

Metro

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



Agenda - Final

Thursday, June 21, 2018

9:00 AM

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

System Safety, Security and Operations Committee

John Fasana, Chair

Robert Garcia, Vice Chair

Paul Krekorian

Mark Ridley-Thomas

Hilda Solis

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.

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Items: 27, 28, 29, 30, 31, 32, 33, 34, 35****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR

- 27. SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES**

[2018-0208](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. Execute Modification No. 2 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, in the amount of \$1,250,000, increasing the not-to-exceed three-year base contract value from \$1,000,800 to \$2,250,800, and
- B. Execute Modification No. 3 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extending the contract term from April 1, 2019 to March 31, 2020.

These two Modifications will increase the total contract value from \$1,000,800 to \$2,844,000.

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

- 28. SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT CONTRACT KINKISHARYO**

[2018-0226](#)**RECOMMENDATION**

APPROVE Modification No. 32 to Contract No. P3010 with Kinkisharyo International, LLC for two Request for Changes (RFC): RFC No. 7 to revise the sandbox location for a firm fixed price of \$2,551,782.56, and RFC No. 19 to add reflective decal labels for a firm fixed price of \$1,123,644.61, for a

combined firm fixed amount of \$3,675,427.17, increasing the total Contract value from \$920,964,842.19 to \$924,640,269.36. The Contract increase is within the Life of Project Budget.

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

29. SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL SERVICES

[2018-0203](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;
- B. EXECUTE Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year one by \$883,645 from \$4,352,459 to \$5,236,104, thereby increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C. EXECUTE Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, thereby increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and

- D. EXECUTE Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019.

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

30. SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES

[2018-0265](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modifications Nos. 1 and No. 2 to Contract No. MA39865000, with Cummins Pacific, LLC, for Near Zero Emission Natural Gas Fueled Engines, to exercise Option 1 in the amount of \$11,296,774 and Option 2 in the amount of \$7,064,518, increasing the total contract value from \$8,160,522 to \$26,521,814, inclusive of sales tax.

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

31. SUBJECT: ENTERPRISE SAFETY MANAGEMENT SYSTEM

[2018-0131](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a twelve-month, firm-fixed price Contract No. PS43249000 to Cority Software Inc. in the amount of \$1,292,925.80 to develop, configure, integrate, and implement a new Enterprise Safety Management System (ESMS), subject to resolution of protest (s) if any. The ESMS will capture all accident, incident, and injury data and be used to produce state and federal regulatory reports.

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

32. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES

[2018-0272](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., for Fire-Life Safety Systems

Testing and Certification services in the amount of \$1,360,000 increasing the not-to-exceed three-year base contract value from \$1,623,895.90 to \$2,983,895.90.

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

33. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS [2018-0008](#)

RECOMMENDATION

APPROVE nominees for membership on Metro's Service Councils.

Attachments: [Attachment A - New Nominees' Listing of Qualifications](#)
[Attachment B - Nomination Letters FINAL](#)

34. SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE [2018-0290](#)

RECOMMENDATION

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

Attachments: [Attachment A - System-Wide Law Enforcement Overview April 2018](#)
[Attachment B – Detail by Rail Line April 2018](#)
[Attachment C - Key Performance Indicators April](#)
[Attachment D - Transit Policing Summary](#)

35. SUBJECT: JUNE 2018 SERVICE CHANGES [2018-0256](#)

RECOMMENDATION

RECEIVE AND FILE status report on Metro service changes to be implemented on Sunday, June 24, 2018.

Attachments: [Presentation](#)

NON-CONSENT

36. SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH [2018-0228](#)

RECOMMENDATION

Operations Employee of the Month

Attachments: [Presentation](#)

37. SUBJECT: TAP FAREBOX AND STATION VALIDATOR UPGRADE PROJECT UPDATE, BUDGET, AND SCHEDULE [2018-0213](#)

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project budget of \$45,000,000 for the purchase of bus farebox and station validator hardware and installation, and necessary software upgrades. The \$45,000,000 will provide funding for the subsequent contract recommendations (Items B to F);
- B. AWARD sole source Contract No. PS53915000 to Genfare SPX, Inc., as the original equipment manufacturer, for procurement of bus farebox, motherboard, farebox lid, and other hardware components to upgrade the fareboxes in the amount of \$10,331,252, inclusive of sales tax;
- C. EXECUTE Modification No. 7 to Contract No. PS30203139, with Axiom xCell, Inc. ("Axiom"), for software modifications to enhance security and increase compatibility to the fare enforcement app in the amount of \$167,122; increasing the total contract value from \$2,000,944.20 to \$2,168,066.20;
- D. NEGOTIATE and execute Modification No. 154 to Contract No. OP02461010, with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight in the not to exceed amount of \$22,104,750, increasing the total contract value from \$270,601,808, to \$292,706,558;
- E. NEGOTIATE and execute a Memorandum of Understanding with municipal operators who require fare collection system upgrades and outline requirements, pricing and payment schedule; and
- F. AMEND the FY19 budget for an additional 11 Full-Time Employees (FTEs) and \$1,944,531 to expedite bus farebox installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies.

Attachments: [Attachment A - Procurement Summary\(s\)](#)
[Attachment B - Contract Modification Change Log\(s\)](#)
[Attachment C - DEOD Summary\(s\)](#)
[Attachment D - Farebox Lids Comparison](#)
[Attachment E - Timeline for TAP Equipment Installation.pdf](#)
[Attachment F - Bus Fareboxes and SAVs Upgrade Quantities.pdf](#)

38. **SUBJECT: ORAL REPORT ON NEXTGEN BUS STUDY SERVICE PARAMETERS** [2018-0229](#)

RECOMMENDATION

RECEIVE oral report on NextGen Bus Study Service Parameters Update.

Attachments: [Presentation](#)

(ALSO ON AD HOC CUSTOMER EXPERIENCE COMMITTEE)

39. **SUBJECT: NEW BLUE BUS SERVICE CONCEPT AND FARE STRUCTURE** [2018-0251](#)

RECOMMENDATION

RECEIVE AND FILE status report on the service concept and fare structure for the New Blue Bus Replacement Service.

Attachments: [Attachment A - 2018 and 2019 New Blue Communications Plan](#)
[Presentation](#)

40. **SUBJECT: CRENSHAW/LAX SERVICE PLAN AND BUS/RAIL INTERFACE AND PLAN** [2018-0242](#)

RECOMMENDATION

RECEIVE AND FILE status report on the service plan for the new Crenshaw/LAX to Green Line rail network and draft bus/rail interface plan for the Crenshaw/LAX rail line to be implemented in the Fall of 2019.

Attachments: [Attachment A - Station by Station Descriptions](#)
[Presentation](#)

41. **SUBJECT: ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) SERVICES** [2018-0116](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD task order based bench Contract Nos. PS49169000 through PS49169013 to the firms listed below and in Attachment A, for a not-to-exceed amount of \$15,000,000, to provide ETAM services for a seven-year term effective July 1, 2018 through June 30, 2025, subject to resolution of protests(s), if any. The following firms are recommended for award:

1. Accenture, LLP
2. AECOM Technical Services, Inc.
3. Anil Verma Associates, Inc.

4. EMG
5. Intueor Consulting, Inc.
6. Kaygen, Inc.
7. Morgner Construction Management
8. Pacific Railway Enterprises, Inc.
9. Rail Surveyors and Engineers, Inc.
10. Raul V. Bravo + Associates, Inc.
11. Turner & Townsend AMCL, Inc.
12. Vehicle Technical Consultants, Inc.
13. Virginkar & Associates, Inc.
14. WSP USA, Inc.; and

B. EXECUTE individual task orders under these Contracts for ETAM services in a total amount not-to-exceed \$15,000,000.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment A-1 - Recommended Firms by Discipline](#)
[Attachment B - DEOD Summary](#)

42. SUBJECT: FIRE ALARM CONTROL PANEL UPGRADE [2018-0149](#)

RECOMMENDATION

APPROVE an increase to the Life-of-Project (LOP) budget for the Fire Alarm Control Panel Upgrade project (CP 204128) by \$1,400,000 increasing the LOP budget from \$3,600,000 to \$5,000,000.

Attachments: [Attachment A - Expenditure Plan_CP204128 r05112018](#)
[Attachment B - Procurement Summary](#)
[Attachment C - DEOD Summary](#)

43. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - NORTH REGION [2018-0184](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed price Contract No. OP52365000 to Transdev Services Inc. for contracted bus services in the North Region for an amount not-to-exceed \$105,816,969 effective August 3, 2018.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Metro North Region Contract Services Lines Map](#)

SUBJECT: GENERAL PUBLIC COMMENT [2018-0377](#)

Receive GENERAL PUBLIC COMMENT

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0208, **File Type:** Contract

Agenda Number: 27.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018**

**SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR
METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL
PROPERTIES**

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Execute Modification No. 2 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, in the amount of \$1,250,000, increasing the not-to-exceed three-year base contract value from \$1,000,800 to \$2,250,800, and
- B. Execute Modification No. 3 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extending the contract term from April 1, 2019 to March 31, 2020.

These two Modifications will increase the total contract value from \$1,000,800 to \$2,844,000.

ISSUE

There are multiple types of fencing systems installed on the perimeters of Metro operational and non-operational railroad properties throughout Los Angeles County. Property fences are subject to damage due to vandalism, forced entries, vehicle accidents and natural disasters requiring repair on an as-needed basis.

The existing contract three-year base period will expire on March 31, 2019. To continue providing the necessary as-needed fencing repair and installation services system-wide, a Contract Modification is required to increase the three-year base contract authority by \$1,250,000 from \$1,000,800 to \$2,250,800, and to exercise and increase the value of option year one in the amount of \$250,000 from \$343,200 to \$593,200, increasing the total contract value from \$1,000,800 to \$2,844,000 and extending the contract term from April 1, 2019 to March 31, 2020.

DISCUSSION

Under the existing Contract, a 100% SBE commitment was made by the prime. Ace Fence Co. is a Metro certified SBE and is meeting their commitment with a 100% SBE participation.

In order to meet Metro's security needs, fencing is required on active railroad rights-of-way, electrified railroad yards, traction power substations, storage yards and other Metro rail operating properties to prevent the public from accessing these restricted areas and placing themselves at the risk of being hit by trains, being electrocuted by third rail or high-power electrical lines, to mitigate illegal dumping and to protect Metro properties from theft and vandalism.

Under this Contract, as-needed fencing repair inquiries and service requests have significantly increased due to vandalism, vehicular accidents, and in support of Metro's Construction projects to ensure safety and security incidents are addressed. Also, the scope of work has been expanded to include fencing repair and improvements for Metro expansion projects including Metro Foothill Extension and Expo II. Furthermore, services have been expanded to provide initial fencing repair and improvements along with as-needed services throughout 17 Caltrans owned Park and Ride lots currently maintained by Metro in accordance with the executed Operations and Maintenance agreement effective January 1, 2018. Additional fencing repair and improvements are anticipated as part of the New Blue improvement project.

Since the scope of work has been expanded to include additional locations and services, there are insufficient funds remaining within the current contract term. Contract Modifications are required to increase the three-year base contract authority by \$1,250,000 from \$1,000,800 to \$2,250,800, and exercise and increase the value of option year one in the amount of \$250,000 from \$343,200 to \$593,200, increasing the total contract value from \$1,000,800 to \$2,844,000. The additional funding is required to ensure timely execution of the pending tasks and service continuity through March 31, 2020.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure safe, timely and quality as-needed fencing repair and installation services system-wide.

FINANCIAL IMPACT

Funding of \$1,398,300 is included in the FY19 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 and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

Funding for this action will come from the Enterprise operating fund. The source of funds will come

from state and local funds including fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on funding allocation provisions.

ALTERNATIVES CONSIDERED

Staff considered providing this service with in-house staff. 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 this is not a cost-effective option for Metro.

NEXT STEPS

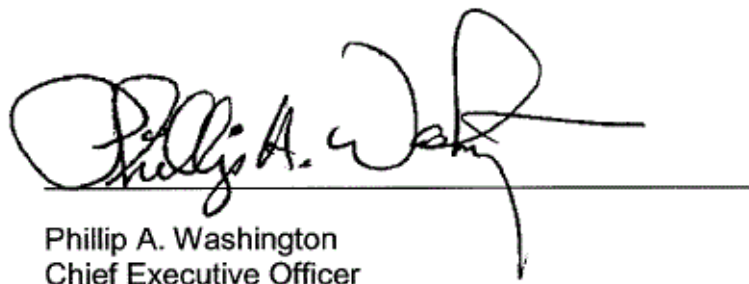
Upon approval by the Board, staff will execute Modifications No. 2 and Modification No. 3 with APW Construction Inc., DBA Ace Fence Co., under the current Contract No. OP4056400OP to continue providing fence repair and installation services for Metro Rail right of ways, facilities and parcel properties.

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, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES / OP4056400OP

1.	Contract Number: OP4056400OP		
2.	Contractor: APW Construction Inc., DBA Ace Fence Co.		
3.	Mod. Work Description: Additional funding; exercise option year 1		
4.	Contract Work Description: As-needed fencing repair and installation services system-wide.		
5.	The following data is current as of: 5/22/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/25/16	Contract Award Amount: \$1,000,800
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	3/31/19	Pending Modifications (including this action): \$1,843,200
	Current Est. Complete Date:	3/31/20	Current Contract Value (with this action): \$2,844,000
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 Contract Modification No. 2 issued in support of Facilities Maintenance to continue providing as-needed fencing repair and installation services system-wide, increasing the not-to-exceed three-year base contract value by \$1,250,000 from \$1,000,800 to \$2,250,800.

Additionally, this Board Action is to approve Contract Modification No. 3 to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extend the contract term from April 1, 2019 to March 31, 2020.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

On February 25, 2016, the Board approved a five-year contract, inclusive of two, one-year options, to APW Construction Inc., DBA Ace Fence Co., to provide as-needed fencing repair and installation services for Metro owned rail rights-of way, facilities, and parcel properties.

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

B. Cost/Price Analysis

California Prevailing Wage requirements are applicable to this Contract. The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE) and technical evaluation. The labor rates that were established as part of the current contract executed on April 1, 2016 remain unchanged. Therefore, it is in Metro’s best interest to exercise Option Year One.

Proposed Amount	Metro ICE	Modification Amount
\$1,843,200	\$1,843,200	\$1,843,200

CONTRACT MODIFICATION/CHANGE ORDER LOG

FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES / OP4056400OP

Mod. No.	Description	Date	Amount
1.	Add locations	6/2/16	\$0
2.	Increase the 3-year base contract amount	PENDING	\$1,250,000
3.	Exercise option year 1 and extend contract term to March 31, 2020	PENDING	\$593,200
	Modification Total:		\$1,843,200
	Original Contract:	04/01/16	\$1,000,800
	Total Contract Value:		\$2,844,000

DEOD SUMMARY

FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL ROW, FACILITIES AND PARCEL PROPERTIES / OP4056400P

A. Small Business Participation

APW Construction Inc. dba Ace Fence Co., an SBE Prime, made a 100% SBE commitment. The project is 51% complete. APW Construction Inc. dba Ace Fence Co. is currently meeting its commitment with an SBE participation of 100%.

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	APW Construction Inc. dba Ace Fence Co. (SBE Prime)	100%	100%
	Total	100%	100%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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 #: 2018-0226, **File Type:** Contract**Agenda Number:** 28.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018****SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT
CONTRACT KINKISHARYO****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE Modification No. 32 to Contract No. P3010 with Kinkisharyo International, LLC for two Request for Changes (RFC): RFC No. 7 to revise the sandbox location for a firm fixed price of \$2,551,782.56, and RFC No. 19 to add reflective decal labels for a firm fixed price of \$1,123,644.61, for a combined firm fixed amount of \$3,675,427.17, increasing the total Contract value from \$920,964,842.19 to \$924,640,269.36. The Contract increase is within the Life of Project Budget.

ISSUE

During the exercise of the P3010 Base Order contract, Metro issued 11 RFCs to Kinkisharyo International LLC (KI) to enhance vehicle performance and passenger experience. Contract Modifications for the 11 RFCs were successfully executed and implemented on the Base Order vehicles. To maintain consistency in fleet configuration, staff recommends applying the previously approved changes to the remaining 157 Option Light Rail Vehicles (LRVs). These two RFCs exceed the Chief Executive Officer's delegated negotiating authority of \$1,000,000, so staff is requesting Board approval for Contract Modification Authority.

DISCUSSION

In April 2012, the P3010 LRV contract, for a base order of 78 LRVs, was awarded to KI. The contract includes four options for an additional 157 LRVs which were subsequently awarded. To date, KI is delivering safe, reliable, and maintainable vehicles on time and within budget.

To maintain consistency in fleet configuration, staff recommends applying the previously approved changes to the remaining 157 Option LRVs to enhance vehicle performance and passenger experience. Metro staff is requesting Board approval of the following two (2) RFC's:

- 1) RFC No. 7: Revise Sandbox Location. This change permits maintenance staff the option to either fill the sandbox manually or automatically using a pressurized nozzle system from Metro's cleaning platforms.

-
- 2) RFC No. 19: Add Reflective Decals. The addition of reflective decal on the exterior vehicle provides more visibility of approaching trains to passengers and pedestrians, and therefore enhances the safety requirements as detailed in 49 CFR Part 659 - Rail Fixed Guideway Systems; State Safety Oversight.

Application of these changes is required to ensure a consistent fleet configuration and preserve enhanced levels of vehicle performance and passenger experience. Additionally, application of these changes will have no impact to project schedule and is within the remaining contingency of the Life of Project budget.

KI is on the Federal Transit Administration's (FTA) list of eligible Transit Vehicle Manufacturers (TVM). In compliance with 49 Code of Federal Regulations (CFR) Part 26.49(a)(1), KI established an overall goal of 2.3% and reports DBE participation directly to the FTA. Per the reports shared by KI, they reported 6.8% from April 1, 2017 to September 30, 2017. In previous fiscal years they reported 26.5% in FY2016, 16.85% in FY2015, and 18.5% in FY2014. As KI reports directly to the FTA, these values are not subject to Metro review.

Based on staff's review, it is recommended to proceed with the two Contract Modifications described in Attachment A.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact to safety; however, it does enhance vehicle performance and passenger experience.

FINANCIAL IMPACT

Adoption of the recommendation to approve the two RFC's will increase the Contract price by \$3,675,427.17, from \$920,964,842.19 to \$924,640,269.36. This amount is within the P3010 project LOP of \$972,000,000. Funding for these changes as outlined are included in the FY19 budget in Cost Center 3043 - Strategic Vehicle and Infrastructure Delivery, Account 53105 - Acquisition of Revenue Vehicle, Project 206035 - P3010 LRV Project including options.

Since this is a multi-year Contract, the Cost Center manager and Project Manager will ensure that the balance of funds are budgeted in future years, including all options exercised.

Impact to Budget

The FY19 source of funds for this action are, Federal Congestion Mitigation and Air Quality (CMAQ) and Proposition A. These funding sources maximize allowable fund use given funding provisions.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve staff's recommendation for the changes recommended in action A above, Metro operations will be required to support two different fleet configurations with different levels of performance and passengers will be subjected to vehicles with different levels of

amenities. This alternative is not recommended as it will add additional burden to Metro Operations and passengers will be subjected to different levels of service.

NEXT STEPS

If this item is approved, staff will proceed with implementation of the changes outlined above and continue delivery of the P3010 option order vehicles.

ATTACHMENTS

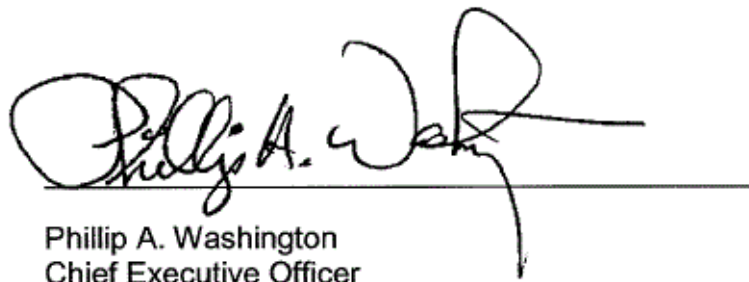
Attachment A - Procurement Summary

Attachment B - Contract Modification Authority (CMA) Summary

Attachment C - DEOD Summary

Prepared by: Jason Yaw, Manager, Project Control, (213) 922-3325
Wayne Okubo, Director of Contract Administration, (213) 922-7466

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE

1.	Contract Number: P3010		
2.	Contractor: Kinkisharyo, International LLC		
3.	Mod. Work Description: The Contractor will perform configuration changes to the 157 Option LRVs that were performed on the 78 Base LRVs to maintain vehicle configuration consistency. These configurations changes are: a) RFC No. 7 – Relocation of Sandbox for \$2,551,782.56 b) RFC No. 19 – Addition of Reflective Decals for \$1,123,644.61		
4.	Contract Work Description: New Light Rail Vehicles		
5.	The following data is current as of: 5/2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	4/2012	Contract Award Amount: \$890,142,275, inclusive of Options 1 through 4.
	Notice to Proceed (NTP):	8/2012	Total of Modifications Approved: 31
	Original Complete Date:	2/2017 (Base only)	Pending Modifications (including this action): 1
	Current Est. Complete Date:	6/2021 (including Options)	Current Contract Value (with this action): \$924,640,269.36
7.	Contract Administrator: Wayne Okubo		Telephone Number: (213) 922-7466
8.	Project Manager: Jason Yaw		Telephone Number: (213) 922-3325

A. Procurement Background

This Board Action is to approve Modification No. 32 to Contract No. P3010 for vehicle configuration changes on the 157 Option light rail vehicles.

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

In April 2012, Contract No. P3010 was awarded to Kinkisharyo International LLC. (KI) in the firm fixed price amount of \$299,061,827 for the manufacturing and delivery of 78 light rail vehicles (LRV) for the base contract buy. The Board also authorized the CEO to negotiate and award up to four Contract Options totaling \$591,080,448 for up to 157 additional LRVs. These four options were executed in August 14, 2013 (Option 1 and 4) and July 31, 2015 (Option 2 and 3).

This Contract Modification is to enable KI to perform configuration changes to the 157 Option LRVs that were performed on the 78 Base LRVs to maintain vehicle configuration consistency.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MAS audit, independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations.

RFC No. 7. The Metro ICE underestimated values for installation labor and materials resulting in a 52% differential in the negotiated price. The additional labor and material costs incurred by the KI were supported by additional Contractor documentation and corroborating technical analysis.

	Proposal Amount	Metro ICE	Negotiated Amount
RFC 7	\$2,744,457	\$1,670,480	\$2,551,783
RFC 19	\$1,175,836	\$1,263,945	\$1,123,644
TOTAL	\$3,920,293	\$2,934,425	\$3,675,427

ATTACHMENT B

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

P3010 LIGHT RAIL VEHICLES

Contract Modification No.	Description	Status	Estimated Cost
N/A	Award Base Contract	Approved	\$ 299,061,827.00
1	Modify SP-27 US Employment Plan, Section B – New FTE Positions	Executed	\$ 0.00
2	Exercise Contract Option No. 1 for \$104,428,419 and Option No. 4 for \$261,893,225 and Period of Performance	Executed	\$ 366,321,644.00
3	Revise Period of Performance to include 30 days retooling period after delivery of last car on prior order	Executed	\$ 0.00
4	Modify applicable commercial Specs and Technical Specs for Request for Change No. 9 LED on Recording Cameras. Increase Contract Amount for the Base Buy by \$120,362.19	Executed	\$ 120,362.19
5	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.10 - Door Close Operator Alert. Increase Contract Amount for the Base Buy by \$74,763.06	Executed	\$ 74,763.06
6	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.11 Train Operator Log In. Increase Contract Amount for the Base Buy by \$253,955.52	Executed	\$ 253,955.52
7	Modify Applicable Commercial and Technical specs for RFC No. 14 for revising car number to four digits	Executed	\$ 0.00
8	Modify Applicable Commercial and Technical specs for RFC No. 1 for the addition of a backup train operator display	Executed	\$ 861,695.00
9	Modify Applicable Commercial and Technical specs for RFC No. 8 Location for Emergency Tool Enclosures	Executed	\$ 0.00
10	Deleted	Not Executed	\$ 0.00
11	Exterior Rear View Mirrors	Executed	\$ 677,317.00
12	Sandbox Location	Executed	\$ 548,242.00
13	RFC No. 13 - Adding Graphic Display	Executed	\$ 355,848.00
14	Revised Invoice Procedures	Executed	\$ 0.00

15	RFC No. 2 - Exterior route signs with color ID	Executed	\$	1,206,791.85
16	RFC No. 6 - Interior Route Information Signs	Executed	\$	1,274,944.00
17	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 1 and Option 4	Executed	\$	6,534,165.00
18	Exercise of Contract Options 2 and 3	Executed	\$	224,758,804
19	Addition of Interior Route Information Signs – Design Change	Executed	\$	169,146.00
20	Cab Console – Door Control	Executed	\$	194,439.00
21	Vehicle Scale Model	Executed	-\$	75,000.00
22	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 2 and Option 3	Executed	\$	11,651,376.00
23	Transport of three LRVs (No. 1003, 1014, and 1016)	Executed	\$	30,647.00
24	Windshield wipers and brake cut out skirt openings	Executed	\$	248,892.03
25	Revision of SP-04 entitled "Approved Subcontractors and Suppliers" list	Executed	\$	0.00
26	Extension of Time Base Contract from 53 to 56 months	Executed	\$	0.00
27	Transport of 19 railcars from Monrovia to Green Line	Executed	\$	205,571.00
28	Modification of CP-02. Modification changes the percentage for the Conditional Acceptance and Final Acceptance Milestones	Executed	\$	0.00
29	Crenshaw Line Tie-In Support	Executed	\$	191,747.16
30	RFC #19 Reflective Labels for 78 Base LRV's	Executed	\$	609,974.61
31	Award RFC No. 1 for Addition of Train Operator, RFC No. 2 for Color Route ID, RFC No. 3 for Addition of exterior rear view mirrors, and RFC No. 6 for Interior route information signs	Executed	\$	5,687,690.42
32	Award RFC #7 for Sandbox Relocation and RFC# 19 Reflective Labels, on 157 LRVs Options 1-4	Recommended for Approval	\$	3,675,427.17
	Subtotal – Negotiated and In Process Changes			\$924,640,269.36
	Subtotal – Negotiated and Recommended for Approval			\$0.00
	Subtotal — Negotiated but Not Executed, Recommended Approval for CEO to negotiate and execute (Pending)			\$3,675,427.17
	Total Estimated Modifications Including Pending Changes			\$625,578,442.36

	Prior CMA Authorized by the Board (CMA 10% of aggregate amount of original award plus Options 1-4)	\$89,014,227.10
	Increased CMA requested	\$0.00
	Total CMA including this action	\$16,312,453.36
	Remaining CMA for Future Changes	\$72,701,773.74

DEOD SUMMARY**P3010 LIGHT RAIL VEHICLES****A. Small Business Participation**

Kinkisharyo International, LLC is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs with a Disadvantaged Business Enterprise (DBE) overall goal methodology, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA. As such, Kinkisharyo International, LLC reported that it submitted its overall DBE goal of 2.3% to FTA for FY18. On May 4, 2018, Kinkisharyo confirmed that it reported 6.8% DBE participation from April 1, 2017 to September 30, 2017 in its last semi-annual report to FTA.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Program is not applicable to this Contract. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy Applicability.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to the manufacturing of light rail vehicles.

D. Project Labor Agreement/Construction Careers Policy

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

E. United States Employment Plan Program (USEP)

United States Employment Plan Program is applicable on this contract. Staff has been monitoring progress on all USEP commitments, including the contractual commitment in creating employment opportunities in the U.S. The Contractor, Kinkisharyo, has currently created over 600 new jobs nationwide to support this project, totaling \$66,247,128 in new wages and benefits through the last Quarterly reporting period, January 2018.

**Board Report**

File #: 2018-0203, **File Type:** Contract

Agenda Number: 29.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018**

**SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION
MAINTENANCE, AND TRASH AND VEGETATION
REMOVAL SERVICES**

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;
- B. EXECUTE Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year one by \$883,645 from \$4,352,459 to \$5,236,104, thereby increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C. EXECUTE Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, thereby increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and
- D. EXECUTE Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood

Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019.

ISSUE

Under the existing contracts for Regions 1-4 awarded on September 24, 2015, on-going graffiti abatement, landscape and irrigation, and trash and vegetation removal services are performed on a regular basis system-wide to ensure providing safe, on-time and quality services.

The three-year base period for the existing four (4) contracts will expire on September 30, 2018. The contractors have been providing satisfactory maintenance services in each of their respective regions.

To continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services, a Contract Modification is required for each of the four (4) contracts to exercise option year one extending the period of performance through September 30, 2019, and increasing the option year one values for Regions 2 and 3 contracts to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

DISCUSSION

Under the existing contracts for each of the four (4) Regions, a 25% SBE goal was established. For Region 1, Woods Maintenance Services, Inc. actual contribution exceeds the goal by 0.5% with a 25.5% SBE participation. For Region 2, Parkwood Landscape Maintenance, Inc. actual contribution exceeds the goal by 0.1% with a 25.1% SBE participation. For Region 3, Woods Maintenance Services, Inc. actual contribution exceeds the goal by 0.1% with a 25.1% SBE participation. For Region 4, Parkwood Landscape Maintenance, Inc. actual contribution exceeds the goal by 1% with a 26% SBE participation.

Under these contracts for Regions 1-4, the contractors provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County to mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness and to ensure delivery of safe, clean, on-time and reliable services system-wide.

During the three-year base period, on February 25, 2016, Metro Board of Directors approved the execution of Modification No. 1 for each of Regions 2 and 3 respectively, to expand the services provided for the three-year base period only, to include Metro Gold Line Foothill and Expo Line Extensions in preparation for their revenue operating dates of March 5 and May 20, 2016, respectively.

To continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services, a Contract Modification is required for each of the four (4) contracts, to exercise option year one, extending the period of performance through September 30, 2019, and increasing the option year one values for Regions 2 and 3 to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the continuity of maintenance services, mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness, and provide a proactive approach to maintenance needs, to ensure delivery of safe, clean, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$16,359,562 is included in the FY19 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 and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

Funding for this action will come from the Enterprise operating fund. The source of funds will come from state and local funds including fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on approved funding allocation provisions.

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 Contract Modifications for each of the four contracts to exercise option year one, extending the period of performance through September 30, 2019:

- A. Modification No. 4 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc.
- B. Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc.

- C. Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc.
- D. Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc.

ATTACHMENTS

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

Prepared by:

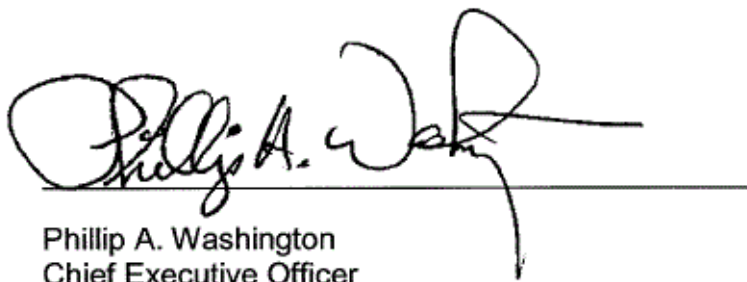
Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767

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

Reviewed by:

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

Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700, OP3569500, OP3638300

1.	Contract Numbers: A) OP3569100, B) OP3635700, C) OP3569500, and D) OP3638300		
2.	Contractors: Woods Maintenance Services, Inc. and Parkwood Landscape Maintenance		
3.	Mod. Work Description: Exercise First Year Option for Regions 1 through 4 Contracts		
4.	Contract Work Description Provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County.		
5.	The following data is current as of: 5/24/18		
6.	Contract Completion Status		Financial Status
	Contracts Awarded:	9/25/15	Contracts Award Amounts: A) \$16,542,520.00 B) \$12,599,235.00 C) \$16,863,892.00 D) \$11,996,937.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: A) \$79,894.50 B) \$2,270,905.00 C) \$3,551,658.00 D) \$38,250.00
	Original Complete Date:	9/30/18	Pending Modifications (including this action): A) \$5,462,340.00 B) \$5,236,104.00 C) \$6,972,648.00 D) \$4,141,657.00
	Current Est. Complete Date:	9/30/19	Current Contracts Values (with this action): A) \$22,084,754.50 B) \$20,106,244.00 C) \$27,388,198.00 D) \$16,176,844.00
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Managers: Maral Minasian – Region 1 Lew Yonemoto – Region 2 Shaunt Avanesian – Region 3 Todd Garner – Region 4		Telephone Numbers: (213) 922-6762 (213) 922-6773 (213) 922-5931 (213) 922-6788

A. Procurement Background

This Board Action is to exercise the first year option to the various contracts listed above to support Facilities Maintenance to continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services. A contract modification is required for each of the four contracts to exercise the first option year and extend the period of performance through September 30, 2019. Specifically, the following Contract Modifications will be issued:

- A) Modification No. 4 to Contract No. OP3569100 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;
- B) Modification No. 3 to Contract No. OP3635700 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise option year one by \$883,645 from \$4,352,459 to \$5,236,104, increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C) Modification No. 2 to Contract No. OP3569500 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and
- D) Modification No. 4 to Contract No. OP3638300 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract types are firm fixed unit rates.

On September 24, 2015, the Board approved four, five-year contracts, inclusive of two, one-year options to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services.

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

B. Cost/Price Analysis

Funding Source	METRO LIVING WAGE/STATE PREVAILING WAGE		
	Service Type	Graffiti Abatement (prevailing wage)	Landscape & Irrigation (living wage)
2015	\$43.37	\$16.04	\$48.88
2018	\$44.37	\$17.26	\$48.98
% increase	2.3%	8%	2.2%

As shown above, the state prevailing and Metro living wage rates have increased since the contract start date in 2015.

