

Metro

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



Agenda - Final

Thursday, March 21, 2019

9:00 AM

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

Operations, Safety, and Customer Experience Committee

*Mike Bonin, Chair
Hilda Solis, Vice Chair
Jacquelyn Dupont-Walker
Robert Garcia
Janice Hahn
John Bulinski, non-voting member*

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD 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 should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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.

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 up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant 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

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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.

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

Internet Access to Agendas - www.metro.net

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 16, 17, 18, 19.

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

CONSENT CALENDAR

- 16. SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER
APS/LVPS OVERHAUL**

[2019-0043](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

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

[2019-0078](#)

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226 for period of two years for an amount up to

\$503,385;

- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA 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](#)

**18. SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND
 REPLACEMENT SERVICES**

[2019-0030](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following three-year base term contracts for regions 1 through 4; subject to resolution of protest(s) if any:

- A. AWARD a firm fixed unit rate Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Red Line (MRL), Metro Orange Line (MOL) and various bus and rail locations within the geographical area specified as Region 1, for a not-to-exceed amount of \$1,806,189 for the three-year base period, and a not-to-exceed amount of \$1,239,682 for one, two-year option This is a combined not-to-exceed total amount of \$3,045,871, effective June 1, 2019 through May 31, 2024;
- B. AWARD a firm fixed unit rate Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Gold Line (PGL), Metro Purple Line (MPL), El Monte Bus Way and various bus and rail locations within the geographical area specified as Region 2, for a not-to-exceed amount of \$1,734,912 for the three-year base period, and not-to-exceed amount of \$1,789,600 for one, two-year option. This is a combined not-to-exceed total amount of \$3,524,512, effective June 1, 2019 through May 31, 2024;
- C. AWARD a firm fixed unit rate Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance

and replacement services throughout Metro Expo Line (Expo) and various bus and rail locations within the geographical area specified as Region 3, for a not-to-exceed amount of \$1,643,856 for the three-year base period, and a not-to-exceed amount of \$1,905,976 for one, two-year option. This is a combined not-to-exceed total amount of \$3,549,832, effective June 1, 2019 through May 31, 2024; and

- D. AWARD a firm fixed unit rate Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Blue Line (MBL), Metro Green Line (MGL), Harbor Transit Way (HTW) and various bus and rail locations within the geographical area specified as Region 4, for a not-to-exceed amount of \$4,233,003 for the three-year base period, and a not-to-exceed amount of \$2,944,234 for one, two-year option. This is a combined not-to-exceed total amount of \$7,177,237, effective June 1, 2019 through May 31, 2024.

Attachments: [Attachment A - Anti-Graffiti Film Region Maps](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - DEOD Summary](#)

19. SUBJECT: WIRELESS ROUTERS

[2019-0065](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA58692 to LA Mobile Computing for purchase of wireless mobile routers. The Contract has a first-year amount of \$1,314,197, inclusive of sales tax, and a second-year amount of \$929,754, inclusive of sales tax, for a total contract value of \$2,243,950.65, subject to resolution of protest(s), if any.

Attachments: [Attachment A Procurement Summary](#)
 [Attachment B DEOD Summary](#)

NON-CONSENT

20. SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

[2018-0744](#)

RECOMMENDATION

Operations Employees of the Month

Attachments: [Presentation](#)

-
21. **SUBJECT: ORAL REPORT ON NEW BLUE UPDATE AND NEXTGEN REGIONAL SERVICE CONCEPT** [2018-0745](#)

RECOMMENDATION

RECEIVE oral report on New Blue Update and NextGen Regional Service Concept.

Attachments: [Presentation](#)

22. **SUBJECT: P2550 LIGHT RAIL VEHICLE PROPULSION INVERTER PHASE MODULE OVERHAUL AND UPGRADE** [2019-0042](#)

RECOMMENDATION

AWARD a 40-month, indefinite delivery/indefinite quantity Contract No. MA53984000 to AmePower, Incorporated to overhaul and upgrade up to four-hundred-thirty-seven (437) P2550 Light Rail Vehicle Propulsion Inverter Phase Modules for a not-to-exceed amount of \$6,065,920 subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

23. **SUBJECT: FREE METRO TRANSIT SERVICE ON EARTH DAY 2019** [2019-0068](#)

RECOMMENDATION

APPROVE providing free Metro transit service on Earth Day (April 22, 2019).

24. **SUBJECT: LEXRAY SOFTWARE MAINTENANCE SERVICE CONTRACT** [2019-0079](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. RATIFY AND EXECUTE Contract No. PS126167000-30896 with MobilPrise, Inc. dba LexRay (LexRay) for software maintenance services for costs incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863;
- B. EXECUTE Contract Modification No. 1 to Contract No. PS126167000-30896 with LexRay for software maintenance services for the term April 1, 2019 ending December 31, 2020, increasing the total authorized amount by \$531,136 for a revised total contract amount of \$1,757,999; and

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - DEOD Summary \(LexRay Software Maint\).docx](#)

**25. SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY
PERFORMANCE**

[2019-0093](#)

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

Attachments: [Attachment A - System-Wide Law Enforcement Overview January 2019](#)
 [Attachment B - MTA Supporting Data January 2019](#)
 [Attachment C - Key Performance Indicators January 2019](#)
 [Attachment D - Transit Police Summary January 2019](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0133](#)

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



Board Report

File #: 2019-0043, **File Type:** Contract**Agenda Number:** 16.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER APS/LVPS OVERHAUL****ACTION: CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul of the Static Inverter APS/LVPS equipment for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability the Static Inverter requires overhaul at the eighth year or the six-hundred thousand (600,000) mileage interval as defined by the OEM. The Static Inverter equipment consists of low and high power electronics that drive the inverter modules, transduce voltages, and convert direct current voltages to power the various vehicle systems. The static inverter equipment consists of capacitors, resistors, relays, and circuit boards that degrade and drift over time. This is an integral component of the vehicle systems that provides regulated power to the vehicle inverter systems therefore it is critical to maintain the Static Inverter equipment in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in December of 2017. Metro is requesting the approval of the Static

Inverter APS/LVPS overhaul contract which is the ninth and final component overhaul procurements requiring board approval for this project. This procurement is for the professional services to complete the overhaul of fifty kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The condition assessment suggested that by performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, it is expected that the vehicles can reach their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the Static Inverter APS/LVPS overhaul based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The Static Inverter overhaul supports the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546.

Funding of \$357,356 for this Contract will be included and proposed in the FY20 budget in cost center 3944, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act Article 4 (TDA). Use of this funding source currently maximizes project funding allocations within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 2, Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the static inverter operational until such time it will be a candidate for replacement during the Modernization overhaul. The static inverter is a safety critical device that, if not properly maintained, could result in equipment failures and events due to loss of vehicle 'house power' to door systems, interior lighting, and battery charging. The static inverter provides control power to all vehicle systems and upon failure, poses a high risk to passenger safety, negative impact to vehicle availability and reliability.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Static Inverter APS/LVPS will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in August 2019.

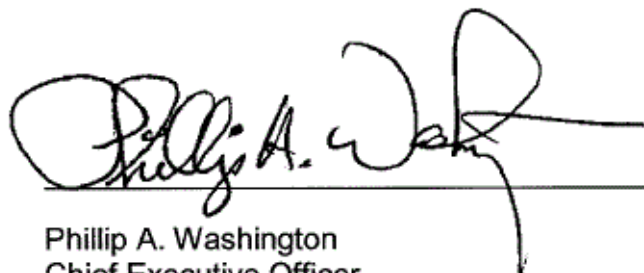
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,
(323) 224-4042

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051


Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000**

1.	Contract Number: MA51966000	
2.	Recommended Vendor:	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 17, 2018	
	B. Advertised/Publicized: April 23, 2018	
	C. Pre-Proposal Conference: May 1, 2018	
	D. Proposals Due: July 20, 2018	
	E. Pre-Qualification Completed: December 5, 2018	
	F. Conflict of Interest Form Submitted to Ethics: July 26, 2018	
	G. Protest Period End Date: March 25, 2019	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 3 conforming proposals plus an alternate proposal
6.	Contract Administrator: Mona Ismail	Telephone Number: 213-922-7376
7.	Project Manager: Richard Lozano	Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve Contract No. MA51966000 issued to perform overhaul services for the Gold Line P2550 Light Rail Vehicle (LRV) Static Inverter APS/LVPS. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Quantity, Indefinite Delivery (IDIQ).

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

- Amendment No. 1, issued on May 21, 2018 provided details from pre-proposal and job walk, clarified technical specification, and extended the due date;
- Amendment No. 2, issued on June 7, 2018 extended the due date;
- Amendment No. 3, issued on July 10, 2018 extended the due date.

A Pre-Proposal Conference and job walk was held on May 1, 2018 and 20 questions were received and answered by Metro. A total of three (3) proposals and one (1) alternate proposal were received on July 20, 2018.

B. Evaluation of Proposals

The procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP procurement process. Three (3) proposals were received but the Proposal Evaluation Team (PET) deemed only two (2) proposals were technically acceptable to perform static inverter APS/LVPS overhaul. One (1) proposal was deemed technically unacceptable by the PET and was excluded from further consideration.

The alternate proposal received was not evaluated due to the proposer's conforming proposal was deemed technically unacceptable. Per the RFP, proposers submitting conforming proposals may submit alternate proposals to this RFP as complete separate offers, if the alternate proposals offer technical improvements or modifications that are to the overall benefit of Metro. The alternate proposal was returned unopened.

The two (2) technically acceptable proposals are listed below in alphabetical order:

	Proposer Name
1.	AmePower
2.	PSI Repair Services, Inc.

The PET evaluated each proposal to determine technical compliance and acceptability on a pass/fail basis against the evaluation criteria and posed questions that were answered by the proposers. Both firms met the technical acceptability requirements and the award recommendation was made to the lowest priced technically acceptable firm. AmePower was found to be the lowest price proposer in full compliance with the RFP and technical requirements.

C. Price Analysis

This procurement was a TALP. AmePower offered the lowest total price proposal. The recommended total price from AmePower has been determined to be fair and reasonable based upon Metro's review and adequate price competition, in accordance with TALP RFP requirements. AmePower's price proposal exceeded Metro's Independent Cost Estimate (ICE) due to unknown variables that Metro Engineering did not account for in their original ICE, such as Contractor efforts to obtain certain obsolete parts and updating other parts to extend life of the unit through the contractual warranty period; thus, causing a variance between the ICE and the lowest price proposal.

	Proposer Name	Proposal Amount	Metro ICE
1.	AmePower	\$2,714,220.00	\$1,365,000
2.	PSI Repair Services, Inc.	\$3,427,323.78	\$1,365,000

D. Background on Recommended Contractor

The recommended firm, AmeTrade, Inc., dba AmePower, located in Miami, FL, has been in business since 2002 and is a leader in the insulated-gate bipolar transistor (IGBT) system upgrades and custom converters for Light Rail Vehicles, including overhaul, retrofit and manufacturing services for rolling stock systems such as Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers. Amepower evolved as a leading supplier of power electronic components in the South East, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry.

AmePower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years. Amepower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. AmePower's contract performance with Metro has been satisfactory.

DEOD SUMMARY**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. 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.



Board Report

File #: 2019-0078, File Type: Agreement

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

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 RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of Line 225/226 for a period of two years for an amount up to \$503,385;
- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

ISSUE

The current agreement between LACMTA and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021, as the service replaces

the former western extension of Metro's directly operated Line 177.

The current agreement between LACMTA and LADOT to fund a portion of Dash 601, Dash 602, and Commuter Express 422 will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

The current agreement between LACMTA and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

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 automatic one year renewals which include changes to service levels as needed.

DISCUSSION

City of Glendale

In February 2000, the LACMTA Board approved ten year agreement in which LACMTA 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 Metro via 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 LACMTA. Expenditures in the amount of \$63K for local transit services rendered during 2018-2019 have been included in the current TSA value. Also, the rate will be indexed each year according to the Consumer Price Index (CPI) based on the prior year's rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted).

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between LACMTA 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. Currently, Line 422 averages 10.1 boardings per hour, Line 601 averages 40.7 boardings per hour and Line 602 averages 18.6 boardings per hour. These levels are all above the average boardings for community based transit services. In FY18, lines 422, 601 and 602 scheduled 113,718 RSH and reported approximately 3,590,201 annual passenger trips.

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 LACMTA. In FY18, line 225/226 scheduled 6,371 RSH and reported approximately 28,807 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.

Performance Evaluation

During the coming months, Metro staff will continue to evaluate the performance of the lines to ensure that the service provided aligns with Metro's Transit Service Policy, efficiency standards, and meets the needs of our customers.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The full value of the City of Glendale service agreement is up to \$1,328,980, LADOT is \$8,900,520, and PVPTA is \$503,385, for a complete total of \$10,732,885. Funding of \$5,383,509 will be included in the FY20 budget to provide the FY20 service levels. All funds for these transit service agreements are included in the FY20 budget cost center 3590, Account 54001 under project number 306006 (System-wide Bus Operations Management and Administration), task 01.001.

Since these are multi-year contracts, the cost center/project manager will be responsible for budgeting these costs in future fiscal years.

Impact to Budget

Funding for this action will come from the Enterprise Operating fund. The source of funds will be from Federal, State, and Local sources including sales tax and fares. These funding sources are eligible for Bus Operating Projects and will maximize fund use based on funding allocation provisions.

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 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

Staff will execute a renewal of the current Transit Service Operation Agreements between LACMTA and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between LACMTA and the City of Los Angeles for Lines 422, 601 and 602; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the next two years, Metro will utilize NextGen Bus Study data, findings and recommendations to evaluate the performance of all

bus service and transit market demand in Los Angeles County in an effort to modernize and reimagine our bus network.

ATTACHMENTS

Attachment A - Map of Glendale Service Area


Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Prepared by:

Sandra Solis, Director, Finance & Admin (213) 922-6266
Diane Corral-Lopez, EO Admin & Finance (213) 922-7676

Reviewed by: James T. Gallagher, Chief Operations Officer (213) 418-3108
Nalini Ahuja, Chief Financial Officer (213) 922-3088

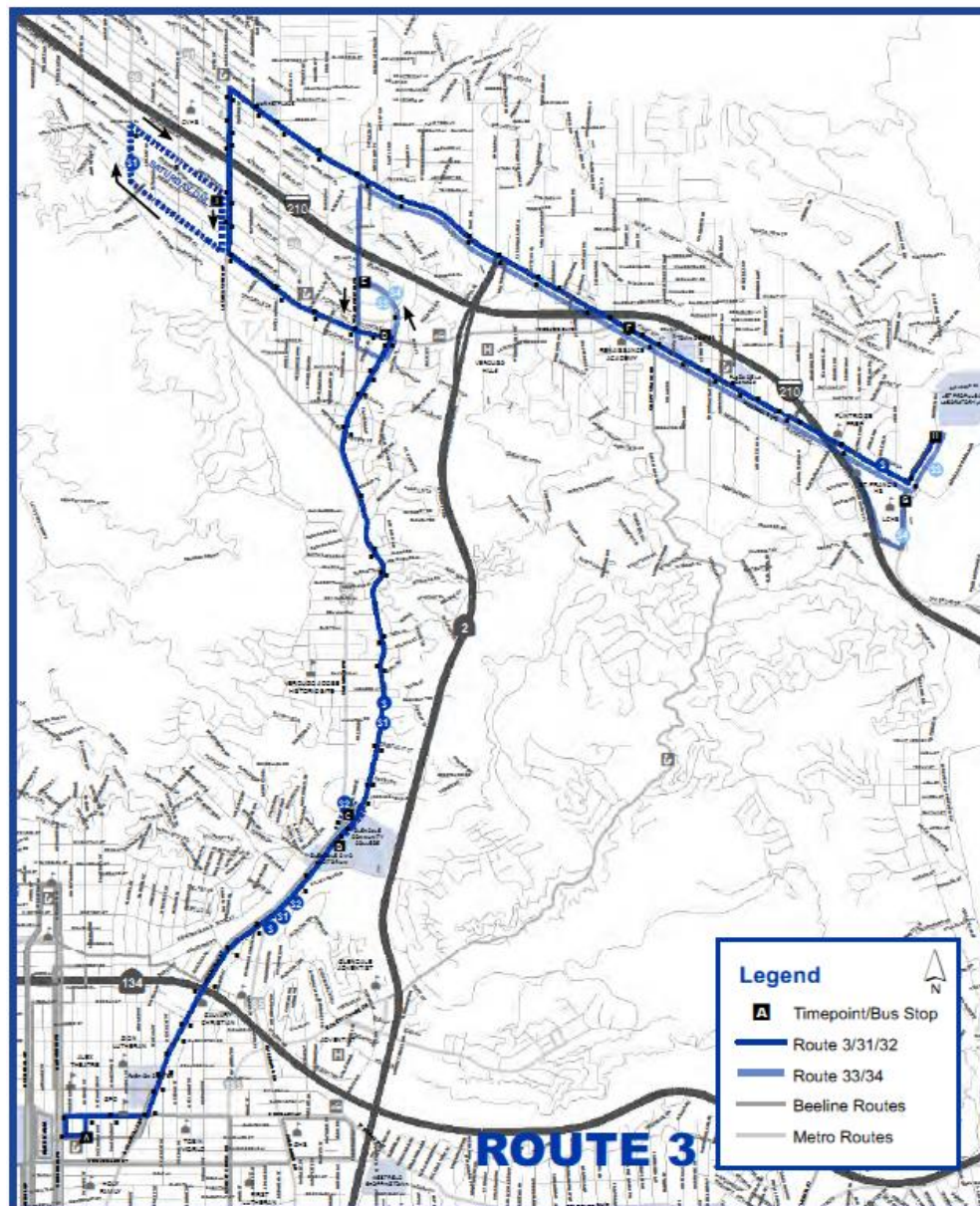


Phillip A. Washington
Chief Executive Officer

Attachment A

Glendale Service Area

	FY 17 Beeline Route 3	FY 17 Line 177 Equivalent	FY 18 Beeline Route 3	FY 18 Line 177 Equivalent
Annual Scheduled Revenue Hours	10,843.0	6,756.4	10,905.0	6,756.4
Annual Passenger Trips	327306	203948	235770	146076
Boardings per Hour	30.2	30.2	21.6	21.6
Cash Fare	\$1.00	\$1.00	\$1.00	\$1.00
Days of Operation	M-F		M-F	
Service Frequency	20-50 Minutes		20-50 Minutes	
Span of Service	5:15 AM - 9:09 PM		5:15 AM - 9:09 PM	



