

Metro

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



Metro

Agenda - Final

Thursday, August 18, 2016

10:15 AM

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

System Safety, Security and Operations Committee

Michael Antonovich, Chair

Mike Bonin, Vice Chair

Diane DuBois

Paul Krekorian

Mark Ridley-Thomas

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES (ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

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

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LIMITED ENGLISH PROFICIENCY

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General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - www.metro.net
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

23. APPROVE Consent Calendar Items: 24, 25, 26, 27 and 37.

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

CONSENT CALENDAR

24. RECEIVE AND FILE **monthly update on Transit Policing performance.** [2016-0505](#)
Attachments: [Attachment A - Transit Policing Division Report May 2016](#)
 [Attachment B - Transit Policing Division Report June 2016](#)
 [Attachment C - Matrix of Bus Operator Assaults](#)
 [Attachment D - Transit Policing Division Community Policing Plan FY17](#)
25. RECEIVE AND FILE status report on the **costs and benefits of implementing All Door Boarding on Line 744 (Reseda/Ventura/Van Nuys Rapid).** [2016-0551](#)
Attachments: [Attachment A - Motion 31 \(March 17, 2016\)](#)
26. RECEIVE AND FILE **status report on investigations at the Wardlow Blue Line Station.** [2016-0561](#)
Attachments: [Attachment A - May 26, 2016 Motion \(File #2016-0487\)](#)
 [Attachment B - June 29, 2016 Board Box regarding Blue Line Art Installations](#)
27. RECEIVE AND FILE a **comprehensive study of communities/cities impacted by the Burlington Northern Santa Fe (BNSF) locomotive train horns** as a response to the May 2016 Board directive. [2016-0568](#)
Attachments: [Attachment A - Motion #33 BSNF Locomotives Noise Factor](#)
 [Attachment B Matrix](#)

37. RECEIVE AND FILE the status report on **efforts underway to use technology and innovation to transform the customer experience on Metro's Bus and Rail system**, and mobility in the region in general. [2016-0552](#)

NON-CONSENT

28. **Operations Employees of the Month** [2015-1753](#)

29. RECEIVE oral report on **System Safety, Security and Operations**. [2015-1754](#)

30. CONSIDER: [2016-0529](#)

- A. Extending **Line 501 Pilot Express Bus Service** for an additional 180 days; and
- B. Approving modification of the service to improve scheduling efficiencies and increase service.

Attachments: [Attachment A - Line 501 Marketing Efforts](#)
[Attachment B - Line 501 Map](#)
[Attachment C - Line 501 Daily Boardings](#)

31. AWARD Contracts to the following two lowest responsive and responsible bidders for **Compressed Natural Gas (CNG) Fuel Cylinder Tanks** for an Indefinite Delivery Indefinite Quantity, for a total amount not to exceed \$4,351,161 inclusive of sales tax: [2016-0094](#)

- A. Contract No. MA24755-1 with Worthington Industries for line item 1 for a total contract amount not-to-exceed \$2,903,368; and
- B. Contract No. MA24755-2 with Hexagon Lincoln for line item 2 for a total contract amount not-to-exceed \$1,447,793.

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

32. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5608900 for the **Landscape and Irrigation maintenance services along Metro Gold Line Foothill Extension** with Woods Maintenance Services, Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$861,875 for the [2016-0517](#)

three-year base period inclusive of as-needed services, \$280,800 for the first option year, and \$280,800 for the second option year, for a combined total of \$1,423,475, effective September 15, 2016 through September 14, 2021.

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

33. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4939100 for **comprehensive preventative maintenance, inspections, repairs, and cleaning of elevators, escalators and their associated systems and equipment**, with Mitsubishi Electric USA, Inc. (MEUS). Services are provided throughout Metro facilities, excluding Metro Gateway Headquarters and Union Station East Portal which are covered under a separate contract. This contract not-to-exceed amount is \$75,077,960 for the five-year base period, plus \$32,592,290 for the one, two-year option term, for a combined total of \$107,670,250, effective November 1, 2016. [2016-0126](#)

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

49. AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 11 to Contract No. OP35902469 with Southland Transit, Inc. to **extend Contracted Bus Services - East Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$11,942,234, thereby increasing the total contract value from \$57,908,736 to \$69,850,970. [2016-0530](#)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification_Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment D - East Region Map](#)

50. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract Modification No. 10 to Contract No. OP35902470 with MV Transportation, Inc. to **extend Contracted Bus Services - South Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$18,666,336, thereby increasing the total contract amount from \$88,775,825 to not to exceed \$107,442,161. [2016-0531](#)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Mod_Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment D - South Region Map](#)

51. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5766200 for **Fire-Life Safety Systems Testing and Certification** to Link-Nilsen Corp, in the not-to-exceed amount of \$1,388,558 for the three-year base period, \$478,347 for the first option year, and \$486,474 for the second option year, for a combined total of \$2,353,379, effective September 1, 2016. [2016-0580](#)

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

34. AUTHORIZE the Chief Executive Officer to award a three-year fixed price Contract No. PS5491000 to Syncromatics in the amount of \$3,998,865 to **furnish, install, and maintain electronic signs at bus shelters throughout Los Angeles County for the display of real-time bus arrival and other passenger information.** [2016-0550](#)

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

Adjournment

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



Board Report

File #: 2016-0505, **File Type:** Informational Report

Agenda Number: 24.

SYSTEM SAFETY, SECURITY, OPERATIONS COMMITTEE AUGUST 18, 2016

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

DISCUSSION

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

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

Below are the key highlights for May and June 2016:

Actions to Improve the Ridership Experience

- Staff is utilizing Problem Oriented Policing strategies to develop innovative solutions at the Westlake/MacArthur Park Station.
- Staff is continuing to increase presence on the system using new technologies and redeployment of personnel.
- High Visibility

- Transit Security Officers (TSO) and Los Angeles County Sheriffs (LASD) have been engaging in high visibility operations on bus and rail. LASD has a 20 deputy train riding team (10 cover the Red and Gold Lines and 10 cover Blue, Expo and Green Lines). The goal of these operations is to combat quality of life issues on the Metro system. TSO's conduct high visibility operations both on bus and rail.

- TSO High Visibility Activity:

	Mode	Fare Checks	Boardings/Exits
May	Rail	13,733	35 Stations
	Bus	12,680	8 Boardings
June	Rail	36,013	38 Stations
	Bus	6,678	84 Boardings

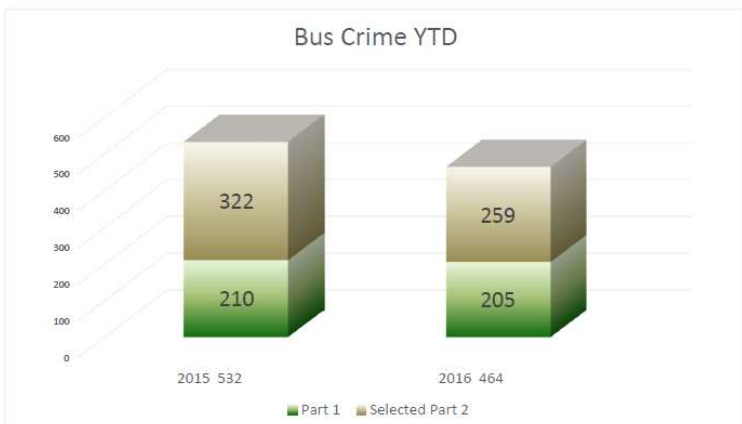
- LASD High Visibility Activity: The total number of LASD train rides for the months of May 2016 is 2,719 and for June 2016 is 2,123. The total number of fare checks for May 2016 is 68,852 and for June 2016, 62,861.

Criminal Activity:

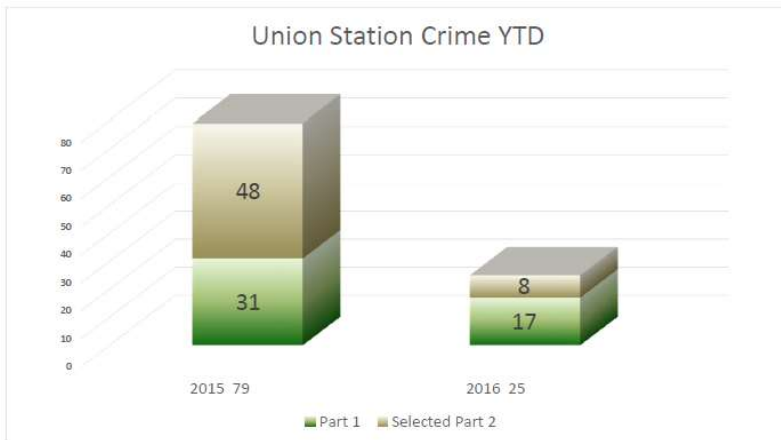
MAY 2016:



Rail Part 1 Crime
DOWN -10.3%
from last year
Rail Part 2 Crime
DOWN -11.1%
from last year
Total Rail Crime
DOWN -10.7%
from last year

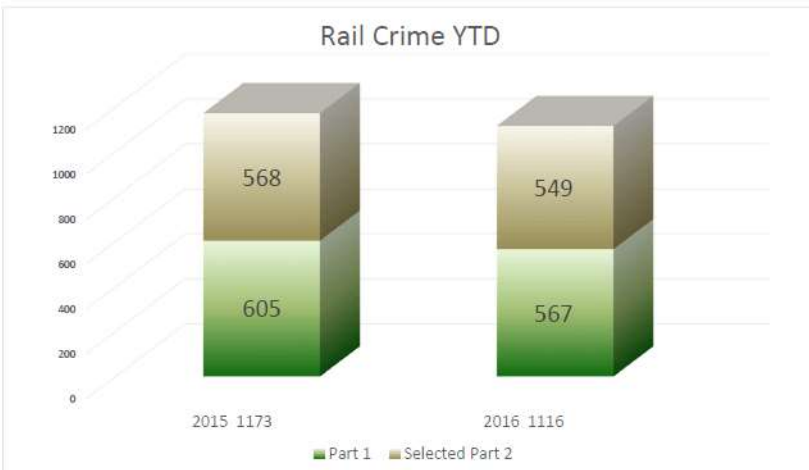


Bus Part 1 Crime
Down -2.4%
from last year
Bus Part 2 Crime
DOWN -19.6%
from last year
Total Bus Crime
DOWN -12.8%
from last year

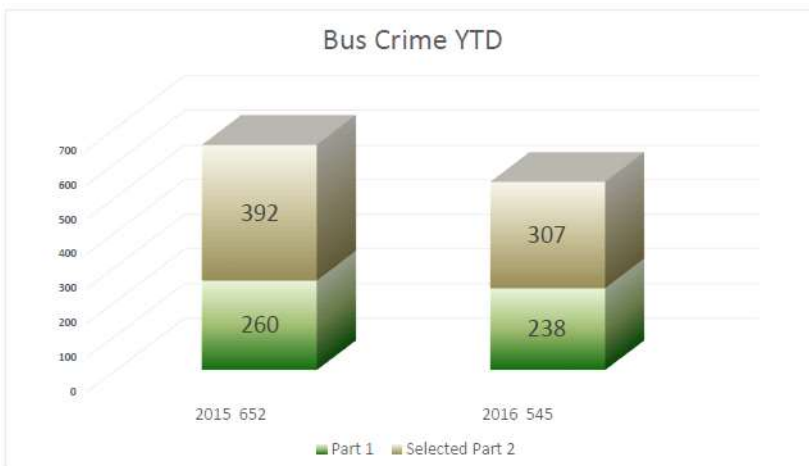


Union Station Part 1 Crime
DOWN -45.2%
from last year
Union Station Part 2 Crime
DOWN -83.3%
from last year
Total Union Station Crime
DOWN -68.4%
from last year

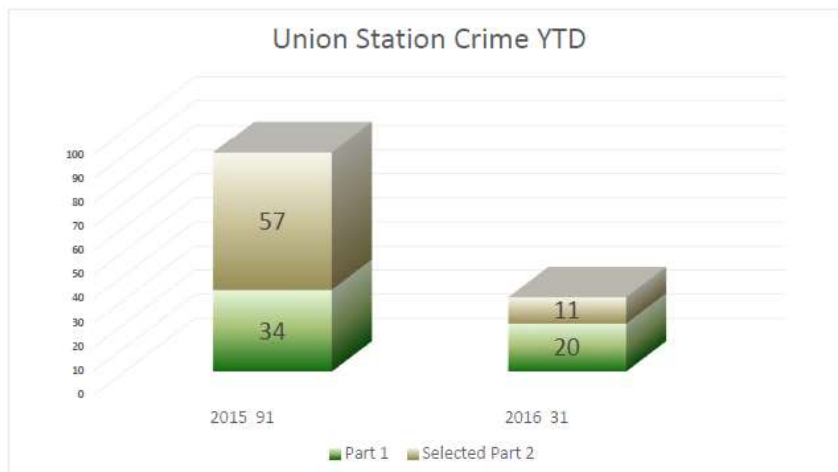
JUNE 2016:



Rail Part 1 Crime
DOWN -6.3%
from last year
Rail Part 2 Crime
DOWN -3.3%
from last year
Total Rail Crime
DOWN -4.9%
from last year



Bus Part 1 Crime
Down -8.5%
from last year
Bus Part 2 Crime
DOWN -21.7%
from last year
Total Bus Crime
DOWN -16.4%
from last year



Union Station Part 1 Crime
DOWN -41.2%
from last year

Union Station Part 2 Crime
DOWN -80.7%
from last year

Total Union Station Crime
DOWN -65.9%
from last year

Bus Operator Assaults:

- From January to June 2016, there were 64 operator assaults. Of the 64 total operator assaults, 32% of the total assaults have had a suspect taken into custody. The majority of bus operator assaults are caused by fare related followed by missed stop.
- Comparing January-June 2015 to January-June 2016, Operator Assaults have decreased 29%.
- Of the 64 total operator assaults from January to June 2016, there were 57 non-aggravated assaults, 5 aggravated assaults, and 2 sex crimes. The method of assault was as follows: 31 used hands, 20 used spit, 5 threw liquid, 5 threw an object, there were 2 sex crimes and there was 1 robbery.
- Attachment C contains the matrix for the suspects who have assaulted Bus Operators that LASD has been tracking.
- From January to June 2016, there were 156,118,303 bus boardings and 64 total operator assaults, equating to 1 bus operator assault per 2.4 million boardings.