- A) Contract No. OP3569100 (Region 1) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the independent cost estimate (ICE), technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$5,462,340	\$5,462,340	\$5,462,340

- B) Contract No. OP3635700 (Region 2) is subject to the state prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$5,236,104	\$5,236,104	\$5,236,104

- C) Contract No. OP3569500 (Region 3) is subject to the state prevailing wage and Metro living wage requirements. All direct labor rates remain unchanged from the original contract which was executed on November 11, 2015. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$6,972,648	\$6,972,648	\$6,972,648

D) Contract No. OP3638300 (Region 4) is subject to the state prevailing wage and Metro living wage requirements. All direct labor rates remain unchanged from the original contract which was executed on November 11, 2015. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$4,141,657	\$4,141,657	\$4,141,657

CONTRACT MODIFICATION/CHANGE ORDER LOG

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND
TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700,
OP3569500, OP3638300**

REGION 1 – OP3569100 – Woods Maintenance Services, Inc.			
Mod. No.	Description	Date	Amount
1.	Add locations to Attachment A – List of Locations	1/26/16	\$29,915.50
2.	Add location to Attachment A – List of Locations	5/27/16	\$0
3.	Provide for one-time clean-up project	9/22/17	\$49,979.00
4.	Exercise First Option Year	PENDING	\$5,462,340.00
	Modification Total:		\$5,542,234.50
	Original Contract:	9/24/15	\$16,542,520.00
	Total Contract Value:		\$22,084,754.50

REGION 2 – OP3635700 – Parkwood Landscape Maintenance, Inc.			
Mod. No.	Description	Date	Amount
1.	Add Gold Line Extension	3/30/16	\$2,270,905.00
2.	Add location to Attachment A – List of Locations	6/2/16	\$0
3.	Exercise First Option Year	PENDING	\$5,236,104.00
	Modification Total:		\$7,507,009.00
	Original Contract:	9/24/15	\$12,599,235.00
	Total Contract Value:		\$20,106,244.00

REGION 3 – OP3569500 – Woods Maintenance Services, Inc.			
Mod. No.	Description	Date	Amount
1.	Add Expo Line Extension	5/11/16	\$3,551,658.00
2.	Exercise First Option Year	PENDING	\$6,972,648.00
	Modification Total:		\$10,524,306.00
	Original Contract:	9/24/15	\$16,863,892.00
	Total Contract Value:		\$27,388,198.00

REGION 4 – OP3638300 – Parkwood Landscape Maintenance, Inc.			
Mod. No.	Description	Date	Amount
1.	Revise Statement of Work	3/30/16	\$0
2.	Revise Statement of Work	10/1/16	\$0
3.	Add location to Attachment A – List of Location	6/21/2017	\$38,250.00
4.	Exercise First Option Year	PENDING	\$4,141,657.00
	Modification Total:		\$4,179,907.00
	Original Contract:	9/24/15	\$11,996,937.00
	Total Contract Value:		\$16,176,844.00

DEOD SUMMARY

GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL REGIONS 1 – 4 / CONTRACT NUMBERS (1) OP3569100, (2) OP3635700, (3) OP3569500, AND (4) OP3638300

A. Small Business Participation

Region 1- Metro Red Line, Metro Orange Line, Inactive ROWs & Various Locations - Woods Maintenance Services (WMS) made a 25.12% Small Business Enterprise (SBE) commitment. The solicitation was released prior to the elimination of Good Faith Efforts (GFE) for state/local RFPs effective September 2015. At the time of bid, WMS demonstrated adequate GFE in response to the Disabled Veteran Business Enterprise (DVBE) goal, and has been encouraged to outreach to DVBE firms, should subcontracting opportunities become available.

The project is 61% complete. WMS is exceeding its SBE goal commitment with a current participation of 25.55%.

Small Business Commitment	25.12% SBE	Small Business Participation	25.55% SBE
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	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc. (Graffiti)	3.29%	4.00%
2.	Briteworks, Inc. (Trash/Vegetation Removal)	3.29%	3.49%
3.	BJAG Group, LLC	3.40%	3.93%
4.	Far East Landscape & Maintenance	15.14%	14.13%
	Total	25.12%	25.55%

Region 2 - Metro Gold Line, Inactive ROWs & Various Locations – Parkwood Landscape Maintenance, Inc. made a 22% SBE and 3% DVBE commitment. The project is 82% complete. Parkwood is exceeding its commitment with a current SBE participation of 22.07% and 3.02% DVBE.

Small Business Commitment	22.00% SBE 3.00% DVBE	Small Business Participation	22.07% SBE 3.02% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc.	11.00%	11.03%
2.	Far East Landscape (Landscape)	5.87%	4.49%

3.	Far East Landscape (Trash Removal)	5.13%	6.55%
	Total	22.00%	22.07%

	DVBE Subcontractors	% DVBE Commitment	% DVBE Participation
1.	IECLT, Inc.	3.00%	3.02%
	Total	3.00%	3.02%

Region 3 - Metro Expo Line, Metro Green Line, and Bus Facilities – Woods Maintenance Services (WMS) made 24.46% SBE commitment. The solicitation was released prior to the elimination of GFE for state/local RFPs effective September 2015. At the time of bid, WMS demonstrated adequate GFE in response to the DVBE goal, and has been encouraged to outreach to DVBE firms, should subcontracting opportunities become available.

The project is 81% complete. WMS is exceeding its SBE commitment with a current participation of 25.05%.

Small Business Commitment	24.46% SBE	Small Business Participation	25.05% SBE
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	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	BJAG	4.88%	3.93%
2.	Briteworks (Graffiti Abatement)	0.00%	2.96%
3.	Briteworks (Trash/Vegetation Removal)	10.67%	10.40%
4.	Far East Landscape & Irrigation	8.91%	7.76%
	Total	24.46%	25.05%

Region 4 - Metro Blue Line, Harbor Transit Way, Various Bus Locations – Parkwood Landscape Maintenance made a 22% SBE and 3% DVBE commitment. The project is 69% complete. Parkwood is exceeding its commitment with a current SBE participation of 22.68% and 3.35% DVBE.

Small Business Commitment	22.00% SBE 3.00% DVBE	Small Business Participation	22.68% SBE 3.35% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc.	11.00%	10.44%
2.	Far East Landscape (Landscape)	5.87%	4.49%
3.	Far East Landscape & Irrigation	5.13%	7.75%
	Total	22.00%	22.68%

	DVBE Subcontractors	% DVBE Commitment	% DVBE Participation
1.	IECLT, Inc.	3.00%	3.35%
	Total	3.00%	3.35%

B. 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 continue to monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$17.26 per hour (\$12.08 base + \$5.18 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.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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 #: 2018-0265, **File Type:** Contract**Agenda Number:** 30.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018****SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modifications Nos. 1 and No. 2 to Contract No. MA39865000, with Cummins Pacific, LLC, for Near Zero Emission Natural Gas Fueled Engines, to exercise Option 1 in the amount of \$11,296,774 and Option 2 in the amount of \$7,064,518, increasing the total contract value from \$8,160,522 to \$26,521,814, inclusive of sales tax.

ISSUE

The Central Maintenance Facility (CMF) engine replacement program is coordinated with Metro's strategic plans for transitioning to Zero Emission Buses which was adopted in July 2017. The Cummins ISL G 280 horse power (hp) engines, currently installed in our NABI 45-foot series composite buses, will be replaced with new "Near Zero" emission engines that will operate on Renewable Compressed Natural Gas (RCNG). This procurement is required to ensure the current engine replacement program continues without delays and with no impact on revenue service.

The current contract for a total of 395 Near Zero Emission Natural Gas Fueled Heavy Duty Engines was approved in July 2017. The base buy included 125 engines for \$8,160,522. To continue replacing engines in buses, Contract Modifications are required to increase the base contract by \$11,296,774, for the first one year option for an additional 168 engines, and \$7,064,518, for the second year option for an additional 102 engines.

DISCUSSION

CMF staff has identified a requirement to purchase an additional 270 natural gas fueled heavy duty engines to replace currently installed Cummins ISL G 280 hp engines during the period FY19 through FY21. The Cummins ISL G Near Zero Emission engines delivered under this procurement will be installed as part of the engine replacement program.

The ISL G Near Zero natural gas engine reduces NOx by 90 percent and greenhouse gases by nine percent compared to the standard ISL-G CNG-powered engine. Currently, the Cummins ISL G Near Zero Emission is the only CNG mid-range engine to receive emissions certifications from the Federal

Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting the 0.02 g/bhp-hr optional Near Zero NOx emissions standard. These engines are designed to be operated on either pipeline CNG or bio-gas/RCNG.

The Cummins ISL G NZ fueled heavy-duty engines are warranted to be free from defects in design and materials for two-years with unlimited mileage with full parts and labor on all warrantable failures. The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to the lack of subcontracting opportunities. Cummins Pacific, LLC manufactures the engines in-house. The purchased engines are installed by Metro Mechanics.

DETERMINATION OF SAFETY IMPACT

The approval of this item will result in a positive impact on safety. Installation of these new engines will ensure that buses are maintained in accordance with Metro Maintenance standards and improve on-road performance and reliability, with beneficial impact on system safety.

FINANCIAL IMPACT

Subject to Board approval of the FY19 Budget, funding of \$11,296,774 is to be allocated under cost center 3366 - Central Maintenance Shops, account 50441, Parts- Revenue Vehicle under project 203024, Bus Midlife Program. Since this is a multi-year Contract, the project manager, cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The current source of funds for this action is Proposition C 40% which is eligible for allocation to this type of Capital project. Use of this funding source is within approved funding provisions and guidelines.

ALTERNATIVES CONSIDERED

The alternative is not to continue this master agreement Contract and procure natural gas fueled heavy-duty engines on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and a guaranteed fixed price for natural gas fueled heavy-duty engines.

NEXT STEPS

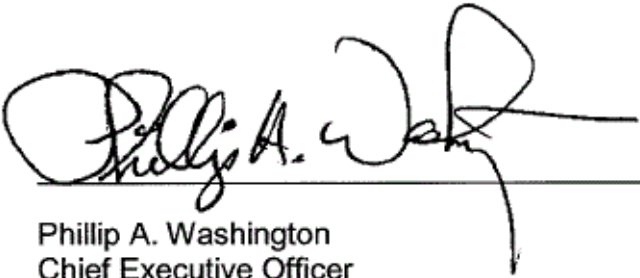
Refurbishment of the NABI bus fleet will continue in accordance with Operations Support Services bus midlife program and engine replacement program. The engine replacement program utilizing the engines is scheduled to be completed by the end of FY20.

ATTACHMENTS

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

Prepared by: Amy Romero, Sr. Director Central Maintenance (213) 922-5709

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

1.	Contract Number: MA39865000		
2.	Contractor: Cummins Pacific LLC		
3.	Mod. Work Description: Exercise Options 1 and 2 for Purchase of Near Zero Emissions Natural Gas Fueled Bus Engines as specified in Contract		
4.	Contract Work Description: Purchase of Near-Zero Emissions Natural Gas Fueled Bus Engines		
5.	The following data is current as of: May 10, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	August 14, 2017	Contract Award Amount: \$8,160,522
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	August 13, 2020	Pending Modifications (including this action): \$18,361,292
	Current Est. Complete Date:	January 29, 2021	Current Contract Value (with this action): \$26,521,814
7.	Contract Administrator: Edmund Gonzales		Telephone Number: (213) 418-3073
8.	Project Manager: Amy Romero		Telephone Number: (213) 922-5709

A. Procurement Background

This Board Action is to approve Contract Modifications No. 1 and 2 issued in support of Metro's Natural Gas Fueled Near Zero Emissions Bus Engines Program. Modification No. 1 exercises the first Contract Option to purchase 168 additional bus engines for use in Metro's bus fleet for maintenance and operations. Modification No. 2 exercises the second Contract Option to purchase 102 additional bus engines.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity with fixed unit prices.

On August 14, 2017, Metro awarded a three-year contract, inclusive of two, one-year options to Cummins Pacific LLC to provide Near-Zero Emissions Natural Gas Fueled Bus Engines in the total amount of \$26,521,814.

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

B. Cost/Price Analysis

Contract No. MA39865000 award was a result of an open competition Invitation for Bid, including formal advertising, a pre-bid conference, attempts to reach out to other vendors, and market research. Because only one bid was received, a price analysis was conducted comparing the bid prices to comparable prices paid by other Southern California transit agencies. The contract award included option years pricing, which was determined to be fair and reasonable.

According to the California Consumer Price Index Cost Index, consumers of goods and services experienced an average 3.5% price increase between 2017 and 2018. The Option 1 and 2 bus engine prices include a 3% increase, which is less than the CPI increase. Further, a market survey and price analysis comparison with other agencies, for similar engines, demonstrates that Metro is paying less than the other agencies. The prices for the contract Options remain unchanged from the Negotiated Amounts and, therefore, are considered fair and reasonable based on market survey and price analysis.

Option No.	Proposal Amount	Metro ICE	Negotiated Amount
1	\$11,296,774	\$12,099,785	\$11,296,774
2	\$7,064,518	\$8,221,750	\$7,064,518

CONTRACT MODIFICATION/CHANGE ORDER LOG

NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

Mod. No.	Description	Status (approved pending)	Date	\$ Amount
1	Exercise Option 1 to Contract	Pending	TBD	\$11,296,774
2	Exercise Option 2 to Contract	Pending	TBD	\$7,064,518
	Original Contract (Base):			\$ 8,160,522
	Total:			\$26,521,814

DEOD SUMMARY

NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to lack of subcontracting opportunities. Metro's Project Manager confirmed that Cummins Pacific, LLC is the only manufacturer certified for transit buses that meets the required emissions standards.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Modification.

A. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0131, **File Type:** Contract**Agenda Number:** 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018****SUBJECT: ENTERPRISE SAFETY MANAGEMENT SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a twelve-month, firm-fixed price Contract No. PS43249000 to Cority Software Inc. in the amount of \$1,292,925.80 to develop, configure, integrate, and implement a new Enterprise Safety Management System (ESMS), subject to resolution of protest (s) if any. The ESMS will capture all accident, incident, and injury data and be used to produce state and federal regulatory reports.

ISSUE

Staff is seeking an upgraded safety management system that will allow Metro to meet evolving safety requirements and new/changing state and federal safety laws and regulations. The new system will be integrated with Metro's other complementary operational and support systems, as well as leverage technologies to improve system reliability and provide scalability for Metro's future growth. The ESMS system will replace Metro's Vehicle Accident Monitoring System (VAMS) and TransitSafe systems which have reached obsolescence. The recommended contract award will provide an on premise, self-hosted web application, database server, and mobile application solution and will train the various departmental end-users with the new software tool. Furthermore, all of the existing incident/accident data collected over the past 25+ years will be migrated and integrated into the new software platform so that Metro will be able to operate, manage and use a single system of record for all related incident information.

BACKGROUND

Metro's VAMS and TransitSafe systems are the central repository for all bus and non-bus vehicle accidents, incidents, and injuries. VAMS was developed in 1984 to handle bus accidents and was expanded in 1991 to include rail accidents. To augment the limited VAMS functionality, TransitSafe software was integrated with VAMS and implemented in 2004. VAMS was used for reporting and administrative functions, and TransitSafe was used to capture accident, incident, and injury details. Although TRA Inc., which currently provides Metro's safety system, has upgraded their TransitSafe software to their newer IndustrySafe software, it plans to discontinue TransitSafe support in the next

two years. Metro has continued to use the TransitSafe system for reporting purposes due to the specific nature of Metro's incident reporting requirements.

Over the last 25 years, VAMS and TransitSafe's business logic has been continually upgraded to meet the changing requirements of Metro's business needs and regulatory requirements. Currently, the system captures bus, rail, and non-revenue accident details, personal injuries, all work related incidents, supervisory investigations, field investigations, instructor investigations, hazards, observations, efficiency testing records, audit findings and tracking, inspection findings and tracking, corrective actions, accident review cycle, blind claims, other accident/incident related information, and regulatory reports. The VAMS/TransitSafe systems have now reached obsolescence and discontinued vendor support.

DISCUSSION

Metro seeks to implement a new system that incorporates the latest technology solutions for monitoring and adapting to the evolving safety and regulatory reporting requirements.

The new system will use the most current mobile technology that will allow data entry in the field via mobile tablet. This new mobile capability will improve operational efficiency and effectiveness by allowing enterprise access of incident details across the network anywhere within Metro's facilities. The application will allow the user to incorporate video clips that will better define the incident details.

Cority Software Inc. will be required to configure the software tool to best meet Metro's operational requirements. Cority's staff will reside on-premise to facilitate multi-departmental communication and problem resolution during implementation. On-site presence will also enable the 25-year database integration effort to proceed as efficiently as possible in order to ensure a seamless and complete system implementation.

Since incident/accident data is a critical source of safety and risk management information which is also used to support the disposition of claims against the agency, it is important that Metro maintain a robust and technology capable solution that will best meet the current and evolving requirements from state/federal regulatory agencies.

FINANCIAL IMPACT

Funding for this service has been approved under a capital project (CP 207153) and is included in the FY18 budget under cost center 9210, Information Management - Transit Applications. Since this is a multi-year project, 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 will be a combination of eligible local sales tax, state and federal operating funds.

DETERMINATION OF SAFETY IMPACT

A safety system is necessary for the collection of post-loss safety incident information in order to comply with regulatory requirement for reporting from the FTA, the CPUC, CalOSHA and other. Accurate reporting post-incident assists in identifying root and contributing causes that can then be prioritized for mitigation using such techniques as retraining, engineering solutions, or procedural changes. In addition, the system will allow us to collect and respond to near miss incidents and hazards identified by front line employees, pre-loss, making possible expedited remediation for an injury or an accident occurs.

ALTERNATIVES CONSIDERED

The Board may choose to not proceed with the contract award. This option is not recommended since Metro's existing systems have reached the end of their useful life and staff desires to upgrade the safety management applications with the latest technology solutions.

NEXT STEPS

Upon approval by the Board, staff will execute the new Contract to Cority Software, Inc. and develop a project management plan and schedule.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Al Martinez, Senior Director, IT Transit Applications (213) 922-2956

Reviewed by:

Greg Kildare, Chief Risk, Safety and Asset Management Officer, Risk Management, (213) 922-4971

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Bryan Sastokas, Chief Information Technology Officer, ITS Administration,
(213) 922-5510



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ENTERPRISE SAFETY MANAGEMENT SYSTEM/PS43249000

1.	Contract Number: PS43249000	
2.	Recommended Vendor: Cority Software, 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: 7/10/17	
	B. Advertised/Publicized: 7/10/17	
	C. Pre-Proposal Conference: 7/19/17	
	D. Proposals Due: 8/24/17	
	E. Pre-Qualification Completed: 2/10/18	
	F. Conflict of Interest Form Submitted to Ethics: 5/7/18	
	G. Protest Period End Date: 6/22/18	
5.	Solicitations Picked up/Downloaded: 38	Bids/Proposals Received: 5
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Al Martinez	Telephone Number: (213) 922-2956

A. Procurement Background

This Board Action is to approve Contract No. PS43249000 issued to develop, configure, integrate, and implement a new Enterprise Safety Management System. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

RFP No. PS43249 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on July 26, 2017, revised SP-05, Insurance Requirements;
- Amendment No. 2, issued on August 7, 2017, extended the proposal due date to August 24, 2017.

A pre-proposal conference was held on July 19, 2017 and was attended by 10 participants representing eight firms. There were 12 questions submitted and responses were released prior to the proposal due date.

A total of 38 firms downloaded the RFP and were included on the plan holders list. A total of five proposals were received by the due date of August 24, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Information Technology Services Department, Risk Management Department, and Metro Operations Department including Service Planning and Scheduling, Bus and Rail Operations, and Maintenance was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Proven Software Solution | 40 percent |
| • Work Plan/Project Approach | 20 percent |
| • Experience and Qualifications of Contractor and Proposed Personnel | 20 percent |
| • Price | 20 percent |

Several factors were considered when developing these weights, giving the greatest importance to the proven software solution.

The PET began its independent evaluation of the proposals on August 25, 2017. Of the five proposals received, two proposals were determined to be outside the competitive range and were not included for further consideration. The remaining three firms were within the competitive range and are listed below in alphabetical order:

1. Cority Software, Inc.
2. Intelex Technologies, Inc.
3. Transportation Resource Associates, Inc.

The PET conducted interviews, oral demonstrations and requested clarifications from the firms in the competitive range between September 22, 2017 and January 17, 2018. During the interviews and demonstrations, the firms had the opportunity to present their team's qualifications and demonstrate their proven software solution. The firms also responded to the questions posed by the PET which included their assessment of the implementation challenges and plan to address the challenges and their data migration methodology.

After the interviews concluded, Metro requested additional technical information and clarifications. The clarifications resulted in a better understanding of the firms' project management approach, proposed hosting solutions, and plan to build the required interfaces. The PET finalized the scores on January 19, 2018. The final scoring determined Cority Software, Inc. to be the highest qualified proposer and Metro engaged in further technical discussions and negotiations with the firm from January 2018 through April 2018.

Qualifications Summary of Firms within the Competitive Range:

Cority Software, Inc.

Cority Software, Inc. (Cority) is an organization that specializes in environmental, health, safety and quality software. Cority has over 30 years experience in providing quality software solutions. Their proposed project team includes subject matter experts that have worked on large public transportation implementations such as the New York MTA and the Connecticut Department of Transportation.

Cority's software provided ample out-of-the-box functionality and they demonstrated a user-friendly, configurable system with a supporting mobile application. Additionally, their work plan, and project management approach were confirmed through clarification questions to be in line with Metro's expectations. Their proposal also included the migration of historical data into the new system and their assistance in building interfaces through flat files and application program interfaces (APIs) to be provided by Cority. Cority's software will be an on-premise solution as required by the Scope of Services. Overall, Cority's written proposal, demonstration, and thorough responses to Metro's clarification questions showed that they understood Metro's requirements and are prepared to meet them.

Intelex Technologies, Inc. (Intelex)

Intelex Technologies, Inc. (Intelex), based out of Toronto, Canada has 25 years of experience providing safety management software. Their proposed software solution was determined to meet Metro's needs in terms of the functionality; however, Metro requested a self-hosted, on-premise solution and Intelex proposed Software-as-a-Service, cloud-based solution. Additionally, Intelex proposed a subcontractor to manage the implementation of the software; however, the proposed subcontractor had not managed an implementation for a major transportation agency. Furthermore, staff confirmed that the proposed Project Manager did not have a technical background. Metro requested clarification on the proposed Project Manager's role and Intelex's responded with a multi-pronged project management approach that would shift the ultimate technical oversight to a technical lead. Metro did not feel that this approach would fulfill the requirements envisioned for the Project Manager. Furthermore, Intelex could not confirm that all interfaces specified in the RFP would be built as part of their implementation but would need further information sessions with Metro to be able to price the building of the required interfaces and Metro would need to provide the APIs. Metro did not feel that Intelex understood Metro's needs nor that they provided a proposal that fully addressed Metro's requirements.

Transportation Resource Associates, Inc.

Transportation Resource Associates, Inc. (TRA) is headquartered in Philadelphia, Pennsylvania and is the incumbent provider of Metro's safety system. Although TRA is familiar with Metro's needs and environment, their new proposed software, IndustrySafe, did not appear to be as user-friendly as other proposed solutions and appeared to need some customization to meet Metro's requirements. In addition, the mobile solution was still in development as of the date of the demonstrations and a mobile application was required as part of the Scope of Services. While TRA appeared to understand Metro's requirements, their proposed solution did not best meet Metro's needs.

A summary of the final scores is presented below.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Cority				
3	Proven Software Solution	84.00	40.00%	33.60	
4	Work Plan/Project Approach	90.05	20.00%	18.01	
5	Experience and Qualifications of Contractor and Proposed Personnel	86.50	20.00%	17.30	
6	Price	92.47	20.00%	18.49	
7	Total		100.00%	87.40	1
8	Intelex				
9	Proven Software Solution	78.00	40.00%	31.20	
10	Work Plan/Project Approach	64.70	20.00%	12.94	
11	Experience and Qualifications of Contractor and Proposed Personnel	66.00	20.00%	13.20	
12	Price	100.00	20.00%	20.00	
13	Total		100.00%	77.34	2
14	TRA				
15	Proven Software Solution	62.00	40.00%	24.80	
16	Work Plan/Project Approach	58.03	20.00%	11.61	
17	Experience and Qualifications of Contractor and Proposed Personnel	69.00	20.00%	13.80	
18	Price	36.91	20.00%	7.38	
19	Total		100.00%	57.59	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, adequate price competition, cost analysis, technical analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Cority	\$1,297,500	\$1,926,080	\$1,292,925.80
2.	Intalex	\$1,195,563		
3.	TRA	\$3,238,738		

D. Background on Recommended Contractor

The recommended firm, Cority, is located in Toronto, Canada, and has been in business since 1985. With over 800 global clients and 250 employees around the world, Cority is one of the industry leaders in their field of environmental, health, and safety software. Their comprehensive work plan, methodology, schedule and above all, user-friendly software will provide Metro with a clear roadmap of how to transition from its legacy systems and move forward with this critical aspect of Metro's operations.

DEOD SUMMARY

ENTERPRISE SAFETY MANAGEMENT SYSTEM / PS43249000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to lack of subcontracting opportunities. As confirmed by the Project Manager, this procurement is for a software package, which is proprietary in nature, and the required hardware will be procured, installed and maintained by Metro personnel.

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 #: 2018-0272, **File Type:** Contract

Agenda Number: 32.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND
CERTIFICATION SERVICES**

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., for Fire-Life Safety Systems Testing and Certification services in the amount of \$1,360,000 increasing the not-to-exceed three-year base contract value from \$1,623,895.90 to \$2,983,895.90.

ISSUE

Under the existing contract, fire/life safety regulatory mandated testing, repair and certification services are performed on an ongoing basis throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4 (LAFD Reg. 4).

The Contract three-year base term will expire on September 15, 2019. However, since the scope of work has been expanded to include additional rail locations and services, there are insufficient funds remaining within the current contract and additional funding is required to complete all mandated fire/life safety Reg. 4 testing.

DISCUSSION

The contractor, Link-Nilsen Corp., made a small business enterprise (SBE) commitment of 11%. The contractor's actual performance exceeds the commitment with a total of 40.07% SBE participation.

This Contract requires the contractor to provide regulatory required testing, repair and certification services for fire/life safety five-year water-based systems throughout Metro bus and rail facilities, and the bus facilities annual water-based systems, elevators, emergency power and exit lighting systems, complex and basic fire alarm panels, supervising station fire alarm systems, automatic closing fire assemblies and emergency generators.

During the Contract three-year base period, starting January 2017 and thereafter, services were

expanded to include the rail facilities 484 annual water-based systems, 136 elevators and 32 auto closing assemblies. These services were added to this contract due to the limited resources of Reg. 4 certified testers among Metro personnel and to ensure compliance with the LAFD Reg. 4 and fire/life safety testing requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this Modification will ensure providing on-time fire/life safety testing and maintenance services in accordance with regulatory requirements and guidelines and to ensure delivering safe, quality, timely, and reliable services to our customers and the public.

FINANCIAL IMPACT

The FY19 funding of \$1,165,714 for this action is allocated in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under multiple operating projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

Funding for this action will come from State and Local sources including sales tax and fares that are eligible for Bus and Rail Operations. These funding sources will maximize the allowable fund use given approved funding provisions and guidelines.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., to continue providing fire/life safety systems testing and maintenance services.

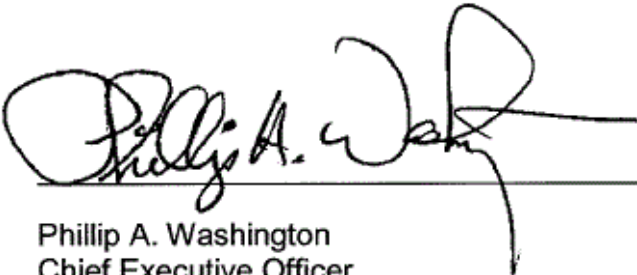
ATTACHMENTS

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, Sr. Director, Facilities Maintenance, (213) 922-6765

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

Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES /
OP5766200

1.	Contract Number: OP5766200		
2.	Contractor: Link-Nilsen Corp.		
3.	Mod. Work Description: Additional funding to continue all mandated fire/life safety LAFD Reg 4 testing for the remainder of the contract base period.		
4.	Contract Work Description: Regulatorily mandated testing, repair and certification of Metro's fire/life safety equipment are performed on an on-going basis throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4.		
5.	The following data is current as of: 5/21/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/25/16	Contract Award Amount: \$1,388,558.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$235,337.90
	Original Complete Date:	9/15/19	Pending Modifications (including this action): \$1,360,000.00
	Current Est. Complete Date:	9/15/19	Current Contract Value (with this action): \$2,983,895.90
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Manager: Sean Roe		Telephone Number: (213) 922-6733

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 issued in support of Facilities Maintenance to continue providing fire/life safety regulatory mandates testing, repair and certification services in accordance with LAFD Regulation 4. The Contract Modification increases the three-year base contract value by \$1,360,000, from \$1,623,895.90 to \$2,983,895.90.

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

On August 25, 2016, the Board approved a five-year contract, inclusive of two, one-year options, to Link-Nilsen Corp. to provide annual testing, calibration, repair, re-testing, and certification of water based fire suppression systems, simple and complex fire alarm panels, related sensors, systems and fire-life safety equipment at Metro.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical evaluation, and fact finding. The Prevailing Wage requirements are applicable to this contract, and labor rate contract remains unchanged.

Proposed Amount	Metro ICE	Award Amount
\$1,360,000	\$1,360,000	\$1,360,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

**FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES /
OP5766200**

Mod. No.	Description	Date	Amount
1.	Add funding for Reg 4 testing	10/24/17	\$100,000
2.	Add funding for Reg 4 testing	1/3/18	\$135,337.90
3.	Add funding for Reg 4 testing	PENDING	\$1,360,000.00
	Modification Total:		\$1,595,337.90
	Original Contract:	04/01/16	\$1,388,558.00
	Total Contract Value:		\$2,983,895.90

DEOD SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES/
OP5766200**

A. Small Business Participation

Link-Nilsen Corporation made an 11.00% SBE commitment. The project is 75% complete. Link-Nilsen Corporation is currently exceeding their commitment with an SBE participation of 40.07%.

Small Business Commitment	11.00% SBE	Small Business Participation	40.07% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Certified Testing Specialists, Inc.	11.00%	40.07%
	Total	11.00%	40.07%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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 #: 2018-0008, File Type: Appointment

Agenda Number: 33.

2nd REVISED
SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVE nominees for membership on Metro’s Service Councils.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for the new nominees is provided along with the nomination letters from the nominating authorities:

Gateway Cities

The demographic makeup of the Gateway Cities Service Council with the appointment of these

nominees will consist of four (4) White members and four (4) Hispanic members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and three (3) women.

~~A member of the San Gabriel Valley Service Council has resigned effective June 30, which will create one (1) vacancy on this Council. The appointing authority is currently recruiting potential replacement candidates and will submit their nomination for approval in the near future.~~

- A. Jo Ann Eros Delgado, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2021
- B. Richard Burnett, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2021
- C. Wally G. Shidler, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2021

San Fernando Valley

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of four (4) Hispanic members and four (4) White members in terms of racial/ethnic identity. The gender breakdown of the Council will be four (4) men and four (4) women.

- D. Jenny Daniels Freese, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2021
- E. Dave Perry, San Fernando Valley Service Council, Re-Appointment
Nominated by: Fifth District Supervisor ~~Stephanie~~ Kathryn Barger
Term Ending: June 30, 2021

An additional vacancy will be created with the expiration of the term of the seat assigned to the Cities of Burbank, Glendale, and San Fernando. The Cities have yet to reach an agreement as to whom should serve as their representative, which will create one (1) vacancy on this Council. The appointing authorities are currently negotiating to resolve this issue and will submit their nomination for approval in the near future.

San Gabriel Valley

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of four (4) White members, two (2) Hispanic members, one (1) Native American member, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and one (1) woman.

A member of the San Gabriel Valley Service Council recently resigned, leaving one (1) vacancy on this Council. The appointing authority is currently recruiting potential replacement candidates and will submit their nomination for approval in the near future.

- G. Roger Chandler, San Gabriel Valley Service Council, Re-Appointment
Nominated by: The City of Arcadia
Term Ending: June 30, 2021

South Bay

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of three (3) Hispanic members, three (3) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

- J. Charles Michel Deemer, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2021
- K. Dan Medina, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2021
- L. Don Szerlip, South Bay Valley Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2021

Westside Central

The demographic makeup of the Westside Central Service Council with the appointment of this nominee will consist of three (3) White members, four (4) Hispanic members, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- M. George Taulé, Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2021
- N. Elliot Petty, Westside Central Service Council, Re-Appointment
Nominated by: Second District Supervisor Mark Ridley-Thomas
Term Ending: June 30, 2021
- O. Madeline Brozen, Westside Central Service Council, New Appointment
Nominated by: Third District Supervisor Sheila Kuehl
Term Ending: June 30, 2020

- P. Martha Eros, Westside Central Service Council, Re-Appointment
Nominated by: Westside Central Council of Governments
Term Ending: June 30, 2021

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having less diverse representation of their respective service area.

NEXT STEPS

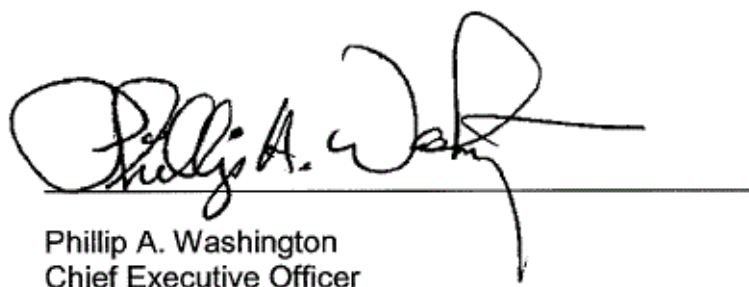
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - New Nominees' Listing of Qualifications
Attachment B - Nomination Letters

Prepared by: Conan Cheung, Sr. Executive Officer of Service Development, Scheduling and Analysis, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Jenny Daniels Freese, Nominee for San Fernando Valley Service Council



Jenny Daniels Freese has served as the Director of Development and Marketing for Valley Village, a non-profit organization dedicated to protecting, fostering, developing and advancing the rights and interests of people with developmental disabilities. Prior to joining Valley Village, Ms. Freese has worked as a Fundraising Manager for the Alzheimer's Association and a Coordinator for Group Health Cooperative.

Ms. Freese holds a Bachelor's Degree in Interdisciplinary Arts from the University of Washington, and a Master in Nonprofit Management, Public Administration, Policy Administration, Civics, and Ethics from California Lutheran University. She is a member of the Association of Fundraising Professionals and the San Fernando Valley Jaycees.

Madeline Brozen, Nominee for Westside Central Service Council



Madeline is the Program Manager, UCLA Complete Streets Initiative and the Associate Director for External Relations of the Lewis Center for Regional Policy Studies and the Institute of Transportation Studies. At the Lewis Center and Institute of Transportation Studies, Madeline's research focuses on issues relating to complete streets and spatial analysis. Prior to her time with these centers, Madeline worked with a NASA-sponsored internship program, DEVELOP, where she analyzed satellite imagery to examine environmental issues working both at Jet Propulsion Laboratory in Pasadena and Stennis Space Center, outside of New Orleans. Ms. Brozen has also worked previously

as an assistant transportation planner on Safe Routes to School and Bicycle/Pedestrian Master plans with Ryan Snyder Associate/

Madeline holds a M.A in Urban Planning from UCLA, with a focus on transportation planning, and a B.S in Urban Studies from the University of New Orleans with a focus on GIS and Remote Sensing. Madeline is a two-time scholarship winner from WTS-LA, and a Lee Schippler Scholar from the World Resources Institute and EMBARQ. She is on the Board of Directors for the Association of Pedestrian and Bicycle Professionals, and a member of the Transportation Research Board and the American Planning Association

APPOINTING AUTHORITY NOMINATION LETTERS

SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Vernon
- Whittier
- County of Los Angeles
- Port of Long Beach

May 3, 2018

Mr. Phillip A. Washington, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three Service Council members to fill seats expiring on June 30, 2018.

