

Metro

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



Agenda - Final

Thursday, September 15, 2016

10:15 AM

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

System Safety, Security and Operations Committee

Michael Antonovich, Chair

Mike Bonin, Vice Chair

Diane DuBois

Paul Krekorian

Mark Ridley-Thomas

Carrie Bowen, 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.

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar item: 18.

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

CONSENT CALENDAR

18. RECEIVE AND FILE **monthly update on Transit Policing performance.** [2016-0651](#)
Attachments: [Attachment A - Transit Policing Division Report July 2016](#)
[Attachment B - Matrix of Bus Operator Assault Suspects](#)

NON-CONSENT

20. **Operations Employee of the Month Award Presentation** [2016-0472](#)
21. RECEIVE oral report on Metro's Operations plan for the LA Rams Home Games. [2016-0473](#)
22. AWARD a cost plus fixed fee contract for **Program Control Support Services for the Heavy Rail Vehicle (HRV) Acquisition**, Contract No. PS5868500, to STV/PB Heavy Rail Vehicles II, a Joint Venture, in the not-to-exceed amount of \$5,651,853.54 for the 64 HRV Base Order. [2016-0573](#)
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Funding/Expenditure Plan](#)

23. AWARD a cost plus fixed fee contract for **Technical and Program Management Support Services under Contract No. OP3043-3488, to LTK Engineering Services**, in the not-to-exceed amount of \$3,897,599 for a period of 46 months from issuance of a Notice-to-Proceed (NTP) for the **overhaul of 38 Heavy Rail Vehicles (HRV)** which are the base quantity, and for an additional not-to-exceed amount of \$597,238 for a period of 10 additional months for the Option balance of 36 HRVs when funding becomes available, for a total contract value of \$4,494,837. [2016-0554](#)
- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Funding/Expenditure Plan](#)
24. ESTABLISH a Life-of-Project (LOP) Budget of \$28,851,200 for the **Metro Green Line Train Control Track Circuits and TWC Replacement Project (CP205107)**. [2016-0466](#)
- Attachments:** [Attachment A - Expenditure Plan](#)
25. AUTHORIZE the Chief Executive Officer (CEO) to: [2016-0516](#)
- A. EXECUTE Contract Modification No. 4 to Contract No. OP39603035 with **ARINC Control and Information Systems (ARINC)**, to **upgrade and expand the existing Supervisory Control and Data Acquisition (SCADA) System on the Metro Green Line (MGL) to include and integrate the new Crenshaw/LAX Light Rail Line** for a period of 28 months for the amount-not-to-exceed \$4,994,515 increasing the total contract value from \$10,556,513 to \$15,551,028, inclusive of contract options.
- B. PURCHASE additional coverage on the existing \$15,000,000 supplemental project insurance for 10 years after contract award in excess of ARINC limited liability in an amount not-to-exceed \$450,000 inclusive of premium and fees. This action increases the total coverage cost from \$999,000 to \$1,449,000.
- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Log](#)
[Attachment C - DEOD Summary](#)

26. AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to Contract No. OP33673132, with **XInt Tint of Anaheim, Inc., for glass anti-graffiti film maintenance and replacement services**, to exercise the first and second year options in the amount of \$1,304,442 for each of the first and second year options, for a combined total of \$2,608,884, increasing the total contract value from \$3,945,309 to \$6,554,193 and extending the contract term from November 1, 2016 to October 31, 2018. [2016-0574](#)

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

27. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5938800 for the **landscape and irrigation maintenance services along Metro Expo Line Phase II with Far East Landscape and Maintenance, Inc.**, the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$1,201,384 for the three-year base period inclusive of as-needed services, \$407,849 for the first option year, and \$428,242 for the second option year, for a combined total of \$2,037,475, effective October 1, 2016 through September 30, 2021. [2016-0572](#)

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

28. AUTHORIZE the Chief Executive Officer to: [2016-0096](#)
- A. AWARD a firm fixed unit rate Contract No. FSP57678900B60 to **Freeway Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 60** in the amount of \$5,255,700 for 60 months; and
- B. AWARD a firm fixed unit rate Contract No. FSP5769100B61 to **All City Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 61** in the amount of \$4,741,020 for 60 months.
- C. INCREASE the FY17 budget in Cost Center 3352 in the amount of \$2,019,002.

Attachments: [ATTACHMENT A PROCUREMENT SUMMARY.pdf](#)
 [ATTACHMENT B FSP Beat Map .pdf](#)
 [ATTACHMENT C DEOD SUMMARY.pdf](#)

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29. AUTHORIZE the Chief Executive Officer to award an 18 month firm-fixed price Contract No. PS5782700 to **Axiom xCell Inc. in the amount of \$746,160 to design and implement a digital incident management solution.** [2016-0616](#)

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

19. RECEIVE AND FILE status report on the results of the **Expo II customer satisfaction survey conducted in June 2016.** [2016-0700](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

36. AUTHORIZE the Chief Executive Officer to award and execute a five-year firm fixed unit rate Contract No. PS560810024798, to **RMI International, Inc. for security guard services** in an amount not-to-exceed \$81,944,840 effective October 1, 2016 through September 30, 2021. [2016-0565](#)

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

37. AUTHORIZE the Chief Executive Officer to: [2016-0538](#)

A. ESTABLISH a Life-of-Project (LOP) Budget of \$86,662,000 for the **overhaul of 74 A650 Heavy Rail Vehicles** (HRV's) under CP 206038 - HRV Midlife Overhaul; and

B. AWARD a firm-fixed Unit Rate Contract Number A650-2015: HRV Overhaul and Critical Component Replacement Program (OCCRP) to Talgo, Inc. for a not-to-exceed amount of \$72,970,493 to perform the overhaul and delivery of 74 HRV's, with a contract period of performance of 56 months, including all option vehicles. The Base Contract is for the overhaul of 38 HRV's (\$54,698,676), with an option to overhaul the remaining 36 HRV's (\$18,271,817).

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Funding/Expenditure Plan](#)
 [Attachment C - Metro Board Report July 17, 2014](#)
 [Attachment D - FTA Local Hiring Program Ltrr](#)
 [Attachment E - DEOD Summary](#)

Adjournment

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.



Board Report

File #: 2016-0651, **File Type:** Informational Report

Agenda Number: 18.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 15, 2016

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **monthly update on Transit Policing performance.**

ISSUE

On September 4, 2014, the board requested that staff provide a monthly update on transit policing performance to Systems Safety and Operations Committee. Specifically, the board requested monthly updates on criminal activity, fare enforcement, response time, deployment and perception of safety.

DISCUSSION

In July 2016, staff continues to be proactive in working with Operations, Los Angeles County Sheriff's Department (LASD), and Communications in addressing perception of safety, criminal activity, fare enforcement, response time, and deployment.

In the new law enforcement services contract, staff is including key performance indicators as tools to track performance.

Below are the key highlights for July 2016:

Actions to Improve the Ridership Experience

- Staff is utilizing Problem Oriented Policing strategies to develop innovative solutions at the Westlake/MacArthur Park Station.
- Staff is developing a strategic plan to address homelessness on the Metro Transit System.
- High Visibility
 - Transit Security Officers (TSO) and Los Angeles County Sheriffs (LASD) have been

engaging and interacting with patrons and operators to increase presence and increase the perception of safety on the Metro system. LASD has a 20 deputy train riding team (10 cover the Red and Gold Lines and 10 cover Blue, Expo and Green Lines. The goal of these operations is to combat quality of life issues on the Metro system. TSO's conduct high visibility both on bus and rail.

- TSO High Visibility Activity:

	Mode	Fare Checks	Boardings/Exits
July	Rail	21,828	21,828 Stations
	Bus	5,812	5,812 Boardings

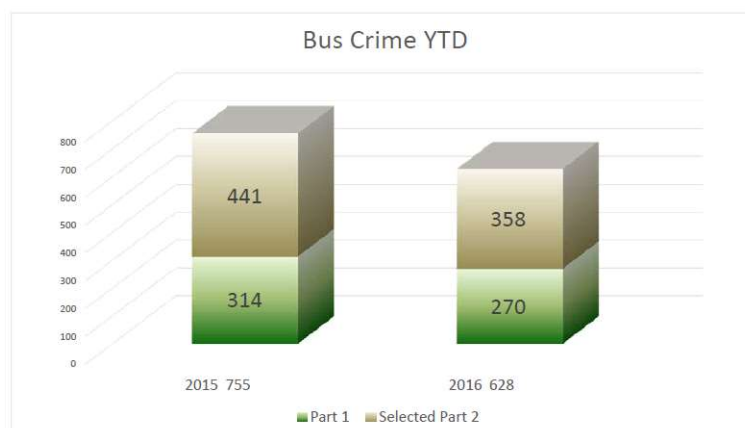
- LASD High Visibility Activity: The total number of LASD train rides for the month of July 2016 is 1,548. The total number of fares checks in the month of July 2016 is 71,740.

Criminal Activity:

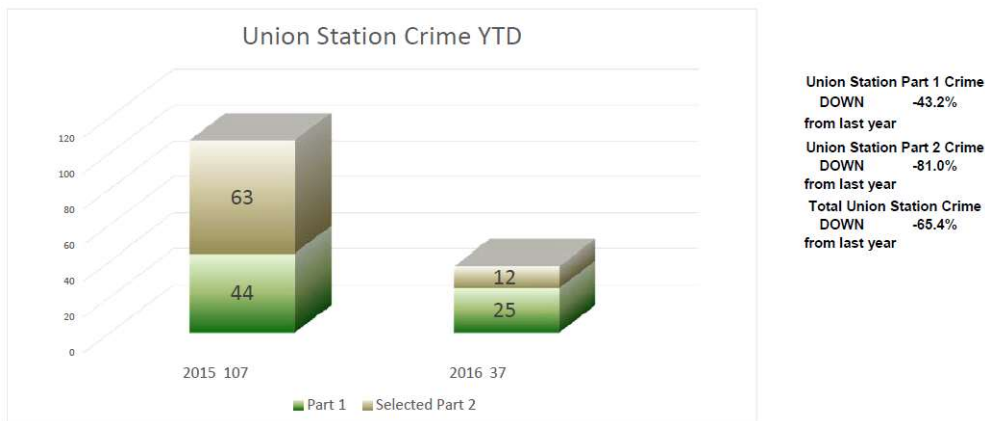
JULY 2016



Rail Part 1 Crime
DOWN -6.3%
from last year
Rail Part 2 Crime
DOWN -3.2%
from last year
Total Rail Crime
DOWN -4.8%
from last year



Bus Part 1 Crime
Down -14.0%
from last year
Bus Part 2 Crime
DOWN -18.8%
from last year
Total Bus Crime
DOWN -16.8%
from last year



Bus Operator Assaults:

- From January to July 2016, there were 72 operator assaults. Of the 72 total operator assaults, 36% of the total assaults have had a suspect taken into custody. The majority of bus operator assaults are caused by fare related followed by missed stop.
- Comparing January-July 2015 to January-July 2016, Operator Assaults have decreased 20%.
- Of the 72 total operator assaults from January to July 2016, there were 64 non-aggravated assaults, 6 aggravated assaults, and 2 sex crimes. The method of assault was as follows: 34 used hands/feet, 23 used spit, 5 threw cold liquid, 4 threw an object, 3 used a weapon, there were 2 sex crimes and there was 1 robbery.
- Attachment B contains the matrix for the suspects who have assaulted Bus Operators that LASD has been tracking.
- From January to July 2016, there were 180,395,346 bus boardings and 72 total operator assaults, equating to 1 bus operator assault per 2.5 million boardings.

Operator Safety:

- The Metro Communications team completed phase 1 in July 2016 for a campaign targeted at reducing Bus Operator assaults.
- The ongoing Transit Ambassador Program focuses on classes that address conflict resolution for Operators and Supervisors.
- Metro Operations is continuing to move forward with the installation of barriers and monitors in the remaining serviceable fleet.
- For the rest of Metro’s fleet (about 1300 buses), staff will be starting a program to retrofit operator barriers onto buses starting in June 2016. This program is expected to run for approximately 24 months. Staff is also developing a new program to have video monitors

retrofit onto the rest of Metro's bus fleet.

- As of August 16, 2016 the Metro New Flyer Buses that in service are as follows:
 - Number of New Flyer buses in service = 825 of 900
 - Number of buses "in-service" with protective barriers = 655
 - Number of buses "in-service" with live video monitors = 800
 - All other New Flyer Buses are on track to be retrofitted with barriers by the end of 2016.

Significant Activities

- **7/4/2016** - On this date at Hollywood/Vine Station, a Metro custodian notified a Metro Transit Security Officer of a male sleeping on the platform with a gun seen on his waist. Metro Transit Security contacted LA Sheriff's Transit Policing Division (TPD) and stood by at the station for a response. TPD arrived and the subject was taken into custody. The weapon was determined to be an air BB gun. The male was transported for a parole violation.
- **7/21/2016** - On this day TPD Detectives were assigned a fraud case involving an individual using a stolen credit card to purchase large amounts of TAP cards. To date, over \$400,000 had been spent using the credit card. Working with the credit card company, TPD Detectives were notified when the card was being used. At about 3:05 PM on July 22, 2016, El Monte deputies were advised that the card was being used at the El Monte Station. Deputies searched the area and detained a suspect who had the card in question and numerous fraudulently purchased TAP cards in his possession.
- **7/31/2016** - TPD Gold Line deputies responded to the Soto station regarding a call of a man beating a woman at approximately 3:45 PM. When deputies arrived they found the suspect and the victim still engaged in an argument. The couple was separated and an investigation initiated. It was quickly learned that the suspect had a long history of physical and mental abuse of the victim and that this was the latest time that police were called to the suspect's tirade. Deputies arrested the male suspect for domestic violence and provided the female victim with options for shelters and victims assistance.

Fare Enforcement:

- In July 2016, law enforcement performed 1,024,112 fare checks on the rails and Orange Line. Based on the monthly targets, in July 2016 law enforcement had an 11% saturation rate.
- Based on the chart, green checks occur when a patron has valid fare and has tapped at a turnstile or stand-alone validator. Yellow checks occur when a patron has valid fare, but failed to TAP at a transfer point. Red checks occur when a patron either has a daily/weekly/monthly pass and has not tapped at all during their trip, has stored value and failed to TAP, or has no stored value.
- At the discretion of the fare inspector, patrons are encouraged to make payment at the ticket

vending machine or TAP their card on the validator in lieu of receiving a citation.

JULY	2016								*MONTHLY TARGET
	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	
Red/Purple	309,002	280,256	13,118	15,628	1,286	141%	3,836,599	2,987,158	220,000
Blue	172,452	118,092	36,732	17,628	381	82%	2,157,903	1,248,534	212,000
Green	178,030	138,030	29,441	10,559	83	131%	911,021	589,545	136,000
Gold	181,499	164,954	7,463	9,082	85	157%	1,376,580	957,006	116,000
Expo	82,266	70,445	6,708	5,113	11	91%	1,225,882	735,783	90,000
Orange	70,039	63,815	3,612	2,612	61	76%	588,953	413,887	92,000
Bus	30824	22,805	4222	3797	135		-	-	
Total	1,024,112	858,397	101,296	64,419	2,042		10,096,938	6,931,913	
SATURATION RATE	11%								

Traffic Enforcement Activity in the Bus Rapid Transit Lanes:

- In July 2016, there were 18 “Failure to Obey Signs” citations issued on Wilshire Blvd.

Response Time:

- In July 2016, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 19 minutes.
- LASD currently complies with Metro’s Performance Metrics requirement of average of 30 minutes for calls for service. The response time for emergency calls was 5.4 minutes for July 2016.

ATTACHMENTS

Attachment A - Transit Policing Division Report July 2016

Attachment B - Matrix of Bus Operator Assault Suspects

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

Reviewed by:

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*



**MTA
MONTHLY REPORT
July 2016**

Prepared by the Crime Analysis Unit



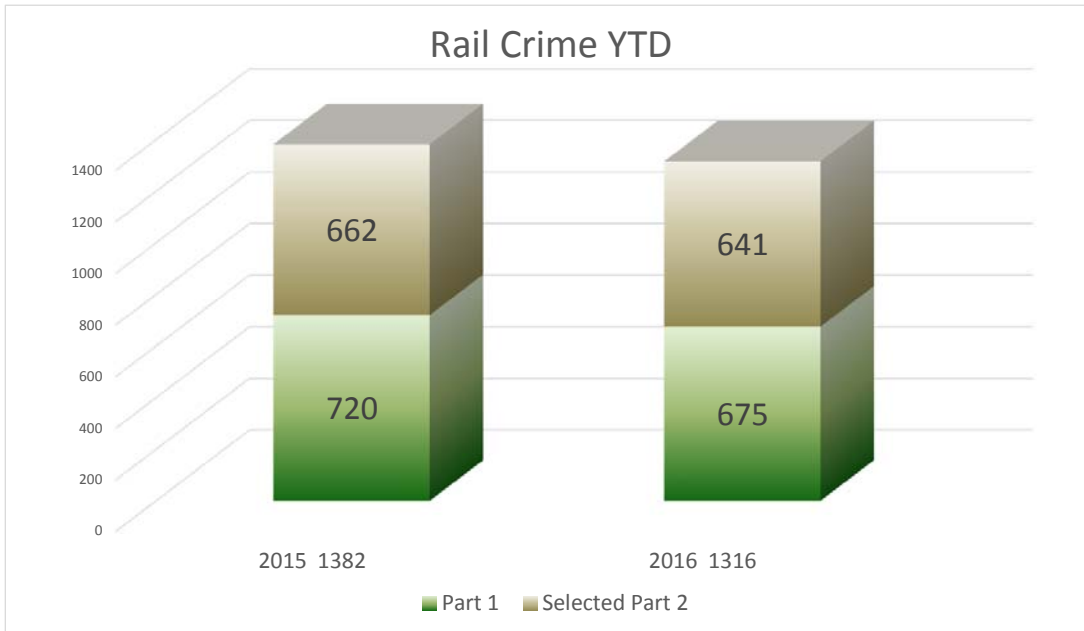
*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*

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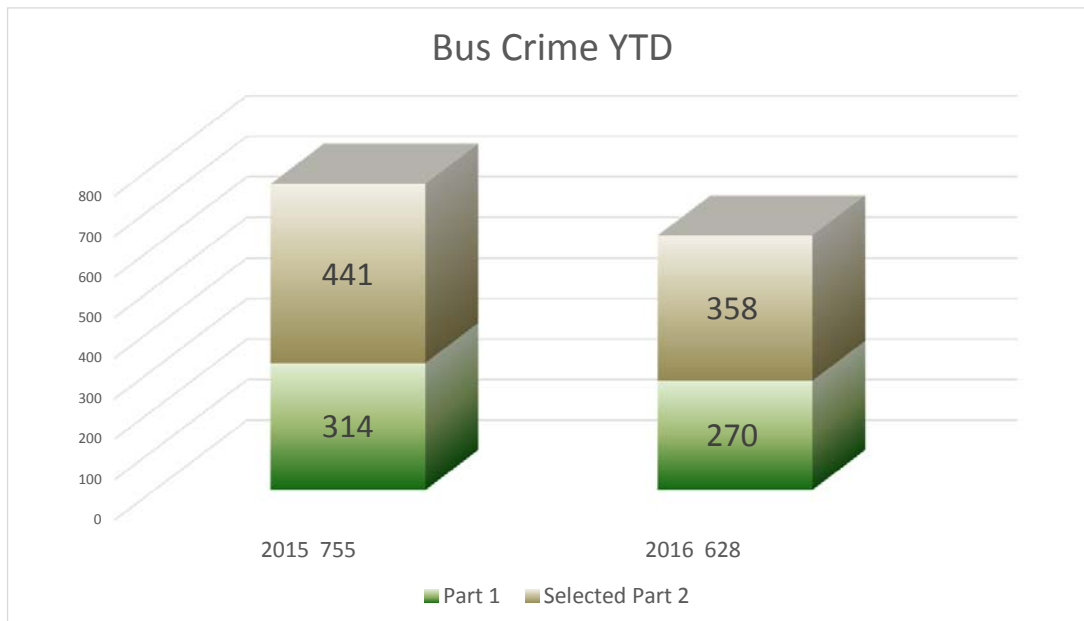
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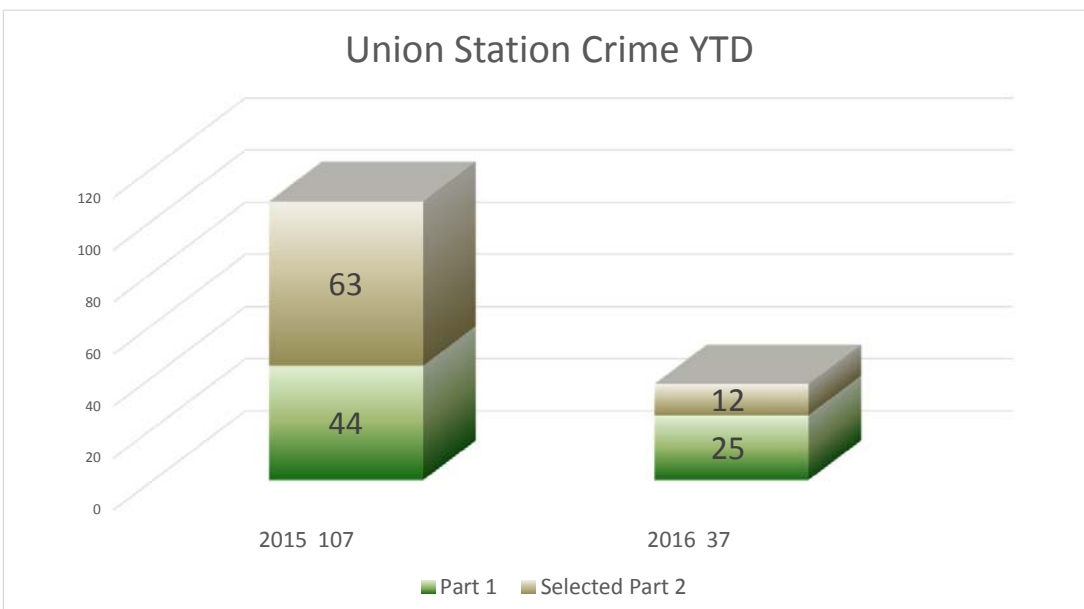
TRANSIT POLICING DIVISION - 2016



Rail Part 1 Crime
DOWN -6.3%
 from last year
Rail Part 2 Crime
DOWN -3.2%
 from last year
Total Rail Crime
DOWN -4.8%
 from last year



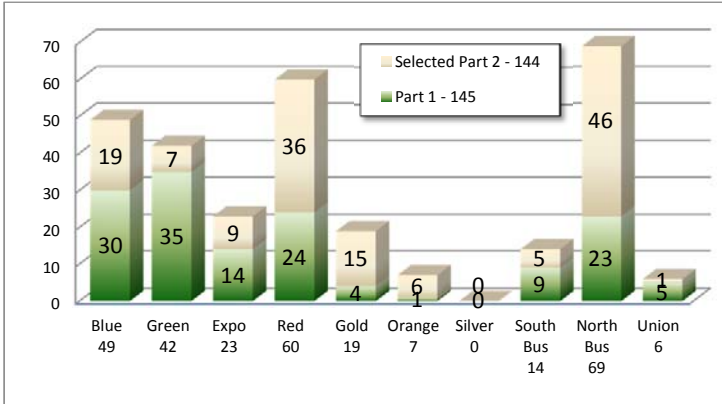
Bus Part 1 Crime
Down -14.0%
 from last year
Bus Part 2 Crime
DOWN -18.8%
 from last year
Total Bus Crime
DOWN -16.8%
 from last year



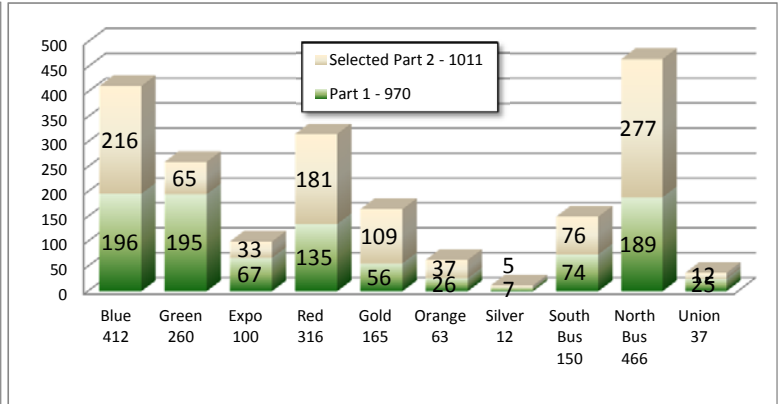
Union Station Part 1 Crime
DOWN -43.2%
 from last year
Union Station Part 2 Crime
DOWN -81.0%
 from last year
Total Union Station Crime
DOWN -65.4%
 from last year

TRANSIT POLICING DIVISION - 2016

Jul Crimes - 289



YTD Crimes - 1981

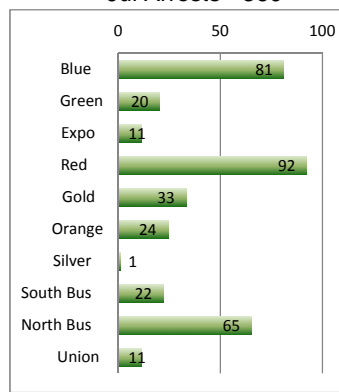


Part 1 Crimes per 1,000,000 Riders

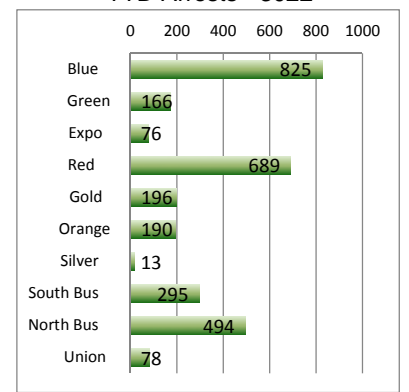
	2016 Jan - Jul	2015 Jan - Jul	2014 Jan - Jul	2013 Jan - Jul
Blue	13.4 ↓	14.2	13.4	14.7
Green	30.0 ↑	22.8	23.6	24.3
Expo	9.7 ↓	15.3	12.2	18.3
Red	5.1 =	5.1	4.5	4.9
Gold	5.9 ↓	10.5	5.3	6.6
Orange	5.7 ↓	8.1	8.4	7.1
Silver	2.6 ↑	2.4	2.4	0.9
Bus	1.5 ↓	1.6	1.6	1.3

Arrow indicates an increase or decrease from last year.

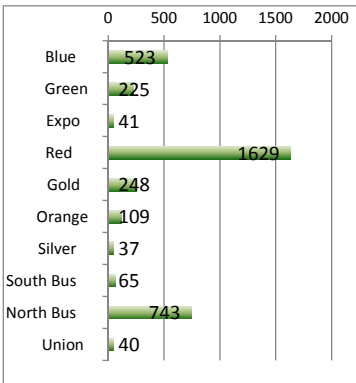
Jul Arrests - 360



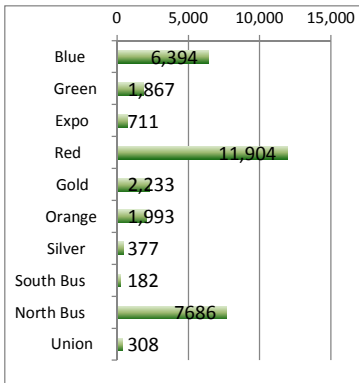
YTD Arrests - 3022



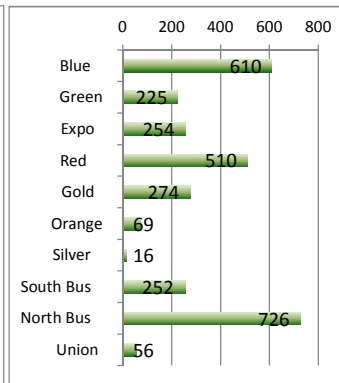
Jul Citations - 3660



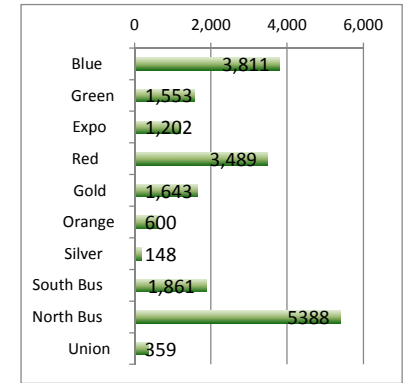
YTD Citations - 33655



Jul Calls For Service - 2992



YTD Calls For Service - 20054



SATURATION RATE

July	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,157,903	911,021	1,225,882	3,836,599	1,376,580	588,953	10,096,938
Contacts	172,933	178,144	82,301	310,698	181,707	70,148	995,931
%Passengers Inspected	8.01%	19.55%	6.71%	8.10%	13.20%	11.91%	9.86%
Boardings	0	0	0	0	0	0	0
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	0	0

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	14,637,984	6,508,599	6,905,917	26,425,623	9,443,590	4,539,974	68,461,687
YTD Contacts*	998,032	919,708	389,477	1,758,491	969,799	492,083	5,527,590
%Passengers Inspected	6.82%	14.13%	5.64%	6.65%	10.27%	10.84%	8.07%
Boardings	0	0	0	0	0	57	57
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	5	5

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 10% from Jan - Jul 2016 compared to Jan - Jul 2015.