Operator Safety:

- The Metro Communications team has completed phase 1 of a campaign targeted at reducing Bus Operator assaults. The campaign ran from June-July 2016 and focused on communicating that ill treatment against bus operators not only affects the operator, but families as well. Deliverables included print at bus shelters, bus benches, car cards on buses, digital billboards, junior billboards and print ads in major LA County publications.
- The ongoing Transit Ambassador Program focuses on classes that address conflict resolution for Operators and Supervisors.

- Metro Operations is continuing to move forward with the installation of barriers and monitors in the remaining serviceable fleet. Staff is on track to have all 900 New Flyer buses outfitted with barriers and monitors by October 2016.
- For the rest of Metro's fleet (about 1300 buses), staff started a program in June 2016 to retrofit operator barriers onto buses. This program is expected to run for approximately 24 months. Staff is also developing a new program to have video monitors retrofit onto the rest of Metro's bus fleet.
- As of July 22, 2016 the Metro New Flyer Buses that in service are as follows:
 - Number of New Flyer buses in service = 810 of 900
 - Number of buses "in-service" with protective barriers =601
 - Number of buses "in-service" with live video monitors = 746
 - The remainder of New Flyer buses are on track to be retrofitted with barriers by the end of 2016.

Significant Activities

- **05/10/2016** - Lieutenant Maradiaga, Transit Policing Division PM Shift Watch Commander reports at approximately 6:33pm on this day, Transit Policing Division units responded to the Metro Blue Line Del Amo Passenger Station regarding a man with a gun call. A male entered the platform area with what appeared to be five rifle cases. He was also holding a separate container as he waited to board a Blue Line train. For safety reasons, Lieutenant Maradiaga ordered the Blue Line trains to bypass the Del Amo Passenger Station in an effort to safely evacuate the platform of approximately fifteen to twenty patrons who were near the armed suspect. Transit Policing Division units, with the assistance of LASD Airship 21, arrived within minutes and formed a contact team under the direction of Sergeant Cadman. They evacuated the platform and detained the suspect without incident. Further investigation revealed he was in possession of five unloaded rifles and a container with several live rounds of ammunition. The suspect was arrested for unlawfully possessing unloaded rifles in a public place and booked at a local Sheriff's facility. There were no patrons injured during this incident and service to the Blue Line was fully restored at 6:50pm. Transit Policing Division Detectives were notified and the investigation is ongoing.
- **5/3/2016:** At approximately 7:00pm on this day, two LASD Transit Bureau North deputies assigned to the Metro Gold Line were on their dinner break at a restaurant in Pasadena. A male, adult, who was also at the restaurant, begin to choke and the deputies came to his assistance. Pasadena Police Department officers were also dining at the location and were able to dislodge whatever was causing the man to choke.
- **6/29/2016:** On this day, a media availability event was held on the steps of the Metropolitan Transportation Authority Headquarters. Twelve year old Alfonso Hoffman was sworn in by the Acting Chief of the LASD Transit Police, Commander Michael Claus. Young Alfonso was diagnosed in February of this year with leukemia and is currently undergoing weekly chemotherapy treatments. LASD Transit executives learned that Alfonso dreamed to being a K9 officer someday and looks up to his Uncle, who is a police officer. LASD Transit Media

personnel were tasked with making a little boy’s dream come true. After Alfonso was sworn in, and fitted with a tactical vest just like the one worn by the K9 deputies, he was whisked away to begin his training as an Honorary K9 Handler Deputy in the Transit Policing Division’s armored reinforced vehicle, or ARV. He spent the rest of the day training with the K9 deputies and patrolling Metro platforms.

Fare Enforcement:

- In May 2016, law enforcement performed 743,600 fare checks on the rails and Orange Line. Based on the monthly targets, in May 2016 law enforcement had an 8% saturation rate. In June 2016, law enforcement performed 782,935 fare checks on the rails and Orange Line. Based on the monthly targets, in June 2016 law enforcement had a 9% saturation rate.
- Based on the chart, green checks occur when a patron has valid fare and has tapped at a turnstile or stand-alone validator. Yellow checks occur when a patron has valid fare, but failed to TAP at a transfer point. Red checks occur when a patron either has a daily/weekly/monthly pass and has not tapped at all during their trip, has stored value and failed to TAP, or has no stored value.
- At the discretion of the fare inspector, patrons are encouraged to make payment at the ticket vending machine or TAP their card on the validator in lieu of receiving a citation.

		2016								
MAY	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET	
Red/Purple	247,182	220,480	9,800	16,902	1,896	113%	3,616,835	2,991,790	220,000	
Blue	107,751	77,170	19,189	11,392	321	51%	2,225,993	1,254,196	212,000	
Green	126,480	103,873	13,801	8,806	47	93%	885,697	638,116	136,000	
Gold	143,299	129,061	5,331	8,907	221	124%	1,367,752	959,043	116,000	
Expo	40,237	32,545	4,207	3,485	19	45%	1,155,343	323,211	90,000	
Orange	73,257	66,122	3,376	3,759	191	80%	675,441	482,515	92,000	
Bus	693	87	428	178	161		-	-		
Total	738,899	629,338	56,132	53,429	2,856		9,927,061	6,648,871		
SATURATION RATE	8%									
		2016								
JUNE	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET	
Red/Purple	248,213	222,563	10,925	14,725	1,410	114%	3,868,494	3,009,505	220,000	
Blue	118,554	83,983	22,975	11,596	366	56%	2,204,420	1,271,990	212,000	
Green	142,346	117,344	15,199	9,803	99	105%	905,864	631,136	136,000	
Gold	140,890	127,190	5,951	7,749	162	122%	1,403,552	967,746	116,000	
Expo	59,852	48,028	6,345	5,479	9	67%	1,292,628	344,587	90,000	
Orange	63,492	56,614	3,628	3,250	172	69%	617,258	435,499	92,000	
Bus	5,643	2,294	2,200	1,149	152		-	-		
Total	778,990	658,016	67,223	53,751	2,370		10,292,216	6,660,463		
SATURATION RATE	9%									

Response Time:

- In May 2016, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 16 minutes. In June 2016, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 16 minutes.
- LASD currently complies with Metro’s Performance Metrics requirement of average of 30 minutes for calls for service. The response time for emergency calls was 5.4 minutes for May 2016. The response time for emergency calls was 6.9 minutes for June 2016.

ATTACHMENTS

Attachment A - Transit Policing Division Report May 2016

Attachment B - Transit Policing Division Report June 2016

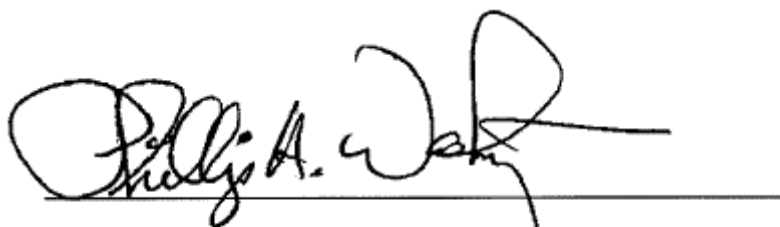
Attachment C - Matrix of Bus Operator Assault Suspects

Attachment D - Transit Policing Division Community Policing Plan FY17

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

Reviewed by:

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

A handwritten signature in black ink, appearing to read "Phillip A. Washington", is written over a horizontal line. The signature is stylized and cursive.

Phillip A. Washington
Chief Executive Officer

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



**MTA
MONTHLY REPORT
May 2016**

Prepared by the Crime Analysis Unit



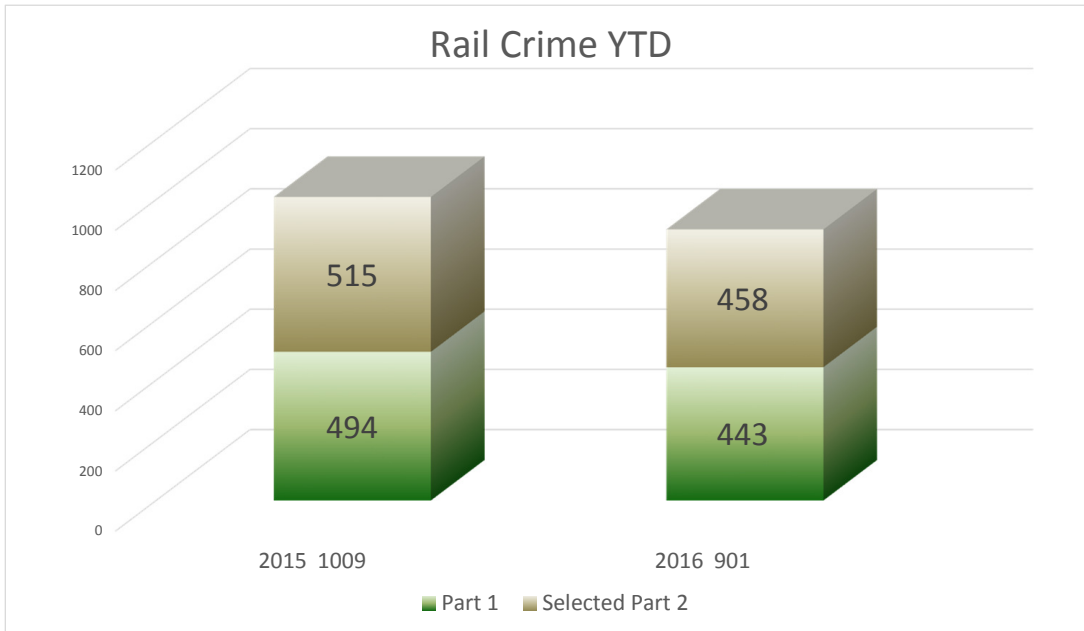
*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*

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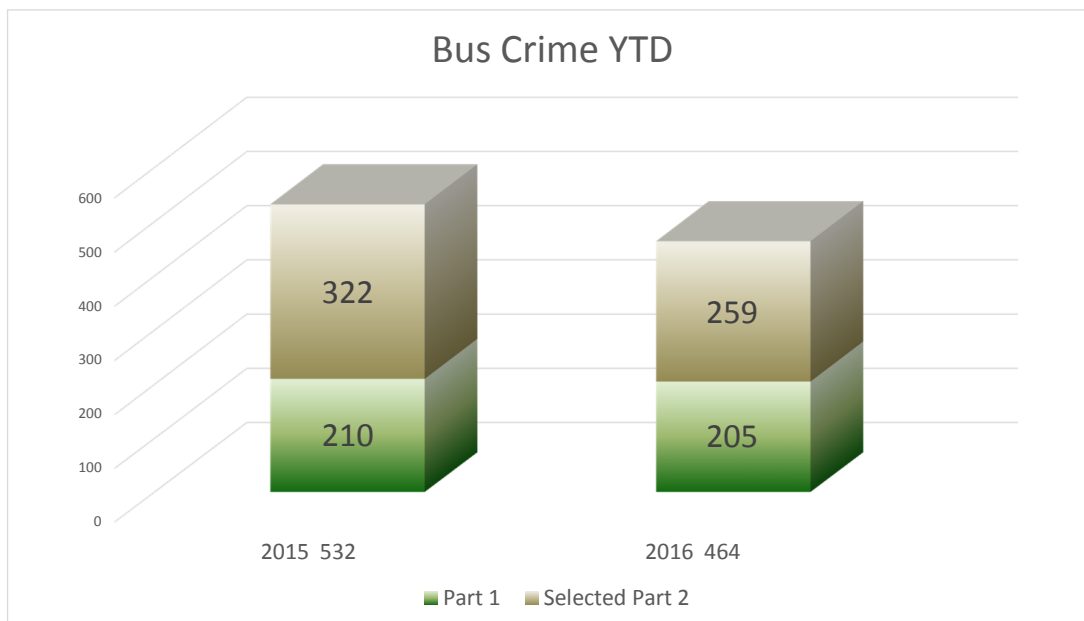
TRANSIT POLICING DIVISION - 2016



Rail Part 1 Crime
DOWN -10.3%
from last year

Rail Part 2 Crime
DOWN -11.1%
from last year

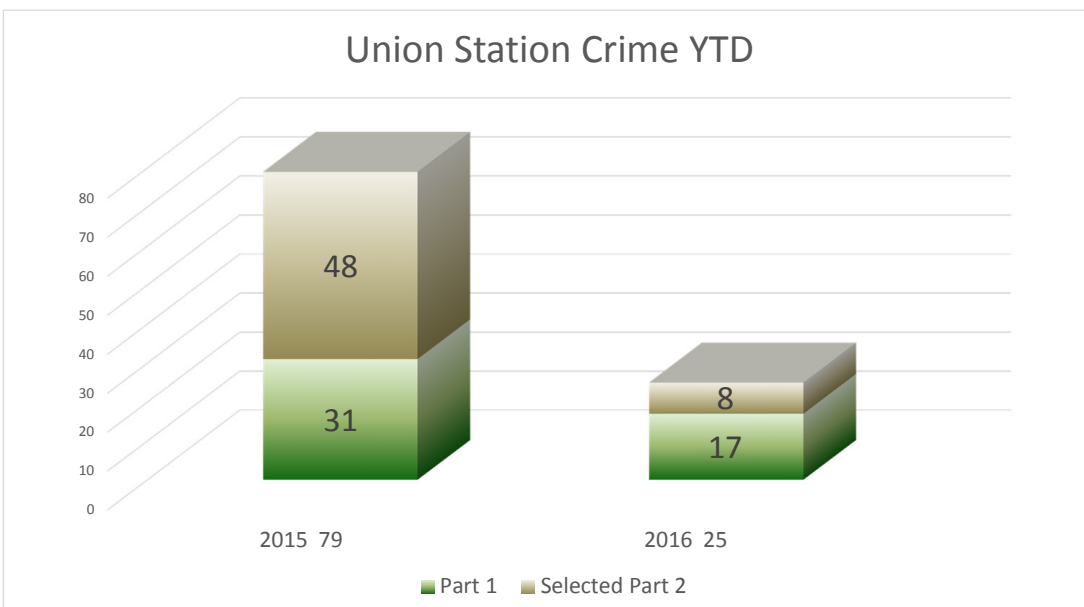
Total Rail Crime
DOWN -10.7%
from last year