At its regularly scheduled meeting of May 2, 2018, the Gateway Cities Council of Governments Board of Directors nominated Mr. Wally Shidler, Mr. Richard Burnett, and Ms. Jo Ann Eros Delgado, to fill the seats expiring June 30, 2018. A copy of the nominee's application is enclosed.

We would appreciate your assistance in agendizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Nancy Pfeffer
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils



ERIC GARCETTI
MAYOR

April 25, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Ms. Jenny Daniels Freese to be appointed as a representative on the San Fernando Valley Service Council, for term ending on June 30, 2021. Ms. Freese will fill the vacancy created by Vahid Khorsand, whose term will end on June 30, 2018.

I certify that in my opinion Ms. Freese is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right and a small flourish at the end.

ERIC GARCETTI
Mayor

EG:cl



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

869 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-5555 Fax: 213-974-1010

KATHRYN BARGER
SUPERVISOR, FIFTH DISTRICT

April 27, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012
spivackg@metro.net

Dear Mr. Spivack:

This letter serves as my recommendation to reappoint David Perry as my representative to the Los Angeles County Metro San Fernando Valley Service Council.

David resides in the San Fernando Valley and has served as my transportation policy deputy since I took office in December 2016. Prior to that, he served as the transportation policy deputy to Supervisor Michael D. Antonovich and as his field deputy in the Santa Clarita Valley for eight years.

In his capacity as my policy deputy, David has gained extensive knowledge and experience in the area of transportation and related issues affecting the San Fernando Valley and the region. He will continue to serve the San Fernando Valley well.

Sincerely,

KATHRYN BARGER
Supervisor, Fifth District

KB:dpo

ANTELOPE VALLEY
42455 10th Street West, Suite 104
Lancaster, CA 93534
(661) 726-3600

EAST SAN GABRIEL VALLEY
615 East Foothill Boulevard, Suite A
San Dimas, CA 91773
(909) 394-2264

SAN FERNANDO VALLEY
21943 Plummer Street
Chatsworth, CA 91311
(818) 993-5170

SAN GABRIEL VALLEY
215 N. Marengo Avenue, Suite 120
Pasadena, CA 91101
(626) 356-5407

SANTA CLARITA VALLEY
27441 Tournay Road, Suite 180
Santa Clarita, CA 91355
(661) 287-3657



City of Arcadia

Dominic Lazzaretto
City Manager

April 23, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

RE: Annual Appointments to Metro San Gabriel Valley Service Council

Dear Mr. Spivack:

I am in receipt of your letter dated January 19, 2018 regarding the annual appointment to the Metro San Gabriel Valley Service Council. On behalf of the cities of El Monte, Temple City, and Arcadia, I would like to formally resubmit Arcadia Council Member Roger Chandler as our nominee to serve during the July 1, 2018 – June 30, 2021 term.

The City of Arcadia and our partners in El Monte and Temple City appreciate the work that the Metro Service Council's perform in determining routes and schedules for commuters throughout the San Gabriel Valley and beyond.

Cordially,


Dominic Lazzaretto
City Manager

cc: Alex Hamilton, City Manager, City of El Monte
Bryan Cook, City Manager, City of Temple City

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5401
(626) 446-5729 Fax
dlazzaretto@ArcadiaCA.gov



20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 30, 2018

The Honorable Eric Garcetti, Chair
& Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Metro Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of April 26, 2018 are the current incumbents: Don Szerlip (Redondo Beach businessman), Charles Michel Deemer (Torrance Environmental Commissioner) and Dan Medina (Gardena Councilmember). These appointments are all for 3 years.

We request that you agendize the appointment of these representatives for as soon as possible so they can be seated in July, 2018.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

Kurt Weideman
SBCCOG Chair
Councilman, City of Torrance

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARCETTI
MAYOR

February 21, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Mr. George Taule to be reappointed as a representative on the Westside/Central Metro Service Council, for term ending on June 30, 2021.

I certify that in my opinion Mr. Taule is qualified for the work that will devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

EG:cl



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-3333 Fax: 213-625-7360 Sheilaqbos.lacounty.gov

SHEILA KUEHL
CHAIR OF THE BOARD
SUPERVISOR, THIRD DISTRICT

May 2, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack,

This letter serves as the recommendation to appoint Madeline Brozen to serve as the Third District representative on the Westside Central Service Council for the term of July 1, 2018 - June 30, 2020.

I am confident that Ms. Brozen's knowledge and experience in the fields of transportation and urban planning will serve the Westside Central Service Council well.

Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Sheila Kuehl
Chair of the Board
Supervisor, 3rd District

NE:sl



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

April 16, 2018

Ms. Michelle Jackson
Board Secretary
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Reappointment of Mr. Elliott Petty to the Westside/Central Service Council

Dear Ms. Jackson:

I write in support of nominating Mr. Elliott Petty for reappointment to the Westside/Central Service Council (Council) for the seat which expires on June 30, 2018. Mr. Petty continues to make positive contributions to the Council. Please place his nomination on the next Metro Board agenda for consideration.

If you have any questions, please contact Karly Katona from my office at 213.974.2222.

With hope,

A handwritten signature in blue ink that reads "Mark Ridley-Thomas".

MARK RIDLEY-THOMAS
Supervisor, Second District



Date: May 4, 2018

To: Gary Spivack
Deputy Executive Officer, Metro

From: Cecilia Estolano
Executive Directors, WSCCOG

CC: Eric Geier, Community Relations Manager, Metro
Dolores Ramos, Sr. Administrative Analyst, Metro
Martha Eros, Transportation Planner, City of Beverly Hills

Subject: Westside Cities COG Re-Appointment to the Metro Westside/Central Service Council

On March 8, 2018, the Westside Cities Council of Governments (WSCCOG) Board reappointed Ms. Martha Eros to another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2018 and ending June 30, 2021. The WSCCOG Board voted unanimously to approve Ms. Goodman's reappointment.

Please accept this reappointment on behalf of the WSCCOG Board. Please contact the WSCCOG Project Director Winnie Fong at winnie@estolanolesar.com or at (213) 612-4545.



Board Report

File #: 2018-0290, File Type: Informational Report

Agenda Number: 34.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING
PERFORMANCE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

ISSUE

This report reflects April 2018 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LAPD). The information in this report summarizes system-wide Part 1 and Part 2 crime data, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are System Wide Part 1 and Part 2 Crimes, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

DISCUSSION

Crime stats are as follows:

April

Part 1 crime activity decreased by 7.6% system-wide compared to the same period last year. The total Part 1 crimes equated to 3.4 crimes per 1 million boardings.

Part 2 crime activity increased by 14.8% system-wide compared to the same period last year.

April Summary by Mode

Part 1 crime on the rail system decreased by 9.2% compared to the same period last year. Part 1 crime on the bus system decreased by 3.1% (there was 1 less crime committed than the same period last year). The decrease in part 1 crime can be attributed to the strategic deployment of law enforcement resources to specific crime

problems and crime trends. The increase in part 2 crimes is the result of the Red Line Ancillary Operation. The operation focused on keeping Metro patrons, employees, and law enforcement officers safe by securing ancillary areas along the Red Line.

Bus Operator Assaults:

There were six (6) bus operator assaults reported in April, resulting in 14.3% decrease from last year.

Average Emergency Response Times:

Emergency response times averaged 4.53 minutes for the month of April.

Physical Security Improvements:

The Systems Security and Law Enforcement Department continues its relentless effort to provide a secure atmosphere for our patrons and employees. During the month of April, Metro facility physical security assessment team focused on finalizing the arrangements needed for the future physical security assessments of Union Station and all the parking lots that Metro acquired from Cal Trans. The physical security assessment of Union Station is projected to take place during the summer of 2018.

The department served a key role in the planning and execution of the Red Line Ancillary area surges. Metro has had a significant problem with unauthorized personnel entering the underground ancillary areas; located at the end of the train platforms on the mezzanine level. The access doors lead to emergency exits, to the traction power room, communications room, HVAC, etc. The doors cannot be locked due to fire regulations and as a result unauthorized personnel leave property, food, drug syringes, and human waste throughout the areas. Metro started patrols comprised of Transit Security, LAPD and contract security to enter the affected areas once per shift, 7 days a week, to remove unauthorized personnel. The outcome of the increase in law enforcement and security presence from April 6th to May 2nd, twenty-two (22) personnel have been arrested for trespassing and twenty (20) personnel escorted from the stations (total of 42 unauthorized personnel).

Significant Activities:

Los Angeles Police Department

4/20/18- Subject was arrested for sexual battery at Red Line Hollywood/Western Station.

4/24/18- Subject was arrested for battery at Red Line Union Station.

4/26/18- Officers responded to runaway subjects at Union Station. Upon an intensive search, the two subjects were found.

Los Angeles County Sheriff's Department

4/6/18- Subject was arrested for possession of narcotics at Blue Line Florence Station.

4/13/18- Subject had outstanding warrants and was arrested at Green Line Crenshaw Station.

4/19/18- Subject was arrested for breaking into vehicles at Green Line Norwalk Station.

Long Beach Police Department

4/9/18- Subject was arrested for domestic violence at Blue Line Downtown Long Beach Station.

4/13/18 to 4/15/18- Additional officers and a sergeant were deployed during the Grand Prix weekend event. Officers participated in a VIPR operation with the Department of Homeland Security throughout Long Beach stations.

4/16/18- Subject was arrested for grand theft auto at Blue Line Willow Station.

Community and Problem Oriented Policing Activities:

Transit Law Enforcement officers attended an On the Move Senior Riders Program at the City View Senior Living Center. Law enforcement officers interacted with the older adult community members and discussed public transportation safety tips.

Metro's Ongoing Homelessness Outreach Efforts:

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

Metro's C3 Homeless Outreach Teams:

Metro's C3 Homeless Outreach teams' twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro's C3 Homeless Outreach teams they have provided substantial homeless outreach-with 2,635 total unduplicated homeless contacts, 578 of whom have been placed into permanent housing solutions. Metro will expand C3 outreach in the FY19 budget to cover train and bus service.

C3 Homeless Outreach May 22, 2017 through May 8, 2018:

Performance Measure	Monthly Number Served	Fiscal YTD Number Served
Contacts with unduplicated individuals	93	2,635
Unduplicated individuals engaged	68	1,730

Unduplicated individuals provided services (obtaining vital documents, follow-up activities, transportation, CES packet, clinical assessment, etc.) or successful referral (supportive services, benefits linkage etc.)	25	913
Unduplicated individuals engaged who are successfully linked to an interim housing resource	17	286
Unduplicated individuals engaged who are linked to a permanent housing resource	7	261
Unduplicated individuals engaged who are permanently housed	3	27

C3 Coordination with Law Enforcement

With Metro System Security and Law Enforcement personnel as the lead, Metro’s C3 teams coordinate with LAPD’s Homeless Outreach and Protective Engagement (HOPE) Teams, LASD’s Mental Evaluation Teams (MET), Long Beach PD, and Metro’s Transit Security Officers, in an effort to engage the homeless and provide placement into services. These law enforcement entities provide gap service to the Red Line when the C3 Teams are off duty and provide outreach support for the rest of the system that is not part of pilot program. Being that LAPD’s patrol includes the Red Line; connections are made between C3 teams and LAPD during the course of the C3 pilot program. Of those C3 contacts connected with interim housing during the month of January, five of the connections to interim housing were due to the ongoing partnership between LAPD and the C3 teams. LASD’s MET teams consist of Deputies paired with clinicians and the Department of Health LAPD’s HOPE teams consist of Officers who partner with LAHSA, the LA City Attorney’s Office and the LA City Department of Sanitation for homeless outreach response.

Los Angeles Police Department HOPE Team Contacts

LAPD Transit Bureau homeless outreach totals the HOPE team contacts plus the patrol / Transit Services Division (TSD). Therefore, LAPD’s April 2018 homeless outreach is the following.

ACTION	HOPE	TSD	TOTAL
Contacts	115	111	226
Referrals	45	3	48
5150 Hold	2	6	8
Mental Illness	17	7	24
Substance Abuse	15	0	15
Veterans	5	0	5
Shelter	7	1	8

Motel With Housing Plan	0	0	0
VA Housing	1	0	1
Return To Family	0	0	0
Transitional Long-Term Housing	0	0	0
Detox	1	0	1
Rehab	0	0	0

Sheriff Mental Evaluation Team (MET) Contacts

In addition to the below data, LASD MET teams attended a “Stepping-In” conference, hosted by College Hospitals and the Los Angeles County Department of Mental Health.

ACTION	TOTAL
Contacts	522
Referrals	127
5150 Hold	9
Mental Illness	162
Substance Abuse	104
Veterans	7
Shelter	20
Motel With Housing Plan	0
VA Housing	1
Return To Family	4
Transitional Long-Term Housing	1
Detox	1
Rehab	0

Long Beach Police Department Contacts

ACTION	TOTAL
Contacts	57
Referrals	1

5150 Hold	0
Mental Illness	25
Substance Abuse	14
Veterans	1
Shelter	2
Motel With Housing Plan	0
VA Housing	1
Return To Family	0
Transitional Long-Term Housing	0
Detox	0
Rehab	0

Metro’s Encampment Protocol:

LAPD HOPE and Sheriff’s MET teams continue to provide enforcement and outreach on city properties abutting Metro, while Metro is in the process of creating their own encampment protocol. Information of encampment locations has also been shared with LAHSA to engage in preliminary outreach. Metro has met with the LA City Prosecutor’s office to identify protocol requirements under the City Sanitation Department’s 56.11 to see where and how to replicate a similar process at Metro.

Additional Resources and Partnership:

Metro’s Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers to conduct outreach on Metro properties. It has been communicated by the County that the outreach workers will not go past the fare gates; however, Metro has begun a pilot program where outreach workers will go past the fare gates. These outreach workers, will coordinate with C3 outreach workers to best engage the homeless and place them into services.

Metro is in the process of launching a pilot program in partnership with the LA County Department of Mental Health to have proactive mental health outreach on the system. Currently, mental health outreach is typically paired with 5150 or 5250 holds. This pilot would provide mental health outreach before the hold process. Metro continues to work to further integrate working with the faith based community to partner in providing resources to Metro

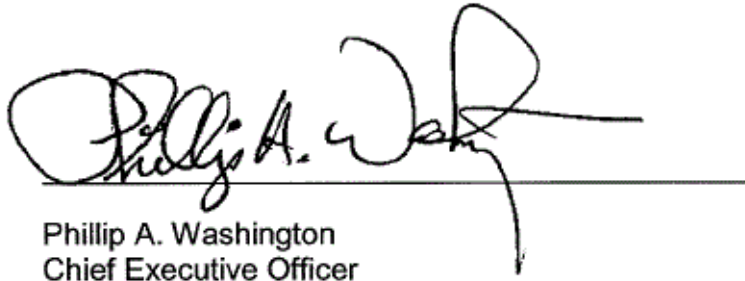
ATTACHMENTS

- Attachment A - System-Wide Law Enforcement Overview April 2018
- Attachment B - Detail by Rail Line April 2018
- Attachment C - Key Performance Indicators April 2018

Attachment D - Transit Police Summary

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

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



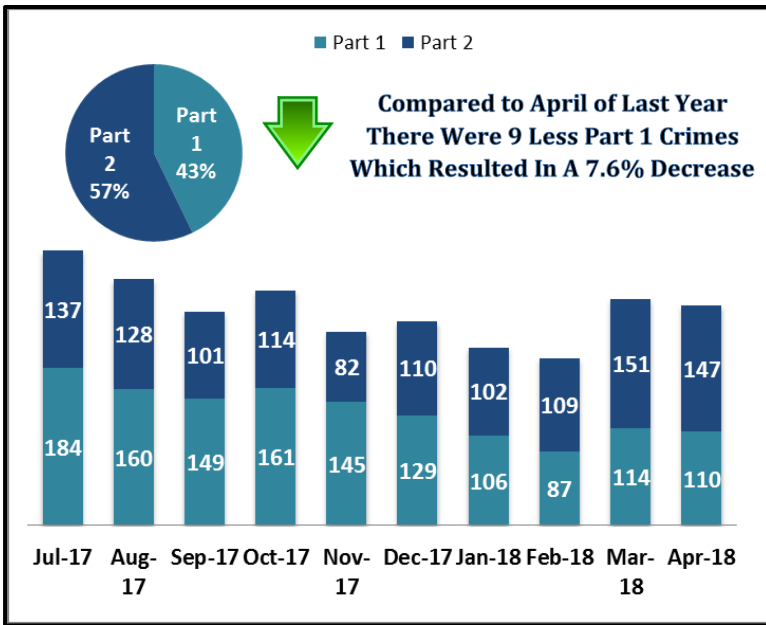
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

APRIL 2018

Attachment A

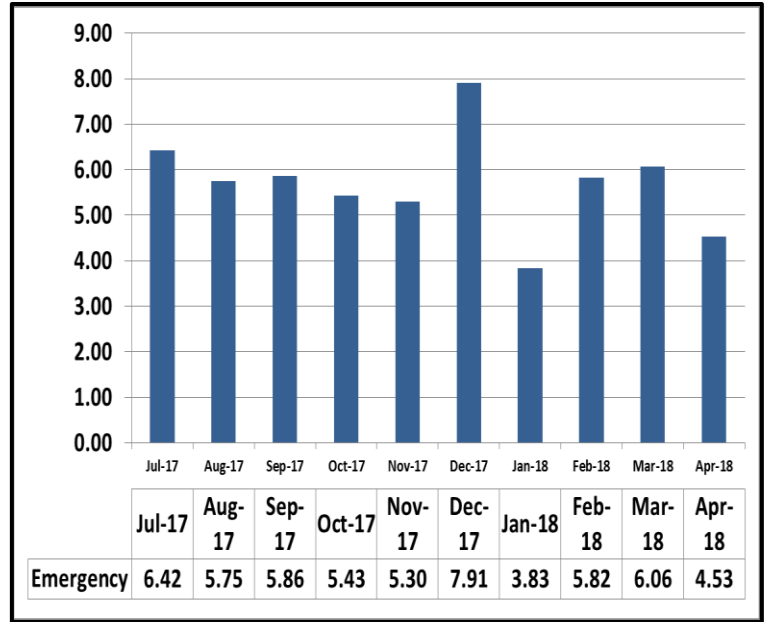
Part 1 & Part 2 Crimes



For the month of April 2018, Part 1 crime activity is down by 7.6% system-wide compared to the same period last year. In a monthly contrast, there were 4 less Part 1 crimes in April than in March, resulting in a 3.5% decrease.

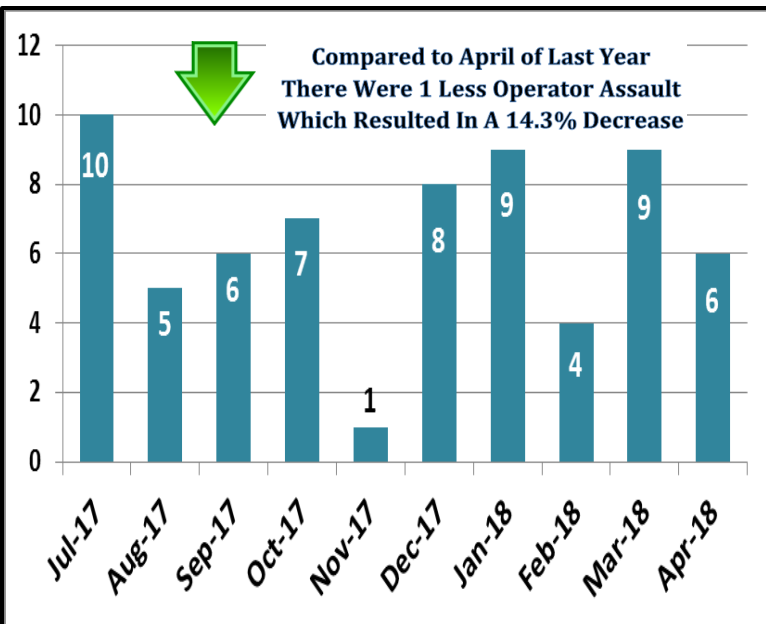
Part 2 crime activity increased by 14.8% system-wide compared to the same period last year. In a monthly contrast, there were 4 less Part 2 crimes in April than in March.

Average Emergency Response Times



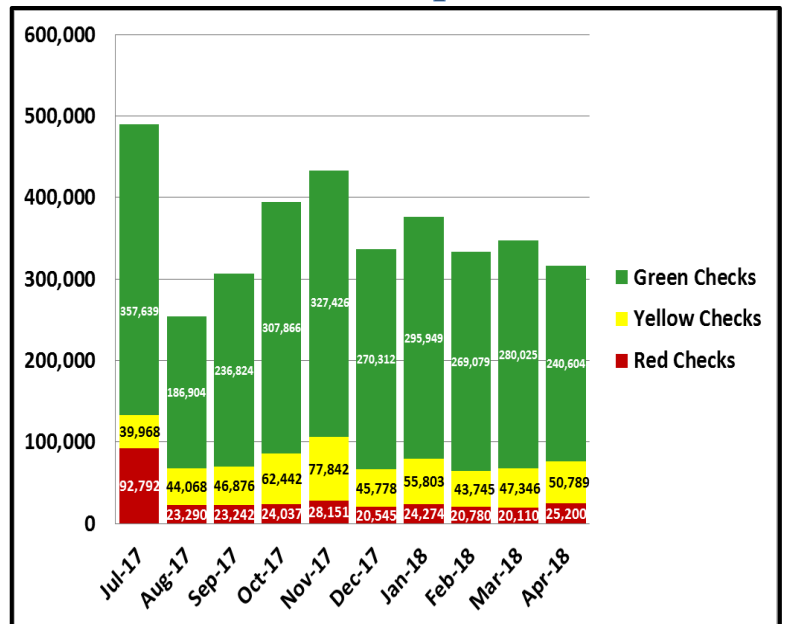
Average emergency response times were 4.53 mins.

Bus Operator Assaults



There were a total of 6 Bus Operator Assaults. Comparing the Bus Operator Assaults from the same period last year, there were 7 Operator Assaults last year resulting in a 14.3% decrease.

Fare Compliance



Green Checks- Occurs when a patron has valid fare

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

Red Checks- Occurs when a patron has invalid fare

Attachment B

Detail by Rail Line April 2018

Document Available Online at:

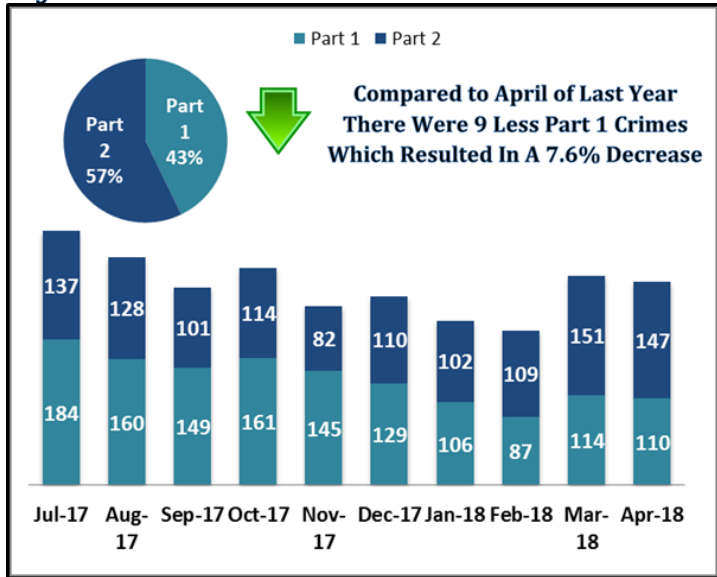
http://libraryarchives.metro.net/DB_Attachments/Attachment%20B%20%E2%80%93%20Supporting%20Data.pdf

Key Performance Indicators

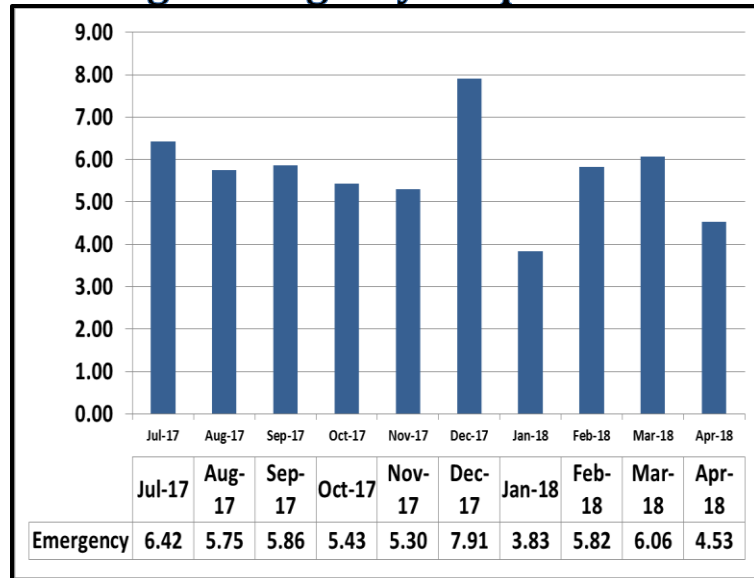
APRIL 2018

Attachment C

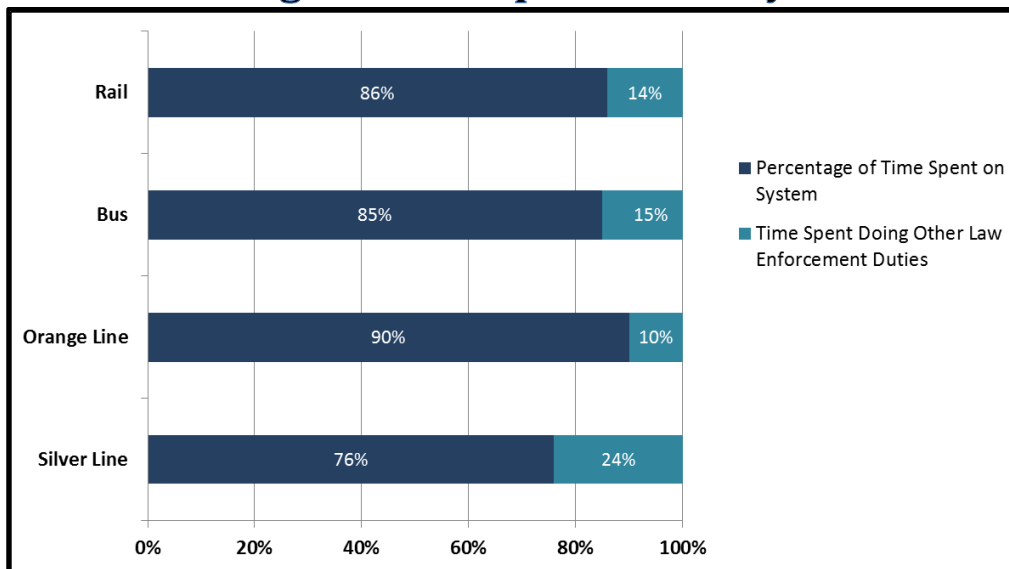
System Wide Part 1 & Part 2 Crimes



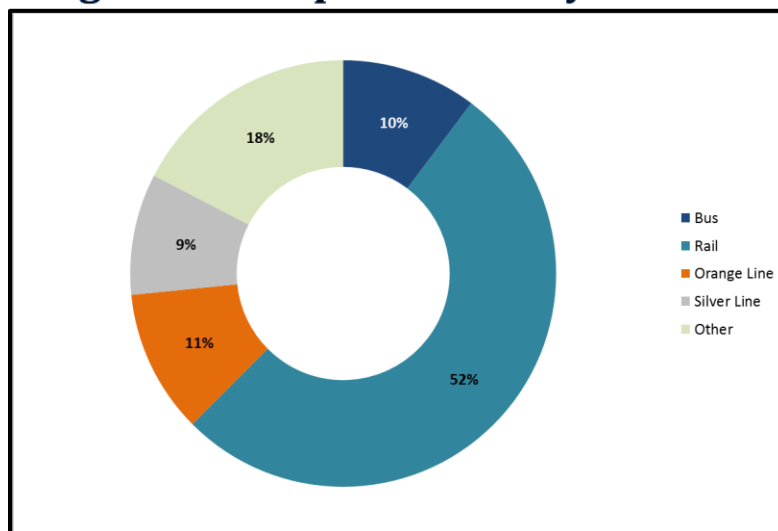
Average Emergency Response Times



Percentage of Time Spent on the System



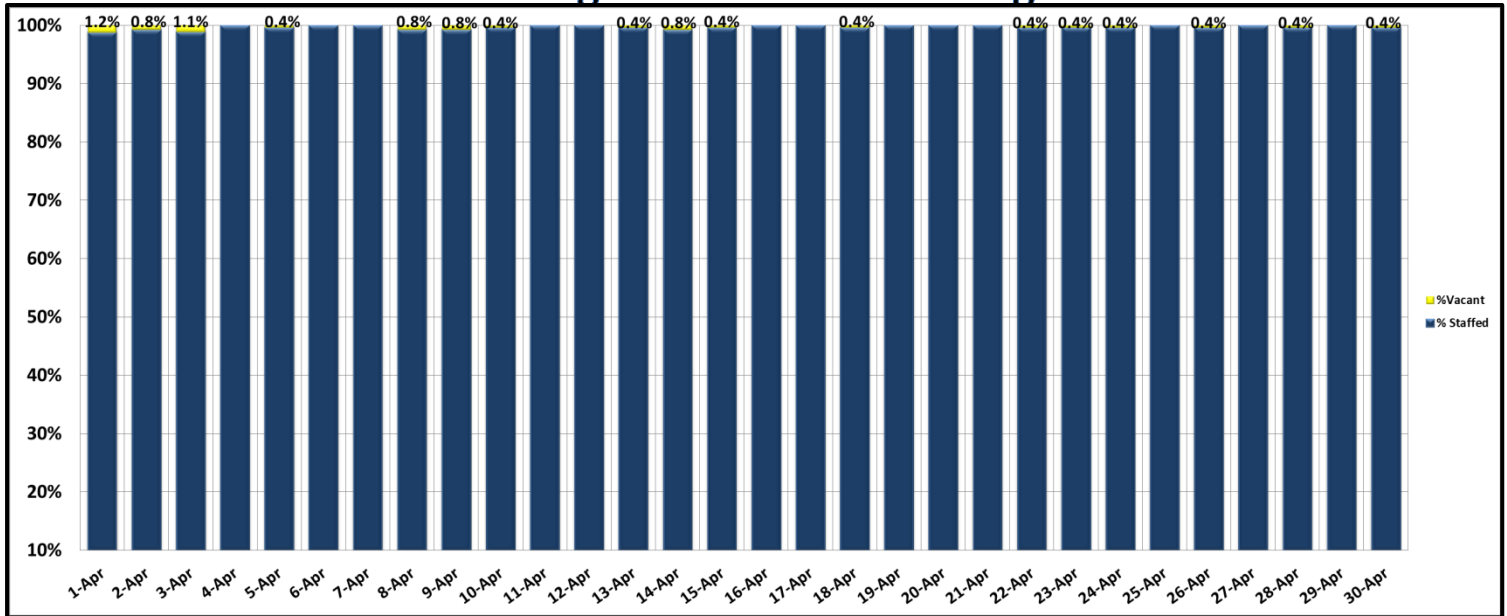
Percentage of Time Spent on the System as a Whole



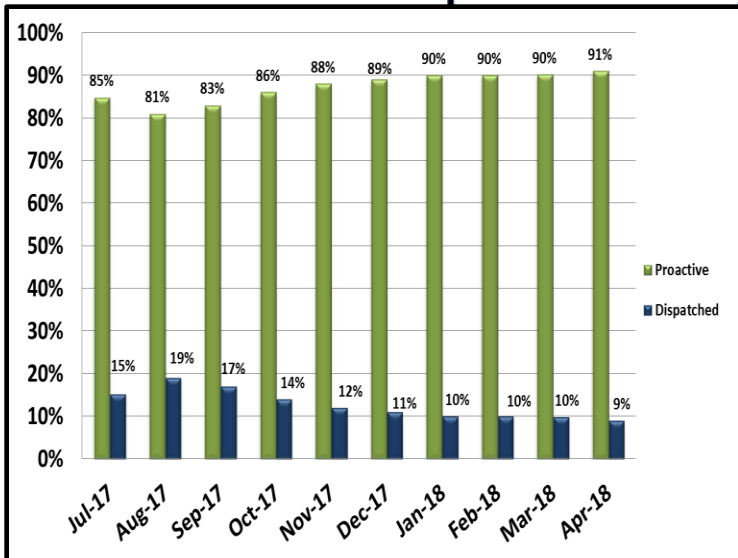
Key Performance Indicators

APRIL 2018

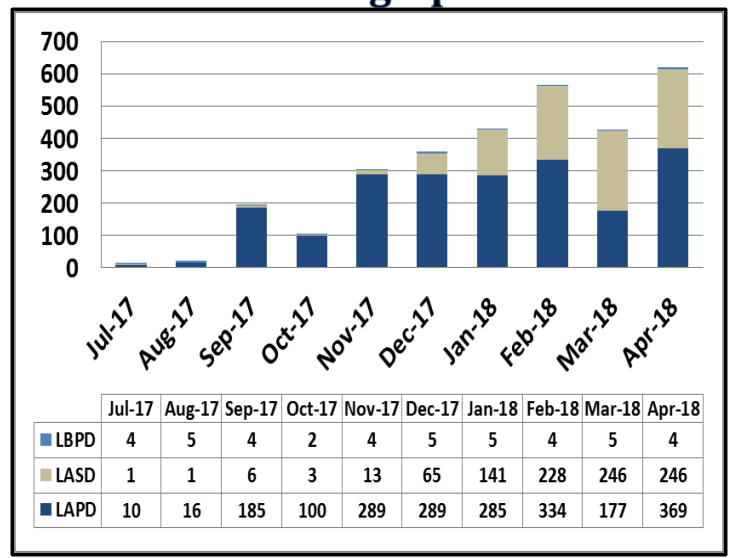
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations March:

1. Blue Line Stations (251)
2. Expo Line Stations (123)
3. Gold Line Stations (224)

Transit Police

Monthly Crime Report



Attachment D

Part 1 Crimes	2017	2018
	APRIL	APRIL
Homicide	0	0
Rape	0	0
Robbery	30	23
Aggravated Assault	22	10
Aggravated Assault on Operator	2	0
Burglary	3	0
Larceny	59	68
Bike Theft	-	8
Motor Vehicle Theft	7	2
Arson	0	0
Total	123	111
Part 1 Crime by Location		
Bus	32	31
Rail	87	79
Metro Division	0	0
Union Station	4	1
Total	123	111
Part 2 Crime by Location		
Bus	53	53
Rail	75	94
Metro Division	0	0
Union Station	2	2
Total	130	149
Enforcement Efforts		
Arrests	308	343
Citations	2,450	1,196
Fare Checks	126,106	316,593
Calls for Service	3,083	1,460



Board Report

File #: 2018-0256, **File Type:** Informational Report

Agenda Number: 35.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

SUBJECT: JUNE 2018 SERVICE CHANGES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Metro service changes to be implemented on Sunday, June 24, 2018.