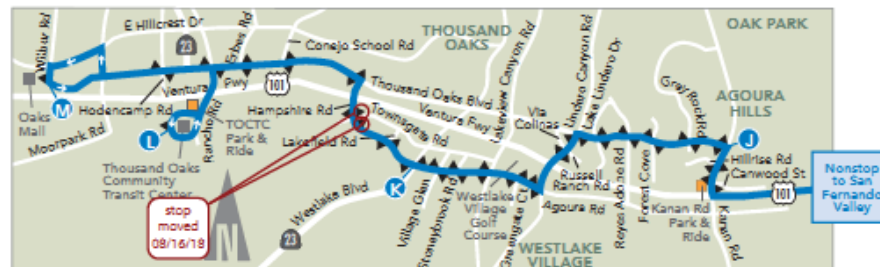
LADOT Service Area

	FY 17 Line 422	FY 17 Line 601	FY 17 Line 602	FY 18 Line 422	FY 18 Line 601	FY 18 Line 602
Annual Scheduled Revenue Hours	13,914	33,165	60,572	13,546	38,835	61,337
Days of Operation	M-F	365	365	M-F	365	365
Service Frequency	30 Minutes	10-25 Minutes	10 - 16 Minutes	30 Minutes	10 - 16 Minutes	10-25 Minutes
Span of Service	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35am - 9:58pm S-S: 6:00 am - 9:58pm	M-F: 5:00am - 10:30pm S-S: 5:00 am - 10:30pm	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:00am - 10:30pm S-S: 5:00 am - 10:30pm	M-F: 5:35am - 9:58pm S-S: 6:00am - 9:58pm
Annual Passenger Trips	138,987	683,759	2,449,745	157,240	2,655,360	777,601
Boardings per Hour	10.3	21.0	40.9	10.1	40.7	18.6
Cash Fare	\$1.50-\$3.00	\$0.50	\$0.50	\$1.50-\$3.00	\$0.50	\$0.50

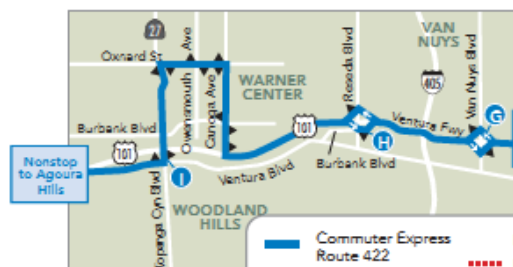
COMMUTER EXPRESS 422

 EFFECTIVE JULY 1, 2017
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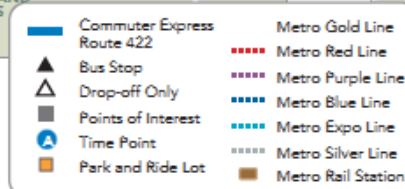
THOUSAND OAKS/AGOURA HILLS



SAN FERNANDO VALLEY



DOWNTOWN LOS ANGELES



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

 City of Los Angeles
 Department of Transportation

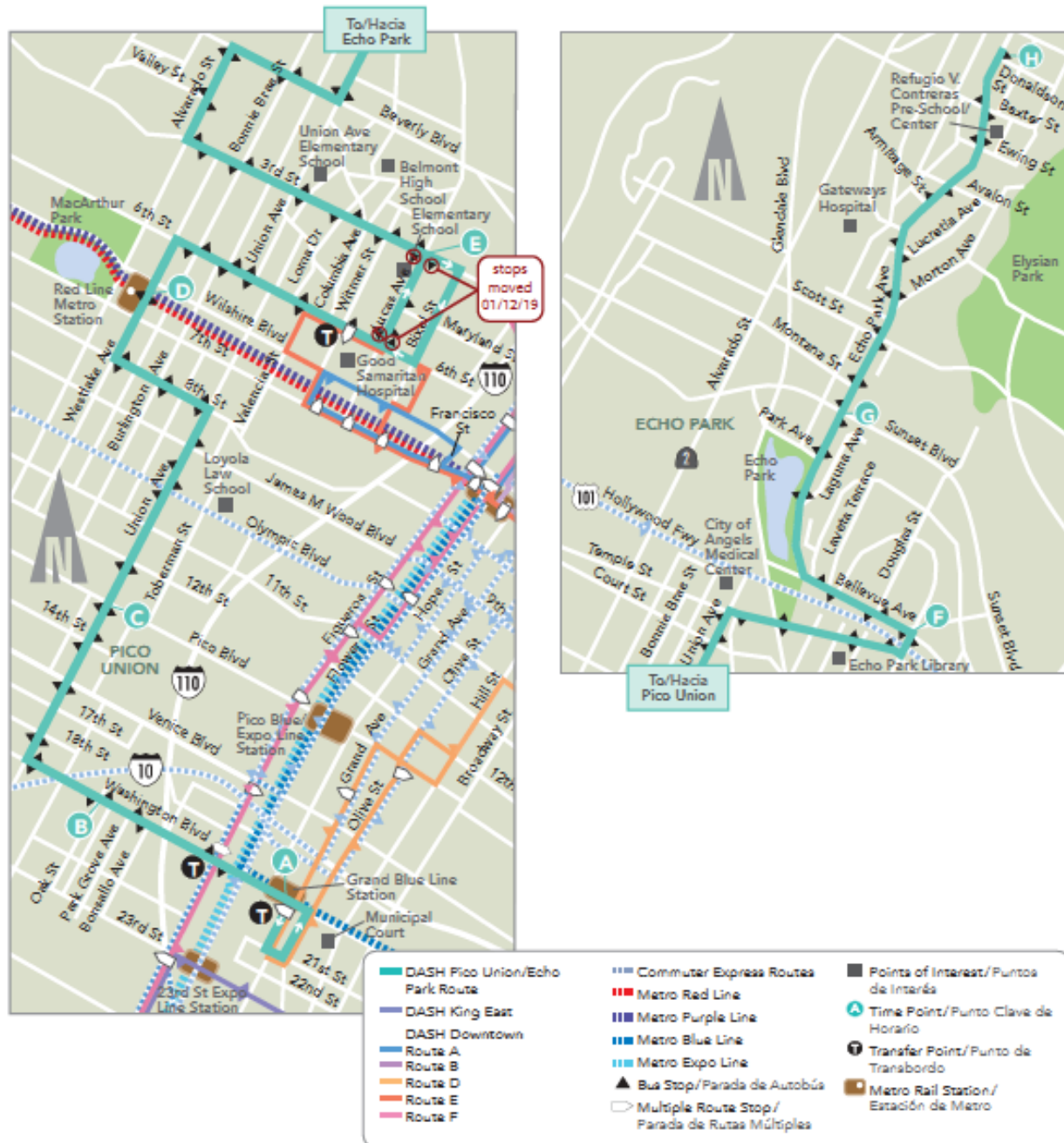
 (213, 310, 323 or/c 818) 808-2273
 www.ladottransit.com

LADOT Service Area



PICO UNION/ECHO PARK

EFFECTIVE JANUARY 12, 2019
A PARTIR DEL 12 DE ENERO, 2019

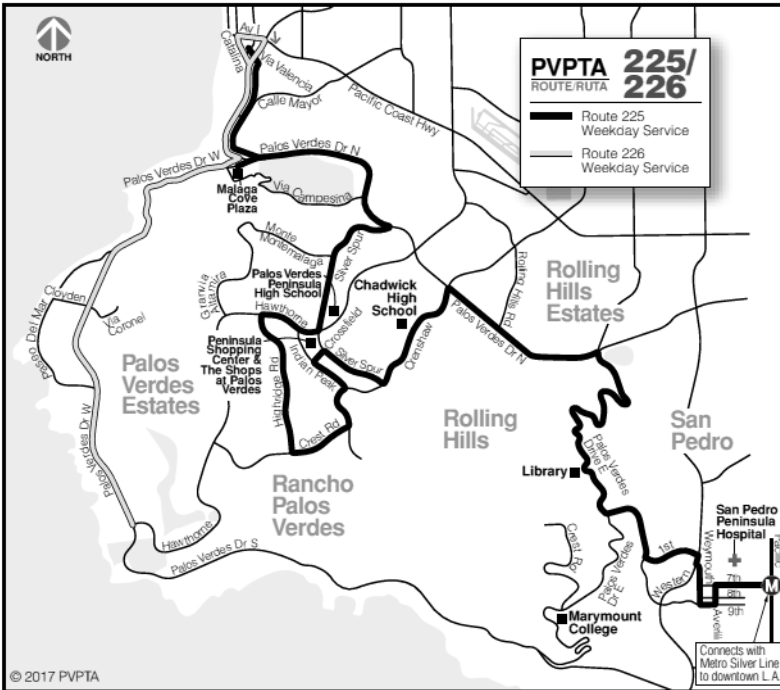


City of Los Angeles
Department of Transportation

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

PVPTA Service Area

	FY 17 225/226	FY 18 225/226
Annual Scheduled Revenue Hours	6,511	6,370
Annual Passenger Trips	31,382	28,807
Boardings per Hour	4.82	4.52
Cash Fare	\$2.50	
Days of Operation	M-F	
Service Frequency	30 - 60 Minutes	
Span of Service	6:00 AM - 7:24 PM	



The Palos Verdes Peninsula Transit Authority (PVPTA) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with PVPTA. For more information on PVPTA's civil rights program and the procedures to file a complaint, please contact 310-544-7108; email pvtransit@palosverdes.com or visit our administrative office at 38 Crest Road West, Rolling Hills, CA 90274. For more information about PVPTA programs and services, visit www.palosverdes.com/pvtransit. If information is needed in another language, please contact 310-544-7108.

Effective Aug. 28, 2017

225/ 226

North/South
Local Bus Service

Service is funded by the Cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills Estates, Los Angeles County, and METRO

Now Connects with Metro's Silver Line!

Palos Verdes Peninsula
PVPTA
TRANSIT AUTHORITY

transit@pvtransit.net



Board Report

File #: 2019-0030, File Type: Contract

Agenda Number: 18.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following three-year base term contracts for regions 1 through 4; subject to resolution of protest(s) if any:

- A. AWARD a firm fixed unit rate Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Red Line (MRL), Metro Orange Line (MOL) and various bus and rail locations within the geographical area specified as Region 1, for a not-to-exceed amount of \$1,806,189 for the three-year base period, and a not-to-exceed amount of \$1,239,682 for one, two-year option. This is a combined not-to-exceed total amount of \$3,045,871, effective June 1, 2019 through May 31, 2024;
- B. AWARD a firm fixed unit rate Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Gold Line (PGL), Metro Purple Line (MPL), El Monte Bus Way and various bus and rail locations within the geographical area specified as Region 2, for a not-to-exceed amount of \$1,734,912 for the three-year base period, and not-to-exceed amount of \$1,789,600 for one, two-year option. This is a combined not-to-exceed total amount of \$3,524,512, effective June 1, 2019 through May 31, 2024;
- C. AWARD a firm fixed unit rate Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Expo Line (Expo) and various bus and rail locations within the geographical area specified as Region 3, for a not-to-exceed amount of \$1,643,856 for the three-year base period, and a not-to-exceed amount of \$1,905,976 for one, two-year option. This is a combined not-to-exceed total amount of \$3,549,832, effective June 1, 2019 through May 31, 2024; and
- D. AWARD a firm fixed unit rate Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout

Metro Blue Line (MBL), Metro Green Line (MGL), Harbor Transit Way (HTW) and various bus and rail locations within the geographical area specified as Region 4, for a not-to-exceed amount of \$4,233,003 for the three-year base period, and a not-to-exceed amount of \$2,944,234 for one, two-year option. This is a combined not-to-exceed total amount of \$7,177,237, effective June 1, 2019 through May 31, 2024.

ISSUE

The existing glass anti-graffiti film maintenance and replacement services contract will expire on May 31, 2019. To continue providing the required anti-graffiti film maintenance and replacement services to protect the glass surfaces system-wide, four (4) new regional contract awards are required effective June 1, 2019.

BACKGROUND

There is approximately 125,358 square feet of glass panel surface throughout the Metro transit system subject to vandalism. Based on historical data, approximately 102,794 square feet (82%) of glass anti-graffiti film system-wide is etched or vandalized and replaced each month. With the new expansion projects to include Crenshaw/LAX Corridor, Regional Connector, Purple Line Westside Extension Phase I and the Airport Metro Connector, approximately 75,032 square feet of additional glass panel surface will be added to these contracts as it is subject to vandalism. This will increase the total glass panel surface to 200,390 sq. ft. with an estimated replacement rate of 164,319 square feet (82%) per month.

DISCUSSION

The existing system-wide glass anti-graffiti film maintenance and replacement services contract is due to expire on May 31, 2019. This contract is being replaced with four (4) new regional maintenance contracts split geographically. This action is necessary to expand opportunities for small business participation while maintaining service efficiency and continuity.

Under these new regional contracts, each contractor will provide regular glass anti-graffiti film maintenance and replacement services within their defined locations. The anti-graffiti film will be inspected at a frequency of once a month and on an as-needed basis, with 100% replacement of all etched or vandalized anti-graffiti film.

Regular graffiti abatement service for Metro facilities is essential to ensure maintaining a safe, clean, and pleasant environment to our patrons. This service will continue our long standing practice of zero tolerance for graffiti system-wide and enhance the overall appearance and cleanliness of Metro facilities while mitigating criminal activities. Graffiti Shield, Inc. and Xlnt Tint of Anaheim, Inc., are both Metro Certified small business enterprises (SBE). For this procurement, each contractor has made a 97% SBE and a 3% Disabled Veteran Business Enterprise (DVBE) participation commitment.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a direct impact on the safety of our customers. This board action will

ensure the delivery of timely and reliable glass anti-graffiti film maintenance and replacement services while improving Metro bus and rail facilities overall appearance and cleanliness, and enhancing customers' transit experience.

FINANCIAL IMPACT

The total three-year base contract value for regions 1 through 4 is \$9,417,960. Approximately \$262,000 is available in the FY19 budget to fund this action. Funding is allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action include Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes project funding allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 2) Deliver outstanding trip experience for all users of the transportation system. Also, glass anti-graffiti film installation and replacement services contribute to facilities' overall condition and cleanliness.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and specialized training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Metro's assessment indicates that this is not a cost effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute contracts to the recommended contractors below, to provide glass anti-graffiti film maintenance and replacement services, effective June 1, 2019:

Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc.
Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc.
Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc.
Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc.

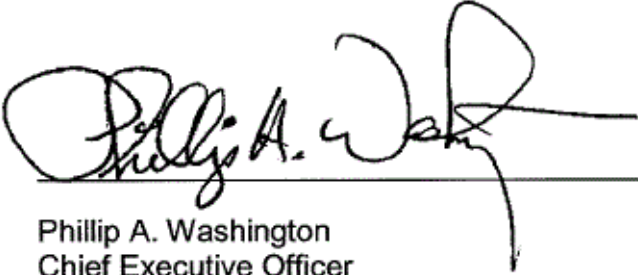
ATTACHMENTS

Attachment A - Region Maps
Attachment B - Procurement Summary

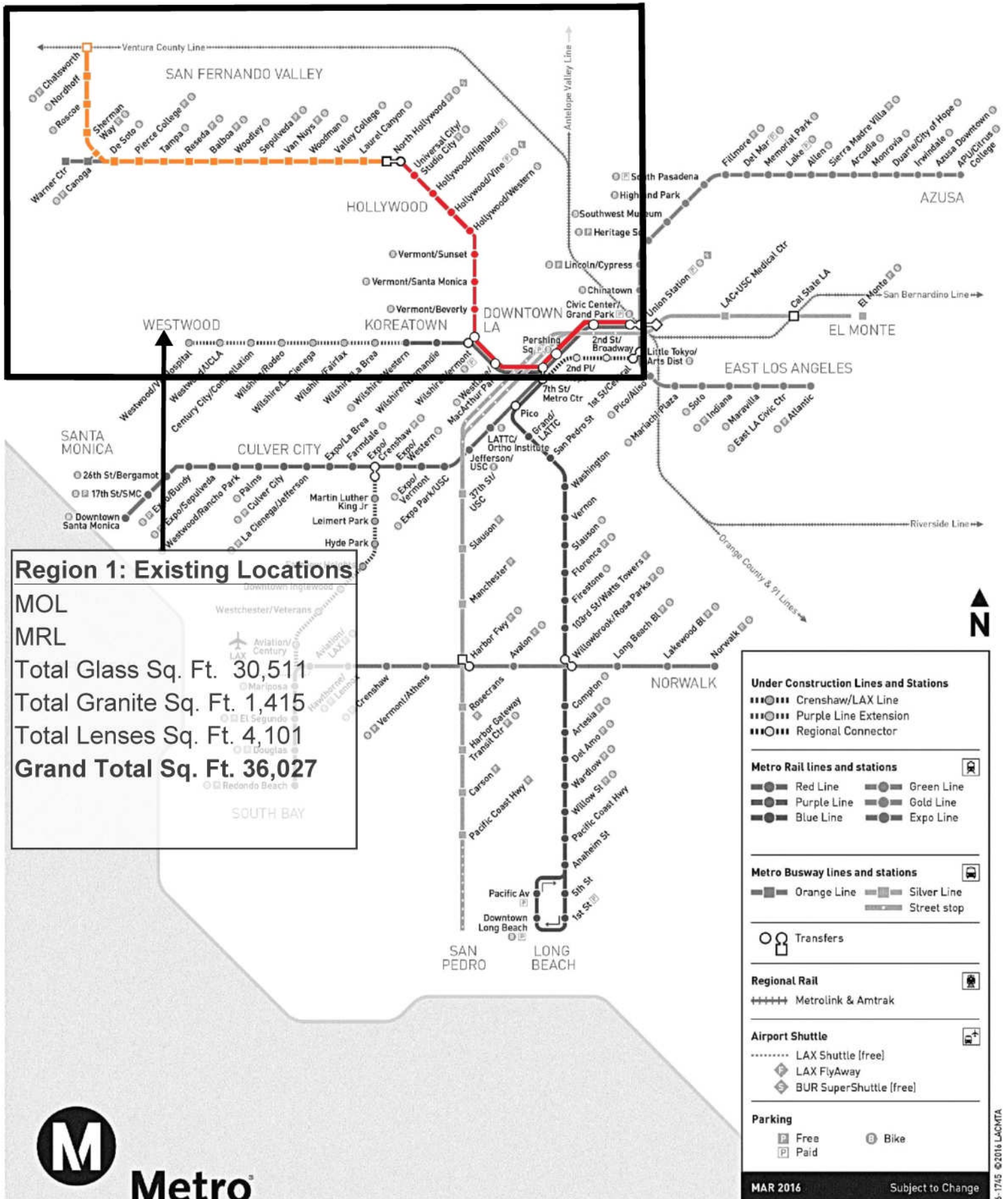
Attachment C - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051