Bus Part 1 Crime
Down -2.4%
from last year

Bus Part 2 Crime
DOWN -19.6%
from last year

Total Bus Crime
DOWN -12.8%
from last year



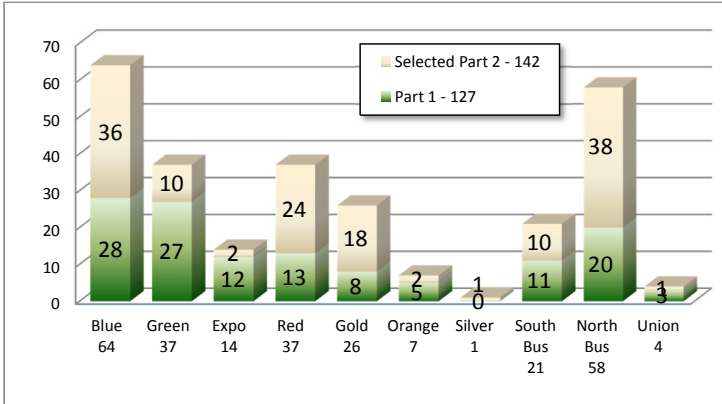
Union Station Part 1 Crime
DOWN -45.2%
from last year

Union Station Part 2 Crime
DOWN -83.3%
from last year

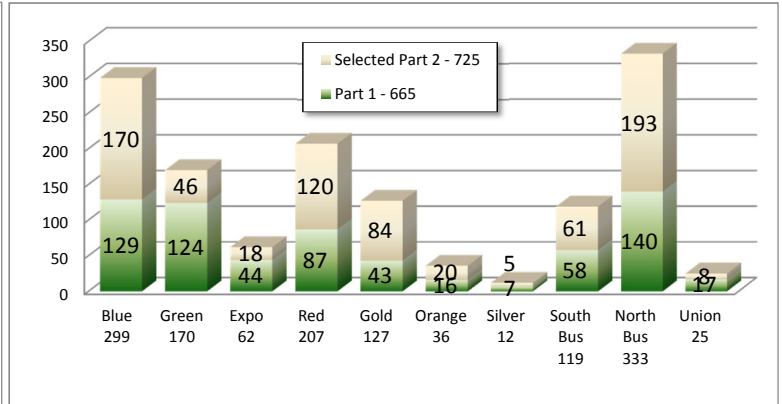
Total Union Station Crime
DOWN -68.4%
from last year

TRANSIT POLICING DIVISION - 2016

May Crimes - 269



YTD Crimes - 1390

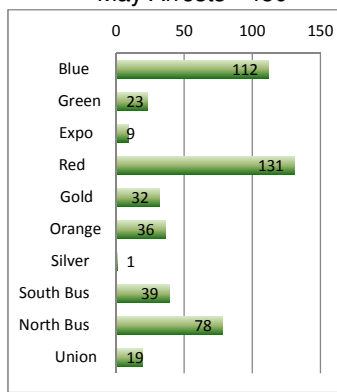


Part 1 Crimes per 1,000,000 Riders

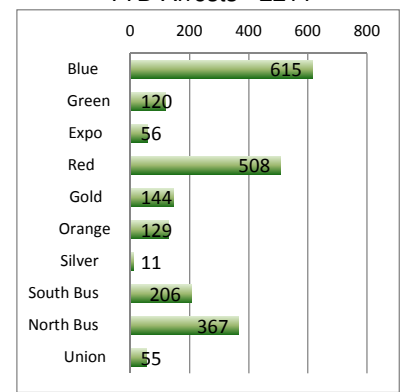
	2016 Jan - May	2015 Jan - May	2014 Jan - May	2013 Jan - May
Blue	12.6 ↓	12.8	12.9	14.7
Green	26.4 ↑	20.6	23.0	23.6
Expo	10.0 ↓	17.2	11.0	13.0
Red	4.6 ↓	5.2	4.4	4.7
Gold	6.5 ↓	10.5	4.6	6.4
Orange	4.8 ↓	7.7	8.5	6.2
Silver	3.5 ↑	2.8	3.4	1.3
Bus	1.6 ↑	1.3	1.1	1.0

Arrow indicates an increase or decrease from last year.

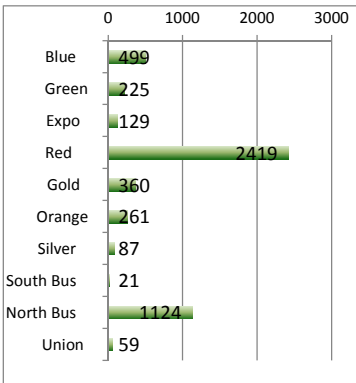
May Arrests - 480



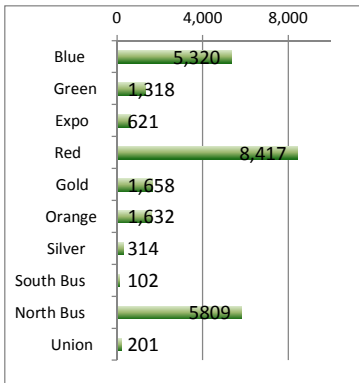
YTD Arrests - 2211



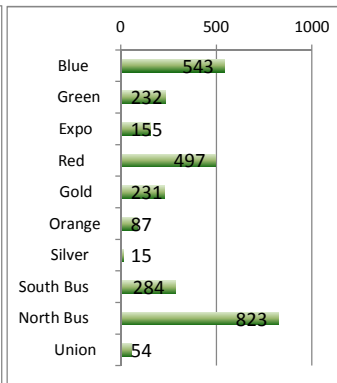
May Citations - 5184



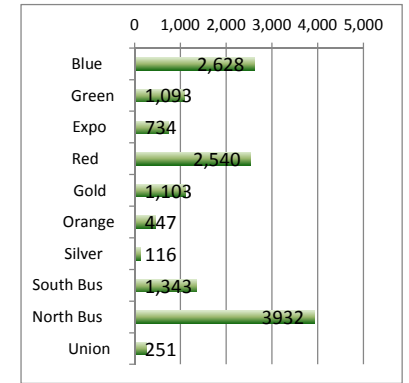
YTD Citations - 25392



May Calls For Service - 2921



YTD Calls For Service - 14187



SATURATION RATE

May	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,225,993	885,697	1,155,343	3,616,835	1,367,752	675,441	9,927,061
Contacts	108,213	126,547	40,359	249,625	143,621	73,511	741,876
%Passengers Inspected	4.86%	14.29%	3.49%	6.90%	10.50%	10.88%	7.47%
Boardings	0	0	0	0	0	19	19
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	2	2

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	10,275,661	4,691,714	4,387,407	18,720,530	6,663,458	3,333,763	48,072,533
YTD Contacts*	706,545	599,087	247,284	1,197,752	646,938	358,207	3,755,813
%Passengers Inspected	6.88%	12.77%	5.64%	6.40%	9.71%	10.74%	7.81%
Boardings	0	0	0	0	0	38	38
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	4	4

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

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

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

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

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	0	0	0	0	0	0	0	37
Agg Assault	2	5	7	0	9	0	0	0	0	0	0	0	23
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	9	3	4	0	0	0	0	0	0	0	26
Petty Theft	3	4	8	6	3	0	0	0	0	0	0	0	24
GTA	1	0	4	3	1	0	0	0	0	0	0	0	9
BTFV	3	3	1	0	2	0	0	0	0	0	0	0	9
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	0	0	0	0	0	0	0	129

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	8	6	11	0	0	0	0	0	0	0	36
Agg Assault	6	1	2	2	3	0	0	0	0	0	0	0	14
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	0	0	0	0	0	0	0	22
Petty Theft	1	7	5	4	7	0	0	0	0	0	0	0	24
GTA	4	5	3	0	2	0	0	0	0	0	0	0	14
BTFV	2	2	2	5	1	0	0	0	0	0	0	0	12
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	0	0	0	0	0	0	0	124

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	0	0	0	0	0	0	0	17
Agg Assault	0	2	1	2	1	0	0	0	0	0	0	0	6
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	0	0	0	0	0	0	15
Petty Theft	2	0	0	0	2	0	0	0	0	0	0	0	4
GTA	0	0	1	0	0	0	0	0	0	0	0	0	1
BTFV	0	0	1	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	0	0	0	0	0	0	0	44

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	0	0	0	0	0	0	0	20
Agg Assault	4	8	2	3	4	0	0	0	0	0	0	0	21
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	2	3	3	5	4	0	0	0	0	0	0	0	17
Petty Theft	6	5	3	10	2	0	0	0	0	0	0	0	26
GTA	1	0	1	0	0	0	0	0	0	0	0	0	2
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	0	0	0	0	0	0	0	87

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	0	0	0	0	0	3
Agg Assault	2	0	0	0	0	0	0	0	0	0	0	0	2
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	1	1	0	0	0	0	0	0	0	3
Petty Theft	1	0	4	3	2	0	0	0	0	0	0	0	10
GTA	0	0	1	1	2	0	0	0	0	0	0	0	4
BTFV	5	0	9	4	3	0	0	0	0	0	0	0	21
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1	14	10	8	0	0	0	0	0	0	0	43

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

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	0	0	0	0	0	0	0	2
Agg Assault	0	0	1	1	3	0	0	0	0	0	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	1	0	0	0	0	0	0	0	0	2
Petty Theft	1	2	1	0	1	0	0	0	0	0	0	0	5
GTA	0	0	1	1	0	0	0	0	0	0	0	0	2
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	0	0	0	0	0	0	0	16

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

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	0	0	0	0	0	0	0	12
Agg Assault	2	3	3	0	1	0	0	0	0	0	0	0	9
Agg Assault on Op	0	0	0	0	1	0	0	0	0	0	0	0	1
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	0	0	0	0	0	0	0	12
Petty Theft	5	0	4	2	6	0	0	0	0	0	0	0	17
GTA	2	0	0	0	0	0	0	0	0	0	0	0	2
BTFV	1	1	1	1	1	0	0	0	0	0	0	0	5
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	10	15	7	11	0	0	0	0	0	0	0	58

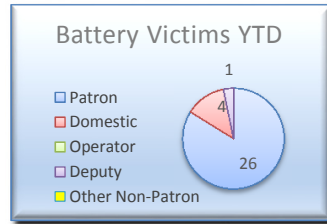
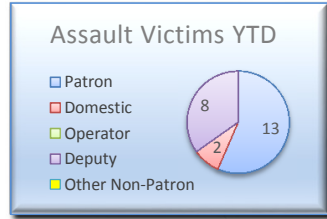
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	6	5	3	1	5	0	0	0	0	0	0	0	20
Agg Assault	6	7	5	8	5	0	0	0	0	0	0	0	31
Agg Assault on Op	0	1	1	0	0	0	0	0	0	0	0	0	2
Burglary	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Theft	14	9	6	9	5	0	0	0	0	0	0	0	43
Petty Theft	5	11	10	5	5	0	0	0	0	0	0	0	36
GTA	0	1	0	0	0	0	0	0	0	0	0	0	1
BTFV	0	1	3	0	0	0	0	0	0	0	0	0	4
Arson	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	31	35	31	23	20	0	0	0	0	0	0	0	140

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault	1	0	0	0	2	0	0	0	0	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	3	1	2	2	0	0	0	0	0	0	0	0	8
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	0	0	0	0	0	0	0	17

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	2	1	0	0	0	0	0	0	0	0	0	0	3
Robbery	41	30	22	22	36	0	0	0	0	0	0	0	151
Agg Assault	24	26	21	17	28	0	0	0	0	0	0	0	116
Agg Assault on Op	0	1	1	0	1	0	0	0	0	0	0	0	3
Burglary	2	1	3	0	0	0	0	0	0	0	0	0	6
Grand Theft	39	24	26	31	21	0	0	0	0	0	0	0	141
Petty Theft	27	30	37	32	28	0	0	0	0	0	0	0	154
GTA	8	6	11	5	5	0	0	0	0	0	0	0	35
BTFV	11	7	17	10	7	0	0	0	0	0	0	0	52
Arson	1	0	1	0	1	0	0	0	0	0	0	0	3
Total	155	126	139	118	127	0	0	0	0	0	0	0	665

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	1
Rape	0	0
Robbery	9	37
Agg Assault	9	23
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	26
Petty Theft	3	24
Motor Vehicle Theft	1	9
Burg/Theft From Vehicle	2	9
Arson	0	0
SUB-TOTAL	28	129
Selected Part 2 Crimes		
Battery	9	31
Battery Rail Operator	0	0
Sex Offenses	2	8
Weapons	6	18
Narcotics	7	39
Trespassing	3	47
Vandalism	9	27
SUB-TOTAL	36	170
TOTAL	64	299



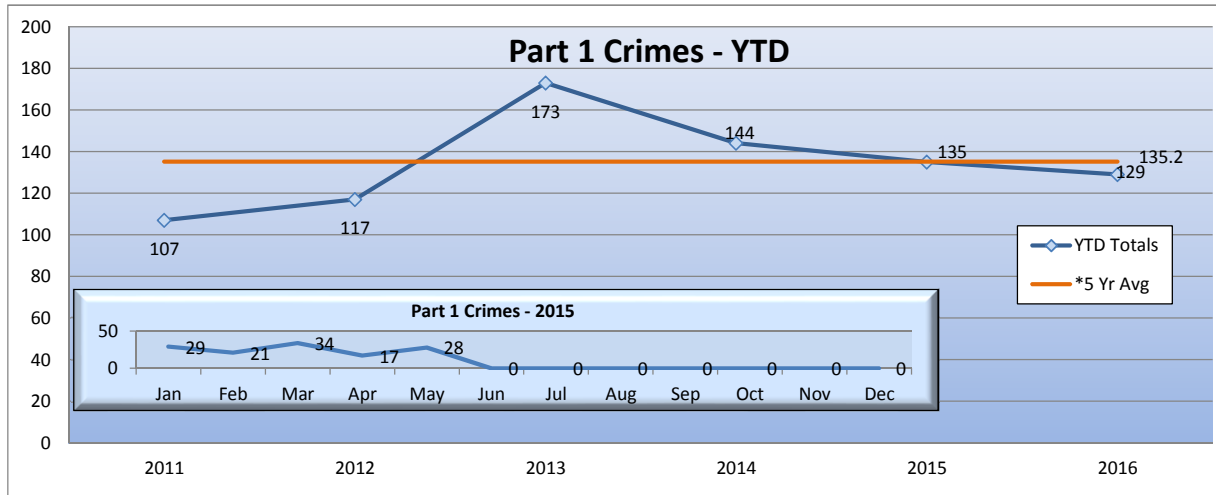
Part 1 Crimes per Station		
Station	May	YTD
7th/Metro	3	9
Pico	3	5
Grand	1	3
San Pedro	1	2
Washington	0	0
Vernon	0	2
Slauson	3	7
Florence	0	5
Firestone	1	11
103rd St	0	6
Willowbrook	3	9
Compton	2	10
Artesia	1	8
Del Amo	1	19
Wardlow	0	5
Willow	1	5
PCH	3	9
Anaheim	3	6
5th St	0	1
1st St	0	0
Transit Mall	2	5
Pacific	0	2
Rail Yard	0	0
Total	28	129

ARRESTS		
Type	May	YTD
Felony	42	157
Misdemeanor	70	458
TOTAL	112	615

CITATIONS		
Type	May	YTD
Fare Evasion Citations	275	3,790
Other Citations	65	703
Vehicle Code Citations	159	827
TOTAL	499	5,320

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	50	5.0	206	6.9
Priority	297	12.4	1,414	13.1
Routine	196	21.6	1,008	22.1
Total	543	15.0	2,628	16.0

FARE ENFORCEMENT		
	May	YTD
Ridership	2,225,993	10,275,661
Contacts	108,213	706,545
% of Patrons Inspected	4.86	6.88
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Blue Line Highlights

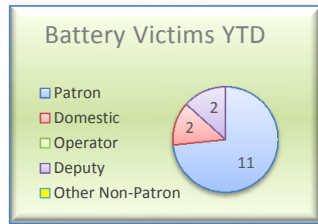
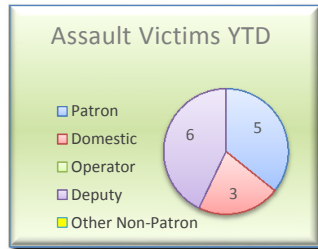
The Blue Line had 6 less part 1 crimes, which is a 4% decrease from the same period last year.