All rail lines had a decrease in part 1 crimes per 1,000,000 riders except the Green Line and Red Line

Overall, buses had a decrease in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	13	9	0	0	0	0	0	59
Agg Assault	2	5	7	0	9	4	7	0	0	0	0	0	34
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	9	3	4	6	4	0	0	0	0	0	36
Petty Theft	3	4	8	6	3	8	5	0	0	0	0	0	37
GTA	1	0	4	3	1	2	3	0	0	0	0	0	14
BTFV	3	3	1	0	2	4	2	0	0	0	0	0	15
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	37	30	0	0	0	0	0	196

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	8	6	11	11	9	0	0	0	0	0	56
Agg Assault	6	1	2	2	3	0	2	0	0	0	0	0	16
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	5	3	0	0	0	0	0	30
Petty Theft	1	7	5	4	7	5	7	0	0	0	0	0	36
GTA	4	5	3	0	2	8	8	0	0	0	0	0	30
BTFV	2	2	2	5	1	7	6	0	0	0	0	0	25
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	36	35	0	0	0	0	0	195

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	3	4	0	0	0	0	0	24
Agg Assault	0	2	1	2	1	1	4	0	0	0	0	0	11
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	2	0	0	0	0	0	17
Petty Theft	2	0	0	0	2	5	4	0	0	0	0	0	13
GTA	0	0	1	0	0	0	0	0	0	0	0	0	1
BTFV	0	0	1	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	9	14	0	0	0	0	0	67

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	3	5	0	0	0	0	0	28
Agg Assault	4	8	2	3	4	7	9	0	0	0	0	0	37
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	2	3	3	5	4	2	5	0	0	0	0	0	24
Petty Theft	6	5	3	10	2	10	4	0	0	0	0	0	40
GTA	1	0	1	0	0	2	0	0	0	0	0	0	4
BTFV	0	0	0	0	0	0	1	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	24	24	0	0	0	0	0	135

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	0	0	0	0	0	3
Agg Assault	2	0	0	0	0	1	2	0	0	0	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Theft	1	0	0	1	1	1	0	0	0	0	0	0	4
Petty Theft	1	0	4	3	2	4	1	0	0	0	0	0	15
GTA	0	0	1	1	2	0	0	0	0	0	0	0	4
BTFV	5	0	9	4	3	2	1	0	0	0	0	0	24
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1	14	10	8	9	4	0	0	0	0	0	56

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards. Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	1	0	0	0	0	0	0	3
Agg Assault	0	0	1	1	3	3	1	0	0	0	0	0	9
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	1	0	0	0	0	0	0	0	0	2
Petty Theft	1	2	1	0	1	4	0	0	0	0	0	0	9
GTA	0	0	1	1	0	1	0	0	0	0	0	0	3
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	9	1	0	0	0	0	0	26

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	1	0	1	0	0	0	0	0	0	0	0	4
Agg Assault	1	0	0	1	0	0	0	0	0	0	0	0	2
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	1	0	0	0	0	0	0	0	0	1
Petty Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	3	0	0	0	0	0	0	0	0	7

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	3	4	0	0	0	0	0	19
Agg Assault	2	3	3	0	1	1	1	0	0	0	0	0	11
Agg Assault on Op	0	0	0	0	1	0	0	0	0	0	0	0	1
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	2	2	0	0	0	0	0	16
Petty Theft	5	0	4	2	6	0	1	0	0	0	0	0	18
GTA	2	0	0	0	0	0	0	0	0	0	0	0	2
BTFV	1	1	1	1	1	0	1	0	0	0	0	0	6
Arson	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	15	10	15	7	11	7	9	0	0	0	0	0	74

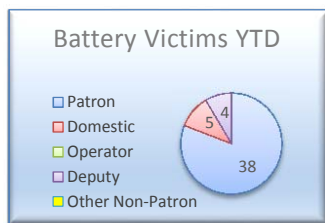
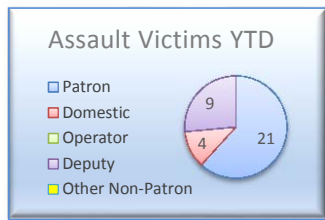
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	2	0	0	0	0	0	0	2
Robbery	6	5	3	1	5	1	6	0	0	0	0	0	27
Agg Assault	6	7	5	8	5	9	3	0	0	0	0	0	43
Agg Assault on Op	0	1	1	0	0	1	0	0	0	0	0	0	3
Burglary	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Theft	14	9	6	9	5	7	8	0	0	0	0	0	58
Petty Theft	5	11	10	5	4	6	6	0	0	0	0	0	47
GTA	0	1	0	0	0	1	0	0	0	0	0	0	2
BTFV	0	1	3	0	0	0	0	0	0	0	0	0	4
Arson	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	31	35	31	23	19	27	23	0	0	0	0	0	189

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	1	0	0	0	0	0	1
Agg Assault	1	0	0	0	2	0	1	0	0	0	0	0	4
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	1	2	0	0	0	0	0	3
Petty Theft	3	1	2	2	0	2	1	0	0	0	0	0	11
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	3	5	0	0	0	0	0	25

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	2	1	0	0	0	2	0	0	0	0	0	0	5
Robbery	41	30	22	22	36	35	38	0	0	0	0	0	224
Agg Assault	24	26	21	17	28	26	30	0	0	0	0	0	172
Agg Assault on Op	0	1	1	0	1	1	0	0	0	0	0	0	4
Burglary	2	1	3	0	0	1	0	0	0	0	0	0	7
Grand Theft	39	24	26	31	21	24	26	0	0	0	0	0	191
Petty Theft	27	30	37	32	27	44	29	0	0	0	0	0	226
GTA	8	6	11	5	5	14	11	0	0	0	0	0	60
BTFV	11	7	17	10	7	13	11	0	0	0	0	0	76
Arson	1	0	1	0	1	1	0	0	0	0	0	0	4
Total	155	126	139	118	126	161	145	0	0	0	0	0	970

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	1
Rape	0	0
Robbery	9	59
Agg Assault	7	34
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	36
Petty Theft	5	37
Motor Vehicle Theft	3	14
Burg/Theft From Vehicle	2	15
Arson	0	0
SUB-TOTAL	30	196
Selected Part 2 Crimes		
Battery	8	47
Battery Rail Operator	0	0
Sex Offenses	2	11
Weapons	1	20
Narcotics	5	54
Trespassing	1	49
Vandalism	2	35
SUB-TOTAL	19	216
TOTAL	49	412



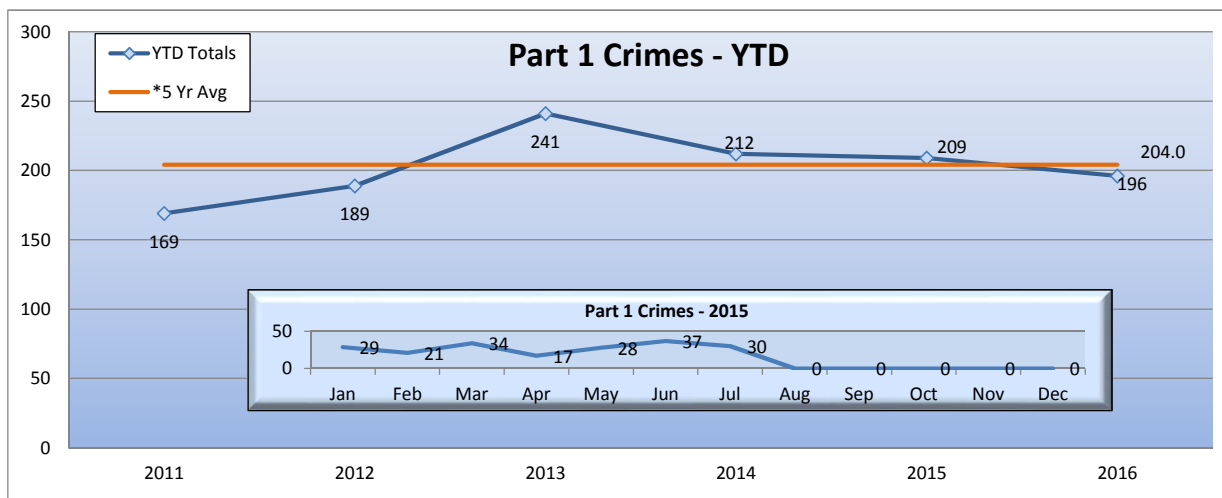
Part 1 Crimes per Station		
Station	Jul	YTD
7th/Metro	2	12
Pico	0	5
Grand	0	3
San Pedro	1	3
Washington	0	1
Vernon	0	6
Slauson	0	9
Florence	3	12
Firestone	3	14
103rd St	0	8
Willowbrook	8	21
Compton	2	12
Artesia	4	17
Del Amo	4	23
Wardlow	0	8
Willow	2	12
PCH	1	13
Anaheim	0	6
5th St	0	2
1st St	0	0
Transit Mall	0	7
Pacific	0	2
Rail Yard	0	0
Total	30	196

ARRESTS		
Type	Jul	YTD
Felony	27	211
Misdemeanor	54	614
TOTAL	81	825

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	332	4,466
Other Citations	65	807
Vehicle Code Citations	126	1,121
TOTAL	523	6,394

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	51	5.4	297	6.4
Priority	313	11.7	2,046	12.8
Routine	246	20.8	1,468	21.8
Total	610	14.9	3,811	15.8

FARE ENFORCEMENT		
	Jul	YTD
Ridership	2,157,903	14,637,984
Contacts	172,933	998,032
% of Patrons Inspected	8.01	6.82
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Blue Line Highlights

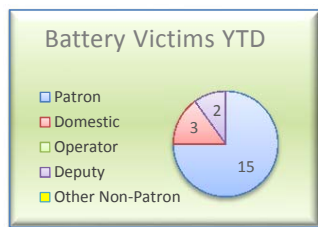
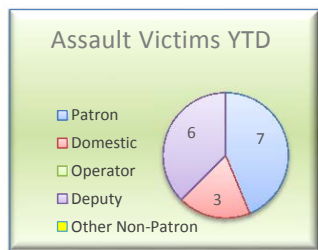
The Blue Line had 13 less part 1 crimes, which is a 6% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	1
Robbery	9	56
Agg Assault	2	16
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	30
Petty Theft	7	36
Motor Vehicle Theft	8	30
Burg/Theft From Vehicle	6	25
Arson	0	1
SUB-TOTAL	35	195
Selected Part 2 Crimes		
Battery	3	20
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	1	3
Narcotics	3	18
Trespassing	0	2
Vandalism	0	21
SUB-TOTAL	7	65
TOTAL	42	260



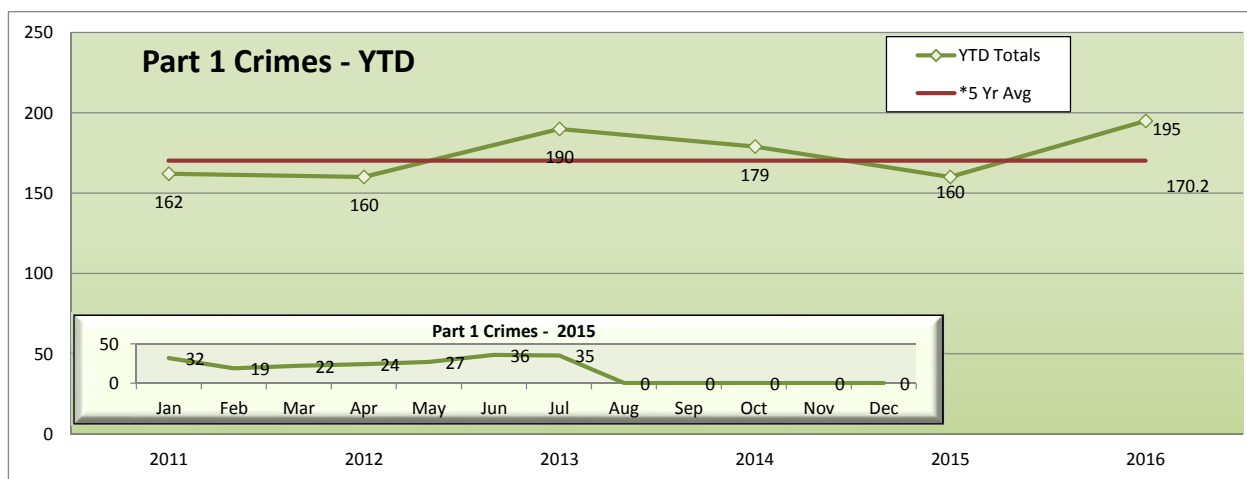
Part 1 Crimes per Station		
Station	Jul	YTD
Redondo Beach	1	3
Douglas	1	2
El Segundo	0	7
Mariposa	1	3
Aviation	2	11
Hawthorne	2	12
Crenshaw	6	14
Vermont	1	21
Harbor	7	34
Avalon	1	15
Willowbrook	4	17
Long Beach	3	33
Lakewood	4	11
Norwalk	2	12
Total	35	195

ARRESTS		
Type	Jul	YTD
Felony	9	50
Misdemeanor	11	116
TOTAL	20	166

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	73	817
Other Citations	16	155
Vehicle Code Citations	136	895
TOTAL	225	1,867

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	23	5.0	110	6.2
Priority	74	11.2	628	11.9
Routine	128	20.2	815	19.9
Total	225	15.7	1553	15.7

FARE ENFORCEMENT		
	Jul	YTD
Ridership	911,021	6,508,599
Contacts	178,144	919,708
% of Patrons Inspected	19.55	14.13
Boardings	0	0
Ride	0	0
Fare Warning	0	0



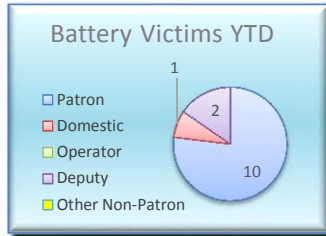
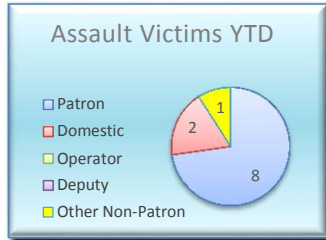
Green Line Highlights
 The Green Line had 35 more part 1 crimes, which is a 22% increase from the same period last year.
 Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	0
Robbery	4	24
Agg Assault	4	11
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	2	17
Petty Theft	4	13
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	1
Arson	0	0
SUB-TOTAL	14	67
Selected Part 2 Crimes		
Battery	3	13
Battery Rail Operator	0	0
Sex Offenses	0	2
Weapons	0	0
Narcotics	2	7
Trespassing	1	3
Vandalism	3	8
SUB-TOTAL	9	33
TOTAL	23	100



Part 1 Crimes per Station

Station	Jul	YTD
7th/Metro	0	1
Pico	1	2
23rd St	2	6
Jefferson/USC	0	4
Expo/USC	0	0
Expo/Vermont	0	4
Expo/Western	1	5
Expo/Crenshaw	1	4
Farmdale	0	12
La Brea	0	4
La Cienega	1	2
Culver City	2	15
Palms	1	1
Expo/Westwood	0	0
Expo/Sepulveda	1	2
Expo/Bundy	1	1
26th St /Bergamot	1	1
17th St/SMC	0	0
D/T Santa Monica	2	3
Total	14	67

ARRESTS

Type	Jul	YTD
Felony	0	15
Misdemeanor	11	61
TOTAL	11	76

CITATIONS

Type	Jul	YTD
Fare Evasion Citations	3	265
Other Citations	9	48
Vehicle Code Citations	29	398
TOTAL	41	711

CALLS FOR SERVICE

TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	11	4.9	69	5.4
Priority	131	15.3	647	17.6
Routine	112	22.1	486	21.5
Total	254	17.8	1202	16.7

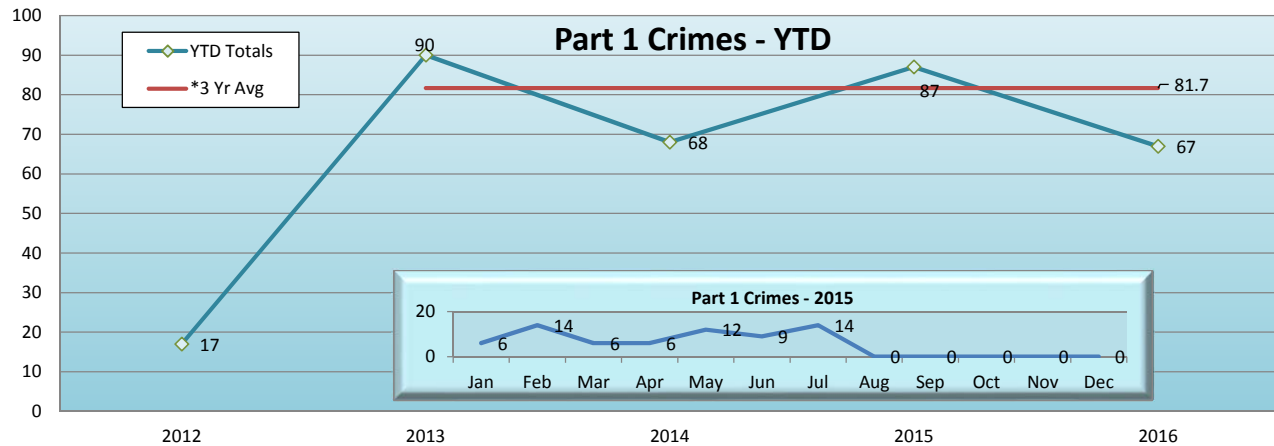
FARE ENFORCEMENT

	Jul	YTD
Ridership	1,225,882	6,905,917
Contacts	82,301	389,477
% of Patrons Inspected	6.71	5.64
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 20 less part 1 crime, which is a 23% decrease from the same period last year.

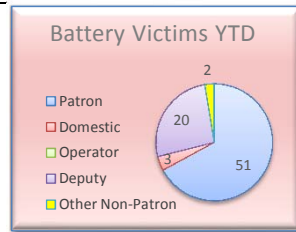
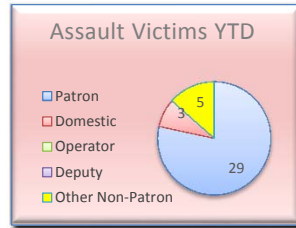
Part 1 crimes per 1,000,000 riders were down from the same period last year.



*Expo line opened in April 2012, so a 3 yr average from 2013 - 2015 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	1
Robbery	5	28
Agg Assault	9	37
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	5	24
Petty Theft	4	40
Motor Vehicle Theft	0	4
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	24	135
Selected Part 2 Crimes		
Battery	12	76
Battery Rail Operator	0	0
Sex Offenses	4	13
Weapons	2	5
Narcotics	9	47
Trespassing	6	23
Vandalism	3	17
SUB-TOTAL	36	181
TOTAL	60	316



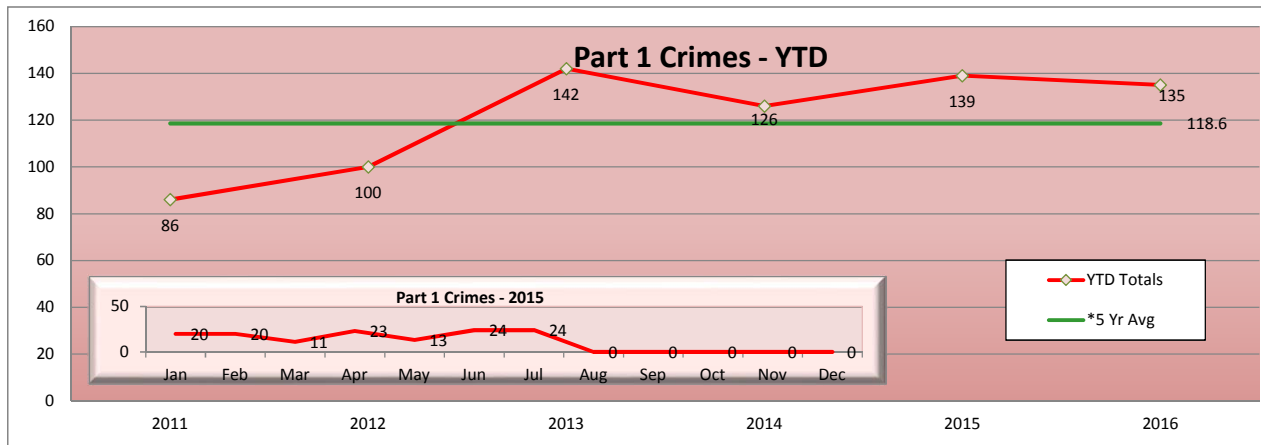
Part 1 Crimes per Station		
Station	Jul	YTD
Union Station	3	14
Civic Center	1	5
Pershing Square	1	8
7th/Metro	0	5
Westlake	3	17
Wilshire/Vermont	2	10
Wilshire/Normandie	0	0
Vermont/Beverly	1	3
Wilshire/Western	0	8
Vermont/Santa Monica	3	7
Vermont/Sunset	0	4
Hollywood/Western	1	5
Hollywood/Vine	2	7
Hollywood/Highland	1	9
Universal	2	7
North Hollywood	4	25
Red Line Rail Yard	0	1
Total	24	135

ARRESTS		
Type	Jul	YTD
Felony	15	146
Misdemeanor	77	543
TOTAL	92	689

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	1,335	9,659
Other Citations	106	915
Vehicle Code Citations	188	1,330
TOTAL	1,629	11,904

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	28	8.3	201	6.0
Priority	260	16.8	1879	15.0
Routine	222	28.6	1409	24.2
Total	510	21.5	3489	18.2

FARE ENFORCEMENT		
	Jul	YTD
Ridership	3,836,599	26,425,623
Contacts	310,698	1,758,491
% of Patrons Inspected	8.10	6.65
Boardings	0	0
Ride	0	0
Fare Warning	0	0



RED Line Highlights
The Red Line had 4 less part 1 crimes which is a 3% decrease from the same period last year.

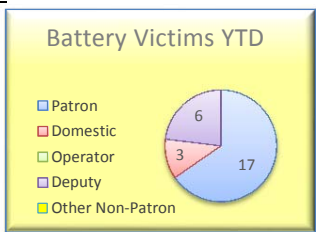
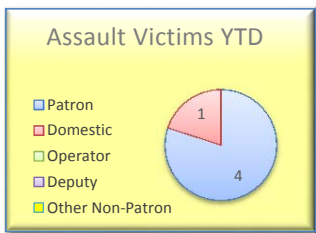
Part 1 crimes per 1,000,000 riders were equal compared to the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Agg Assault	2	5
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	0	4
Petty Theft	1	15
Motor Vehicle Theft	0	4
Burg/Theft From Vehicle	1	24
Arson	0	0
SUB-TOTAL	4	56
Selected Part 2 Crimes		
Battery	4	26
Battery Rail Operator	0	0
Sex Offenses	3	6
Weapons	0	1
Narcotics	0	8
Trespassing	3	38
Vandalism	5	30
SUB-TOTAL	15	109
TOTAL	19	165



Part 1 Crimes per Station

Station	Jul	YTD
APU/Citrus College	0	2
Azusa Downtown	0	1
Irwindale	0	1
Duarte	0	1
Monrovia	1	3
Arcadia	0	2
Sierra Madre	0	3
Allen	0	4
Lake	0	1
Memorial Park	0	1
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	1
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	0	15
Chinatown	0	1
Union Station	0	0
Little Tokyo	0	0
Pico	0	0
Mariachi	0	0
Soto	2	3
Indiana	1	5
Maravilla	0	0
East La	0	0
Atlantic	0	9
Total	4	56

ARRESTS

Type	Jul	YTD
Felony	4	24
Misdemeanor	29	172
TOTAL	33	196

CITATIONS

Type	Jul	YTD
Fare Evasion Citations	102	1,271
Other Citations	9	141
Vehicle Code Citations	137	821
TOTAL	248	2,233

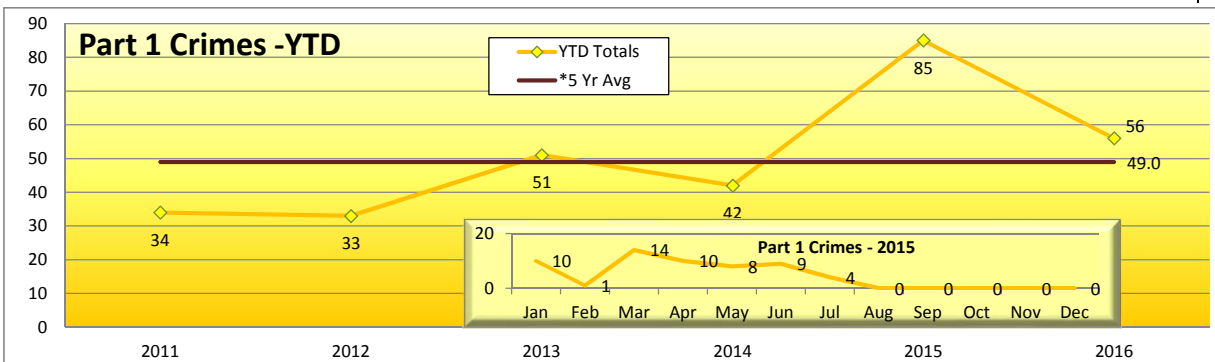
CALLS FOR SERVICE

TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	11	6.0	95	6.9
Priority	145	16.4	873	14.9
Routine	118	22.0	675	23.8
Total	274	18.4	1643	18.1

FARE ENFORCEMENT

	Jul	YTD
Ridership	1,376,580	9,443,590
Contacts	181,707	969,799
% of Patrons Inspected	13.20	10.27
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Part 1 Crimes - YTD



*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Gold Line Highlights

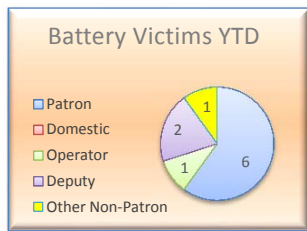
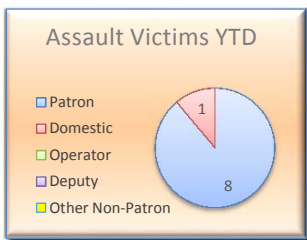
The Gold Line had 29 less part 1 crimes, which is a 34% decrease of from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Agg Assault	1	9
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	2
Petty Theft	0	9
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	26
Selected Part 2 Crimes		
Battery	2	10
Battery Bus Operator	0	0
Sex Offenses	1	5
Weapons	0	1
Narcotics	3	13
Trespassing	0	0
Vandalism	0	8
SUB-TOTAL	6	37
TOTAL	7	63



Part 1 Crimes per Station

Station	Jul	YTD
North Hollywood	0	4
Laurel Canyon	0	1
Valley College	0	0
Woodman	0	2
Van Nuys	0	3
Sepulveda	0	2
Woodley	0	0
Balboa	0	1
Reseda	0	1
Tampa	0	1
Pierce College	1	3
De Soto	0	0
Canoga	0	3
Warner Center	0	0
Sherman Way	0	3
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	2
Total	1	26

ARRESTS

Type	Jul	YTD
Felony	2	24
Misdemeanor	22	166
TOTAL	24	190

CITATIONS

Type	Jul	YTD
Fare Evasion Citations	67	1,379
Other Citations	3	70
Vehicle Code Citations	39	544
TOTAL	109	1,993

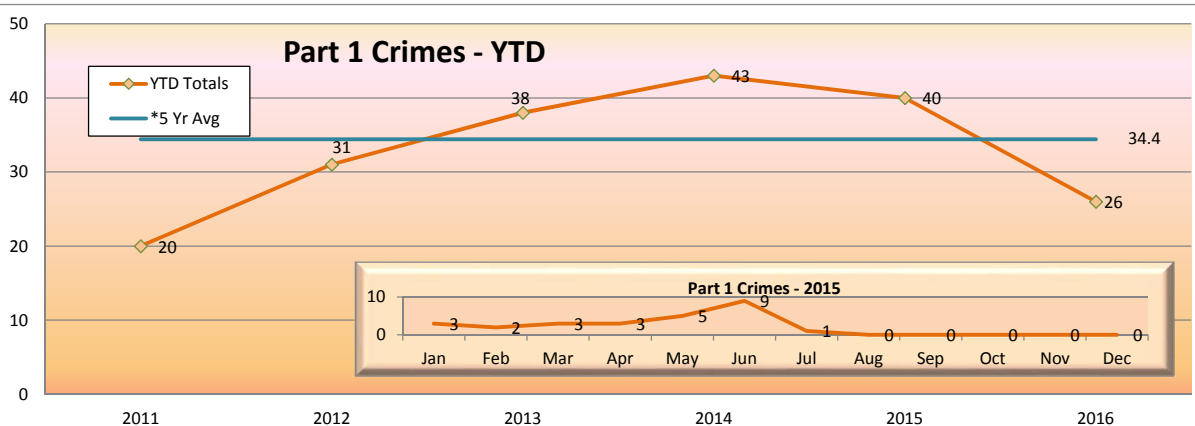
CALLS FOR SERVICE

TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	3	9.0	39	9.0
Priority	47	15.7	370	14.2
Routine	19	22.5	191	32.1
Total	69	17.3	600	19.6

FARE ENFORCEMENT

	Jul	YTD
Ridership	588,953	4,539,974
Contacts	70,148	492,083
% of Patrons Inspected	11.91	10.84
Boardings	0	57
Ride	0	0
Fare Warning	0	5

Part 1 Crimes - YTD



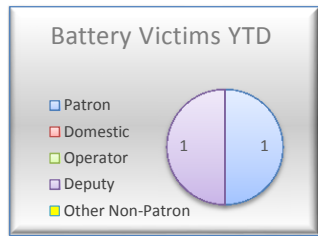
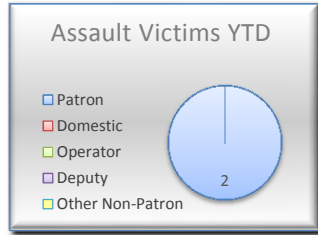
Orange Line Highlights

The Orange Line had 14 less part 1 crimes, which is a 35% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were up from the same period last year.

