent System Operator recently approved a 10-year transmission plan involving 23 projects estimated to cost almost \$3 billion in total for system expansions and upgrades necessary to keep pace with the state's mandated transition to renewable energy resources by 2045.

- Long lead times for grid upgrades. As utilities become more experienced with supporting large scale ZE fleets, it is expected that their efficiency and project delivery methods will improve. This should help reduce timelines for Metro over-time.
- Market availability. Both the BEB and FCEB markets continue to expand over time. With more state and federal legislation to encourage ZE adoption (and more funding), and as the COVID-19 pandemic recedes into the past with more time, it is expected that some of the chokepoints with delivery will be eased. An additional five years of transition should help reduce costs and optimize the transition timeline further.

2035-Related Performance-Related Benefits

Considering that battery capacity and efficiency have steadily improved, it is safe to say that BEBs will be much closer to the BEB-for-CNG bus parity in 2035 than in 2030. The additional five years will also provide Metro with more time to train operators and maintenance staff, allow for the technology to further mature, and allow Metro to continue to monitor the market to take advantage of the latest offerings, newest vendors, and other benefits that come with fully transitioning at a later stage.

Additionally, based on current state of technology and anticipated availability of ZEBs and charging infrastructure, Metro does not intend to procure additional CNG buses, with the 2035 target date. If there are issues impacting availability of either BEBs or Charging Infrastructure, there are options that can be exercised. Those options include procurement of Hydrogen Electric Buses, installation of temporary charging infrastructure, and, if needed, extending the life of our CNG buses.

2035-Related Cost Benefits

- Capital Costs
 - Annual program costs will be reduced with a no later than 2035 program completion horizon. Although overall program costs may increase with an annual escalation of an additional five years, on an annual basis, program costs will be reduced by almost 40% with the no later than 2035 program extension. Please refer to the Financial Impact section for additional details.
 - With advancements in technologies, there will be less need to introduce mitigations to address the performance challenges noted above. As one example, as bus range increases, there will be less need to introduce opportunity charging, resulting in considerable capital cost savings. As noted in the financial table below, the precise number of the difference in chargers needed is being modeled at the time of this report, but it is expected to show substantial savings compared with the 2030 transition

schedule's cost estimates.

- As vendors and OEMs become more efficient over time with their production, the capital costs of infrastructure are expected to decrease. This is already being realized with the downward trend of the cost of batteries per kilowatt hour.
- Operating Costs
 - As the region transitions to more renewable sources of electricity, long-term power costs are expected to attain parity or even become less expensive than natural gas, thereby lowering fuel/charging costs. A five-year extension of Metro's ZEB transition horizon makes these projections more attainable.

Advanced Transit Vehicle Consortium (ATVC)

The information above was presented at the Advanced Transit Vehicle Consortium (ATVC) at its March 2023 meeting to solicit feedback from ATVC board members on the recommendation to move the full transition to 2035. The board members engaged staff in discussions around battery technology, specifically increased range and reduced degradation, limitation of the utility companies in providing sufficient electricity in line with the conversion schedule, temporary charging, charge management, hydrogen fuels and redundancy, as well as the reduction in annual cost. At the conclusion of the discussion amongst all board members, there was an appreciation for the need to extend the timeline for full conversion from 2030 to 2035.

Transportation Electrification Partnerships

Metro is active in our efforts to collaborate and lead nationally and internationally. These efforts include but are not limited to the following: staff actively outreaches to other municipalities about potential partnerships and is active in coalitions such as the Zero Emission Bus Resource Alliance (ZEBRA), APTA ZEB Fleet Committee, and UITP Bus Committee to share lessons learned. Staff take advantage of these partnerships by applying lessons learned from others' experiences and apply those to reduce risk to our own projects. Further, additional industry leadership activities have included European fact-finding tours, attending and presenting at industry technical conferences, i.e., APTA, CTA, UITP, etc. The work on the Center of Excellence will incentivize industry investment in LA County as well. The benefits of these partnerships provide Metro with the latest market and technical trends, collaboration among agencies and suppliers on standards, codes etc., and potential funding opportunities. Lastly, Metro's Office of Strategic Innovation (OSI) is also evaluating potential public private partnerships.

Other Considerations

Continuing to implement the transition program associated with a 2030 program schedule was considered, but not recommended due to the factors associated above, as well as the likely opportunities to take advantage of the expected advances in technology.

Extending the program transition even further, to beyond 2035 and possibly to the 2040 state-mandated regulatory deadline was also considered. However, this alternative is not recommended as

costs associated with the program are also expected to escalate, and the need for operating the legacy CNG fleet past its design life would substantially increase operating costs, risk service, and supply chain issues as suppliers begin to exit the transit bus market for CNG issues and exacerbate environmental and equity impacts associated with continuing to operate the aging CNG fleet.