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

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

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	1
Robbery	11	36
Agg Assault	3	14
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	22
Petty Theft	7	24
Motor Vehicle Theft	2	14
Burg/Theft From Vehicle	1	12
Arson	0	1
SUB-TOTAL	27	124
Selected Part 2 Crimes		
Battery	3	15
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	1
Narcotics	2	10
Trespassing	0	2
Vandalism	4	17
SUB-TOTAL	10	46
TOTAL	37	170



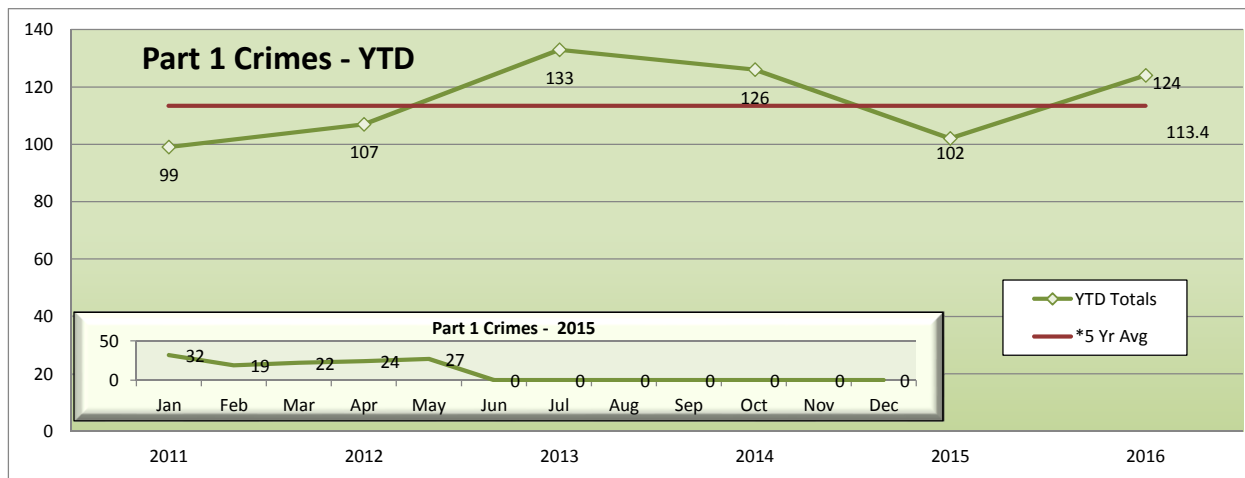
Part 1 Crimes per Station		
Station	May	YTD
Redondo Beach	0	1
Douglas	0	1
El Segundo	0	2
Mariposa	1	2
Aviation	1	5
Hawthorne	5	8
Crenshaw	0	7
Vermont	3	18
Harbor	3	19
Avalon	4	11
Willowbrook	1	7
Long Beach	7	29
Lakewood	1	7
Norwalk	1	7
Total	27	124

ARRESTS		
Type	May	YTD
Felony	6	36
Misdemeanor	17	84
TOTAL	23	120

CITATIONS		
Type	May	YTD
Fare Evasion Citations	40	676
Other Citations	11	108
Vehicle Code Citations	174	534
TOTAL	225	1,318

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	16	6.1	70	5.7
Priority	99	10.9	448	11.8
Routine	117	20.7	575	19.6
Total	232	15.5	1093	15.5

FARE ENFORCEMENT		
	May	YTD
Ridership	885,697	4,691,714
Contacts	126,547	599,087
% of Patrons Inspected	14.29	12.77
Boardings	0	0
Ride	0	0
Fare Warning	0	0



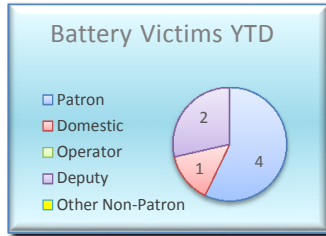
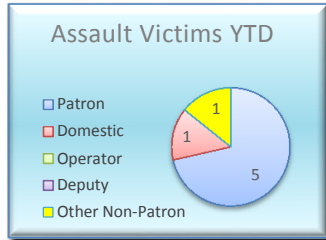
Green Line Highlights
The Green Line had 22 more part 1 crimes, which is a 22% increase from the same period last year.
Part 1 crimes per 1,000,000 riders were up from the same period last year.

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

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	6	17
Agg Assault	1	6
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	15
Petty Theft	2	4
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	1
Arson	0	0
SUB-TOTAL	12	44
Selected Part 2 Crimes		
Battery	2	7
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	4
Trespassing	0	2
Vandalism	0	4
SUB-TOTAL	2	18
TOTAL	14	62



Part 1 Crimes per Station

Station	May	YTD
7th/Metro	1	1
Pico	0	1
23rd St	1	2
Jefferson/USC	1	4
Expo/USC	0	0
Expo/Vermont	0	3
Expo/Western	0	3
Expo/Crenshaw	1	3
Farmdale	5	11
La Brea	1	4
La Cienega	0	1
Culver City	1	10
Palms	0	0
Expo/Westwood	0	0
Expo/Sepulveda	0	0
Expo/Bundy	0	0
26th St /Bergamot	0	0
17th St/SMC	0	0
D/T Santa Monica	1	1
Total	12	44

ARRESTS

Type	May	YTD
Felony	0	14
Misdemeanor	9	42
TOTAL	9	56

CITATIONS

Type	May	YTD
Fare Evasion Citations	22	255
Other Citations	4	37
Vehicle Code Citations	103	329
TOTAL	129	621

CALLS FOR SERVICE

TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	13	5.8	50	5.8
Priority	100	12.8	392	18.4
Routine	42	18.2	292	21.7
Total	155	13.7	734	15.9

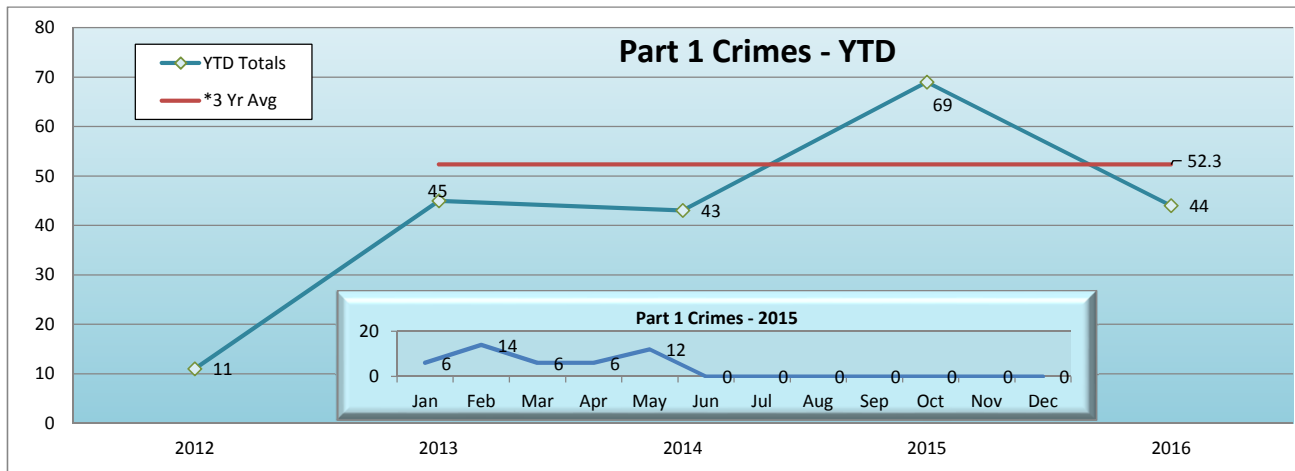
FARE ENFORCEMENT

	May	YTD
Ridership	1,155,343	4,387,407
Contacts	40,359	247,284
% of Patrons Inspected	3.49	5.64
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 25 less part 1 crime, which is a 36% decrease from the same period last year.

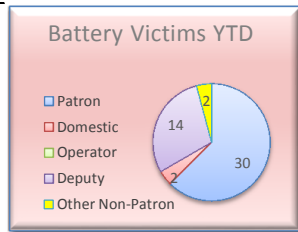
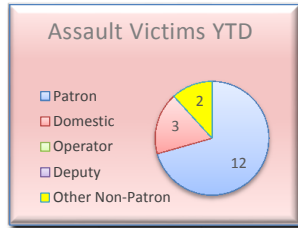
Part 1 crimes per 1,000,000 riders were down from the same period last year.



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

RED LINE

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	1
Robbery	3	20
Agg Assault	4	21
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	17
Petty Theft	2	26
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	13	87
Selected Part 2 Crimes		
Battery	4	52
Battery Rail Operator	0	0
Sex Offenses	1	7
Weapons	0	3
Narcotics	12	32
Trespassing	2	14
Vandalism	5	12
SUB-TOTAL	24	120
TOTAL	37	207



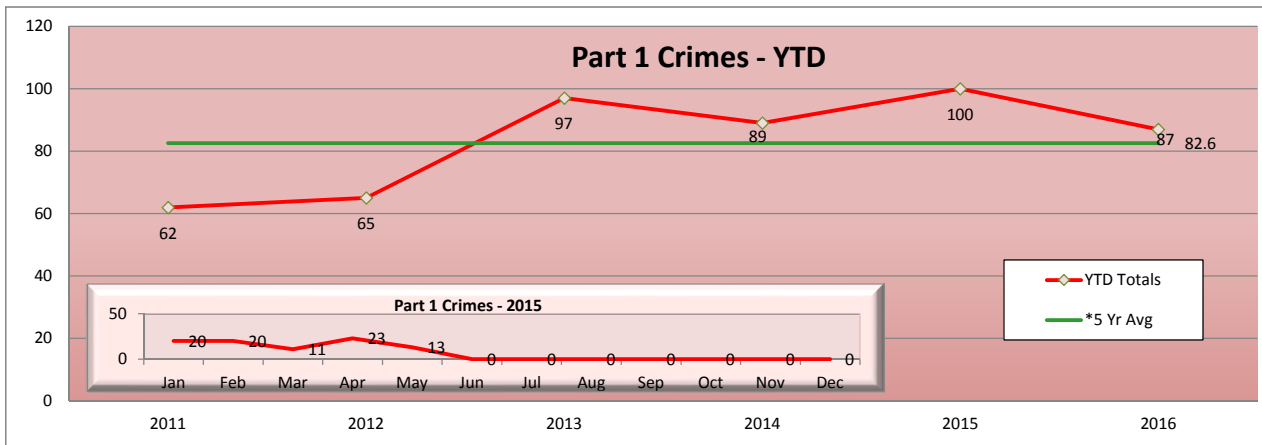
Part 1 Crimes per Station		
Station	May	YTD
Union Station	0	9
Civic Center	0	4
Pershing Square	0	4
7th/Metro	0	5
Westlake	1	9
Wilshire/Vermont	2	6
Wilshire/Normandie	0	0
Vermont/Beverly	0	1
Wilshire/Western	2	6
Vermont/Santa Monica	0	4
Vermont/Sunset	3	4
Hollywood/Western	1	3
Hollywood/Vine	1	5
Hollywood/Highland	1	8
Universal	0	2
North Hollywood	2	17
Red Line Rail Yard	0	0
Total	13	87

ARRESTS		
Type	May	YTD
Felony	29	114
Misdemeanor	102	394
TOTAL	131	508

CITATIONS		
Type	May	YTD
Fare Evasion Citations	2,009	6,783
Other Citations	172	698
Vehicle Code Citations	238	936
TOTAL	2,419	8,417

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	34	5.0	152	5.5
Priority	279	16.0	1360	14.4
Routine	184	24.1	1028	22.9
Total	497	18.2	2540	17.4

FARE ENFORCEMENT		
	May	YTD
Ridership	3,616,835	18,720,530
Contacts	249,625	1,197,752
% of Patrons Inspected	6.90	6.40
Boardings	0	0
Ride	0	0
Fare Warning	0	0



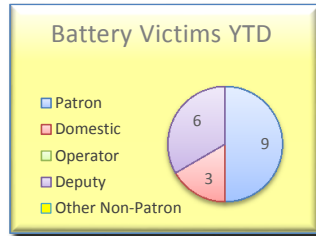
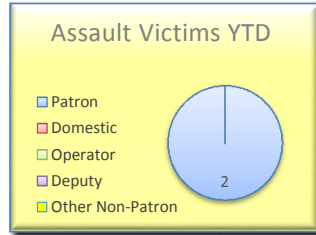
RED Line Highlights
The Red Line had 13 less part 1 crimes which is a 13% decrease from the same period last year.