ISSUE

Metro adjusts bus and rail service in June and December to improve productivity and service quality, implement new initiatives, and to respond to changes to the operating environment. For June 24, 2018, service changes include implementation of the Warner Center Service Plan, minor route and schedule adjustments, and implementation of All Door Boarding on Line 754 (Vermont Av).

DISCUSSION

The next scheduled service change is June 24, 2018, which includes implementation of the Warner Center Service Improvement Plan and All Door Boarding on Line 754 (Vermont Av). In addition, minor route and schedule adjustments will be made to accommodate construction activities, and improve the safety, efficiency and quality of bus service.

Warner Center Service Improvement Plan

Service within Warner Center, including the Orange Line, was reevaluated based on the Board's decision to electrify the Orange Line by 2020, requiring the Orange Line to remain on the Right of Way to allow for charging of the electric buses. In addition, through outreach to the public and key stakeholders, staff concluded that a comprehensive review of all services in the Warner Center area was warranted given the following issues:

- Access to retail, new development, local businesses and employment from the Orange Line is limited.
- Local and Rapid routes are not intuitive due to out of direction moves and long one-way loops.

- Due to many turns along the routes, travel time through the area is slow.
- Most customers on Local and Rapid Lines are connecting to the Orange Line, with the greatest stop activity at the Warner Center Transit Hub.

As a result, the following changes will be made to services in Warner Center:

- Line 901 (Orange Line) - Service into Warner Center from Canoga Station will be discontinued and replaced with a new shuttle route (Line 602). Connections from other bus lines to the Orange Line at the current Warner Center stop and Oxnard and Owensmouth will be relocated to Canoga Station, a safer and more comfortable off street transfer location. In addition, owl trips will be extended from the Reseda Station terminal west to Canoga Station.
- Line 601 (Warner Center Shuttle) - Implemented new shuttle between Canoga Station and Kaiser Hospital via Westfield Topanga/the Village and Warner Center business park, which will operate every 10 minutes throughout the day, 7 days a week, with tapering headways as the Orange Line headway widens in the late night.
- Lines 150, 161, 164, 245, 750, and 169 - These lines will be extended to Canoga Station to maintain connections with the Orange Line, and streamlined to provide faster and more intuitive routing to and through Warner Center.

All Door Boarding Expansion

In October 2017, the Board approved expansion of All Door Boarding (ADB) to Lines 754 (Vermont Av) and 720 (Wilshire BI). ADB, currently implemented on Line 910 (Silver Line), allows customers with valid TAP cards to TAP and board the bus through any door, reducing stop dwell times, improving overall travel times and on time performance.

The expansion of ADB launch is two months ahead of schedule with no cost overruns. The accelerated schedule was achieved through a culture of innovation, collaboration and by leveraging the synergies gained from executing several fleet management projects simultaneously. The ADB project team designed standardized modules, and used automation tools to drive cost and schedule benefits to the project. Installation of the bus mobile validators (BMV) was completed safely and with no-lost time incidents in just over seven months. As a result, ADB will be implemented on Line 754 on June 24, 2018 and on Line 720 in October 2018, three months earlier than anticipated. Together, TAP only fare collection and ADB is expected to mirror the Silver Line successful implementation, offering more competitive travel times and greater service reliability.

To support ADB implementation, a comprehensive communication and outreach program will be conducted, including: press releases, media advisories, participation at targeted community events, project website, social media posts, bus stop signage, and distribution of 100k free TAP Cards along the new ADB corridors.

Metro expanded ADB program was designed to improve fare payment options and enhance the

customer experience. Beginning FY19, the process of reloading a TAP on-board a bus will be simplified and streamlined for the entire bus network allowing for a “2 tap” reload, and enhancements to the farebox will increase operators’ ability to monitor the rear door boarding activity and ensure greater fare compliance.

The expansion of ADB program further demonstrates Metro’s commitment to providing safe, clean, reliable, on-time, and courteous service for Los Angeles County’s diverse customer base.

Minor Service Adjustments

As with each schedule change cycle, minor service adjustments are made to improve on-time performance and match scheduled service to travel demand, and to adjust to safety concerns and changes in the operating environment such as roadway impacts from construction, including:

Improved Efficiency and Service Quality

- Line 45 - Shorten two late night northbound trips and four southbound trips to San Pedro and Rosecrans. This change completes similar changes implemented in December 2017. Replacement service is provided by Line 246 that now operates 24-hour service.
- Line 60 - To reduce turns, modify route in downtown LA on westbound 7th St, extending the route to Figueroa St.
- Line 177 - To improve stop spacing and provide a new connection to Pasadena Transit Line 20 and Metro Line 258, a stop was added at Lake Av at California Bl. A nearby stop on California Bl at Wilson Av was discontinued.
- Line 206 - Relocate layover to Vermont Av/120th St due to request from GTrans (Gardena) to improve parking access on the 105 Freeway bridge at the Vermont Station.
- Line 605 - Modify turnaround loop at the southern terminal at Grand Vista Av at Olympic Bl to provide improved on-time performance and recovery time at the USC Medical Center northern terminal.
- Line 745 - Add a Rapid stop at Adams and Venice Bls to match other north/south Rapid lines and improve access to nearby USC.
- Line 720 - Modified turnaround loop in downtown Santa Monica to reduce turns and improve on-time performance.
- Norwalk Transit Center - Renumbered bay assignments to improve on-time performance of Line 111 by eliminating double looping of the transit center.

Improve Safety

- Line 215 - Due hazardous conditions and increased traffic conditions, discontinued stop on eastbound Manchester Bl farside of Market St; access is provided by a nearby stop on Manchester Bl at Grevillea Av.
- Line 264 - Due to accessibility safety and stop spacing issues, the stop at New York Dr at Pepper Dr was eliminated in conjunction with City of Pasadena street improvements.

Construction Related

- Lines 4/704/14/16 - Due to completion of the Santa Monica Bl repaving project in Beverly Hills, bus routes previously on long term detour returned to regular route on the boulevard.
- Line 14 - To accommodate Purple Line construction in Beverly Hill, implemented a long term route change at the intersection of Beverly Dr and Wilshire Bl.
- Lines 37, 38, 55 and 355 - These lines have been detoured for six months due to sidewalk pedestrian improvements along Grand Av and Hill St being implemented by LACC Trade Tech.
- Line 102 - Move westbound route from Jenny Av to Airport Bl due to LAWA closing Jenny Av due to People Mover construction.
- Line 115 - Due to long terminal sewer main project conducted by LADOT, reroute westbound service in Playa del Rey south to a new layover on Culver Bl at Vista Del Mar.

FINANCIAL IMPACT

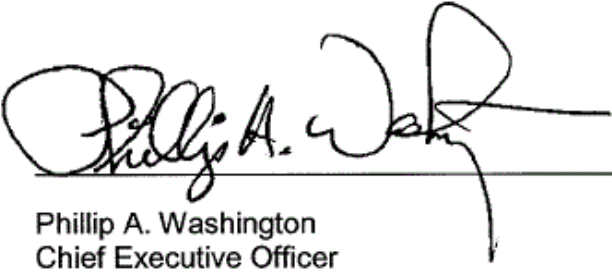
The implementation of the June 24, 2018 Service Changes are cost neutral and within the approved FY19 budgeted revenue service hours.

NEXT STEPS

Staff will continue to monitor the service adjustments and make changes where appropriate.

Prepared by: Scott Page, Senior Director, (213) 418-3400
Conan Cheung, Senior Executive Officer, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer



June 24, 2018 Service Changes






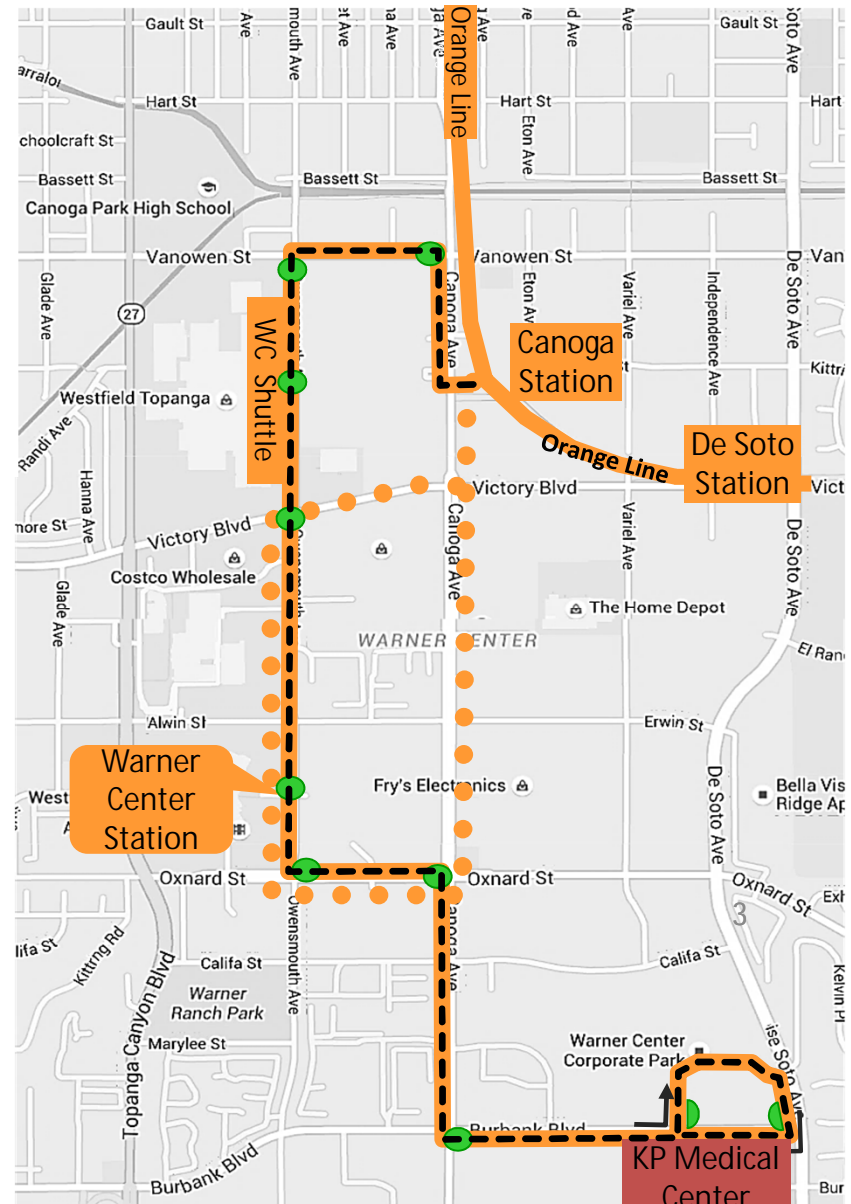
Bi-Annual Service Changes

- Shakeups – Twice a year, in June and December, bus and rail services are adjusted to improve productivity, service quality, and implement new initiatives.
 - The next scheduled service change is June 24, 2018.
- Service Change Categories
 - Improve efficiency and service quality
 - Improve safety
 - Construction related long term route and stop changes.

New Warner Center Shuttle Service

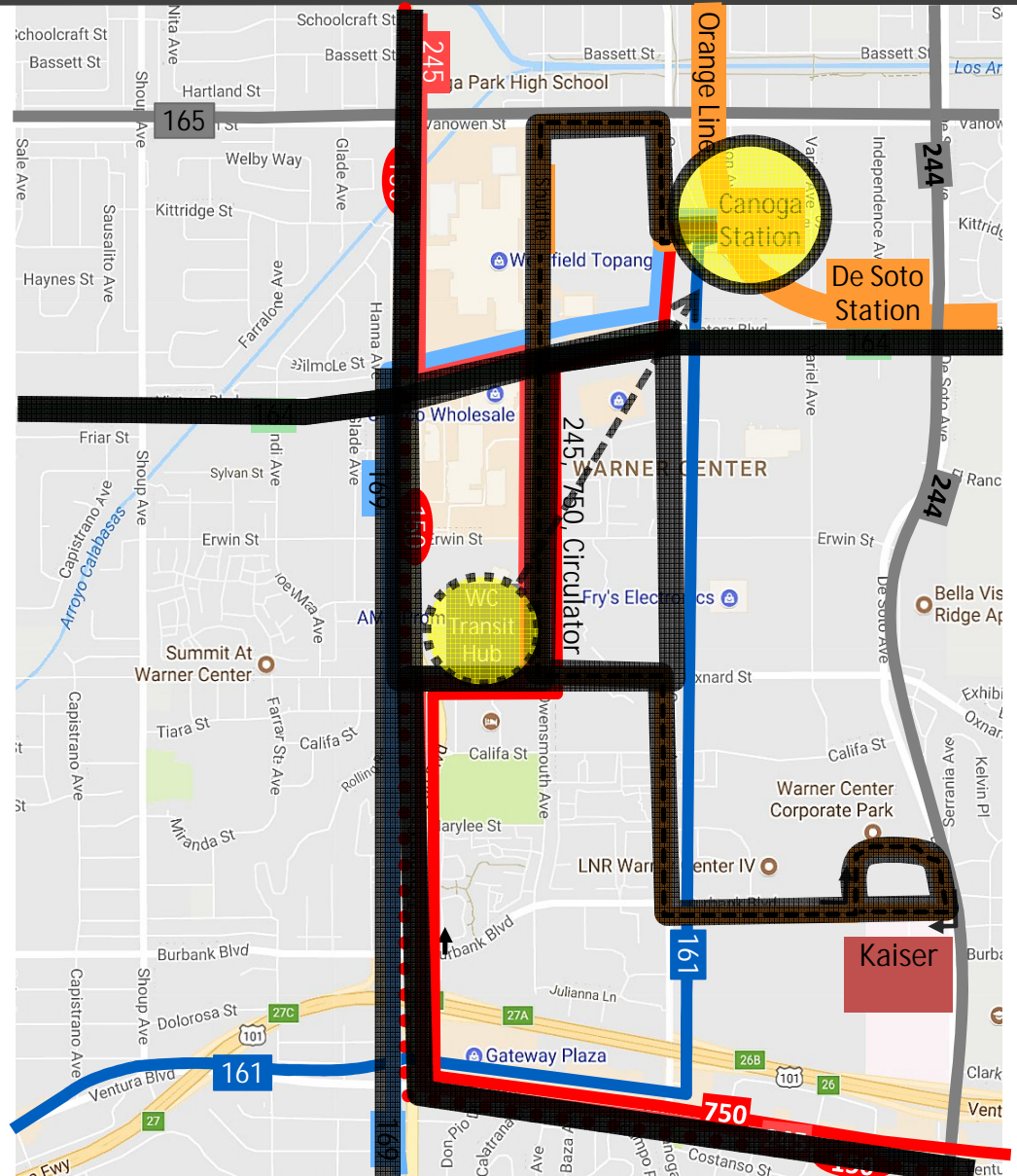
	Proposed Circulator Service
Transit Hub Location	Canoga Station
Stops within Warner Center	10
Routing	Extends service to Kaiser Permanente and WC Corp. Park
Warner Center Service Frequency	10" During the Day
Benefits	Provides two-way service, 10 stops.

-  Circulator Route
-  Shuttle Stops
-  Current Orange Line Route



Bus Service Routing Plan

- ➔ • Route Line 169 to provide additional service on Topanga Canyon between Erwin St and Victory Bl.
- ➔ • Provides direct connection to the Orange Line.
- ➔ • New Circulator provides two-way service.
- ➔ • Streamlining Lines 150 and 164 saves approximately 10 minutes for 75% of customers traveling through Warner Center.



All Door Boarding Expansion



The All-Door Boarding program is expanding to include:

Line 754 – Vermont Bl – June 24, 2018

Line 720 – Wilshire Bl – October 14, 2018

Minor Service Adjustments

- Improve Efficiency and Service Quality – Adjust seven routes to reduce turns, shorten turnaround loops, improve stop spacing, and improved coordination with Muni operators.
- Improve Safety – Modifications on two routes to improve accessibility and safety.
- Construction Related – Implement long term route changes on 11 lines to accommodate rail project detours, sewer reconstruction, and sidewalk and curb improvements.



Metro

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

Board Report

File #: 2018-0228, **File Type:** Oral Report / Presentation

Agenda Number: 36.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018**

SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH

RECOMMENDATION

Operations Employee of the Month

DISCUSSION

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

June Employees of the Month



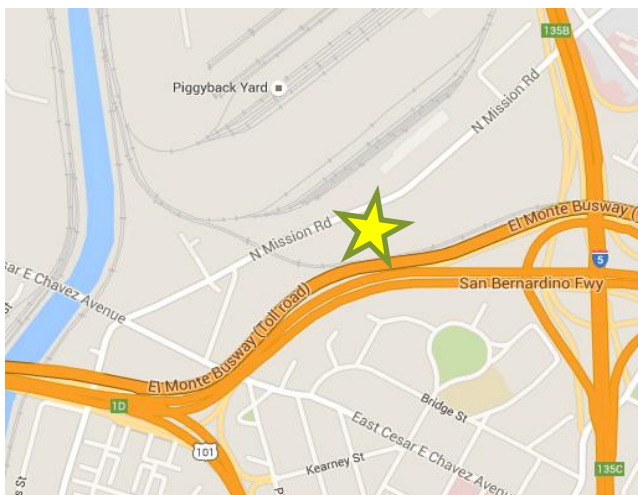
Employees of the Month



Transportation

Bus Operator

Irene Sieverding

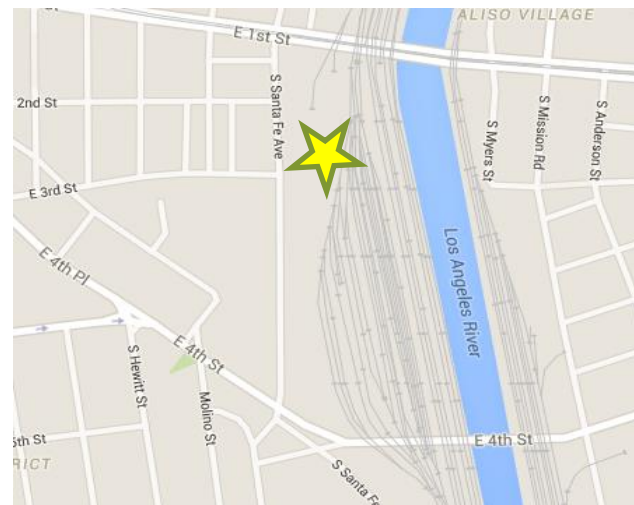


Division 10 – Los Angeles

Maintenance

Rail Equip. Maintenance Supervisor

Nelson Torres



Division 20 – Los Angeles



Board Report

File #: 2018-0213, File Type: Contract

Agenda Number: 37.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018**

**SUBJECT: TAP FAREBOX AND STATION VALIDATOR UPGRADE
PROJECT UPDATE, BUDGET, AND SCHEDULE**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project budget of \$45,000,000 for the purchase of bus farebox and station validator hardware and installation, and necessary software upgrades. The \$45,000,000 will provide funding for the subsequent contract recommendations (Items B to F);
- B. AWARD sole source Contract No. PS53915000 to Genfare SPX, Inc., as the original equipment manufacturer, for procurement of bus farebox, motherboard, farebox lid, and other hardware components to upgrade the fareboxes in the amount of \$10,331,252, inclusive of sales tax;
- C. EXECUTE Modification No. 7 to Contract No. PS30203139, with Axiom xCell, Inc. ("Axiom"), for software modifications to enhance security and increase compatibility to the fare enforcement app in the amount of \$167,122; increasing the total contract value from \$2,000,944.20 to \$2,168,066.20;
- D. NEGOTIATE and execute Modification No. 154 to Contract No. OP02461010, with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight in the not to exceed amount of \$22,104,750, increasing the total contract value from \$270,601,808, to \$292,706,558;
- E. NEGOTIATE and execute a Memorandum of Understanding with municipal operators who require fare collection system upgrades and outline requirements, pricing and payment schedule; and
- F. AMEND the FY19 budget for an additional 11 Full-Time Employees (FTEs) and \$1,944,531 to expedite bus farebox installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies.

ISSUE

On April 26, 2018, the Board of Directors approved programming of up to \$55 million to upgrade bus farebox equipment and rail station validators currently beyond their useful life. This upgrade will enhance security, prepare for new payment technologies and ensure near real-time communications.

Staff now returns to the Board with a recommendation for two contract modifications and a sole source contract award to ensure a seamless transition between the old and new equipment.

DISCUSSION

Staff recommended a multi-phase upgrade approach to address equipment obsolescence, enhance security of the fare collection system and prepare for new payment technologies including open payments.

The recommended contract award and modifications only address Phase 1. Phase 1 consists of hardware and software upgrades to the fareboxes and station validators to address aging equipment, enhance system security, ensure near real time communications and enable new payment options. Phase 2 consists of additional software enhancements to accept credit and debit card payment (open payments).

Municipal Operators

The municipal operators with aging fareboxes and equipment - Antelope Valley Transit Authority, Culver CityBus, Foothill Transit, GTrans (Gardena), Montebello Bus Lines, Norwalk Transit, Santa Clarita Transit, Torrance Transit, and LADOT - will contract directly with Cubic to upgrade their respective systems. Metro is partnering with the municipal operators to benefit from high-volume purchases.

The upgrades to their systems will ensure their fare collection equipment will be prepared for new technological advances in mobile and credit/debit card payment options.

Procurement Strategy

The procurement strategy for this project is two-part; the recommendations presented in this report are Part 1. Part 2 is the procurement of the bus operator's Driver Control Unit (DCU), a tablet that will be mounted to and controls the bus farebox. Procurement staff is currently procuring the DCU equipment and staff will return to the Board in July for a separate contract award.

The procurement process for Recommendations B, C, and D are summarized below:

A. Sole Source Contract to Genfare SPX, Inc. ("GFI") - Recommendation B

The contract with GFI will include the purchase of new logic boards, farebox lids, garage computers, and other GFI-related hardware (internal cabling, etc.). The farebox lid includes improved visual displays to enhance the customer experience. A comparison of the old and new bus farebox lids is

shown in Attachment D. GFI will be responsible for assembling the farebox offsite with upgraded components, and installation of the smartcard readers.

The upgrade to the TAP GFI farebox and garage computers requires the specialized knowledge that only GFI possesses since GFI was the original manufacturer that provided Metro and other TAP partner agencies with the equipment. There was no SBE goal on this contract by itself, because this company was a subcontractor of the UFS contract with Cubic at the time.

B. Contract Modification to Axiom - Recommendation C

The Modification to the Axiom contract is a software upgrade to the existing fare enforcement Mobile Phone Validators (“MPV”). The software modification will allow the MPVs to process new mobile fare media.

Axiom made a 100% SBE commitment and is currently meeting their SBE commitment with an SBE participation of 100%.

C. Contract Modification to Cubic - Recommendation D

The Cubic Contract Modification will include software development for the driver control units (tablet devices), near real-time communications, system security enhancements, smartcard readers, and station validators. Other services included in the Contract Modification are Project Management oversight for system integration support between the software modifications and vendors who will supply equipment hardware and the installation of the upgraded fareboxes on the three Contracted Services bus fleets and installation of the station validators. TAP and Procurement staff are finalizing negotiations with Cubic and will execute the Contract Modification upon completion, pending Board approval.

Timeline and Staffing

The expedited timeline presented in Attachment E demonstrates design, development and installation of all Metro and Contracted Services buses within 12 months of Board approval. The installation of the upgraded fareboxes on the three Contracted Services bus fleets will be handled and completed by Cubic.

To ensure seamless transition from the old to the new equipment and to protect the manufacturer’s one year warranty, the following replacement plan will be implemented:

1. Staff will remove the old fareboxes and ship them to the vendor
2. The vendor will upgrade the fareboxes with new computer boards and circuitry and return them to Metro
3. Staff will install the upgraded fareboxes and complete the required wiring
4. Staff will also continue to maintain the fareboxes as they do currently

To expedite installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies, eleven (11) additional full-time employees (FTEs) - ten (10)

Electronic Communication Technicians and one (1) Supervisor - are requested. Operations will be responsible for acquiring and management of the additional employees by December 2018.

Staffing Analysis

The staffing level for the escalated farebox installation effort was determined by maximizing the number of currently available personnel and the hours required to complete the installation within the required time frame. Utilizing existing staff resulted in a shortfall of 11 FTEs.

DETERMINATION OF SAFETY IMPACT

No adverse safety impacts are anticipated.

FINANCIAL IMPACT

The cost of Metro's station validators and farebox refurbishment for Metro and the TAP partner agencies is estimated to be a total of \$55 million. This includes \$45 million for all Metro costs of equipment purchase, installation, and necessary software upgrades as well as \$10 million for the upgrade cost of the other nine municipal operators. Metro staff will work with the municipal operators to develop a cost sharing plan for the \$10 million in TAP partner agency upgrades.

Impact to Budget

Upon Board approval, \$55 million will be added to the FY19 Budget. The \$55 million total project cost will be funded through a combination of \$27.5 million in State Local Partnership Program (LPP) formula funds and \$27.5 million in local funds, including cost sharing provided by the municipal operators. The State LPP funds require a dollar for dollar match of local funds and are not eligible for bus and rail operations. The Executive Officer of TAP and Project Manager will be responsible for budgeting costs in future years, if needed. The Cost Center manager in Operations will be responsible for budgeting FTE labor costs in future years.

ALTERNATIVES CONSIDERED

The alternative to the proposed farebox and station validators upgrades is to not proceed. This is not recommended as customers will not benefit from the new payment technologies, and frequent equipment breakdowns may result in lost revenue.

As Metro expedites rail construction projects in preparation for the 2028 Summer Olympics, it is important that TAP equipment is also upgraded to complement the enhanced infrastructure and provide visitors state-of-the-art fare payment options.

NEXT STEPS

- Upon approval by the Board, staff will execute the sole source contract with GFI and execute the Contract Modifications with Cubic and Axiom to proceed with upgrading TAP fareboxes and station validators

- Staff will draft and execute Memorandum of Understanding (MOU) with each municipal operator to determine pricing scheme and payment schedule
- With Board approval, Operations will move forward with the recruitment and training of 11 additional FTEs by December 2018
- Staff will return to the Board in July to seek approval for Part 2 of the procurement: approval to award contract for the purchase of the tablet Driver Control Units (DCU)
- Complete installation is expected by June 2019

ATTACHMENTS

Attachment A - Procurement Summaries

Attachment B - Contract Modification/Change Order Log(s)

Attachment C - DEOD Summaries

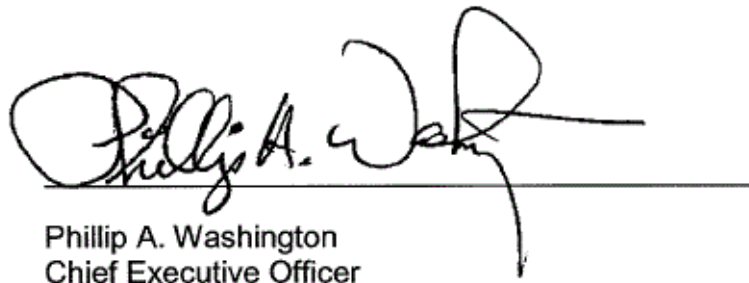
Attachment D - Comparison of Old and New Farebox Lids

Attachment E - Timeline for TAP Equipment Installation

Attachment F - Bus Farebox and Station Validators Upgrade Equipment Quantities

Prepared by: Mauro Arteaga Jr., Senior Director, TAP Technical Systems, (213) 922-2953
David Sutton, Executive Officer, Finance/TAP, (213) 922-5633

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY – RECOMMENDATION B
TAP FAREBOX UPGRADE PROJECT
GENFARE SPX, INC. / PS53915000

1.	Contract Number: PS53915000	
2.	Recommended Vendor: Genfare SPX, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 6, 2018	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: June 11, 2018	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: June 11, 2018	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Anush Beglaryan	Telephone Number: (213) 418-3047
7.	Project Manager: Mauro Arteaga	Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to award sole source Contract No. PS53915000 issued in support of upgrading existing TAP fareboxes in its fleet of revenue buses.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on June 8, 2018 extended the proposal due date.

A total of one proposal was received on Monday, June 11, 2018.

B. Evaluation of Proposals

This is a sole source procurement due to the nature of the work. Genfare is the original equipment manufacturer of Metro's TAP fareboxes. It has no authorized third party service providers. Genfare has an in-depth understanding of the operation of the TAP fareboxes since 2002. The upgrade required is extensive, requiring custom wiring and the replacement of all internal Genfare custom logic boards. Genfare has the necessary specialized test equipment, propriety knowledge and experience to understand the TAP fareboxes, and the ability to source otherwise custom and

obsolete components. Staff from TAP Program conducted a technical evaluation of the proposal and deemed the proposal technically responsive.

C. Cost/Price Analysis

The recommended contractor's price proposal was evaluated in compliance with Metro's Acquisition policies and procedures. Staff conducted a cost analysis of the price proposal. Based on the cost analysis, technical analysis, fact-finding, clarifications, and negotiations with the proposer, the final agreed to price of \$10,331,252 has been determined to be fair and reasonable.

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	Genfare	\$10,331,252	\$11,917,267	\$10,331,252

D. Background on Recommended Contractor

The recommended firm, Genfare, a division of SPX Corporation located in Illinois, has been in business for 38 years and is a leader in the field of fare collection systems. Genfare's was first in the industry for items such as electronic registering fareboxes, magnetic card reader on fareboxes, read/write magnetic card processing unit, fully validating fareboxes and much more. Genfare has provided fare collection systems to approximately 300 agencies throughout the United States and Canada and built more than 80% of the fareboxes currently in use in these countries. Genfare's proposed upgrade will allow Metro to extend the life of its fareboxes and continue to support all mainstream fare media that is now available. Genfare has identified key personnel who will be working closely with staff to ensure successful implementation and completion of the project.

Genfare has successfully completed similar projects for Central Ohio Transit Authority, City of Santa Monica, Big Blue Bus, and Porterville Transit. Additionally, Genfare is currently also working with Nashville MTA, Broward County Transit, and Transit Authority River City.

Genfare has provided technical oversight of Metro's design review, testing and installation of the existing TAP fareboxes since 2002.

PROCUREMENT SUMMARY – RECOMMENDATION C
TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR
AXIOM xCELL, INC. / PS30203139

1.	Contract Number: PS30203139		
2.	Contractor: Axiom xCell, Inc.		
3.	Mod. Work Description: Software Upgrade		
4.	Contract Work Description: Mobile Phone Validator (MPV) for fare enforcement electronic query of TAP cards		
5.	The following data is current as of: May 18, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	February 1, 2014	Contract Award Amount: \$348,018.00
	Notice to Proceed (NTP):	February 1, 2014	Total of Modifications Approved: \$1,652,926.20
	Original Complete Date:	November 29, 2019	Pending Modifications (including this action): \$167,122.00
	Current Est. Complete Date:	November 29, 2019	Current Contract Value (with this action): \$2,168,066.20
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Mauro Arteaga		Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to approve Contract Modification No. 7 to upgrade the Mobile Phone Validator (MPV) software to include and process Desfire fare media and security keys as implemented by Cubic Transportation Systems, Inc., for TAP and implement proprietary iPhone wakeup response signals for virtual fare media. Metro is in the process of upgrading the entire fare collection system to include fare media that supports higher security levels. As such, the MPVs will need to implement the higher security level.

The MPV application was developed by Axiom xCell, Inc., in 2014 specifically for Metro and is installed on over 350 mobile phones which allows fare enforcement personnel to electronically query TAP cards to determine if riders are in compliance with Metro's fare policy. Therefore, Axiom xCell, Inc. is the only company that can modify the existing application to include these enhancements due to the sensitive encryption system and programming that is unique to TAP.

ATTACHMENT A – Procurement Summaries

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

In February 2014, Contract No. PS30203139 was awarded to Axiom xCell, Inc. to develop, test, and provide support for a software application for a handheld fare inspection device.

Please 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 price analysis, technical evaluation, independent cost estimate, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$167,122.00	\$169,658.00	\$167,122.00

PROCUREMENT SUMMARY – RECOMMENDATION D
UNIVERSAL FARE SYSTEM
CUBIC TRANSPORTATION SYSTEMS, INC. / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight.		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: June 12, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/20/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$186,433,027
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$22,104,750
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$292,541,221
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Mauro Arteaga		Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to approve Contract Modification No. 154 for the procurement and installation of station validators, fare collection software modifications, security enhancements and system integration oversight as part of the Farebox and Rail Station Validator Refurbishment Plan.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. TAP fareboxes on buses and station validators at light rail stations were purchased in 2002. This equipment has exceeded its life expectancy by five years and is not compatible with current and future fare collection

ATTACHMENT A – Procurement Summaries

technologies. Upgrade options include hardware and software that will enhance system security, communicate in real time, and support the future TAP mobile app and other new payment technologies.

Please refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

Metro staff is in the process of finalizing negotiations with Cubic to perform the services and will negotiate and perform a cost analysis to deem the proposal amount fair and reasonable prior to execution of Modification No. 154.