DETERMINATION OF SAFETY IMPACT

Up to an additional five years would allow Metro to incorporate additional safety systems and features that will help improve both passenger and pedestrian safety. Some of the safety enhancements that may be included on new buses: improved ADA securement provisions and self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, curbside cornering lights, operator safety barriers and video monitors, real-time video security system accessibility, collision avoidance sensors, and improved passenger door sensors. Anticipated additional technologies include early warning and improved detection and mitigation associated with battery thermal events, as well as new battery designs that are expected to virtually eliminate such events altogether. These innovative designs are expected to be propagated in the vehicle industries in the late 2020s through early 2030s. Accordingly, a transition program goal to no later than 2035 would allow Metro to take advantage of these developments.

FINANCIAL IMPACT

The table below notes that extending the transition horizon to up to another five years may result in an estimated additional capital cost of \$203 million in year of expenditure dollars, the increase is primarily the result of additional cost escalation. However, as noted above, the estimated capital increases may be offset by the reduced need to purchase, maintain, and operate charging infrastructure. As one example, it was originally estimated that approximately 190 opportunity chargers would be needed at a cost of approximately \$155 million. With added range, it may be possible to reduce the number of chargers by 70% or more, reducing the capital costs by \$119 million or more bringing the total capital cost more in line with the 2030 goal, while simultaneously reducing the annual cost of the program by almost 40%. It should be noted that these expenditures come directly from State of Good Repair (SGR) funds which are operations funding.

Program Capital Expenditures (YOE millions)	2030 Goal	2035 Goal
Vehicle Purchases	\$3,131.97	\$3,303.76
Modifications & Contingency	\$368.23	\$389.60
Charging Infrastructure	\$836.21	\$872.84
Total Capital Costs	\$4,336.41	\$4,566.21
Savings due to Range Efficiency	\$0.00	\$119.00
Net Total Capital Costs	\$4,336.41	\$4,447.21
Average Annual Capital Costs	\$542.05	\$342.09

Impact to Budget

As noted above, the estimated Total Capital Costs is \$4.3 billion in the 2030 scenario. For a no later than 2035 scenario, the estimated Total Capital Costs of the BEB program is \$4.6 billion. However, the no later than 2035 case's Average Annual Capital Costs is \$200 million less per year when that cost is spread over five additional years.

EQUITY PLATFORM

No changes in equity-associated impacts are expected to the previously submitted board reports associated with the ZEB transition program. BEBs will operate on routes restructured through the NextGen transit service plan. The service area of the corridors is vast-147 square miles-encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21 percent of the County's population and approximately 20 percent of the County's employment.

The Project Service Corridors include significant populations identified as disadvantaged or low-income communities as defined by Senate Bill 535 (SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and areas that Metro defines as Equity Focus Communities. The improvements are targeted to benefit communities with some of the greatest mobility needs in Los Angeles County. The Project's service corridors are composed of 88 percent in Low-Income Communities as identified by AB 1550 (Figure 1), 73 percent disadvantaged Communities as identified by SB 535 (Figure 2), and 61% Equity Focus Communities as defined by Metro's EFC (Equity Focus Communities) definition (Figure 3). The investment brings benefits to the community beyond the transit riders themselves: quieter exterior and interior noise not only attracts riders but provides a benefit to the community as well. Program implementation considers equity needs, along with sufficient space, utility placement, readiness and other factors when prioritizing ZEB fleet conversion.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4 Transform LA County through regional collaboration and national leadership.

NEXT STEPS

- A. Staff will update the ZEB Master Plan and program schedules in accordance with the new transition goal and provide updates on an annual basis.
- B. Staff will continue to proceed with a competitively negotiated solicitation for acquiring new BEBs and supporting Charging Infrastructure.
- C. Once bids have been received, Staff will return to the Board to award the contract and establish a LOP for the procurement.

ATTACHMENTS

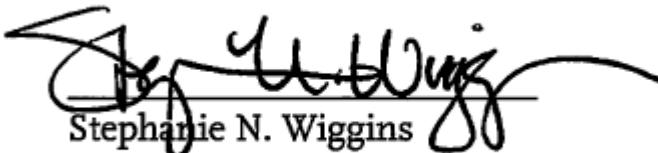
Attachment A - Motion #2017-0524 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis

Attachment B - Equity Platform - Figures 1 - 3

Attachment C - Table 1 - Power Requirements Per Division

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Metro

Board Report

File #: 2017-0524, **File Type:** Motion / Motion Response

Agenda Number: 50

**REVISED
REGULAR BOARD MEETING
JULY 27, 2017**

Motion by:

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

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

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

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

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

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

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

File #: 2017-0524, File Type: Motion / Motion ResponseAgenda Number: 50

energy technologies.