SILVER LINE

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	0	2
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	0	7
Selected Part 2 Crimes		
Battery	0	2
Battery Bus Operator	0	0
Sex Offenses	0	2
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	0	5
TOTAL	0	12



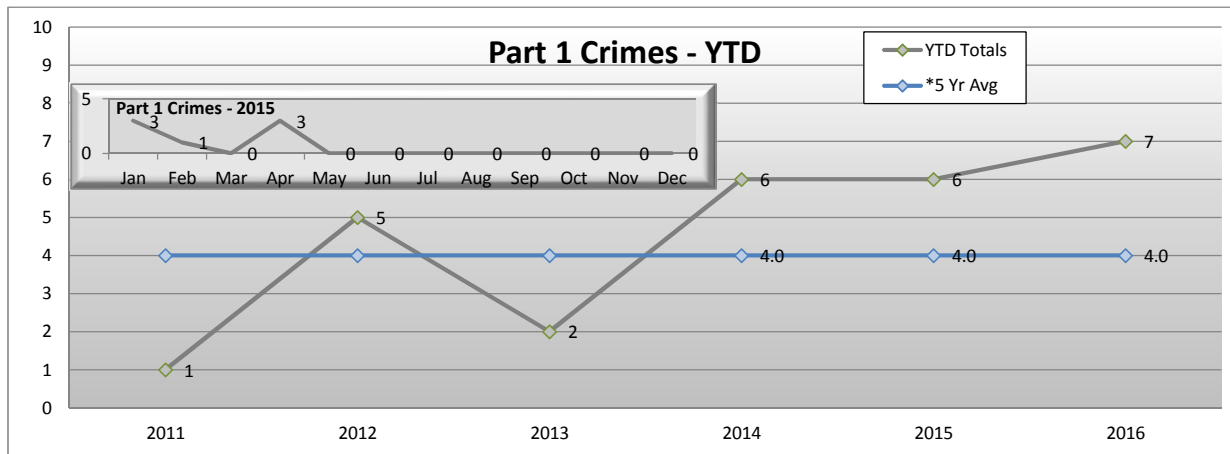
Part 1 Crimes per Station		
Station	Jul	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	2
Manchester	0	0
Harbor Fwy	0	3
Rosecrans	0	0
Harbor/Gateway	0	0
Total	0	7

ARRESTS		
Type	Jul	YTD
Felony	0	3
Misdemeanor	1	10
TOTAL	1	13

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	0	4
Other Citations	1	172
Vehicle Code Citations	36	201
TOTAL	37	377

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	0	0.0	7	4.9
Priority	8	18.0	74	12.2
Routine	8	30.4	67	23.3
Total	16	24.2	148	16.9

FARE ENFORCEMENT		
	Jul	YTD
Ridership	339,046	2,695,665
Contacts	30,520	38,830
% of Patrons Inspected	9.00	1.44
Boardings	111	468
Ride	0	0
Fare Warning	7	29



Silver Line Highlights

The Silver Line had 1 more part 1 crimes, which is a 17% increase compared to the same period last year.

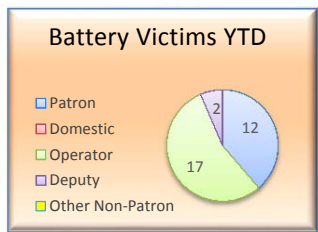
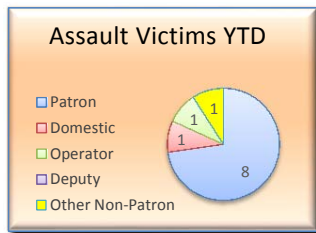
Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	0
Robbery	4	19
Agg Assault	1	11
Agg Assault on Op	0	1
Burglary	0	0
Grand Theft	2	16
Petty Theft	1	18
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	1	6
Arson	0	1
SUB-TOTAL	9	74
Selected Part 2 Crimes		
Battery	0	14
Battery Bus Operator	2	17
Sex Offenses	0	5
Weapons	0	7
Narcotics	1	8
Trespassing	0	1
Vandalism	2	24
SUB-TOTAL	5	76
TOTAL	14	150

Part 1 Crimes per Sector		
Sector	Jul	YTD
Gateway Cities	1	14
South Bay	8	60
Total	9	74



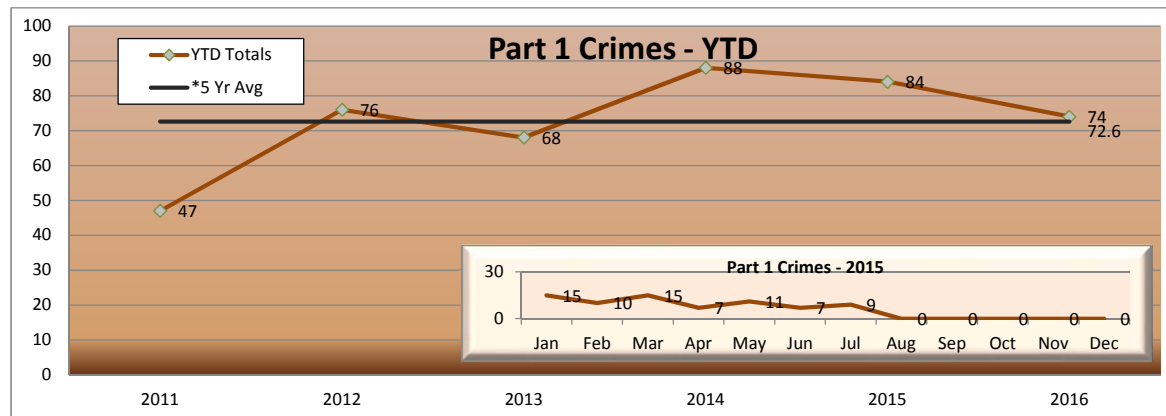
ARRESTS		
Type	Jul	YTD
Felony	5	61
Misdemeanor	17	234
TOTAL	22	295

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	57	96
Other Citations	2	24
Vehicle Code Citations	6	62
TOTAL	65	182

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	15	8.2	110	8.4
Priority	136	16.1	1,146	16.3
Routine	101	40.7	605	33.5
Total	252	25.5	1,861	21.4

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.



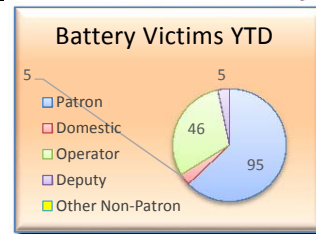
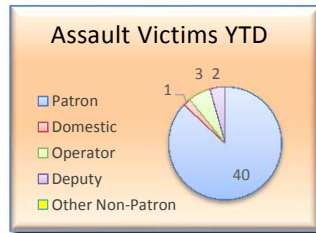
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Highlights

The South bus Lines had 10 less part 1 crime, which is a 12% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	2
Robbery	6	27
Agg Assault	3	43
Agg Assault on Op	0	3
Burglary	0	2
Grand Theft	8	58
Petty Theft	6	47
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	4
Arson	0	1
SUB-TOTAL	23	189
Selected Part 2 Crimes		
Battery	23	105
Battery Bus Operator	5	46
Sex Offenses	6	32
Weapons	0	8
Narcotics	4	20
Trespassing	0	1
Vandalism	8	65
SUB-TOTAL	46	277
TOTAL	69	466



Part 1 Crimes per Sector		
Sector	Jul	YTD
San Gabriel	2	11
Westside	0	11
San Fernando	1	16
Central	20	151
Total	23	189

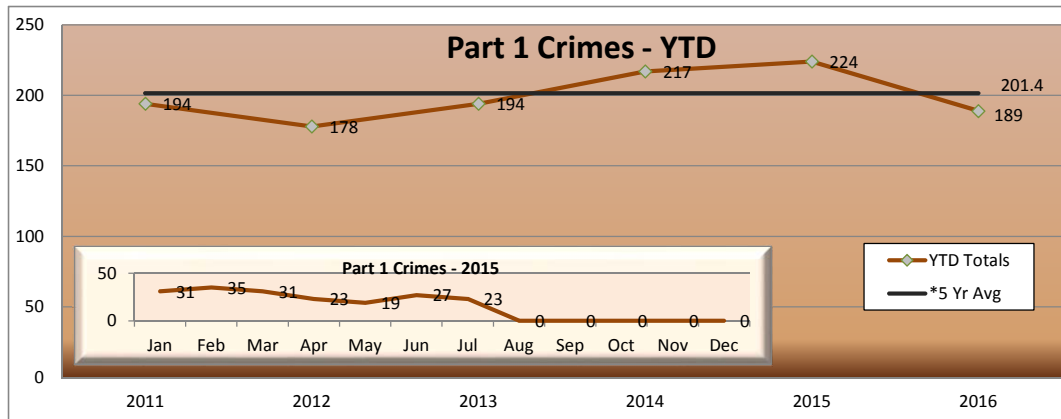


ARRESTS		
Type	Jul	YTD
Felony	9	89
Misdemeanor	56	405
TOTAL	65	494

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	35	253
Other Citations	10	118
Vehicle Code Citations	698	7,315
TOTAL	743	7,686

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	39	7.4	292	8.4
Priority	398	18.5	3,136	16.6
Routine	289	28.0	1,960	27.5
Total	726	21.7	5,388	20.1

FARE ENFORCEMENT		
	Jul	YTD
Ridership*	23,177,937	172,988,600
Contacts	999	11,296
% of Patrons Inspected	0.00	0.01
Boardings	1,749	25,929
Rides	579	9,619
Fare Warning	244	2,888

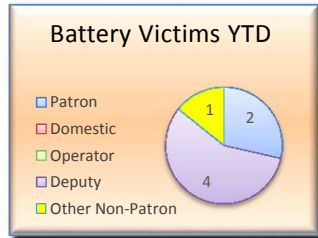
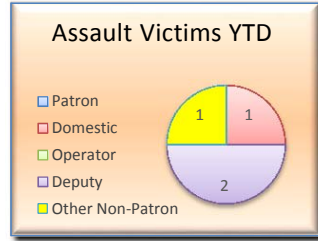


North Bus Highlights
The North Bus Lines had 35 less part 1 crimes, which is a 16% decrease from the same period last year.

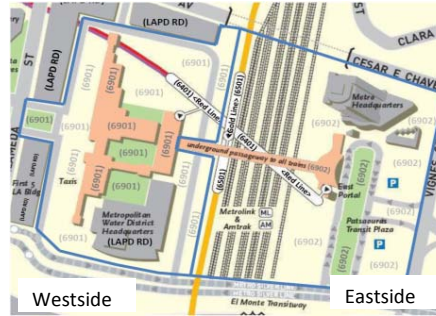
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Jul	YTD
Homicide	0	0
Rape	0	1
Robbery	1	1
Agg Assault	1	4
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	2	3
Petty Theft	1	11
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	1
SUB-TOTAL	5	25
Selected Part 2 Crimes		
Battery	0	7
Battery Bus Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	4
SUB-TOTAL	1	12
TOTAL	6	37



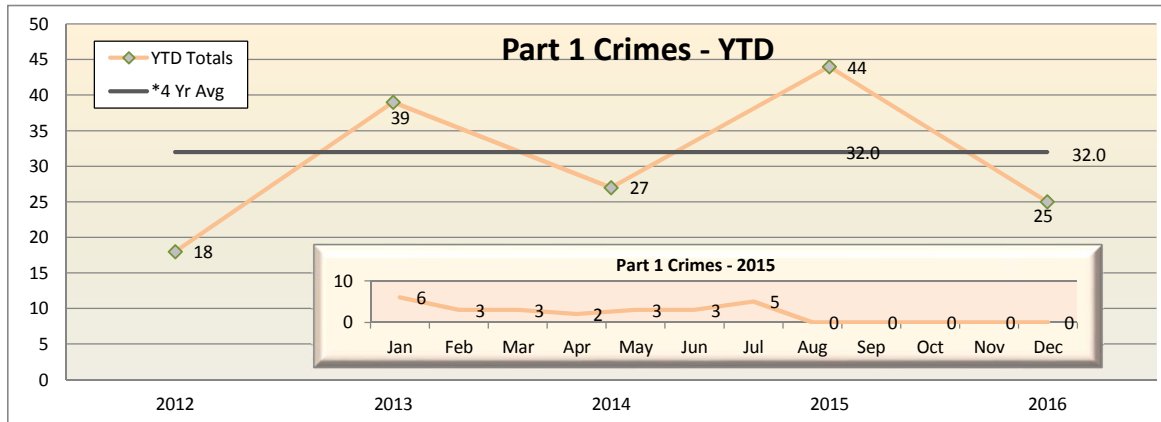
Part 1 Crimes at Union Station		
Side	Jul	YTD
Westside	5	22
Eastside	0	3
Total	5	25



ARRESTS		
Type	Jul	YTD
Felony	1	18
Misdemeanor	10	60
TOTAL	11	78

CITATIONS		
Type	Jul	YTD
Fare Evasion Citations	10	51
Other Citations	18	162
Vehicle Code Citations	12	105
TOTAL	40	318

CALLS FOR SERVICE				
TYPE	Jul		YTD	
	Total	Avg	Total	Avg
Emergency	0	0.0	10	2.6
Priority	30	22.8	196	17.4
Routine	26	14.8	153	15.6
Total	56	19.1	359	16.2



Union Station Highlights

Union Station had 19 less part 1 crimes, which is a 43% decrease from the same period last year.

*4 yr average is based on the average of part 1 crimes from 2012 - 2015.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. THOMAS, CHIEF

**ALLOCATION OF LAW ENFORCEMENT SERVICES
 RESERVE COMPANY SERVICES
 JULY 2016**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24	22	16						196
Westside/Central Motors	161	120	155	181	189	155	109						1070
SGV Volunteer Company	16	21	24	16	16	24	16						133
Blue/Green Line Sector	16	16	16	12	32	32	16						140
TOTAL	205	197	256	230	261	233	157	0	0	0	0	0	1539

*Each month, Reserve totals will display totals from the previous month because totals are not submitted until the end of each month.

The LASD reserve units are attached to regular LASD units of assignments. The reserves are there to perform the same function as any deputy. In that way, the reserves augment the force at no increase in cost. Contract agencies benefit significantly by the presence of reserves since they are directly paying for the LASD contract and do not have to pay for the additional reserve force.

*N/C = Not Complete

www.lasdreserve.org

Bus Operator Assault Matrix

Reason	Line	Div	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Sentence (Probation/Time/Jail or Prison)
Passenger Pass Up	L244	15	Battery	1/6/2016	Wed	21:00	Sus MB/50/510/180/Blk/Bro spit in the bus op face for passing him up, no barrier	Y				
Fare	L2	10	Battery	1/8/2016	Fri	19:37	Battery sus arrested for bumping bus op outside of bus after she asked for fare, barrier, only half shut					
Fare	L111	18	Battery	1/11/2016	Mon	15:15	Sus MH/35/601/250 spit on the bus op after he was asked for fare	Y				
Demand Stop	L207	18	Battery	1/16/2016	Sat	12:52	Battery sus arrested for spitting on bus op after he wouldn't stop the bus where the sus wanted					
Missed stop	L164	8	Battery	1/17/2016	Sun	17:19	Battery sus arrested for puchning bus op in the face for missing her stop, no barrier					
Fare	L240	8	Battery	1/21/2016	Thu	17:50	Sus MB/18-20 threw cold liquid on bus op after sus stated his TAP card wasn't working, vic said Whatever, no barrier					
Disorderly	L245	8	Battery	2/2/2016	Tue	16:30	Sus FW/25-30 spit on bus op when he asked her to leave for yelling, no barrier					
Other/Bus Pass	L45	1	Battery	2/3/2016	Wed	9:25	Sus MB/25-30/511/thin spit on bus op after he asked to see his day pass					
Policy/door	L243	8	Battery	2/5/2016	Fri	11:30	Battery sus arrested for throwing coin slot cover at bus op for not holding bus for her brother and requesting fare					
No Reason	L-Unk	3	Battery	2/10/2016	Wed	23:20	Sus MH/25/507/508/175 punched bus op in the face unprovoked, no barrier					
Missed stop	L51	2	Battery	2/13/2016	Sat	12:15	Battery sus arrested for hitting bus op in the head with a purse for missing a stop, barrier installed, only bottom portion being used					
Other/Calling Police	L115	18	Battery	2/13/2016	Sat	16:10	Battery sus arrested for assaulting vic1 and then spitting on bus op for calling the police					
Fare	L62	1	Battery	2/19/2016	Fri	9:59	Sus MB/20-25/511/170 reached over barrier and poured water on bus op after he asked for fare, barrier in use					
No Reason	L165	9	Battery	2/20/2016	Sat	11:45	Sus MW/509/170/Bro/Blu grabbed bus op shoulders with both hands and held on, vic pushed him away					
Mentally Ill	L234	15	Battery	2/21/2016	Sun	19:46	Battery sus arrested for attacking bus op and 2 other patrons, mentally ill, happened outside bus (no barrier)					
Missed stop	L705	7	Battery	2/26/2016	Fri	16:32	Sus MB/20/507/140 spit on bus op for passing sus stop b/c it was a rapid bus, no barrier					
No Reason	L110	5	Battery	2/27/2016	Sat	13:34	Sus MB/50/600/165/Blk/Bro attempted to assault bus op for no reason, but was unable to get to vic because barrier was up, vic hurt his knee & back avoiding sus					
Policy/Blocking	L2	7	Battery	2/29/2016	Mon	22:20	Sus MW/35/207/150 spit on bus op for telling sus to move bags out of the aisle					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

ATTACHMENT B

Reason	Line	Div	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Sentence (Probation/Time/Jail or Prison)
Policy/end of line	L210	18	Battery	3/6/2016	Sun	23:08	Sus MB/20s/508/160/Blk/Brn punched the bus op in the face for vic asking him to leave at the end of the line, no barrier (bus op standing in front of bus)	Y				
Policy/out of service	L704	10	Battery	3/7/2016	Mon	10:00	Battery sus arrested for pushing & punching bus op for asking sus to exit bus at the end of service, no barrier (bus op standing in front of bus)					
Policy/drugs	L40	18	Battery	3/9/2016	Wed	15:55	L40 MLK Blvd/Normandie 3/9 1555hrs - Battery sus arrested for throwing cold liquid on the bus op after telling sus he could not board w/ marijuana,					
Policy/Boarding	L487	9	Battery	3/10/2016	Thu	14:20	Battery sus arrested for punching and kicking bus op outside bus when vic told her to board at passenger pickup, no barrier (outside bus)					
Other/Closed door on s	L204	5	Battery	3/11/2016	Fri	23:01	Sus FB/25-35 kicked and slapped the bus op for closing the rear door on her					
Policy/Boarding	L745	10	Battery	3/12/2016	Sat	5:40	Battery sus arrested for spitting on bus op after he told sus he would have to board at the bus stop, (spit through window)					
Missed stop	L728	3	Battery	3/17/2016	Thu	10:50	Sus MB/60s/600/160-170/Bald spit on the bus op for rapid bus missing his designated stop, no barrier - but monitor					
Other/Indecent Behavior	L90	15	Assault	3/19/2016	Sat	12:10	Assault sus arrested for swinging plank at bus op outside bus when vic asked sus to exit dur to indecent behavior, no barrier (outside)					
Demand Stop	L45	1	Battery	3/19/2016	Sat	15:58	Battery sus arrested for punching bus op in the face and demanded to be let out of the bus					
Other/Closing door on s	L270	95	Battery	3/24/2016	Thu	18:00	Sus MW/35-40/600/180 punched the bus op in the face for not stopping to pick him up and closing the doors on his wife					
Fare	L207	5	Battery	3/25/2016	Fri	18:40	Sus MB/510/180/40yrs spit on bus op over not having fare	Y				
Missed stop	L207	5	Battery	3/26/2016	Sat	17:55	Sus FB/18-25/504/slim/Brn/Brn threw dirt on bus op after missing stop					
Missed stop	L45	1	Battery	3/27/2016	Sun	10:41	Sus FB/506/160/30-40 punched bus op 3 times for missing stop					
Demand Stop	L234	15	Battery	3/29/2016	Tue	16:16	MB sus arrested for punching bus op after he demanded a stop					
Fare	Dash		Battery	4/14/2016	Thu	15:00	Sus FW/27/508/200 struck bus op in face after she asked for fare; sus not arrested due to developmental disability					Sus not arrested due to developmental disability
Fare	L200	2	Battery	4/18/2016	Mon	20:20	Sus FH/500/50s punched bus op in shoulder over fare - no barrier					
Other	L51	2	Battery	4/22/2016	Fri	17:00	Sus MH/509/145/40-50yrs punched bus op b/c of his driving					
Policy/Hazardous Mate	L762	9	Battery	4/25/2016	Mon	16:12	Sus MH/507-508/215-220 threw liquid onto bus op b/c he wouldn't let him board with hazardous materials, no barrier	Y				
Fare	L745	10	Battery	4/29/2016	Fri	13:13	Sus MB/21-22/506/130/Blk/Brn spit on the bus op when she wouldn't let him ride for free, no barrier					
Missed stop	L53	1	Battery	4/30/2016	Sat	15:45	Sus MH/35-40/507/200 poked the bus op in the arm asking to be let out					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

ATTACHMENT B

Reason	Line	Div	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Charges Filed	Sentence (Probation/Time/Jail or Prison)
Policy/end of line	L-Orange	8	Battery	5/5/2016	Thu	14:45	Sus MH/26/602/173 took a swing at bus op after he told sus to exit the bus when it was having mechanical problems, vic non-desirous; no barrier, incident outside bus						
No Reason	L110	5	Assault	5/5/2016	Thu	5:38	Sus MH/508/215/Blk/Bro attempted to stab bus op w/ screwdriver, no barrier	Y					
Policy/out of service	L2	1	Battery	5/10/2016	Tue	8:05	Sus MW/510/200/Blk spit on bus op when he asked sus to leave b/c bus was out of service, barrier not used properly, half closed	Y					
Missed stop	L45	3	Battery	5/10/2016	Tue	17:15	Sus MB/38/511/185/Blk/Bro struck the bus op in the neck when he didn't stop the bus where the vic wanted to exit	Y					
Disorderly	L210	18	Battery	5/12/2016	Thu	9:30	Battery sus arrested for throwing cup at bus op for telling sus to exit when he was harrassing patrons			Yes	243.3PC		
Disorderly	L612	2	Assault	5/12/2016	Thu	17:47	Assault sus arrested for punching bus op in the face after she was asked to exit for being too loud			Yes			
Policy/standing	L28	3	Battery	5/13/2016	Fri	17:01	Sus MH/506/200/Blk/Bro spit on bus op when she asked him to take a seat	Y					
No Reason	L704	10	Battery	5/15/2016	Sun	17:25	Sus FB/45/506/165/Bro/Bro wiped her fingers on bus op for no reason, then exited, no barrier	Y					
Missed stop	L40	18	Battery	5/23/2016	Mon	18:30	Sus FB/18-25/508-511/100-120 spit on bus op for missing sus stop, no barrier	Y					
Passing up sus	L740	5	Battery	5/23/2016	Mon	18:51	Sus FB/45-50/510/162/Red/Bro spit and punched bus op for almost passing her up, no barrier						
Mentally Ill	L28	3	Battery	5/29/2016	Sun	15:55	Battery sus arrested for choking and punching bus op because he wanted to go back to jail, no barrier			Yes			
Mentally Ill	L204	5	Battery	6/5/2016	Sun	13:35	MB sus spit on bus op, possibly mental illness, Sus ID'd, vic non-desirous, no barrier						
Fare	L260	9	Battery	6/6/2016	Mon	14:15	MA sus arrested for hitting bus op over fare			Yes	243.3PC		
Disorderly	L40	5	Battery	6/6/2016	Mon	15:00	Sus FB/504/115/20 threatened bus op and spit on her						
Disorderly	L762	9	Battery	6/7/2016	Tue	21:00	Sus MH/510/180/braids punched bus op in face when she told sus to sit down, no barrier						
Fare	L733	10	Battery	6/14/2016	Tue	16:35	MB sus arrested for kicking bus op over fare			Yes			
Other	L210	18	Assault	6/14/2016	Tue	15:20	Sus MB/511/250/45 attempted to hit bus op with baton, road rage						
No Reason	L4	10	Battery	6/17/2016	Fri	5:00	Sus MH/510/240/35yrs punched bus op for no reason, no barrier						
Fare	L758	8	Battery	6/18/2016	Sat	12:05	Sus FW/Blonde/45 spat on bus op over fare						
No Reason	L51	2	Battery	6/18/2016	Sat	17:17	Sus MB/510/180/30-35yrs slapped bus op in the back of head for no reason	Y					
Driving slow	L20	7	Battery	6/19/2016	Sun	7:18	Battery sus arrested for punching bus op in the arm for taking too long to let wheelchair patron off bus, no barrier			Yes			
Passing up sus	L460	1	Sex Crime	6/20/2016	Mon	5:43	Sus MB/40/500-501/180 exposed himself to bus driver as she pulled into bus layover						
Passing up sus	L20	10	Battery	6/21/2016	Tue	15:45	Sus MH/25-30/506/180/Blk/Bro spit on the bus op for passing him at previous stop, barrier not used properly, only bottom ha	Y					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

ATTACHMENT B

Reason	Line	Div	Bus #	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Charges Filed	Sentence (Probation/Time/Jail or Prison)
Missed stop	L2	7	8466	Battery	7/3/2016	Sun	15:55	Battery sus arrested for spitting on bus op when she missed his stop due to construction			Yes			Misdemeanor filed w/ City Attorney
Disorderly	L-Orange	8	9543	Assault	7/7/2016	Thu	23:00	Assault sus arrested for spray painting bus op in the face & punching him for telling him to turn down music			Yes			Case Pending
Disorderly	L260	9	7889	Battery	7/12/2016	Tue	16:20	Battery sus arrested for running wheelchair into bus op's leg and punching him multiple times; no barrier (incident in aisle of bus)			Yes			Case Submitted for filing on 8/9/16
Blocking bus	L16	1	5436	Battery	7/14/2016	Thu	15:28	Sus MB/24-26/509/160/Blk/Blk spit on bus op & punched him in the face after driver told him to watch out, no barrier (outside of bus)						
Blocking bus	L14	7	5838	Battery	7/15/2016	Fri	15:00	Sus MH/20-25/507/120 spit on bus op outside of his window for passing sus who was on bike, no barrier (outside of bus)						
No Reason	L210	18	8158	Battery	7/21/2016	Thu	11:24	MB sus arrested for hitting bus op for no reason			Yes			Waiting for report to be processed
Policy/out of service	L167	98	5628	Battery	7/22/2016	Fri	13:58	Battery sus arrested for punching bus op when he told sus bus was out of service, no barrier (outside of bus)			Yes			Waiting for video so case can be filed

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.



Board Report

File #: 2016-0573, File Type: Contract

Agenda Number: 22.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 15, 2016

**SUBJECT: CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
PROGRAM CONTROL SUPPORT SERVICES**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AWARD a cost plus fixed fee contract for **Program Control Support Services for the Heavy Rail Vehicle (HRV) Acquisition**, Contract No. PS5868500, to STV/PB Heavy Rail Vehicles II, a Joint Venture, in the not-to-exceed amount of \$5,651,853.54 for the 64 HRV Base Order.

ISSUE

This action authorizes contract award to STV/PB Heavy Rail Vehicles II, a Joint Venture, to support Metro's designated Project Manager, with project control, management and oversight of the Rail Vehicle Contractor to ensure performance consistent with the requirements of the HR4000 Heavy Rail Vehicle Acquisition Contract. Consultant shall apply appropriate program control and oversight support resources to facilitate the timely production and delivery of the HR4000 HRVs and associated deliverables for the 64 HRV Base Order.

DISCUSSION

Metro is currently supporting three rail line extensions on the Purple Line Extension (PLE). This rail line expansion, previously named the Westside Subway Extension, extends service from the terminus of the Purple Line at the Wilshire/Western Station to Westwood.

In accordance with the Rail Fleet Management Plan FY2015-FY2040 (Draft, June 10, 2015, v.7.1), Metro anticipates a need to expand each rail fleet to accommodate anticipated growth in ridership, line extensions; replace vehicles reaching the end of their useful revenue service life; and support the maintenance department with reasonable spare ratios to prevent deferred maintenance issues. The base order of 64 HRVs will address the operational service requirements of the PLE, Section 1, with 34 HRVs; the remaining 30 HRVs will be used to replace the original A650 HRVs that will be reaching the end of their revenue service life. As such, this contract base order will be supporting the fleet replacement efforts in addition to the PLE section 1 extension. There are five (5) Options totaling 218 HRVs for potentially a cumulative purchase of 282 vehicles.

The Options below were evaluated as part of this procurement action, but the authority to award the Options are not included in the staff recommendation. The Options can be exercised at any time during the term of the contract. Authority will be requested at the same time that the HRV Options are recommended to be approved by the Board for award in the future.