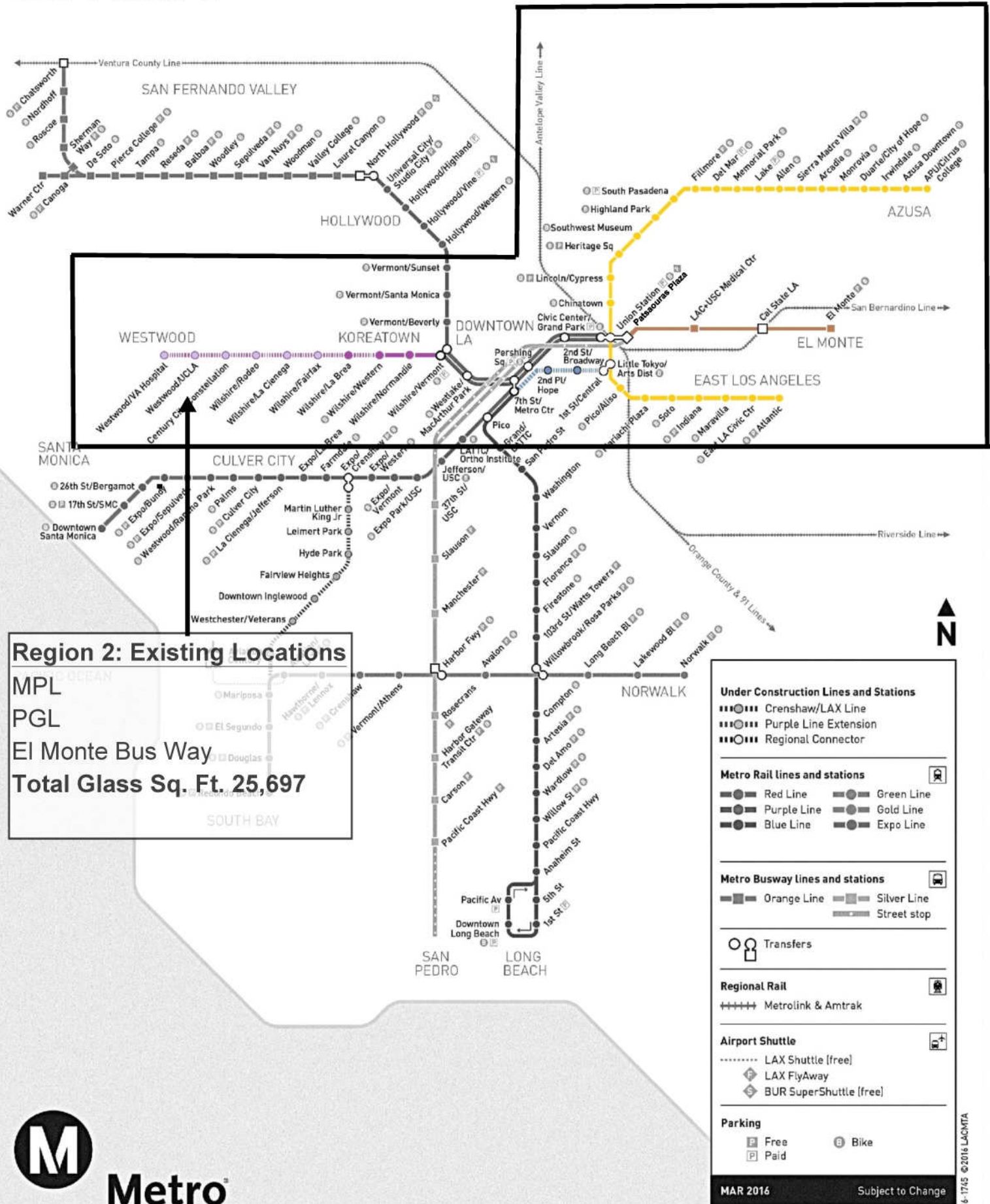


Phillip A. Washington
Chief Executive Officer

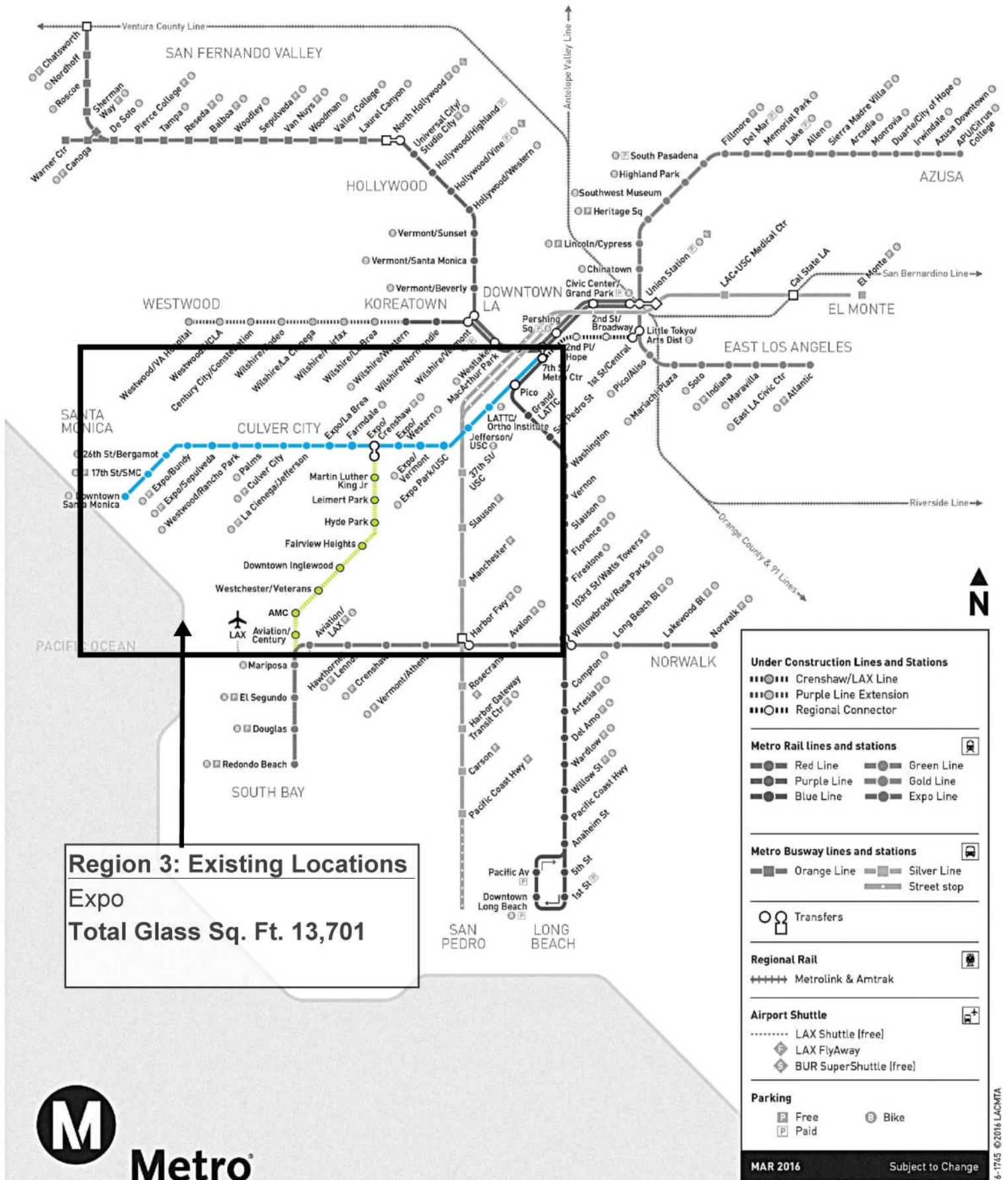


Metro

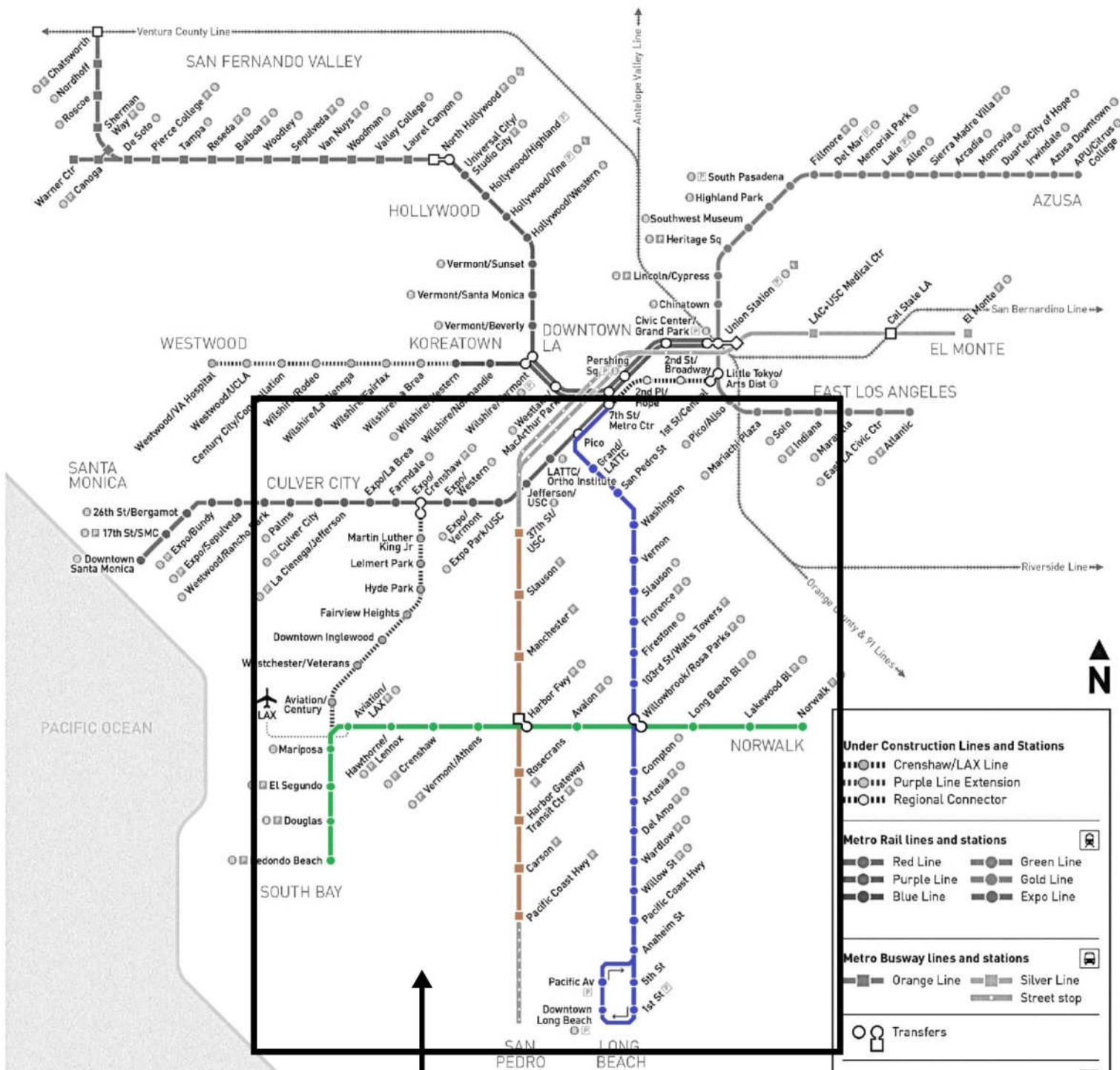
Go Metro



Metro



Metro



Region 4: Existing Locations

MBL
HTW
MGL

Total Glass Sq. Ft. 32,450
Total Plexi Glass Sq. Ft. 17,483
Grand Total Sq. Ft. 49,933

Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

Regional Rail

- Metrolink & Amtrak

Airport Shuttle

- LAX Shuttle [free]
- LAX FlyAway
- BUR SuperShuttle [free]

Parking

- Free
- Bike
- Paid

MAR 2016 Subject to Change



Metro

PROCUREMENT SUMMARY

GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES /
OP1246400003367, OP1246420003367, OP1246430003367, OP1246440003367

1.	Contract Number: A: OP1246400003367 B: OP1246420003367 C: OP1246430003367 D: OP1246440003367	
2.	Recommended Vendor: A: Graffiti Shield, Inc. (Region 1) B: Graffiti Shield, Inc. (Region 2) C: XInt Tint of Anaheim, Inc. (Region 3) D: XInt Tint of Anaheim, Inc. (Region 4)	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 15, 2018	
	B. Advertised/Publicized: November 19, 2018	
	C. Pre-Proposal/Pre-Bid Conference: December 4, 2018	
	D. Proposals/Bids Due: January 10, 2019	
	E. Pre-Qualification Completed: February 1, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 17, 2019	
	G. Protest Period End Date: February 15, 2019	
5.	Solicitations Picked up/Downloaded: 24	Bids Received: Region 1: 3 bids Region 2: 3 bids Region 3: 3 bids Region 4: 3 bids
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Maral Minasian	Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve contract awards to two Small Business Enterprise (SBE) firms, XInt Tint of Anaheim, Inc. and Graffiti Shield, Inc. to provide anti-graffiti film maintenance, installation and replacement services for four regions to protect the glass surfaces system-wide as outlined in Invitation for Bid (IFB) No. OP57985, effective June 1, 2019. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

Prior to the release of IFB No. OP57985, an informational meeting was held at Metro Headquarters on November 1, 2018, to share details and timelines for the upcoming procurement, and also provide an opportunity to potential bidders on how Metro would be replacing the existing system-wide service area with four new geographical regions. This action was intended to expand opportunities for small business participation while maintaining service efficiency and continuity. A total of 12 participants representing 8 firms were present at the meeting.

On November 15, 2018, IFB No. OP57985 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract types are firm fixed unit rates.

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

- Amendment No. 1, issued on December 5, 2018, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.

A pre-bid conference was held on December 4, 2018 and was attended by six participants representing five firms.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro's Acquisition Policy for a competitive sealed bid. As detailed in the IFB requirements, bidders were allowed to submit bid packages for a maximum of three geographical regions. Each geographical region was assigned a 10% goal, inclusive of a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal.

The following are the bids received by Regions:

REGION #1

1. Graffiti Shield, Inc.
2. Solar Art
3. XInt Tint of Anaheim, Inc.

REGION #2

1. Graffiti Shield, Inc.
2. Outdoor Service Providers
3. Solar Art

REGION #3

1. Outdoor Service Providers
2. Solar Art
3. XInt Tint of Anaheim, Inc.

REGION #4

1. Graffiti Shield
2. Outdoor Service Providers
3. XInt Tint of Anaheim, Inc.

C. Cost/Price Analysis

The bids from Graffiti Shield, Inc. and XInt Tint of Anaheim, Inc., both certified Small Business Enterprise firms, were determined to be the lowest, responsive bids for Regions 1 through 4.

REGION #1

The bid from Graffiti Shield, Inc., in the amount of \$3,045,871, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro's independent cost estimate, and technical evaluation by the Program Manager.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Graffiti Shield, Inc.	\$3,045,871	\$3,431,000	\$3,045,871
XInt Tint of Anaheim, Inc.	\$3,149,929		
Solar Art	\$3,539,996		

REGION #2

The bid from Graffiti Shield, Inc., in the amount of \$3,524,512, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro's independent cost estimate, and technical evaluation by the Program Manager

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Graffiti Shield, Inc.	\$3,524,512	\$3,840,400	\$3,524,512
Solar Art	\$4,278,896		
Outdoor Service Providers	\$7,846,900		

REGION #3

The bid from XInt Tint of Anaheim, Inc., in the amount of \$3,549,832, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro's independent cost estimate, and technical evaluation by the Program Manager

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
XInt Tint of Anaheim, Inc.	\$3,549,832	\$3,713,200	\$3,549,832
Solar Art	\$4,139,068		
Outdoor Service Providers	\$7,210,804		

REGION #4

The bid from XInt Tint of Anaheim, Inc., in the amount of \$7,177,237, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro's independent cost estimate, and technical evaluation by the Program Manager.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
XInt Tint of Anaheim, Inc.	\$7,177,237	\$8,442,500	\$7,177,237
Graffiti Shield	\$7,374,728		
Outdoor Service Providers	\$9,500,909		

D. Background on Recommended Contractor

Graffiti Shield, Inc.

Graffiti Shield, Inc., located in Anaheim, California, manufactures surface protection products for glass, metal, and solid surfaces. The firm specializes in precut anti-graffiti films for public and private spaces. Graffiti Shield was founded in early 2013, and has experience manufacturing and installing protective films. Graffiti Shield is the incumbent for the existing contract for stainless steel anti-graffiti film installation and replacement services and has performed satisfactorily.

XInt Tint of Anaheim, Inc.

XInt Tint of Anaheim, Inc. was founded in 1988 as a solar control film company that primarily focused on automotive and residential installations, and commercial applications for the installation of a variety of window films. XInt Tint started focusing their efforts on medium to large installation projects in Southern California. Currently, XInt Tint is the incumbent for the existing contract for glass anti-graffiti film replacement and installation services and has performed satisfactorily.

DEOD SUMMARY

GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES
REGION 1 - OP1246400003367; REGION 2 - OP1246420003367;
REGION 3 - OP1246430003367; REGION 4 - OP1246440003367

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. This new contract is divided into four (4) regional maintenance contracts split geographically and is being awarded to two (2) SBE Primes: Graffiti Shield, Inc. (Region 1 & Region 2) and XInt Tint of Anaheim, Inc. (Region 3 & Region 4).

REGION 1 - OP1246400003367 - Graffiti Shield, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	Graffiti Shield, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 2 - OP1246420003367 - Graffiti Shield, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	Graffiti Shield, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 3 - OP1246430003367 – XInt Tint of Anaheim, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	XInt Tint of Anaheim, Inc. (SBE)	97%	

2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 4 - OP1246440003367 – XInt Tint of Anaheim, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	XInt Tint of Anaheim, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. 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.



Board Report

File #: 2019-0065, File Type: Contract

Agenda Number: 19.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: WIRELESS ROUTERS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA58692 to LA Mobile Computing for purchase of wireless mobile routers. The Contract has a first-year amount of \$1,314,197, inclusive of sales tax, and a second-year amount of \$929,754, inclusive of sales tax, for a total contract value of \$2,243,950.65, subject to resolution of protest(s), if any.

ISSUE

This contract is for the acquisition of wireless mobile routers which are a foundational element needed to enhance the customer service experience on the bus fleet. The installation of wireless routers on Metro's fleet has already begun with 1398 of 2348 vehicles completed as of February 2019. The contracted service bus fleet has been fully installed. Additionally, all new bus fleet vehicles include the required specifications to arrive pre-installed with the wireless router kits. The recommended contract award will provide the capability to purchase the wireless routers through Metro's inventory process. This process allows Metro to install the wireless routers on the existing fleet by internal staff that can pull the hardware from inventory and replace/reorder as needed instead of all at once under the contract terms as the installations are completed. The fixed unit price reduces price variation and allows for a faster hardware delivery rate, expediting router installations with the goal of completing the bus fleet installations in early 2020 (about 45 weeks at a rate of 16/week, plus or minus). The award of this contract will allow Metro to develop new fleet functionality with the intention of improving customer service and ridership quality.

BACKGROUND

In March 2017, the Metro Board approved the Connected Bus capital project (CP 207152) and subsequent \$7.8M life-of-project budget to support the implementation of cellular and Wi-Fi technologies on Metro's bus fleet. Now economically feasible, this has advanced the ability to connect transit buses to the Internet. Connecting Metro buses through the public cellular network creates many opportunities. The riding public benefits from internet access to online information while on the bus. Metro Operations can remotely connect to onboard systems, allowing for remote video on

-demand of security cameras by law enforcement and bus/rail operations as well as improved access to vehicle diagnostic systems for increased maintenance efficiency through continuous fleet health monitoring. This technology will also provide improved vehicle location information, advancing the prediction accuracy of next bus arrival times and providing an additional measure of safety and security for both passengers and Metro fleet operators.

DISCUSSION

The contract to be awarded is a “requirements type” agreement in which Metro commits to order only from the awardee, up to 482 units in year 1 and 341 units in year 2 (38 units minimum per year), but there is no obligation or commitment for Metro to order all the wireless routers that may be currently anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal since this procurement was performed under a Set-Aside. The proposed contractor is an approved SBE contractor.