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

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

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

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

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

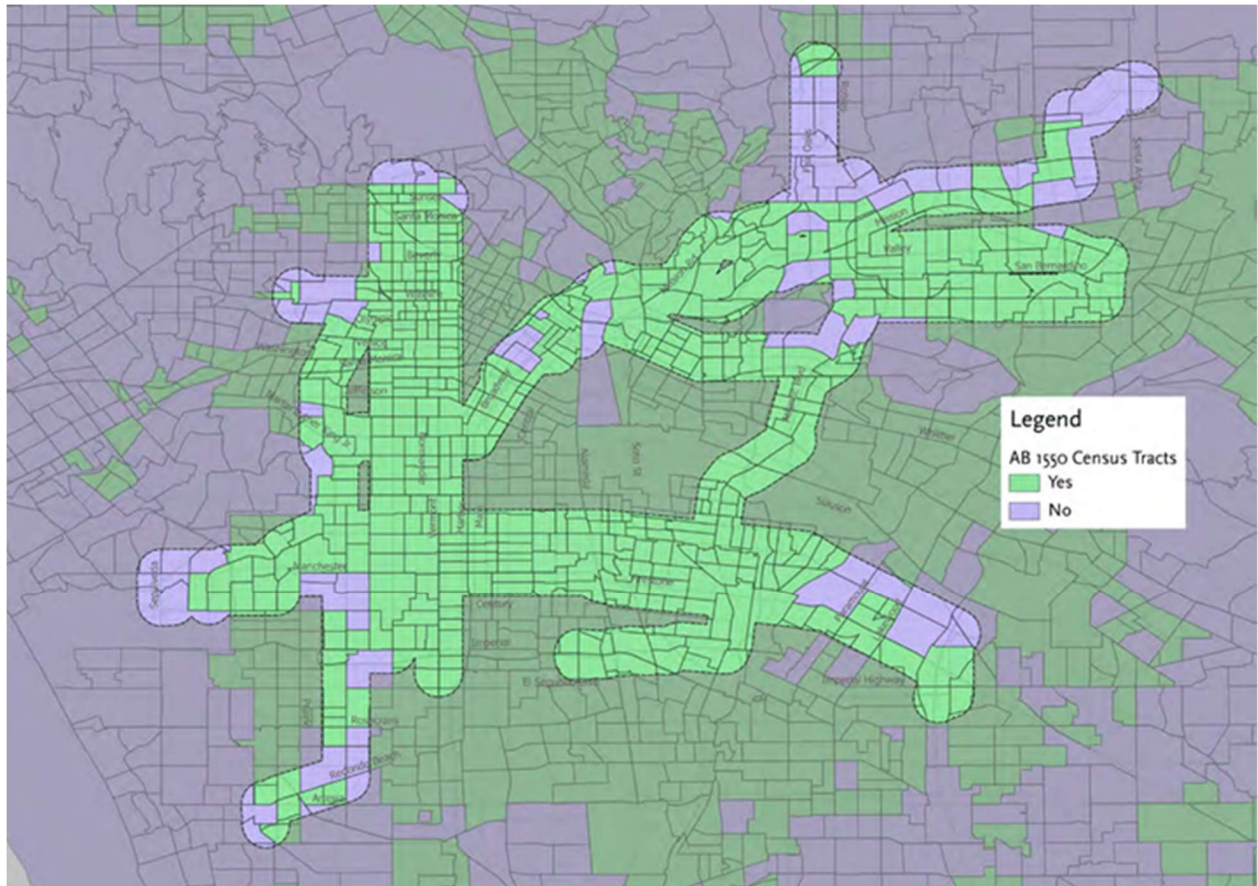


Figure 1: AB 1550 Census Tracts (Green) in the Project Corridors

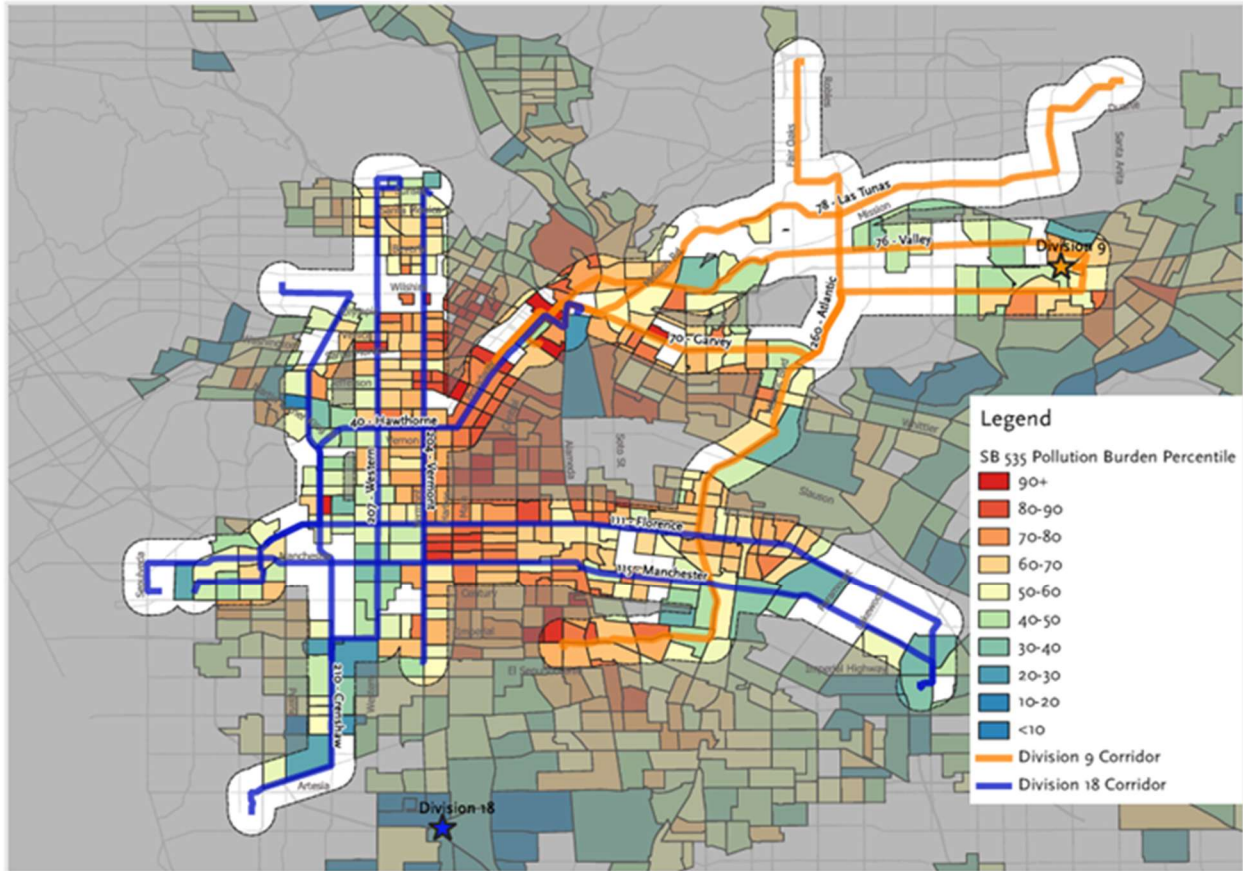


Figure 2: Census Tract Pollution Burden Percentile in the Project Corridors



Division 9 and 18 Transit Corridors Overlaid with Equity Focused Communities

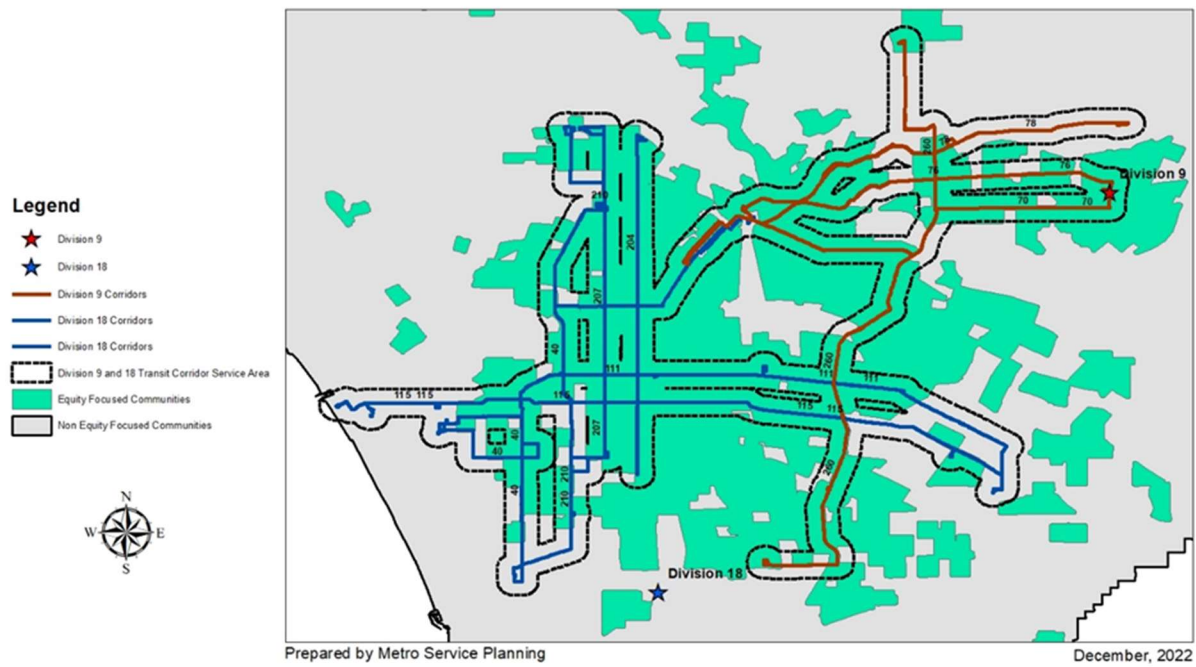


Figure 3: EFC Overlay Map

ATTACHMENT C

TABLE 1 - POWER REQUIREMENTS PER DIVISION

Location	Service Provider	Existing Capacity (MW)	Est. Peak Connected Load (MW)	Est. Load Deficiency (MW)	Status/Comments
Division 1	LADWP	3 – 5	11.3	-8.3 to -6.3	Charge Management simulations underway; Discussions on a master program agreement underway
Division 2	LADWP	3 – 5	10.3	-7.3 to -5.3	See above
Division 3	LADWP	3 – 5	10.6	-7.6 to -5.6	See above
Division 5	LADWP	3 – 5	11.6	-8.6 to -6.6	See above
Division 7	SCE	3 – 5	14.0	-11.0 to -9.0	Preliminary discussions with SCE underway
Division 8	LADWP	3 – 5	12.1	-9.1 to -7.1	Charge Management simulations completed (Goal is 8 MW); Service application submitted; Discussions on a master program agreement underway; Design Build Solicitation being considered
Division 9	SCE	3 – 5	13.4	-10.4 to -8.4	Charge Management simulations completed (Goal is 8 MW); Approved for SCE Charge Ready Program; Final facility electrification design to be completed by June 2023; Civil Work RFP to be issued in Summer 2023
Division 13	LADWP	3 – 5	9.8	-6.8 to -4.8	See Divisions 1 to 5 above