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

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

GOLD LINE

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Agg Assault	0	2
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	1	3
Petty Theft	2	10
Motor Vehicle Theft	2	4
Burg/Theft From Vehicle	3	21
Arson	0	0
SUB-TOTAL	8	43
Selected Part 2 Crimes		
Battery	3	18
Battery Rail Operator	0	0
Sex Offenses	0	3
Weapons	0	1
Narcotics	3	8
Trespassing	5	31
Vandalism	7	23
SUB-TOTAL	18	84
TOTAL	26	127



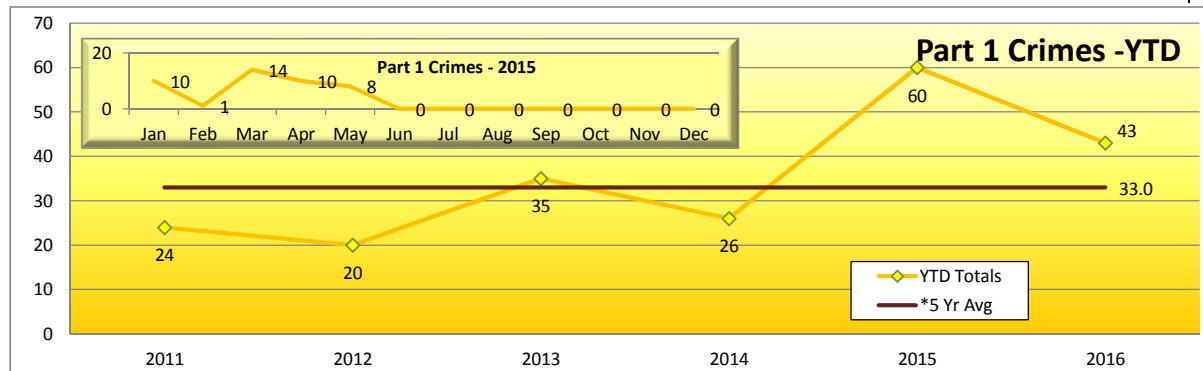
Part 1 Crimes per Station		
Station	May	YTD
Citrus	0	2
Alameda	0	0
Irwindale	1	1
Duarte	0	0
Monrovia	0	1
Arcadia	1	1
Sierra Madre	1	3
Allen	0	4
Lake	0	0
Memorial Park	0	1
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	1
Highland Park	0	0
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	1	13
Chinatown	0	1
Union Station	0	0
Little Tokyo	0	0
Pico	0	0
Mariachi	0	0
Soto	0	1
Indiana	2	3
Maravilla	0	0
East La	0	0
Atlantic	2	9
Total	8	43

ARRESTS		
Type	May	YTD
Felony	4	16
Misdemeanor	28	128
TOTAL	32	144

CITATIONS		
Type	May	YTD
Fare Evasion Citations	218	1,008
Other Citations	25	110
Vehicle Code Citations	117	540
TOTAL	360	1,658

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	13	7.5	63	7.1
Priority	127	14.0	591	14.1
Routine	91	22.4	449	24.5
Total	231	16.9	1103	17.9

FARE ENFORCEMENT		
	May	YTD
Ridership	1,367,752	6,663,458
Contacts	143,621	646,938
% of Patrons Inspected	10.50	9.71
Boardings	0	0
Ride	0	0
Fare Warning	0	0



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

Gold Line Highlights

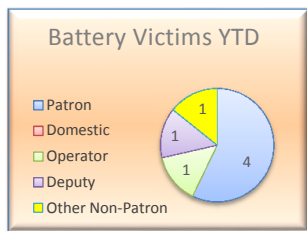
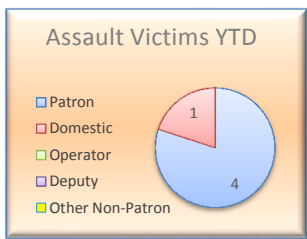
The Gold Line had 17 less part 1 crimes, which is a 28% decrease of from the same period last year.

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

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	1	2
Agg Assault	3	5
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	2
Petty Theft	1	5
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	5	16
Selected Part 2 Crimes		
Battery	2	7
Battery Bus Operator	0	0
Sex Offenses	0	2
Weapons	0	1
Narcotics	0	4
Trespassing	0	0
Vandalism	0	6
SUB-TOTAL	2	20
TOTAL	7	36



Part 1 Crimes per Station

Station	May	YTD
North Hollywood	2	3
Laurel Canyon	0	0
Valley College	0	0
Woodman	1	2
Van Nuys	1	3
Sepulveda	0	1
Woodley	0	0
Balboa	0	1
Reseda	0	1
Tampa	0	0
Pierce College	0	1
De Soto	0	0
Canoga	1	2
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	2
Total	5	16

ARRESTS

Type	May	YTD
Felony	6	19
Misdemeanor	30	110
TOTAL	36	129

CITATIONS

Type	May	YTD
Fare Evasion Citations	187	1,138
Other Citations	4	48
Vehicle Code Citations	70	446
TOTAL	261	1,632

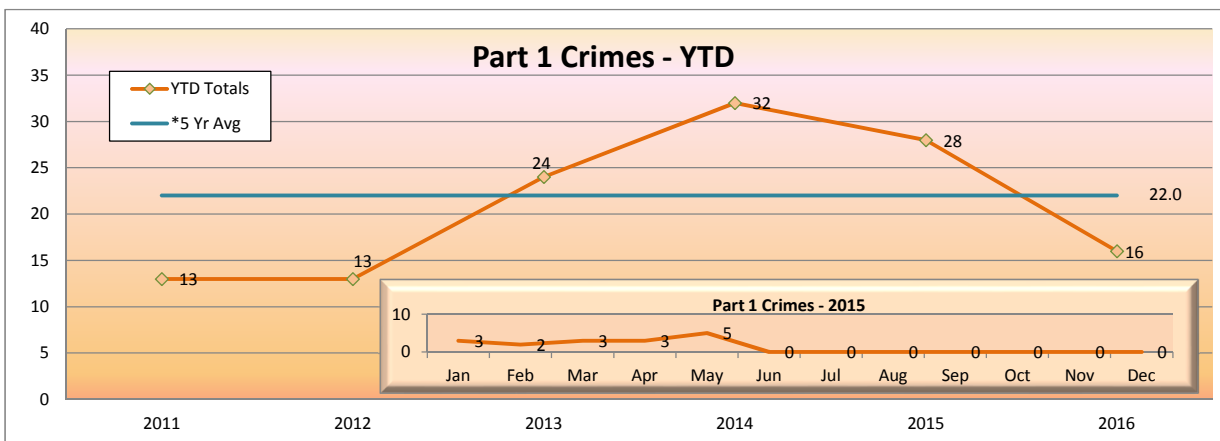
CALLS FOR SERVICE

TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	6	6.0	29	8.6
Priority	59	14.7	279	13.8
Routine	22	27.0	139	24.1
Total	87	17.2	447	16.7

FARE ENFORCEMENT

	May	YTD
Ridership	675,441	3,333,763
Contacts	73,511	358,207
% of Patrons Inspected	10.88	10.74
Boardings	19	38
Ride	0	0
Fare Warning	2	4

Part 1 Crimes - YTD



Orange Line Highlights

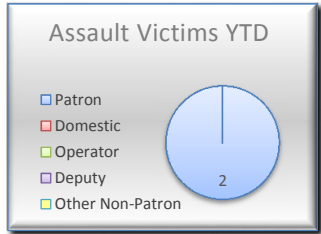
The Orange Line had 12 less part 1 crimes, which is a 43% decrease from the same period last year.

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

SILVER LINE

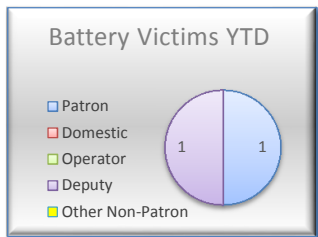
REPORTED CRIME

PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	0	2
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	0	7



Part 1 Crimes per Station

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



Selected Part 2 Crimes	May	YTD
Battery	0	2
Battery Bus Operator	0	0
Sex Offenses	1	2
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	1	5
TOTAL	1	12

ARRESTS

Type	May	YTD
Felony	0	3
Misdemeanor	1	8
TOTAL	1	11

CITATIONS

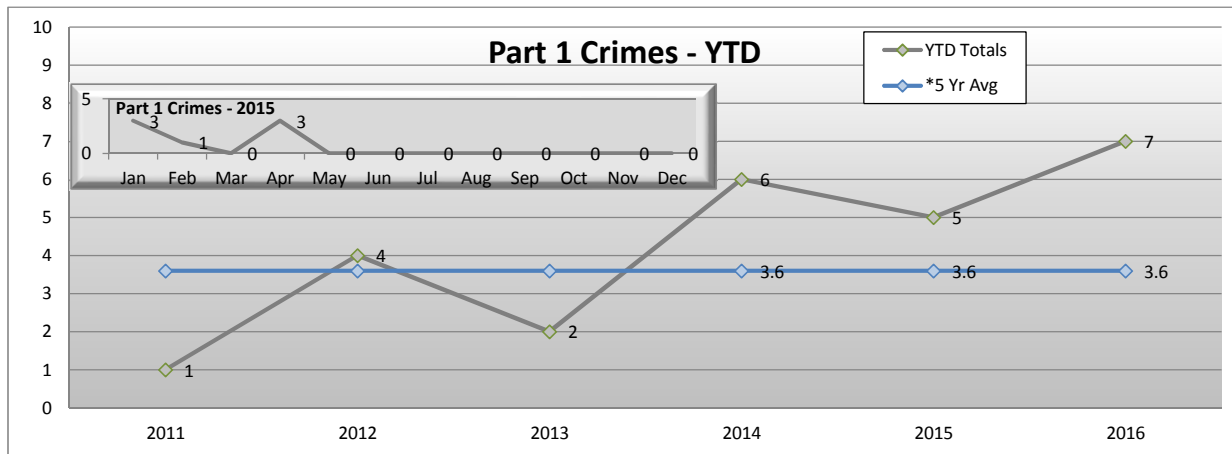
Type	May	YTD
Fare Evasion Citations	0	4
Other Citations	38	145
Vehicle Code Citations	49	165
TOTAL	87	314

CALLS FOR SERVICE

TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	2	3.5	6	5.3
Priority	9	12.7	61	10.8
Routine	4	24.8	49	21.4
Total	15	14.7	116	15.0

FARE ENFORCEMENT

	May	YTD
Ridership	393,877	1,972,359
Contacts	554	2,684
% of Patrons Inspected	0.14	0.14
Boardings	178	178
Ride	0	0
Fare Warning	5	7



Silver Line Highlights

The Silver Line had 2 more part 1 crimes, which is a 40% increase compared to the same period last year.

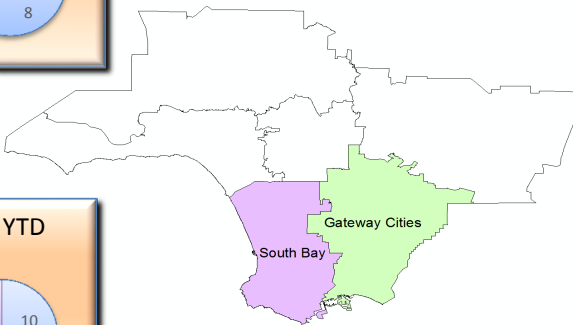
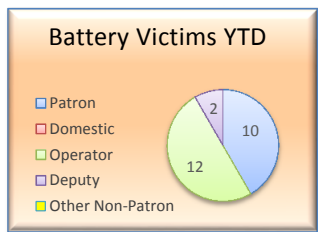
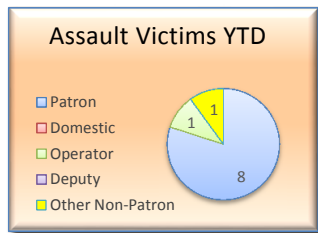
Part 1 crimes per 1,000,000 riders were up from the same period last year.

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

South Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	1	12
Agg Assault	1	9
Agg Assault on Op	1	1
Burglary	0	0
Grand Theft	1	12
Petty Theft	6	17
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	1	5
Arson	0	0
SUB-TOTAL	11	58
Selected Part 2 Crimes		
Battery	2	12
Battery Bus Operator	2	12
Sex Offenses	0	4
Weapons	1	6
Narcotics	1	6
Trespassing	0	1
Vandalism	4	20
SUB-TOTAL	10	61
TOTAL	21	119

Part 1 Crimes per Sector		
Sector	May	YTD
Gateway Cities	5	12
South Bay	6	46
Total	11	58



ARRESTS		
Type	May	YTD
Felony	6	50
Misdemeanor	33	156
TOTAL	39	206

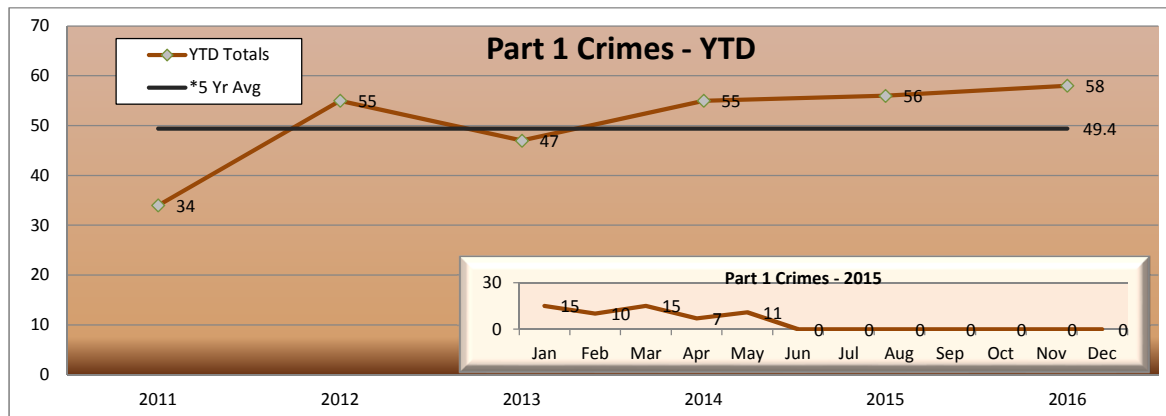
CITATIONS		
Type	May	YTD
Fare Evasion Citations	5	31
Other Citations	8	18
Vehicle Code Citations	8	53
TOTAL	21	102

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	16	8.0	75	8.7
Priority	177	17.2	852	16.1
Routine	91	43.9	416	32.2
Total	284	25.2	1,343	20.7

FARE ENFORCEMENT*

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

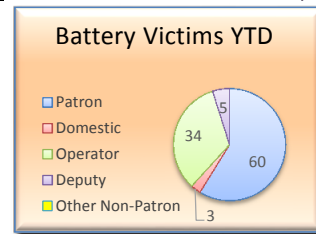
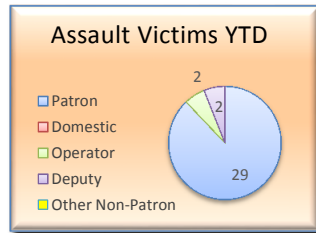
South Bus Highlights
The South bus Lines had 2 more part 1 crime, which is a 4% decrease from the same period last year.