- Option 1 - 24 HRVs: Red Line Expansion
- Option 2 - 84 HRVs: System Expansion
- Option 3 - 20 HRVs: PLE, Section 2
- Option 4 - 16 HRVs: PLE, Section 3
- Option 5 - 74 HRVs: Fleet Replacement of existing 74 vehicles

STV/PB Heavy Rail Vehicles II, a Joint Venture shall provide support to Metro's designated Project Manager or his/her designee, with program control and oversight of the Rail Vehicle Contractor to ensure that performance is consistent with the delivery requirements of the HR4000 Heavy Rail Vehicle Contract, which may include Metro's exercise of any or all of the five (5) Options.

The scope of services shall include, but not be limited to:

- provide oversight of the project status;
- identify any variances from schedule and deliverable requirements and recommend corrective action;
- assess and report on project performance;
- support of Project Reviews;
- performing Buy America audit and reviewing Change Order requests; and
- other program management and oversight support services as directed by Metro.

The Consultant shall provide, on an as needed basis, highly experienced and qualified Program Control staff with demonstrated expertise in all subject areas listed in STV/PB Heavy Rail Vehicles II, a Joint Venture Statement of Qualifications for the duration of the Contract.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. STV/PB Heavy Rail Vehicles II, a Joint Venture exceeded the goal by making a 20.88% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this contract award will have a direct and positive impact to system safety. The procurement of sixty-four (64) new HRVs will feature the most current safety systems and augment service levels by replacing the underperforming original 30 A650 HRVs.

FINANCIAL IMPACT

The total not-to-exceed contract amount is \$5,651,853.54. Funding for the base order is within the respective Life of Project (LOP) budgets for the PLE Section 1 (865518) of \$2,773,880,000 and the Heavy Rail Procurement Project (206037) of \$130,910,000.

The FY17 planned expenditures of \$2,497,043 is included in the annual budgets for the two aforementioned projects in Cost Center 3043, Rail Vehicle Acquisition, and Account 50316, Professional & Technical Services and as per Attachment C.

Since this is a multi-year contract, the cost center manager will ensure that costs will be budgeted in future years.

Impact to Budget

The source of funds for this action affecting PLE Section 1 is Measure R 35%, and is within the Adopted LOP budget. Funding sources for the PLE Section 1 project is planned for the design, construction and procurement efforts; these funds are not eligible for operations.

The source of funds for the Heavy Rail Procurement project is a combination of Measure R 35% which is not eligible for transit operations and Proposition A 35% which is eligible for transit operations. Staff is actively pursuing additional Federal sources such as Section 5337 and other eligible federal sources. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the funding needs of project 206037.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts (SME) available to perform this work.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by staff as this project is critical to support the Purple Line Extension, accommodate projected growth in ridership, and increase vehicle spare ratios to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

Upon Board approval, a Contract will be awarded and a Notice-to-Proceed will be issued to STV/PB Heavy Rail Vehicles II, a Joint Venture. Metro and STV/PB Heavy Rail Vehicles II, a Joint Venture

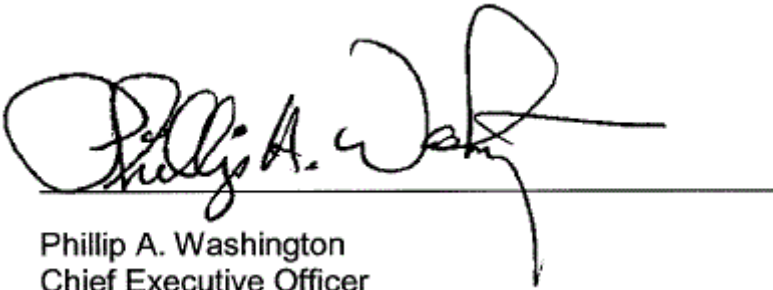
will mobilize required resources and SMEs to ensure timely completion of deliverables by the Vehicle Contractor.

ATTACHMENTS

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

Prepared by: Cop Tran, Sr Manager, Project Control, Rail Vehicle Acquisition, (213) 922-3188
Jesus Montes, Sr Executive Officer, Vehicle Acquisition,
(213) 922-3838

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HEAVY RAIL VEHICLES ACQUISITION PROGRAM CONTROL SUPPORT
SERVICES/PS5868500

1.	Contract Number: PS5868500	
2.	Recommended Vendor: STV/PB Heavy Rail Vehicles II, a Joint Venture	
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: May 10, 2016	
	B. Advertised/Publicized: May 11, 2016	
	C. Pre-proposal/Pre-Bid Conference: May 26, 2016	
	D. Proposals/Bids Due: July 5, 2015	
	E. Pre-Qualification Completed: August 15, 2016	
	F. Conflict of Interest Form Submitted to Ethics: August 11, 2016	
	G. Protest Period End Date: (15 Calendar Days after Notification of Intent to Award)	
5.	Solicitations Picked up/Downloaded: 13	Bids/Proposals Received: 1
6.	Contract Administrator: Nicole Dang	Telephone Number: 213-922-7438
7.	Project Manager: Cop Tran	Telephone Number: 213-922-3188

A. Procurement Background

This Board Action is for a Best Value procurement issued to obtain professional consulting services for Heavy Rail Vehicles (HRV) program control support services to assist and augment Metro staff engaged in the acquisition and on time delivery of Heavy Rail Vehicles.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is Cost-Plus Fixed Fee.

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

- Amendment No. 1 issued on May 17, 2016 extended the proposal due date to June 30, 2016.
- Amendment No. 2 issued on June 22, 2016 extended the proposal due date to July 1, 2016.
- Amendment No. 3 issued on June 29, 2016 extended the proposal due date to July 5, 2016, corrected administrative errors, and added Regulatory Requirements No. 27 entitled "Compliance with California Health and Safety Code (HSC) §25250.51".

Only one (1) proposal was received on July 5, 2016. LACMTA conducted a market survey to determine if the RFP was issued with any unduly restricted elements in the Statement of Work. Staff determined that the solicitation contained no restrictions to competition and that an environment of fair and open competition existed and was encouraged. The RFP was downloaded by 13 firms.

It should be noted that this RFP was the second phase of two separate RFPs issued by LACMTA to obtain consulting services for the HR4000 consulting support services. The first RFP for technical consulting support services (Element A), was awarded in May 2016. This RFP for program management consulting support services is the second phase (Element B).

The firms awarded the contract for Element A are prohibited from proposing on Element B. This prohibition prevents any organizational conflicts of interest and ensures the project has appropriate checks and balances between engineering and program management oversight. Firms such as CH2M Hill, Inc., LTK Engineering Services, and Virginkar and Associates, Inc. that meet the RFP's technical requirements were not able to compete because they were awarded Element A. The two remaining firms left in the industry left to propose for this RFP were STV and PB, a long standing joint venture, resulting in one proposal received for this solicitation. The market survey performed by staff confirmed that CH2MHill, LTK Engineering Services and Virginkar and Associated choose not to submit proposals because they recognized that their participation would create an organizational conflict of interest. This left only the STV and PB Joint Venture as the remaining known source.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Rail Vehicle Acquisition Department and Metro's Rail Fleet Services were convened and conducted a comprehensive technical evaluation of the proposal received. The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|--|-------------|
| • The firm's degree of skills and experience | 30% percent |
| • Staff quality and technical expertise | 20% percent |
| • Understanding of work and appropriateness of approach for implementation | 20% Percent |
| • Price | 30% percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Best Value procurements. Several factors were considered when developing these weights, giving the greatest importance to the firm's skills, staff experience, and price.

From July 6, 2016 through July 19, 2016, the PET met to review the proposal from STV/PB, JV.

Qualifications Summary of Firms Within the Competitive Range:

STV/PB Heavy Rail Vehicle II, JV

The PET determined that STV/PB, JV's proposal significantly exceeded the RFP's requirements based on the firm and staff's experiences on similar projects. STV/PB, JV demonstrated their expertise in rail vehicle engineering consulting services by providing a comprehensive implementation plan showing specific consultant staff responsible for managing each major milestone during the program support services.

STV/PB, JV provided technical consulting services to assist LACMTA staff with development of the HR4000 technical specification and commercial requirements. The same staff are proposed for this new work, thus STV/PB, JV team has no learning curve and will be able to begin work immediately as an integrated team to support the design development and to oversee the timely production and delivery of the HRVs.

This contract scope of work is similar to the project that the STV/PB, JV worked on for Massachusetts Bay Transportation Authority (MBTA) to develop the technical specification for the procurement of 226 HRVs. The STV/PB, JV is currently assisting MBTA with program management support on this procurement. STV/PB, JV also provided technical consulting support services to Chicago Transit Authority (CTA) on the 5000 Series Procurement and Southeastern Pennsylvania Transportation Authority (SEPTA) on the Silver Liner V Procurement.

Evaluation Summary:

The PET assessed STV/PB, JV's proposal strengths, weaknesses and associated risks based on the Evaluation Criteria of the RFP. The PET determined STV/PB, JV has the ability to provide the services as required in the RFP.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	STV/PB, JV				
3	The Firm's Degree of Skills and Experience	8.42	30.00%	25.25	
4	Staff Quality of Technical Expertise	8.42	20.00%	16.83	
5	Understanding of Work and Appropriateness of Approach for Implementation	8.17	20.00%	16.33	
6	Price	30.00	30.00%	30.00	
7	Total		100.00%	88.41	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon Metro Management Audit Services (MAS) audit findings, an Independent Cost Estimate of \$8,510,800, cost analysis of labor rates of similar job titles from the Bureau of Labor Statistics, technical evaluation, and negotiations. Metro has negotiated fixed billing rates for direct labor, overhead rates, and a fixed fee based on the total estimated cost for each Task Order. The pricing for each Task Order will use the Contract defined fixed direct labor rates, overhead rates, other direct costs (ODC) plus a portion of the negotiated fixed fee to establish a lump sum price.

Years	Proposed	Negotiated
Base Year 1-5	\$ 5,772,489.98	\$ 5,651,853.54
Option 1	\$ 638,567.23	\$ 600,403.58
Option 2	\$ 933,987.67	\$ 879,806.00
Option 3	\$ 229,122.79	\$ 213,680.38
Option 4	\$ 194,804.64	\$ 183,121.30
Option 5	\$ 753,343.64	\$ 689,324.36
Total NTE Amount	\$ 8,522,315.94	\$ 8,218,189.15

D. Background on Recommended Contractor

The recommended firm, STV/PB, JV located in Los Angeles, CA has been in business and worked together as a Joint Venture for 13 years, is a leader in the field of engineering rail vehicle procurement. STV/PB, JV has worked with such municipals such as LA Metro, Massachusetts Bay Transportation Authority (MBTA), City of Anaheim DPW Regional Transportation Intermodal Center, Amtrak, New Jersey Transit, New York City Transit, and Santa Clara VTA Silicon Valley rapid Transit.

STV/PB, JV proposed senior vehicle specialist Andrew Frohn, who has over 30 years of experience in this industry and has been involved with HRV procurements from specification development to final acceptance. STV/PB, JV proposed Safety and Security subject matter expert, Gulzar Ahmed who has over 46 years of professional experience, and has extensive experience with performing safety certifications on projects in California in accordance with CPUC requirements. Overall, the proposed staff clearly exceeded the minimum requirements and they have extensive technical and program management support experience.

DEOD SUMMARY

HEAVY RAIL VEHICLES ACQUISITION PROGRAM CONTROL SUPPORT
SERVICES/PS5868500**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. STV/PB Heavy Rail Vehicles II, a Joint Venture, exceeded the goal by making a 20.88% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	20.88% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Capitol GCS, Inc.	Hispanic American	19.75%
2.	Information Design Consultants, Inc.	African American	1.13%
	Total Commitment		20.88%

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.

ATTACHMENT C

ATTACHMENT C - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	Total	% of Project
Use of Funds		FY15	FY16	FY17	FY18	FY19	FY20	FY21		
Replacement: 30 Vehicles (CP 206037)	\$0	\$0	\$595,000	\$5,900,000	\$24,497,000	\$24,544,000	\$24,559,000	\$24,477,000	\$104,572,000	35.9%
Professional Services	\$0	\$629,759	\$405,000	\$1,123,200	\$1,921,000	\$1,921,000	\$1,921,000	\$1,821,000	\$9,741,959	3.3%
MTA Administration	\$279,343	\$157,890	\$500,000	\$775,000	\$859,568	\$812,668	\$833,068	\$839,068	\$5,056,605	1.7%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,539,436	\$11,539,436	4.0%
Total	\$279,343	\$787,649	\$1,500,000	\$7,798,200	\$27,277,568	\$27,277,668	\$27,313,068	\$38,676,504	\$130,910,000	45.0%
WSE Section 1: 34 Vehicles (Project 865518)	\$0	\$0	\$727,728	\$7,216,124	\$29,961,593	\$30,019,077	\$30,037,424	\$29,937,132	\$127,899,078	43.9%
Professional Services	\$0	\$770,241	\$495,362	\$1,373,803	\$2,349,605	\$2,349,605	\$2,349,605	\$2,227,293	\$11,915,513	4.1%
MTA Administration	\$341,657	\$193,110	\$611,536	\$947,881	\$1,051,313	\$993,951	\$1,018,902	\$1,026,241	\$6,184,591	2.1%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,113,517	\$14,113,517	4.8%
Total	\$341,657	\$963,351	\$1,834,626	\$9,537,808	\$33,362,511	\$33,362,634	\$33,405,930	\$47,304,183	\$160,112,700	55.0%
Base Order Total	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	100.0%

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	Total Uses	% of Project
Base Order Summary		FY15	FY16	FY17	FY18	FY19	FY20	FY21		
Base Order 64 Vehicles	\$0	\$0	\$1,322,728	\$13,116,124	\$54,458,593	\$54,563,077	\$54,596,424	\$54,414,132	\$232,471,078	79.9%
Professional Services	\$0	\$1,400,000	\$900,362	\$2,497,003	\$4,270,605	\$4,270,605	\$4,270,605	\$4,048,293	\$21,657,472	7.4%
MTA Administration	\$621,000	\$351,000	\$1,111,536	\$1,722,881	\$1,910,881	\$1,806,619	\$1,851,970	\$1,865,309	\$11,241,196	3.9%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,652,953	\$25,652,953	8.8%
Base Order Summary Total	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	100.0%

		FY15	FY16	FY17	FY18	FY19	FY20	FY21	Total Sources	%
Sources of Funds										
Measure R 35% Per WSE PLE Sec	\$341,657	\$963,351	\$1,834,626	\$9,537,808	\$33,362,511	\$33,362,634	\$33,405,930	\$47,304,183	\$160,112,700	
<i>Reference the Adopted Uses and Sources for \$2,739,510,000 Life of Project Budget for WSE PLE Section 1</i>										
Measure R 2% (206037)	\$279,343	\$787,649	\$1,500,000	\$3,899,100					\$6,466,092	
Cap and Trade; Other State & Federal sources (206037)*				\$3,899,100	\$27,277,568	\$27,277,668	\$27,313,068	\$38,676,504	\$124,443,908	
<i>* Future Local, State & Federal Funds to be identified as they become available.</i>										
Total Funding Sources	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	

* Staff will pursue additional funding sources to supplement Project 206037 budget which may become available through MAP-21 or other federal sources for this project. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.

**Board Report**

File #: 2016-0554, **File Type:** Contract**Agenda Number:**

**REGULAR BOARD MEETING
OCTOBER 27, 2016****SUBJECT: CONSULTING SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT
SERVICES****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AWARD a cost plus fixed fee contract **for Technical and Program Management Support Services under Contract No. OP3043-3488, to LTK Engineering Services**, in the not-to-exceed amount of \$3,897,599 for a period of 46 months from issuance of a Notice-to-Proceed (NTP) for the **overhaul of 38 Heavy Rail Vehicles** (HRV) which are the base quantity, and for an additional not-to-exceed amount of \$597,238 for a period of 10 additional months for the Option balance of 36 HRVs when funding becomes available, for a total contract value of \$4,494,837.

ISSUE

This action authorizes LTK Engineering Services to support Metro's designated Project Manager, or his/her designee, with the engineering, technical oversight, program management support services of the Rail Vehicle Contractor to ensure performance is consistent with the requirements of the A650 Overhaul Program. Subject to Metro's direction, the Consultant shall apply appropriate engineering, technical and program management support services and resources to facilitate the timely overhaul and delivery of the A650 HRVs and associated deliverables.

DISCUSSION

The Los Angeles County Metropolitan Authority (Metro) operates the Metro Red Line (MRL) with a fleet of 104 Vehicles, consisting of the Original 30 (Base-Buy) HRVs and Newest 74 (Option-Buy) HRVs manufactured by Breda Costruzioni-Ferroviarie between 1992 and 2000. The Original HRVs have an average age of 23.5 years and average mileage of 790,000 miles per vehicle. The Newer 74 HRVs have an average age of 17.6 years with average mileage greater than 1.3 million miles per vehicle.

The Consultant shall provide Metro with expert professional engineering, technical oversight, and program management support services as directed and required by Metro's staff to ensure the Rail

Vehicle Contractor's performance is consistent with the delivery requirements of the Contract. Subject to Metro's direction, the Consultant shall apply appropriate engineering, technical and program management resources to ensure the timely overhaul and delivery of the overhauled Vehicles and associated deliverables.

The scope of services shall include, but not be limited to reviewing and preparation of correspondence in response to technical submissions; provide oversight of the project status; identify any variances from schedule and deliverable requirements and recommend corrective action; assess and report on project performance; support of Project Reviews; document control; oversight of the Rail Vehicle Contractor's supply chain process; performing Buy America audit and reviewing Change Order requests; testing and inspection activity oversight; and other technical and program management support services as directed by Metro.

The Consultant shall provide, on an as needed basis, highly experienced and qualified passenger heavy rail transit engineers and program management staff with demonstrated expertise in all subject areas listed in the Statement of Qualifications for the duration of the Contract.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. LTK Engineering Services exceeded the goal by making a 30.74% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The A650 Overhaul Program will permit Metro to maintain a "State of Good Repair (SGR)" on the 74 Newest A650 HRVs.

FINANCIAL IMPACT

The planned expenditure of \$760,000 is included in the FY17 budget in cost center 3043, Rail Vehicle Acquisition, Account 50316, Professional and Technical Services, under project number CP206038, Heavy Rail Vehicle Midlife Overhaul Program.

Since this is a multi-year project, the cost center manager, project manager, and Senior Executive Officer, Rail Maintenance and Engineering will ensure that funds are budgeted in future Fiscal Years.

Impact to Budget

The current source of funds for the overhaul program and Consulting Services is Proposition A 35% which are eligible for transit operations. Staff will pursue additional federal funds that may become available through MAP-21 or other federal sources for this project to maximize and conserve the use

of local funding sources before considering debt financing.

ALTERNATIVES CONSIDERED

Staff considered the following alternatives: using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts available to perform this work. This approach is not recommended for the lack of staff capabilities listed above.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by Metro staff because the Overhaul Program is critical in maintaining a SGR on the 74 Newest A650 HRVs and enables the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

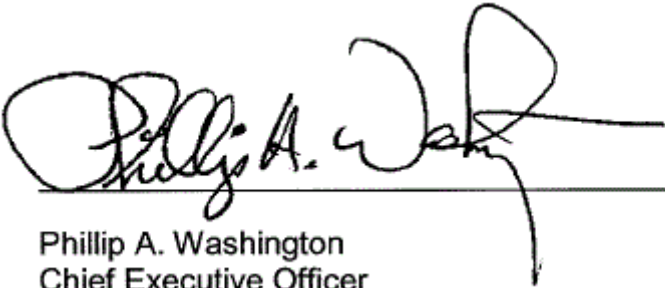
Upon Board approval, a contract will be awarded and a Notice-to-Proceed will be issued to LTK Engineering Services. Metro and LTK Engineering Services will mobilize required resources and SMEs to ensure timely completion of deliverables by the Rail Vehicle Contractor.

ATTACHMENTS

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

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Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSULTING SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM CONTROL SUPPORT
SERVICES / OP30433488**

1.	Contract Number: OP30433488	
2.	Recommended Vendor: LTK Engineering Services	
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: 07.27.15	
	B. Advertised/Publicized: 07.27.15	
	C. Pre-proposal/Pre-Bid Conference: 08.11.15	
	D. Proposals/Bids Due: 09.17.15	
	E. Pre-Qualification Completed: 08.22.16	
	F. Conflict of Interest Form Submitted to Ethics: 08.22.16	
	G. Protest Period End Date: 09.08.16	
5.	Solicitations Picked up/Downloaded: 48	Bids/Proposals Received: 2
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466
7.	Project Manager: Cop Tran	Telephone Number: (213)922-3188

A. Procurement Background

This Board Action is to approve Contract No. OP30433488 issued in support of the A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program. The recommended consultant shall provide engineering and administrative resources to support Metro's Project Manager in the technical and program management of the overhaul. The intent of the overhaul program is to replace vital systems and components, and to update relevant technology to ensure the continued safety, reliability, availability, and maintainability of the fleet for full revenue service and maintain the fleet's State of Good Repair.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

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

- Amendment No. 1, issued on August 19, 2015 extended the proposal due date to September 17, 2015;
- Amendment No. 2, issued on July 15, 2016 after receipt of proposals requested Best and Final Offers (BAFOs);

A total of two proposals were received on September 17, 2015. A Pre-Proposal conference was held on August 11, 2015 with a total of 12 attendees.

Uncertainty over the A650 overhaul program caused delays in completing the procurement process for this Technical and Program Management Support contract. The award of this contract is contingent upon proceeding with the overhaul of the A650 fleet. Proposal negotiations were delayed until a determination to continue with the overhaul program was made. After oral presentations were conducted on October 29, 2015 both proposers were advised that Metro would not proceed until the status of the overhaul program was determined. Discussions with the proposers resumed once the decision to continue was made.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Rail vehicle Acquisition and Rail Fleet Services was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Team's Degree of Skill and Experience | 30 percent |
| • Price | 30 percent |
| • Staff Quality and Technical Expertise | 20 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to skill and experience of the firm in performing similar work.

Both of the proposals received were determined to be within the competitive range. The firms are listed below in alphabetical order:

- CH2M HILL, Inc.
- LTK Engineering Services

During the week of September 28, 2015, the evaluation committee met and started the review of the proposals. Proposal clarifications were necessary from both firms with requests sent on October 6, 2015. After clarifications were received and accepted, oral presentations were conducted on October 29, 2015. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team adequately responded to questions relative to each firm's proposed alternatives and previous experience.

Discussions were held with both firms during the week of July 11, 2016. Each firm had adjusted the labor hour base in their initial price proposal by reducing the total hours for some of the labor categories. Best and Final Offers (BAFOs) were requested on July 15, 2016 and both firms were explicitly instructed to use the labor categories and hours provided by Metro on their BAFOs. Metro's BAFO request also contained a division of the work into base and option elements. This segmenting of the work follows the same base and option breakdown applied on the actual vehicle overhaul program. The Option for these services must be exercised by Metro no later than 12 months after Notice to Proceed.

BAFOs were received from both firms and evaluated by the PET. Each proposer made changes to their team, either based on discussions or out of their own best interests. LTK's organization was strengthened by the changes reflected in its BAFO.

LTK proposed a new Senior Schedule Analyst who strengthened the team's skill, quality, technical expertise, and experience based on the scheduler's education and experience background. LTK proposed a new Systems Integrator Engineer who's well rounded background and systems integration experience improves LTK's team in the critical area of system integration. The firm also moved its originally propose Systems Integrator Engineer to the Senior Electrical Engineer role. This move enhances the quality and experience of the engineering team proposed by LTK.

LTK submitted a comprehensive technical proposal that provided a clear implementation approach and a concise plan that addressed design, qualification, production, inspection, and testing phases of the overhaul. The proposal also included "lessons learned" from prior engagements that utilized a similar overhaul approach.

Qualifications Summary of Firms Within the Competitive Range:

LTK

LTK is headquartered in Ambler, PA with regional offices in Los Angeles, Atlanta, Boston, Chicago, Dallas, Denver, Houston, Minneapolis, Newark, New York, Petaluma, Portland, San Francisco, Seattle, and Washington, D.C. LTK has assisted in the design, procurement, rehabilitation, inspection and acceptance testing of over 26,000 passenger railcars operating in North America. LTK has an estimated 360 employees which includes 290 engineers and technicians with expertise in rail vehicle systems planning, engineering, and economic analyses. LTK has provided various engineering, technical, and management services in support of other transit agencies as well as Metro on the P3010 vehicle acquisition project.

CH2M HILL

CH2M HILL has over 30 years of experience in providing vehicle engineering and program management services. CH2M has supported both procurement and overhaul of rail vehicles, managing more than 110 projects totaling more than 13,300 vehicles, working to resolve the range of design, production, testing, and delivery issues that can arise. CH2M HILL has provided various engineering, technical, and management services in support of other transit agencies as well as Metro on the specification development for the A650 overhaul project.

The PET evaluated the proposals and assessed strengths, weaknesses, and associated risks of each proposal utilizing the evaluation criteria factors and sub-factors defined in the RFP. LTK Engineering Services was determined to be the PET's highest rated firm.

Although LTK's final price offer was higher than CH2MHill's price, LTK provided Metro with the "Best Value" for critical technical elements in System Integration, System Engineering, Quality Assurance Engineering and greater availability of key personnel. **These technical advantages in team and individual skill, experience, approach and availability provide Metro with the highest degree of probability of program success.**

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	LTK				
3	Team's Degree of skill and Experience	83.33	30.00%	25.00	
4	Price	92.44	30.00%	27.73	
5	Staff Quality and Technical Expertise	80.00	20.00%	16.00	
6	Understanding of Work and Appropriateness of Approach for Implementation	85.00	20.00%	17.00	
7	Total		100.00%	85.73	1
8	CH2M HILL				
9	Team's Degree of skill and Experience	70.00	30.00%	21.00	
10	Price	100.00	30.00%	30.00	
11	Staff Quality and Technical Expertise	66.67	20.00%	13.33	
12	Understanding of Work and Appropriateness of Approach for Implementation	70.00	20.00%	14.00	
13	Total		100.00%	78.33	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, MAS audit findings, an Independent Cost Estimate, cost analysis, technical evaluation, fact finding, and negotiations. Metro has negotiated fixed billing rates for direct labor, overhead rates, and a fixed fee based on the total estimated cost for each Task Order. The pricing for each Task Order will use the Contract defined fixed direct labor rates, overhead rates, other direct costs (ODC) plus a portion of the negotiated fixed fee to establish a lump sum price.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount	
1.	LTK	\$4,368,578	\$6,235,300	Base	\$3,897,599
				Option	\$ 597,238
2.	CH2M HILL	\$3,969,582	\$6,235,300	Base	\$3,576,485
				Option	\$ 578,602

D. Background on Recommended Contractor

The recommended firm, LTK Engineering Services, located in Los Angeles, California, has been in business for 32 years and is an experienced rail vehicle consultant in North America. LTK specializes in rail vehicle and systems engineering with a pool of resources with expertise in rail vehicle procurement, engineering, and component systems. LTK has supported transit car procurements in Los Angeles, Boston, New York City, New Jersey, Philadelphia, and Washington, DC.

LTK has provided engineering expertise for over 20 years to Metro's vehicle procurement projects that include program management for the Blue Line and Green Line Light Rail Vehicles (LRVs). LTK was also selected to provide engineering support for the recent acquisition of the P3010 LRV.

DEOD SUMMARY

**CONSULTING SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM CONTROL SUPPORT
SERVICES / OP30433488**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. LTK Engineering Services exceeded the goal by making a 30.74% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	30.74% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Virginkar & Associates	Sub-Continent Asian American	18.35%
2.	Ramos Consulting Services	Hispanic American	12.39%
	Total Commitment		30.74%

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.

ATTACHMENT B - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY15 Jun	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21			
		FY16	FY17	FY18	FY19	FY20	FY21	Total	% of Project	
1	Use of Funds									
2	Overhaul 38 Option-Buy Vehicles	\$0	\$4,946,536	\$8,656,439	\$11,954,129	\$15,664,032	\$0	\$41,221,136	79.1%	
3	Professional Services	\$744,000	\$320,000	\$760,000	\$870,000	\$880,000	\$890,000	\$0	\$4,464,000	8.6%
4	MTA Administration	\$500,000	\$422,000	\$420,000	\$420,000	\$400,000	\$420,000	\$0	\$2,582,000	5.0%
5	Contingency		\$0	\$0	\$0	\$0	\$3,822,864	\$3,822,864	7.3%	
6	Base Order Summary	\$1,244,000	\$742,000	\$6,126,536	\$9,946,439	\$13,234,129	\$16,974,032	\$3,822,864	\$52,090,000	100.0%
7	Overhaul 38 Option-Buy Vehicles (Increase Requested)						\$13,500,000	\$13,500,000	20.6%	
8	Total Base Order Summary	\$1,744,000	\$1,164,000	\$6,546,536	\$10,366,439	\$13,634,129	\$17,394,032	\$21,145,728	\$65,590,000	100.0%
9	Overhaul 36 Option-Buy Vehicles (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$18,272,000	\$18,272,000	86.7%	
10	Professional Services (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000	3.8%	
11	MTA Administration (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	2.8%	
12	Contingency (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	6.6%	
13	Option Order Summary	\$0	\$0	\$0	\$0	\$0	\$21,072,000	\$21,072,000	100.0%	
14	Overhaul 74 Option-Buy Vehicles	\$0	\$0	\$4,946,536	\$8,656,439	\$11,954,129	\$15,664,032	\$31,772,000	\$72,993,136	84%
15	Professional Services	\$744,000	\$320,000	\$760,000	\$870,000	\$880,000	\$890,000	\$800,000	\$5,264,000	6%
16	MTA Administration	\$500,000	\$422,000	\$420,000	\$420,000	\$400,000	\$420,000	\$600,000	\$3,182,000	4%
17	Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$5,222,864	\$5,222,864	6%
18	Total Order Summary Total	\$1,244,000	\$742,000	\$6,126,536	\$9,946,439	\$13,234,129	\$16,974,032	\$38,394,864	\$86,662,000	100.0%
19	Sources of Funds	FY16	FY17	FY18	FY19	FY20	FY21	Total Sources	%	
20	Measure R 2% (206038)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
21	Cap and Trade: Other State & Federal sources (206038)*		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
22										
23	* Future Local, State & Federal Funds to be identified as they become available.									
24	Total Funding Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

* Staff will pursue additional funding sources to supplement Project 206038 budget which may become available through MAP-21 or other federal sources for this project and also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.