Division 15	LADWP	3 – 5	14.5	-11.5 to -9.4	See Divisions 1 to 5 above
Division 18	SCE	3 – 5	15.1	-12.1 to -10.1	Charge Management simulations completed (Goal is 9.1 MW); Applied to SCE Charge Ready program; Design Build Solicitation RFP being considered

An aerial photograph of a transit facility. On the left, a long building is covered with solar panels. Several yellow buses are parked in a designated area with yellow diagonal lines and 'STOP' markings. To the right is a large, modern building with a flat roof. In the foreground, there's a parking lot with several cars and a 'Metro' sign. The background shows more of the facility and surrounding area.

ITEM 25

Zero Emission Bus Program Update

May 2023

Background

- In 2018, The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate all-zero emission (ZE) fleets by 2040.
- In July 2017, Metro's Board of Directors approved Motion #50 (File 2017-0524) which endorsed a ZEB Strategic Plan (SP) to transition the entire bus fleet to zero-emissions bus (ZEBs) by 2030, contingent on:
 - envisioned cost and performance equivalence with compressed natural gas (CNG) buses as a result of continued advancements in battery-electric bus (BEB) technology.
- Given the current status of the ZEB industry, staff finds that these program challenges (i.e., costs, performance, electrical grid capacity, supply chain and utilities' lead times, and market availability) are exacerbated by trying to achieve a full transition by the 2030 target date.
- Shifting the program implementation from **2030** to no later than **2035** will help mitigate above challenges by allowing grid capacity to develop and technology to mature. There is no anticipation of procuring additional CNG buses.