DETERMINATION OF SAFETY IMPACT

Award of the contract will ensure that all operating divisions and the Central Maintenance Facility (CMF) have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$1,480,000 for these wireless mobile routers is included in the FY19 budget under account 53102, Acquisition of Equipment, in cost center 9230 in project 207152, Connected Buses.

Since this is a multi-year contract, the cost center manager and Chief Information and Technology Officer will be accountable for budgeting the cost in future fiscal years including any option exercised.

Impact to Budget

The current source of funds for this action is Transportation Development Act, Article 4 (TDA). Use of this funding source currently maximizes current funding allocation within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended contract award supports Metro Vision 2028 Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The mobile routers will ensure that Metro’s focus on improving the customer experience is realized with notable tools that will enhance safety,

security, customer service and Metro's daily operation.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure mobile routers on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for wireless mobile routers will be fulfilled under the provisions of the contract. A separate but complementary life-of-project will be included in the FY20 Capital Program request so that wireless mobile routers will be extended to the Rail Fleet as well.

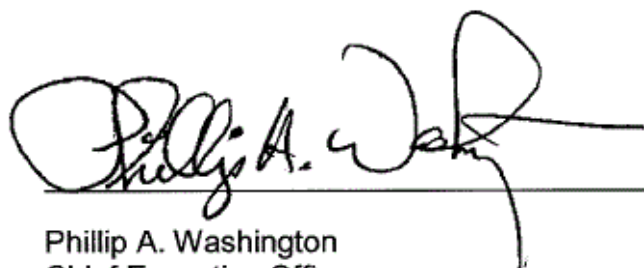
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Al Martinez, Senior Director, ITS (213) 922-2956

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 418-3108
Bryan Sastokas, Chief Information Technology Officer (213) 922- 5510



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PURCHASE OF WIRELESS ROUTERS
CONTRACT NO. MA58692

1.	Contract Number: MA58692	
2.	Recommended Vendor: LA Mobile Computing	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 13, 2018	
	B. Advertised/Publicized: November 20, 2018	
	C. Pre-proposal/Pre-Bid Conference: November 20, 2018	
	D. Proposals/Bids Due: December 28, 2018	
	E. Pre-Qualification Completed: February 5, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 25, 2019	
	G. Protest Period End Date: : January 12, 2019	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 4
6.	Contract Administrator: Juelene Close	Telephone Number: 213/922-1066
7.	Project Manager: Al Martinez	Telephone Number: 213/922-2956

A. Procurement Background

This Board Action is to approve Contract No. MA58692 for the procurement of Wireless Routers. Board approval of contract award is subject to resolution of any properly submitted protest.

Invitation for Bid (IFB) No. MA58692 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on December 5, 2018, approved product equal date was extended.

Twenty-two potential bidders downloaded the solicitation. A Pre-Bid Conference was held on November 20, 2018. A total of four bids were received on December 28, 2018.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The four bids are listed below in alphabetical order:

1. Atlas Technology Group
2. Globe Electric

3. JWL Supplies
4. LA Mobile Computing

Globe Electric, JWL Supplies and LA Mobile Computing were determined to be fully responsive and responsible to the IFB requirements. Atlas Technology offered an alternate product that was technically reviewed and determined to not be an equal product. Thus Atlas Technology offer was deemed unacceptable.

C. Price Analysis

The recommended bid price from LA Mobile Computing has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Globe Electric	\$2,735,419.83	\$2,998,800
JWL Supplies	\$2,388,735.03	
LA Mobile Computing	\$2,243,950.65	

D. Background on Recommended Contractor

The recommended firm, LA Mobile Computing (LAMC), is located in Los Angeles, California and has been in business since 2017. LAMC has provided similar products related to Metro's Connected Bus project. They have furnished and installed mobile routers for Metro. LAMC has provided satisfactory services and products to Metro in the past.

DEOD SUMMARY

PURCHASE OF WIRELESS ROUTERS
CONTRACT NO. MA58692**A. Small Business Participation**

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

LA Mobile Computing, an SBE Prime, is performing 100% of the work with its own workforce.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Prime Contractor	SBE % Committed
1.	LA Mobile Computing (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.



Metro

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

Board Report

File #: 2018-0744, **File Type:** Oral Report / Presentation

Agenda Number: 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

Operations Employees of the Month

DISCUSSION

Operations Employees of the Month recognizes Transportation and Maintenance frontline employees for their outstanding leadership contributions to the Operations Department.

March Employees of the Month



Metro

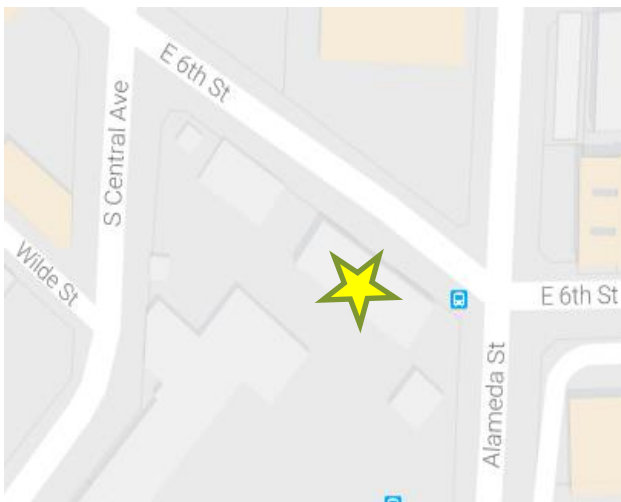
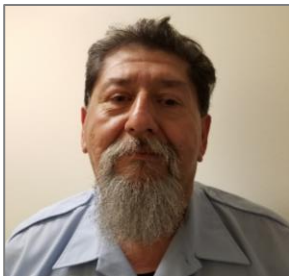
Employees of the Month



Transportation

Bus Operator

Julio Gallo

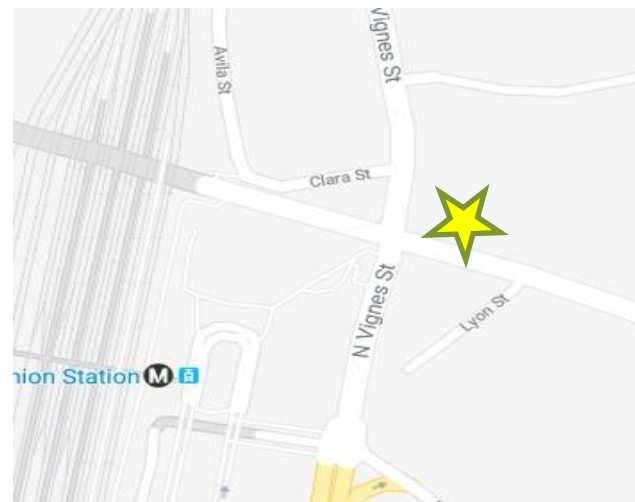


Division 1 – Los Angeles

Maintenance

Mechanic A

Alicia Linares



Division 13 – Los Angeles



Metro



Metro

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

Board Report

File #: 2018-0745, **File Type:** Oral Report / Presentation

Agenda Number: 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019**

**SUBJECT: ORAL REPORT ON NEXTGEN REGIONAL SERVICE CONCEPT AND NEW BLUE
UPDATE.**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

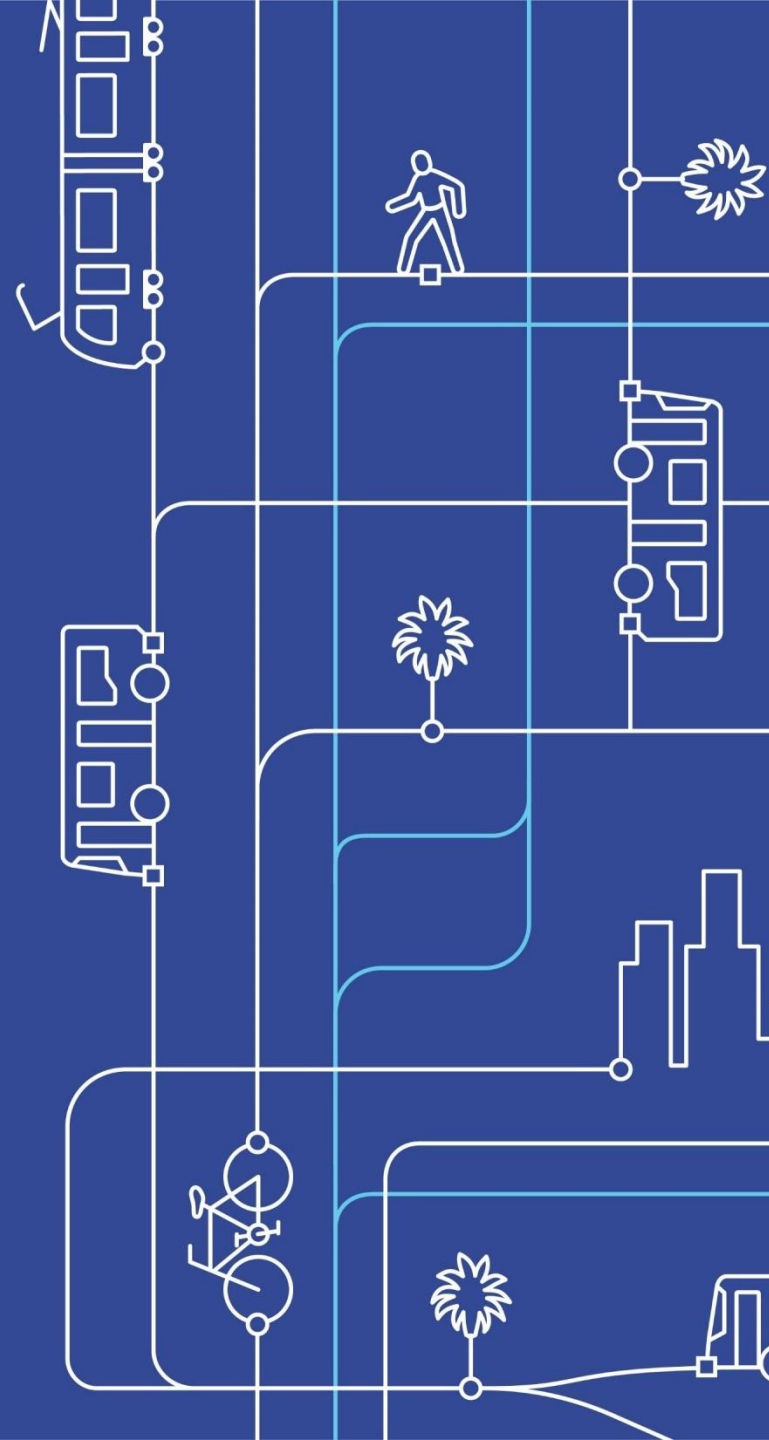
RECEIVE oral report on NextGen Regional Service Concept and New Blue Update.

NEXTGEN Bus Study

Update on New Blue Project
and the Development of a
Regional Service Concept

COO Report

March 21, 2019



New Blue Monthly Update

March 2019

- Metro continues modernization efforts to improve the operation and safety of the Metro Blue Line (MBL).
- The Southern Segment has been closed for approximately four (4) weeks and is scheduled to be out of service through late May 2019.

Service

- Bus shuttle service adjustments implemented March 3, 2019 provide enhanced Line 860 (Express) midday/weekend service and Line 861 (Select) off peak/weekend service.
- Bus shuttle service levels during peak periods remain as follows: Lines 860 (Express) and 862 (Local) are every 6 minutes, with Line 861 (Select) every 20 minutes.

Express Service (DTLB-DTLA)

- Metro reviewed boardings relative to Line 860 (Express) service and determined that the requested level of service is integrated in current Line 860 (Express) service and stops.
- Metro is currently retaining 64% of southern Blue Line ridership - Blue Line shuttle ridership (Lines 860, 861 & 862): 21,600 and FY18 Blue Line Rail ridership: 33,100
- Line 862 (Local) ridership comprises 70% of Blue Line bus shuttle ridership.
- Northbound Blue Line shuttle boarding analysis reveals that additional selective service (DTLB to DTLA) would result in the underutilization of buses and imbalanced service for the majority of Long Beach customers.

New Blue Monthly Update

Signage & Partner Agency Coordination

- Updated wayfinding and overhead destination signs were installed at 103rd St/Watts Towers, with additional stations scheduled in the next weeks.
- Stakeholder outreach is underway for the installation of a temporary/pop-up PM peak bus lane between Flower St. and 28th St.
- Metro continues to work with Director Garcetti's Office, City of LA and Council Districts 9 & 14 to implement this temporary bus lane by June 2019 (Phase 2 of the New Blue Project).

New Blue Improvement Work

- All construction work is proceeding per schedule despite recent inclement weather.
- Construction activities continue including: Willowbrook/Rosa Parks (W/RP) platform and overhead catenary demolition, storm drain installation, Compton new interlocking track work, and Long Beach Loop landscaping and fence work.
- Metro personnel continue to tamp track, pressure wash, paint benches and columns, replace track feeder cables, and support the installation of fiber and power cables for the digital map cases.

Regional Service Concept

Set of policy choices that define how the bus network should be designed & a framework for allocating service levels among various markets

- Network goals and objectives
- Process for redesigning the network
- Framework for balancing tradeoffs
- Measures of success

Public Workshop Series

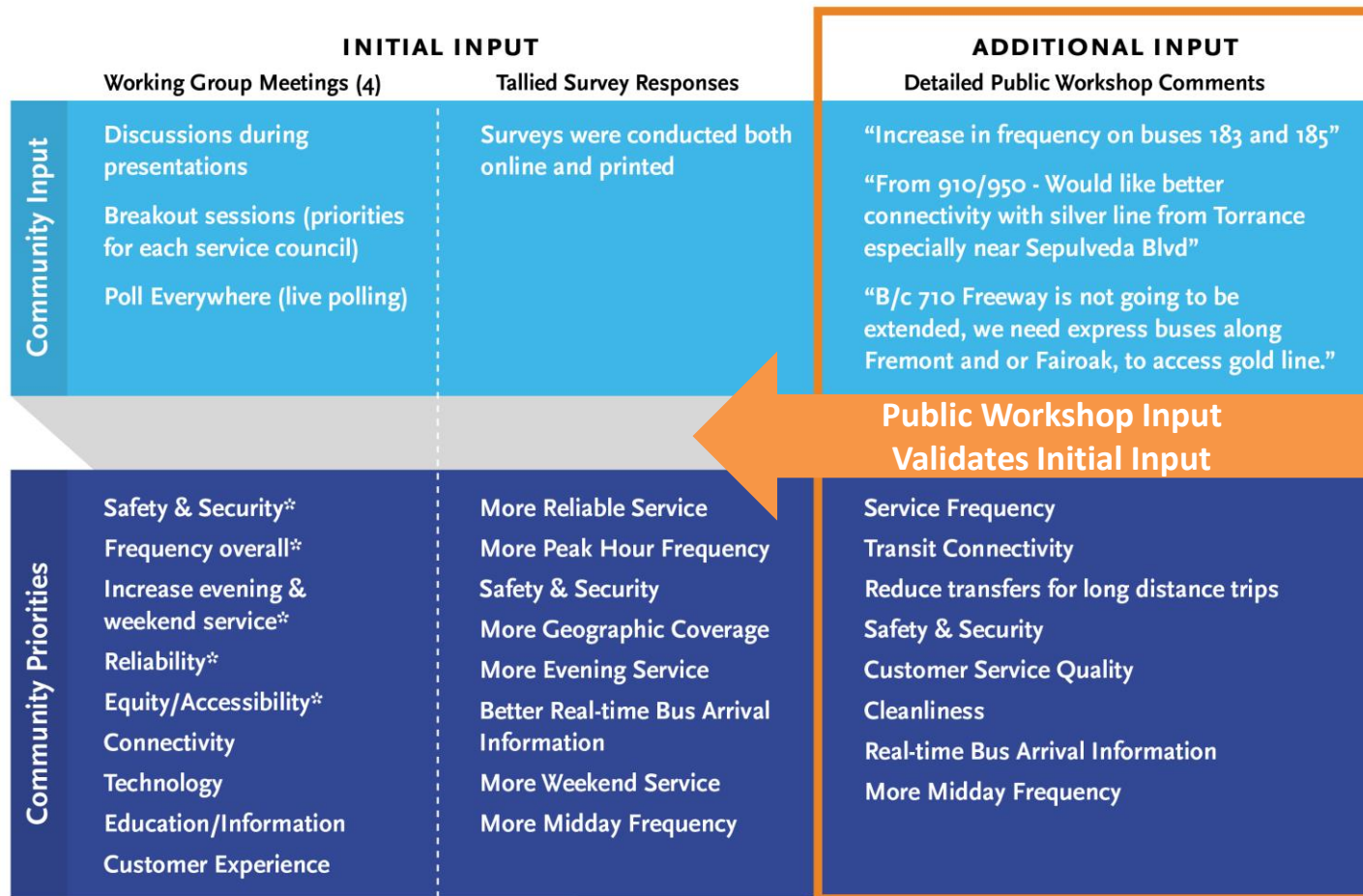
18+ public workshops, over 900 attendees & 1,500+ comments*

- *Round 1:* 10 meetings organized by Service Council area
- *Round 2:* 8 additional targeted stakeholder meetings (including 1 ADA-focused meeting; 3 meetings left to host 3/12, 3/13 and 3/19)
- 1,500+ comments on service, operations, and personal needs/experiences
- Forum for dialogue with over 800 customers and residents
- Utilized interactive stations designed to guide attendees through the complex process of redesigning Metro's bus system
- Included other service departments and project teams



*Number of attendees and comments are projected due to upcoming remaining meetings

Recurring Themes and Priorities



**Working Group identified these issues as equal priority*

Bus Service Concepts & Policy

Bus Network Goals and Objectives

Provide high quality mobility options that enable people to spend less time traveling (Metro Vision 2028)

- Target infrastructure & service investments towards those with the greatest mobility needs
- Invest in a world class bus system that is reliable, convenient, & attractive to more users for more trips
- Endorse travel speed, service frequency, & system reliability as the highest priority service design objectives for the NextGen Bus Study (Motion 38.1)
- Optimize system performance to maximize benefit to the public

Measures of Success

Balance system efficiency/productivity indicators with measures of customer benefit



Network Development Process



**Market
Demand**



**Service
Performance**



**Built
Environment**



**Network
Design**

Transit Orientation

Fixed route bus service succeeds when:

- There is a high concentration of travel where transit can be competitive, AND
- Current transit service is well aligned with the demand, AND
- The built environment & other external factors favor transit use.