**Board Report**

File #: 2016-0466, **File Type:** Budget

Agenda Number: 24.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 15, 2016**

**SUBJECT: METRO GREEN LINE TRAIN CONTROL TRACK CIRCUITS AND TWC
REPLACEMENT**

ACTION: ESTABLISH A LIFE OF PROJECT BUDGET

RECOMMENDATION

ESTABLISH a Life-of-Project (LOP) Budget of \$28,851,200 for the **Metro Green Line Train Control Track Circuits and TWC Replacement Project** (CP205107).

ISSUE

The Metro Green Line's train control systems are equipped with legacy AF900 track circuit units and PC-Genisys based Train-to-Wayside Communication (TWC) hardware that has been operational from the start of revenue service in 1995. The systems are obsolete and no longer supported by the Original Equipment Manufacturer (OEM). Their replacement is necessary to maintain a State of Good Repair (SGR) of the Green Line train control system.

DISCUSSION

Commencing in 2012, Metro Wayside Systems has implemented a phased program of rehabilitation of the Metro Green Line train control system. The first phase of work (replacement of obsolete vital control processors) is nearing completion. The next phase is to replace obsolete track circuits and Train-to-Wayside Communication (TWC) equipment. Upon completion, the Green Line train control system will have been rehabilitated to the same equipment and configuration as the new Crenshaw Line, thus providing a fully up-to-date system, and conforming across the entire Green Line and Crenshaw system.

The scope of the project is to replace all 450 existing track circuits which provide train detection as well as transmitting cab signals to maintain safe train speed and safe train separation. Track circuit equipment is located in Train Control and Communication (TC&C) rooms throughout the line. At each of the 19 TC&C rooms, TWC equipment will also be replaced, comprising of non-safety train routing, train berthing, communication and local control panel equipment.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will have a positive impact on safety as the project will move forward to ensure compliance with the OEM's replacement cycle specifications. Further, maintaining the rail system in a State of Good Repair (SGR) is essential to providing a safe and reliable service to riders who ride the Metro rail system daily.

FINANCIAL IMPACT

This action will establish an LOP budget of \$28,851,200 for the replacement of the MGL track circuits and TWC. A portion of the LOP budget includes support for bus bridges to transport Metro patrons from closed station(s) to the nearest open station(s) during track closures to replace track circuits. Staff has calculated that it will cost approximately \$2,620,600 to provide the necessary bus bridge support.

For FY17, funds of \$83,500 has been budgeted and approved by the Board as part of the adopted annual budget for development of engineering technical specifications and procurement activities. Since this a multi-year project, the Project Manager will ensure that the balance of funds is budgeted in future years. The expenditure plan for CP205107 is shown in Attachment A.

Impact to Budget

The source of funds will come from Prop A 35% Bonds, which are eligible for Rail Capital projects. This funding source will maximize the provisions for fund use for these activities.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the life-of-project budget for CP205107. But this is not recommended by Metro staff because without proceeding to replace track circuits and TWC, any failure(s) will cause delays in MGL service as train movements will need stop until repairs are completed. Not performing or postponing these replacements is not recommended as these rail infrastructure components are safety sensitive; and if not properly maintained, will impact service reliability, passenger safety and comfort. Additionally, unscheduled maintenance repair costs on a per component basis will result in higher operating costs versus reduced costs when performing work as scheduled.

NEXT STEPS

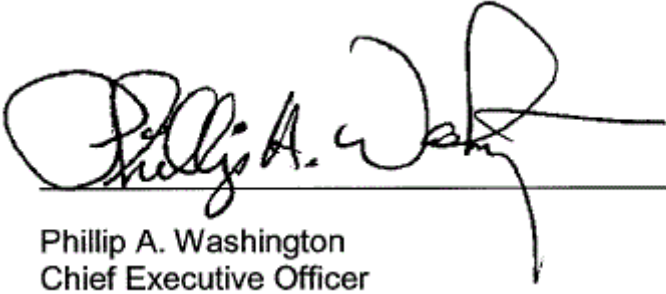
Metro Maintenance of Way (MOW) will proceed forward with preparation of engineering specifications, contract solicitation, evaluation, and contract award in FY17.

ATTACHMENTS

Attachment A - CP205107 Expenditure Plan

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Reviewed by: James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

CP205107 Expenditure Plan

Metro Green Line Train Control Track Circuits and TWC Replacement Project

Use of Funds	FY 17	FY 18	FY 19	FY 20	FY 21	Total
Track Circuits and TWC Workstations	-	5,036,000	7,536,000	5,036,000	2,536,000	20,144,000
Metro Installation Labor	-	796,300	818,100	844,400	883,800	3,342,600
Agency Costs	83,500	71,500	74,000	76,200	78,000	383,200
Bus Bridge Support	-	562,400	577,800	596,400	624,200	2,360,800
Contingency 9%						2,620,600
Total Project Funding	83,500	6,466,200	9,005,900	6,553,000	4,122,000	28,851,200

**Board Report**

File #: 2016-0516, **File Type:** Contract

Agenda Number: 25.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 15, 2016**

SUBJECT: CRENSHAW/LAX LIGHT RAIL SCADA INTEGRATION

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Contract Modification No. 4 to Contract No. OP39603035 with **ARINC Control and Information Systems (ARINC), to upgrade and expand the existing Supervisory Control and Data Acquisition (SCADA) System on the Metro Green Line (MGL) to include and integrate the new Crenshaw/LAX Light Rail Line** for a period of 28 months for the amount-not-to-exceed \$4,994,515 increasing the total contract value from \$10,556,513 to \$15,551,028, inclusive of contract options.
- B. PURCHASE additional coverage on the existing \$15,000,000 supplemental project insurance for 10 years after contract award in excess of ARINC limited liability in an amount not-to-exceed \$450,000 inclusive of premium and fees. This action increases the total coverage cost from \$999,000 to \$1,449,000.

ISSUE

Contract No. OP39603035 was approved by the Board in November 2013 and was awarded to ARINC on January 15, 2014 for the replacement of the obsolete Red Line SCADA System. ARINC was chosen as the most technically qualified firm with the lowest price. Modification No.1 was executed July 14, 2014 to include integration of the Foothill and EXPO-II light rail expansion projects. Modification No. 3 was executed June 19, 2015 to include modifications and deletions necessary to comply with updated Metro Information Technology Hardware and Security standards and to purchase an additional project specific professional liability insurance associated with the increased contract scope.

Approval of this action will expand the existing SCADA system to include the new Crenshaw Light Rail territory, migration of existing Green Line train control for a unified SCADA platform, and add additional insurance coverage for this expanded scope.

Supplemental project specific professional liability insurance policy covers exposure resulting from

Metro's contractual obligation to limit the contractor's professional liability to the value of the contract. Approval of this action will add additional coverage for Crenshaw and Green Line light rail integration activities.

DISCUSSION

Metro Rail Operations and Wayside Maintenance rely exclusively on the SCADA system to provide supervisory and control functions essential for the safe, reliable and efficient operation of the Metro rail lines. These functions include centralized control and/or monitoring of train movement, traction and auxiliary power, fire detection and suppression, gas detection, emergency tunnel and ancillary ventilation, elevators and escalators, radio, emergency telephone, Transit Passenger Information System (TPIS) and intrusion.

Modification and expansion of the existing system to include the new Crenshaw light rail territory is proposed as a means to provide a unified SCADA platform for centralized supervision and control. A unified platform has the following benefits over procurement of a new and separate system:

- Dispatchers and maintenance personnel at the Rail Operations Control Center require training of only one system.
- Disaster recovery and Emergency Backup Control Center implementation requires synchronization and backup of only one system.
- External business systems such as Nextbus, Variable Message Signs, Material Maintenance Manager (M3) system, etc. require integration of only one system.
- System maintainers will be able to provide better overall reliability and reduced mean-time-to-repair of one system than could be provided for multiple different systems.

The new Crenshaw/LAX Line is intended to operate seamlessly with the existing Metro Green Line (MGL). Modification and expansion of the existing ARINC SCADA system must also include migration of MGL Centralized Automatic Train Control (ATC) functions. The existing MGL ATC system was delivered in 1995 by Ansaldo STS (formally Union Switch and Signal Inc.) under Contract No. H1100 and is now obsolete and no longer supported by the vendor.

Future contracts with ARINC are anticipated to further expand the SCADA system to seamlessly integrate the Regional Connector and Purple Line extensions currently under construction.

DETERMINATION OF SAFETY IMPACT

SCADA provides enhanced safety by providing an efficient and effective means of centralized supervision and control of system that directly affects safe operations. This includes fire/gas detection, emergency ventilation, and traction power. Approval of this item would further enhance safety by providing a unified SCADA system for all rail lines. Dispatchers will not be burdened with achieving and maintaining competencies for multiple user interfaces.

FINANCIAL IMPACT

Work will be performed within the existing SCADA Upgrade and Crenshaw/LAX Light Rail project LOPs.

The total amount required for Recommendation A and B in FY17 is \$3,600,000. An amount of \$2,700,000 is included in the FY17 budget: Project 205038, Heavy Rail Subway SCADA System Replacement; Cost Center 3960, Rail Transit Engineering; Account 53102, Acquisition of Equipment. An amount of \$900,000 is included in Project 865512, Crenshaw/LAX Transit Corridor; Cost Center 8510, Construction Contracts/Procurement; Account 53102.

Since this is a multi-year project, the Project Manager and Senior Executive Officer, Rail Maintenance and Engineering, are responsible for budgeting in future years.

Impact to Budget

This system upgrade and expansion is funded using a combination of Federal, State, and Local funding sources that are eligible for Rail capital including Federal CMAQ, RIP, STIP and Measure R 35% cash and/or bonds. Use of these funds maximizes Metro's funding based on availability.

ALTERNATIVES CONSIDERED

The Board may choose to require an open solicitation and not authorize the subject single-source contract modification. This alternative is not recommended. An open solicitation may result in delivery of a new and different SCADA system. This presents training and maintenance difficulties that negatively affect the overall safe, effective and efficient operation. Award to a new contractor will also present significant schedule and cost risks to the Crenshaw project.

Metro could decide not to purchase additional supplemental insurance if the Board determines that additional exposure related to the inability to collect damages for ARINC professional negligence for their integration activities is an acceptable risk. This alternative is not recommended by Metro Risk Management.

NEXT STEPS


Upon approval by the Board, staff will execute Contract Modification No. 4 to Contract No. OP39603035 with ARINC to ensure the delivery of an expanded SCADA system to support an on-time opening of the Crenshaw/LAX Light Rail line.

ATTACHMENTS

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

Prepared by: Charles Weissman, Supervising Engineer, (323) 563-5232

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim) (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX LIGHT RAIL SCADA INTEGRATION / OP39603035

1.	Contract Number: OP39603035		
2.	Contractor: ARINC Control and Information Systems (ARINC)		
3.	Mod. Work Description: Metro Green Line / Crenshaw Line/LAX Light Rail SCADA Integration		
4.	Contract Work Description: Expand the Metro SCADA system to integrate Metro Green Line automatic train control and new Crenshaw Line for unified supervision and control.		
5.	The following data is current as of:		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/15/14	Contract Award Amount: \$6,178,383
	Notice to Proceed (NTP):	1/3/14	Total of Modifications Approved: \$4,378,130
	Original Complete Date:	1/3/21	Pending Modifications (including this action): \$4,994,515
	Current Est. Complete Date:	1/3/21	Current Contract Value (with this action): \$15,551,028
7.	Contract Administrator: James Nolan		Telephone Number: 213-922-7312
8.	Project Manager: Chuck Weissman		Telephone Number: 323-563-5232

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of expanding and upgrading the existing Supervisory Control and Data Acquisition (SCADA) System to include the new Crenshaw/LAX Light Rail Line and operate seamlessly with the Metro Green Line (MGL).

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

Contract No. OP39603035 was approved by the Board in November 2013 and was awarded to ARINC on January 15, 2014, for the replacement of the obsolete Metro Red Line Supervisory Control and Data Acquisition (SCADA) System. ARINC was chosen as the most technically qualified firm with the lowest price. Modification No. 1 was executed July 14, 2014, to include integration of the Foothill and EXPO-II light rail expansion projects. Modification No. 2, executed November 14, 2014, was an administrative action which did not change contract value. Modification No. 3 was executed June 19, 2015, to include modifications and deletions necessary to comply

with updated Metro Information Technology Hardware and Security standards and to purchase an additional project specific professional liability insurance associated with the increased contract scope.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MAS audit findings, cost analysis, technical evaluation, fact finding, and negotiations. The ICE was based on ARINC's rates, fees and overhead prior to the firm being bought by Rockwell. As a result of being acquired by Rockwell, ARINC's rates, overhead and G&A increased. Therefore, the negotiated amount is higher than ICE.

Proposal Amount	Metro ICE	Negotiated Amount
\$5,177,397	\$4,168,914	\$4,994,515

CONTRACT MODIFICATION/CHANGE ORDER LOG

CRENSHAW/LAX LIGHT RAIL SCADA INTEGRATION/OP39603035

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Integration of Foothill and EXPO II Light Rail Expansion	Approved	07/14/14	\$2,914,575
2	Administrative Change Only	Approved	11/14/14	\$0.00
3	Additions and Deletions to SCADA Tech Spec	Approved	06/19/15	\$1,463,555
4	Metro Green Line/Crenshaw Line/LAX Light Rail SCADA Integration	Pending	TBD	\$4,994,515
	Modification Total:			\$9,372,645
	Original Contract:			\$6,178,383
	Total:			\$15,551,028

DEOD SUMMARY

CRENSHAW/LAX LIGHT RAIL SCADA INTEGRATION/OP39603035

A. Small Business Participation

ARINC made a 12.64% Small Business Enterprise (SBE) commitment. The project is 76% complete. Current SBE participation is 11.55%, a shortfall of 1.09%. ARINC confirmed that its original SBE commitment was based on the delegation of hardware procurement logics and system factory testing. Metro’s Project Manager confirmed that subsequent modifications to the contract, such as the integration of Foothill and EXPO Phase II, have not added significant hardware procurement value, thus posing challenges to meeting the original commitment.

ARINC is developing its SBE subcontractor, Anysolv Technologies, to perform work on proprietary software. Also on Modification No. 4, ARINC will engage the SBE in software configuration and development. ARINC is expected to meet its overall commitment upon completion of the project.

Small Business Commitment	12.64% SBE	Small Business Participation	11.55% SBE
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	SBE Subcontractors	% SBE Committed	Current SBE Participation¹
1.	Anysolv Technologies	12.64%	11.55%
	Total	12.64%	11.55%

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

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.



Board Report

File #: 2016-0574, File Type: Contract

Agenda Number: 26.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 15, 2016

SUBJECT: ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES

ACTION: EXERCISE FIRST AND SECOND YEAR OPTIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to Contract No. OP33673132, with **XInt Tint of Anaheim, Inc., for glass anti-graffiti film maintenance and replacement services**, to exercise the first and second year options in the amount of \$1,304,442 for each of the first and second year options, for a combined total of \$2,608,884, increasing the total contract value from \$3,945,309 to \$6,554,193 and extending the contract term from November 1, 2016 to October 31, 2018.

ISSUE

There are approximately 102,788 square feet of glass panel surfaces throughout the Metro transit system. Under the existing contract, on-going anti-graffiti film maintenance and replacement services are performed on a regular basis to protect the glass surfaces and mitigate vandalism system-wide.

The three year base for this Contract will expire on October 31, 2016. The contractor has been providing above satisfactory maintenance services to Metro for the past 17 years under contracts OP 33440807, 33440653, OP33442335 and the existing OP33673132.

To continue providing the required anti-graffiti film maintenance services, a Contract Modification is required to exercise the two, one year options one extending the period of performance through October 31, 2018.

DISCUSSION

Under this Contract, the contractor is required to perform on-going inspections and replacement of damaged glass anti-graffiti film. On an average, 800,000 square feet of glass anti-graffiti film is replaced annually due to repeated etching damage and other types of vandalism. This service is necessary to ensure clean and well maintained Metro stations and facilities free of graffiti and vandalism.

The three year base for this Contract with XInt Tint will expire on October 31, 2016. This contract

was competitively procured and XInt Tint was the lowest responsive responsible bidder. XInt Tint was founded in 1988 for installation of window films. They install a variety of window films with a specialized focus on the Anti-Graffiti series of window films. XInt Tint has been providing above satisfactory services to Metro for the past 17 years under contracts OP 33440807, 33440653, OP33442335 and the existing OP33673132.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the provision of timely glass anti-graffiti film maintenance services, enhance Metro bus and rail facilities overall appearance and cleanliness, and provide safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$855,700 is included in the FY17 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager, project managers, and Executive Officer, Maintenance and Engineering will ensure that the balance of funds are budgeted in future years.

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds will come from Federal, State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities.

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. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

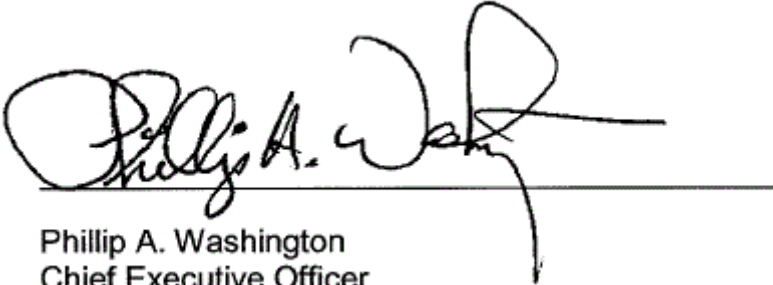
Upon approval by the Board, staff will execute Modification No. 2 to Contract No. OP33673132, with XInt Tint of Anaheim, Inc., for glass anti-graffiti film maintenance and replacement services, to exercise the two, one year options through October 31, 2018.

ATTACHMENTS

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

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765
Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES /
OP33673132**

1.	Contract Number: OP33673132		
2.	Contractor: XInt Tint of Anaheim, Inc.		
3.	Mod. Work Description: Exercise First and Second Options		
4.	Contract Work Description: Anti-graffiti film maintenance and replacement services and etched glass repair services on glass panels used throughout Metro transit facilities.		
5.	The following data is current as of: August 16, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/24/13	Contract Award Amount: \$3,913,326
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$31,983
	Original Complete Date:	10/31/16	Pending Modifications (including this action): \$2,608,884
	Current Est. Complete Date:	10/31/18	Current Contract Value (with this action): \$6,554,193
7.	Contract Administrator: Rommel Hilario		Telephone Number: 213-922-4654
8.	Project Manager: Maral Minasian		Telephone Number: 213-922-6762

A. Procurement Background

This Board Action is to approve Modification No. 2 to Contract No. OP33673132 issued in support of Facilities Maintenance to continue anti-graffiti film maintenance and replacement services on glass panels used throughout Metro transit facilities by exercising the first and second option years for the amount of \$2,608,884.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy and the contract type is firm fixed unit rate.

On October 24, 2013, the Board approved a five-year contract, inclusive of two, one-year options, to XInt Tint of Anaheim, Inc., the lowest responsive, responsible bidder, to provide anti-graffiti film maintenance and replacement services on glass panels used throughout Metro transit facilities. The original contract amount consists of \$3,913,326 for the three-year base period and \$1,304,442 for each of the first and

second year options, for a combined total of \$2,608,884, and extending the period of performance from November 1, 2016 to October 31, 2018.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon rates that were evaluated and established as part of the current contract awarded on October 24, 2013. According to the Consumer Price Index, similar industries experience an average of 3.3% increase from June 2015 to June 2016. The rates for these Option Years are the same rates the firm has charged Metro during the initial three-year base, with no increase. Therefore, exercising the options is in the best interest of Metro. The contract was a result of a competitive IFB in which the option years were evaluated and award was made to the lowest responsive, responsible bidder.

	OPTION YEAR AMOUNT	METRO ICE	MODIFICATION AMOUNT
1	\$2,608,884	\$2,608,884	\$2,608,884

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

**ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES /
OP33673132**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Attachment A – Added new locations	Approved	8/1/16	\$31,983
2	Exercise Option Year One and Year Two	Pending	Pending	\$2,608,884
	Modification Total:			\$2,640,867
	Original Contract		10/24/13	\$3,913,326
	Total:			\$6,554,193

DEOD SUMMARY

ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES AND
ETCHED GLASS REPAIR SERVICES/OP33673132

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. It was determined that the anti-graffiti film is a proprietary product and services will be performed with the prime's own workforces.

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 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.



Board Report

File #: 2016-0572, File Type: Contract

Agenda Number: 27.

2nd REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 15, 2016

SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES - EXPO II EXTENSION

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5938800 pending the resolution of a protest for the **landscape and irrigation maintenance services along Metro Expo Line Phase II with Far East Landscape and Maintenance, Inc.**, the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$1,201,384 for the three-year base period inclusive of as-needed services, \$407,849 for the first option year, and \$428,242 for the second option year, for a combined total of \$2,037,475, effective October 1, 2016 through September 30, 2021.

ISSUE

Under this new contract, the contractor is required to provide landscape and irrigation maintenance services for Metro's newly opened Division 14 and the Expo II Extension stations and facilities. Currently, these facilities are under the Construction Authority warranty period; however, maintenance services are on an as-needed basis, pending this new contract award to provide routine landscape and irrigation maintenance services.

To ensure providing safe, quality and on-time services, performing routine landscape and irrigation maintenance, and responding to as-needed inquiries throughout Division 14 and the Expo II Extension, a new contract award is required effective October 1, 2016.

DISCUSSION

The Expo II Extension is 6.6 miles of right-of-way (ROW) extending the existing Metro Expo I from Culver City to downtown Santa Monica. There are a total of seven (7) new stations along the alignment, one (1) parking structure, two (2) parking lots, and seven (7) Traction Power Substations (TPSS).

Division 14 is the Expo Line new maintenance yard located within the City of Santa Monica. This 9.7 acres Expo Line Operations campus allows Metro to provide efficient transportation and maintenance

services.

Division 14 and the Expo II stations and facilities combined include over two (2) acres of lush landscaped areas supplied by a permanent irrigation system.

This service contract was competitively procured and four bids were received. Far East Landscape and Maintenance, Inc. bid was deemed the lowest responsive and responsible bidder. This company is a Metro registered Small Business Enterprise (SBE) firm with a 100% SBE commitment exceeding the 25% goal for this contract.

Under this contract, the contractor is required to provide general landscape and irrigation maintenance services. The contractor is also required to provide optimal water management service to comply with local water agencies irrigation water use ordinances. In addition, the contractor will provide as-needed services as directed by Metro staff, such as repairing vandalized or damaged irrigation system components and replacing damaged or lost plant materials.

Regular and as-needed landscape and irrigation maintenance services are necessary in order to maintain proper plant health and keep planters free of trash and weed infestation to provide a neat appearance at all times.

To ensure providing timely landscape and irrigation maintenance services and maintain healthy plants and pleasant overall appearance and cleanliness, a new contract award is required effective October 1, 2016.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards in delivering clean and well maintained facilities and properties, provide on-going landscape and irrigation maintenance services, and provide prompt response time to deliver safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

The annual contract value is \$400,462. Funds are allocated in Cost Center 3367 - Facilities Property Maintenance, Account 50308 - Service Contract Maintenance, Project 300066 - Rail Operations Expo Line.

Since this is a multi-year contract, the Cost Center manager, and the Senior Executive Officer, Rail Maintenance will be accountable for budgeting the cost in future years, including any option(s) exercised.

Impact to Budget

The current year funding for this action will come from State and Local sources eligible for use for Operations. These sources will maximize the use of funds available for these activities.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP5938800 to Far East Landscape and Maintenance, Inc., effective October 1, 2016, to provide landscape and irrigation maintenance services for Division 14 and the Metro Expo II Extension stations and facilities.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

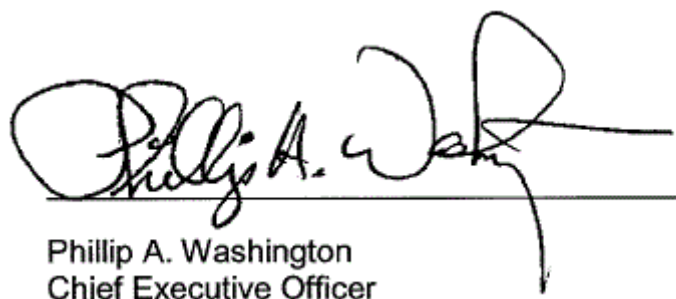
Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767

Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765

Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424

Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – EXPO LINE
PHASE II/ OP5938800

1.	Contract Number: OP5938800	
2.	Recommended Vendor: Far East Landscape and Maintenance Inc.	
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: July 8, 2016	
	B. Advertised/Publicized: July 7, 2016	
	C. Pre-proposal/Pre-Bid Conference: July 19, 2016	
	D. Proposals/Bids Due: August 9, 2016	
	E. Pre-Qualification Completed: August 22, 2016	
	F. Conflict of Interest Form Submitted to Ethics: August 14, 2016	
	G. Protest Period End Date: September 22, 2016	
5.	Solicitations Picked up/Downloaded: 17	Bids/Proposals Received: 4
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Shaunt Avanesian	Telephone Number: (213) 922-5931

A. Procurement Background

This Board Action is to approve contract award in support of Facilities Maintenance to provide landscape and irrigation maintenance services throughout Metro Expo Line Phase II which consists of facilities along ~~six~~ 6.6 miles of Right of Ways (ROW), seven passenger stations, ~~eight~~ seven Traction Power Sub-Stations (TPSS) and one Operations and Maintenance Yard. The facilities will also include one parking structure and two parking lots as outlined in Invitation for Bid (IFB) No. OP28144.

The IFB was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

Two amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on July 21, 2016, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing/living wage information;
- Amendment No. 2, issued on August 2, 2016, provided a Completed Projects form for bidders to complete;

A Pre-Bid Conference was held on July 19, 2016. A total of four bids were received on August 9, 2016.

B. Evaluation of Bids

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

1. Far East Landscape and Maintenance Inc.
2. Marina Landscape Maintenance Inc.
3. Parkwood Landscape Maintenance, Inc.
4. Woods Maintenance Services, Inc.

All four firms were determined to be responsive, responsible, and qualified to perform the required services based on the IFB’s minimum requirements and technical evaluation by the Project Manager. Further analysis was conducted to review appropriate staffing levels for each bid, and all were deemed responsive to the IFB requirements by the Program Manager’s technical evaluation.

C. Cost/Price Analysis

The recommended pricing from Far East Landscape and Maintenance Inc. (Far East). has been determined to be fair and reasonable based upon adequate competition, fact finding, and Metro’s independent cost estimate. Metro’s independent cost estimate was based on historical data, recent job walks and quotes received from contractors for facilities of similar size and maintenance frequencies. These three factors validate why the independent cost estimate was substantially higher than the bids received.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Far East Landscape and Maintenance Inc.	\$2,037,475.27	\$3,450,348.00	\$2,037,475.27
Woods Maintenance Services, Inc.	\$2,041,034.46		
Marina Landscape Maintenance Inc.	\$2,195,268.85		
Parkwood Landscape Maintenance, Inc	\$2,820,108.00		

D. Background on Recommended Contractor

Far East has been providing residential and commercial landscaping services for over 30 years in Los Angeles County including projects with the Los Angeles County Departments of Public Works, Department of Park and Recreation, Department of Health Services, Department of Probation, and Department of Children and Family. As a full service landscape company, Far-East provides gardening and lawn care to

extensive landscaping projects including areas such as construction, water, lighting, stone layout, irrigation and commercial development.

Far-East is currently a subcontractor to both Parkwood Landscape Maintenance, Inc. and Wood Maintenance, Inc. for Metro's Graffiti Abatement, Landscape & Irrigation Maintenance and Trash & Vegetation Removal Services contracts in Region 1, 2, 3, and 4.

DEOD SUMMARY

LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – EXPO II
EXTENSION / OP5938800

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal for this solicitation. Far East Landscape & Maintenance, an SBE certified Prime, exceeded the goal by making a 100% SBE commitment.

Small Business Goal	25% SBE	Small Business Commitment	100% SBE
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	SBE Subcontractors	% Committed
1.	Far East Landscape & Maintenance (SBE Prime)	100%
	Total Commitment	100%

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

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.



Board Report

File #: 2016-0096, File Type: Contract

Agenda Number: 28.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 15, 2016

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FSP57678900B60 to **Freeway Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 60** in the amount of \$5,255,700 for 60 months; and
- B. AWARD a firm fixed unit rate Contract No. FSP5769100B61 to **All City Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 61** in the amount of \$4,741,020 for 60 months.
- C. INCREASE the FY17 budget in Cost Center 3352 in the amount of \$2,019,002.