Accomplishments to Date

Metro has embarked on the most extensive ZEB transition program outside of Asia. To date, Metro has made significant progress in transitioning to ZEB service:

- Metro's G (Orange) Line BRT initiated 100% ZE service at the start of 2021; 3 million revenue miles.
- 145 BEBs have been ordered, one of the most significant BEB procurements to date in CA and among the three largest in the country
- 50 BEBs have been delivered
- By the end of 2023, Metro will have the most BEBs in active service in U.S.
- In January 2023, the Metro Board authorized the solicitation of a Request For Proposal (RFP) of 260 additional BEBs and associated charging infrastructure.
- Secured to date \$413.1 million in ZEB-related federal and state grant funding
- One of the largest Low-Emission/No-Emission grants in this federal program's history (\$104.1 million awarded in 2022).
- Significant investments in workforce development.
- Developing a manufacturing careers policy and implementing advanced training for operators and maintainers specific to BEB technology.

Challenges

Despite the significant progress made to date, staff has found that the ZEB industry is still evolving and not sufficiently mature to allow for full implementation by 2030 without risk to service.

To date, ZEBs, whether BEBs or fuel cell electric buses (FCEBs), have not achieved parity with CNG buses, either in terms of performance or cost.

Key areas where issues arise include:

- ZEB Cost
- Utility Infrastructure
- ZEB Performance

ZEB Costs

- ZEBs are more expensive than CNG buses, and the new infrastructure required to support ZEBs requires a large initial capital investment.