Proposal Amount	Metro ICE	NTE Amount
\$22,104,750	\$23,733,500	\$22,104,750

Attachment B – Contract Modification/Change Order Log

**CONTRACT MODIFICATION/CHANGE ORDER LOG – RECOMMENDATION C
AXIOM xCELL, INC.
TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR / PS30203139**

Mod. No.	Description	Status	Date	Amount
1	Additional application coding	Approved	8/11/2014	\$20,774.41
2	Administrative change	Approved	11/03/2015	\$0.00
3	Add key features and application coding	Approved	2/18/2015	\$79,182.79
4	Extend contract term	Approved	9/8/2015	\$0.00
5	Add enhancements and extend contract term	Approved	11/10/2015	\$614,000.00
6	Add enhancements and extend contract term	Approved	9/28/2017	\$938,969.00
7	Software Upgrade	Pending		\$167,122.00
	Modification Total:			\$1,820,048.20
	Original Contract Value:			\$348,018.00
	Total Contract Value:			\$2,168,066.20

Attachment B – Contract Modification/Change Order Log

**CONTRACT MODIFICATION/CHANGE ORDER LOG – RECOMMENDATION D
CUBIC TRANSPORTATION SYSTEMS, INC.
UNIVERSAL FARE SYSTEM / OP02461010**

Mod. No.	Description	Status	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722

Attachment B – Contract Modification/Change Order Log

29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040

Attachment B – Contract Modification/Change Order Log

58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069
81	Fare Gate Fencing Installation	Approved	4/25/2011	\$24,004

Attachment B – Contract Modification/Change Order Log

	Modifications, North Hollywood and Avalon Stations			
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2,	Approved	5/26/2014	\$380,000

Attachment B – Contract Modification/Change Order Log

	Colorado/4 th Street Station			
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDG Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for	Approved	6/3/2015	\$10,970

Attachment B – Contract Modification/Change Order Log

	Expo 2			
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/2016	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/2016	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/2017	\$14,578
143	Reduction in monthly PM services	Approved	5/8/2017	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/2017	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/2017	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/2017	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/2017	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/2017	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/2017	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
152	TAP System Patching	Approved	4/4/2018	\$166,337
153	Network Back Office Configuration	Approved	4/12/2018	\$37,222
154	TAP System Wide Upgrades	Pending	6/28/2018	\$22,104,750
	Modification Total:			\$208,537,777
	Original Contract Value:			\$84,003,444
	Total Contract Value:			\$292,541,221

DEOD SUMMARY – RECOMMENDATION B
GENFARE SPX, INC.
TAP FAREBOX UPGRADE PROJECT / PS53915000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation. Metro's project manager confirmed that the upgrade of the TAP GFI farebox and garage computers requires the specialized knowledge that only Genfare possesses being the Original Equipment Manufacturer (OEM) and having already provided Metro and other TAP partner agencies with the equipment.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY – RECOMMENDATION C**AXIOM xCELL, INC.****TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR / PS30203139****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 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 100% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed	SBE % Participation
1.	Axiom xCell, Inc. (Prime)	100%	100%
	Total	100%	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY – RECOMMENDATION D
CUBIC TRANSPORTATION SYSTEMS, INC.
TAP SYSTEM SUPPORT SERVICES / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. has a Disadvantaged Business Enterprise participation commitment of 5.65%. The project is 91% complete. Cubic Transportation is exceeding its DBE commitment with a current participation of 8.46%.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 8.46%
----------------------------------	------------------	-------------------------------------	------------------

	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.36%
2.	Lows Enterprises	African American	0.13%	0.04%
3.	TechProse	Caucasian Female	0.41%	0.07%
4.	Robnett Electrical	African American	2.53%	7.52%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.05%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.04%
7.	KLI, Inc.	Asian Pacific American	0.25%	0.10%
8.	Kormex Metal Craft	Asian Pacific American	1.02%	0.28%
	Total		5.65%	8.46%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

Attachment D – Old and New Farebox Lids

OLD farebox lid

- Poor contrast on small screen
- Difficult for customers to read
- Cracked and irreparable

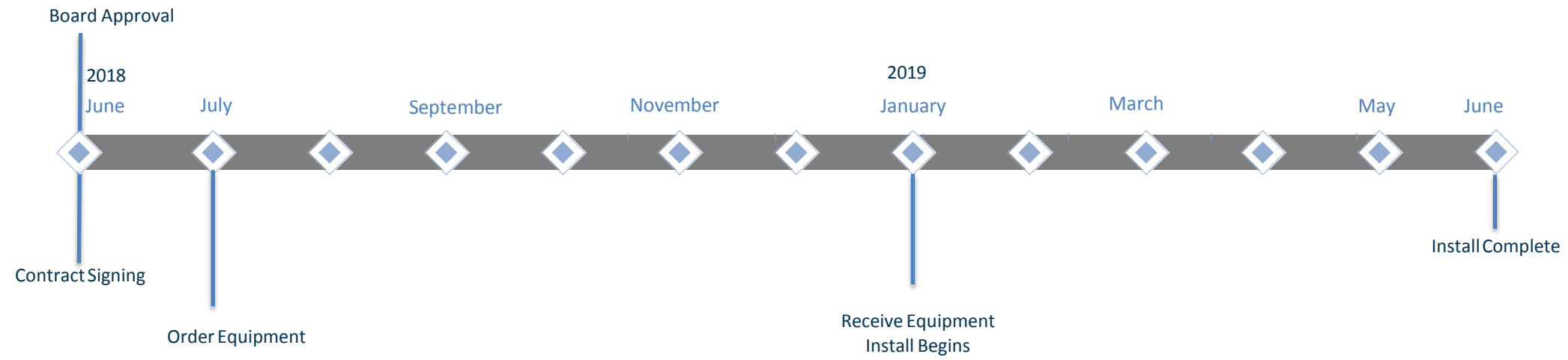


NEW farebox lid

- Improved visual display
- Easy to read
- Enhances customer experience



Systemwide Bus Farebox Upgrades and New Station Validators



Bus Fareboxes		
Agency	Quantity	
	Installs	Spares
Metro	2,588	375
AVTA	75	10
Culver CityBus	60	20
Foothill Transit	372	24
Gardena (GTrans)	59	12
Montebello Bus Lines	71	14
Norwalk Transit	41	12
Santa Clarita Transit	82	25
Torrance Transit	68	7
LADOT		
Total	3,416	499

Bus Driver Control Unit/ Light Validator		
(Non-Metro)	Quantity	
Agency	Installs	Spares
Metro		
AVTA		
Culver CityBus		
Foothill Transit		
Gardena (GTrans)		
Montebello Bus Lines		
Norwalk Transit		
Santa Clarita Transit	34	4
Torrance Transit		
LADOT	317	30
Total	351	34

Bus Garage Computers		
Agency	Quantity	
	Installs	Spares
Metro	17	3
AVTA	1	
Culver CityBus	1	
Foothill Transit	4	
Gardena (GTrans)	1	
Montebello Bus Lines	1	
Norwalk Transit	1	
Santa Clarita Transit	1	
Torrance Transit	1	
LADOT		
Total	28	3

Rail Stand Alone Validators		
Rail Line (Metro only)	Quantity	
	SAVs	Spares
Red	20	2
Green	3	1
Blue	63	7
Gold + Foothill ext	106	11
Orange	53	6
Expo I	65	7
Expo II		
Gold Line Extension		
Crenshaw/LAX		
Regional Connector		
West Side Extension		
CSUN (Bus only)	2	1
4th Floor Test Lab	2	1
Total	314	36

Bus Portable Data Probes		
Rail Line (Metro only)	Quantity	
	PDP's	Spares
Red	3	2
Total	3	2



Board Report

File #: 2018-0229, **File Type:** Oral Report / Presentation

Agenda Number: 38.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AD HOC CUSTOMER EXPERIENCE COMMITTEE
JUNE 21, 2018**

**SUBJECT: ORAL REPORT ON NEXTGEN BUS STUDY SERVICE
PARAMETERS**

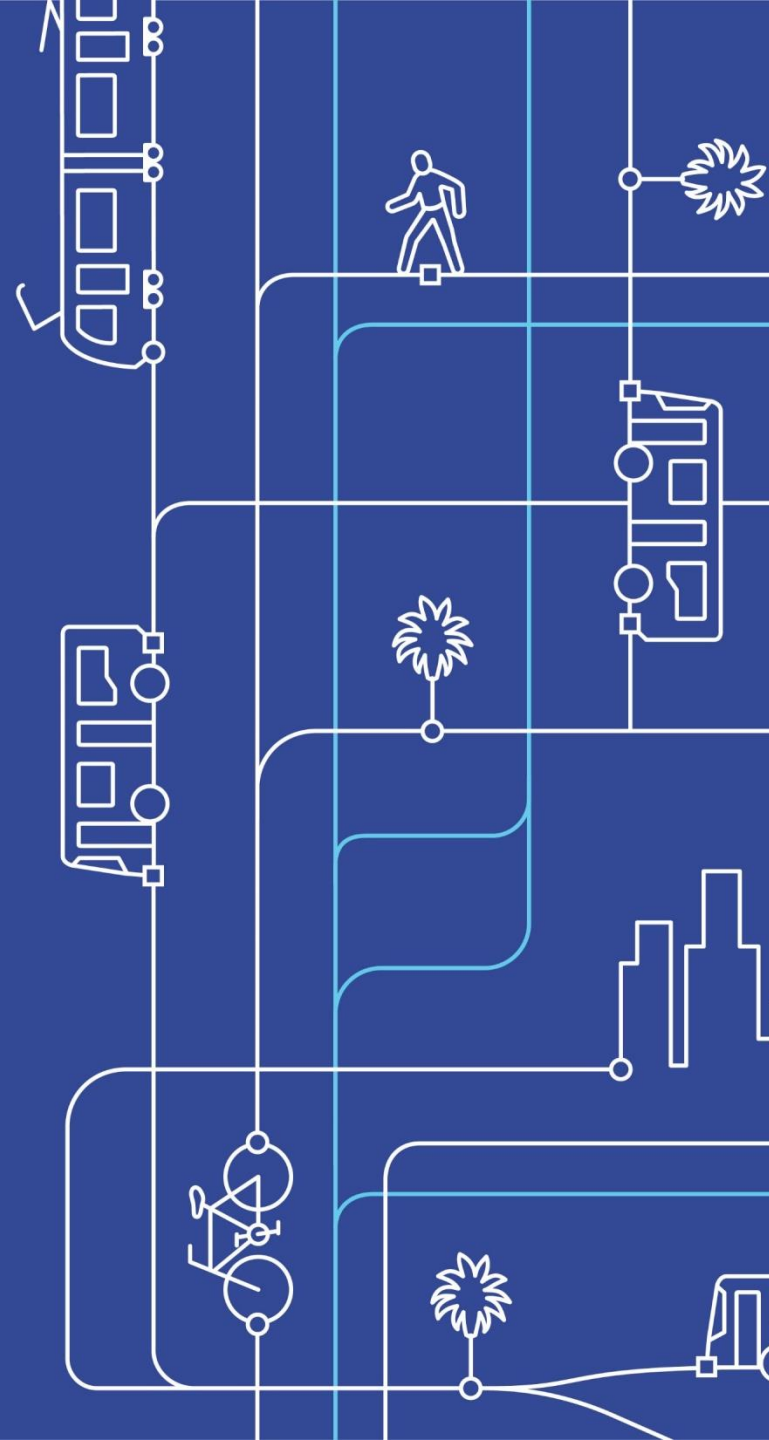
RECOMMENDATION

RECEIVE oral report on NextGen Bus Study Service Parameters Update.

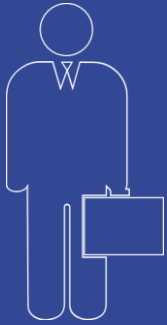
NEXTGEN Bus Study

Bus Service Parameters

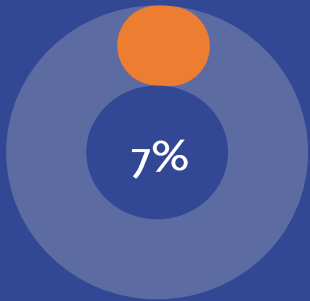
System Safety, Security & Operations
Committee
6.21.18



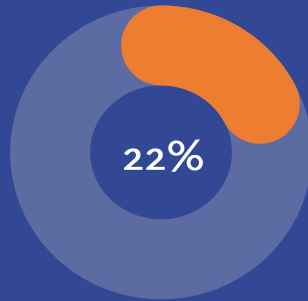
Four Types of Customers



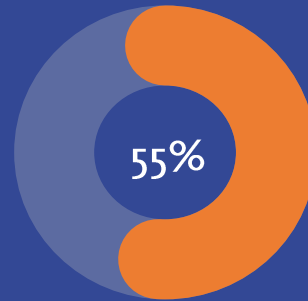
Frequent



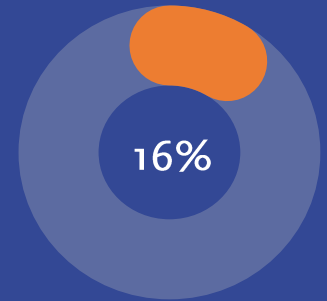
Occasional



Infrequent



Non-Rider



As a % of all LA County residents

Service Parameters

All Riders

Travel Speed

Frequency

Reliability

Current

More Service

Fares

Information

Former

Security
(women, certain geographies)

First/Last Mile
(elderly, higher income)

Comfort
(odors, crowding)

Infrequent/ Non-Rider

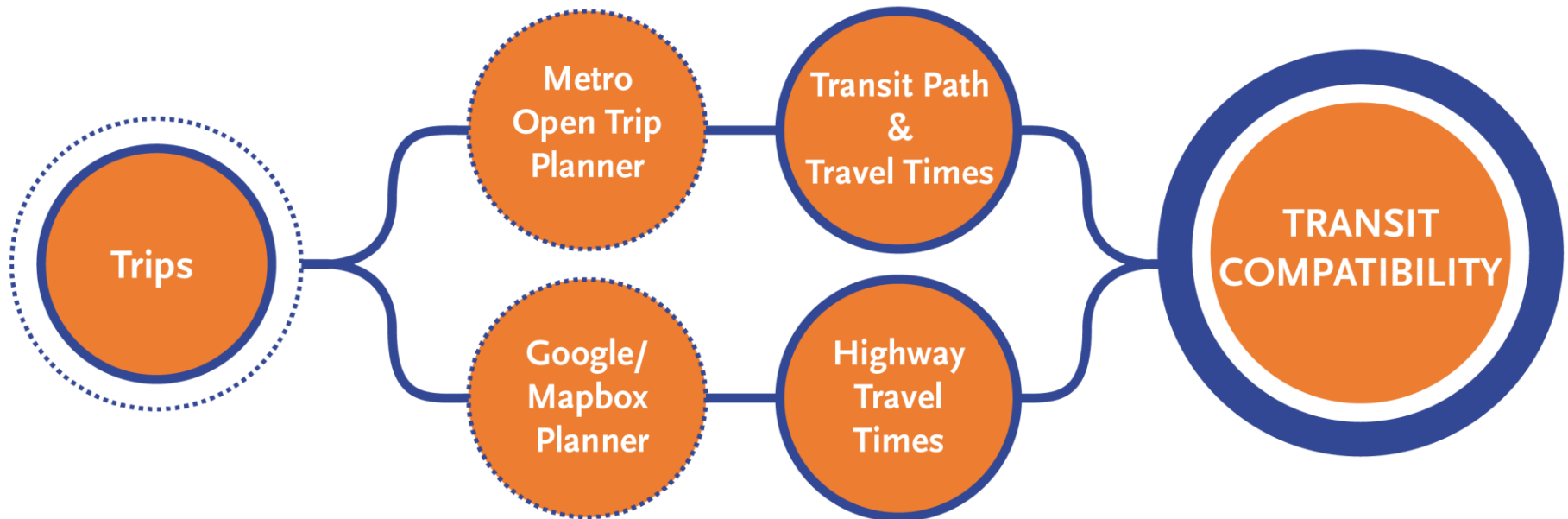
Information
(non-riders)

First/Last Mile
(women, youth, elderly)

Comfort
(odors, crowding)

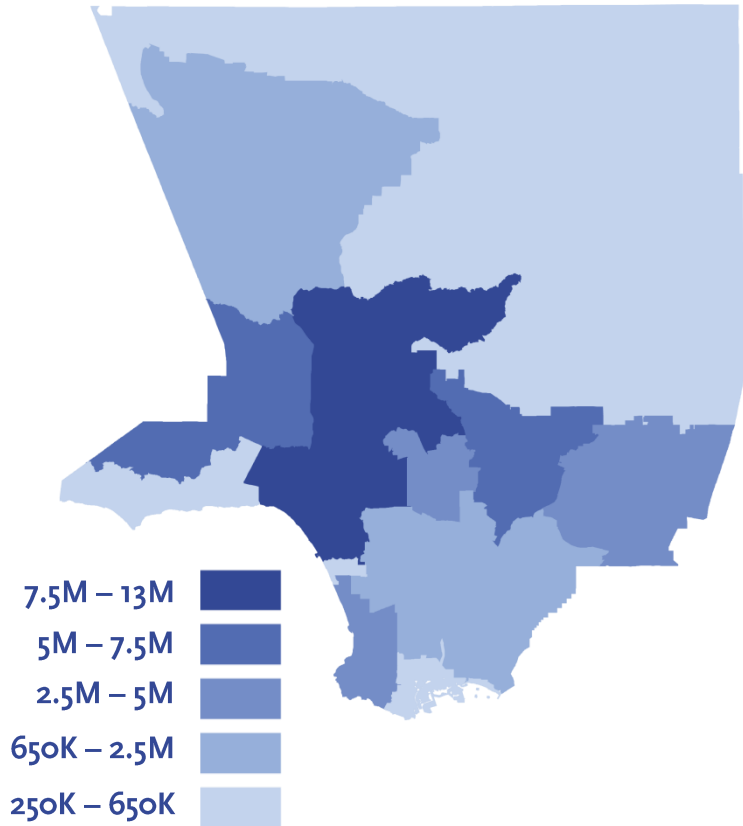
Transit Speed Competitiveness

Run all trips made in LA County through trip planning tools

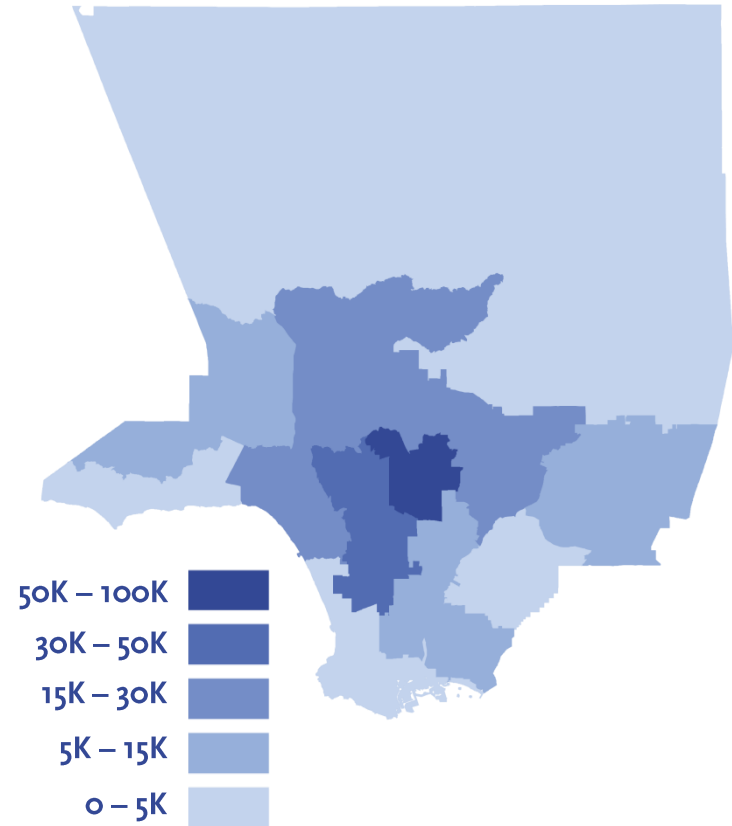


Trip Origins Total vs Transit Trips

All Trip Origins
Location Based Services (LBS)



Transit Trip Origins
(TAP Data)



Downtown LA

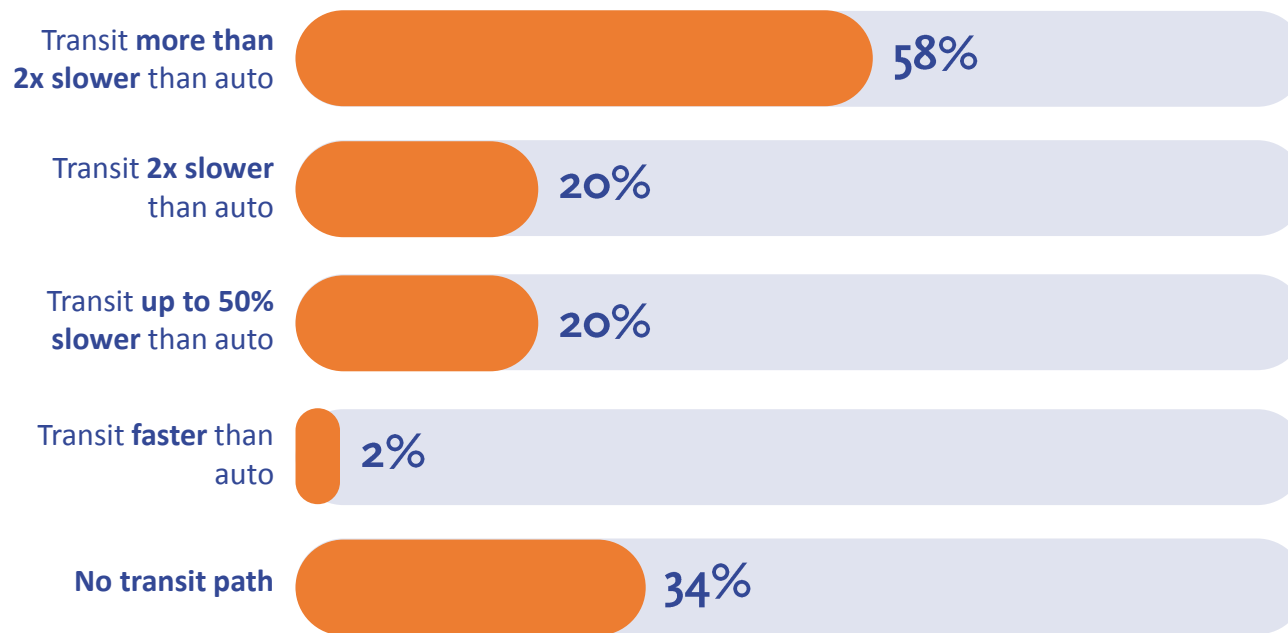
Where They Work

Work Location of
DTLA/Northeast LA Residents



Competitiveness of transit

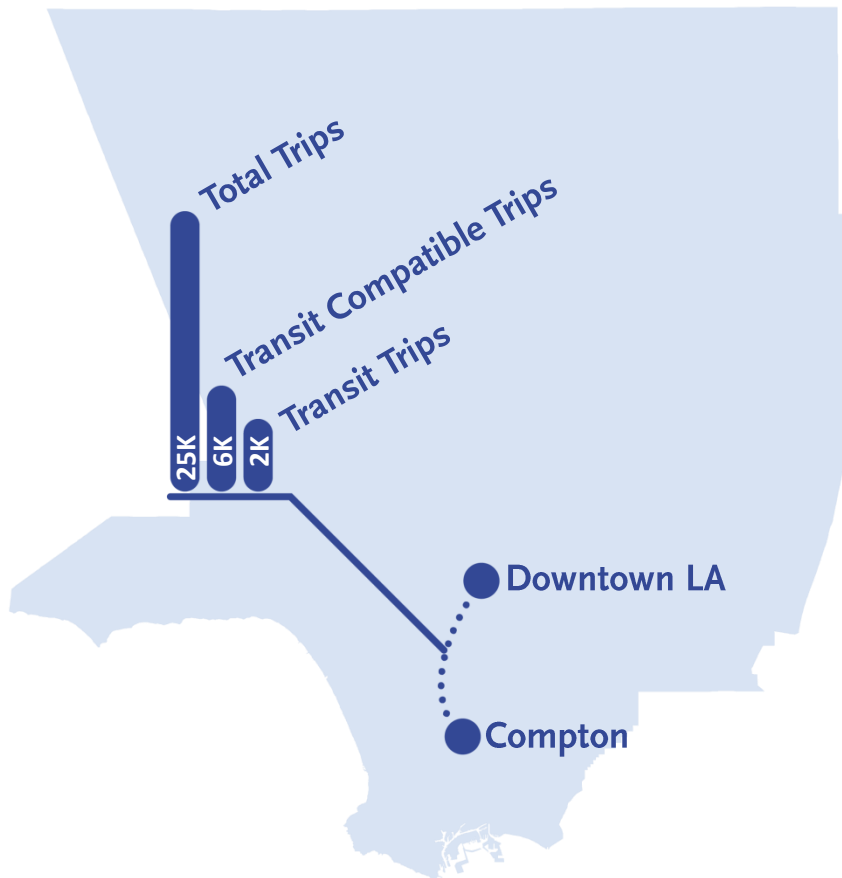
Competitiveness of 2,500 trips made by DTLA/Northeast LA residents



Transit

Competitiveness

How the analysis will be extended...



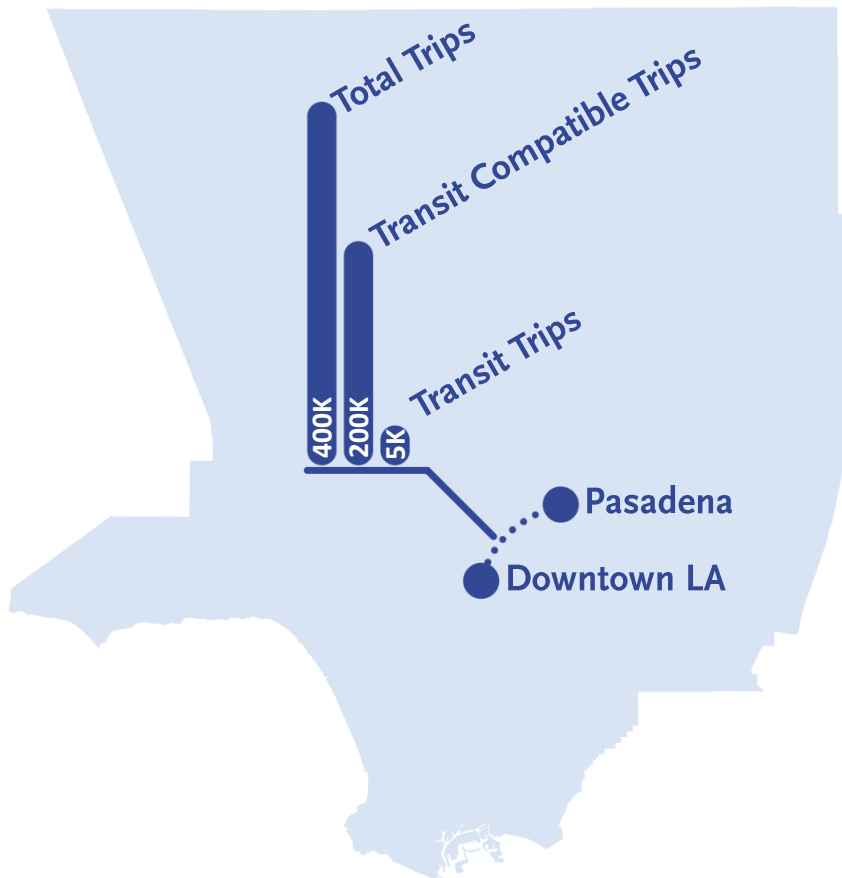
- Small travel market
- Transit competitiveness is low
- Among competitive trips, transit share is reasonably high

Should we invest to improve transit speed & frequency to increase compatible trips?

Transit

Competitiveness

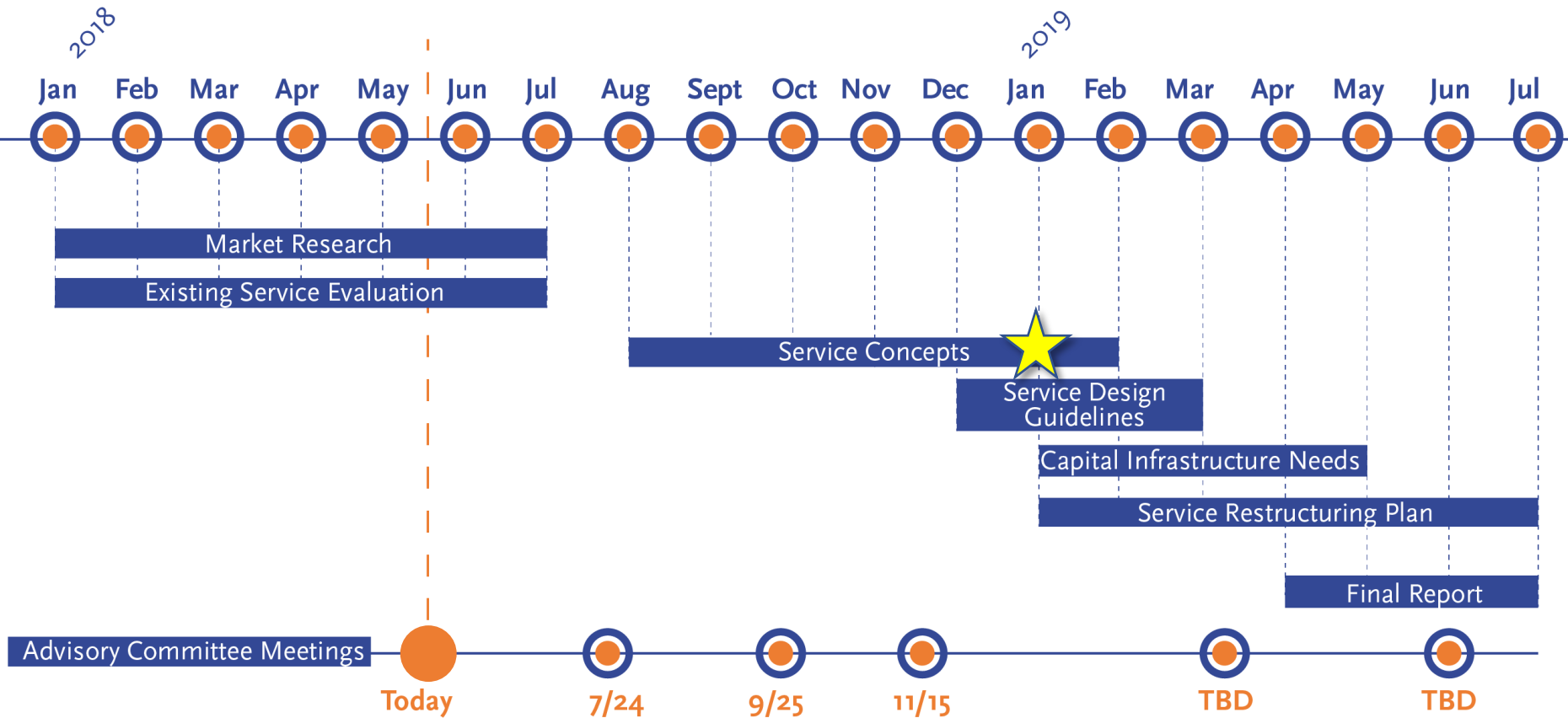
How the analysis will be extended...



- Large travel market
- Transit competitiveness is high
- Among competitive trips, transit share is low

Should we invest to improve service quality & amenities to capture larger share of compatible trips?

Schedule



Board approval of Service Concepts and Parameters

Questions?



Board Report

File #: 2018-0251, **File Type:** Informational Report

Agenda Number: 39.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018

SUBJECT: NEW BLUE BUS SERVICE CONCEPT AND FARE STRUCTURE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the service concept and fare structure for the New Blue Bus Replacement Service.

ISSUE

Starting January 2019, the Blue Line will undergo a comprehensive eight-month modernization program to improve reliability and resiliency, enhance safety, and extend the service life of the Blue Line. In addition, there will be significant improvements to the Willowbrook/Rosa Parks Station.

To minimize service impacts and confusion for our customers, and to provide an unconstrained environment for construction activities, the Blue Line will close one half of the line at a time, for a period of four months each, beginning with the southern portion. The Willowbrook/Rosa Parks Station will be closed for the entirety of the eight months. To maintain service during construction, a series of bus services will be provided and tailored for short, mid and long-distance trip making. Complementing the bus services will be a fare structure designed to follow Metro's past practices for bus bridges as well as the current fare structure for similar services. This report details and rationale for the bus service concept and fare structure.

DISCUSSION

Starting January 2019, the Blue Line will undergo a comprehensive modernization program, including:

- Train Control Improvements
- Track Improvements
- Overhead Power Improvements
- Willowbrook/Rosa Parks Station Improvements
- Other Station Improvements

This project, known as the “New Blue”, is expected to improve reliability and resiliency, enhance safety, and extend the service life of the Blue Line. In addition, significant improvements to the Willowbrook/Rosa Park Station will:

- Enhance Safety and Security
- Improve Connections to the Surrounding Community
- Expand Station Capacity
- Streamline Rail and Bus Transfers

New Blue Service Concept and Fare Structure

The Blue Line will be closed in two (2) phases during a project period of eight months to minimize service impacts and confusion for customers, and to provide an unconstrained environment for construction activities.. Phase 1 will begin the first weekend of January through the end of April 2019; the Blue Line will operate from 7th St/Metro Station to 103rd St Station. Phase 2 will commence the beginning of May through end of August 2019; the Blue Line will service stations between Compton and Downtown Long Beach.

Metro’s operational goals and objectives for the New Blue supplemental services are to provide high quality regionally coordinated transit services that are reliable, fully integrated, convenient, and simple to use and provide maximum benefit to customers during this temporary suspension of service.

With this objective in mind, staff evaluated the existing travel demand along the Blue Line corridor and uncovered the following four (4) prominent travel markets:

- **North Segment:** Thirty-five percent (35%) of Blue line riders travel within the north segment between 103rd St. Station and 7th/Metro Station.
- **South Segment:** Thirty percent (30%) travel within the south segment between Compton and Downtown Long Beach stations.
- **Mid-Corridor:** Twenty-one percent (21%) of Blue line riders travel between the north and south segments
- **End-to-End:** Fifteen percent (15%) travel from one end of the alignment to the other

To make travel through the corridor more efficient the Blue Line will maintain its rail operation for half of the alignment, while the other half is closed for construction activities During Phase 1, Blue Line rail service will operate north of the Willowbrook Station from 7th St/Metro Station to 103rd Station. While Phase 2 is underway, rail services will operate south of the Willowbrook Station from the Downtown Long Beach Station to Compton Station.

Metro recognizes the need to ensure that transit use continues to be convenient during each construction phase. Therefore, staff developed a New Blue Bus Service Plan that includes three distinct bus options designed to serve each of the travel markets described above. This includes a Local “Bus Bridge” Shuttle, Mid-Corridor Rapid, and Downtown-to-Downtown Express options to replace train service in the closed segments. The new replacement bus services are as described

below:

- **Local “Bus Bridge” Shuttle** - Historically, Metro offers a temporary bus bridge shuttle to replace rail service that has been suspended. This service will provide direct connection to all of the closed stations, free of charge. The shuttle will mirror the existing train schedule and span of service to provide a seamless transfer between replacement bus service and the remaining rail service.
- **Mid-Corridor Rapid** - The mid-corridor rapid is a limited stop service and will provide a direct connection to the Blue Line at the first transfer station. A base fare of \$1.75 will apply to this service, and customers will benefit from Metro’s 2-hour free transfer policy to and from the Blue Line. The Mid-Corridor Rapid will operate Monday through Friday only during the peak periods.
- **Downtown-to-Downtown Express** - ~~The Silver Line typically serves as an alternative to the Blue Line when rail service is interrupted. As such, staff anticipates the need to increase service on the Silver Line to accommodate Blue Line customers currently travelling between downtown Long Beach and downtown LA. However, instead of forcing Blue Line riders to drive to an existing Silver Line station, staff proposed to add additional Silver Line trips that will be extended from the Rosecrans Silver Line station to downtown Long Beach to improve customer convenience by providing a one seat ride between downtown Long Beach and downtown LA. The Silver Line fare is a base fare of \$2.50, or an upcharge of \$0.75. As stated above, roughly 15% of Blue Line riders travel between downtown Long Beach and downtown LA. The Blue Line end to end running time is approximately 57 minutes. The Downtown-to-Downtown Express would provide a comparable travel time with stops only in downtown Long Beach and in downtown LA, bypassing all stations along the Harbor Transitway. As a direct replacement for the Blue Line, this service will be priced similarly at the base fare of \$1.75.~~ This express will operate Monday through Friday only during the peak periods.