ISSUE

Recommendations A and B will replace two expiring heavy duty tow service contracts. Recommendation C increases the FY17 Freeway Service Patrol (FSP) budget due to initial project contract expenses.

DISCUSSION

The Metro FSP Big Rig service is an integral part of the countywide FSP program and is currently provided on two major large commercial truck corridors, the I-710 (Beat 60) and the SR-91 (Beat 61) freeways. The award of these two contracts will enable Metro to continue to provide a valuable tool in the region's on-going efforts to address congestion created by these larger vehicles.

FSP Big Rig provides free roadside assistance and towing services to disabled vehicles larger than 6,000 Gross Vehicle Weight Rating (GVWR). Each beat consists of two roving vehicles, a heavy-duty tow truck and a heavy-duty utility truck, that patrol their respective freeway segments on weekdays from 5 am to 7 pm. The services provided by FSP Big Rig are similar to the services provided by the FSP light duty service and include providing fuel, water, minor repair services, and towing assistance. FSP Big Rig drivers

performed 3,087 assists in 2015.

The FSP Big Rig service is part of the larger Metro FSP program which also provides light duty service on all freeways and ExpressLanes service via 38 tow service contracts comprised of 43 beats patrolled by 149 trucks providing service during peak commuting periods, and patrolling over 475 center line miles on all major freeways in Los Angeles County. The FSP program provides assistance to motorists with disabled vehicles weighing less than 6,000 GVWR on all major freeways and on the two ExpressLanes corridors. The service is provided by 22 independent tow service contractors and performs approximately 25,000 assists per month and, per the most recent statewide evaluation, provides a benefit to cost ratio of 10:1.

New Contract Award

The recommendation ensures that the two FSP Big Rig contracts are replaced and will continue to provide service for a period of 60 months.

The recommendation awards contracts to one current and one former FSP contractor each of whom provides or has /provided service on one FSP light duty beat. Contractors are eligible to operate up to two FSP contracts each based on the beat cap policy approved by the Metro Board on September 20, 2001. The award of the Big Rig contract will give one of the two proposers the maximum number of contracts allowed.

The overall cost of each contract to be awarded is higher than the current existing contract. The increase in costs is attributed to several factors: the two awardees do not have the capability of manufacturing their own vehicles as the current contractor was able to do; the implementation of Metro's Living Wage Policy; and market forces which, over time, have slowly increased program costs.

Once contracts are awarded, Contractors will have a 16 to 20-week mobilization period to complete the required startup activities in order to begin service. The following list comprises the majority of the activities that must be completed prior to providing FSP service:

- Purchase vehicle chassis and beds
- Build vehicles to FSP specifications (12-16 Weeks)
- Metro Radio Shop installation of communications equipment (2-3 Weeks)
- Hire and train prospective FSP drivers
- CHP testing and certification of FSP drivers
- Obtain program supplies
- Inspection and certification of contract vehicles

Once each contract is awarded, the contractor is responsible for coordination of vehicles/parts/equipment and the timing of these activities to ensure that they are completed prior to the start of contracted service.

Budget Amendment

Budget amendment authority for cost center 3352 is required to increase the FY17 budget by \$2,019,002 due to increased vehicle costs, the Living Wage Policy and other market forces.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that may be a hazard to motorists. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

A portion of the funding of \$9,996,720 for this program is included in the FY17 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. However, it is necessary to increase the FY17 budget in the amount of \$2,019,002 for the upfront contract startup costs.

Since this is a multi-year contract/project, the cost center manager and Executive Officer, Congestion Reduction, will be accountable for budgeting the funds in future years.

Impact to Budget

The FSP program is funded through a combination of Proposition C 25% sales tax, State and SAFE funds. There is no impact to bus and rail operating or capital; Proposition A, C and TDA administration; or Measure R funds.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the execution of these contracts. This alternative is not recommended as it would result in interruption of the Big Rig FSP services thereby hindering staff's ability to manage non-recurrent congestion caused by trucks in the most cost-effective and efficient manner.

NEXT STEPS

Upon Board approval, staff will execute the new contracts with Freeway Towing and All City Towing and budget amendment.

ATTACHMENTS

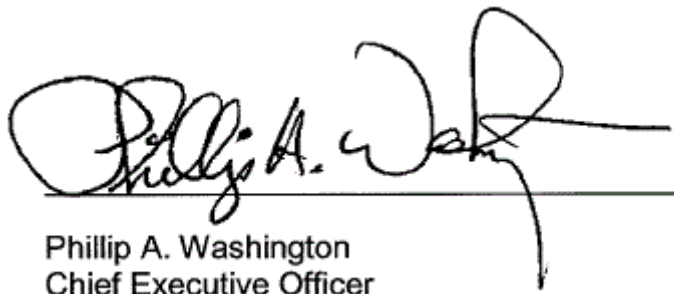
Attachment A - Procurement Summary

Attachment B - FSP Beat Map

Attachment C - DEOD Summary

Prepared by: John Takahashi, Sr. Highway Operations Program Manager, (213) 922-6346
Kathleen McCune, Deputy Executive Officer, (213) 922-7241
Shahrzad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383
Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FREEWAY SERVICE PATROL BIG RIG SERVICES
FSP5768900B60 – BEAT 60
FSP5769100B61 – BEAT 61

1.	Contract Number: Beat 60 – FSP5768900B60 Beat 61 – FSP5769100B61	
2.	Recommended Vendor: Beat 60 – Freeway Towing, Inc. Beat 61 – EVS (dba All City Tow Services)	
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: November 18, 2015	
	B. Advertised/Publicized: November 17, 2015	
	C. Pre-proposal/Pre-Bid Conference: December 2, 2015	
	D. Proposals/Bids Due: January 11, 2016	
	E. Pre-Qualification Completed: August 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: August 9, 2016	
	G. Protest Period End Date: September 21, 2016	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 4 (2 for each beat)
6.	Contract Administrator: Brian Selwyn	Telephone Number: (213) 922-4679
7.	Project Manager: John Takahashi	Telephone Number: (213) 922-6346

A. Procurement Background

This Board Action is to approve two contracts for the provision of Big Rig Freeway Service Patrol Services (FSP), Contract No. FSP5768900B60 (Beat 60), and Contract No. FSP5769100B61 (Beat 61).

Metro has established a contracting opportunity to provide heavy duty FSP towing services on Beat 60 (I-710, Long Beach Freeway) and Beat 61 (SR-91, Riverside Freeway). Proposers awarded FSP contracts are required to provide continuous roving patrol vehicles and service assistance to disabled vehicles (over 6,000 lbs.) during contracted hours.

The RFP was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. This RFP was issued with an SBE/DVBE goal of 10% (SBE 7% and DVBE 3%). In addition, the RFP, which reflects the regulations of the Metro FSP Program, stated ***“Contractors are limited to operate only one (1) Big Rig Contract under the Metro Freeway Service Patrol Program.”*** Therefore, Metro is awarding **separate contracts** for Beats 60 and 61.

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

- Amendment No. 1, issued on December 4, 2015, provided a planholders list, sign-in sheets from the pre-proposal conference, a Living Wage flyer, information on changes to the Letter of Invitation in the subject RFP, and responses to questions posed by potential proposers. The amendment also marked “Reserved” SP-24, Subcontract Administration, Item L, Modified Compensation and Payment, which addresses progress payment retention by Metro and also the permissibility for the Contractor to substitute securities in lieu of retention.
- Amendment No. 2, issued on December 22, 2015, provided changes to proposer instructions, changes to submittal requirements and proposal letter format, and responses to proposer questions.

A pre-proposal conference, held on December 2, 2015, was attended by 13 participants, representing 11 firms. Eighteen questions were asked and responses provided prior to the proposal due date. A total of 22 firms downloaded the RFP and those firms were included in the planholder’s list. On January 11, 2016, two firms, EVS, Inc. -dba All City Tow Services (All City) and Freeway Towing, Inc. (Freeway Towing) submitted two proposals each, one to provide big rig towing service for Beat 60 and one to provide service for Beat 61.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro, the Orange County Transportation Authority and the San Diego Association of Governments was convened and conducted a comprehensive technical evaluation of the proposals received in response to the RFP for both Beat 60 and Beat 61.

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

- | | |
|--|------------|
| • Degree of Skills and Experience of the Team | 30 percent |
| • Experience and Capabilities of Key Personnel of the Team | 15 percent |
| • Management Plan | 15 percent |
| • Site Visit | 15 percent |
| • Cost | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for towing services. Several factors were considered when developing these weights, giving the greatest importance to the degree of skills and experience of the proposed team.

The two proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. All City
2. Freeway Towing

On January 22, 2016, the PET and Metro Project Manager conducted site visits at both proposers' facilities. The proposed facilities were the same for both beats. During the week of January 26, 2016, the PET met and evaluated the proposals submitted by Freeway Towing and All City. Subsequently, on February 10, 2016, the PET interviewed both firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. Each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were daily staffing plans, facility-related questions, driver training plans, daily service plans, and perceived project issues. Each proposing team was asked questions related to their firm's previous experience.

The final scoring, after interviews and site visits, determined that both firms were qualified to undertake the work delineated in the RFP for both beats. Staff recommends award of Beat 60 to Freeway Towing. Freeway Towing was selected to receive Beat 60 because their facility is adjacent to the I-710 freeway/Beat 60. Their facility is in the ideal location to operate this beat with minimal service disruptions in the event of equipment or manpower issues. As the highest rated firm, All City, in turn, is being proposed for award of Beat 61. Neither firm is eligible for award of two Big Rig FSP Towing contracts. As stated earlier, the RFP included the provision that ***“Contractors are limited to operate only one (1) Big Rig Contract under the Metro Freeway Service Patrol Program.”*** Freeway Towing and All City both currently have one non-Big Rig FSP contract.

Qualifications Summary of Firms Within the Competitive Range:

ALL CITY

All City is located in Culver City and serves the greater West Los Angeles area and surrounding cities. The firm has provided roadside, towing, recovery, and impound services for the past quarter century. Thirty-five of the company's 40 employees, including the CEO and management staff, are licensed and certified tow truck operators. All City has been providing big rig towing services since 2000, having grown from a fleet of two trucks to the current fleet of four trucks and five road service utility support vehicles. On average, the company performs 70 big rig tows and 2,500 light duty tows per month and has worked with governmental agencies such as the California Highway Patrol, the Santa Monica Police Department, and the City of Culver City. All City has also held towing contracts with the Cross Country Motor Club and Road America.

All City's proposal strongly reflects the company's thorough understanding of the project and its ability and experience to successfully perform the work required of an FSP provider. The work and staffing plans are well thought out and, coupled with the firm's service record, provide a good indication of the firm's ability to successfully undertake the work of the contract over its five year term.

FREEWAY TOWING

Freeway Towing is a family-owned and operated towing and storage company which serves the greater Los Angeles area. It was founded in 1991 by John Haddad and is currently run by members of his family. The proposed team has a great deal of experience providing light, heavy and super heavy duty and recovery towing throughout the region, working with such governmental agencies as the California Highway Patrol, Santa Clarita Transit and the Monterey Park Police Department.

Freeway Towing's proposal strongly demonstrates an understanding of the project and the company's capability and experience to successfully perform the work required of an FSP provider. The work and staffing plans are well thought out and, coupled with the firm's service record, provide a good indication of the firm's ability to successfully undertake the work of the contract over its five year term.

Following is a summary of the PET evaluation scores. Again, scoring was applied to the PET's evaluation of proposals for both beats:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	All City				
3	Skills and Experience of the Team	70.00	30.00%	21.00	
4	Experience and Capabilities of Key Personnel of the Team	83.33	15.00%	12.50	
5	Management Plan	90.00	15.00%	13.50	
6	Site Visit	86.66	15.00%	13.00	
7	Cost		25.00%	25.00	
8	Total		100.00%	85.00	1
9	Freeway Towing				
10	Skills and Experience of the Team	80.00	30.00%	24.00	
11	Experience and Capabilities of Key Personnel of the Team	80.00	15.00%	12.00	
12	Management Plan	89.00	15.00%	13.35	
13	Site Visit	63.33	15.00%	9.50	
14	Cost		25.00%	22.55	
15	Total		100.00%	81.40	2

C. Price Analysis

Both proposers submitted identical price proposals for both beats. Since the price proposals of each firm are identical the table below shows the price for a single beat. The recommended prices have been determined to be fair and reasonable based upon adequate price competition, including an independent cost estimate (ICE), price analysis, technical analysis, fact finding, and final negotiations. The discrepancy between the ICE and All City's and Freeway Towing's final negotiated costs can be attributed to the following factors:

- Metro's estimated price for the vehicles required in the operation of the FSP, two big rig tow trucks and one heavy duty service truck, was lower than the negotiated price. All City's price and Freeway Towing's price have been determined to be reasonable based on a review of vehicles of a similar type available for purchase over the next six months.
- Metro's estimation of the cost of diesel fuel over the life of the contract was lower than that proposed by both contractors. The negotiated costs were determined to be fair and reasonable based on projections on changes in fuel costs through 2022.
- Metro's estimation of the cost of vehicle insurance over the life of the contract was lower than that estimated by the contractors. The negotiated cost was determined to be fair and reasonable based on projections on changes in insurance costs through 2022.

The negotiated hourly rate for each of the five proposed years, which excludes the cost of purchasing three trucks to be used by the contractors in service, is \$112.56 for All City and \$130.00 for Freeway Towing. Below is a comparison of total five year contract costs for the two proposers.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	All City	\$5,116,040	\$4,636,500	\$4,741,020
2.	Freeway Towing	\$5,846,835	\$4,636,500	\$5,255,700

D. Background on Recommended Contractors

Beat 60: Freeway Towing

The recommended firm for Beat 60, Freeway Towing, is located in Monterey Park, with a second office in Santa Clarita. The company has been in business for 25 years, providing both light and heavy duty towing services during this time. Freeway sits on the Automobile Club of Southern California's advisory committee, a distinction held by only eight other towing companies. The company has prior experience working with Metro as a light duty FSP contractor. The company has

also performed heavy duty recovery work for the California Highway Patrol and has worked with such private sector firms as FedEx, Penske, 7 Up and GE Financial. The proposed project manager and assistant project manager have both been certified by the California Tow Truck Association for heavy duty towing.

Beat 61: All City

The recommended firm for Beat 61, All City, is located in Culver City. This full-service towing company has been in business for 24 years and currently operates heavy, medium, flatbed, and light duty trucks. All City has commercial accounts to provide heavy duty service for companies such as Hertz and Penske and provides big rig towing for several local municipalities, including the cities of Culver City and Santa Monica.



DEOD SUMMARY

**FREEWAY SERVICE PATROL BIG RIG
FSP57678900B60 – FREEWAY TOWING
FSP5769100B61 – ALL CITY TOW SERVICES**

A. Small Business Participation (Freeway Towing Inc./Beat 60)

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal, inclusive of a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Owned Business Enterprise (DVBE) goal for this solicitation. Freeway Towing Inc. exceeded the goal by making a 10.65% commitment, inclusive of a 7.23% SBE and 3.42% DVBE commitment.

SMALL BUSINESS GOAL	7% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	7.23% SBE 3.42% DVBE
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	SBE Subcontractors	% Committed
1.	Manatek Insurance Services	0.44%
2.	Casanova Towing Equipment	6.79%
	Total SBE Commitment	7.23%

	DVBE Subcontractors	% Committed
1.	Oasis Fuels	3.42%
	Total DVBE Commitment	3.42%

B. Small Business Participation (All City Towing/Beat 61)

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal, inclusive of a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Owned Business Enterprise (DVBE) goal for this solicitation. For Beat 61, All City Towing exceeded the goal by making a 10.24% commitment, inclusive of a 7.00% SBE and 3.24% DVBE commitment.

SMALL BUSINESS GOAL	7% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	7.00% SBE 3.24% DVBE
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	SBE Subcontractors	% Committed
1.	Casanova Towing Equipment	7.00%
	Total SBE Commitment	7.00%

	DVBE Subcontractors	% Committed
1.	Arciero and Sons	1.39%
2.	Image Gear dba Reflective Stripe	0.56%
3.	Oasis Fuels	1.29%
	Total DVBE Commitment	3.24%

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this solicitation. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

**Board Report**

File #: 2016-0616, **File Type:** Contract

Agenda Number: 29.

**REGULAR BOARD MEETING
OCTOBER 27, 2016**

SUBJECT: DIGITAL INCIDENT MANAGEMENT SYSTEM

ACTION: AWARD AN 18-MONTH CONTRACT TO DESIGN AND IMPLEMENT A DIGITAL INCIDENT MANAGEMENT SOLUTION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award an 18 month firm-fixed price Contract No. PS5782700 to **Axiom xCell Inc. in the amount of \$746,160 to design and implement a digital incident management solution.**

ISSUE

The manual process of downloading and distributing video is time consuming and inefficient for staff. Valuable maintenance time is spent supporting the video download process, administrating and managing the video distribution and storage of the various videos clips once they are received for follow up investigations. Metro currently manages approximately 15,000 video clips per year related to accidents, customer inquiries, on-board law enforcement issues and related operator training issues. Streamlining Metro's video process will save time and help us meet the increasing demand for incident based video inquiries.

Over time Metro has acquired multiple and disparate video systems. Bus, Rail, Facilities and security systems are provided by different vendors. The recommended contractor will implement an agency-wide, integrated, video file management solution to support the video incident management process regardless of vendor and type. This single source of management will replace the largely manual process currently deployed with an electronic process.

Under this initiative, Metro will implement an integrated video file management software and solution to achieve Metro's Digital Incident Management System (DIMS) objectives. The DIMS core features include the following capabilities:

1. Process user video requests and fetch bus, rail and fixed facility video segments from a central database through a common system.
2. Transfer a copy of video files which have evidentiary value from the source DVR or intermediate storage device to a central DIMS file repository.
3. Provide features to securely manage, with chain of custody, these video files throughout their

lifecycle from acquisition to deletion regardless if the files are downloaded via Wi-Fi or manually added to DIMS.

4. Securely delete the video files after the assigned retention period.

Metro expects a full chain of custody over the DIMS video files including the logging of user access, file usage, metadata/attributes changes, distribution and disposition of the video files managed through DIMS.

DISCUSSION

The current process for collecting and distributing videos on the bus is primarily manual. Once the bus pulls into a division, an Electronic Communication Technician has to manually download and burn the video to a CD and distribute it. This requires large number of labor-hours and limits the capability of Metro to meet the increasing demand of incident based video. There are approximately 1200 downloads requested per month for bus operations alone. Even though Metro is moving toward automatic download of video through Wi-Fi, video distribution process is still manual and time consuming.

Rail video is currently being collected through various systems. There are new California Public Utility Commission (CPUC) requirements to review operator activity on rail via video. The system needs to be able to document this information based on the operator review. Currently there are different methods for requesting rail versus bus video. Staff has to either contact different departments or go through different systems to get videos for incidents.

Videos collected from cameras at various Metro facilities are currently stored on different storage devices. A work order is created to download and burn the videos as needed.

The intent of the new system is to streamline this process for rail, bus and various Metro facilities as required and to use a common entry request and processing system for video.

Future Network Infrastructure Improvements

DIMS will provide improvement via the centralized, integrated management of video files using the current network infrastructure. That said, future investment in wireless network improvements at bus and rail facilities would further streamline the collection of relevant video files. The current Wi-Fi networks at bus and rail locations can download video using the current infrastructure when the bus or rail car is parked close to a Wi-Fi access point. However, if the bus or rail car is parked in the middle or at the outer edges of the parking area the current Wi-Fi signal coverage cannot support the DIMS system because the bandwidth requirements. Therefore, as a separate, future initiative the ITS and Operations teams will refine detailed requirements to improve the Wi-Fi coverage at the divisions to support this and other initiatives as funding and resources become available.

DETERMINATION OF SAFETY IMPACT

DIMS will help Metro streamline the digital video collection and distribution process. Streamlining and centralizing the digital video management process allows Metro to expedite video requests as well as

address potential hardware maintenance issues with the video system. Digital videos are critical in resolving safety concerns to transit riders. The timely turnaround of video requests helps Metro improve safety on our transit systems as well as fixed facilities by allowing law enforcement and operational staff to review and address potential safety issues for our passengers.

FINANCIAL IMPACT

Funding for this service has been approved under a capital project (CP 207120) and is included in the FY17 budget under cost center 9210, Information Management - Transit Applications. Since this project will span over one year, the project manager and the Chief Information Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The funding for this action is TDA Article 4 which is eligible for bus and rail operations and capital.

ALTERNATIVES CONSIDERED

The alternative is to not award a contract for the Digital Incident Management System and continue to use the current systems. This option is not recommended because of the current deficiencies of having multiple systems and the current labor costs of downloading the approximate 15,000 video clips per year.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS5782700 with Axiom xCell, Inc. for the implementation of Digital Incident Management System. Staff expects to come back to the Board to request authorization for a Wi-Fi improvement project to increase the coverage area at the divisions to enhance DIMS and other initiatives.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

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Reviewed by:

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Ivan Page, Chief, Vendor/Contract Management (Interim) (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DIGITAL INCIDENT MANAGEMENT SYSTEMS (DIMS) / PS5782700

1.	Contract Number: PS5782700	
2.	Recommended Vendor: Axiom xCell, Inc.	
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: February 19, 2016	
	B. Advertised/Publicized: February 20, 2016	
	C. Pre-Proposal/Pre-Bid Conference: March 1, 2016	
	D. Proposals/Bids Due: April 4, 2016	
	E. Pre-Qualification Completed: June 30, 2016	
	F. Conflict of Interest Form Submitted to Ethics: August 2, 2016	
	G. Protest Period End Date: September 27, 2016	
5.	Solicitations Picked up/Downloaded: 24	Bids/Proposals Received: 4
6.	Contract Administrator: Mark Lu	Telephone Number: (213) 922-4689
7.	Project Manager: Bahram Chaudhry	Telephone Number: (213) 922-6411

A. Procurement Background

This Board Action is to approve Contract No. PS5782700 issued in support of furnishing, implementing, and maintaining an enterprise-wide video file management solution to support the incident management process.

Request for Proposals (RFP) No. PS25055 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued as a small business prime and was open to SBE certified small businesses only.

One amendment was issued during the solicitation phase of this RFP. Amendment No. 1, issued on March 23, 2016, extended the proposal due date from March 28, 2016 to April 4, 2016.

On March 1, 2016, a pre-proposal conference was held and representatives from three firms attended the meeting. Potential firms submitted 21 questions that were asked during the meeting and submitted via e-mail, and answers to those questions were provided in writing on March 17, 2016.

A total of four proposals were received on April 4, 2016. The four proposals are listed in alphabetical order:

1. Axiom xCell, Inc.
2. JM Fiber Optics, Inc.
3. Synexus Inc.
4. Zehner Group

Staff received a protest of award from Synexxus, Inc. on September 12, 2016. Metro responded to the protest on October 6, 2016 and the protest was denied. Synexxus did not file an appeal to the protest decision.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Information Technology Services (ITS), System Security & Law Enforcement, Revenue Collection Equipment Maintenance, and Rail Communications was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Contractor's Business & Service Profile | 10 percent |
| • Contractor's Resource's Skillsets & Experience | 20 percent |
| • Technical Solution | 30 percent |
| • Project Methodology, Approach & Schedule | 20 percent |
| • Price | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar type of procurements. Several factors were considered when developing these weights, giving the greatest importance to the Technical Solution.

The PET conducted the initial independent technical evaluation of the four proposals received and determined that one firm did not meet the minimum requirements listed in the RFP.

The three firms within the competitive range are listed below in alphabetical order:

1. Axiom xCell, Inc.
2. JM Fiber Optics, Inc.
3. Synexxus Inc.

During the weeks of May 16 and May 23, 2016, the PET met and interviewed the three firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions.

In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, schedule, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience. The firms were asked to submit Best and Final Offers (BAFO) based on the discussions and clarification communicated in the interviews.

Qualifications Summary of Firms Within the Competitive Range:

Axiom xCell, Inc.

Axiom xCell, Inc. (Axiom) is located in San Diego, California. Axiom was founded in 2004 to provide testing services and qualifying applications for the Qualcomm BREW mobile eco-system. Due to customers' demand, Axiom's integration, design, development and hosting services evolved into server, database, iOS, Android, Windows Mobile, and support services. For over 10 years, Axiom has provided these services to Hewlett Packard, Disney, Qualcomm, Electronic Arts, Warner Brothers, Yahoo!, Real Networks, LA Metro, LA SAFE, Hawaii DOT, Nevada DOT, and the Federal Highway Administration.

For this project, Axiom proposed as a Metro certified Small Business Enterprise (SBE) prime contractor to manage the contract and serve as client interface to Metro. Axiom proposes TASER International, Inc. (TASER) as its subcontractor.

TASER is a 22 year old publicly traded company focused exclusively on making communities safe through innovative public safety solutions. TASER has a proven track record of successfully implementing and supporting video solutions for agencies of all sizes.

JM Fiber Optics, Inc.

JM Fiber Optics, Inc. was established in 1992, with headquarters located in Chino, California. JM Fiber Optics provides fiber optic communication and security products, integrated systems, and technician certification training to customers worldwide, and is a full service communications company servicing commercial and governmental agencies.

JM Fiber Optics is a Metro certified SBE, and has been providing fiber optic communication and security products and related training services to Metro since 1996.

For this project, JM Fiber Optics proposed as the prime contractor and partnered with LexRay, to manage the contract and team as a whole, and serve as the client interface to Metro.

LexRay specializes in video integration and customization. The firm began as a company with heavy engineering culminating from requests received from Naval Research and other Department of Defense projects. LexRay's clients range from law enforcement to public transportation and Major League Baseball. Since 2013,

Metro has awarded contracts to LexRay for land-based camera integration on Metro Rail Lines and related projects.

Synexxus Inc.

Synexxus is an electronic software and hardware design, manufacturing, data collection, and system integration company founded in 2006. Headquartered in Arlington, Virginia, with assembly facilities in Chantilly, Virginia, Synexxus specialized in military mobile sensor integration, video and data distribution systems that connect, collect, integrate, display and access any sensor or communication device on military vehicles.

Synexxus has the ability to leverage its ten years of Department of Defense combat experience in designing, manufacturing, and fielding complex sensor and video storage, retrieval and access architectures on military vehicles and apply to the Integration of Metro video into a seamless DIMS architecture.

Synexxus is a disabled veteran owned small business and a Metro certified SBE. For this project, Synexxus proposed as the prime contractor to provide hardware, software and integration services, and partnered with Microsoft for the video repository by using Microsoft Azure cloud service.

As a result of the proposals, interviews, and BAFO responses, the PET recommendation for contract award is the following:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Axiom xCell, Inc.				
3	Contractor's Business & Service Profile	95.00	10.00%	9.50	
4	Contractor's Resource's Skillsets & Experience	87.50	20.00%	17.50	
5	Technical Solution	85.00	30.00%	25.50	
6	Project Methodology, Approach & Schedule	90.00	20.00%	18.00	
7	Price		20.00%	20.00	
8	Total		100.00%	90.50	1
9	Synexxus, Inc.				
10	Contractor's Business & Service Profile	82.50	10.00%	8.25	
11	Contractor's Resource's Skillsets & Experience	88.75	20.00%	17.75	
12	Technical Solution	81.27	30.00%	24.38	

13	Project Methodology, Approach & Schedule	83.75	20.00%	16.75	
14	Price		20.00%	8.11	
15	Total		100.00%	75.24	2
16	JM Fiber Optics, Inc.				
17	Contractor's Business & Service Profile	67.50	10.00%	6.75	
18	Contractor's Resource's Skillsets & Experience	63.75	20.00%	12.75	
19	Technical Solution	63.77	30.00%	19.13	
20	Project Methodology, Approach & Schedule	62.50	20.00%	12.50	
21	Price		20.00%	4.30	
22	Total		100.00%	55.43	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon independent cost estimate, price analysis, technical evaluation, fact finding, and negotiations. Axiom proposed a system where the majority of the requirements for Metro have been fully developed and their solution has also been implemented with other agencies. The other two firms proposed to develop their solution for Metro which resulted in higher prices.

	Proposer Name	BAFO Amount	Metro ICE	Award Amount
1.	Axiom xCell, Inc.	\$746,160	\$1,134,173	\$746,160
2.	Synexxus, Inc.	\$1,839,846		
3.	JM Fiber Optics, Inc.	\$3,473,293		

D. Background on Recommended Contractor

The recommended firm, Axiom xCell, Inc., located in San Diego, California, has been in business for 10 years, is a leader in design, development, integration, testing, operations and management of Application Programming Interfaces (API) to optimize extensible markup language (XML) data feeds for server dissemination to mobile, web, and other platforms providing end-to-end solutions to its customers.

In the last 5 years, Metro awarded 4 technology integration projects to Axiom: Mobile Media Application program interface (MMAPI) solution, Transit Access Pass (TAP) Mobile Phone Validation Solution, Go Metro and Go 511, and Axiom has completed the projects satisfactorily.

TASER International, Inc. is the sub-contractor for Axiom for this project. TASER is the market leader in both body-worn video solutions and conducted electrical device

("CED") technologies, and has sold its products to more than 100 countries around the world.

The proposed Digital Incident Management System (DIMS), Axon Commander, is a software package designed as an enterprise Digital Evidence Management solution. Agencies such as Toronto Police Department and Charlotte-Mecklenburg Police Department use this solution in various capacities. Axon Commander has streamlined process by creating a single repository for all digital evidence to be ingested, managed, stored, and shared.