Design Considerations

Bus service must be designed to the specifications of individual markets based on:

- Time of day/day of week, AND
- Trip distance, AND
- Demographics served, AND
- External factors impacting transit competitiveness

Network Design Considerations

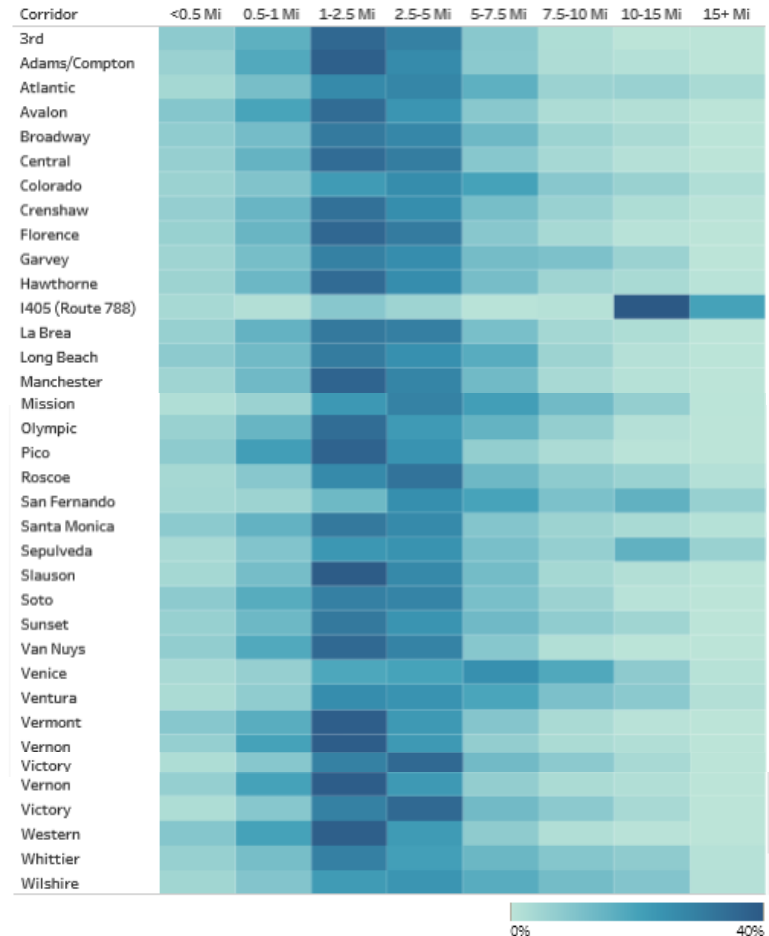
There is no “one size fits all” solution.
Tradeoffs will be made at the corridor and subarea level for:

- Routing
- Stop spacing
- Frequency
- Span of Service

Customer Comments by Area

	System	Central	GWC	SFV	SGV	SBC	WSC
Better real-time bus arrival information	18%	21%	16%	18%	16%	20%	17%
More reliable service	18%	16%	16%	17%	17%	16%	23%
More geographic coverage	12%	9%	11%	12%	13%	14%	13%
More peak hour frequency	11%	11%	11%	10%	12%	8%	11%
More midday frequency	11%	13%	12%	13%	8%	9%	14%
More evening service	14%	13%	14%	12%	16%	19%	12%
More weekend service	16%	17%	20%	18%	17%	14%	10%
Total	100%	100%	100%	100%	100%	100%	100%

Corridor Ridership by Distance

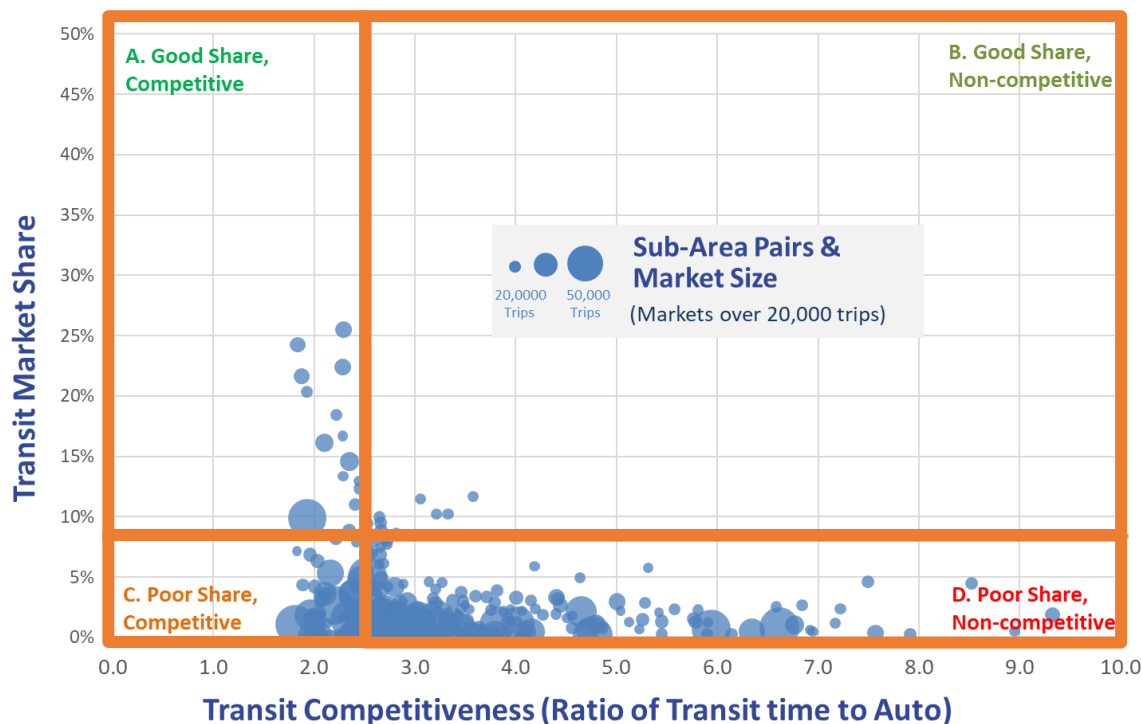


Market Demand



Diagnose the transit competitiveness of each origin to destination trip pair within LA County

- A. Succeeding where we should be (can we optimize?)
- B. Succeeding where we should not be (can we apply elsewhere?)
- C. Not succeeding where we should be (how do we fix it?)
- D. Not succeeding where we should not be (these areas are likely more suitable to other modes such as microtransit)

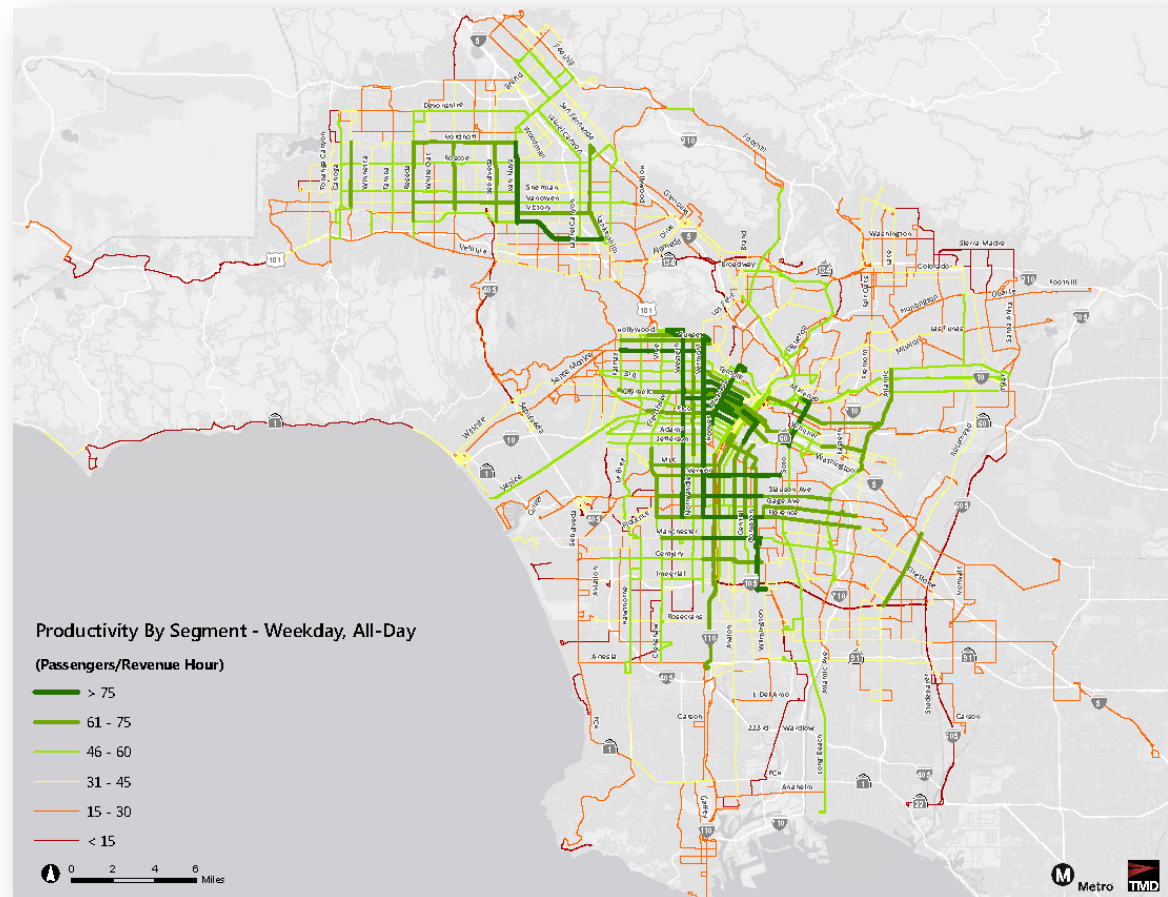


Service Performance



Where is transit performing well & where is it not?

- Identify top performing line segments for optimization & improvement based on travel pattern, trip length, demand by time of day
- Evaluate areas with underperforming line segments for restructuring, replacement with other modes, or elimination



Built Environment



Pay particular attention to transit friendly environments that promote transit use

- Allocate more resources to serve areas that exhibit several external factors that “push” people to use transit
- Allocate less resources to serve areas that show moderate to few characteristics of transit orientation
- Do not allocate fixed route bus resources in areas with little or no transit friendly characteristics
- Work with City and County partners to improve transit friendliness in areas with strong propensity



Travel Time

- Does transit have priority over cars?



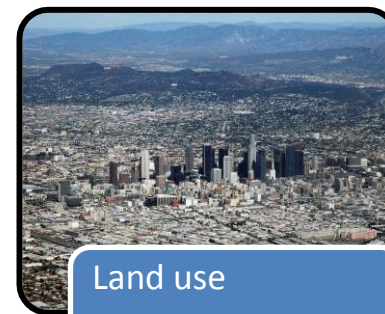
Parking supply

- Is there too much free parking?



Demographics / population

- Are households transit dependent ?



Land use

- Is the built environment transit friendly?

Network Design Principles

Identify market demands with most potential

System is easier to understand & more convenient

More people ride transit

Metro has more fare revenue

Apply service & infrastructure treatments

Buses are used more efficiently

Takes fewer resources to provide same service

Metro has lower operating expenses

Metro can reinvest in more service



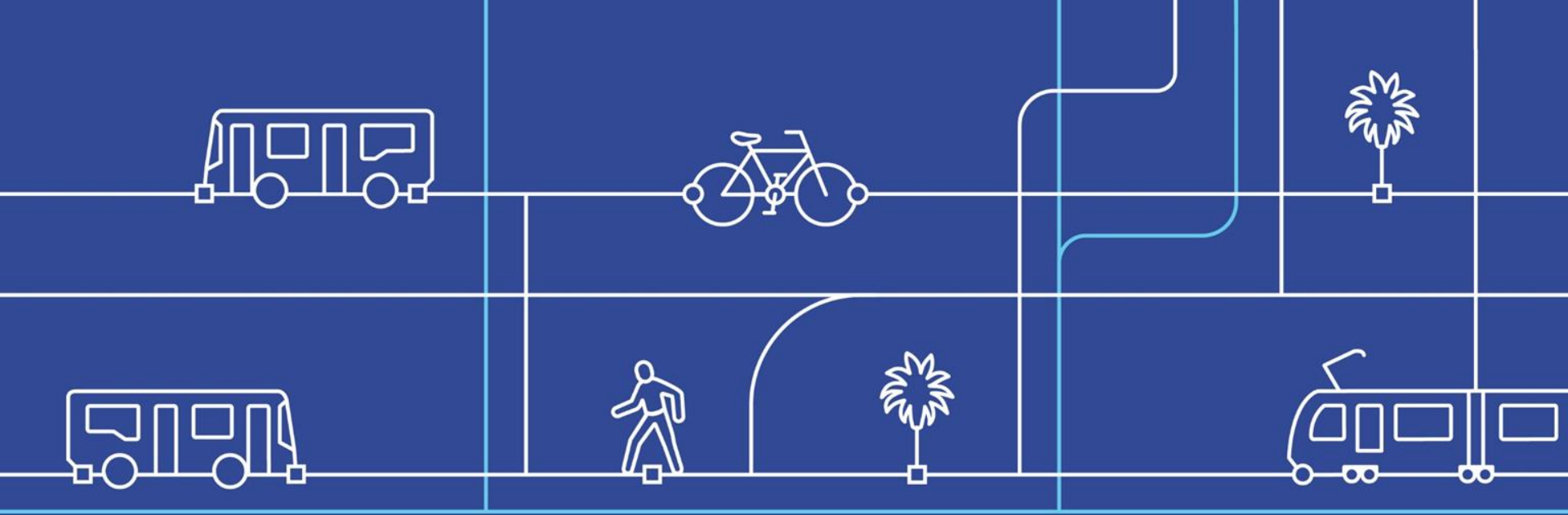
Next Steps

April 2019

- External Working Group Meeting #5
- Board Staff Workshop

May 2019

- Board approval of Regional Service Concept



Thank You



Board Report

File #: 2019-0042, **File Type:** Contract**Agenda Number:** 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: P2550 LIGHT RAIL VEHICLE PROPULSION INVERTER PHASE MODULE
OVERHAUL AND UPGRADE****ACTION: CONTRACT AWARD****RECOMMENDATION**

AWARD a 40-month, indefinite delivery/indefinite quantity Contract No. MA53984000 to AmePower, Incorporated to overhaul and upgrade up to four-hundred-thirty-seven (437) P2550 Light Rail Vehicle Propulsion Inverter Phase Modules for a not-to-exceed amount of \$6,065,920 subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul and upgrade of Propulsion Inverter Phase Module equipment for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability, the Propulsion Inverter requires an overhaul at the eighth year or 600,000 mileage interval as defined by the OEM. The propulsion inverter phase module equipment consists of high power electrical components such as capacitors, resistors, relays, and circuit boards that wear out and are of parts obsolescence concern. The propulsion equipment is an integral vehicle system that provides the regulated power to the vehicles traction motors, gearbox, and wheels; therefore, it is critical to maintain the propulsion inverter systems in a constant State of Good Repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in 2017. Metro is requesting the approval of the propulsion module overhaul contract which will be the 8th in succession of the nine component overhaul procurements

requiring board approval. This procurement is for the professional services to complete the overhaul of fifty (50) kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The condition assessment suggested that performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, will result in vehicles reaching their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the propulsion inverter phase module overhaul and upgrade based upon both the OEM recommendations and RFS maintenance experience. The contractor will perform overhaul services and equipment upgrades in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Approval of this will have a positive safety impact which is of the utmost importance to Metro and, is therefore, imperative in the maintenance of the P2550 fleet. The propulsion inverter phase module overhaul and component upgrade is in support of the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546. Funding of \$400,000 for this contract will be included and proposed in the FY20 budget in cost center 3948, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act Article 4 (TDA). Use of this funding source currently maximizes current project funding allocations within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 2) Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the propulsion inverter operational until such time it will be a candidate for replacement during the Modernization overhaul. The propulsion inverter is a safety critical device that, if not properly maintained, could result in catastrophic events due to loss of traction effort, train won't move, loss of regenerative braking, and/or fire from high power component shorting out, all of which impact vehicle safety and reliability. Should the propulsion inverter overhaul be deferred there would be a high risk to passenger safety, negative impact to vehicle availability and reliability. Such deferment is not recommended.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Propulsion Inverter will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in August 2019.

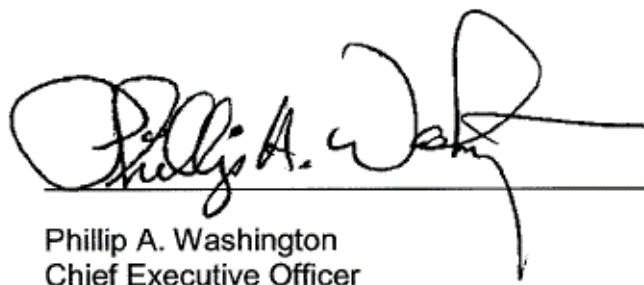
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,
(323) 224-4042

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P2550 PROPULSION INVERTER PHASE MODULE OVERHAUL & UPGRADE
CONTRACT NO. MA53984000**

1.	Contract Number: MA53984000	
2.	Recommended Vendor: AmePower	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 19, 2018	
	B. Advertised/Publicized: June 25, 2018	
	C. Pre-Proposal Conference: July 11, 2018	
	D. Proposals Due: October 16, 2018	
	E. Pre-Qualification Completed: January 17, 2019	
	F. Conflict of Interest Form Submitted to Ethics: December 1, 2018	
	G. Protest Period End Date: March 25, 2019	
5.	Solicitations Picked up/Downloaded: 19	Proposals Received: 3
6.	Contract Administrator: Jean Davis	Telephone Number: 213/922-1041
7.	Project Manager: Richard Lozano	Telephone Number: 323/224-4042

A. Procurement Background

This Board Action is to approve Contract No. MA53984000 issued in support of Metro's P2550 Light Rail Vehicle (LRV) to procure services required for the overhaul and upgrade of the Propulsion Inverter Phase Modules Assemblies. Board approval of contract award is subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 16, 2018 revised the proposal due date.
- Amendment No. 2, issued on September 4, 2018 revised the proposal due date and offered potential responders a Job Walk.
- Amendment No. 3, issued on September 10, 2018 provided changes to the RFP and Statement of Work.
- Amendment No. 4, issued on September 28, 2018 revised the proposal due date from October 1 to October 16, 2018.

A pre-proposal conference was held on July 11, 2018 and was attended by seven participants. During the procurement process, Metro provided formal responses to a total of 66 questions from potential proposers. Three (3) proposals were received on October 16, 2018.

B. Evaluation of Proposals

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for an explicit factors best value, competitive RFP procurement process. The RFP instructions required proposers to submit proposals for two distinct scopes of work scenarios: Scenario #1 - to provide all services and equipment for overhaul and upgrade of the propulsion inverter phase modules; and/or Scenario #2 - to provide complete replacement of propulsion inverters.

A Proposal Evaluation Team (PET), consisting of Metro staff members from Rail Fleet Services and Rail Vehicle Engineering departments, convened and conducted the evaluation based on the proposals received.

The proposals were evaluated based on the following evaluation criteria:

- | | |
|-------------------------|-----|
| 1. Proposed Design | 30% |
| 2. Technical Capability | 20% |
| 3. Past Performance | 15% |
| 4. Project Management | 15% |
| 5. Cost | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for similar Metro rail component overhaul services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Proposed Design.

Three (3) firms submitted proposals for both scope of work scenarios. AmePower and PSI Repair Services, Inc. were both deemed to be fully responsive and responsible to the RFP requirements. Alstom Transportation, Inc. (Alstom) proposed material changes to Metro's technical specification and standard contract terms and conditions. After extensive discussions with Alstom, Metro's PET determined their requested changes materially altered Metro's technical and contract requirements; thus, the proposer was eliminated from further award consideration.