Challenges

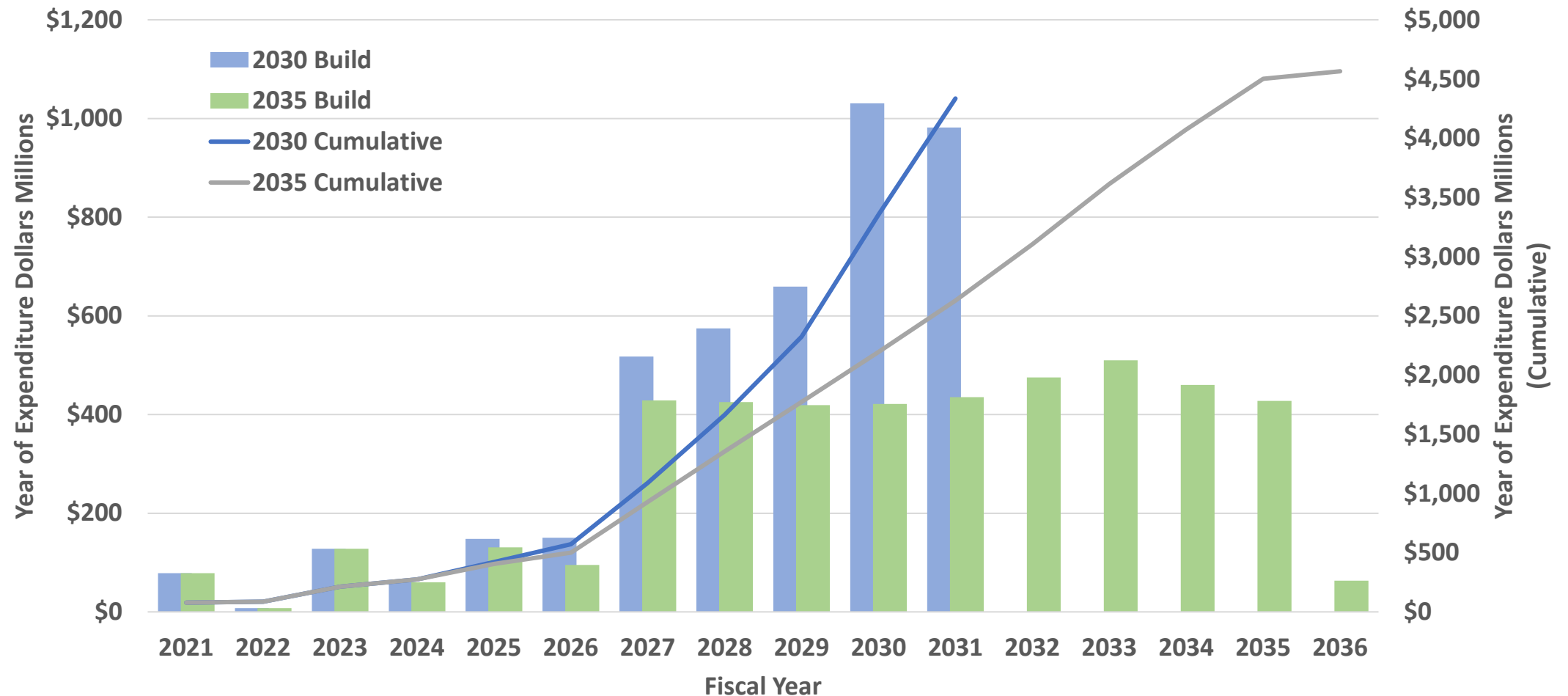
Utility Infrastructure Challenges

- **Grid capacity** - Studies have shown that the entirety of the California electrical grid is undersized and not ready to support a large-scale adoption of ZE vehicles.
- **Long lead times for grid upgrades** - Utilities anticipate five to seven years to complete upgrades.
- **Market availability** - Supply chain issues and constraints are currently impacting the timelines to deliver ZEBs and their supporting infrastructure.

ZEB Performance

- **Range** - Current BEBs have an operable range of 150-160 miles.
 - **Reliability** - Metro continues to experience integration issues between new and existing battery systems and interfaces between the bus charging rails and pantographs, leading to premature failures of components, such as belt drives and bearings.
 - **Maintainability** - Agencies rely on remote subject matter experts to investigate and mitigate failures, leading to longer out of service times.
 - **Operability** - BEBs are not as user-friendly to operate as Metro's legacy fleet.
- Obsolescence** - As technology advances, parts, models, and other seemingly new equipment are rapidly becoming replaced - and in some cases, obsolete

2030 and 2035 – Programmatic Cost Impacts



(YOE millions)	2030 Goal	2035 Goal
Net Total Capital Costs	\$4,336	\$4,447
Average Annual Capital Costs	\$542	\$342

2035 reduces annual expenditure need by \$200M per year with little overall program impact.

Summary

An additional five transition years:

- Gives utilities additional time to ensure Metro has needed grid capacity and reliability at divisions
- Results in lower average annual capital cost:
 - Reduces the annual expenditures by about \$215M per year
- Better capitalizes on technological advancement and better range:
 - Potential cost savings due to a reduced need for infrastructure
 - Better capitalizes on lessons learned from earlier deployments (still learning from G and J Line deployments)
 - Savings could be as high as \$119 million based on preliminary analysis
- Flattens out/evens out procurement of vehicles:
 - 2030 requires retiring buses earlier than 12 year FTA useful life
 - Spikes in procurement require significant increase in staffing to deliver on multiple projects at the same time
- Provides additional time to explore alternative options to CNG buses such as Hydrogen Electric Buses, installation of temporary charging infrastructure, and, if needed, extending the life of our CNG buses.

Questions?





Board Report

File #: 2023-0343, **File Type:** Contract

Agenda Number: 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: INFRASTRUCTURE PROTECTION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

ISSUE

This Board action requests a 3-month extension to the current contract for infrastructure protection services with RMI International, Inc. to allow staff sufficient time to complete the review and evaluation of the active procurement for these services. Staff intends to return to the Board to recommend a contract award upon completion of the procurement process.