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

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	0
Robbery	5	20
Agg Assault	5	31
Agg Assault on Op	0	2
Burglary	0	2
Grand Theft	5	43
Petty Theft	5	36
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	4
Arson	0	1
SUB-TOTAL	20	140
Selected Part 2 Crimes		
Battery	12	68
Battery Bus Operator	6	34
Sex Offenses	5	22
Weapons	1	7
Narcotics	4	16
Trespassing	0	1
Vandalism	10	45
SUB-TOTAL	38	193
TOTAL	58	333



Part 1 Crimes per Sector		
Sector	May	YTD
San Gabriel	0	6
Westside	2	9
San Fernando	1	16
Central	17	109
Total	20	140

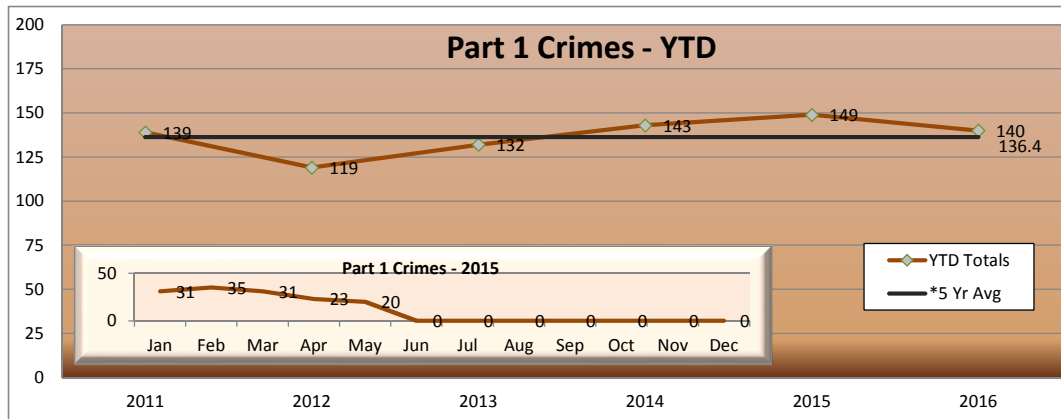


ARRESTS		
Type	May	YTD
Felony	12	69
Misdemeanor	66	298
TOTAL	78	367

CITATIONS		
Type	May	YTD
Fare Evasion Citations	42	217
Other Citations	32	108
Vehicle Code Citations	1,050	5,484
TOTAL	1,124	5,809

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	40	7.5	217	8.6
Priority	496	15.4	2,293	15.6
Routine	287	24.4	1,422	27.1
Total	823	18.2	3,932	19.4

FARE ENFORCEMENT		
	May	YTD
Ridership*	25,257,519	125,608,949
Contacts	1,170	9,363
% of Patrons Inspected	0.00	0.01
Boardings	4,911	20,355
Rides	1,090	8,206
Fare Warning	439	2,241

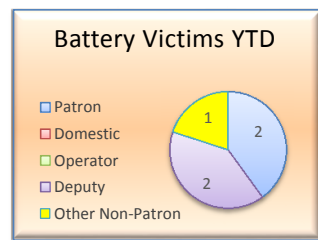
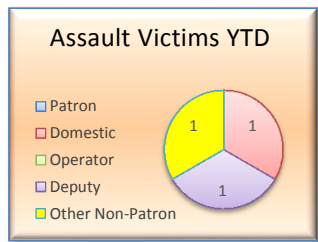


North Bus Highlights
The North Bus Lines had 9 less part 1 crimes, which is a 6% decrease from the same period last year.

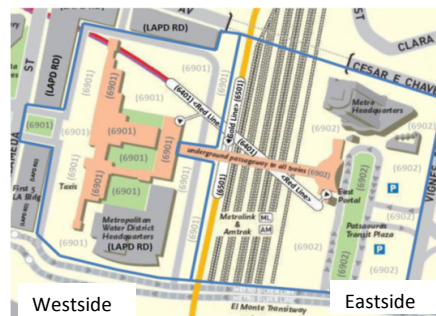
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	May	YTD
Homicide	0	0
Rape	0	1
Robbery	0	0
Agg Assault	2	3
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	0	0
Petty Theft	0	8
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	1	1
SUB-TOTAL	3	17
Selected Part 2 Crimes		
Battery	1	5
Battery Bus Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	2
SUB-TOTAL	1	8
TOTAL	4	25



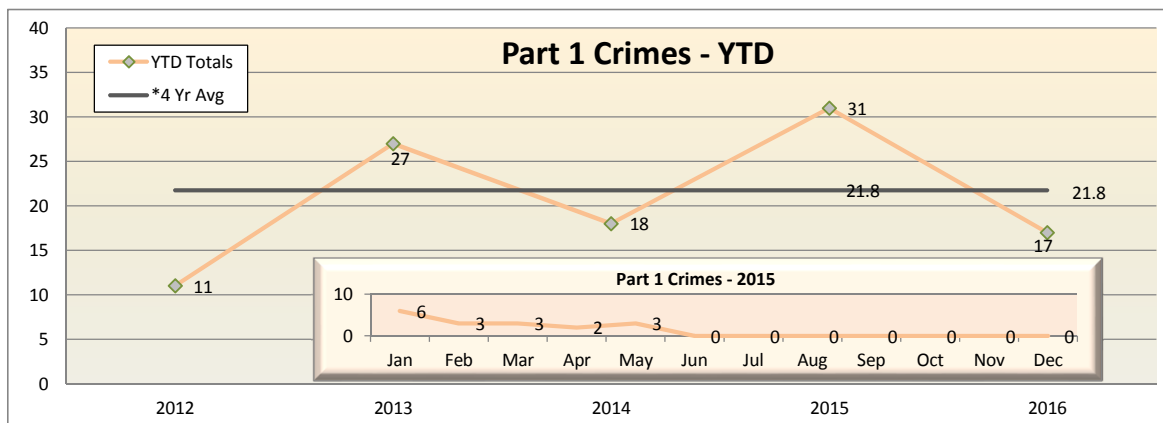
Part 1 Crimes at Union Station		
Side	May	YTD
Westside	3	14
Eastside	0	3
Total	3	17



ARRESTS		
Type	May	YTD
Felony	7	14
Misdemeanor	12	41
TOTAL	19	55

CITATIONS		
Type	May	YTD
Fare Evasion Citations	19	41
Other Citations	37	118
Vehicle Code Citations	3	52
TOTAL	59	211

CALLS FOR SERVICE				
TYPE	May		YTD	
	Total	Avg	Total	Avg
Emergency	0	#DIV/0!	8	2.1
Priority	36	7.5	134	16.9
Routine	18	16.4	109	14.4
Total	54	10.5	251	15.3



Union Station Highlights

Union Station had 14 less part 1 crimes, which is a 45% decrease from the same period last year.

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



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

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

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24								158
Westside/Central Motors	161	120	155	181	189								806
SGV Volunteer Company	16	21	24	16	16								93
Blue/Green Line Sector	16	16	16	12	32								92
TOTAL	205	197	256	230	261	0	0	0	0	0	0	0	1149

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

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

*N/C = Not Complete

www.lasdreserve.org

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



**MTA
MONTHLY REPORT
June 2016**

Prepared by the Crime Analysis Unit



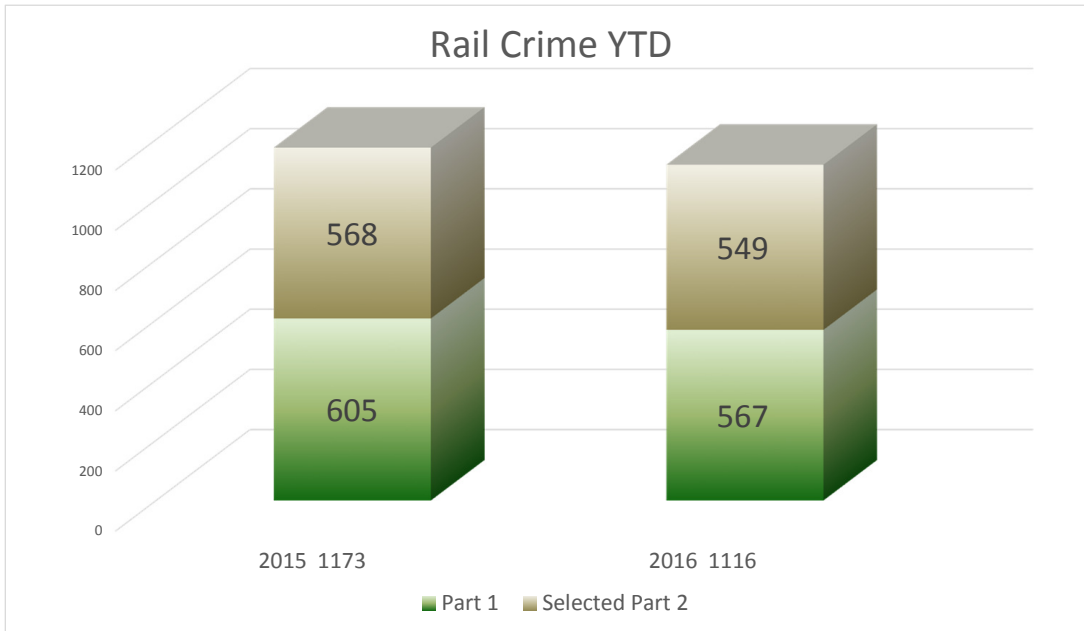
*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*

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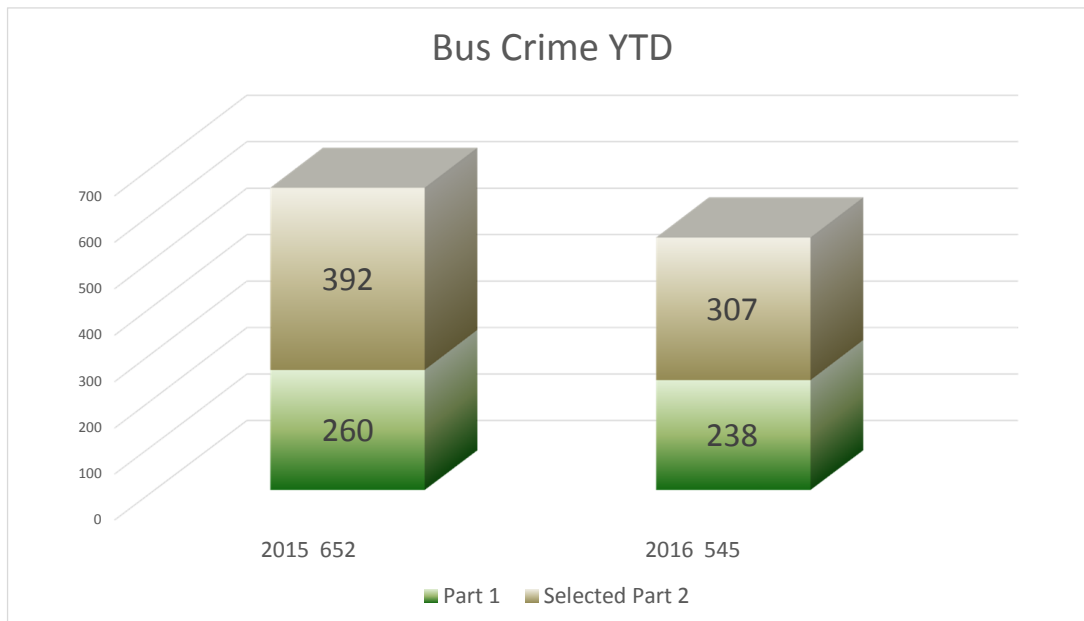
TRANSIT POLICING DIVISION - 2016



Rail Part 1 Crime
DOWN -6.3%
from last year

Rail Part 2 Crime
DOWN -3.3%
from last year

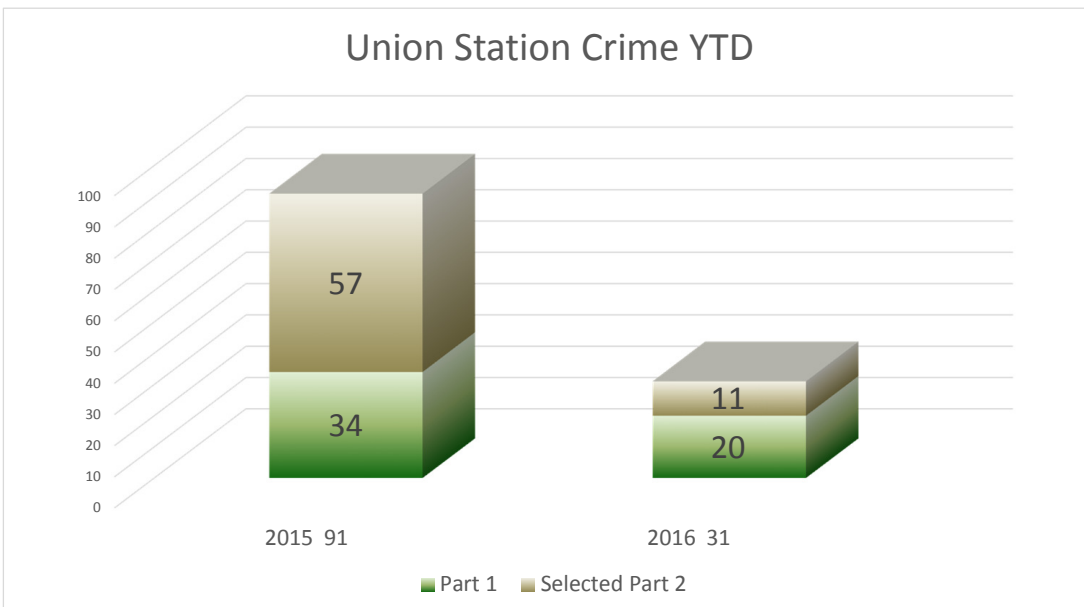
Total Rail Crime
DOWN -4.9%
from last year