The three proposers are listed in alphabetical order below:

No.	Proposer Name
1.	Alstom Transportation, Inc.*
2.	AmePower
3.	PSI Repair Services, Inc. (PSI)

*This Firm was eliminated from award consideration due to their requests for material changes to RFP's technical requirements and to the RFP's standard contract terms & conditions.

Based on Metro's PET comprehensive reviews and evaluation of all proposals, the PET elected to proceed with Scope of Work Scenario #1, for the potential awardee to provide all services and equipment for overhaul and upgrade to the propulsion inverter phase modules.

The PET concluded that two (2) of the three (3) proposers were deemed fully responsive and responsible to the RFP requirements.

Qualifications Summary of Firms within the Competitive Range:

AmePower

AmePower's proposal, through discussions with their technical team, determined they had the technical capability to perform the required overhauls and upgrade services. Amepower possesses the required experience, equipment, tools, and personnel to handle the overhaul/upgrade or the replacement of the propulsion inverter per the technical specification.

Amepower provided a detailed narrative and test plan which demonstrated an in depth knowledge of the Statement of Work. Amepower has a past history of successful performance with projects similar to the project Metro is currently seeking. Amepower exhibited extensive rail overhaul experience and technical knowledge. Amepower offered the lowest price proposal.

PSI

PSI Repair Services, Inc. ("PSI") was deemed by the PET to have the necessary facilities and equipment and technical capability and past performance experience to meet the RFP requirements. PSI proposed upgrades with service proven technologies and products and a test plan sufficient to test and commission the inverters. However, PSI has not performed design or vehicle performance testing services and planned to subcontract these services. The PET expressed concerns regarding PSI's ability to provide corrective actions related to specific past performance issues. PSI's cost proposal is 47.447% percent higher than the ICE and the second highest rated proposer.

The following is a summary of the PET evaluation scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	AMEPOWER				1
3	Proposed Design	96.70	30.00%	29.01	
4	Technical Capability	100.00	20.00%	20.00	
5	Past Performance	93.33	15.00%	14.00	
6	Project Management	93.33	15.00%	14.00	
5	Cost Proposal	100.00	20.00%	20.00	
7	Total		100.00%	97.01	

8	PSI REPAIR SERVICES INC.				2
9	Proposed Design	93.33	30.00%	28.00	
10	Technical Capability	70.00	20.00%	14.00	
11	Past Performance	76.70	15.00%	11.51	
12	Project Management	80.00	15.00%	12.00	
13	Cost Proposal	49.89	20.00%	9.98	
14	Total		100.00%	75.49	

C. Price Analysis

This formal procurement resulted in an open procurement with price competition. The recommended price has been determined fair and reasonable based on adequate price competition, Independent Cost Estimate (ICE), and engineer's technical review. Metro received two (2) qualified price proposals with the lowest price offered being deemed as fair and reasonable.

Proposer Name	Proposal Amount	Metro ICE
AmePower, Inc.	\$6,065,920	\$5,768,400
PSI Repair, Inc.	\$12,157,452	

D. Background on Recommended Contractor

AmePower is located in Miami, Florida and has been in business over 20 years. Amepower is a certified engineering company whose expertise includes: Insulated-Gate Bipolar Transistor (IGBT) to IGBT and Gate Turn-Off (GTO) Thyristor to IGBT technology conversions; overhaul, retrofit and manufacturing services for rolling stock systems including: Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers. Amepower evolved as leading suppliers of power electronics components in the South East, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry.

Amepower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years. Amepower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. Amepower's contract performance with Metro has been satisfactory.

DEOD SUMMARY

**P2550 PROPULSION INVERTER PHASE MODULE OVERHAUL & UPGRADE
CONTRACT NO. MA53984000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. 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.



Board Report

File #: 2019-0079, File Type: Contract

Agenda Number: 24.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: LEXRAY SOFTWARE MAINTENANCE SERVICE CONTRACT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. RATIFY AND EXECUTE Contract No. PS126167000-30896 with MobilPrise, Inc. dba LexRay (LexRay) for software maintenance services for costs incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863;
- B. EXECUTE Contract Modification No. 1 to Contract No. PS126167000-30896 with LexRay for software maintenance services for the term April 1, 2019 ending December 31, 2020, increasing the total authorized amount by \$531,136 for a revised total contract amount of \$1,757,999; and

ISSUE

In February 2013, Metro entered into a sole source procurement with LexRay to begin the development of a mobile data platform by purchasing proprietary software licenses. This allowed Metro to migrate closed-circuit television feeds from Metro's rail stations onto a mobile platform for viewing on smart phones. This migration resulted in enhancements of situational awareness for Metro staff and law enforcement during an incident or emergency. At that time, Metro had knowledge that these services were only available from LexRay due to their patent on this software technology.

DISCUSSION

The software provided by LexRay to Metro was originally purchased in 2013. This software is used by Metro's System Security and Law Enforcement Department to facilitate viewing closed circuit television cameras (CCTV) on mobile devices like smartphones and tablets. This ability to view CCTV images on mobile devices gives Metro and law enforcement immediate situational awareness.

Following the 2013 procurement, staff at the project level failed to adhere to contracting protocols, and, among other irregularities, obligated the Agency to pay software maintenance fees for calendar years 2015 through 2018. In late 2018, LexRay advised Metro that there were invoices in the amount of \$1,138,432 for maintenance services from 2015, 2016, 2017 and 2018 that were unpaid. In addition, maintenance services for January, February and March 2019 total \$88,431. Executive staff

in Security and Vendor Contract Management consulted with the Office of the Inspector General and County Counsel as to the best way to resolve this matter. Staff negotiated a resolution with LexRay and their legal counsel. Staff concurs that the amount due LexRay is accurate. Staff is requesting the Board ratify the contract for these maintenance services.

Going forward and as part of lessons learned, Metro is seeking to acquire one video management system with a mobile viewing inclusion. Therefore, a separate mobile viewing provider will no longer be necessary.

DETERMINATION OF SAFETY IMPACT

The LexRay Mobile Operations Platform has enhanced situational awareness at rail stations and other critical Metro locations, and increased incident and emergency response time of Metro staff and law enforcement officers.

FINANCIAL IMPACT

There will be no impact to the FY19 Budget, the amount due LexRay will be paid with FY19 cost savings from security contracts.

IMPACT TO BUDGET

The source of funds for this action will be a mix of operations eligible funds including fares, sales tax and federal/state grants as it supports the safe operation of the rail system.

ALTERNATIVES CONSIDERED

Withhold payment for the software maintenance services provided to Metro. This is not recommended because LexRay performed in good faith and provided Metro ongoing software maintenance.

NEXT STEPS

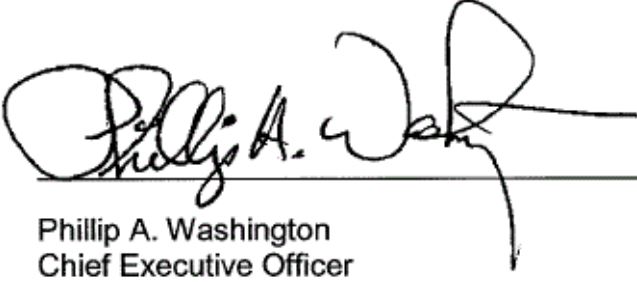
Upon Board approval of the requested recommendations, staff will execute a Contract and Contract Modification No 1. with LexRay for software maintenance services through December 31, 2020 and pay all outstanding invoices.

ATTACHMENTS

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

Prepared by: Susan Walker, Director, Physical Security, (213) 922-7464

Reviewed by: Alex Z. Wiggins, Chief, System Security & Law Enforcement (213) 922-4433
Debra Avila, Chief, Vendor Contract Management
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896

1.	Contract Number: PS126167000-30896	
2.	Recommended Vendor: MobilPrise, Inc. dba LexRay	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: March 5, 2019	
	F. Conflict of Interest Form Submitted to Ethics: February 19, 2019	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Susan Walker	Telephone Number: (213) 922-7464

A. Procurement Background

This Board Action is to:

- a) Ratify and execute Contract No. PS126167000-30896 for software maintenance services incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863; and
- b) Execute Contract Modification No. 1 to Contract No. PS126167000-30896 in the amount of \$531,136, for continued software maintenance services for the period April 1, 2019 through December 31, 2020

Total contract amount, including modification, will be \$1,757,999. This is a single source procurement issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

In February 2013, Metro entered into a sole-source procurement with LexRay for the development of Mobile Operations Platform, which included hardware equipment, customized software applications and licenses. However, Metro inadvertently failed to pay software maintenance fees since calendar year 2015. In addition, continued LexRay maintenance service is required through December 31, 2020.

The LexRay Mobile Operations Platform is a proprietary technology used by Metro to enhance situational awareness at rail stations and other critical Metro locations, and increase incident and emergency response time of Metro staff and law enforcement officers.

B. Cost/Price Analysis

The recommended contract price has been found to be fair and reasonable based upon price analysis, including the review of invoices submitted for services rendered during January 1, 2015 through March 31, 2019 and price proposal for continued services during April 1, 2019 through December 31, 2020. Based on the price analysis, technical analysis, fact-finding, and clarifications, the total agreed to price of \$1,757,999, including Modification No. 1, has been determined to be fair and reasonable.

	Proposer Name	Proposal Amount	Metro ICE	Final Amount
1.	MobilPrise, Inc. dba LexRay			
	Original Contract	\$1,226,863	\$1,226,863	\$1,226,863
	Modification No. 1	\$ 531,136	\$ 531,136	\$ 531,136
	Total	\$1,757,999	\$1,757,999	\$1,757,999

C. Background on Recommended Contractor

The recommended firm, MobilPrise, Inc. dba LexRay, is headquartered in Downers Grove, Illinois. It has been in business since 2008 and is a mobility technical company that provides applications, video and systems interfaces on mobiles.

LexRay's patented technologies allow integration of enterprise solutions in the fields of biometrics, facial recognition, artificial intelligence, Internet of Things (IoT) technologies, mobile emergency operations centers, object recognition, person of interest, threat detection, real-time alerts, multi-location intelligence, gender detection, ethnicity detection, age detection, emotion detection, heat maps, forensic video, deep learning, gesture recognition, access control, drone connectors, computer dispatching system, predictive analytics, continuity of operations planning and all types of mobile applications.

The LexRay Mobile Operations Platform allows seamless integration with a wide variety of IoT products and systems. It has been implemented within industries such as government, law enforcement, ID management, smart cities, energy sector, airports, harbors and ports, NFL and MLB, casinos and hotels, stadiums and events, mobile carriers, online-to-offline, manufacturing, education and retail. Clients include the Los Angeles County Sheriff Department, Santa Ana Police, Regional Transportation Transit and StubHub in support of the LA Chargers and LA Galaxy games.

LexRay has been providing Metro with software maintenance service on the LexRay Mobile Operations Platform, including licenses, hardware equipment and software customization upgrade, since 2013 and performance has been satisfactory.

ATTACHMENT B**CONTRACT MODIFICATION/CHANGE ORDER LOG****LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	LexRay Software Maintenance Service for the period 4/1/19 through 12/31/20	Pending	3/28/19	\$531,136
	Modification Total:			\$531,136
	Original Contract:	Pending	3/28/19	\$1,226,863
	Total:			\$1,757,999

DEOD SUMMARY

LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this sole-source procurement as the MobilPrise, Inc. dba LexRay's software license and technology is proprietary. It is expected that LexRay will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. 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.



Board Report

File #: 2019-0093, **File Type:** Informational Report

Agenda Number: 25.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

This report reflects January 2019 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). The information in this report summarizes Crimes Against Persons, Crimes Against Property, and Crimes Against Society data under Uniform Crime Reporting (UCR) Program, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are Uniform Crime Reporting guidelines, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

BACKGROUND

UCR is a National Incident-Based Reporting System from the US Department of Justice. It captures crime offenses in one of three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

DISCUSSION

Crime stats are as follows:

Crimes Against Persons

For the month of January 2019, crimes against persons decreased by 9 crimes system-wide compared to the same period last year.

Crimes Against Property

For the month of January 2019, crimes against property increased by 15 crimes system-wide compared to the same period last year.

Crimes Against Society

For the month of January 2019, crimes against society increased by 12 crimes system-wide compared to the same period last year.

Bus Operator Assaults:

There were 8 bus operator assaults reported in January, which is 1 fewer operator assaults compared to the same period last year.

Average Emergency Response Times:

Emergency response times averaged 4.50 minutes for the month of January.

Physical Security Improvements:

The Systems Security and Law Enforcement division continues to provide a secure and safe environment for our patrons and employees. Our Metro Facility physical security assessment was completed, and the report was presented to key Metro leaders in Bus and Rail Operations, Information Technology and Facilities. The physical security assessment of Union Station started in August, and will conclude in February 2019.

We are working closely with the Los Angeles Police Department to develop a concept of the operations for the deployment of the Thruvision detection at range technology. We have had several meetings with the LAPD, and we continue to develop the procedures that will protect the public and Metro.

The Red Line ancillary area surge continues, and we are making progress with securing our underground rail stations. We are assisting the New Blue Line construction (Phase 1) and the upcoming Phase 2 later in the year.

Metro's Homeless Efforts:

In spring 2016, Metro created the Metro Homeless Task Force to address the displaced persons that have turned to Metro system and property for alternative shelter. Out of the Task Force, Metro created the Metro Transit Homeless Action Plan which was presented to the Metro Board of Directors in February 2017. The Action Plan's goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated outreach. Components of the plan include Metro's coordination with County and City Measure H and Measure HHH. The plan also called for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as indicated by Metro's Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless and to ultimately get them in housing resources.

Metro's C3 Homeless Outreach Teams:

Metro's C3 Homeless Outreach teams' twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro's C3 Homeless Outreach teams they have provided substantial homeless outreach-with 4,347 total unduplicated homeless contacts, 1,031 of whom have been linked to permanent housing solutions. In FY19 Metro expanded

the C3 teams from two to eight teams to cover rail, bus and Union Station. Currently, there are 8 PATH teams deployed on the rail and at Union Station, hiring for bus deployment remains a challenge.

C3 Homeless Outreach January 1, 2019 through February 8, 2019:

Performance Measure	January Number Served	Project Year to date Number Served
Contacts with unduplicated individuals	295	4,347
Unduplicated individuals engaged	118	2,522
Unduplicated individuals provided services (obtaining vital documents, follow-up activities, transportation, CES packet, clinical assessment, etc.) or successful referral (supportive services, benefits linkage etc.)	158	1721
Unduplicated individuals engaged who are successfully linked to an interim housing resource	67	655
Unduplicated individuals engaged who are linked to a permanent housing resource	9	298
Unduplicated individuals engaged who are permanently housed	8	78

C3 Coordination with Law Enforcement

With Metro System Security and Law Enforcement personnel as the lead, Metro's C3 teams coordinate with LAPD's Homeless Outreach and Protective Engagement (HOPE) Teams, LASD's Mental Evaluation Teams (MET), Long Beach PD, and Metro's Transit Security Officers, in an effort to engage the homeless and provide placement into services. These law enforcement entities provide gap service on the lines for homeless outreach when the C3 Teams are off duty or working another portion of the system.

LAPD Homeless Referrals to Metro's C3 Teams for the Month of January 2019.

LAPD referred 17 homeless individuals to Metro's C3 Outreach teams resulting in:

- Of the seventeen referrals, four declined services.
- Two were placed in interim housing, then reunified with family members for permanent housing.
- Two were assisted with obtaining documents, and are working toward housing.
- One was arrested.
- Two completed a CES and were transported to shelter.
- Two completed CES (one of the two received an ID voucher).

- Three completed a CES, filled out a HFH form and placed in a motel.
- One was transported to a winter shelter.

Sheriff Mental Evaluation Team (MET) Contacts January 6, 2019 through February 2, 2019

These monthly statistics only include contacts of the Transit MET Units. They do not include contacts made by other Transit Services Bureau personnel. In addition to the below data:

- Transported 32 clients to other homeless outreach connection services.
- One team attended a 40mm less lethal training at TIU on 01/25/2019.
- 2 teams attended a 40mm less lethal training at TIU on 01/29/2019.
- 1 team attended a Metro Homeless Workshop on 01/29/2019.
- 2 teams assessed and cleaned up a homeless encampment on the gold Line, South from Del Mar PAX on 01/30/2019.

January 2019 Law Enforcement Homeless Outreach

ACTION	LAPD HOPE	LASD MET	LBPD
Contacts	231	661	15
Referrals	231	406	1
5150 Holds	4	15	0
Mental Illness	21	207	6
Substance Abuse	64	117	2
Veterans	5	3	0
Shelter	14	24	2
Motel Housing Plan	0	3	0
VA Housing	1	0	0
Return to Family	1	4	0
Transitional Long Term Housing	0	0	0
Detox	0	1	0
Rehab	7	0	0

FY19 Officer Expansion:

Metro's contracted law enforcement specialized in homeless engagement will increase during FY19. LAPD HOPE officers will be increased from 10 part time officers to 10 full time officers, LASD MET deputies will be increased from 6 to 10, and Long Beach PD will hire 2 quality of life officers.

Metro's Encampment Protocol:

Metro has developed an encampment protocol to be applied to all of Metro properties. Metro is working with LA City and Long Beach City localities to address Divisions 1, 2 and 11. Orange Line clean-up will serve as the next priority of clean up locations to be address.

Measure H Generalist:

Metro's Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers otherwise known as "generalists" to conduct outreach on government properties including Metro, and countywide parks, libraries, beaches and harbors. These generalists will not go past the fare gates and their data, per the county will not be extrapolated for Metro. However, these generalists will work with the C3 teams to provide outreach services.

Mental Health Outreach Workers:

Metro pilot program with the LA county Department of Mental Health will be launched pending County mental health outreach workers becoming available.

Connect Days

Metro partnered in a connect day in Chairman Sheila Kuehl's District as well weekly connect days located in MacArthur Park off the Westlake/ MacArthur Park station.

"Community Policing Unplugged" Meeting

In late January 2019 Metro hosted a Community Policing Series focused on enhancing coordination when addressing homelessness. Attendees included: Metro System Security and Law Enforcement, Metro Emergency Management, Metro Union Station, LAPD, LASD, Long Beach PD, LA County CEO's office, LA City, Metrolink, LA County Department of Health Services, PATH, and faith based leaders.