DEOD SUMMARY

DIGITAL INCIDENT MANAGEMENT SYSTEMS (DIMS) / PS5782700

A. Small Business Participation

Effective June 2, 2014, per 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 a Small Business Prime/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**.

Axiom xCell, Inc., an SBE Prime, is performing 36.68% of the work with its own workforce and made a total SBE commitment of 36.68%. The prime listed one major firm, TASER International, Inc., as a subcontractor on this project.

	SBE Firm Name	SBE % Committed
1.	Axiom xCell, Inc. (Prime)	36.68%
	Total Commitment	36.68%

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.

**Board Report**

File #: 2016-0565, **File Type:** Contract**Agenda Number:** 36.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 15, 2016****SUBJECT: SECURITY GUARD SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute a five-year firm fixed unit rate Contract No. PS560810024798, to **RMI International, Inc. for security guard services** in an amount not-to-exceed \$81,944,840 effective October 1, 2016 through September 30, 2021.

ISSUE

As part of a comprehensive approach to managing Metro's security and law enforcement programs, this award recommendation supports the vital role law enforcement plays in safeguarding the transit system, but does not replace existing law enforcement functions. Metro's approach is multi-layered, comprised of internal Metro security officers, officers provided by the private sector, and commissioned law enforcement officers working under an existing Memorandum of Understanding (MOU). This award recommendation factored how the various security and law enforcement elements work to complement each other, and identifies the specific tasks assigned to the private sector officers.

In 2015, the Board of Directors instructed the Office of the Inspector General (OIG) to undertake a detailed analysis of Metro's security and law enforcement workload. The OIG secured the services of BCA Watson Rice (BCA) to conduct the analysis and report their findings to the Board. BCA's analysis was completed in January 2016, and among others, recommended that Metro make a clear distinction between tasks assigned to security and those assigned to law enforcement. Recommendations 4 and 5 (Attachment C) address this issue specifically, encouraging alternate approaches to security staffing and establishing clearly defined roles, respectively.

DISCUSSION

Consistent with the referenced BCA report, providing a visible security presence is an effective deterrent to crime and disorder, as well as mitigating acts of terrorism. Toward that end, Metro's private sector security firm plays an important role in safeguarding patrons, employees, and facilities. This award recommendation is a major enhancement to existing staffing levels and assigning guards

to areas previously understaffed. The current private security contract directs the majority of resources to guard Metro's bus and rail maintenance facilities. The new contract augments existing coverage, but assigns significantly more resources to provide security at key bus and rail stations.

As a result of the increased staffing, the security contract award is higher so Metro can expand system-wide coverage from 928 hours per day to 1,843 hours per day. This increase in staffing is in direct response to customer feedback about the need for improved security visibility, with greater emphasis at customer facing facilities such as rail stations, bus hubs and parking garages.

The resulting changes support the following priorities:

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

Metro's private sector security officers will be tasked with patrolling and guarding stations, bus/rail yards, maintenance facilities, parking structures, and supporting special events. The enhanced security staffing takes into consideration Metro's recent expansion of service and infrastructure, and improves system-wide visibility as an industry best practice. The increased visibility will have a positive impact on the perception of security felt by patrons, and complement agency efforts to prevent blight and disorder.

The current security guard services contract will expire on September 30, 2016. If approved, the length of the new security contract will be aligned with the upcoming law enforcement contract, also a planned five (5) year term.

DETERMINATION OF SAFETY IMPACT

The authorization of FY17 contract will provide a positive safety impact for our employees and patrons by assisting in efforts to safeguard Metro's critical infrastructure.

FINANCIAL IMPACT

The total five year contract amount is \$81,944,840. The contract costs for the balance of the fiscal year is \$11,933,505, and is included in the FY17 budget in Cost Center 2610. Since this is a multi-year contract, the System Security and Law Enforcement Department will update its budget on an annual basis to fund years two (2) through five (5).

Impact to Budget

The source of funds for this project will be local operating funds including sales tax Proposition A, C, TDA, and Measure R. These funds are eligible for bus and rail operations and capital.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. The Board may decline to approve the award of contract. This alternative is not recommended because Metro currently does not have internal resources to provide the necessary level of staffing system-wide.
2. Hire additional internal Metro security officers or utilize contracted law enforcement personnel. These alternatives are not recommended because of long lead time requirements or substantially higher costs.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. **PS560810024798** with RMI International, Inc. to provide security guard services.

ATTACHMENTS

Attachment A - Procurement Summary

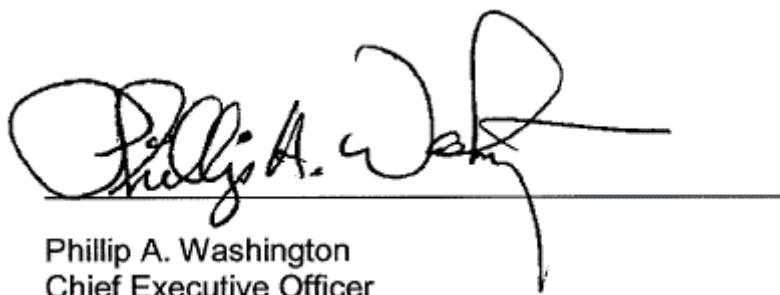
Attachment B - DEOD Summary

Attachment C - Executive Summary

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

Reviewed by: Debra Avila, Chief, Vendor/Contract Management,
(213) 418-3051

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SECURITY GUARD SERVICES/PS560810024798

1.	Contract Number: PS560810024798	
2.	Recommended Vendor: RMI International, Inc.	
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: March 14, 2016	
	B. Advertised/Publicized: March 14, 2016	
	C. Pre-Proposal/Pre-Bid Conference: March 23, 2016	
	D. Proposals/Bids Due: April 25, 2016	
	E. Pre-Qualification Completed: July 14, 2016	
	F. Conflict of Interest Form Submitted to Ethics: April 28, 2016	
	G. Protest Period End Date: September 26, 2016	
5.	Solicitations Picked up/Downloaded: 48	Bids/Proposals Received: 7
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Alex Wiggins	Telephone Number: (213) 922-4433

A. Procurement Background

This Board Action is to approve Contract No. PS560810024798 to provide security guard services for selected portions of the regional Metro System which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions and maintenance facilities.

RFP No. PS24798 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. This RFP was issued with a RC DBE contract goal of 30%. It is also subject to the DBE Contracting Outreach and Mentoring Plan (COMP), which the selected contractor is required to mentor one firm for protégé development.

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

- Amendment No. 1, issued on March 28, 2016, provided electronic copies of the Planholders' List and pre-proposal conference materials, extended the proposal due date and final date for questions, clarified the contact information of the DEOD representative, and deleted the retention provision per CP-03 Retention, Escrow Accounts and Deductions;
- Amendment No. 2, issued on April 14, 2016, revised the Statement of Work (Exhibit A) to include Attachment D, Service Level Requirements by Personnel Classification;
- Amendment No. 3, issued on April 15, 2016, reiterated the proposal due date.

A pre-proposal conference was held on March 23, 2016, and was attended by 22 participants representing 18 firms. There were 112 questions received and responses were provided prior to the proposal due date.

A total of seven proposals were received on April 25, 2016, and are listed below in alphabetical order:

1. AlliedBarton Security Services LP
2. Ceed Security Corporation
3. Cypress Security, LLC aka Cypress Private Security
4. G4S Secure Solutions (USA) Inc.
5. Platinum Security, Inc.
6. RMI International, Inc.
7. Securitas Security Services USA, Inc.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro’s System Security and Law Enforcement, and Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Qualifications of the Firm/Team 20 percent
- Qualifications and Experience of Key Personnel 25 percent
- Management Plan/Approach 31 percent
- DBE Contracting Outreach & Mentor Protégé Approach 4 percent
- Price 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar security guard services procurements. Several factors were considered when developing these weights, giving the greatest importance to the management plan/approach.

On April 26, 2016, the PET met to review the evaluation criteria package, process confidentiality and conflict forms and take receipt of the seven responsive proposals to initiate the evaluation phase. Evaluations were conducted from April 27, 2016, through May 27, 2016.

On May 27, 2016, the PET reconvened and determined that of the seven proposals received, three were within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. AlliedBarton Security Services LP
2. Platinum Security, Inc.

3. RMI International, Inc.

Four firms were determined to be outside the competitive range and were not included for further consideration.

On June 2, 2016, proposers in the competitive range were invited to make oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

In general, each team's presentation addressed how they will meet pertinent Metro Key Performance Indicators and maintain compliance with Metro's Drug and Alcohol and Drug-Free Workplace Program. The teams were also asked to discuss their training plan and suggestions were solicited on alternative approaches that could benefit Metro now or in the future.

Qualifications Summary of Firms Within the Competitive Range:

AlliedBarton Security Services LP

AlliedBarton Security Services LP, established in 1957, is headquartered in Conshohocken, Pennsylvania. It serves more than 20 transit agencies. Clients include Santa Clara VTA, Denver RTD, Phoenix Valley Metro, RTC of Southern Nevada, Houston Metro, New York MTA and Metrolink

Platinum Security, Inc.

Platinum Security, Inc., founded in 1997, is based in Los Angeles, California. It provides security services to critical government infrastructure, six food distribution centers and 271 retail chain facilities. Government clients include the City of San Bernardino and LADWP.

RMI International, Inc.

RMI International, Inc. has been in business for 19 years and currently provides security guard services to Metro. Security services provided include executive and dignitary protection, armed and unarmed security staff and security consulting. It has provided security services to numerous entities in the private and public sector. Clients include the City of Los Angeles Department of General Services and Department of Transportation, the Port of Long Beach, and the City of Downey.

At the conclusion of the evaluation process, including oral presentations, RMI International, Inc. was determined to be the top ranked firm.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	RMI International, Inc				
3	Qualifications of the Firm/Team	86.00	20.00%	17.20	
4	Qualifications and Experience of Key Personnel	84.92	25.00%	21.23	
5	Management Plan/Approach	89.45	31.00%	27.73	
6	DBE Contracting Outreach & Mentor Protégé Approach	25.00	4.00%	1.00	
7	Price	99.95	20.00%	19.99	
8	Total		100.00%	87.15	1
9	AlliedBarton Security Services LP				
10	Qualifications of the Firm/Team	92.65	20.00%	18.53	
11	Qualifications and Experience of Key Personnel	87.88	25.00%	21.97	
12	Management Plan/Approach	89.35	31.00%	27.70	
13	DBE Contracting Outreach & Mentor Protégé Approach	25.00	4.00%	1.00	
14	Price	88.58	20.00%	17.72	
15	Total		100.00%	86.92	2
16	Platinum Security, Inc.				
17	Qualifications of the Firm/Team	82.00	20.00%	16.40	
18	Qualifications and Experience of Key Personnel	86.68	25.00%	21.67	
19	Management Plan/Approach	78.81	31.00%	24.43	
20	DBE Contracting Outreach & Mentor Protégé Approach	100.00	4.00%	4.00	
21	Price	100.00	20.00%	20.00	
22	Total		100.00%	86.50	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate price competition including an independent cost estimate, price analysis, technical analysis, and fact-finding. The recommended price is lower than Metro's ICE. Furthermore, Metro staff clarified RMI's proposed costs as they relate to the Living Wage. As a result of a lower Living Wage rate increase effective July 1, 2016, costs were adjusted accordingly.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	RMI International, Inc.	\$82,763,922	\$89,028,609	\$81,944,840
2.	AlliedBarton Security Services LP	\$93,424,157	\$89,028,609	
3.	Platinum Security, Inc.	\$82,755,918	\$89,028,609	

D. Background on Recommended Contractor

The recommended firm, RMI International, Inc. (RMI) is headquartered in Paramount, CA. It is a privately held, Minority Business Enterprise with ongoing operations in 17 states across the United States. RMI has been providing private security guard services to Metro since 2008 and performance has been satisfactory.

RMI team includes three DBE subcontractors: Security America, Inc.; Allied Protection Services, Inc., and North American Security and Investigations, Inc.. All three DBE subcontractors are full-service security companies predominantly serving commercial and government clients. Collectively, the DBE subcontractors will provide all unarmed security guards and 22% of armed security personnel required by the contract. RMI will provide armed security personnel.

The proposed Project Manager has over 21 years of experience in the security field. He is skilled at retail theft investigations, conflict resolution, customer service, report analysis, staffing and scheduling. He is the project manager of Metro's current contract.

**DEOD SUMMARY
SECURITY GUARD SERVICES/PS560810024798**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. RMI International Inc. exceeded the goal by making a 33.18% DBE commitment.

Small Business Goal	30% DBE	Small Business Commitment	33.18% DBE
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	DBE Subcontractors	% Committed
1.	Allied Protection Services	13.43%
2.	North American Security & Investigations	5.96%
3.	Security America	13.79%
	Total Commitment	33.18%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentor Protégé Plan (COMP), which included its plan to mentor one (1) DBE firm for protégé development. RMI International Inc. selected three (3) DBE protégés: Allied Protection Services, North American Security & Investigations, and Security America.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Allied Protection Services	Security Guard Services
2.	North American Security & Investigations	Security Guard Services
3.	Security America	Security Guard Services

F. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

1. Executive Summary

The Los Angeles County Metropolitan Transportation Authority (Metro) contracts with the Los Angeles County Sheriff's Department (LASD) to provide Metro with transit policing services. The current annualized cost of the transit policing contract is \$108.5 million.¹ Metro will soon be developing a Request for Proposal (RFP) for a new contract, and needs an in-depth analysis to identify staffing and deployment requirements for the RFP.

The primary objective of this analysis was to perform an analysis of the law enforcement and security workload, identify key risks for the Metro System, identify risk mitigation strategies, and identify staffing needs and staffing options.

For Metro's safety and security services to be effective and cost efficient, there must be an appropriate match between the safety and security mission and the various resources used to provide safety and security services. The key services required as part of the Metro safety and security mission are:

- **Addressing Crime and Responding to Calls for Service or Incidents** requires sworn law enforcement officers who have full powers to detain and arrest and to use force as required to provide this mission element.
- **Providing a Visible Security Presence** on the Metro System as a deterrent to crime and disorder, as well as other critical incidents like terrorist attacks. This service could be provided by law enforcement personnel, but may also be provided by well-trained and well-managed security personnel.
- **Enforcing Fare Compliance** on the Metro System, as well as enforcing Metro's customer code of conduct. Providing this service does not require law enforcement sworn personnel or security personnel.
- **Protecting Metro Critical Infrastructure** (Union Station and the Gateway Metro Headquarters Building) Union Station protection strategies include routine patrol, K9 explosives detection, and random passenger and baggage screenings currently conducted by law enforcement personnel. The Gateway Building security is currently provided through armed security officers at the security desk on the plaza level and third floor, loading dock, roving security officers in both the interior and exterior of the building, the Transit Court, and the Security Control Room. Providing critical infrastructure protection of the Gateway Metro Headquarters Building is a security function, and does not require law enforcement personnel.
- **Providing Security for Metro Facilities and Operations** through security units that patrol the various Metro facilities and provide a visible security presence for those facilities. In addition, Metro revenue operations security and protection provided through security

¹ The annualized cost includes full-year costs for the 2016 expansion of the Metro Expo and Gold lines.

escorts of Metro revenue collection personnel, and security presence in the Metro cash counting facility. Security personnel also provide a visible security presence and deterrent to assaults or other actions against Metro pressure washer personnel that clean various Metro stations and facilities during the overnight hours. Providing security for Metro facilities and operations is a security function, and does not require law enforcement personnel.

The resources available to Metro to provide the elements of Metro's safety and security mission described above include:

- **LASD Transit Policing Division (TPD)** has established a strong partnership with Metro and currently provides sworn law enforcement personnel to fulfill the safety and security mission of the Metro rail and bus system. These law enforcement personnel are fully trained and equipped and have powers to detain and arrest and use force as needed. They are currently responsible for responding to incidents and calls for service, addressing crime and related issues, and providing a visible security presence throughout the Metro Rail and Bus System. These law enforcement personnel are also responsible for enforcing fare compliance and the Metro customer code of conduct throughout the System.

The TPD also provides uniformed Security Assistants (SA's) to Metro under contract. These SA's are not sworn personnel, nor are they qualified or certified as security personnel. The SA's are not armed and have no authority to detain or arrest. The role of the SA's is limited to checking fare compliance and issuing administrative citations.

The LASD also employs Sheriff Security Officers (SSO's) that are uniformed and armed or unarmed security personnel. These personnel do not have the powers to detain and arrest nor use force except in a defensive mode. The TPD and the current Metro contract do not currently include any such SSO's, who are a potential resource option to provide the security element of Metro's safety and security mission.

- **Local Law Enforcement Agencies** throughout the Metro service area respond to and handle incidents and calls for service within their jurisdiction, and have a responsibility to do so. This is part of their basic service as law enforcement agencies. Similarly, these agencies have a responsibility to provide these same basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Metro should not have to contract with these agencies for these basic services, but may choose to contract for dedicated or supplemental resources from local law enforcement agencies.
- **Metro Security** includes uniformed and armed or unarmed security personnel primarily responsible for providing security for the Gateway Metro Headquarters Building, and for Metro facilities and operations. Metro Security officers are neither sworn nor certified law enforcement officers and do not have the authority to detain or arrest nor use force except in a defensive mode. Metro Security personnel could potentially play a substantial role on the Metro rail and bus systems by providing the security element of

the Metro safety and security mission. However, several key issues must be resolved prior to assuming such a role. The primary need is to resolve ongoing questions regarding the authority these security personnel have, and the entity or agency responsible for granting and overseeing that authority. Metro also contracts for private security personnel.

The following exhibit shows the estimated annual hours required to provide each key safety and security service by category (e.g. rail system, bus system, etc.). It also shows the average hourly cost of the different options of personnel types or resources available that could provide the service required. These costs, and the estimated hours required, were used to calculate the annual costs of providing these services using each of the alternative resources. A mix of these personnel could also be used to provide the services.

Exhibit 1								
Summary Overview of Metro Safety and Security Services, Estimated Hours Required, and Options for Providing Services								
		LASD Transit Policing Division			Local LE Agencies		Metro Security	
	Estimated Hours Required	Law Enforcement	Security Officers	Security Assistants	Basic Service	Dedicated Service	Armed Security Officers	Unarmed Security Officers
Average Hourly Cost		\$129.86	\$84.47	\$33.34	\$0.00	TBD	\$64.04	\$49.23
Rail System Protection	Hours	Estimated Annual Costs in Millions						
Crime / Calls for Service	108,404	\$14.0	NA	NA	\$0.0	TBD	NA	NA
Visible Security Presence	327,040	\$42.5	\$27.6	NA	NA	TBD	\$20.9	NA
Fare Enforcement	186,880	NA	\$15.8	\$6.2	NA	TBD	NA	\$9.2
Bus System Protection								
Crime / Calls for Service	169,360	\$22.0	NA	NA	\$0.0	TBD	NA	NA
Visible Security Presence	153,058	\$19.9	\$12.9	NA	NA	TBD	\$9.8	NA
Investigations and Special Operations *								
Investigations	32,202	\$4.2	NA	NA	\$0.0	TBD	NA	NA
Special Operations	41,505	\$5.4	NA	NA	NA	TBD	NA	NA
Mental Evaluation Team	7,156	\$0.9	NA	NA	NA	TBD	NA	NA
Critical Infrastructure Protection								
High Visibility Patrol	25,680	\$3.3	NA	NA	NA	TBD	NA	NA
K9 Explosives Detection	8,760	\$1.1	NA	NA	NA	TBD	NA	NA
Passenger Screening	16,320	\$2.1	\$1.4	NA	NA	TBD	\$1.0	NA
Gateway Bldg. Security	63,808	NA	\$5.4	NA	NA	TBD	\$4.1	NA
Metro Facilities and Operations Security								
Mobile Security Units	46,720	NA	\$3.9	NA	NA	NA	\$3.0	NA
Revenue Operations	75,920	NA	\$6.4	NA	NA	NA	\$4.9	NA
Pressure Washer Escort	17,520	NA	\$1.5	NA	NA	NA	\$1.1	NA
NA – Not applicable, this service cannot be provided by the resource in that column.								
TBD – To Be Determined, the cost for dedicated service by local law enforcement agencies will be determined through the Request for Proposal process.								
* Hours for investigations and special operations are based on the current number of FTE deputies assigned.								

The estimated staffing needs detailed above were developed based on our review and analysis of the following:

- ***Descriptive and Operational Information*** including the number of stations, one-way miles, train and bus start and end times, average daily ridership, peak trains and buses in service, train and bus revenue hours, and train and bus revenue miles.
- ***Rail and Bus System Risks*** including violent crime, property crime, and other crime on the system by rail line or bus line and area. It also includes the public's perception of safety on the system. The level of fare compliance or evasion was also considered.
- ***Rail and Bus System Safety and Security Workload and Performance*** including responding to and handling incidents that occur on the system, or calls for service. Responding to these calls and effectively handling the incidents that generate these calls is a high priority for ensuring system safety and security. We analyzed the number of calls for service by rail line and bus line and area; and by priority, calls by day of week and time of day, the average amount of time required to dispatch calls for service, as well as the average amount of time required to respond to these calls.
- ***Current Rail and Bus System Protection Approach*** including the number of personnel currently deployed to provide safety and security on each rail line and bus line and area, and the total cost of these personnel.
- ***Current Critical Infrastructure and Metro Facilities and Operations Protection Approach*** including the number of personnel currently deployed to provide security on each within Union Station, the Gateway Building, throughout Metro's facilities and operations, and the total cost of these personnel.

Detailed information on each of these factors by rail line and bus line and area is presented in the body of this report.

The following table shows the recommendations made throughout the body of this report. This report was provided to management of the Systems Safety and Law Enforcement Division who reviewed the draft report and did not have any modifications. Management stated that the report recommendations are under review, and they are in the process of drafting a formal response.

Exhibit 2			
Summary or Recommendations and Metro's Response			
No.	Recommendation	Metro's Response	Comments
1.	The Metro System Safety and Law Enforcement Division should assist the Transit Policing Working Group established by the Metro Board, to use the information on risks, workload, staffing estimates and options outlined in this report to move forward with implementing staffing and deployment consistent with the goals, key priorities, and key strategies established.	Under Review	
2.	The Metro System Safety and Law Enforcement Division should continue to monitor and track the various safety and security risks facing the Metro System, deploy personnel consistent with the information provided in this report, and make revisions in plans and operations as needed including deployment of personnel to mitigate these risks on an ongoing basis.	Under Review	
3.	The Metro System Safety and Law Enforcement Division should continue to collect information on risk mitigation strategies implemented by other transit safety and security operations and implement them for Metro as appropriate.	Under Review	
4.	The Metro System Safety and Law Enforcement Division should continue to maintain and build the strong partnership Metro has with the contract law enforcement service through increased planning and collaboration. Also, consider alternate mixes of contract law enforcement, security, and Metro Security personnel to optimally mitigate safety and security risks.	Under Review	
5.	The Metro System Safety and Law Enforcement Division should consider the types of duties described in this report that might be performed by the Metro Security personnel to better define their roles, and work to resolve ongoing questions regarding the authority of	Under Review	

No.	Recommendation	Metro's Response	Comments
	Metro Security personnel within their confines, and the entity or agency responsible for granting and overseeing that authority.		
6.	The Metro System Safety and Law Enforcement Division should continue to work with local law enforcement agencies to identify the potential for no cost basic services. Also consider if paid dedicated service from these agencies is beneficial and manageable, and leverage these services as appropriate. Efforts should also be made to increase regular communication and education to promote collaboration and coordination.	Under Review	
7.	The Metro System Safety and Law Enforcement Division should work with Metro Operations to identify the potential use of other Metro employees on the System, define their roles, create a plan of coordination and communication for seamless service, and evaluate the impact of these employees on System safety and security.	Under Review	
8.	The Metro System Safety and Law Enforcement Division should consider developing or acquiring and implementing a resource oversight and monitoring application for use on the smartphones currently used by Metro safety and security personnel. Metro should also consider identifying specific reporting requirements as input into the development of the new Computer Aided Dispatch (CAD) system by the LASD.	Under Review	
9.	The Metro System Safety and Law Enforcement Division should review and discuss the rail system risks, current safety and security workload, estimated staffing needs, and options for providing rail protection services outlined in this report to develop the Request for Proposals for law enforcement and security services and to develop a Rail Safety and Security Plan.	Under Review	
10.	The Metro System Safety and Law Enforcement Division should consider these elements and review and discuss the bus system risks, current safety and security workload, estimated staffing needs, and options for	Under Review	

No.	Recommendation	Metro's Response	Comments
	providing bus protection services outlined in this report to develop the Request for Proposals for law enforcement and security services and to develop a Bus Safety and Security Plan.		
11.	The Metro System Safety and Law Enforcement Division should use the information obtained through the Request for Proposal for law enforcement and security services, and identify the level of and approach to investigative and special operations services as part of the Rail and Bus Safety and Security Plans.	Under Review	
12.	The Metro System Safety and Law Enforcement Division should use the information and options outlined in this report to develop a Request for Proposal for law enforcement and security services, and to develop a Critical Infrastructure Protection Plan.	Under Review	
13.	The Metro System Safety and Law Enforcement Division should use the information and options outlined in this report to develop a Metro and Operations Security Plan.	Under Review	
14.	The Metro System Safety and Law Enforcement Division should use the information obtained through the Transit Policing Division and Metro Security employee surveys to identify and address key issues.	Under Review	
15.	The Metro System Safety and Law Enforcement Division should continue to monitor progress made implementing the LASD Contract Audit and APTA Peer Review recommendations and continue to report progress to Metro management and the Board. Where appropriate, recommendations should be considered in developing the Request for Proposals for law enforcement and security services.	Under Review	

**Board Report**

File #: 2016-0538, **File Type:** Contract

Agenda Number: 37.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 15, 2016**

SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM (OCCRP), RAIL VEHICLE CONTRACTOR

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) Budget of \$86,662,000 for the **overhaul of 74 A650 Heavy Rail Vehicles** (HRV's) under CP 206038 - HRV Midlife Overhaul; and
- B. AWARD a firm-fixed Unit Rate Contract Number A650-2015: HRV Overhaul and Critical Component Replacement Program (OCCRP) to Talgo, Inc. for a not-to-exceed amount of \$72,970,493 to perform the overhaul and delivery of 74 HRV's, with a contract period of performance of 56 months, including all option vehicles. The Base Contract is for the overhaul of 38 HRV's (\$54,698,676), with an option to overhaul the remaining 36 HRV's (\$18,271,817).

ISSUE

In July 2014, the Board authorized staff to issue a federally funded solicitation for a Best Value Request for Proposals (RFPs) as competitive negotiations pursuant to PCC § 20217 and Metro's procurement policies and procedures for the Overhaul Program.

Staff's recommendation presents the firm that is most advantageous to Metro. Talgo, Inc.'s offer represents the Best Value to Metro when all technical and price factors are considered in accordance with the approved evaluation criteria. The Procurement Summary of this report (Attachment A) further describes the evaluation results and detailed rankings for all Proposers, including the weighted scores associated with each evaluation criteria.

This action authorizes Talgo, Inc. to overhaul and replace the critical components further described in the RFP No. A650-2015 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) in order to maintain the fleet in a State of Good Repair (SGR).

DISCUSSION

The primary objective of the project is to obtain safe, reliable, high quality overhauled HRVs on-time and within budget, and to create new jobs for Los Angeles County that can be tied directly to the Overhaul Program.

The Los Angeles County Metropolitan Transportation Authority (Metro) operates the Metro Red Line (MRL) with a fleet of 104 Vehicles, consisting of 30 Original (Base-Buy) HRVs and 74 Newer (Option-Buy) HRVs manufactured by Breda Costruzioni-Ferrovie between 1992 and 2000. The Original fleet has an average age of 23.5 years and average mileage of 790,000 miles per vehicle. The Newer HRVs have an average age of 17.6 years with average mileage greater than 1.3 million miles per vehicle.

The Newer HRVs are the heaviest used Vehicles. Many of the critical systems and components suffer from parts obsolescence, lack of vendor support and outdated technology. These deficiencies diminish the performance and maintainability of the fleet. By overhauling and replacing these vital systems and components and by updating relevant technology, this Overhaul Program will maintain the fleet's State of Good Repair and ensure the continued safety, reliability, availability, and maintainability of the fleet for full revenue service.

Performing the Overhaul Program is also in accordance with the Rail Fleet Management Plan FY2015 - FY2040 (Draft, May 24, 2016, v.8). The plan anticipates a need to expand each rail fleet to accommodate anticipated growth in ridership, line extensions and to replace vehicles reaching the end of their useful revenue service life. The Overhaul Program will also support the maintenance department with reasonable spare ratios.

Metro's Source Selection Committee (SSC) reviewed the proposals and evaluated four (4) key factors, weighted in descending levels of relative importance: 1) Experience and Past Performance, 2) Price, 3) Technical Compliance, and 4) Project Management. Metro also applied the US Department of Transportation's (US DOT) pilot Local Employment Program (LEP) as voluntary incentive evaluation criteria. The two proposals received were in compliance with the RFP requirements and determined to be within the Competitive Range.

Upon Board approval, Notice-to-Proceed (NTP) will be issued to the vehicle contractor. Delivery of the 38 overhauled base order HRVs is scheduled to be completed within 46 months following NTP, approximately by June 2020. The Contract contains one (1) Option to overhaul the remaining 36 HRVs. The Option may be exercised within 12 months following NTP without being subject to escalation costs. If exercised, the Contract will be extended by 10 months with up to four (4) overhauled HRVs delivered per month. This approach permits Metro flexibility and time to identify and program future funding. The required delivery dates have liquidated damage assessments that may be imposed for late deliveries.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable (please refer to Attachment E). This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49.