Additionally, staff has met with and garnered input from the Cities of Compton, Long Beach and Los Angeles to ensure that planning efforts are coordinated seamlessly. Discussions with the cities included but were not limited to the following service related topics:

- Improving bus service between rail service, as well as maintaining connections with all rail stations and key destinations
- Coordinating with affected municipal operators to improve system connectivity, inter-agency transfers, customer safety and experience
- Employing strategies such as all-door boarding to improve on-time performance
- Developing outreach materials to market, promote, and outreach to Blue Line riders about supplemental transit services

Community Outreach

The Communications Department has developed a robust community outreach plan that includes various methods for communicating about the modernization project to diverse audiences. The plan includes bus, rail, print and social media ads; station signage; banners; inclusion in community presentations; email blasts; press releases; web and social media posts; articles in Metro’s blog, *The*

Source; fact sheets; flyers to neighboring communities; station and operator announcements; and information booths at community events along the Blue Line corridor.

Staff has already begun educating key stakeholders and the public at a high level, and the plan will roll out in a more detailed fashion six months before the project begins.

Findings

A Title VI Equity Analysis is not required for temporary service and fare changes. Therefore, the proposed services and fares are consistent with FTA's guidance and Metro's Major Service Change and Fare Change policies (Chapter 2-50 Administrative Code).

FINANCIAL IMPACT

The cost of the replacement bus service is included in the Board adopted FY19 budget. Submission of this Receive and File report will not have a negative financial impact FY19 Budget.

ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendation is to only supplement the Blue Line rail service with the traditional Local "Bus Bridge" Shuttle. Not implementing the full array of replacement transit services is not recommended, as customers would not benefit from the expedited travel options these services provide.

NEXT STEPS

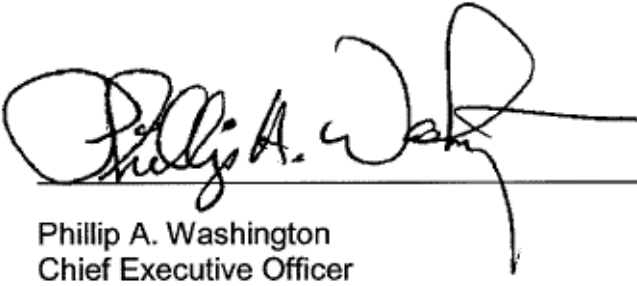
Staff will continue the scheduled construction mitigation outreach efforts to alert impacted cities, municipal operators, and stakeholders of the need, benefit and goal of the Blue Line modernization work. As well as, provide the public with information regarding the construction impacts, project updates and transit service availability.

ATTACHMENTS

Attachment A - New Blue Outreach Plan

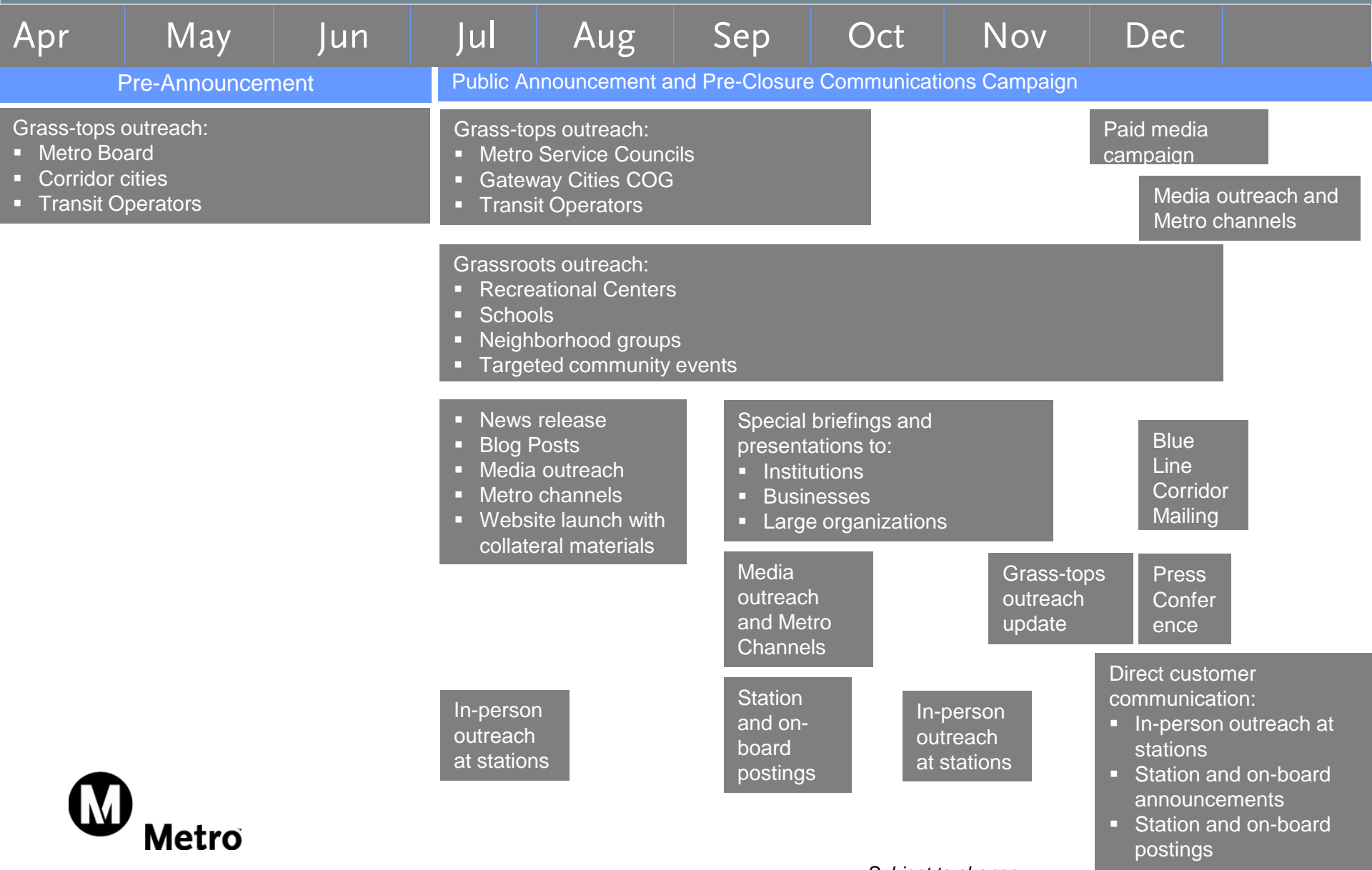
Prepared by: Medford Auguste, Sr. Transportation Planner, (213) 922-4814
Conan Cheung, Sr. Executive Officer, (213) 418-3034

Reviewed by: Jim Gallagher, Chief Operations Officer, (213) 418-3108

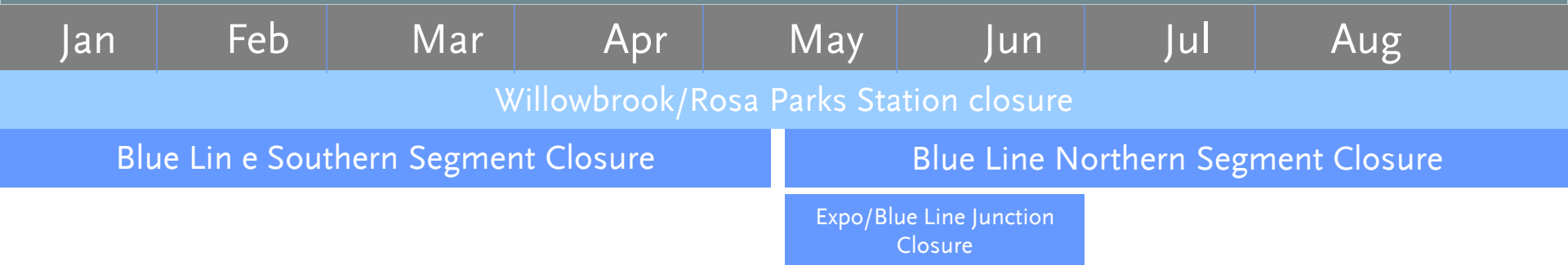


Phillip A. Washington
Chief Executive Officer

New Blue Communications Plan 2018

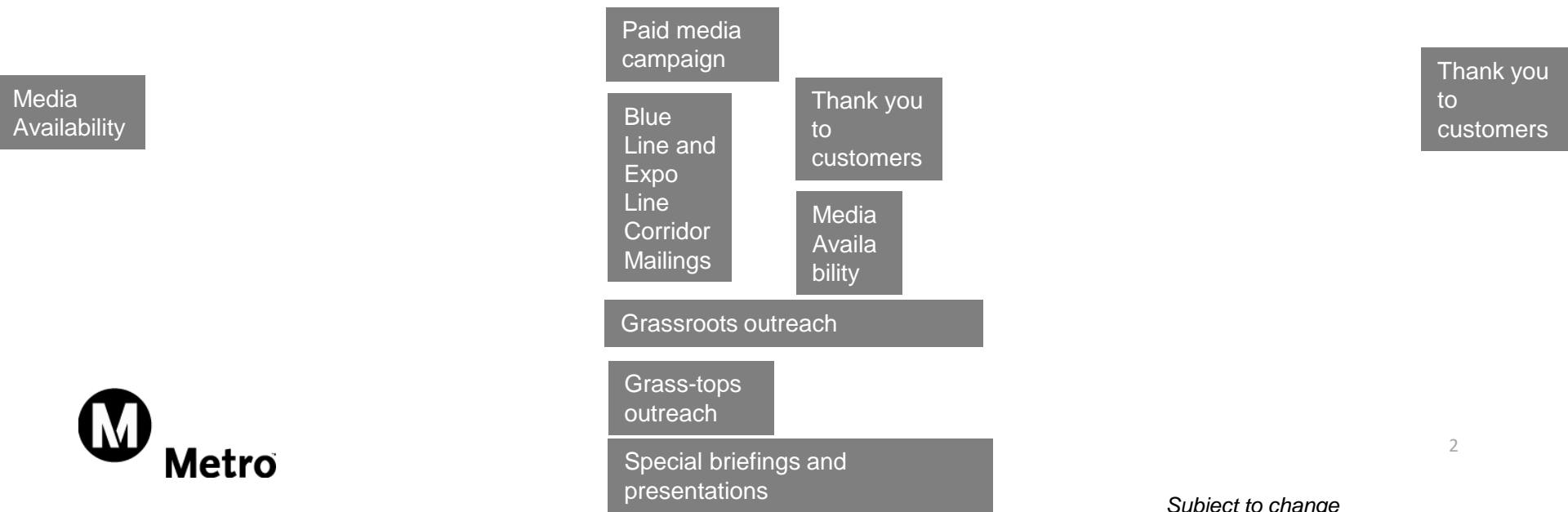


New Blue Communications Plan 2019



Direct customer communication:

- In-person outreach at stations
- Media outreach and Metro channels
- Station and on-board postings
- Station and on-board announcements
- Signage including at stations, bus stops, platforms, on rail cars, and wayfinding
- Construction outreach via notices, door-to-door, and digital





New Blue Replacement Bus Service



Metro

June 28 2018

OVERVIEW

- Work to modernize the Blue Line has been ongoing since 2014 as part of a \$1.2-billion investment.
- Metro will embark on the “New Blue Project” to modernize the Blue Line through a series of construction and maintenance projects.
- All these projects are designed to extend the service life of the Blue Line, improve reliability and resiliency, and enhance safety.



PROJECT SCHEDULE



Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

Willowbrook/Rosa Parks Station

Willowbrook/Rosa Parks Station to
the Downtown Long Beach Station


Willowbrook/Rosa Parks Station to
7th St/Metro Center Station

BUS REPLACEMENT SERVICE- PHASE 1



- Bus Shuttle Service**
 - Serving all closed stations between Downtown Long Beach Station and 103rd St Stations mirroring the train schedule
 - Fare: Free
- Mid-Corridor Express Service**
 - Express service between the Downtown Long Beach and 103rd St Stations via Willowbrook/Rosa Parks Station (Monday through Friday, peak hours only)
 - Fare: \$1.75
- End to End Express service**
 - Non-stop service for faster travel between Long Beach and 7th/Metro Station (Monday through Friday, peak hours only)
 - Fare: \$1.75



 Blue Line approximately every 12 min

BUS REPLACEMENT SERVICE- PHASE 2



Bus Shuttle Service

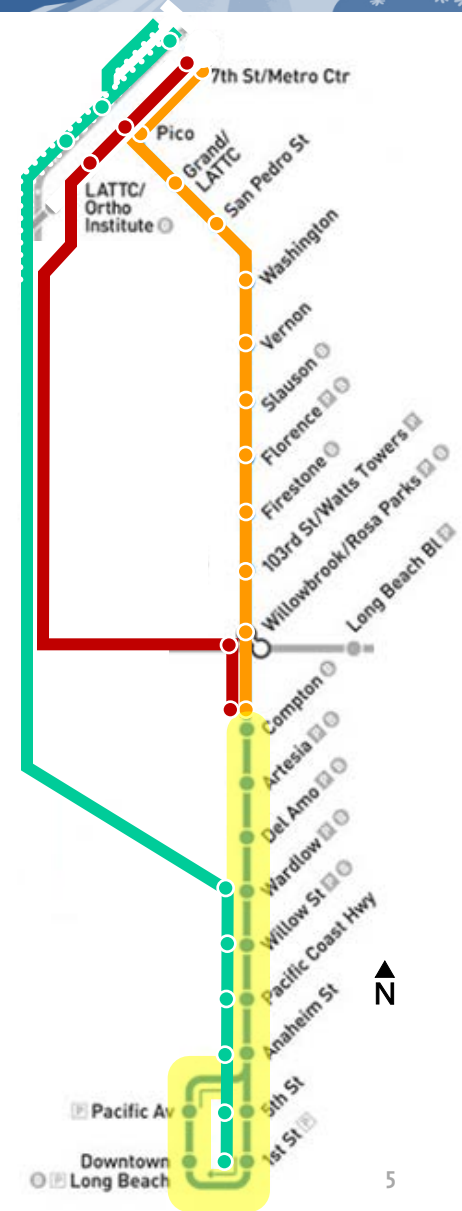
- Serving all closed stations between Compton Bl and 7th St/Metro Stations mirroring train schedule
- Fare: Free

Mid-Corridor Express Service

- Express service between Compton and 7th/Metro Stations via Willowbrook/Rosa Parks Station (Monday through Friday, peak hours only)
- Fare: \$1.75

End to End Express Service

- Non-stop service for faster travel between Long Beach and 7th/Metro Station (Monday through Friday, peak hours only)
- Fare: \$1.75



Blue Line approximately every 12 min



Board Report

File #: 2018-0242, File Type: Project

Agenda Number: 40.

3rd REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018

**SUBJECT: CRENSHAW/LAX SERVICE PLAN AND BUS/RAIL
INTERFACE AND PLAN**

ACTION: ~~RECEIVE AND FILE~~ APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING status report on the service plan for the new Crenshaw/LAX to Green Line rail network and draft bus/rail interface plan for the Crenshaw/LAX rail line to be implemented in the Fall of 2019; and
- B. DIRECTING the CEO to reevaluate the service plan one year prior to the opening of the Green Line extension to Torrance to determine if travel patterns and other relevant factors show a need for a change in service pattern.

ISSUE

The Crenshaw/LAX Transit Project is anticipated to start revenue service in the Fall of 2019. Unlike the recent Gold Line Foothill and Expo Line Santa Monica extensions in which case the rail line was further extended from the end of the line, the Crenshaw/LAX Line will connect with the Green Line at a mid-line location between Mariposa and Aviation Stations. Therefore, operations of both the Green and Crenshaw/LAX Lines must be planned as an integrated network vs. an extension of an existing line.

When Metro opens a new rail service, there are opportunities to make modifications to the existing service network to ensure customers have access to and from the new stations via bus service as a first mile/last mile travel option. In some cases, duplicative bus routes may be modified in recognition of the new rail line.

DISCUSSION

Crenshaw/LAX - Green Line Service Concept

The Crenshaw/LAX Line will be connected to the existing Green Line mid-line between Mariposa and Aviation Stations. As such, it creates a junction between the two lines, resulting in three distinct route segments extending out from the junction to: 1) the Expo Line, 2) Norwalk Station, and 3) Redondo Beach (RB) Station. The junction also creates complexity in how trains are routed along these three segments, and ultimately how the Crenshaw/LAX and Green Lines operate as one single network.

The following criteria were considered in establishing a service plan that achieves the project goals, right-sizes service levels to demand, and is operationally viable.

- Connection to LAX - One primary goal of the Crenshaw/LAX Transit Project is to provide connectivity to LAX. Therefore, the preferred service concept should ensure that a direct connection is provided between each of the three segments and the Aviation/Century and future 96th Street/AMC Station.
- Consistent Headways - To ensure that customers have an even level of service along the entire Crenshaw/LAX - Green Line network, and passenger loads are even from train to train, both directions of each segment should operate at a consistent headway. Service is anticipated to begin in the Fall of 2019 with 6 minute peak hour headways on all segments with a maximum design headway of 5 minutes.
- Minimize Transfers - The transfer penalty between each segment should be minimized. Optimally, transfers at common stations served by all routes (Aviation/Century and 96th Street Station) should require no more than a 3 minute transfer, or one half of the headway. In addition, transfers will be made at the same center platform to further minimize delays.
- Ridership - It is important to consider current and future ridership along each of the three segments of the network to ensure that the appropriate capacity is provided to match demand. The Green Line currently carries about 33,000 average weekday boardings, with roughly 26,000 boardings on the segment between Norwalk and Aviation, and about 7,000 on the Redondo Beach - Aviation segment. The Crenshaw/LAX and Airport Metro Connector is expected to carry an additional 16,400 new boardings along the extension.

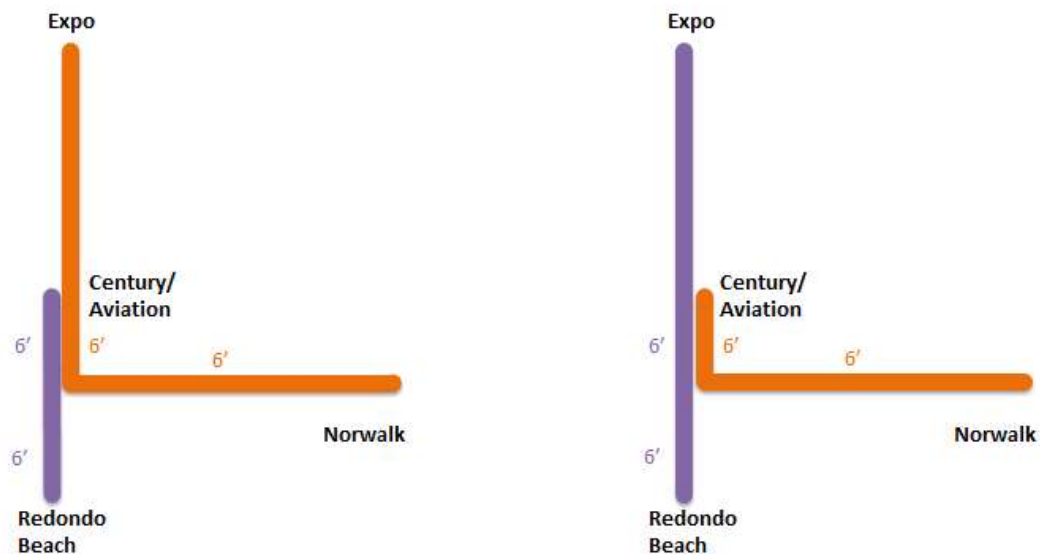
In addition, there is significant transfer activity currently occurring between the Green Line and major north/south bus corridors, such as Vermont Av. Therefore, it is anticipated that many customers will migrate from these bus corridors to the Crenshaw/LAX Line, as experienced on the Expo Line from parallel bus services such as Wilshire Bl and Venice Bl.

- Operating Constraints - The complexity of the junction operation with a double Wye prohibits our ability to provide consistent 6 minute headway on all segments of the network. In addition, it would require very close spacing between trains crossing the junction (a train crossing every 1-2 min) which would amplify the impact of any train delay through the junction.

In addition, the Crenshaw/LAX Transit Project is designed to a minimum headway of 5 minutes. Therefore, assuming service is routed every 6 minutes from both Norwalk and RB to the Crenshaw/LAX rail corridor, only one of the two services can extend north of Aviation/Century and the future 96th Street Stations.

Given the constraints of the junction on branched operations and the minimum design headway of 5 minutes, there are two primary service plan alternatives as shown in Table 1.

Table 1 - REVISED
Alternative Operating Scenarios



Both of these scenarios adhere to all of the criteria listed above. Therefore, with significantly higher ridership on the Norwalk - Aviation segment, and proven demand between the Green Line and major north/south corridors such as Vermont Av., Crenshaw Bl., and Hawthorne Bl., the optimal service plan is a route between Norwalk and Expo and another between Redondo Beach and Aviation/Century. Transfers would be timed at Aviation/Century to ensure optimal transfers from the same platform to any direction.

Although this route is optimal for the start of revenue service, staff will reevaluate the service plan at least one year prior to the opening of the Green Line extension to Torrance. This evaluation will consider travel demand patterns, operational feasibilities, Title 6 equity considerations and other relevant factors. The Crenshaw/LAX - Green Line service network may be adjusted to reflect the results of this evaluation.

Crenshaw/LAX Draft Bus/Rail Interface Plan

The Metro Bus/Rail Interface plan is being developed to maximize the benefits and opportunities provided by the Crenshaw/LAX transit project. Guidance for this effort is taken from the 2016 Transit Service Policy (TSP). The TSP specific to Bus/Rail Integration states that “As the Metro Rail system

expands, adjustments are made to the bus system to improve access to rail stations, take advantage of new transfer facilities, and reduce bus and rail service duplication.” The preliminary plan will be shared with the general public for review and public comment starting with this report and going forward through the end of December 2018. Public input will help to refine the final proposals. and A Title VI Equity Analysis will be completed by Metro staff and brought to the Board for Approval. and Public hearings will be conducted by the Service Councils to receive community additional comments and final approval of the plan prior to implementation.

This Crenshaw/LAX bus/rail interface plan focuses on three main objectives:

- Reduce Duplication
- Simplify Connections
- Provide LAX bus connections at the Aviation/Century Station

Reduce Duplication

- Line 40 - (Hawthorne/Crenshaw/M.L.King Jr.) - Line 40 Provides service between the South Bay Galleria in Redondo Beach and Downtown LA via a north/south routing along Hawthorne/La Brea corridor, Florence Av, Crenshaw Bl, and an east/west alignment along Martin Luther King Jr. Bl. As such, it duplicates the Crenshaw/LAX line and Line 210 (Crenshaw Bl) along a 5 mile segment of Crenshaw Bl and Florence Av. This proposal eliminates the duplication along Crenshaw Bl, and retains the east/west segment between the Martin Luther King, Jr. Station and Downtown Los Angeles. The north/south segment along Hawthorne/La Brea between the South Bay Galleria and the Downtown Inglewood Station will be connected to Line 212/312 (La Brea Bl). Local service on Crenshaw Bl will continue to be provided by Line 210 (Crenshaw Bl) operating between Hollywood and the South Bay Galleria.
- Line 740 - (Hawthorne/Crenshaw Rapid) - Line 740 provides Rapid service along the north/south segment of Line 40 between the South Bay Galleria and Expo Crenshaw Station. Given the duplication with the Crenshaw/LAX line and the extension of Line 212/312 (La Brea Bl) south along Hawthorne, Line 740 is proposed to be discontinued.

Simplify Connections

- Line 212/312 (La Brea Bl) - As stated earlier, Line 212/312 is proposed to be extended south along the La Brea/Hawthorne corridor to the South Bay Galleria. This change not only replaces Line 40/740 service along Hawthorne Bl, it rationalizes and clarifies the network by having Line 212/312 provide service along the extent of the La Brea/Hawthorne corridor vs. having to transfer between Line 212/312 and Line 40/740 at Florence Av. to continue along the corridor. The change also eliminates an inefficient one way turn around loop at the Hawthorne/Lennox Green Line Station. Replacement service for Line 212 on Prairie Av from the Hawthorne Green Line Station to downtown Inglewood will be provided mid-day and weekends by an expanded service on Line 211.
- Line 607 (Windsor Hills/Inglewood Shuttle) - Line 607 currently provides one way loop service

within the broad area of Windsor Hills and Inglewood. This proposed modification would provide a more usable two way shuttle route between the Downtown Inglewood Station and nearby community destinations such as the Faithful Central Bible Church.

Providing Improved Access to LAX

- **Airport Bus Connections** - Currently, the Aviation Green Line Station serves as the central access point and bus hub for LAX and the surrounding area. With the opening of the Crenshaw/LAX Line, the Green Line Aviation Station will be replaced with the Crenshaw Aviation/Century Station as the main transfer point for airport customers. The LAWA 'G' Shuttle will provide service from this station until 2023 when the people mover is implemented. Line 117 will also serve this station along with Big Blue Bus Lines 3/Rapid 3, Culver CityBus Lines 6/Rapid 6, and Beach Cities Transit Line 109. All three municipal operators will continue to serve the LAX City Bus Center, Aviation/LAX Station and the new Aviation/Century Station.

Outside of the major bus/rail interface changes mentioned above, numerous other bus lines will connect with the Crenshaw/LAX Line. Attachment A provides a station by station listing of all bus lines that will connect with the line.

Public Outreach

Extensive outreach beginning June 2018 will engage existing customers and members of the community. A number of community meetings will be held, including formal public meetings and informal pop-up events at key transportation centers, bus stops, and future Crenshaw Rail stations. Public participation will help staff to develop the final proposals and inform the Service Councils before approving final service change proposals. The public engagement and outreach will culminate in public hearings conducted by the South Bay Service Council and Westside/Central Service Council in early 2019.

DETERMINATION OF SAFETY IMPACT

Service Planning Staff has worked with Metro Rail Construction to ensure buses have safe areas to board and alight customers at rail stations. Where needed, designs were established to ensure buses have safe turning radius for entering and exiting off street stations as well as existing and new bus zones adjacent to stations.

FINANCIAL IMPACT

The operating cost for the Crenshaw/LAX and Green Line rail service will be approved through the FY20 Budget process.

The Crenshaw Bus/Rail Interface Plan, as currently planned, is cost neutral compared to existing bus service and resources included in the FY18 Budget. Final financial impacts of these bus service changes are pending approval by the Service Councils in early 2019.

NEXT STEPS

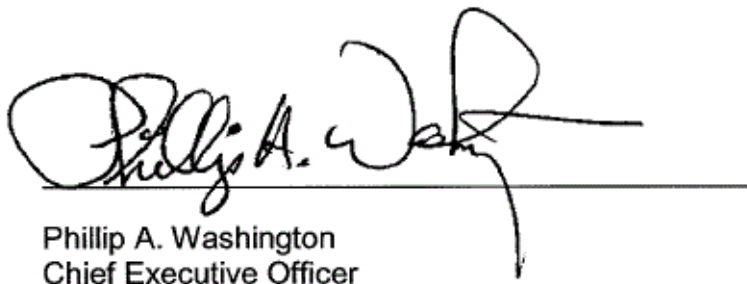
Staff will begin public outreach of the bus/rail interface plan in June, and will continue receiving comments up through a Public Hearing which is expected take place prior to January, 2019. Staff will return to the Board with a presentation of the final plan.

ATTACHMENTS

Attachment A - Station by Station Descriptions

Prepared by: Conan Cheung, SEO, Service Development, (213) 418-3034
Scott Page, Senior Director, (213) 418-3400
Scott Greene, Manager, Transportation Planning, (213) 922-1322

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

Station by Station Descriptions

The following section lists the Metro lines and Municipal bus services that are proposed to serve each station. This information is also displayed in Table 1.

Crenshaw/Exposition: Currently served by Lines 210, 710 and the Metro Expo Line. Line 740 will be discontinued. DASH Midtown also serves this station.

Crenshaw/ML King, Jr: Currently served by Lines 40, 105, 210, 705, and 710 plus three DASH Lines. Line 40 and 740 discontinued south of Stocker St (Line 40 service via ML King, Jr Bl to DTLA continues to operate).

Leimert Park: This station at Crenshaw/Vernon is currently served by Lines 102, 105, 210, 705, and 710 plus DASH.

Hyde Park: This station at Crenshaw/Slauson is currently served by Lines 108, 210, 358, and 710 plus DASH Leimert/Slauson. Service by Lines 40, 607, and 740 discontinued.

Fairview Heights: This station on West Bl and is very close to Line 111 stops on Florence Av, just 0.15 miles to the south. Line 110 on Hyde Park Bl is 0.3 miles to the north.

Downtown Inglewood: A new off-street bus hub located on Florence Av just east of La Brea Bl provides layover for Lines 211, 215, 607 and select trips on Line 212/312 and Line 111. Line 212/312 will be extended to replace Line 40/740 service on Hawthorne Bl south of the Metro Green Line to the South Bay Galleria. Mid-day and weekend service on Line 211 will be operated from the Hawthorne Green Line Station north to the downtown Inglewood Station.

Westchester/Veterans: Line 115 stops on Manchester Bl at Hindry St (westbound) and Isis St (eastbound) are approximately 0.2 miles to the south of the station.

Aviation/Century: This station becomes the shortest link from Metro Rail to the LAX Terminals, replacing the Metro Green Line Aviation/LAX Station as the main transfer point for airport customers. The 'G' Shuttle will interface with Metro Rail at this station until 2023 when the people mover is implemented. Line 117 will also serve the new Aviation/Century Station; Big Blue Bus Lines 3/Rapid 3 and Culver CityBus Lines 6/Rapid 6 will continue to serve both LAX City Bus Center and the Aviation/Century Station on their routes terminating at Aviation/LAX Station.

A summary of the proposed changes is provided in the table below.