ATTACHMENTS

Attachment A - System-Wide Law Enforcement Overview January 2019

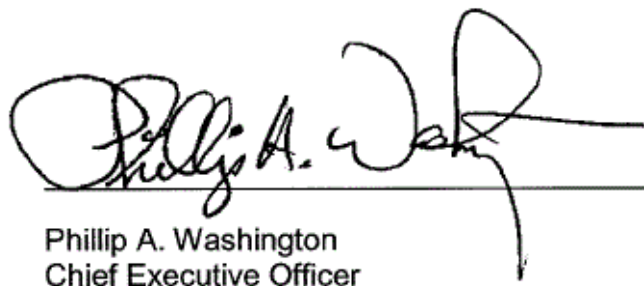
Attachment B - Detail by Rail Line January 2019

Attachment C - Key Performance Indicators January 2019

Attachment D - Transit Police Summary January 2019

Prepared by: Alex Z. Wiggins, Chief, System Security and Law Enforcement,
(213) 922-4433

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



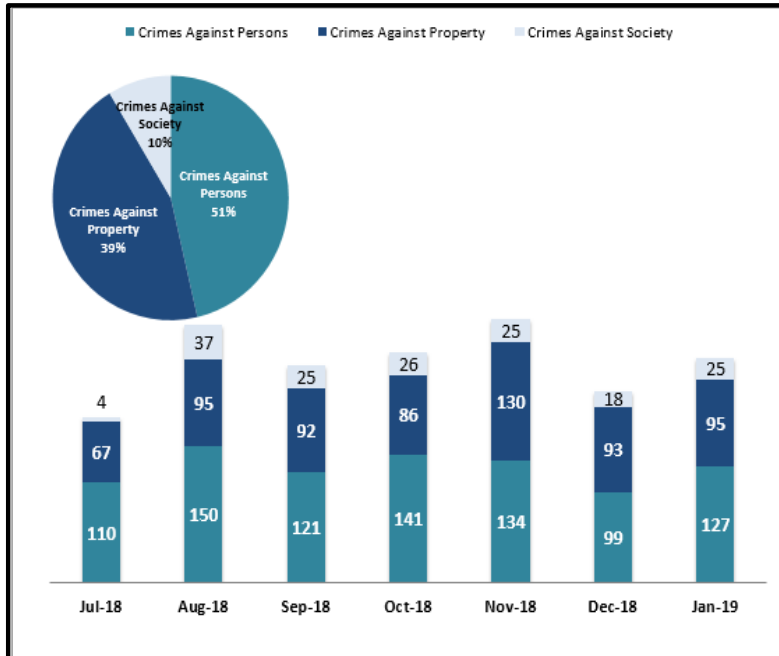
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JANUARY 2019

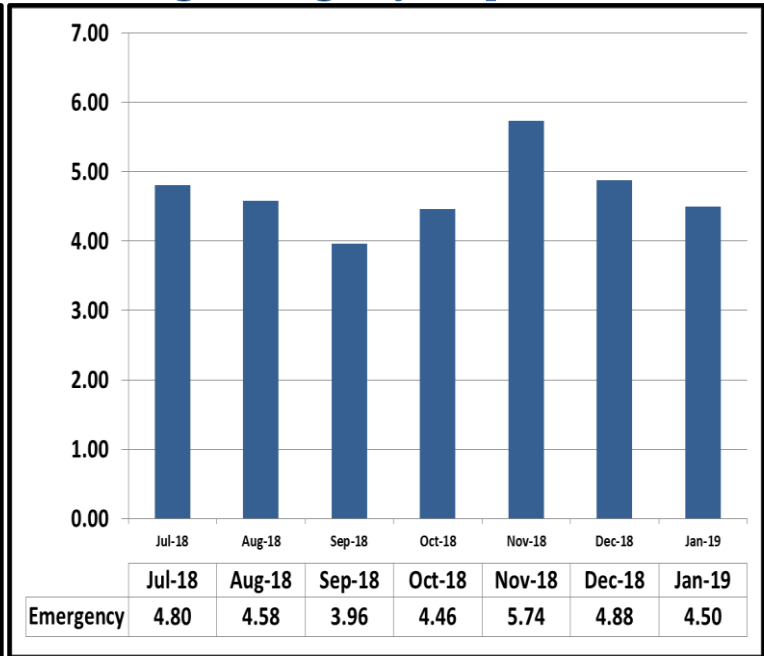
Attachment A

Crimes Against Persons, Property, and Society



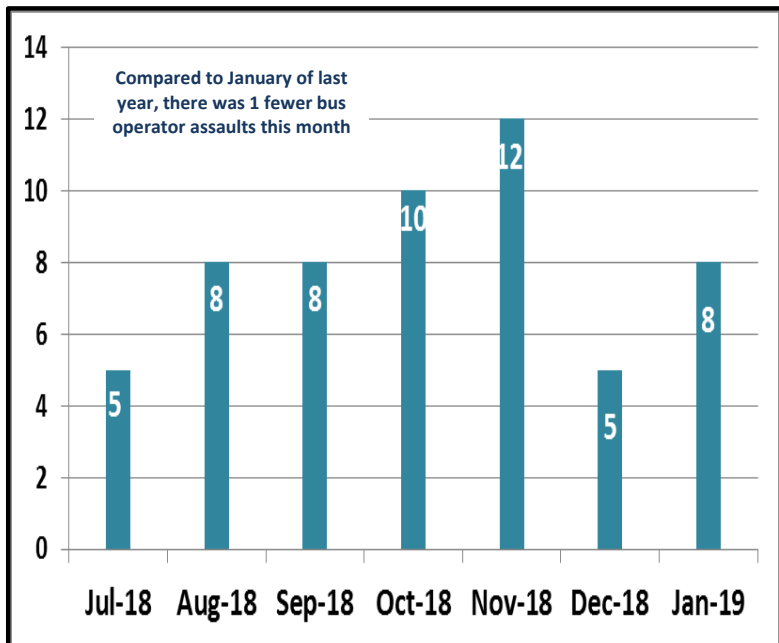
When compared to the same period last year, Crimes Against Persons decreased by 9 crimes, Crimes Against Property increased by 15 crimes, and Crimes Against Society increased by 12 crimes.

Average Emergency Response Times

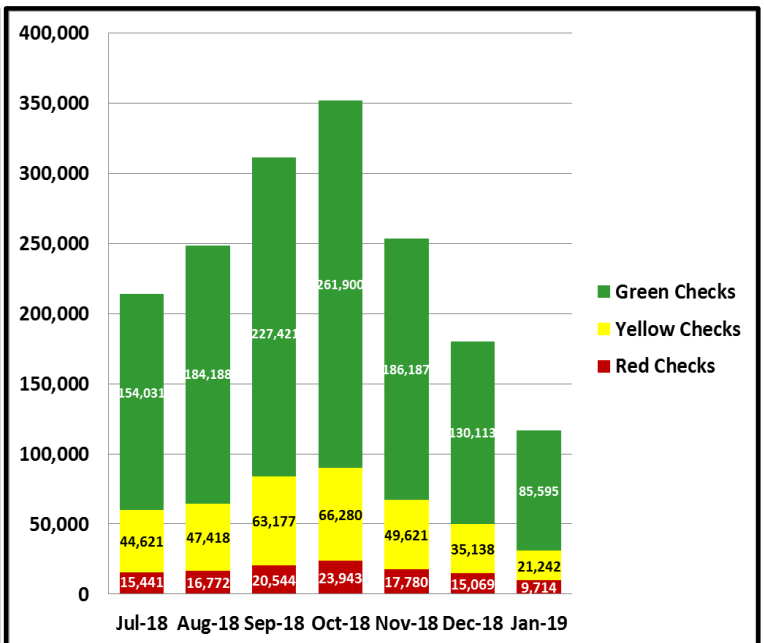


Average emergency response time was 4.50 mins.

Bus Operator Assaults



Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	36
Aggravated Assault	1	2	3	32
Aggravated Assault on Operator	0	0	0	0
Burglary	0	1	0	3
Larceny	4	3	1	66
Bike Theft	0	0	0	4
Motor Vehicle Theft	0	0	0	7
Arson	0	0	0	0
Other	0	0	0	5
SUB-TOTAL	6	7	4	153
Selected Part 2 Crimes				
Battery	3	3	0	50
Battery Rail Operator	0	0	0	3
Sex Offenses	0	0	0	3
Weapons	0	2	0	13
Narcotics	0	7	1	63
Trespassing	0	3	0	9
Vandalism	0	1	0	14
Other	0	0	0	2
SUB-TOTAL	3	16	1	157
TOTAL	9	23	5	310

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
7th/Metro	2	5
Pico	2	5
Grand	0	3
San Pedro	1	4
Washington	0	4
Vernon	1	4
Slauson	1	10
Florence	2	9
Firestone	2	13
103rd St	0	6
Willowbrook	0	16
Compton	2	21
Artesia	0	9
Del Amo	0	8
Wardlow	1	12
Willow	0	8
PCH	1	1
Anaheim	1	4
5th St	0	2
1st St	0	1
Downtown Long Beach	1	3
Pacific	0	4
Rail Yard	0	1
Total	17	153

	LAPD	LASD	LBPD	TOTAL
CRIMES AGAINST PERSONS	5	6	3	14
CRIMES AGAINST PROPERTY	4	5	1	10
CRIMES AGAINST SOCIETY	0	12	1	13
JANUARY 2019 TOTAL	9	23	5	37

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	0	7	11	159
Misdemeanor	0	63	41	784
TOTAL	0	70	52	943

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Other Citations	1	89	24	838
Vehicle Code Citations	0	17	100	811
TOTAL	1	106	124	1,649

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	N/A*	46	5	435
Priority	N/A*	75	49	1,002
Emergency	N/A*	13	24	380
TOTAL	0	134	78	1,817
*Currently unable to report stats by Rail Line				

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	18%	3%	6%
Proactive	82%	97%	94%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JANUARY
Blue Line-LAPD	90%
Blue Line-LASD	79%
Blue Line-LBPD	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	25	0	0	351
Flower St	6	0	0	105
103rd St	3	0	0	30
Wardlow Rd	0	0	4	26
Pacific Ave.	0	0	0	1
Willowbrook	0	22	0	289
Slauson	0	2	0	25
Firestone	0	5	0	30
Florence	0	3	0	67
Compton	0	22	0	176
Artesia	0	9	0	130
Del Amo	0	8	0	105
Long Beach Blvd	0	0	0	0
TOTAL	34	71	4	1,335

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

Blue Line Highlights
The Blue Line had 6 fewer Part 1 crimes than the same period last year (23), which resulted in a 26.1% decrease

GREEN LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	4	22
Aggravated Assault	1	0	7
Aggravated Assault on Operator	0	0	0
Burglary	0	0	0
Larceny	1	4	26
Bike Theft	0	0	0
Motor Vehicle Theft	1	2	7
Arson	0	0	0
SUB-TOTAL	3	10	62
Selected Part 2 Crimes			
Battery	0	3	18
Battery Rail Operator	0	0	0
Sex Offenses	0	0	7
Weapons	0	1	8
Narcotics	0	1	18
Trespassing	0	1	1
Vandalism	0	0	6
SUB-TOTAL	0	6	58
TOTAL	3	16	120

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
Redondo Beach	0	2
Douglas	0	1
El Segundo	0	0
Mariposa	1	1
Aviation	0	1
Hawthorne	0	2
Crenshaw	3	6
Vermont	1	9
Harbor	1	3
Avalon	2	8
Willowbrook	2	7
Long Beach	2	12
Lakewood	1	7
Norwalk	0	3
Total	13	62

	LAPD	LASD	TOTAL
CRIMES AGAINST PERSONS	1	7	8
CRIMES AGAINST PROPERTY	2	6	8
CRIMES AGAINST SOCIETY	0	3	3
JANUARY 2019 TOTAL	3	16	19

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	8	53
Misdemeanor	1	33	203
TOTAL	1	41	256

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	2	51	283
Vehicle Code Citations	0	11	89
TOTAL	2	62	372

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	N/A*	134	986
Priority	N/A*	77	460
Emergency	N/A*	7	66
TOTAL	0	218	1512
*Currently unable to report stats by Rail Line			

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	7%
Proactive	84%	93%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JANUARY
Green Line-LAPD	89%
Green Line-LASD	80%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Green Line Highlights

The Green Line had 1 more Part 1 crimes than the same period last year (12), which resulted in a 8.3% increase

EXPO LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	5
Robbery	8	0	29
Aggravated Assault	1	0	16
Aggravated Assault on Operator	0	0	0
Burglary	0	0	2
Larceny	13	0	99
Bike Thefts	0	1	24
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	22	1	175
Selected Part 2 Crimes			
Battery	7	0	48
Battery Rail Operator	0	0	0
Sex Offenses	3	0	12
Weapons	0	1	2
Narcotics	0	0	1
Trespassing	0	0	1
Vandalism	1	0	11
SUB-TOTAL	11	1	75
TOTAL	33	2	250

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
7th/Metro	0	5
Pico	1	5
23rd St	1	3
Jefferson/USC	1	10
Expo/USC	1	13
Expo/Vermont	2	16
Expo/Western	3	26
Expo/Crenshaw	1	14
Farmdale	3	8
La Brea	1	10
La Cienega	4	14
Culver City	0	7
Palms	1	5
Expo/Westwood	1	10
Expo/Sepulveda	2	6
Expo/Bundy	0	5
26th St /Bergamot	0	4
17th St/SMC	0	5
D/T Santa Monica	1	9
Expo Rail Yard	0	0
Total	23	175

	LAPD	LASD	TOTAL
CRIMES AGAINST PERSONS	19	0	19
CRIMES AGAINST PROPERTY	14	1	15
CRIMES AGAINST SOCIETY	0	1	1
JANUARY 2019 TOTAL	33	2	35

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	0	16
Misdemeanor	6	0	35
TOTAL	9	0	51

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	4	1	147
Vehicle Code Citations	11	0	42
TOTAL	15	1	189

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	N/A*	50	332
Priority	N/A*	28	179
Emergency	N/A*	2	18
TOTAL	0	80	529
*Currently unable to report stats by Rail Line			

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	22%	8%
Proactive	78%	92%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JANUARY
Expo Line-LAPD	88%
Expo Line-LASD	84%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	76	0	1,383
Santa Monica	0	20	179
Culver City	0	0	31
TOTAL	76	20	1,593

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Expo Line Highlights

The Expo Line had 10 more Part 1 crimes than the same period last year (13), which resulted in a 76.9% increase

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	1	2
Robbery	6	37
Aggravated Assault	6	45
Aggravated Assault on Operator	0	1
Burglary	0	0
Larceny	17	115
Bike Theft	4	7
Motor Vehicle Theft	0	0
Arson	0	0
SUB-TOTAL	34	207
Selected Part 2 Crimes		
Battery	16	107
Battery Rail Operator	0	1
Sex Offenses	3	14
Weapons	0	0
Narcotics	0	0
Trespassing	3	10
Vandalism	3	8
SUB-TOTAL	25	140
TOTAL	59	347

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
Union Station	3	23
Civic Center	0	5
Pershing Square	3	20
7th/Metro	2	22
Westlake	3	30
Wilshire/Vermont	5	19
Wilshire/Normandie	0	1
Vermont/Beverly	2	7
Wilshire/Western	0	2
Vermont/Santa Monica	3	11
Vermont/Sunset	1	3
Hollywood/Western	1	9
Hollywood/Vine	6	24
Hollywood/Highland	3	10
Universal	0	5
North Hollywood	2	16
Red Line Rail Yard	0	0
Total	34	207

	LAPD	TOTAL
CRIMES AGAINST PERSONS	32	32
CRIMES AGAINST PROPERTY	24	24
CRIMES AGAINST SOCIETY	3	3
JANUARY 2019 TOTAL	59	59

ARRESTS		
AGENCY	LAPD	FYTD
Felony	5	24
Misdemeanor	10	41
TOTAL	15	65

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	2	189
Vehicle Code Citations	1	45
TOTAL	3	234

CALLS FOR SERVICE	
AGENCY	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
TOTAL	
*Currently unable to report stats by Rail Line	

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	43%
Proactive	57%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JANUARY
Red Line- LAPD	90%

LEGEND
Los Angeles Police Department

Red Line Highlights

The Red Line had 12 more Part 1 crimes than the same period last year (22), which resulted in a 54.5% increase

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	0	0	3
Aggravated Assault	0	2	13
Aggravated Assault on Operator	0	0	0
Burglary	0	0	1
Larceny	1	3	26
Bike Theft	0	0	8
Motor Vehicle Theft	0	0	5
Arson	0	0	0
SUB-TOTAL	1	5	57
Selected Part 2 Crimes			
Battery	1	0	15
Battery Rail Operator	0	0	0
Sex Offenses	1	0	1
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	1	0	1
Vandalism	0	0	8
SUB-TOTAL	3	0	26
TOTAL	4	5	83

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
APU/Citrus College	2	6
Azusa Downtown	0	1
Irwindale	0	1
Duarte	0	5
Monrovia	0	5
Arcadia	0	1
Sierra Madre	0	4
Allen	0	0
Lake	1	2
Memorial Park	0	1
Del Mar	0	0
Fillmore	0	1
South Pasadena	0	0
Highland Park	1	1
SW Museum	0	2
Heritage Square	0	1
Lincoln Heights	0	3
Chinatown	0	0
Union Station	0	5
Little Tokyo	0	2
Pico/Aliso	0	1
Mariachi	0	3
Soto	0	2
Indiana (both LAPD & LASD)	0	4
Maravilla	0	0
East LA	0	0
Atlantic	2	6
Total	6	57

	LAPD	LASD	TOTAL
CRIMES AGAINST PERSONS	2	2	4
CRIMES AGAINST PROPERTY	1	3	4
CRIMES AGAINST SOCIETY	1	0	1
JANUARY 2019 TOTAL	4	5	9

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	2	16
Misdemeanor	3	4	31
TOTAL	4	6	47

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	21	9	103
Vehicle Code Citations	1	4	91
TOTAL	22	13	194

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	N/A*	63	460
Priority	N/A*	102	593
Emergency	N/A*	5	60
TOTAL	0	170	1113
*Currently unable to report stats by Rail Line			

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	14%	4%
Proactive	86%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JANUARY
Gold Line-LAPD	90%
Gold Line-LASD	71%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	80	0	930
Arcadia Station	0	2	40
Irwindale	0	1	17
Monrovia	0	5	46
City of Pasadena	0	30	224
Magnolia Ave	0	0	0
Duarte Station	0	2	16
City Of Azusa	0	4	41
South Pasadena	0	10	83
City Of East LA	0	29	120
Figueroa St	0	0	193
TOTAL GOAL= 10	80	83	1710

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Gold Line Highlights

The Gold Line had 1 fewer Part 1 crimes than the same period last year (7), which resulted in a 14.3% decrease

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	4
Aggravated Assault	1	9
Aggravated Assault on Operator	0	1
Burglary	0	0
Larceny	0	8
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
SUB-TOTAL	2	24
Selected Part 2 Crimes		
Battery	0	8
Battery Bus Operator	0	1
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	7
SUB-TOTAL	1	16
TOTAL	3	40

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
North Hollywood	0	3
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	6
Sepulveda	0	2
Woodley	0	1
Balboa	1	3
Reseda	0	2
Tampa	0	0
Pierce College	0	0
De Soto	0	1
Canoga	1	4
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	1
Chatsworth	0	1
Total	2	24

	LAPD	TOTAL
CRIMES AGAINST PERSONS	2	2
CRIMES AGAINST PROPERTY	1	1
CRIMES AGAINST SOCIETY	0	0
JANUARY 2019 TOTAL	3	3

ARRESTS		
AGENCY	LAPD	FYTD
Felony	1	2
Misdemeanor	1	12
TOTAL	2	14

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	2,215
Vehicle Code Citations	293	1,993
TOTAL	293	4,208

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0
*Currently unable to report stats by Bus Rapid Transit Line		

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	24%
Proactive	76%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JANUARY
Orange Line- LAPD	91%