Bus Part 1 Crime
Down -8.5%
from last year

Bus Part 2 Crime
DOWN -21.7%
from last year

Total Bus Crime
DOWN -16.4%
from last year



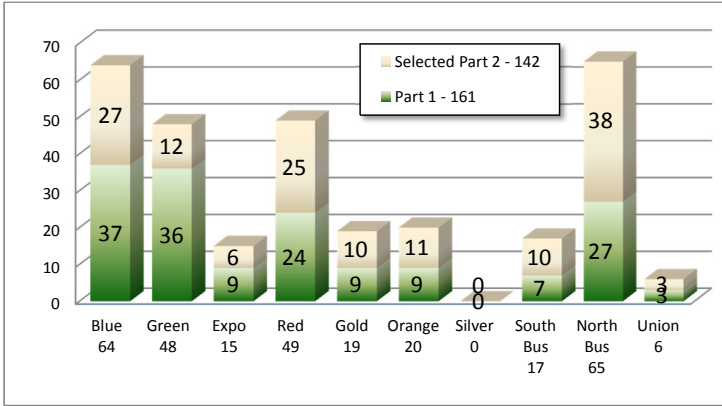
Union Station Part 1 Crime
DOWN -41.2%
from last year

Union Station Part 2 Crime
DOWN -80.7%
from last year

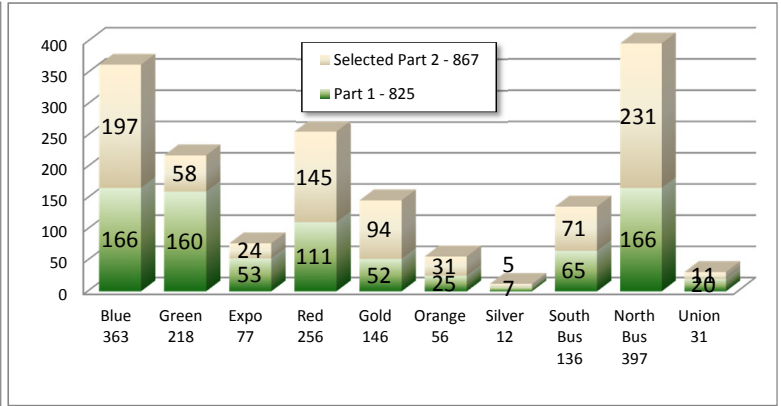
Total Union Station Crime
DOWN -65.9%
from last year

TRANSIT POLICING DIVISION - 2016

Jun Crimes - 303



YTD Crimes - 1692

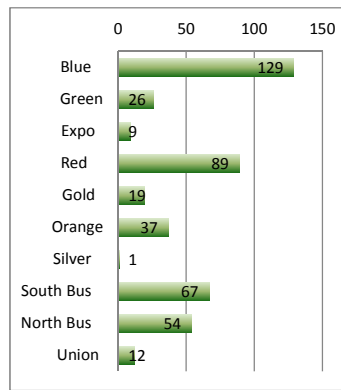


Part 1 Crimes per 1,000,000 Riders

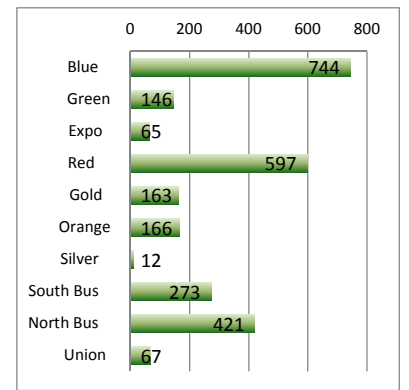
	2016 Jan - Jun	2015 Jan - Jun	2014 Jan - Jun	2013 Jan - Jun
Blue	13.3 ↓	13.5	13.3	14.3
Green	28.6 ↑	22.0	23.4	24.5
Expo	9.3 ↓	15.5	11.2	16.1
Red	4.9 ↓	5.3	4.3	4.8
Gold	6.4 ↓	10.4	5.7	7.0
Orange	6.3 ↓	8.2	9.0	6.5
Silver	3.0 ↑	2.3	2.9	1.1
Bus	1.5 ↓	1.6	1.5	1.3

Arrow indicates an increase or decrease from last year.

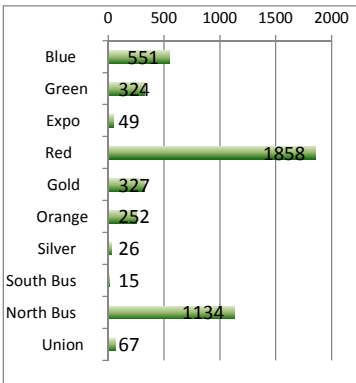
Jun Arrests - 443



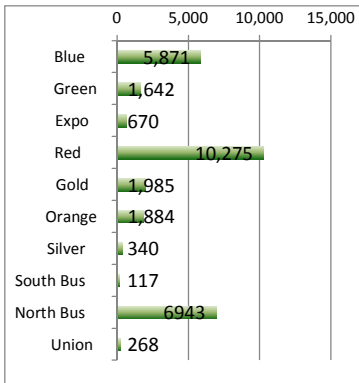
YTD Arrests - 2654



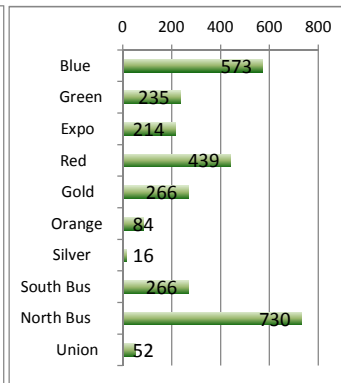
Jun Citations - 4603



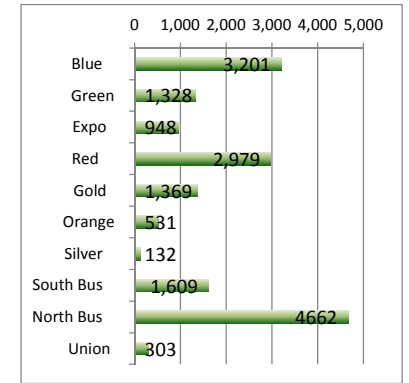
YTD Citations - 29995



Jun Calls For Service - 2875



YTD Calls For Service - 17062



SATURATION RATE

June	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,204,420	905,864	1,292,628	3,868,494	1,403,552	617,258	10,292,216
Contacts	118,554	142,477	59,892	250,041	141,154	63,728	775,846
%Passengers Inspected	5.38%	15.73%	4.63%	6.46%	10.06%	10.32%	7.54%
Boardings	0	0	0	0	0	1,902	1,902
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	1	1

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	12,480,081	5,597,578	5,680,035	22,589,024	8,067,010	3,951,021	58,364,749
YTD Contacts*	825,099	741,564	307,176	1,447,793	788,092	421,935	4,531,659
%Passengers Inspected	6.61%	13.25%	5.41%	6.41%	9.77%	10.68%	7.76%
Boardings	0	0	0	0	0	57	57
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	5	5

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 8% from Jan - May 2016 compared to Jan - Jun 2015.

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

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

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	13	0	0	0	0	0	0	50
Agg Assault	2	5	7	0	9	4	0	0	0	0	0	0	27
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	9	3	4	6	0	0	0	0	0	0	32
Petty Theft	3	4	8	6	3	8	0	0	0	0	0	0	32
GTA	1	0	4	3	1	2	0	0	0	0	0	0	11
BTFV	3	3	1	0	2	4	0	0	0	0	0	0	13
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	37	0	0	0	0	0	0	166

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	8	6	11	11	0	0	0	0	0	0	47
Agg Assault	6	1	2	2	3	0	0	0	0	0	0	0	14
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	5	0	0	0	0	0	0	27
Petty Theft	1	7	5	4	7	5	0	0	0	0	0	0	29
GTA	4	5	3	0	2	8	0	0	0	0	0	0	22
BTFV	2	2	2	5	1	7	0	0	0	0	0	0	19
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	36	0	0	0	0	0	0	160

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	3	0	0	0	0	0	0	20
Agg Assault	0	2	1	2	1	1	0	0	0	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	0	0	0	0	0	0	15
Petty Theft	2	0	0	0	2	5	0	0	0	0	0	0	9
GTA	0	0	1	0	0	0	0	0	0	0	0	0	1
BTFV	0	0	1	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	9	0	0	0	0	0	0	53

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	3	0	0	0	0	0	0	23
Agg Assault	4	8	2	3	4	7	0	0	0	0	0	0	28
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	2	3	3	5	4	2	0	0	0	0	0	0	19
Petty Theft	6	5	3	10	2	10	0	0	0	0	0	0	36
GTA	1	0	1	0	0	2	0	0	0	0	0	0	4
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	24	0	0	0	0	0	0	111

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	0	0	0	0	0	3
Agg Assault	2	0	0	0	0	1	0	0	0	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Theft	1	0	0	1	1	1	0	0	0	0	0	0	4
Petty Theft	1	0	4	3	2	4	0	0	0	0	0	0	14
GTA	0	0	1	1	2	0	0	0	0	0	0	0	4
BTFV	5	0	9	4	3	2	0	0	0	0	0	0	23
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1	14	10	8	9	0	0	0	0	0	0	52

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

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	1	0	0	0	0	0	0	3
Agg Assault	0	0	1	1	3	3	0	0	0	0	0	0	8
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	1	0	0	0	0	0	0	0	0	2
Petty Theft	1	2	1	0	1	4	0	0	0	0	0	0	9
GTA	0	0	1	1	0	1	0	0	0	0	0	0	3
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	9	0	0	0	0	0	0	25

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

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	3	0	0	0	0	0	0	15
Agg Assault	2	3	3	0	1	1	0	0	0	0	0	0	10
Agg Assault on Op	0	0	0	0	1	0	0	0	0	0	0	0	1
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	2	0	0	0	0	0	0	14
Petty Theft	5	0	4	2	6	0	0	0	0	0	0	0	17
GTA	2	0	0	0	0	0	0	0	0	0	0	0	2
BTFV	1	1	1	1	1	0	0	0	0	0	0	0	5
Arson	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	15	10	15	7	11	7	0	0	0	0	0	0	65

North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	2	0	0	0	0	0	0	2
Robbery	6	5	3	1	5	1	0	0	0	0	0	0	21
Agg Assault	6	7	5	8	5	9	0	0	0	0	0	0	40
Agg Assault on Op	0	1	1	0	0	1	0	0	0	0	0	0	3
Burglary	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Theft	14	9	6	9	5	7	0	0	0	0	0	0	50
Petty Theft	5	11	10	5	4	6	0	0	0	0	0	0	41
GTA	0	1	0	0	0	1	0	0	0	0	0	0	2
BTFV	0	1	3	0	0	0	0	0	0	0	0	0	4
Arson	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	31	35	31	23	19	27	0	0	0	0	0	0	166

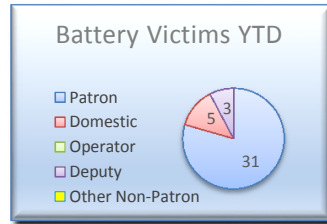
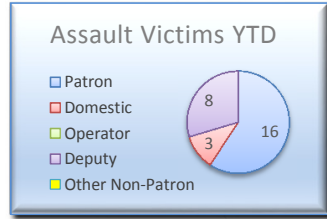
Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault	1	0	0	0	2	0	0	0	0	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	1	0	0	0	0	0	0	1
Petty Theft	3	1	2	2	0	2	0	0	0	0	0	0	10
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	3	0	0	0	0	0	0	20

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	2	1	0	0	0	2	0	0	0	0	0	0	5
Robbery	41	30	22	22	36	35	0	0	0	0	0	0	186
Agg Assault	24	26	21	17	28	26	0	0	0	0	0	0	142
Agg Assault on Op	0	1	1	0	1	1	0	0	0	0	0	0	4
Burglary	2	1	3	0	0	1	0	0	0	0	0	0	7
Grand Theft	39	24	26	31	21	24	0	0	0	0	0	0	165
Petty Theft	27	30	37	32	27	44	0	0	0	0	0	0	197
GTA	8	6	11	5	5	14	0	0	0	0	0	0	49
BTFV	11	7	17	10	7	13	0	0	0	0	0	0	65
Arson	1	0	1	0	1	1	0	0	0	0	0	0	4
Total	155	126	139	118	126	161	0	0	0	0	0	0	825

BLUE LINE

REPORTED CRIME

PART 1 CRIMES	Jun	YTD
Homicide	0	1
Rape	0	0
Robbery	13	50
Agg Assault	4	27
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	6	32
Petty Theft	8	32
Motor Vehicle Theft	2	11
Burg/Theft From Vehicle	4	13
Arson	0	0
SUB-TOTAL	37	166
Selected Part 2 Crimes		
Battery	8	39
Battery Rail Operator	0	0
Sex Offenses	1	9
Weapons	1	19
Narcotics	10	49
Trespassing	1	48
Vandalism	6	33
SUB-TOTAL	27	197
TOTAL	64	363



Part 1 Crimes per Station

Station	Jun	YTD
7th/Metro	1	10
Pico	0	5
Grand	0	3
San Pedro	0	2
Washington	1	1
Vernon	4	6
Slauson	2	9
Florence	4	9
Firestone	0	11
103rd St	2	8
Willowbrook	4	13
Compton	0	10
Artesia	5	13
Del Amo	0	19
Wardlow	3	8
Willow	5	10
PCH	3	12
Anaheim	0	6
5th St	1	2
1st St	0	0
Transit Mall	2	7
Pacific	0	2
Rail Yard	0	0
Total	37	166