New Metro Rail Station	Metro Bus Routes Serving New Station	Notes (* denotes Major Change)
Crenshaw/Expo	210, 710, 740*	*740 discontinue
Crenshaw/ML King, Jr	40*, 105, 210, 705, 710, 740*	*740 discontinue; Line 40 continues to serve ML King, Jr Bl from DTLA to Crenshaw/Stocker
Leimert Park	40*, 102, 105, 210, 705, 710, 740*	Buses will stop at station entrances.
Hyde Park	40*, 208, 210, 358, 710, 740*	Buses will stop at station entrances near Crenshaw/Slauson.
Fairview Heights	40*, 111	0.13 mile walk link to/from bus stops at Florence/West
Downtown Inglewood	40*, 111, 211, 215, 212*, 312, 607*, 740*	Line 212/312 extended 7.2 miles south of Metro Green Line via Hawthorne Bl to 182 nd St; Line 607 two-way improved shuttle route
Westchester/Veterans	115	0.2 mile walk link to/from bus stops on Manchester
Century/Aviation	117	Airport connections made here and at LAX City Bus Center until 2023 when people mover opens



CRENSHAW/GREEN LINE SERVICE PLAN AND BUS/RAIL INTERFACE PLAN



Expo/Crenshaw Station

JUNE 21, 2018

SERVICE PLAN CRITERIA



- **Connection to LAX** – Direct connection to Aviation/Century all three directions
- **Consistent Headways** – Consistent headway along each segment to ensure even loads from train to train
- **Minimize Transfers** – Minimize connections by optimizing transfer times at 3 min, half of a 6 min headway, and cross platform transfers
- **Ridership** – Connect segments with similar ridership and travel patterns



OPERATIONAL CONSTRAINTS



- **Junction Limitations** – Branched operations (e.g. Expo – RB followed by Expo – Norwalk) at a 6 min headway results in uneven headways (e.g. 5 min, then 7 min, then 5 min, etc. vs. an even 6 min headway)
- **Design Capacity** – Design capacity does not allow better than a 5 min headway along the Crenshaw/LAX Line

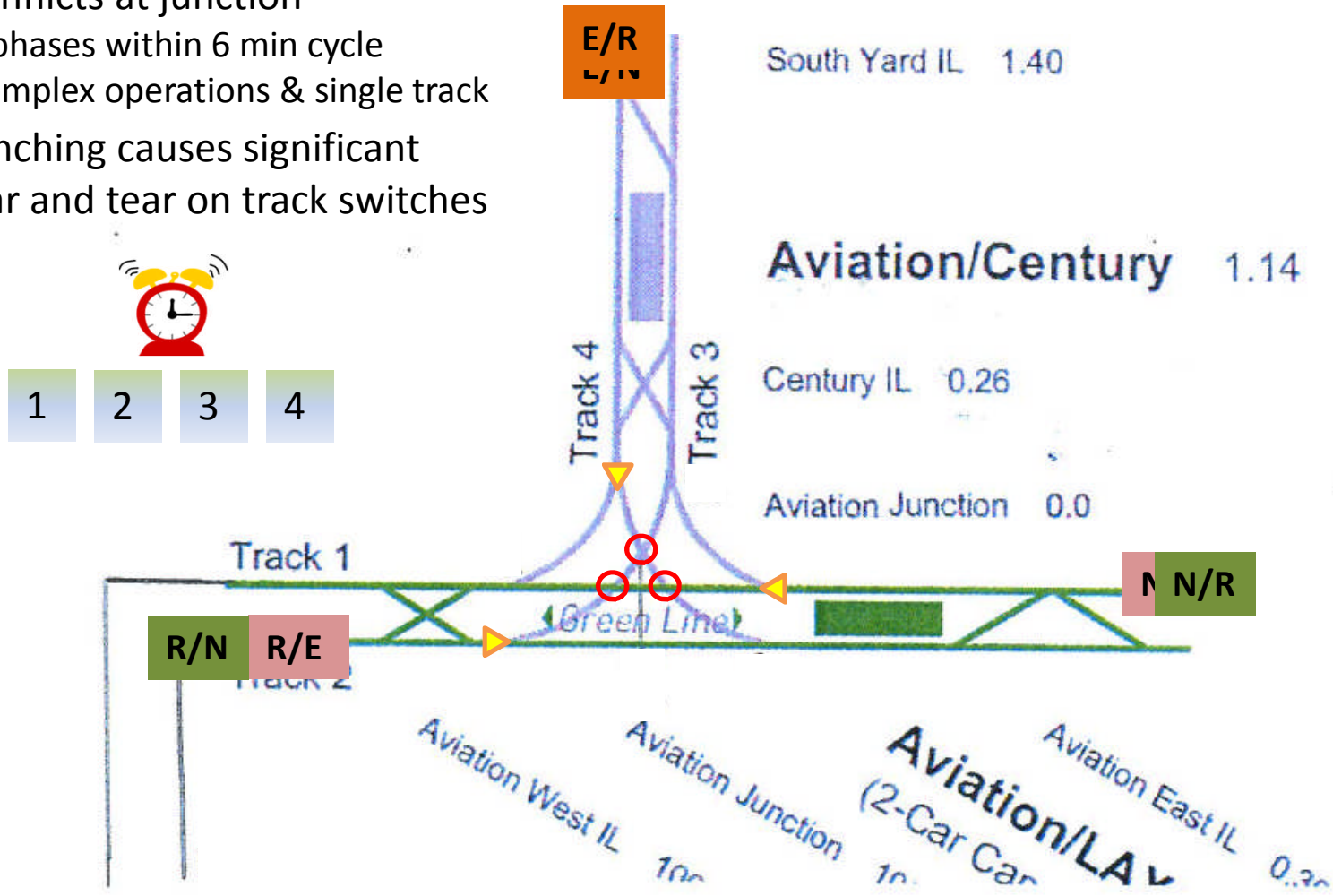


JUNCTION OPERATIONS

Branch Operations



- 3 conflicts at junction
 - 4 phases within 6 min cycle
 - Complex operations & single track
- ▲ Branching causes significant wear and tear on track switches

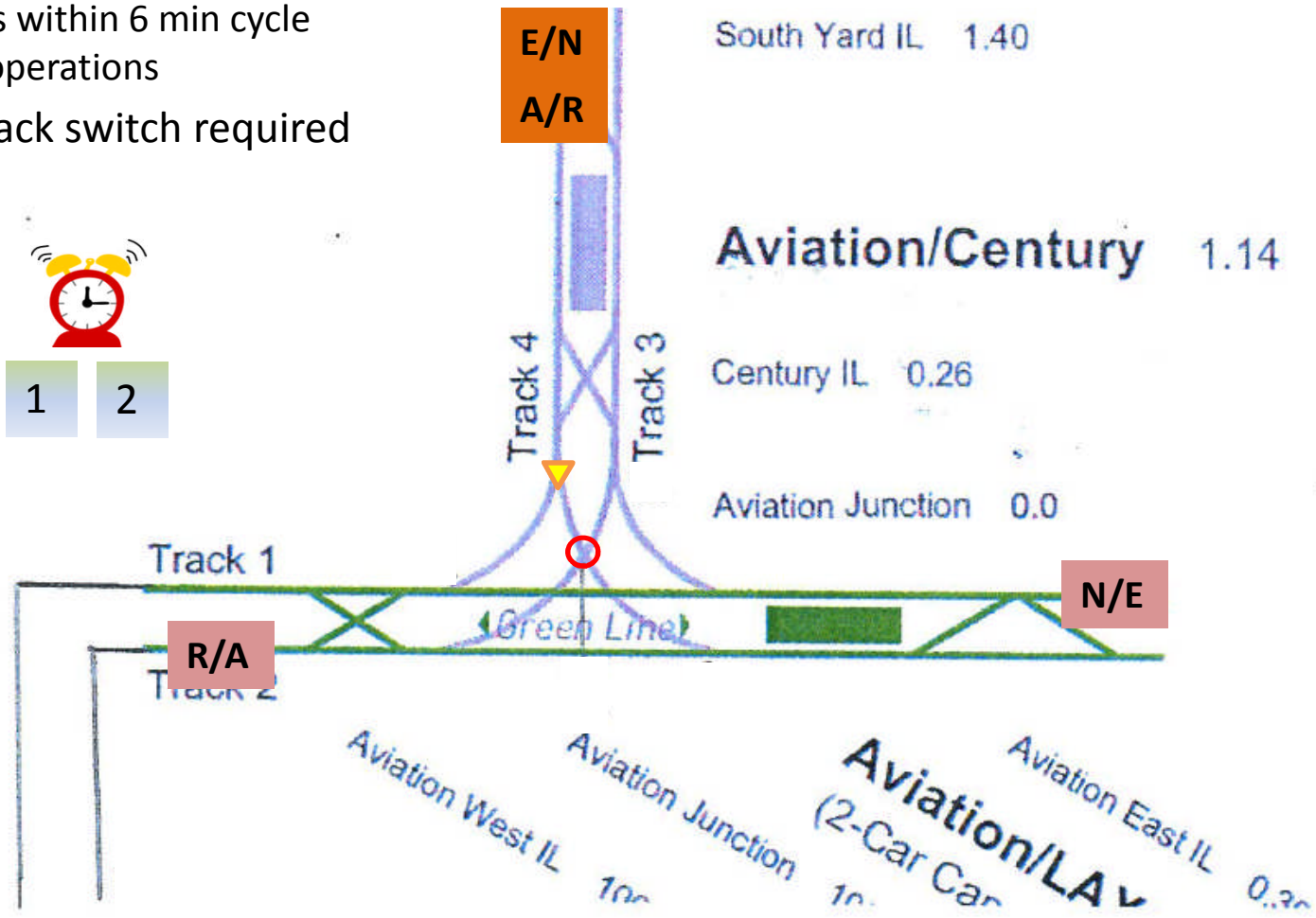


JUNCTION OPERATIONS

Consistent Route Operations



- 1 conflicts at junction
 - 2 phases within 6 min cycle
 - Simple operations
- ▲ Only 1 track switch required



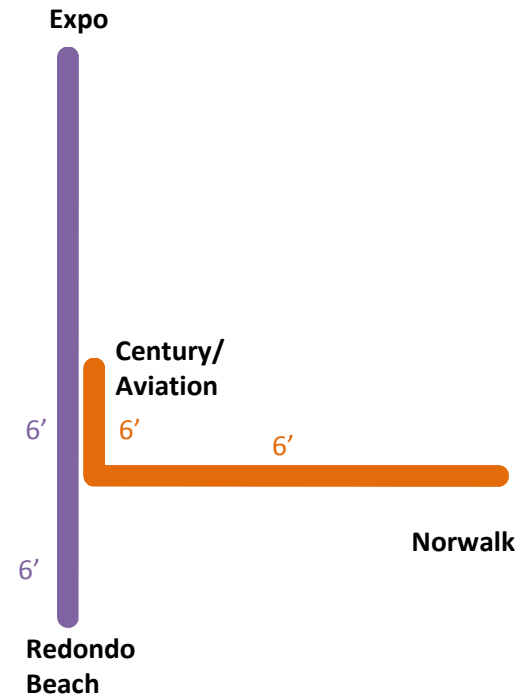
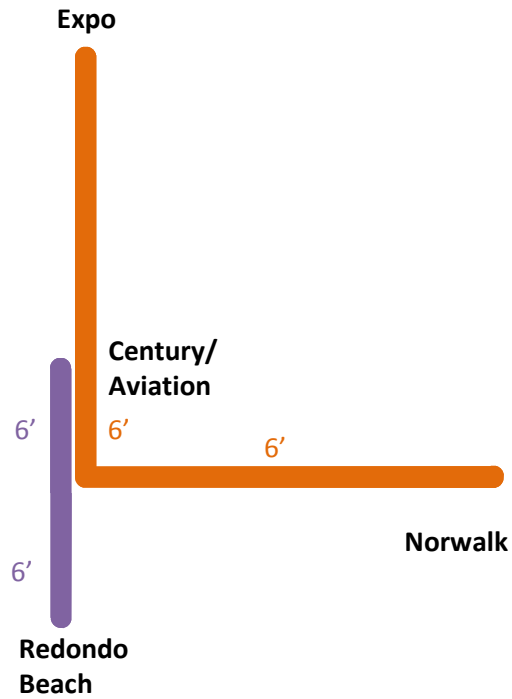


CRENSHAW/GREEN LINE

Alternative Operating Scenarios

Alt 1: Expo – Norwalk
Redondo Beach – Aviation/Century

Alt 2: Expo – Redondo Beach
Norwalk – Aviation/Century



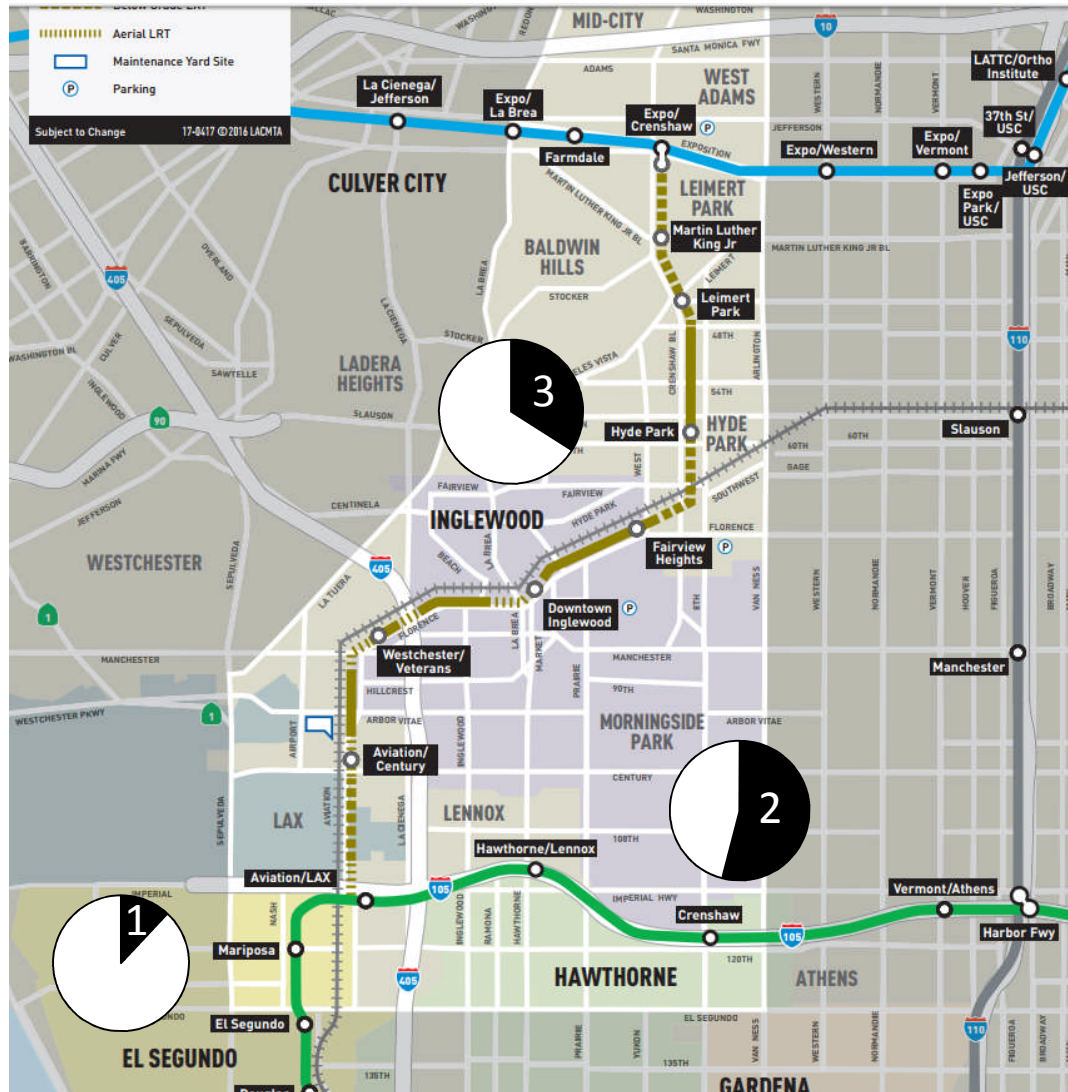
CRENSHAW/GREEN LINE

Average Daily Boardings (Weekdays)

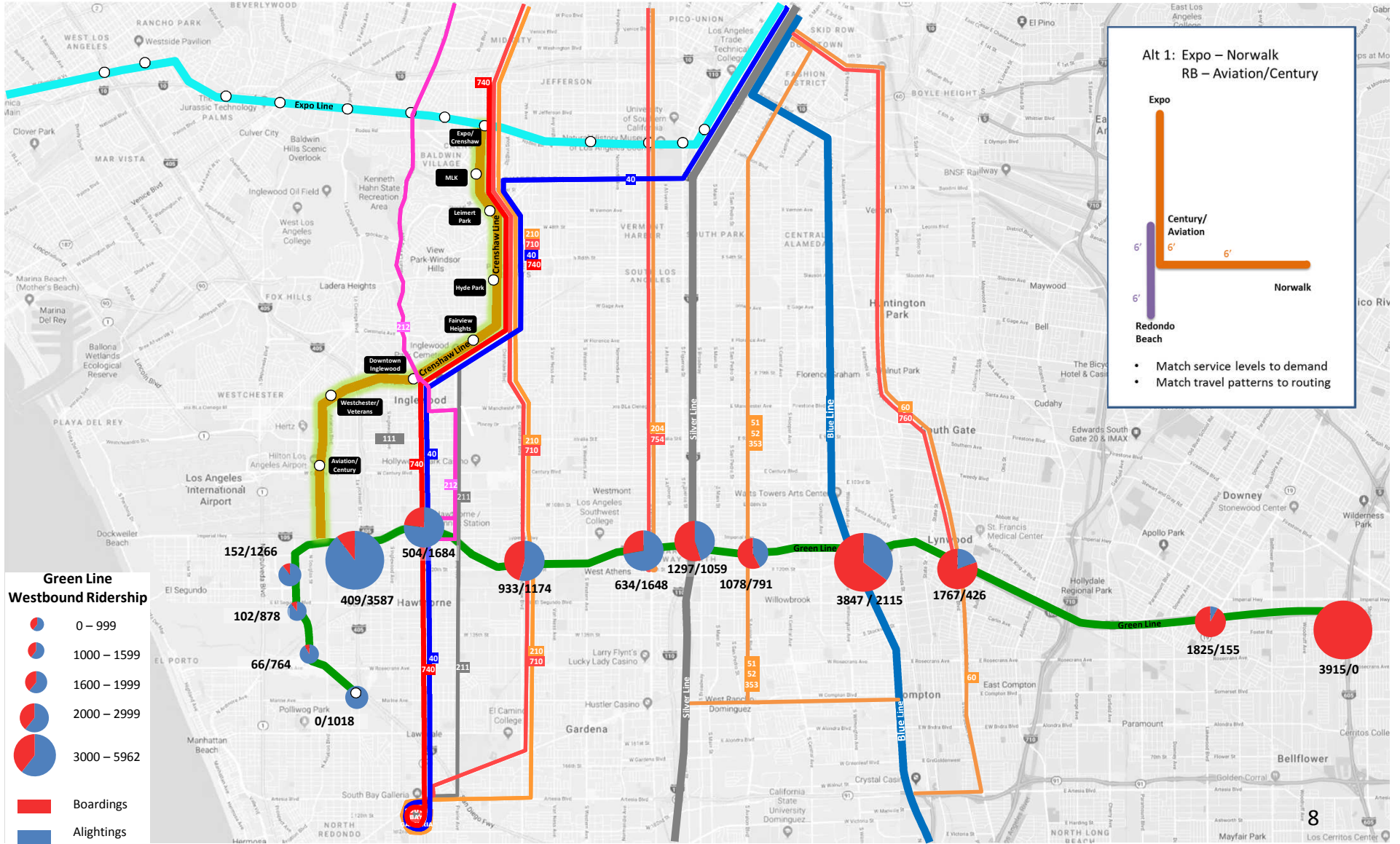


Avg. Daily Boardings

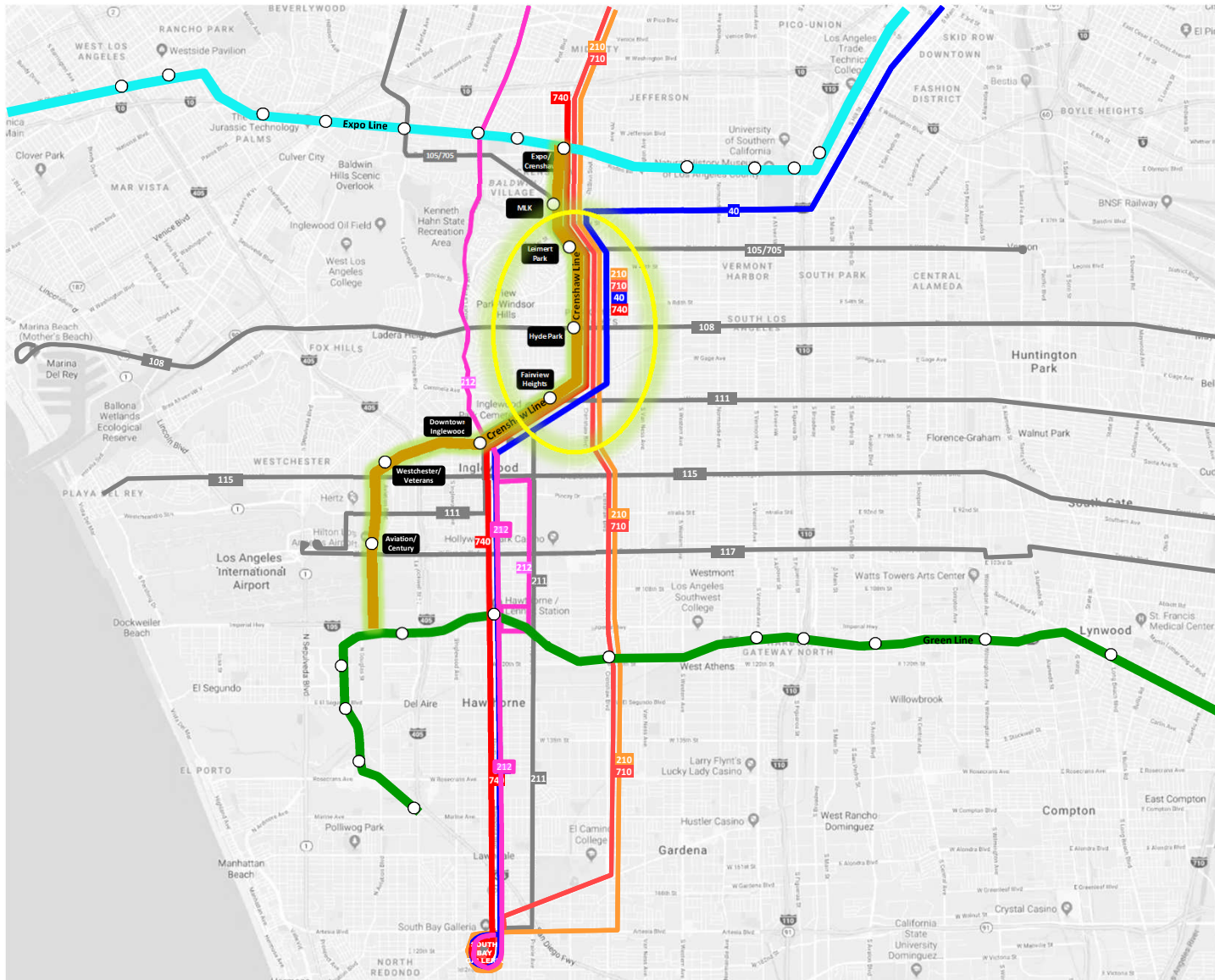
- 1) 5,764 Redondo Segment
- 2) 26,090 Norwalk Segment
- 3) 16,400 Est. Crenshaw + AMC



CRENSHAW/GREEN LINE Optimal Service Plan



CRENSHAW/GREEN LINE Bus/Rail Interface Plan





QUESTIONS?

Expo/Crenshaw Station



Board Report

File #: 2018-0116, File Type: Contract

Agenda Number: 41.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM)
SERVICES**

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD task order based bench Contract Nos. PS49169000 through PS49169013 to the firms listed below and in Attachment A, for a not-to-exceed amount of \$15,000,000, to provide ETAM services for a seven-year term effective July 1, 2018 through June 30, 2025, subject to resolution of protests(s), if any. The following firms are recommended for award:

1. Accenture, LLP
2. AECOM Technical Services, Inc.
3. Anil Verma Associates, Inc.
4. EMG
5. Intueor Consulting, Inc.
6. Kaygen, Inc.
7. Morgner Construction Management
8. Pacific Railway Enterprises, Inc.
9. Rail Surveyors and Engineers, Inc.
10. Raul V. Bravo + Associates, Inc.
11. Turner & Townsend AMCL, Inc.
12. Vehicle Technical Consultants, Inc.
13. Virginkar & Associates, Inc.
14. WSP USA, Inc.; and

B. EXECUTE individual task orders under these Contracts for ETAM services in a total amount not-to-exceed \$15,000,000.

ISSUE

Transit Asset Management (TAM) involves activities related to procuring, operating, maintaining, rehabilitating and replacing existing assets, such as equipment, rolling stock, facilities and

infrastructure to keep them in a State of Good Repair (SGR). The Federal Transit Administration (FTA) final TAM rule took effect October 1, 2016 and includes requirements to develop TAM Plans by October 2018 including monitoring asset conditions and developing decision support processes to maintain the system for safe and reliable service. Metro is currently updating the 2015 TAM Plan which includes a list of 25 actions for implementation that will provide Metro with improved capabilities to maintain a SGR and provide the information to fully respond to FTA's requirements to report on asset inventories, conditions, performance and prioritization of SGR projects to renew existing assets.

To respond to the FTA requirements, the Enterprise Transit Asset Management (ETAM) department requires professional services in the nine TAM disciplines. Many of the projects and studies required for ETAM tasks are small to mid-scale that, once identified, must be initiated and completed in a relatively short period of time to comply with the FTA's annual SGR reporting requirements, and Metro's short and long range planning processes. The ETAM Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The ETAM department was formally established in 2015 within Risk, Safety and Asset Management (RSAM) to develop and administer a Metro-wide integrated asset management program and is responsible for implementation of the TAM Plan. Approximately 43 task orders are anticipated to be issued against the nine disciplines included in this bench over the next seven years. A seven year bench period will allow multiple cycles of condition assessments and other task orders for each discipline. The nine disciplines are listed below:

1. Inventory Build Out and Assessment;
2. Rolling Stock and Equipment Condition Assessments;
3. Facilities and Stations Condition Assessments;
4. Guideway Systems and Elements Condition Assessments;
5. Financial, Cost, Risk and Life Cycle Analysis;
6. Advanced Reliability Techniques and Process Improvement;
7. Transit Asset Management (TAM) Planning;
8. Information and Technology; and
9. TAM Engineering Support.

The disciplines were developed to reflect the specific needs for TAM capabilities including lifecycle planning, conducting condition assessments on major asset categories including capital project prioritization, applying condition based maintenance techniques, computer programming, and specialized engineering support.

In the development of the Bench, an emphasis was placed on encouraging teams with a number of firms to broaden their scope of services and areas of expertise. Consequently, a wide range of opportunities for small, disadvantaged and veteran-businesses were made available for this procurement.

In addition to providing opportunities to many firms, the Bench approach also streamlines

procurement processes for Metro and the business community by consolidating numerous, laborious and costly contracting opportunities into one contract. This prevents individual procurement processes and delays to ETAM services requirements. The ETAM Bench will enhance efficiency by allowing us to issue task orders to firms to complete necessary work identified during inspections in a timely manner.

DETERMINATION OF SAFETY IMPACT

The ETAM Bench will not directly impact specific safety issues of Metro's customers and employees. However, the results from task orders generated by this procurement will provide information on asset conditions, performance and costs. This information is necessary to make informed decisions on how to best prioritize investments to maintain the transit system in a state of good repair, as required by the FTA TAM regulation.

FINANCIAL IMPACT

This contract award action is for \$15,000,000 over a seven-year period. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since these are multi-year contracts, the cost center manager and Chief Risk, Safety and Asset Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for FY19 has been included in the Risk, Safety and Asset Management cost centers. There is no single source of funds that will unilaterally fund these contracts and funding for the task orders is dependent upon the specific task. Generally, Propositions A and C, Measure R and M, Transportation Development Act (TDA) Administration, State and FTA funds used for planning activities, which are not eligible for bus or rail capital, can be used. Use of all related funding will maximize allowable funding allocations given approved funding provisions.

ALTERNATIVES CONSIDERED

1. Pursue the extended full procurement processes and solicit proposals for each individual task when the requirement arises. This alternative is not recommended as it would place an undue burden on the small business community, requiring them to expend significant and costly resources to respond to additional procurement requirements each year. It would also require extensive staff time to develop the full procurements for each individual task. This would delay the completion of ETAM tasks and potentially impact submittal of the annual SGR reports to the FTA which may jeopardize Metro's eligibility to receive federal funding.
2. Utilize existing ETAM staff to provide the required support services. This alternative is also not feasible as Metro's current ETAM staff does not possess all of the required skills for key tasks (such as determining optimum asset lifecycles, reliability centered maintenance techniques, computer programming, etc.) and are being fully utilized to support existing projects and programs. If this alternative were exercised, Metro would need to hire additional staff with expertise in multiple disciplines to perform the needed work. Based on staffing trends,

candidates with the required rail maintenance skills are in high-demand, Metro cannot adequately support this effort in-house during the time frame.

3. Utilize existing engineering and technical maintenance staff in the Operations and Construction departments to provide the required technical support. This is not feasible as the current budgeted engineering and technical capacity in the Operations and Construction departments is fully utilized to maintain the current system, oversee the acceptance of new lines that will start operating during the next seven years and on developing future expansion projects.

For these reasons none of the alternatives are recommended as they would create significant impacts to current operations and efforts to deliver the Metro expansion program.

NEXT STEPS

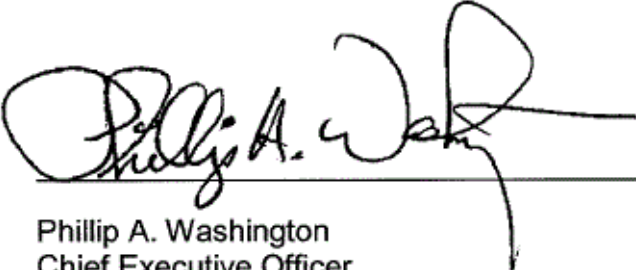
Upon Board approval, staff will establish and execute the bench contracts for enterprise transit asset management services, effective July 1, 2018, and will competitively award individual task orders, on an as-needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Recommended Firms By Discipline
Attachment B - DEOD Summary

Prepared by: Joe Urzua, Principal Transportation Planner, ETAM, (213) 617-6283
Randy Lamm, Director, ETAM, (213) 617-6223
Denise Longley, Deputy Executive Officer, ETAM, (213) 922-7294

Reviewed by: Greg Kildare, Chief Risk, Safety and Asset Management Officer, (213) 922-4971
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A-1

**RECOMMENDED FIRMS BY DISCIPLINE
ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH**

DISCIPLINE	CONTRACTORS
1. Inventory Build Out and Assessment	1. Anil Verma Associates, Inc. 2. EMG 3. Raul V. Bravo + Associates, Inc. 4. WSP USA Inc.
2. Rolling Stock and Equipment	1. Pacific Railway Enterprises, Inc. 2. Raul V. Bravo + Associates, Inc. 3. Virginkar & Associates, Inc. 4. WSP USA Inc.
3. Facilities and Stations	1. Raul V. Bravo + Associates, Inc. 2. Rail Surveyors and Engineers, Inc. 3. WSP USA Inc.
4. Guideway systems and Elements	1. Pacific Railway Enterprises, Inc. 2. Raul V. Bravo + Associates, Inc. 3. Rail Surveyors and Engineers, Inc. 4. WSP USA Inc.
5. Financial, Cost, Risk and Life Cycle Analysis	1. AECOM 2. Accenture, LLP 3. WSP USA Inc.
6. Advanced Reliability Maintenance Techniques and Process Improvement	1. Accenture, LLP 2. Raul V. Bravo + Associates, Inc. 3. Vehicle Technical Consultants, Inc.
7. TAM Planning	1. AECOM 2. Accenture, LLP 3. Raul V. Bravo + Associates, Inc. 4. Turner & Townsend AMCL Inc. 5. WSP USA Inc.
8. Information and Technology Systems (ITS) and Data Management	1. Accenture, LLP 2. Intueor Consulting, Inc. 3. Kaygen, Inc. 4. Raul V. Bravo + Associates, Inc.
9. TAM Engineering Support	1. Morgner Construction Management 2. Pacific Railway Enterprises, Inc. 3. Raul V. Bravo + Associates, Inc.

PROCUREMENT SUMMARY

**ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH /
PS49169000-PS49169013**

1.	Contract Number: PS49169000 – PS49169013	
2.	Recommended Vendor: See Below	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: January 16, 2018	
	B. Advertised/Publicized: January 16, 2018	
	C. Pre-proposal/Pre-Bid Conference: January 25, 2018	
	D. Proposals/Bids Due: March 1, 2018	
	E. Pre-Qualification Completed: In process	
	F. Conflict of Interest Form Submitted to Ethics: March 28, 2018	
	G. Protest Period End Date: June 21, 2018	
5.	Solicitations Picked up/Downloaded: 120	Bids/Proposals Received: 39 (from 14 firms)
6.	Contract Administrator: Annie Duong	Telephone Number: (213) 418-3048
7.	Project Manager: Joseph Urzua	Telephone Number: (213) 617-6283

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS49169000 through PS49169013, issued in support of Metro’s Enterprise Transit Asset Management (ETAM) department for a seven-year term, effective July 1, 2018 through June 30, 2025, for a cumulative total amount not-to-exceed \$15,000,000. The services will be performed on an as-needed basis for which task orders will be issued. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

Request for Information and Qualifications (RFIQ) No. PS49169 was issued in accordance with Metro’s Acquisition Policy, and the contract type is task-order based.

The RFIQ was issued to establish qualified contractors with expertise in one or more of the disciplines as outlined in the statement of work to assist with the ETAM department. Proposers were allowed to submit qualifications for one or more disciplines.

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

- Amendment No. 1, issued on January 25, 2018, provided revisions to the Letter of Invitation (LOI) and extended the proposal due date.

- Amendment No. 2, issued on February 8, 2018, provided revisions to the submittal requirements, proposal content, and additional certified lists for SBEs and DBEs under NAICS code 54161.

A total of 39 proposals were received from 14 proposers on the due date of March 1, 2018 from the firms listed below, in alphabetical order:

1	Accenture, LLP
2	AECOM Technical Services, Inc.
3	Anil Verma Associates, Inc.
4	EMG
5	Intueor Consulting, Inc.
6	Kaygen, Inc.
7	Morgner Construction Management
8	Pacific Railway Enterprises, Inc.
9	Rail Surveyors and Engineers, Inc.
10	Raul V. Bravo + Associates, Inc.
11	Turner & Townsend AMCL, Inc.
12	Vehicle Technical Consultants, Inc.
13	Virginkar & Associates, Inc.
14	WSP USA, Inc.

B. Evaluations of Proposals

The Proposal Evaluation Team (PET) consisting of staff from Metro’s Asset Management, Maintenance, Rail Fleet Services, Facilities Engineering, Systems Engineering, Rail MOW Engineering, Countywide Planning, and Rail Vehicle Engineering Departments was convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were evaluated based on the following evaluation criteria and weights established in the RFIQ:

- Firm’s Qualification and Availability 30 percent
- Project Manager and Key Staff’s Project Understanding and Implementation Approach 40 percent
- Effective Scheduling/Cost Management Plan 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar services.

Of the 39 proposals received, six proposals were determined to be outside the competitive range and were excluded from further consideration. The remaining 33 proposals from the 14 firms listed below were determined by the PET to be qualified for inclusion in the bench in one or more disciplines shown in Attachment A-1. Of the 14 recommended firms, eight firms are Metro certified Small Business Enterprise (SBE)/Disadvantaged Business Enterprise (DBE).

No.	CONTRACT NO.	FIRM
1	PS49169000	Accenture, LLP
2	PS49169001	AECOM Technical Services, Inc.
3	PS49169002	Anil Verma Associates, Inc.
4	PS49169003	EMG
5	PS49169004	Intueor Consulting, Inc.
6	PS49169005	Kaygen, Inc.
7	PS41969006	Morgner Construction Management
8	PS49169007	Pacific Railway Enterprises, Inc.
9	PS49169008	Rail Surveyors and Engineers, Inc.
10	PS49169009	Raul V. Bravo + Associates, Inc.
11	PS49169010	Turner & Townsend AMCL, Inc.
12	PS49169011	Vehicle Technical Consultants, Inc.
13	PS49169012	Virginkar & Associates, Inc.
14	PS49169013	WSP USA, Inc.

Accenture, LLP

Accenture LLP (Accenture) is a multinational management consulting firm providing technology and outsourcing services. The firm was established in 1989 and is headquartered in Dublin, Ireland. Accenture has five Operating Groups, i.e., Communications, Media & Technology, Financial Services, Products, Resources, and Health & Public Service. Accenture has worked on Metro's projects and has performed satisfactorily.

AECOM Technical Services, Inc.

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a global provider of professional, technical, and management support in the areas of transportation, planning, and environmental services. AECOM provides local knowledge, innovation, and technical excellence in delivering solutions to its clients. AECOM partners with public sector clients in order to meet client needs and objectives. AECOM has worked on several Metro projects and has performed satisfactorily.

Anil Verma Associates, Inc.

Anil Verma Associates, Inc. (AVA) was founded in 1985 and their primary office is in Los Angeles, California with branch offices in several U.S. and international cities. It offers clients a complete range of architectural-engineering services from development of initial project concepts and budgets to engineering, construction management, and turnover of completed facilities. AVA has designed and managed the construction of transportation and civil projects in the United States and internationally. AVA has worked on Metro projects and has performed satisfactorily. AVA is a Metro certified SBE and DBE firm.

EMG

Clampett Industries, LLC dba EMG, is based in Hunt Valley, Maryland and was founded in 1986. EMG is an architectural, engineering, and environmental consulting firm that

specializes in facility condition assessments, capital planning, inventory build out, feasibility studies, energy studies, project management, ADA accessibility compliance, construction monitoring, and plan and document review.

Intueor Consulting, Inc.

Intueor Consulting, Inc. (Intueor) was incorporated in June 2005 and is headquartered in Irvine, California. Intueor is a strategy, operations and business technology consulting firm that specializes in public sector transit and transportation agencies. Intueor has worked on Metro projects and has performed satisfactorily. Intueor is a Metro certified SBE and DBE firm.

Kaygen

Kaygen, Inc. (KI), was founded in 2003 and is located in Irvine, California. KI specializes in enterprise information management, delivering fit-for-propose solutions, IT strategy, financial analysis and risk management. The firm has become a go-to professional services provider for IT strategy, software evaluation and recommendations, data management, cloud services, data warehousing, systems integration including mobile devices, asset management, database administration and training. KI has worked on Metro projects and has performed satisfactorily. KI is a Metro certified SBE and DBE firm.