US DOT Contracting Initiative Pilot Program

Metro created a new Local Employment Program (LEP) that was approved for use under the U.S. Department of Transportation's (DOT) Contracting Initiative Pilot Program. This pilot program allows for the use of geographical preferences in the evaluation of Construction and Rolling Stock projects. Metro's LEP was approved for use on the A650 Overhaul Program on a voluntary basis, and established evaluation scoring preferences for Proposers that commit to creating new local jobs for Los Angeles County residents.

DOT and FTA determined that using a Los Angeles County geographical preference for a rail car overhaul project would not provide an unfair competitive advantage for any one Proposer. Metro's LEP is limited to new jobs created by the Proposers in Los Angeles County, provided that at least 10 percent of the jobs are targeted for defined disadvantaged populations in Los Angeles County. Metro's LEP incentivized Proposers to create new jobs in Los Angeles County as a function of the Best Value evaluation process, by providing preferential scoring points based on the committed wages and benefits for new Los Angeles County workers.

Staff's goal of creating meaningful new manufacturing jobs that are tied to Metro's Rolling Stock overhaul program was achieved, as evidenced by the fact that the recommended Awardee, Talgo, Inc. has committed to creating new jobs in Los Angeles County totaling \$2,212,676 in wages and benefits. This equates to 16.9 FTE job years for the Base and Option period.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The A650 Overhaul Program will permit Metro to maintain the "State of Good Repair" on the A650 Option-Buy fleet.

FINANCIAL IMPACT

Upon Board approval, this action will establish an LOP Budget of \$86,662,000 for Overhaul of 74 HRV's. The Project LOP not only includes resources for the HRV Overhauls (\$72,970,493), there are also resources necessary for Professional Services, Metro Labor, and Project Contingency. The Base Overhaul is of 38 HRV's (\$54,698,676) and Option Overhaul is of the remaining 36 HRV's (\$18,271,817). Full funding of \$54,698,676 for the 38 Base Overhauls is included in the FY17 budget. Base overhauls are currently scheduled to be completed in FY21. The \$18,271,817 needed for the 36 HRV's, as well as other project resources will be budgeted upon reassessment of project cash flows and programming of additional funds. These resources will be programmed during Metro's annual budget process.

Project funding of \$6,136,536 is included in the FY17 budget in Cost Center 3043 - Rail Vehicle Acquisition, Account 50308 - Service Contract Maintenance, under Project CP206038, Heavy Rail Vehicle Midlife Overhaul.

Since this is a multi-year contract, the cost center manager, project manager, and Senior Executive

Officer, Vehicle Acquisition will be responsible for ensuring that Project costs are budgeted in future fiscal years.

Impact to Budget

The sources of funds for this action is Measure R 2% and Prop A 35% Bonds, which are eligible for rail capital activities. The funding sources under this project are sufficient to award the contract base of this recommendation. Staff is actively pursuing additional State and Federal sources such as MAP -21 and other eligible federal sources. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the funding needs for the Project.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts available to perform this work. This approach is not recommended for the lack of staff capabilities listed above.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by Metro staff because the Overhaul Program is critical in maintaining a SGR on 74 Newest A650 HRVs and to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

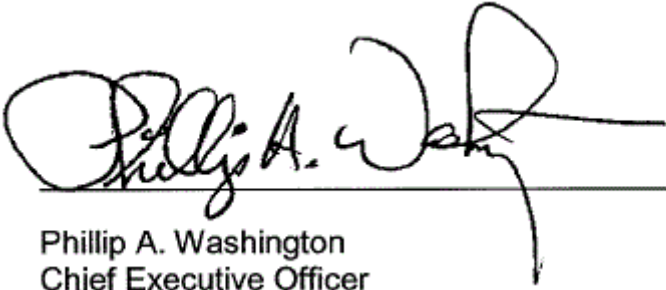
Upon Contract award, Metro will meet with Talgo, Inc. for the Contract required Specification Review Meeting. During the same meeting, Metro will establish communication and reporting protocols. Key Milestones and deliverables, through the shipment of the first six (6) pilot vehicles and delivery of the production vehicles will be discussed to ensure understanding and agreement of requirements to ensure expedient reviews and approvals.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Funding/Expenditure Plan
- Attachment C - Metro Board Report July 17, 2014
- Attachment D - FTA Local Hiring Program Ltr Dated 09 30 2015
- Attachment E - DEOD Summary

Prepared by: Cop Tran, Sr. Manager, Project Control, Rail Vehicle Acquisition, (213) 922-3188
Jesus Montes, Sr. Executive Officer, Vehicle Acquisitions, (213) 922-3838

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL AND CRITICAL
COMPONENT REPLACEMENT PROGRAM (OCCRP)
CONTRACT A650-2015**

1.	Contract Number: A650-2015	
2.	Recommended Vendor: Talgo, Inc.	
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: 05.05.15	
	B. Advertised/Publicized: 05.09.15	
	C. Pre-proposal/Pre-Bid Conference: 06.02.15	
	D. Proposals/Bids Due: 10.15.15	
	E. Pre-Qualification Completed: 08.09.16	
	F. Conflict of Interest Form Submitted to Ethics: 08.11.16	
	G. Protest Period End Date: 09.08.16	
5.	Solicitations Picked up/Downloaded: 133	Bids/Proposals Received: 2
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466
7.	Project Manager: Cop Tran	Telephone Number: (213)922-3188

A. Procurement Background

This Board Action is to approve Contract No. A650-2015 issued in support of the A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program. The intent of this overhaul program is to replace vital systems and components and update relevant technology to ensure the continued safety, reliability, availability, and maintainability of the Red Line fleet for full revenue service and maintain the fleet's State of Good Repair.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

Twenty-one amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 05.18.15 clarified vehicle inspection dates;
- Amendment No. 2, issued on 05.29.15 established project data repository for planholder access to reference documents;
- Amendment No. 3, issued on 06.05.15 extended proposal due date to 08.10.15;
- Amendment No. 4, issued on 06.19.15 clarified commercial terms and edited technical specifications;
- Amendment No. 5, issued on 07.02.15 modified work completion schedule and edited technical specifications;

- Amendment No. 6, issued on 07.15.15 extended proposal due date to 09.10.15;
- Amendment No. 7, issued on 07.29.15 established additional vehicle inspection dates and edited technical specifications;
- Amendment No. 8, issued on 07.30.15 edited technical specifications;
- Amendment No. 9, issued on 08.19.15 extended the proposal due date to 10.01.15 and edited technical specifications;
- Amendment No. 10, issued on 09.04.15 established site inspection for loading and unloading location and edited technical specifications;
- Amendment No. 11, issued on 09.09.15 clarified loading and unloading location;
- Amendment No. 12, issued on 09.17.15 extended proposal due date to 10.08.15;
- Amendment No. 13, issued on 10.01.15 extended proposal due date to 10.15.15 and clarified commercial terms;
- Amendment No. 14, issued on 10.08.15 modified proposal forms;
- Amendment No. 15, issued on 10.12.15 modified proposal forms;
- Amendment No. 16, issued on 03.17.16 after receipt of proposals requested Best and Final Offers (BAFOs);
- Amendment No. 17, issued on 03.30.16 after receipt of proposals edited BAFO technical specifications;
- Amendment No. 18, issued on 04.06.16 after receipt of proposals modified BAFO proposal forms;
- Amendment No. 19, issued on 06.10.16 after receipt of proposals requested Second BAFOs;
- Amendment No. 20, issued on 06.15.16 after receipt of proposals clarified BAFO commercial terms;
- Amendment No. 21, issued on 06.22.16 after receipt of proposals modified BAFO proposal forms.

The RFP included requirements for the DOT Contracting Initiative Pilot Program for a voluntary local hiring preference incentive in the evaluation of proposals, which was re-confirmed with FTA on October 14, 2015. This voluntary program provides an opportunity for proposers that participate in the program to submit a qualifying Local Employment Plan, to earn additional points above and beyond all other evaluation criteria in the RFP. All new jobs and facility investments in a proposal, measured in dollars and created within Los Angeles County, would be eligible for the incentive points.

A total of two proposals were received on October 15, 2015. A Pre-Proposal Conference was held on June 2, 2015 at Division 20 so vehicle inspections could be conducted over the following three days. Additional vehicle inspection requests were accommodated on Amendment No. 07, which added inspection dates of August 6-7, 2015.

A request for a site visit to the loading/unloading location was requested and granted on Amendment No. 10, which scheduled the site inspection for September 14, 2015.

Responses to questions received throughout the solicitation period, were grouped and posted to the project data repository accessible to all solicitation plan holders. Thirteen groups of questions/answers were uploaded to the site from June 19, 2015 to October 5, 2015. All available drawings, manuals, and other reference material were posted to the site.

Over the course of the solicitation period numerous requests to extend the proposal due date were submitted by prospective proposers and the actual proposal due date of October 15, 2015. These requests were granted to ensure maximum competition from an already limited field of interested proposers.

The proposal evaluation period, from October 15, 2015 through March 2016 included oral presentations, site visits, and face-to-face negotiations. The lengthy process was necessary to thoroughly assess the technical proposals and also the price proposals, which were both significantly higher than the project budget. Alternatives to the overhaul program were considered but ultimately rejected because of the current condition of the A650 fleet.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from the Rail Vehicle Acquisition department was convened and conducted a comprehensive technical evaluation of the proposals received. Additionally, technical advisors (TAs) from Metro's Rail Fleet Services and Rail Vehicle Engineer departments augmented the PET as subject matter experts.

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

- | | |
|--|------------|
| • Past Experience and Past Performance | 350 points |
| • Price | 300 points |
| • Technical Compliance | 250 points |
| • Project Management Experience | 100 points |
| • Incentive: Local Employment Plan | 50 points |

The evaluation criteria are appropriate and consistent with criteria developed for other similar vehicle acquisition procurements. Several factors were considered when developing these weights, giving the greatest importance to past experience and past performance on rail vehicle overhaul and integration, or new rail vehicle acquisition.

Both of the proposals received were determined to be within the competitive range. The firms are listed below in alphabetical order:

1. Alstom Transportation, Inc. (Alstom)
2. Talgo, Inc. (Talgo)

Proposal evaluation kick-off was conducted on October 19, 2015. Technical Advisors (TAs) were used to support the PET with their expertise in the relevant subject matter. Comments from the TAs were compiled and presented to the PET on November 24, 2015. Request for Clarifications were sent to both competitive range firms on November 25, 2015, with a due date of December 15, 2015. Clarification review was extended due to the Holidays, and was conducted with TAs and the PET from December 16, 2015, through January 5, 2016. Oral presentations with each firm were scheduled to cover two days with the Talgo, Inc.'s presentation on January 7-8, 2016, and Alstom's on January 14-15, 2016. Immediately following the oral presentations, the PET conducted site visits to each of the firms proposed overhaul locations. These site visits were held the week of January 18, 2016, covering trips to Alstom Transportation, Inc.'s Mare Island, CA facility and Talgo, Inc.'s Milwaukee, WI facility. The PET was able to evaluate and assess each of the proposer's facilities along with the corresponding capability and capacity of the location. The PET considered the proposals, oral presentations, and the site visits in their initial proposal evaluation score. The price proposals were then opened and pre-negotiation positions were established using Metro's Independent Cost Estimate. Negotiation discussions held March 2-11, 2016, resulted in conforming commercial terms and technical specifications to be used as the basis for the request for Best and Final Offers (BAFOs). The discussions addressed the Proposer's strengths and weaknesses and to better understand why proposals exceeded the existing project budget. On March 17, 2016, a request for BAFOs was issued with a due date of April 11, 2016. The BAFO price proposals submitted continued to contain pricing that exceeded the project budget. On April 13, 2016, staff developed alternative scope and quantity scenarios to address the budget issue. The recommended alternative divided the overhaul program into a base quantity of 38 vehicles, with an option for the balance of 36 vehicles that can be exercised within 12 months after contract notice to proceed is issued. Discussions regarding this new scope of work quantities were conducted during the week of June 6, 2016. Invitations to submit a second BAFO were issued to both firms on June 10, 2016. Revised BAFOs were received from both firms on July 1, 2016. Final evaluations of the second BAFO were completed the week of July 5, 2016, and were used as the basis of the current recommendation for award.

An important evaluation factor throughout the RFP process was the incentives created by Metro's Local Employment Plan (LEP). Both firms proposed a level of participation in the voluntary Local Employment Plan (LEP) under the FTA's Pilot Program. This participation resulted in a normalized distribution of the preference points allocated in accordance with their respective commitment value of the new local jobs created by each firm, and added to the final evaluation score. Talgo proposed the higher LEP commitment value and, therefore, received the maximum incentive score.

A Buy America Pre-Award Audit was conducted by Metro the week of July 11, 2016, in accordance with FTA guidance stated in 49 CFR 663. Both Proposers were audited and found to far exceed the FTA's Buy America requirements.

Qualifications Summary of Firms Within the Competitive Range:

Alstom Transportation Inc.

Alstom Transportation, Inc. (Alstom) has proposed to perform this overhaul project out of its Mare Island, California facility. This dedicated manufacturing facility is located approximately 400 miles from Los Angeles and has been performing component replacements, overhauls, and extensive railcar repairs there for the past six years. The firm proposed to perform the railcar stripping, final assembly, and testing at this facility, while the engineering work would be generated out of its Naperville, Illinois site. Alstom has extensive experience in U.S. railcar overhaul work, having overhauled or modernized nearly 5,100 railcars for many of the major transit agencies.

Talgo Inc.

Talgo, Inc. (Talgo) is headquartered in Seattle, Washington and has proposed to perform this overhaul project out of its Milwaukee, Wisconsin production facility. Talgo intends to draw from its global engineering resources and relocate them to Milwaukee for this project. Talgo is one of the world's leading suppliers of rolling stock with a particular focus on extended lifecycle and service/reliability. While Talgo is primarily known globally as a railcar manufacturer, its experience also encompasses the U.S. market with new railcars, and overhaul and maintenance work for Amtrak, Oregon DOT, and Washington State DOT.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Talgo Inc.				
3	Past Experience and Past Performance	71.91	350	251.7	
4	Price (Base + Option)	100.00	300	300.0	
5	Technical Compliance	74.80	250	187.0	
6	Project Management Experience	75.80	100	75.8	
7	Voluntary Local Employment Plan Incentive	50.00	50	50.0	
8	Total		1050	864.5	1

9	Alstom Transportation Inc.				
10	Past Experience and Past Performance	80.94	350	283.3	
11	Price (Base + Option)	88.05	300	264.2	
12	Technical Compliance	78.24	250	195.6	
13	Project Management Experience	76.00	100	76.0	
14	Voluntary Local Employment Plan Incentive	44.80	50	22.4	
15	Total		1050	841.5	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate, technical evaluation, fact finding, and negotiations. Although the recommended price is 66.73% higher than the ICE, Metro's technical evaluation of all price elements for both Proposers confirmed that the offers are valid current market prices.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1	Talgo Inc.	\$77,961,362	\$43,764,550	\$72,970,493
2.	Alstom Transport. Inc.	\$100,567,306	\$43,764,550	\$82,874,817

The Negotiated breakdown for Base and Option amounts is as follows:

	Proposer Name	Base	Option	Total
1	Talgo Inc.	\$54,698,676	\$18,271,817	\$72,970,493
2	Alstom Transport. Inc.	\$62,880,485	\$19,994,331	\$82,874,817

The Proposer's total commitment of wages and benefits for new local job creation is as follows:

	Proposer Name	Total
1	Talgo Inc.	\$2,212,676
2	Alstom Transport. Inc.	\$989,987

D. Background on Recommended Contractor

The recommended firm, Talgo, Inc., located in Seattle, Washington, has been in business for 74 years and is a leading supplier of rolling stock with a unique integrated life-cycle approach to railcar manufacturing and maintenance. Its recent contracts include the manufacture of 26 new railcars to Oregon DOT, and the ongoing railcar maintenance (including overhaul work) for Washington State DOT.

ATTACHMENT B - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY15 Jun	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21			
		FY16	FY17	FY18	FY19	FY20	FY21	Total	% of Project	
1	Use of Funds									
2	38 Option Vehicles	\$ -	\$ 4,946,536	\$ 8,656,439	\$ 11,954,129	\$ 15,664,032	\$ 13,477,540	\$ 54,698,676	83.4%	
3	Professional Services	\$ 744,000	\$ 320,000	\$ 760,000	\$ 870,000	\$ 880,000	\$ 890,000	\$ 4,464,000	6.8%	
4	MTA Administration	\$ 500,000	\$ 422,000	\$ 420,000	\$ 420,000	\$ 400,000	\$ 420,000	\$ 2,582,000	3.9%	
5	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,822,864	\$ 3,822,864	5.8%	
6	38 Option Vehicle Summary	\$ 1,244,000	\$ 742,000	\$ 6,126,536	\$ 9,946,439	\$ 13,234,129	\$ 16,974,032	\$ 17,300,404	\$ 65,567,540	100.0%
9	36 Option Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,271,817	\$ 18,271,817	86.6%	
10	Professional Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	3.8%	
11	MTA Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	2.8%	
12	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422,643	\$ 1,422,643	6.7%	
13	Option Order Summary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,094,460	\$ 21,094,460	100.0%	
14	Total 74 Option Vehicles	\$ -	\$ 4,946,536	\$ 8,656,439	\$ 11,954,129	\$ 15,664,032	\$ 31,749,357	\$ 72,970,493	84%	
15	Professional Services	\$ 744,000	\$ 320,000	\$ 760,000	\$ 870,000	\$ 880,000	\$ 890,000	\$ 5,264,000	6%	
16	MTA Administration	\$ 500,000	\$ 422,000	\$ 420,000	\$ 420,000	\$ 400,000	\$ 420,000	\$ 3,182,000	4%	
17	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,245,507	\$ 5,245,507	6%	
18	Total Order Summary Total	\$ 1,244,000	\$ 742,000	\$ 6,126,536	\$ 9,946,439	\$ 13,234,129	\$ 16,974,032	\$ 38,394,864	\$ 86,662,000	100.0%
19	Sources of Funds									
20	Measure R 2% (206038)	\$ 1,244,000	\$ 742,000	\$ -	\$ -	\$ -	\$ -	\$ 1,986,000	2.3%	
21	PropA 35% Bonds/Cash	\$ -	\$ -	\$ 6,126,536	\$ 9,946,439	\$ 13,234,129	\$ -	\$ 29,307,104	33.8%	
22	Cap and Trade; Other State & Federal sources (206038)*	\$ -	\$ -	\$ -	\$ -	\$ 16,974,032	\$ 38,394,864	\$ 55,368,896	63.9%	
23		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	
24	<i>* Future Local, State & Federal Funds to be identified as they become available.</i>							\$ -	0.0%	
25	Total Funding Sources	\$ 1,244,000	\$ 742,000	\$ 6,126,536	\$ 9,946,439	\$ 13,234,129	\$ 16,974,032	\$ 38,394,864	\$ 86,662,000	100.0%

* Staff will pursue additional funding sources to supplement Project 206038 budget which may become available through MAP-21 or other federal sources for this project and also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JULY 17, 2014****SUBJECT: PURCHASE OF NEW HEAVY RAIL VEHICLES AND REFURBISHMENT
OF A650 HEAVY RAIL VEHICLES & P2000 LIGHT RAIL VEHICLES****ACTION: AUTHORIZE REQUEST FOR PROPOSAL SOLICITATIONS FOR RAIL
CAR PROCUREMENTS****RECOMMENDATION**

A. The Board finds that rail vehicle procurements in compliance with Public Utilities Code (PUC) §130232 low bid requirement, does not constitute an adequate procurement method for LACMTA needs. Pursuant to Public Contracts Code (PCC) §20217, authorize procurement by competitive negotiation for the following: 1) Procurement of new heavy rail vehicles; 2) Refurbishment of existing A650 heavy rail vehicles; and 3) Refurbishment of existing P2000 light rail vehicles.

Requires Two-Thirds Vote

B. Authorize the Chief Executive Officer (CEO) to solicit Best Value Requests for Proposals (RFPs) as competitive negotiations pursuant to PCC § 20217 and Metro's procurement policies and procedures, for contracts to purchase new rail vehicles and to refurbish existing rail vehicles.

ISSUE

Staff is developing the technical and quantity requirements for the new rail car procurement and the rail car refurbishment procurements. It has been determined that they constitute specialized rail transit equipment purchases. This determination renders it appropriate that the new heavy rail vehicles and the refurbishment of existing light and heavy rail vehicles, be procured by a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 states that the Board, upon a finding by two-thirds vote of all members, may find that the competitive low bid procurement method is not adequate for the agency's needs and direct that the procurements be conducted through competitive negotiation.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in the award of contracts for vehicles and refurbishment of vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of Best Value solicitations for all three rail car programs to allow for the consideration of technical and commercial factors, as well as price, in the contract award selection process.

By establishing explicit factors that identify Metro's definition of best value, the solicitation can use important evaluation criteria to augment price considerations; such as past performance related to schedule adherence, quality, reliability and vehicle performance.

In addition to the ability to evaluate key technical and schedule factors, the Best Value Request for Proposal process permits direct discussions and negotiations with proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

FINANCIAL IMPACT

The requested action has no financial impact at this time. However, future activities associated with the respective procurements will be charged against the adopted Life of Project budgets for the affected heavy rail and light rail vehicle projects. Upon completion of the Request for Proposals, staff will present more detailed plan addressing financial impacts and impact to budget.

ALTERNATIVES CONSIDERED

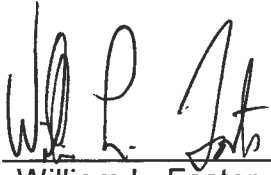
Procurement by a low bid process was considered but is not recommended. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that on firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for evaluation of critical non-price related factors in the selection process.

NEXT STEPS

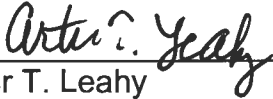
If this action is approved, staff would proceed with competitively negotiated best value solicitations for the new heavy rail vehicle and the refurbishment of the P2000 and A650 vehicles.

Prepared by: Richard Hunt, General Manager Strategic Vehicle & Infrastructure Delivery

Questions: Carolyn Kreslake, Transportation Planning Manager IV
213-922-7420



William L. Foster
Interim Chief Operations Officer



Arthur T. Leahy
Chief Executive Officer



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SEP 30 2015

Stephanie Wiggins
Deputy Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA90012-2952

Re: Application for Inclusion in
U.S. Department of Transportation's
Contracting Initiative Pilot Program

Dear Ms. *Stephanie* Wiggins:

Thank you for the application submitted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) to the United States Department of Transportation (DOT) Contracting Initiative Pilot Program.¹ The Federal Transit Administration (FTA) accepts LACMTA's proposals for inclusion in the program with certain modifications, as described more fully below.

FTA understands that LACMTA has four contracting opportunities involving rolling stock that it would like to include in the Pilot Program. These contracting opportunities include contracts for (1) the purchase of 282 heavy rail vehicles; (2) the purchase of up to 600 new buses; (3) the mid-life overhaul of 74 heavy rail vehicles; and (4) the mid-life overhaul of 82 light rail vehicles. In support of its application, LACMTA submitted the following documents: April 13, 2015 Submittal to FTA for Admission into Local Hiring Pilot Program; Local Employment Program (Mandatory) & Local Employment Program (Voluntary); P3010 US Employment Value Summary Trade-off Analysis – Attachment 1; and May 8, 2015 Response to Supplemental Questions Regarding Application for Local Hiring Pilot Program.

LACMTA proposes a mandatory Local Employment Plan (LEP) for the heavy rail contract and voluntary LEPs for the bus purchase and overhaul contracts. The LEP in both circumstances would target new and existing jobs in Los Angeles County and would provide that at least 10 percent of the jobs be targeted at disadvantaged populations. The proposed mandatory LEP would make the inclusion of an LEP a requirement of responsiveness, and would constitute 10 percent of the total points available for all RFP evaluation factors. The proposed voluntary LEP would provide the bidder with additional "bonus" points that could be awarded if the bidder includes an LEP with its bid.

¹ The DOT Contracting Initiative is described in more detail in 80 FR 12257 (March 6, 2015).

In considering whether to approve a proposed contract requirement under the Pilot Program, FTA is guided by an August 2013 opinion of the Office of Legal Counsel (OLC) of the U.S. Department of Justice.² Under that opinion, FTA may approve a proposed contract requirement that is likely to have only an incidental effect on the pool of potential bidders, or that imposes reasonable requirements related to the performance of the necessary work. Or, if a proposed specification is likely to have more than an incidental effect on the pool of potential bidders and is unrelated to the work's performance, FTA still may approve the requirement if it "promotes the efficient and effective use of federal funds in the short or long run" or "safeguards the integrity of the competitive bidding process." The OLC decision leaves to FTA discretion the determination of what constitutes the "efficient and effective use of federal funds."

FTA is concerned that the proposed voluntary and involuntary programs both may have more than an incidental effect on the pool of potential bidders – at least with respect to the heavy rail car buy and the bus buy – because they could put at a disadvantage any manufacturer who does not already have a facility in the defined geographic area, and this competitive disadvantage is not relieved by the voluntary or involuntary nature of the program. However, an appropriate modification of LACMTA's proposed requirements will address our concerns.

Generally, FTA proposes modifications to the following provisions: the voluntary versus mandatory nature of the LEP requirement; credit given for new versus existing jobs; and the geographic area eligible for LEP participation. FTA is concerned with making the LEP mandatory, as well as awarding credit for existing jobs within Los Angeles County because both terms could give an undue advantage to potential bidders already located within Los Angeles County. Additionally, FTA examined the competitive markets within LACMTA's proposed geographic focus of Los Angeles County, and determined that for two of the contracts such a geographic limitation could afford an unfair competitive advantage.

FTA evaluated each proposed program and contracting opportunity and requests the following modifications.

Purchase of 282 Heavy Rail Vehicles (Estimated Contract Cost: \$1.0558B)

The LACMTA proposal is a mandatory LEP that includes as part of the bid evaluation criteria credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons. The LEP would constitute 10% of the available points.

Currently, there is one rail vehicle manufacturer in Los Angeles County, Kinkisharyo. Limiting the LEP to Los Angeles County and including existing jobs could provide Kinkisharyo with an unfair competitive advantage and could be an exclusionary or discriminatory specification prohibited by 49 U.S.C. § 5334(h). FTA requests that LACMTA modify the LEP for the heavy rail vehicles to make it a voluntary program, expand the geographic market to the state of California, and provide credit only for new jobs created, with 10% of the jobs targeted for disadvantaged persons.

² See *Competitive Bidding Requirements Under The Federal-Aid Highway Program*, 23 U.S.C. § 112 (August 23, 2013). The 2013 opinion is available at <http://www.justice.gov/olc/opinions>.

Purchase of up to 600 new buses (Estimated Contract Cost: \$325M)

The LACMTA proposal is a voluntary LEP that provides supplemental points for any proposer who includes an LEP. Bidders would receive credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons.

Currently, there only is one bus manufacturer with a facility in Los Angeles County -- New Flyer. Accordingly, an LEP limited to the county could provide an unfair competitive advantage for that manufacturer, even if the program is voluntary. FTA requests that LACMTA modify the LEP for the 600 bus buy to expand the geographic market to the state of California, and provide credit only for new jobs created, and 10% of the jobs targeted for disadvantaged persons.

Mid-life overhaul of 82 light rail vehicles (Contract Value \$100M) and mid-life overhaul of 74 heavy rail vehicles (Contract Value \$46M)

The LACMTA proposal for the two mid-life overhaul contracts is the same: a voluntary LEP giving credit for new and existing jobs in Los Angeles County, and a requirement that 10% of the jobs be targeted for disadvantaged persons.

For overhaul contracts, the original vehicle manufacturer has an advantage for doing mid-life overhauls of its own vehicles. The original manufacturers for the vehicles subject to the contracts are not located in Los Angeles County, resulting in all potential bidders being similarly situated. Under these circumstances, limiting the geographic market to Los Angeles County does not provide an unfair competitive advantage for any one bidder. As with the other contracts, FTA requests that this LEP be limited to new jobs created and provide that 10% of the jobs be targeted for disadvantaged persons.

With the above modifications to LACMTA's proposed LEPs, FTA believes that inclusion of the four contracting opportunities in the Pilot Program would likely better promote the efficient and effective use of federal funds and safeguard the integrity of the competitive bidding process. Please let us know whether LACMTA is interested in participating in the Pilot Program under the proposed terms. If you have any questions, please contact Deputy Chief Counsel Dana Nifosi at 202-366-1643 or Dana.Nifosi@dot.gov.

Sincerely,


Leslie T. Rogers
Regional Administration

DEOD SUMMARY

**Heavy Rail Vehicle (HRV) Overhaul & Critical Component Replacement Program
(OCCRP) / A650-2015**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. The Federal Transit Administration (FTA) requires that each Transit Vehicle Manufacturer (TVM) submit for approval an annual percentage overall goal. In accordance with 49 Code of Federal Regulations (CFR) Part 26.49, only those transit vehicle manufacturers listed on FTA's certified list of Transit Vehicle Manufacturers, or that have submitted a goal methodology to FTA that has been approved or has not been disapproved, at the time of solicitation are eligible to bid.

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.