BACKGROUND

Metro's multi-layered public safety framework consists of the following elements to support the strategy:

- Infrastructure protection services - Responsible for the physical security of our stations, divisions, and terminals.
- In-House Metro Security - Responsible for conducting fare and code of conduct enforcement and ensuring a respectful experience for all riders.
- Contract Law Enforcement - Responsible for patrolling the transit system to prevent crime and responding to calls for service.
- Transit Ambassadors - Responsible for enhancing the customer experience through visibility and aiding riders with wayfinding and general assistance. In addition to providing information and support, they are the "eyes and ears" of the system, reporting maintenance, cleanliness, and safety issues that need to be addressed.
- Homeless Outreach Teams - Responsible for coordinating services for the unhoused on our system.

Infrastructure Protection Services provide critical infrastructure protection at selected locations of the regional Metro System to protect Metro assets and to prevent unlawful entry into secured areas, which, if breached, can disrupt Metro Operations and put Metro staff at risk.

The contracted infrastructure protection services component is designed and deployed as a fully integrated and mutually supportive part of the multi-layered approach by providing dedicated fixed-post security protection to Metro properties, including employee parking facilities, Metro Rail and Metro Bus System parking lots, Metro support facilities, and short-term assignments and special security operations, as necessary. Services are deployed at Metro facilities and properties based on the analysis of overall risks, vulnerability assessments, area crime rates, the configuration of facilities, and special identified needs. They are an added layer of visibility and presence and collaborate with Metro Transit Security and law enforcement by informing them of Code of Conduct violations and criminal activity for follow-up action.

DISCUSSION

On September 20, 2022, staff issued a competitive Request for Proposals (RFP) to reprocur infrastructure protection services. Staff continues to review and evaluate proposals received in response to the RFP and anticipates returning to the Board no later than July 2023 for a contract award recommendation. Extending the current contract will allow the critical infrastructure protection services to continue without a lapse in coverage while staff concludes the evaluation of the active procurement.

The contract extension recommendation supports the following priorities:

1. Maintaining physical security at stations and parking lots/structures
2. Safeguarding critical infrastructure
3. Maintaining security at bus/rail maintenance facilities

The contractor will continue to provide infrastructure protection services at selected locations of the regional Metro system, including rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities.

DETERMINATION OF SAFETY IMPACT

The extension of the current contract will provide a positive safety impact for our employees and patrons by assisting in efforts to safeguard Metro's infrastructure. Providing a safe environment for our front-line employees will help employees feel their safety concerns are being heard and acted on. Furthermore, these services play a key role in Metro's multi-layered public safety model. Lastly, this contract extension will not have any negative impact on establishing safety standards.

FINANCIAL IMPACT

The total funding amount of \$6,189,454 needed for the contract extension is included in the FY24 Preliminary Budget under multiple bus and rail operating projects in Cost Center 2612, Transit Security.

Impact To Budget

The sources of funds for this action include Fares, Advertising revenues, Propositions A/C, Measures R/M, Transportation Development Act, and federal and state grants that are eligible for bus/rail operating expenses. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

...Equity Platform

EQUITY PLATFORM

As part of the multi-layered security model, it is imperative that all front-line security presence working on the Metro system are sensible and properly trained to address the complex social issues that many of our customers face. Thus, through an enhanced training model, we can re-imagine public safety by training security officers beyond tactical training, including emotional intelligence.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. To achieve this goal, Metro will continue to utilize a multi-layered safety model.

ALTERNATIVES CONSIDERED

The Board may decline to extend the contract. This alternative is not recommended because Metro currently does not have the internal resources to provide the necessary level of staffing needed system-wide to safeguard infrastructure, employees, and patrons.

NEXT STEPS

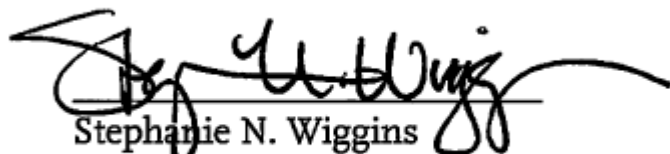
Upon Board approval, staff will execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services in Los Angeles County.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Cathryn Banuelos, Chief Administrative Analyst, System Security and Law Enforcement Officer, (213) 922-7650
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Gina Osborn, Chief Safety Officer, System Security and Law Enforcement, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**PROCUREMENT SUMMARY
INFRASTRUCTURE PROTECTION SERVICES / PS560810024798**

1	Contract Number: PS560810024798			
2	Contractor: RMI International, Inc.			
3	Mod. Work Description: Extend the period of performance by three months and increase contract authority			
4	Contract Work Description: Infrastructure Protection Services			
5	The following data is current as of: May 9, 2023			
6	Contract Completion Status		Financial Status	
	Contract Awarded:	9/27/2016	Contract Award Amount:	\$81,944,840
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$73,046,992
	Original Complete Date:	6/30/2023	Pending Modifications (including this action):	\$6,189,454
	Current Est. Complete Date:	9/30/2023	Current Contract Value (with this action):	\$161,181,286
7	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320	
8	Project Manager: Cathryn Banuelos		Telephone Number: (213) 922-7650	

A. Procurement Background

This Board Action is to approve Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue infrastructure protection services at selected locations of the regional Metro System which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. This modification will also extend the period of performance from July 1, 2023, through September 30, 2023.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

In September 2016, the Board approved a five-year contract with RMI International, Inc. to provide infrastructure protection services.