LEGEND	
Los Angeles Police Department	

Orange Line Highlights	
The Orange Line had 2 more Part 1 crimes than the same period last year (0)	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	2
Aggravated Assault	0	0	1
Aggravated Assault on Operator	0	0	0
Burglary	0	0	0
Larceny	1	0	3
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	1	0	8
Selected Part 2 Crimes			
Battery	0	0	5
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	2
SUB-TOTAL	0	0	7
TOTAL	1	0	15

PART 1 CRIMES PER STATION		
Station	JANUARY	FYTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	0	1
37th St/USC	0	1
Slauson	0	1
Manchester	0	1
Harbor Fwy	1	1
Rosecrans	0	1
Harbor/Gateway	0	0
Carson	0	0
PCH	0	1
San Pedro	0	1
Total	1	8

	LAPD	LASD	TOTAL
CRIMES AGAINST PERSONS	0	0	0
CRIMES AGAINST PROPERTY	1	0	1
CRIMES AGAINST SOCIETY	0	0	0
JANUARY 2019 TOTAL	1	0	1

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	5
Misdemeanor	0	0	24
TOTAL	0	0	29

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	8	0	2,207
Vehicle Code Citations	274	0	2,365
TOTAL	282	0	4,572

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	N/A*	0	0
Priority	N/A*	1	9
Emergency	N/A*	0	1
TOTAL	0	1	10

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	11%	0%
Proactive	89%	100%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JANUARY
Silver Line- LAPD	90%
Silver Line- LASD	60%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Silver Line Highlights

The Silver Line had 1 fewer Part 1 crimes than the same period last year (2), which resulted in a 50% decrease

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME			
PART 1 CRIMES	LASD	LAPD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	6	54
Aggravated Assault	2	3	53
Aggravated Assault on Operator	0	0	9
Burglary	0	0	2
Larceny	0	20	111
Bike Theft	0	0	14
Motor Vehicle Theft	0	0	1
Arson	0	0	0
SUB-TOTAL	4	29	244
Selected Part 2 Crimes			
Battery	9	11	128
Battery Bus Operator	3	5	42
Sex Offenses	1	1	21
Weapons	0	0	8
Narcotics	3	0	35
Trespassing	0	0	5
Vandalism	1	0	22
SUB-TOTAL	17	17	261
TOTAL	21	46	505

	LASD	LAPD	TOTAL
CRIMES AGAINST PERSONS	17	26	43
CRIMES AGAINST PROPERTY	1	20	21
CRIMES AGAINST SOCIETY	3	0	3
JANUARY 2019 TOTAL	21	46	67

LASD's Part 1 Crimes per Sector		
Sector	JANUARY	FYTD
Westside	0	8
San Fernando	0	0
San Gabriel Valley	0	8
Gateway Cities	2	12
South Bay	2	8
Total	4	36

LAPD's Part 1 Crimes per Sector		
Sector	JANUARY	FYTD
Valley Bureau		
Van Nuys	0	4
West Valley	0	1
North Hollywood	0	4
Foothill	0	2
Devonshire	0	0
Mission	0	1
Topanga	1	4
Central Bureau		
Central	1	14
Rampart	1	8
Hollenbeck	0	1
Northeast	0	3
Newton	2	11
West Bureau		
Hollywood	1	5
Wilshire	1	11
West LA	1	4
Pacific	0	1
Olympic	0	17
Southwest Bureau		
Southwest	10	59
Harbor	0	2
77th Street	9	49
Southeast	2	7
Total	29	208
Total Part 1 Crimes	33	244

ARRESTS			
AGENCY	LASD	LAPD	FYTD
Felony	5	2	44
Misdemeanor	29	4	184
TOTAL	34	6	228

CITATIONS			
AGENCY	LASD	LAPD	FYTD
Other Citations	24	11	183
Vehicle Code Citations	22	0	168
TOTAL	46	11	351

CALLS FOR SERVICE			
AGENCY	LASD	LAPD	FYTD
Routine	85	10	840
Priority	114	22	1,468
Emergency	8	2	169
TOTAL	207	34	2,477

DISPATCHED VS. PROACTIVE		
AGENCY	LASD	LAPD
Dispatched	1%	20%
Proactive	99%	80%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JANUARY
LASD BUS	78%
LAPD BUS	90%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Bus Patrol

There were 6 more Part 1 crimes than the same period last year (27), which resulted in a 22.2% increase

UNION STATION

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2019

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	6
Aggravated Assault	3	13
Aggravated Assault on Operator	0	0
Burglary	0	1
Larceny	9	47
Bike Theft	0	5
Motor Vehicle Theft	0	0
Arson	0	0
SUB-TOTAL	12	72
Selected Part 2 Crimes		
Battery	2	24
Battery Rail Operator	0	0
Sex Offenses	0	4
Weapons	0	0
Narcotics	0	0
Trespassing	1	8
Vandalism	2	7
SUB-TOTAL	5	43
TOTAL	17	115

	LAPD	TOTAL
CRIMES AGAINST PERSONS	5	5
CRIMES AGAINST PROPERTY	11	11
CRIMES AGAINST SOCIETY	1	1
JANUARY 2019 TOTAL	17	17

Union Station Highlights

Union Station had 4 more Part 1 crimes than the same period last year (8), which resulted in a 50% increase



Westside

Eastside

ARRESTS		
AGENCY	LAPD	FYTD
Felony	4	18
Misdemeanor	14	47
TOTAL	18	65

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	22	66
Vehicle Code Citations	4	20
TOTAL	26	86

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0
*Currently unable to report stats by Union Station		

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	23%
Proactive	77%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	88%

LEGEND

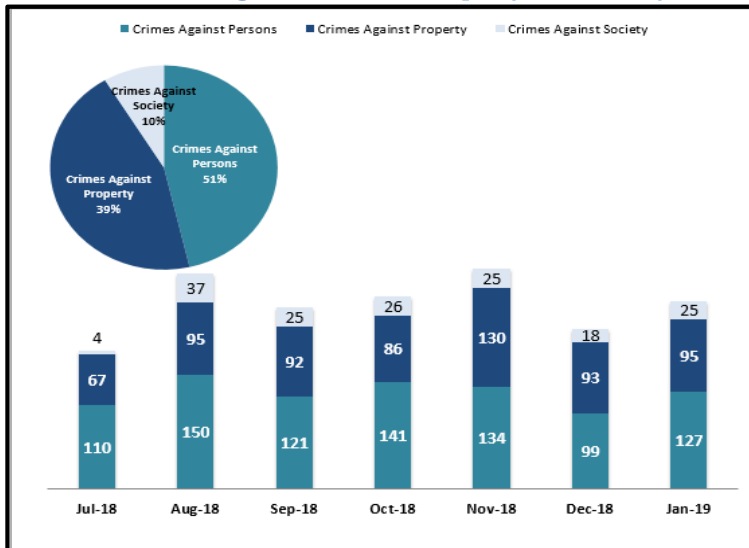
Los Angeles Police Department

KEY PERFORMANCE INDICATORS

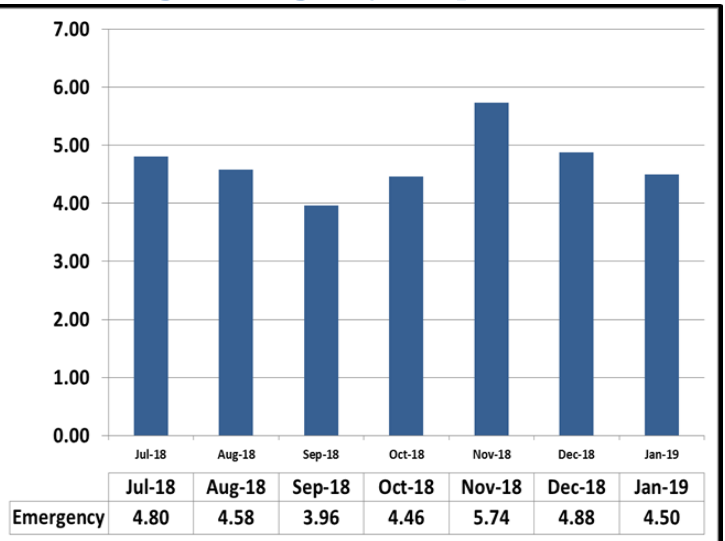
JANUARY 2019

Attachment C

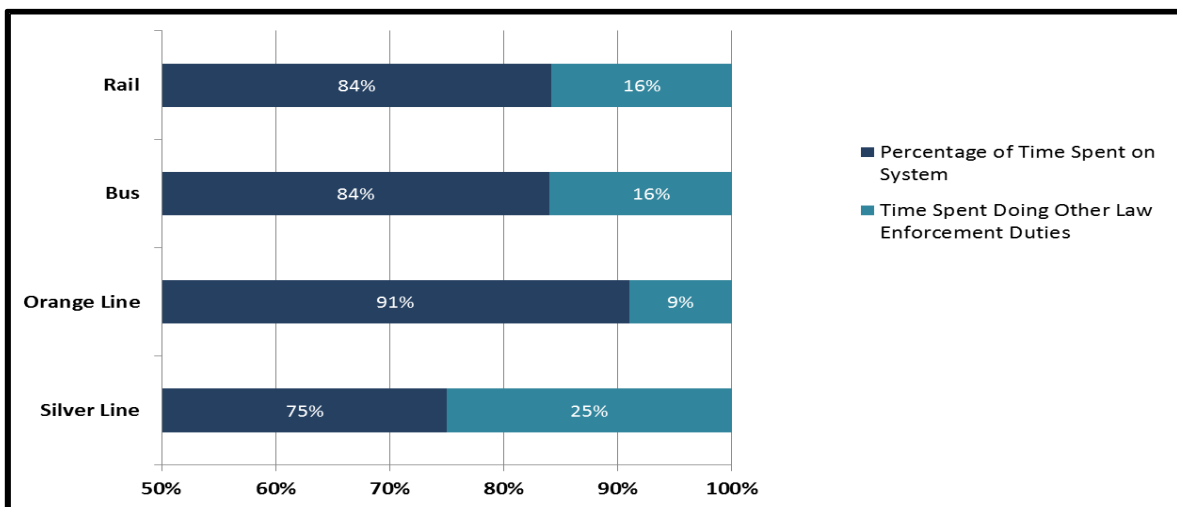
Crimes Against Persons, Property, and Society



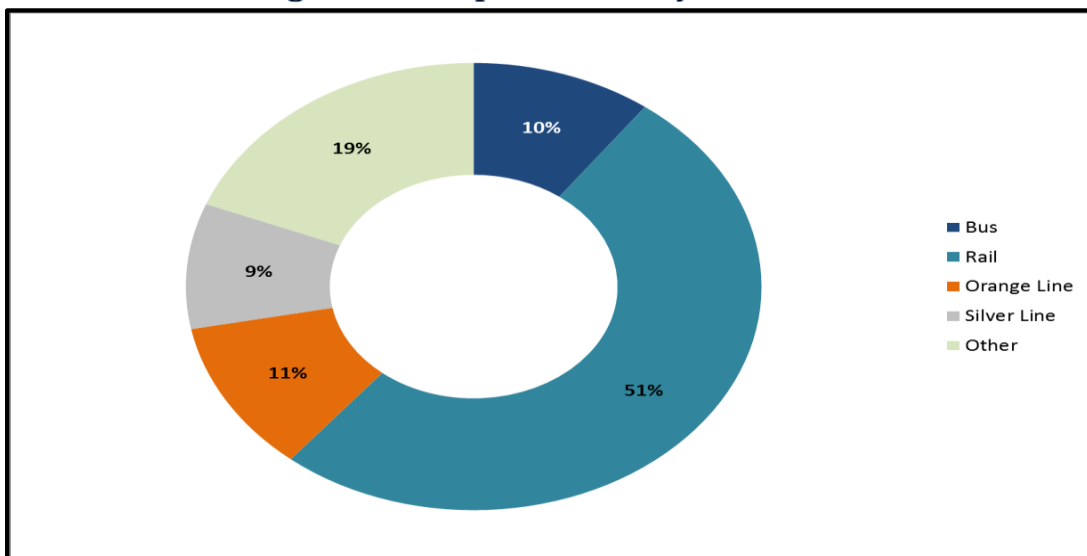
Average Emergency Response Times



Percentage of Time Spent on the System



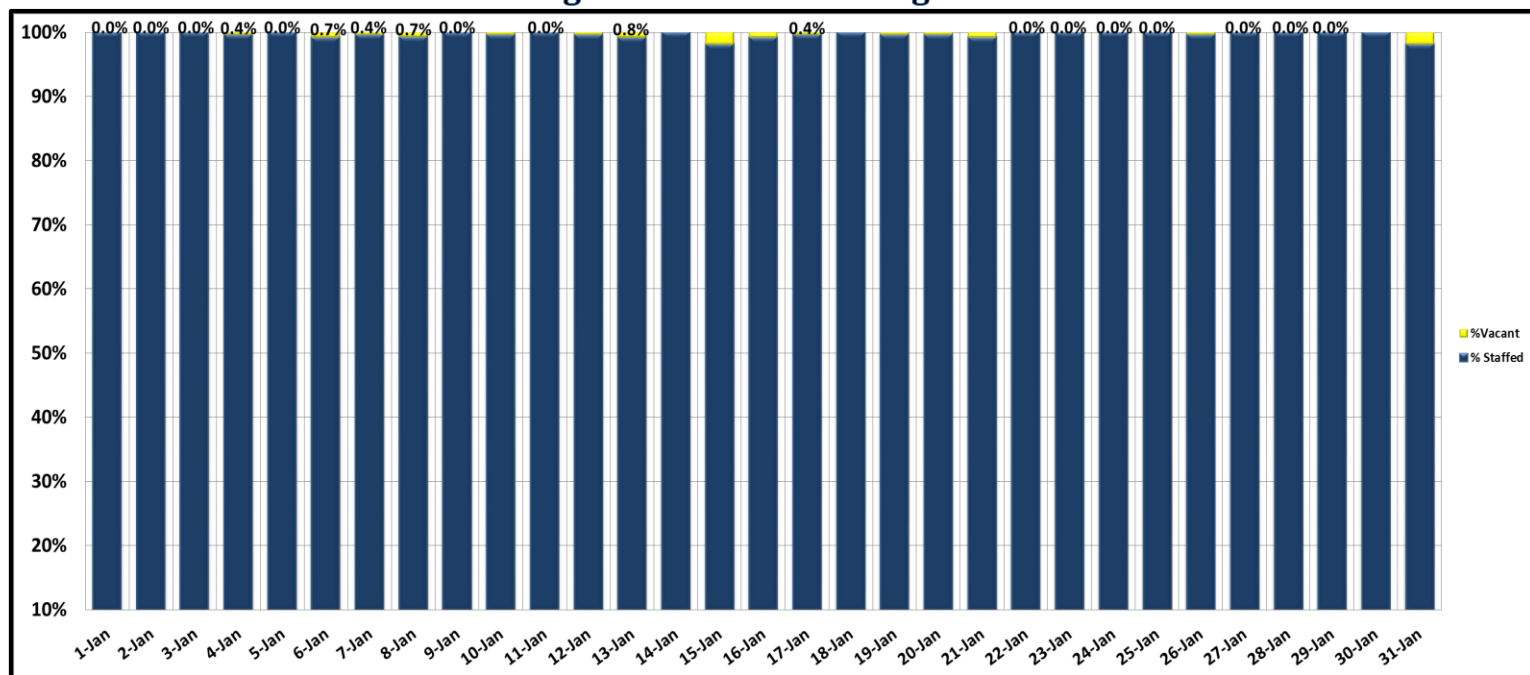
Percentage of Time Spent on the System as a Whole



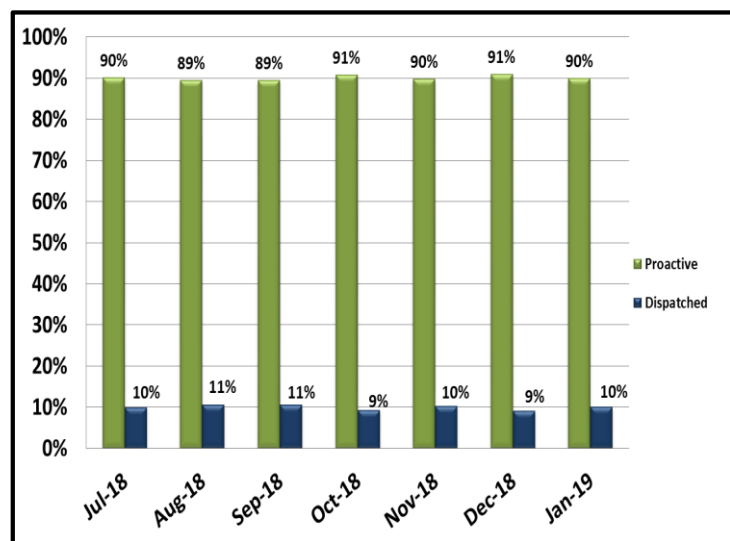
KEY PERFORMANCE INDICATORS

JANUARY 2019

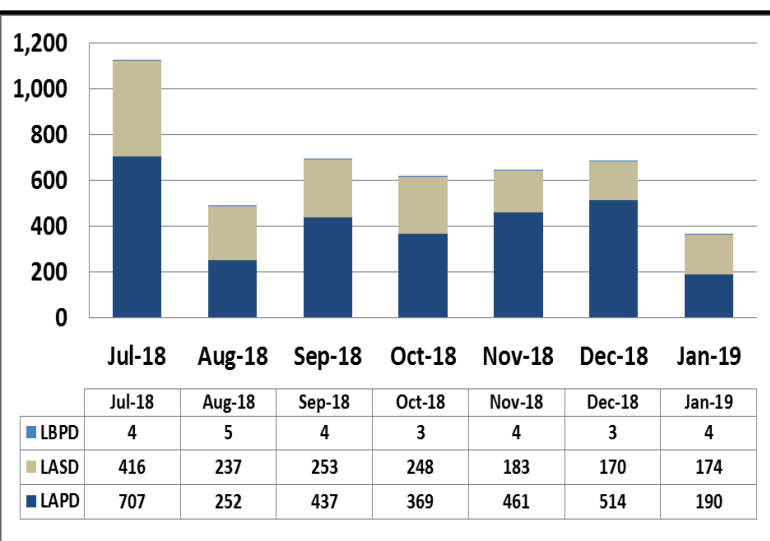
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations January:

1. Blue Line Stations (109)
2. Expo Line Stations (96)
3. Gold Line Stations (163)

Transit Police

Monthly Crime Report



Attachment D

	2018	2019
	January	January
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	0	1
Robbery	27	29
Aggravated Assault	23	25
Aggravated Assault on Operator	0	0
Battery	68	55
Battery Rail Operator	9	8
Sex Offenses	9	9
SUB-TOTAL	136	127
CRIMES AGAINST PROPERTY		
Burglary	1	1
Larceny	53	77
Bike Theft	7	5
Motor Vehicle Theft	3	3
Arson	0	0
Other	0	0
Vandalism	16	9
SUB-TOTAL	80	95
CRIMES AGAINST SOCIETY		
Weapons	3	4
Narcotics	3	12
Trespassing	7	9
SUB-TOTAL	13	25
TOTAL	229	247
ENFORCEMENT EFFORTS		
Arrests	241	258
Citations	1,376	1,007
Fare Checks	376,026	116,551
Calls for Service	1,463	922