Morgner Construction Management

Morgner Technology Management DBA, Morgner Construction Management (Morgner) was founded in 1992 and is located in Sherman Oaks, California. Morgner provides engineering, planning, and construction management services. The firm offers construction management services that include pre-construction surveys, electrical contracting, planning, scheduling, cost estimating, constructability review, contract administration, configuration management, and field engineering and inspection services. Morgner has worked on Metro projects and has performed satisfactorily. Morgner is a Metro certified SBE and DBE firm.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) was established in 1994 and is based in Riverside, California. PRE offers conditions assessment, inspection, testing and test monitoring services. PRE has worked on Metro projects and has performed satisfactorily. PRE is a Metro certified SBE and DBE firm.

Rail Surveyors Engineers

Rail Surveyors and Engineers, Inc. (RSE), is a California-based corporation with offices in both the Los Angeles and San Francisco Bay area serving rail transportation markets. RSE was founded in 1998 and incorporated in California in 2001. They started a transit asset management (TAM) program with the FTA since 2011 and continued to provide support to Caltrans and Metrolink in developing and maintaining their TAM and state of good repair (SOGR) programs. RSE has worked on Metro projects and has performed satisfactorily. RSE is a Metro certified SBE and DBE firm.

Raul V. Bravo + Associates

Raul V. Bravo + Associates Inc. (RVB+A), was founded in 1979 with a head office in Washington, D.C. with site offices around the world. RVB+A works for transit agencies in

various capacities, including serving as general engineering/quality assurance/administrative contractor/consultant services. The firm provides specialty areas of support such as for TAM, Buy America, and other services. In addition, they have actively participated in regulatory processes such as TAM, SOGR, Buy America, ADA, and safety/security. RVB+A is a Metro certified SBE and DBE firm.

Turner & Townsend AMCL Inc.

Turner & Townsend AMCL Inc. (T&TAMCL) was founded in 1997 and has offices in New York, Sydney, and Hong Kong. T&TAMCL has been providing services to clients in North America since 2012, and is recognized as one of the world's leading asset management professional services firm. The firm provides an end-to-end advisory service for infrastructure owners and investors, including capital program advisory services project and cost management, and procurement strategy and management.

Virginkar & Associates, Inc.

Virginkar & Associates, Inc. (VAI) was founded in 1990 and is based in Fullerton, California. VAI is a management consulting firm providing engineering and construction support, project management, construction management, inspections, and staff augmentation services for passenger bus and rail rolling stock, freight rail transportation, and bus route and rail track projects. VAI has worked on Metro projects and has performed satisfactorily. VAI is a Metro certified SBE and DBE firm.

Vehicle Technical Consultants, Inc.

Vehicle Technical Consultants Inc. (VTC) was established in 2001 and is located in Riverside, California. VTC is a maintenance management consulting firm providing engineering, accounting, research, and management services.

WSP USA Inc.

WSP USA Inc. (WSP), formerly WSP/Parsons Brinkerhoff, provides application of asset management best practices services, which include the development and refinement of asset inventories for various organizations. WSP's clients include California High-Speed Rail Authority, DART, and Sound Transit. WSP has worked on Metro projects and has performed satisfactorily.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific Statement of Work. Each future task order will contain a specific Statement of Work which will be competed among the firms within the discipline. These firms will propose according to the requirements of the task order and a cost/price analysis will be performed, as appropriate, on all task orders issued.

D. Background on Recommended Contractors

All 14 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH / PS49169000-PS49169013

A. Small Business Participation

The Diversity & Economic Opportunity Department established a 15% DBE goal for task orders awarded with federal funds; a 12% SBE goal and a DVBE goal of 3% was established for task orders awarded with non-federal funds. Proposers were required to make DBE and SBE/DVBE commitments.

To be responsive, Enterprise Transit Asset Management Bench Proposers formed teams that included Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Disabled Veteran Business Enterprise (DVBE) firms without schedules or specific dollar commitments prior to the establishment of the Bench. DBE and SBE/DVBE participation will be determined based on the aggregate value of all federal and all non-federal task orders issued.

Of the fourteen proposers selected for the Bench contract, eight (8) are both DBE and SBE certified. There are eight (8) SBE Primes on the bench; as a result, Metro will first solicit task order proposals to the SBEs only, pursuant to the SBE Set-Aside Program. If the Set-Aside is not successful, the task order will be solicited to other participants on the Bench, who will be required to meet the 12% SBE and 3% DVBE contract-specific goal.

In response to a task order request, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that task order. Overall DBE achievement in meeting the commitment will be determined based on the aggregate of actual DBE participation on all task orders awarded.

Small Business Goal	15% DBE 12% SBE 3% DVBE	Small Business Commitment	15% DBE 12% SBE 3% DVBE
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Prime: Accenture

	DBE Subcontractors	Ethnicity	% Committed
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	Media Arts DBA Catalyst Analytic Technologies	Caucasian Female	TBD

Prime: Accenture (Cont.)

4.	Intueor Consulting	Subcontinent Asian American	TBD
5.	Morgner Construction Management	Hispanic American	TBD
Total DBE Commitment			15%

	SBE Subcontractors	% Committed
1.	Anil Verma Associates	TBD
2.	Casamar Group, LLC	TBD
3.	Media Arts DBA Catalyst Analytic Technologies	TBD
4.	Intueor Consulting	TBD
5.	Morgner Construction Management	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	TBD
Total DVBE Commitment		3%

Prime: AECOM

	DBE Subcontractors	Ethnicity	% Committed
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	MA Engineering	Hispanic American	TBD
3.	Virginkar & Associates	Subcontinent Asian American	TBD
Total DBE Commitment			15%

	SBE Subcontractors	% Committed
1.	Anil Verma Associates	TBD
2.	MA Engineering	TBD
3.	Virginkar & Associates	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	MA Engineering	TBD
Total DVBE Commitment		3%

Prime: Anil Verma Associates

	DBE Subcontractors	Ethnicity	% Committed
1.	Anil Verma Associates (DBE Prime)	Subcontinent Asian American	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	Pacific Railway Enterprise	Caucasian Female	TBD
4.	Virginkar & Associates	Subcontinent Asian American	TBD
Total DBE Commitment			30%

Prime: Anil Verma Associates (cont.)

	SBE Subcontractors	% Committed
1.	Anil Verma Associates (SBE Prime)	TBD
2.	Casamar Group, LLC	TBD
3.	Pacific Railway Enterprise	TBD
4.	Virginkar & Associates	TBD
Total SBE Commitment		15%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	TBD
Total DVBE Commitment		3%

Prime: EMG

	DBE Subcontractors	Ethnicity	% Committed
1.	AKANA	Native American	TBD
Total DBE Commitment			15%

	SBE Subcontractors	% Committed
1.	Construction Management Services, Inc.	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	Construction Management Services, Inc.	TBD
Total DVBE Commitment		3%

Prime: Intueor Consulting

	DBE Subcontractors	Ethnicity	% Committed
1.	Intueor Consulting (DBE Prime)	Subcontinent Asian American	TBD
2.	Connixt, Inc.	Subcontinent Asian American	TBD
Total DBE Commitment			30%

	SBE Subcontractors	% Committed
1.	Intueor Consulting (SBE Prime)	TBD
2.	eVision Prtners	TBD
3.	Connixt, Inc.	TBD
Total SBE Commitment		30%

	DVBE Subcontractors	% Committed
1.	Alta Vista Solutions	TBD
Total DVBE Commitment		3%

Prime: Kaygen

	DBE Subcontractors	Ethnicity	% Committed
1.	Kaygen (DBE Prime)	Subcontinent Asian American	TBD
Total DBE Commitment			100%

	SBE Subcontractors	% Committed
1.	Kaygen (SBE Prime)	TBD
Total SBE Commitment		50%

	DVBE Subcontractors	% Committed
1.	CFR & Associates	TBD
Total DVBE Commitment		50%

Prime: Morgner Construction Management

	DBE Subcontractors	Ethnicity	% Committed
1.	Morgner Construction Management (DBE Prime)	Hispanic American	TBD
2.	Media Arts DBA Catalyst Analytic Technologies	Caucasian Female	TBD
3.	NBA Engineering	Caucasian Female	TBD
4.	Casamar Group, LLC	Hispanic American	TBD
Total DBE Commitment			85%

	SBE Subcontractors	% Committed
1.	Morgner Construction Management (SBE Prime)	TBD
2.	Media Arts DBA Catalyst Analytic Technologies	TBD
3.	NBA Engineering	TBD
4.	Casamar Group, LLC	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	TBD
2.	Leland Saylor Associates	TBD
Total DVBE Commitment		3%

Prime: Pacific Railway Enterprises

	DBE Subcontractors	Ethnicity	% Committed
1.	Pacific Railway Enterprises (DBE Prime)	Caucasian Female	TBD
2.	Anil Verma Associates	Subcontinent Asian American	TBD
3.	Casamar Group, LLC	Hispanic American	TBD
4.	Zephyr UAS	Hispanic American	TBD
Total DBE Commitment			33%

	SBE Subcontractors	% Committed
1.	Pacific Railway Enterprises (SBE Prime)	TBD
2.	Anil Verma Associates	TBD
3.	Casamar Group, LLC	TBD
4.	Zephyr UAS	TBD
Total SBE Commitment		33%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	TBD
Total DVBE Commitment		3%

Prime: Raul V. Bravo + Associates

	DBE Subcontractors	Ethnicity	% Committed
1.	Raul V. Bravo (DBE Prime)	Subcontinent Asian American	TBD
2.	Kal Krishnan Consulting	Subcontinent Asian American	TBD
Total DBE Commitment			30%

	SBE Subcontractors	% Committed
1.	Raul V. Bravo (SBE Prime)	TBD
2.	Kal Krishnan Consulting	TBD
Total SBE Commitment		30%

	DVBE Subcontractors	% Committed
1.	Jeff Popovich Consulting	TBD
Total DVBE Commitment		3%

Prime: Rail Surveyors Engineers

	DBE Subcontractors	Ethnicity	% Committed
1.	Rail Surveyors Engineers (DBE Prime)	Asian Pacific American	TBD
2.	Armand Consulting	Subcontinent Asian American	TBD
3.	Kal Krishnan Consulting	Subcontinent Asian American	TBD
Total DBE Commitment			90%

	SBE Subcontractors	% Committed
1.	Rail Surveyors Engineers (SBE Prime)	TBD
2.	Armand Consulting	TBD
3.	Kal Krishnan Consulting	TBD
Total SBE Commitment		97%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	TBD
Total DVBE Commitment		3%

Prime: Turner & Townsend AMCL Inc.

	DBE Subcontractors	Ethnicity	% Committed
1.	Lumenor Consulting Group	Subcontinent Asian American	TBD
2.	Pacific Rail Enterprise	Caucasian Female	TBD
Total DBE Commitment			15%

	SBE Subcontractors	% Committed
1.	Lumenor Consulting Group	TBD
2.	Pacific Rail Enterprise	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	Pothos Inc.	TBD
Total DVBE Commitment		3%

Prime: Virginkar & Associates, Inc.

	DBE Subcontractors	Ethnicity	% Committed
1.	Virginkar & Associates, Inc. (DBE Prime)	Subcontinent Asian American	TBD
Total DBE Commitment			60%

	SBE Subcontractors	% Committed
1.	Virginkar & Associates, Inc. (SBE Prime)	TBD
Total SBE Commitment		60%

	DVBE Subcontractors	% Committed
1.	Flores Engineering & Consulting, Inc.	TBD
Total DVBE Commitment		3%

Prime: Vehicle Technical Consultants

	DBE Subcontractors	Ethnicity	% Committed
1.	Translutions, Inc.	Subcontinent Asian American	TBD
Total DBE Commitment			20%

	SBE Subcontractors	% Committed
1.	Translutions, Inc.	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	DRMcNatty & Associates, Inc.	TBD
Total DVBE Commitment		3%

Prime: WSP

	DBE Subcontractors	Ethnicity	% Committed
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	Capitol GCS	Hispanic American	TBD
3.	Draycott Consulting	Caucasian Female	TBD
4.	EF Enterprises	Hispanic American	TBD
5.	Intueor Consulting	Subcontinent Asian American	TBD
6.	Pacific Rail Enterprises	Caucasian Female	TBD
7.	Rail Surveyors & Engineering	Asian Pacific American	TBD
8.	Virginkar & Associates	Subcontinent Asian American	TBD
Total DBE Commitment			15%

Prime: WSP (cont.)

	SBE Subcontractors	% Committed
1.	Anil Verma Associates	TBD
2.	Capitol GCS	TBD
3.	EF Enterprises	TBD
4.	eVision Partners	TBD
5.	Intueor Consulting	TBD
6.	Pacific Rail Enterprises	TBD
7.	Rail Surveyors & Engineering	TBD
8.	Universal Corrosion Services	TBD
9.	Virginkar & Associates	TBD
Total SBE Commitment		12%

	DVBE Subcontractors	% Committed
1.	Alta Vista Solutions	TBD
2.	Capitol GCS	TBD
Total DVBE Commitment		3%

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

Pending the nature of work associated with each task order, prevailing wages may be applicable to this contract. 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0149, **File Type:** Project**Agenda Number:**

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 21, 2018****SUBJECT: FIRE ALARM CONTROL PANEL UPGRADE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE an increase to the Life-of-Project (LOP) budget for the Fire Alarm Control Panel Upgrade project (CP 204128) by \$1,400,000 increasing the LOP budget from \$3,600,000 to \$5,000,000.

ISSUE

In May 2011, the Board approved the Fire Alarm Control Panel Upgrade with an LOP budget of \$3,600,000 as part of the adopted FY12 annual budget. At the time of the project scope development, the LOP budget was based on the best available estimate of the cost for upgrading the fire alarm control systems at Metro rail facilities. Since then, there have been changes to the local, state, and federal fire life safety regulations and codes that have increased the project costs.

DISCUSSION

The current scope of the project entails adding central supervisory workstations at the Rail Operation Control Center (ROC) as well as replacing all existing fire alarm control panel devices and suppression systems with upgraded components at facility locations along the Metro Blue and Green Lines. Each fire alarm control panel is reporting to the ROC through a connection to the Rail Supervisory Control and Data Acquisition (SCADA) System. In the event of a fire, an alarm detection is transmitted to the ROC for proper response and notification of emergency responders.

In 2012, the project began with initial engineering design for upgrading the fire alarm control panels at rail facilities. As design specifications were being developed, new changes in state and local fire code(s) mandated that upgrades to control panels include the installation of strobe lights at locations that do not have strobes and only audible evacuation alarms. In 2015, fire alarm monitoring through the installation of central supervisory workstations were added to the project to comply with additional fire code requirements. In 2016, engineering design was re-worked to replace the entire fire alarm control panel system and fire suppression components for compatibility. The completed design then initiated procurement readiness for bid solicitation.

The contract has been bid three times. In 2017, Metro Vendor/Contract Management (V/CM) received bids in response to the first Invitation for Bid (IFB) solicitation. One bid was received but was

determined to be non-responsive when the bidder did not meet the required Disabled Veteran Business Enterprise (DVBE) goal established. In mid-2017, the IFB was rebid as an SBE Set-Aside but no bids were received. In 2018, V/CM again issued a revised IFB as a re-bid for the current scope of work. A small business participation goal was not established for this re-bid by DEOD because, "According to the Project Manager, the State of California requires specialized licensing for Fire Protection (including Fire Alarm System) design, engineering and installation. In addition, the Fire Alarm Control Panel shall be fully compatible with Honeywell ONYXWorks Central Supervisory Station installed in the Rail Operation Control Center." Since the contract had been bid three times and a valid acceptable bid is now available, project management staff have determined it is in the best interest of Metro to increase the LOP and proceed with a contract with the bidder.

Staff has calculated an LOP increase of \$1,400,000 is needed based on an updated assessment of the necessary scope, changes in local, state, and federal fire life safety regulations and codes, and the bid pricing received.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety as the project work scope will move forward to ensure compliance with the current local, State of California and Federal Fire Life Safety regulations and codes. Each existing fire alarm system has been in service since the openings of the Blue Line in 1990 and Green Line in 1995, respectively. Maintaining the rail system in a State of Good Repair and compliance with current fire life safety regulations and codes is essential to providing a safe environment for our patrons and employees.

FINANCIAL IMPACT

This action will increase the LOP budget for CP 204128 adjusting the LOP budget from \$3,600,000 to \$5,000,000 given completion of the procurement process. Funding for this project is included in both the FY18 and FY19 budgets.

Since this is a multi-year project, the Cost Center Manager and Project Manager will ensure that the balance of funds are budgeted in future Fiscal Years. The expenditure plan for CP 204128 is shown in Attachment A.

Impact to Budget

The current source of funds for this project is Proposition C 40% Discretionary. This funding source will maximize the allowable fund use given approved funding provisions.

ALTERNATIVES CONSIDERED

The Board may choose not to increase the LOP budget. This is not recommended by Metro staff because existing fire alarm system and fire suppression system on the Blue and Green Lines are

nearing the end of their useful life. They are safety sensitive and choosing not to perform or postpone these upgrades may impact service reliability and safety. 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

Upon Board approval of the requested LOP, the CEO may approve the low bid contract award, pursuant to California Public Contract Code 130051.9(c). The contract will be executed, and Operations - Maintenance and Engineering will proceed forward with the project scope.

ATTACHMENTS

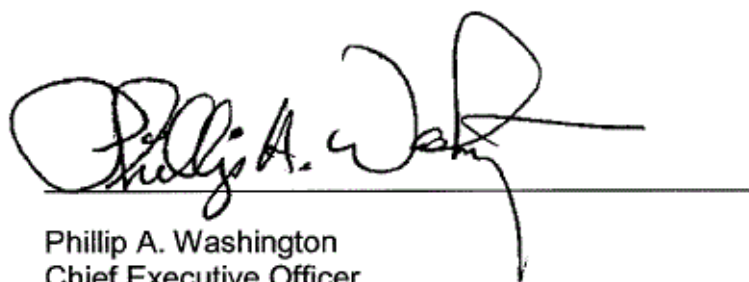
Attachment A - CP 204128 Expenditure Plan

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Arkady Bernshteyn, Senior Director, Project Engineering, (213) 617-6249
Geyner Paz, Senior Administrative Analyst, (213) 617-6251
Errol Taylor, Senior Executive Officer, Rail Maintenance and Engineering, (213) 922-3227

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

CP 204128 Expenditure Plan

Fire Alarm Control Panel Upgrade

Non-Labor Items	Past ITD	Current FY 2018	Future FY 2019	Future FY 2020	Contingency FY 2021	Total
OP39603140 - Fire Suppression and Detection System for Metro ROC Location 60 (COSCO Fire Protection)	\$ 206,218					\$ 206,218
PS1497600 - Central Supervisory Workstations (COSCO Fire Protection)	\$ 283,914	\$ 52,025				\$ 335,939
MOD 1 - PS1497600 - Central Supervisory Workstations (COSCO Fire Protection)			\$ 18,955			\$ 18,955
IFB C1138 - 3 MGL / MBL Yard and Wayside Rail Facilities Fire Alarm Control Panels (FACP) and Fire Suppression System Retrofit			\$ 1,500,000	\$ 1,800,000		\$ 3,300,000
CWO 102 - Project Scheduler (Hill International)	\$ 26,000	\$ 1,000	\$ 8,000	\$ 8,000		\$ 43,000
PS4875GECTO25 - Communications Engineer Support Services		\$ 10,000	\$ 33,969			\$ 43,969
Project Contingency					\$ 302,357	\$ 302,357
	\$ 516,132	\$ 63,025	\$ 1,560,924	\$ 1,808,000	\$ 302,357	\$ 4,250,438
Metro Labor	\$ 220,508	\$ 40,306	\$ 236,428	\$ 252,321		\$ 749,563
Yearly Cash Flow Forecast:	\$ 736,640	\$ 103,331	\$ 1,797,352	\$ 2,060,321	\$ 302,357	\$ 5,000,000

PROCUREMENT SUMMARY

MBL and MGL Fire Alarm and Fire Suppression Systems Retrofit
C36393C1138-300

1.	Contract Number: C36393C1138-300	
2.	Recommended Vendor: Cosco Fire Protection	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 02, 2018	
	B. Advertised/Publicized: January 02, 2018	
	C. Pre-Bid Conference: January 24, 2018	
	D. Bids Due: February 07, 2018	
	E. Pre-Qualification Completed: March 15, 2018	
	F. Organizational Conflict of Interest Review Completed by Ethics: February 21, 2018	
	G. Protest Period End Date: 6/25/18	
5.	Solicitations Picked up/Downloaded: 5	Proposals Received: 1
6.	Contract Administrator: Alyssa Garcia	Telephone Number: 213.922.7574
7.	Project Manager: Arkady Bernshteyn	Telephone Number: 213.617.6249

A. Procurement Background

Contract No. C36393C1138-300 is for a design/build delivery to design and install a replacement of the existing fire alarm system equipment for the Metro Blue Line and Metro Green Line. The fire alarm systems and the halon fire suppression systems retrofit will ensure safety of passengers, employees, and Metro property. Approval of contract awards are subject to resolution of any properly submitted protest.

The Invitation for Bids (IFB) procurement process, in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, was selected because the detailed specifications were sufficient for competitive bids to design and bid the project, by multiple potential bidders available to perform the work. The contract type is firm fixed price (FFP). The Contract duration is five hundred and forty-eight (548) calendar days.

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

Amendment No. 1, issued on January 10, 2018, revised the pre-bid meeting details and license requirements necessary to bid the project.

A total of one (1) bid was received on February 07, 2018.

A market survey was conducted to assess the reason one bid was placed on the project. All of the planholders were contacted and each expressed a similar reason of hesitation: the extensive time commitment of the project and the integrated Halon system.

In addition to the market survey, sixteen contractors, recommended through past performance or similar scopes of work, were contacted to be made aware of the solicitation prior to the Pre-bid conference on January 24, 2018.

This procurement is currently on its third bid cycle. The first IFB was issued December 27, 2016 with the bid due date of February 27, 2017. One bid was received from Cosco Fire Protection. Cosco Fire Protection failed to meet the three percent Disabled Veteran Business Enterprise (DBVE) goal and their bid was deemed non-responsive. A market survey revealed the complexity and time commitment diverted the remaining (8) interested contractors from placing a bid.

The second Initiation for Bid (IFB) was issued on July 19, 2017 with the bid due date of August 21, 2017 as a Small Business Enterprise (SBE) set aside. No bids were received. The concluding market survey revealed the sole planholder did not have the necessary bonding capacity for the project magnitude. Additionally, seven contractors contacted were surveyed, but did not meet all requirements necessary for this project.

B. Evaluation of Bids

The bid was evaluated for responsiveness and responsibility. Cosco Fire Protection, holds all necessary licenses and has satisfactory past performance reviews. Additionally, Cosco Fire Protection has qualified safety personal and quality assurance and quality control submittals.

The bid received was determined to be responsive and responsible. The bidder is listed below:

- Cosco Fire Protection

C. Price Analysis

Based upon the solicitation history of this project, the contractor's price is deemed to be justifiable. There are many risk factors involved on this project, including over sixty Fire Alarm Control Panel sites and differing city and fire department jurisdictions. Due to the risks associated with these aspects, the contractor's price is deemed understandable.

	Bidder Name	Bid Amount
1.	Cosco Fire Protection	\$3,258,500.00
2.	Metro Estimating (ICE)	\$2,481,450.00

D. Background on Recommended Contractor

Cosco Fire Protection, is located in Brea, California and holds active license classifications C10 and C16. Cosco Fire Protection, has a long history of work in the community, founded in 1968. Cosco Fire Protection is properly registered with the California Department of Industrial Relations for the award of this contract.

DEOD SUMMARY

FIRE ALARM CONTROL PANEL UPGRADE/CP 204128

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation, based on the lack of subcontracting opportunities. According to the Project Manager (PM), the State of California requires specialized licensing for Fire Protection (including Fire Alarm System) design, engineering and installation. In addition, the Fire Alarm Control Panel shall be fully compatible with Honeywell ONYXWorks Central Supervisory Station, installers must be certified by Honeywell. Cosco Fire Protection did not make an SBE commitment.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable on 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 #: 2018-0184, File Type: Contract

Agenda Number: 43.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: CONTRACTED TRANSPORTATION SERVICES -
NORTH REGION**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed price Contract No. OP52365000 to Transdev Services Inc. for contracted bus services in the North Region for an amount not-to-exceed \$105,816,969 effective August 3, 2018.

ISSUE

Metro operates 18 bus lines that are contracted to private transportation companies. The North Region contractor currently operates six of these lines as follows: 96, 167, 177, 218, 501, and 603.

Contracting a portion of our bus service has provided both cost and operational benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted bus service allows for greater flexibility in the ability to modify service levels. Specifically, lines can quickly be added, cancelled, or modified as a result of space requirements at the divisions.

The current contract with Transdev Services, Inc. (Transdev) for operating bus service in the North Region is scheduled to expire on August 2, 2018. A new contract is required to continue the service. This region covers the San Fernando Valley and City of Los Angeles areas.

DISCUSSION

In April 2013, the Board awarded a five-year contract with Transdev. The new contract term will begin on August 3, 2018 and end on August 2, 2023. Metro's Service Scheduling and Planning department generates all contracted bus service schedules and includes all North Region routes in performance and planning analysis. Changes are effected semiannually or as needed to ensure optimal and efficient service performance. The table below provides FY17 performance information in terms of revenue service hours and ridership.

Line	Route	FY17 Annual Revenue Service Hours	FY17 Annual Passengers
96	Metro Local - Downtown Los Angeles to Burbank Station	26,439	430,740
167	Metro Local - Chatsworth to Studio City	30,504	715,928
177	Metro Local - Pasadena, JPL to La Canada Flintridge	2,270	62,263
218	Metro Local - Studio City to Beverly Hills via Laurel Canyon Blvd	16,010	282,280
501	Metro NoHo - Pasadena Express Orange Line to Gold Line, Pasadena to North Hollywood via SR134	29,005	371,512
603	Metro Local - Grand LATTC to Glendale Galleria	62,935	2,518,727
Total		167,163	4,381,450

The new Contract contains additional provisions related to vehicle maintenance, including dedicated positions for maintenance of Metro-owned communications equipment such as Advanced Transportation Management System (ATMS), Automatic Passenger Counting (APC), specific vehicle body damage and cleanliness standards, and procedures for the transfer of vehicles to and from the contractor to further increase service flexibility. The Contract also contains the same provisions that allow for service levels to be increased or decreased over the term of the Contract based on Metro operational needs. Additionally, Metro implemented new provisions to incentivize contractor application for and receipt of fuel tax credits and/or grants for the maintenance of Metro's vehicles. Such provisions allow the contractor to retain a majority of the fuel tax credits/grants toward the beginning of the contract period and gradually balance during the course of the contract so that both parties evenly retain fuel tax credits/grants.

Finally, for this procurement and for the prior two Contract Services East and South region procurements awarded in 2017, Metro included a stipulation restricting Contractors from being awarded multiple contracts. This restriction was put in place to protect the agency in the event a Contractor experienced a work stoppage due to union actions or failed annual California Highway Patrol Motor Carrier inspections resulting in service restrictions. Specifically, this new Contract for the North Region includes staff represented by the Teamsters Union. It is Metro's intent to protect the interest of our patrons and maintain service for the East, South and North regions as a part of the Contract Services program.

The Disadvantaged Business Enterprise (DBE) goal established by Metro's Diversity & Economic Opportunity Department (DEOD) for this Contract is 5%. The project manager will be responsible for

monitoring this goal on a regular basis for the duration of the Contract to ensure that the contractor is in compliance with the terms, conditions, and any goals set for this Contract.

DETERMINATION OF SAFETY IMPACT

The proposed Contract contains provisions requiring training levels to ensure the safest possible operation of our equipment and service.

FINANCIAL IMPACT

Funding of \$18,162,985 for the first year of this contracted service is included in the FY19 budget in Cost Center 3591; Project 306001, Operations Transportation, Account 50801, Purchase Transportation.

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

Impact to Budget

Funding for this action will come from federal, state and local sources including sales tax and fares that are eligible for Bus Operations. These funding sources maximize the allowable fund use given approved funding provisions and guidelines.

ALTERNATIVES CONSIDERED

Staff considered bringing these services in-house. Metro's Bus Operating Cost is \$175.90 per revenue service hour and the contractor average bus rate for this award is \$124.13 per revenue service hour. Based on this comparison, it would cost Metro significantly more to operate these services in-house. In addition, physical modifications would be needed at our existing facilities to accommodate the additional buses and division staff, and training would be required to operate and maintain the different types of buses currently used to provide contracted bus services. Given that the overall performance of these lines has historically met or exceeded Metro's performance targets and standards, staff does not recommend bringing these services in-house.

NEXT STEPS

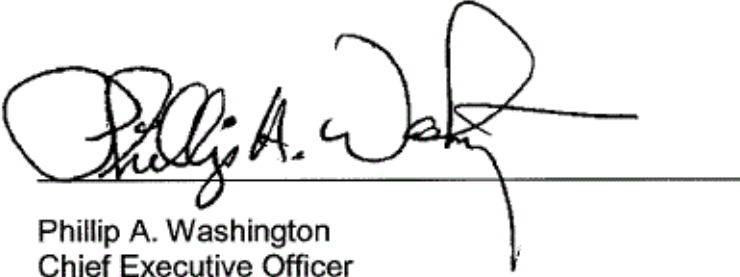
Upon Board approval, staff will execute the Contract awarded to Transdev Services Inc. effective August 3, 2018.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Metro North Region Contract Services Bus Lines Map

Prepared by: Cathy Rosas, Manager, Transportation Contract Services, (213) 922-2875
Sandra Solis, Director, Central Oversight and Analysis, (213) 922-6266

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONTRACTED TRANSPORTATION SERVICES – NORTH REGION/OP52365000

1.	Contract Number: OP52365000	
2.	Recommended Vendor: Transdev Services, 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 15, 2018	
	B. Advertised/Publicized: March 19, 2018	
	C. Pre-Proposal Conference: March 21, 2018	
	D. Proposals Due: April 25, 2018	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: May 7, 2018	
	G. Protest Period End Date: June 25, 2018	
5.	Solicitations Picked up/Downloaded: 9	Proposals Received: 1
6.	Contract Administrator: Antwaun Boykin	Telephone Number: (213) 922-1056
7.	Project Manager: Cathy Rosas	Telephone Number: (213) 922-2875

A. Procurement Background

This Board Action is to approve Contract No. OP52365000 issued in support of contracted bus operation of local transit lines in the north region of Los Angeles County. The north region includes six transit lines which are predominantly operated within the San Fernando Valley and City of Los Angeles areas.

Request for Proposal (RFP) No. OP52365 was issued in accordance with Metro's Acquisition Policy for a competitive procurement and the contract type is a firm fixed unit price.

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

- Amendment No. 1, issued on March 23, 2018, clarified pre-proposal Documents and extended the proposal due date.

A preproposal conference was held on March 21, 2018 and was attended by six participants representing four firms.

One proposal was received on the due date of April 25, 2018 from the incumbent, Transdev Services, Inc. (Transdev).

A market survey was conducted to determine why there were no other proposal submittals. The market survey was conducted with the firms that attended the pre-proposal conference, those listed as potential proposers for this RFP, two other transportation firms, and four potential subcontracting firms. Responses to the

survey were received from the firms citing difficulties in finding viable facilities as the reason they chose not to propose.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Safety, Revenue Collection, Transportation Operations, and Service Planning and Scheduling was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 10 percent
- Qualifications Of Proposed Staff 15 percent
- Contractor Facility 13 percent
- Operating Methodology/Work Plan 25 percent
- Past Performance 13 percent
- DBE Contracting Outreach and Mentor Protégé Approach 4 percent
- Cost For Services 20 percent

Several factors were considered when developing these weights, giving the greatest importance to the operating plan.

During the week(s) of April 25 through May 8, the PET conducted a proposed facility site visit and interview. The firm's project manager and key team members had an opportunity to present its team's qualifications and respond to questions from the PET. In general, the team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the firm's commitment to the success of the project. Also highlighted were staffing plans, facility plans, and work plans. The firm was asked questions relative to their proposed alternatives and previous experience with similar projects.

Qualifications Summary of Firm:

Transdev Services, Inc.

Founded in 1909 in Baltimore as Yellow Transportation, Transdev Services has five years of experience operating transit services in the Los Angeles area. The firm is familiar with the unique characteristics of the County and has also worked with the Antelope Valley Transit Authority, Victor Valley Transit Authority, and Prince George's County in Maryland. Transdev Services has operated Metro's North Region services since 2011 and offers Metro the ongoing leadership of its existing Metro North Region management team who are locally-based transit professionals offering experienced and highly specialized leadership in the areas of operations,

contract management, safety, finance, maintenance, training, labor relations, human resources, recruiting, and numerous other areas.

The following is a summary of the PET’s evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Transdev Services, Inc.				
3	Qualifications Of The Firm	87.00	10.00%	8.70	
4	Qualifications Of Proposed Staff	85.06	15.00%	12.76	
5	Contractor Facility	71.69	13.00%	9.32	
6	Operating Methodology/Work Plan	84.08	25.00%	21.02	
7	Past Performance	89.53	13.00%	11.64	
8	DBE Contracting Outreach and Mentor Protégé Approach	100.00	4.00%	4.00	
9	Cost For Services	100.00	20.00%	20.00	
10	Total		100.00%	87.44	1

The PET determined that the technical proposal received from Transdev addressed the RFP requirements and its personnel are qualified and experienced with all aspects of the required tasks. Based on a thorough evaluation of the proposal, the PET determined Transdev to be technically qualified to perform the work.

C. Price Analysis

The proposed unit price has been determined to be fair and reasonable based upon Metro’s Independent Cost Estimate and technical evaluation.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Transdev Services, Inc.	\$105,816,969	\$105,647,226	\$105,816,969

D. Background on Recommended Contractor

The recommended firm Transdev Services, Inc. is a Maryland corporation with more than 100 years of experience in the field of transportation services. Transdev Services provides conventional fixed route, paratransit, bus rapid transit, student, university and airport shuttle, commuter and light rail, streetcar, taxicab and limousine services. In addition to its current work in Metro’s North Region, Transdev Services has over 18,000 employees operating more than 12,000 vehicles for contracts in more than 200 locations across the U.S. The General Manager

proposed by Transdev Services has more than 10 years of general transportation experience. In his current role as general manager of Metro's current North Region contract, he is responsible for more than 150 employees and the daily operation of a fleet of 60 vehicles.

DEOD SUMMARY

CONTRACTED TRANSPORTATION SERVICES - NORTH REGION / OP52365000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Transdev Services Inc. made a 5.11% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5.11% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Briteworks, Inc.	Hispanic American Female	2.20%
2.	Becnel Uniforms, Inc.	Caucasian Female	0.44%
3.	All Petro Resources	Hispanic American	0.36%
4.	A & A Fleet Painting, Inc.	Hispanic American	1.49%
5.	Diego's Auto Repair, Inc.	Hispanic American	0.36%
6.	Rubicon Security Systems	Subcontinent Asian American	0.26%
	Total Commitment		5.11%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor one (1) DBE firm for protégé development. The selected DBE protégé is Briteworks, Inc.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

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.

ATTACHMENT C - MAP OF CONTRACT LINES