Refer to Attachment B –Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on a cost analysis, the independent cost estimate (ICE), and hourly rates being subject to Metro's living wage rates. The modification amount is less than 3% higher than Metro's ICE.

Proposed Amount	Metro ICE	Modification Amount
\$6,189,454	\$6,012,130	\$6,189,454

ATTACHMENT B**CONTRACT MODIFICATION/CHANGE ORDER LOG
INFRASTRUCTURE PROTECTION SERVICES / PS560810024798**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Clarified basis for payment of billable overtime work and holiday hours	Approved	9/27/2016	\$0
2	Increase contract value due to unanticipated living wage adjustment for FY17/18	Approved	7/1/2017	\$5,108,918
3	Revised fully burdened hourly labor as a result of unanticipated living wage rate adjustments for FY18/19	Approved	7/1/2018	\$0
4	Change in deployment	Approved	1/25/2019	\$0
5	Updated list of subcontractors and issued applicable living wage rates for FY19/20	Approved	7/1/2019	\$0
6	Increased contract value to cover increased security guard presence and living wage rate adjustments	Approved	2/1/2020	\$18,400,000
7	Updated list of subcontractors	Approved	10/12/2020	\$0
8	Increased contract authority and extended the period of performance by 6 months through March 31, 2022	Approved	8/16/2021	\$15,000,000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
9	Increased contract authority and extended the period of performance by 6 months through September 30, 2022	Approved	3/31/2022	\$15,539,480
10	Updated list of subcontractors	Approved	2/22/2022	\$0
11	Increased contract authority and extended the period of performance by 6 months through March 31, 2023	Approved	9/30/2022	\$18,998,594
12	Extended the period of performance by 3 months through June 30, 2023	Approved	3/31/2023	\$0
13	Increase contract authority and extend the period of performance by 3 months through September 30, 2023	Pending	Pending	\$6,189,454
	Modification Total:			\$79,236,446
	Original Contract:		9/27/2016	\$81,944,840
	Total:			\$161,181,286

DEOD SUMMARY

INFRASTRUCTURE PROTECTION SERVICES / PS560810024798

A. Small Business Participation

RMI International, Inc (RMI) made a 33.20% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the contract is 87% complete and the current DBE participation is 31.84%, representing a 1.36% shortfall. RMI has increased its level of DBE participation by 0.67% since the last modification in September 2022.

RMI has a shortfall mitigation plan on file and contends they have worked diligently with their DBE subcontractors to increase deployments in an effort to reduce the shortfall. RMI noted the addition of two (2) DBE subcontractors, Black Knight Patrol and Level One Protection, to supplement the listed DBEs that have either reached capacity and/or declined new assignment hours. RMI further contends that as of April 2023, both RMI and their subcontractors have seen an increase in qualified candidates, which is aiding in subcontractors taking on more service hours. RMI stated that its subcontractors currently support over 40% of the service hours on this assignment and projects to meet their commitment by contract term completion.

Staff will continue to engage with RMI and the Metro project team to discuss strategies for RMI to increase their DBE utilization. Staff will continue to track and monitor RMI efforts to meet or exceed its DBE commitment.

Small Business Commitment	33.20% DBE	Small Business Participation	31.84% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Allied Protection Services, Inc.	African American	13.44%	1.78%
2.	North American Security and Investigations, Inc.	Hispanic American	5.96%	15.30%
3.	Security America, Inc. (<i>substituted due to voluntary withdrawal</i>)	Hispanic American	13.80%	6.12%
4.	American Eagle Protective Services	African American	Added	6.71%

5.	Absolute Security International, Inc.	Asian Pacific American	Added	1.33%
6.	Black Knight Patrol	Hispanic American	Added	0.55%
7.	Level One Protection, Inc.	Hispanic American	Added	0.05%
	Total		33.20%	31.84%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Contracting Outreach and Mentoring Plan (COMP) Program

RMI International Inc. is mentoring (3) DBE protégés: Allied Protection Services, North American Security & Investigations, and Absolute Security International, Inc.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$21.33 per hour (\$15.66 base + \$5.77 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

E. Project Labor Agreement/Construction Careers Policy

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

Infrastructure Protection Services

Gina Osborn
Chief Safety Officer

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

- On September 20, 2022, staff issued a competitive Request for Proposals (RFP) to reprocure infrastructure protection services.
- Staff continues to review and evaluate proposals received in response to the RFP and anticipates returning to the Board no later than July 2023 for a contract award recommendation.
- Extending the current contract will allow the critical infrastructure protection services to continue without a lapse in coverage while staff concludes the evaluation of the active procurement.