ARRESTS

Type	Jun	YTD
Felony	27	184
Misdemeanor	102	560
TOTAL	129	744

CITATIONS

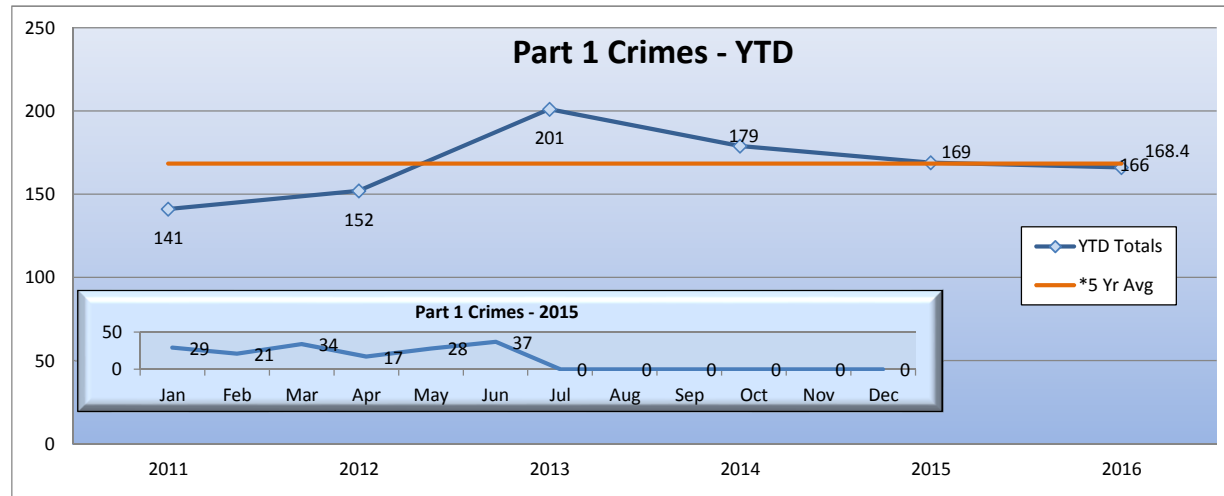
Type	Jun	YTD
Fare Evasion Citations	344	4,134
Other Citations	39	742
Vehicle Code Citations	168	995
TOTAL	551	5,871

CALLS FOR SERVICE

TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	40	5.1	246	6.6
Priority	319	12.7	1,733	13.0
Routine	214	21.4	1,222	22.0
Total	573	15.4	3,201	15.9

FARE ENFORCEMENT

	Jun	YTD
Ridership	2,204,420	12,480,081
Contacts	118,554	825,099
% of Patrons Inspected	5.38	6.61
Boardings	0	0
Ride	0	0
Fare Warning	0	0



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

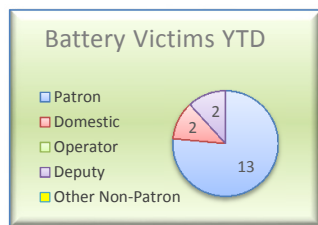
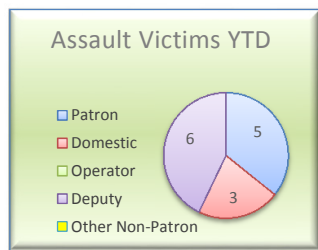
Blue Line Highlights

The Blue Line had 3 less part 1 crimes, which is a 2% decrease from the same period last year.

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

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	1
Robbery	11	47
Agg Assault	0	14
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	5	27
Petty Theft	5	29
Motor Vehicle Theft	8	22
Burg/Theft From Vehicle	7	19
Arson	0	1
SUB-TOTAL	36	160
Selected Part 2 Crimes		
Battery	2	17
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	1	2
Narcotics	5	15
Trespassing	0	2
Vandalism	4	21
SUB-TOTAL	12	58
TOTAL	48	218



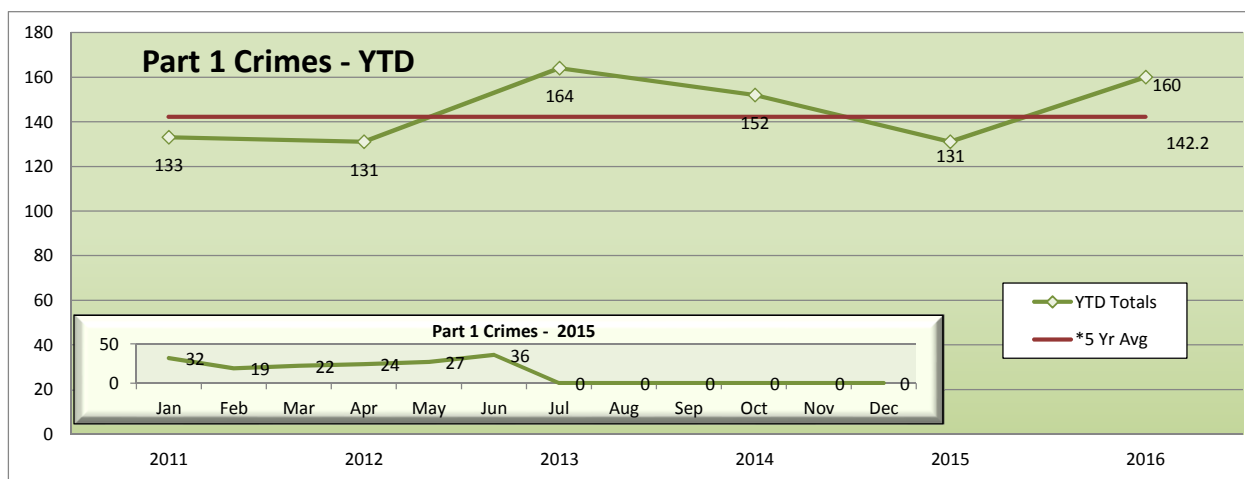
Part 1 Crimes per Station		
Station	Jun	YTD
Redondo Beach	1	2
Douglas	0	1
El Segundo	5	7
Mariposa	0	2
Aviation	4	9
Hawthorne	2	10
Crenshaw	1	8
Vermont	2	20
Harbor	8	27
Avalon	3	14
Willowbrook	6	13
Long Beach	1	30
Lakewood	0	7
Norwalk	3	10
Total	36	160

ARRESTS		
Type	Jun	YTD
Felony	5	41
Misdemeanor	21	105
TOTAL	26	146

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	68	744
Other Citations	31	139
Vehicle Code Citations	225	759
TOTAL	324	1,642

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	17	9.8	87	6.5
Priority	106	12.5	554	11.9
Routine	112	21.1	687	19.8
Total	235	16.4	1328	15.7

FARE ENFORCEMENT		
	Jun	YTD
Ridership	905,864	5,597,578
Contacts	142,477	741,564
% of Patrons Inspected	15.73	13.25
Boardings	0	0
Ride	0	0
Fare Warning	0	0



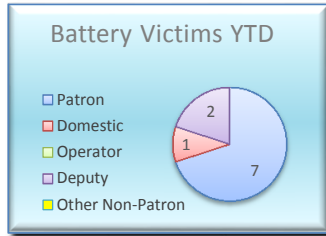
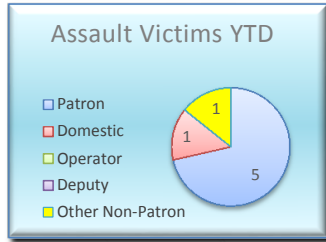
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Green Line Highlights
The Green Line had 29 more part 1 crimes, which is a 22% increase from the same period last year.
Part 1 crimes per 1,000,000 riders were up from the same period last year.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	0
Robbery	3	20
Agg Assault	1	7
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	15
Petty Theft	5	9
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	1
Arson	0	0
SUB-TOTAL	9	53
Selected Part 2 Crimes		
Battery	3	10
Battery Rail Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	1	5
Trespassing	0	2
Vandalism	1	5
SUB-TOTAL	6	24
TOTAL	15	77



Part 1 Crimes per Station

Station	Jun	YTD
7th/Metro	0	1
Pico	0	1
23rd St	2	4
Jefferson/USC	0	4
Expo/USC	0	0
Expo/Vermont	1	4
Expo/Western	1	4
Expo/Crenshaw	0	3
Farmdale	1	12
La Brea	0	4
La Cienega	0	1
Culver City	3	13
Palms	0	0
Expo/Westwood	0	0
Expo/Sepulveda	1	1
Expo/Bundy	0	0
26th St /Bergamot	0	0
17th St/SMC	0	0
D/T Santa Monica	0	1
Total	9	53

ARRESTS

Type	Jun	YTD
Felony	1	15
Misdemeanor	8	50
TOTAL	9	65

CITATIONS

Type	Jun	YTD
Fare Evasion Citations	7	262
Other Citations	2	39
Vehicle Code Citations	40	369
TOTAL	49	670

CALLS FOR SERVICE

TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	8	3.8	58	5.5
Priority	124	17.3	516	18.1
Routine	82	20.4	374	21.4
Total	214	18.0	948	16.4

FARE ENFORCEMENT

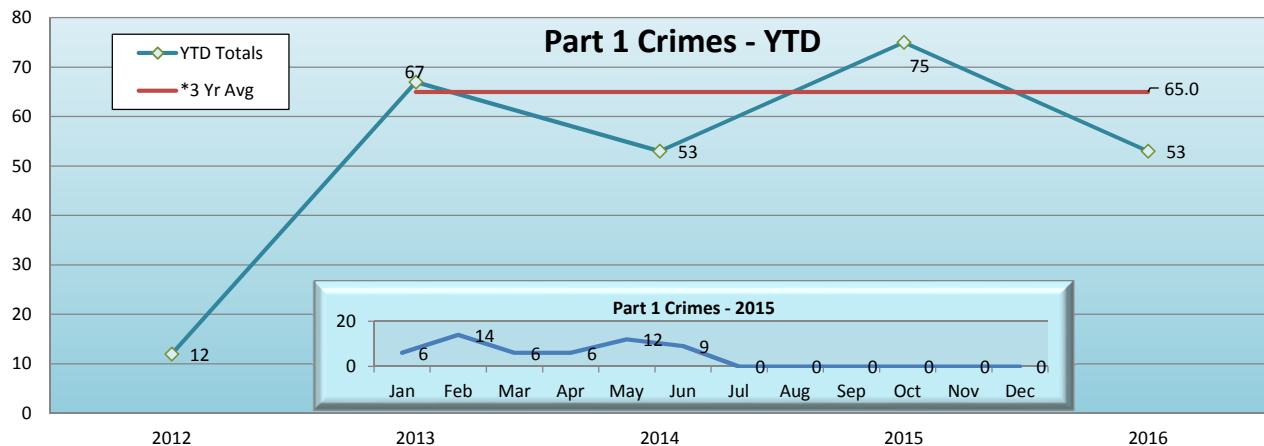
	Jun	YTD
Ridership	1,292,628	5,680,035
Contacts	59,892	307,176
% of Patrons Inspected	4.63	5.41
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 22 less part 1 crime, which is a 29% decrease from the same period last year.

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

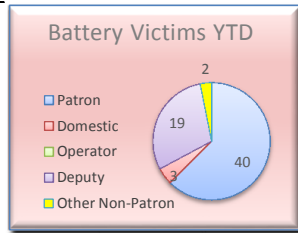
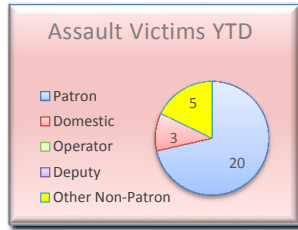
Part 1 Crimes - YTD



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

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	1
Robbery	3	23
Agg Assault	7	28
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	2	19
Petty Theft	10	36
Motor Vehicle Theft	2	4
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	24	111
Selected Part 2 Crimes		
Battery	12	64
Battery Rail Operator	0	0
Sex Offenses	2	9
Weapons	0	3
Narcotics	6	38
Trespassing	3	17
Vandalism	2	14
SUB-TOTAL	25	145
TOTAL	49	256



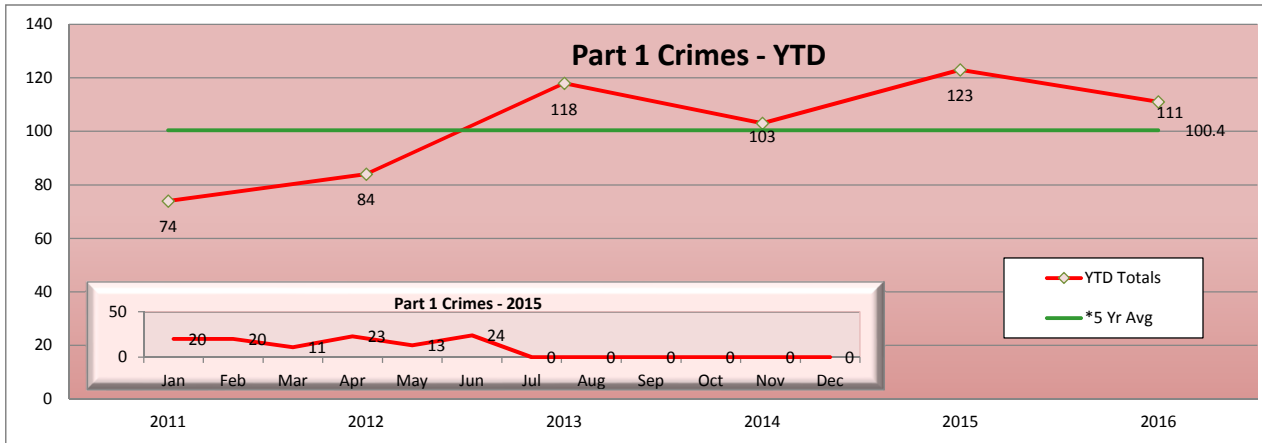
Part 1 Crimes per Station		
Station	Jun	YTD
Union Station	2	11
Civic Center	0	4
Pershing Square	3	7
7th/Metro	0	5
Westlake	5	14
Wilshire/Vermont	2	8
Wilshire/Normandie	0	0
Vermont/Beverly	1	2
Wilshire/Western	2	8
Vermont/Santa Monica	0	4
Vermont/Sunset	0	4
Hollywood/Western	1	4
Hollywood/Vine	0	5
Hollywood/Highland	0	8
Universal	3	5
North Hollywood	4	21
Red Line Rail Yard	1	1
Total	24	111

ARRESTS		
Type	Jun	YTD
Felony	17	131
Misdemeanor	72	466
TOTAL	89	597

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	1,541	8,324
Other Citations	111	809
Vehicle Code Citations	206	1,142
TOTAL	1,858	10,275

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	21	6.4	173	5.6
Priority	259	15.9	1619	14.7
Routine	159	26.1	1187	23.4
Total	439	19.2	2979	17.6

FARE ENFORCEMENT		
	Jun	YTD
Ridership	3,868,494	22,589,024
Contacts	250,041	1,447,793
% of Patrons Inspected	6.46	6.41
Boardings	0	0
Ride	0	0
Fare Warning	0	0



RED Line Highlights
The Red Line had 12 less part 1 crimes which is a 10% decrease from the same period last year.

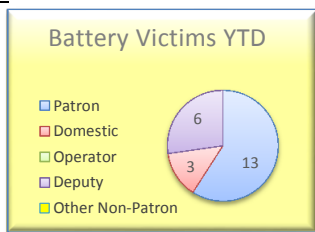
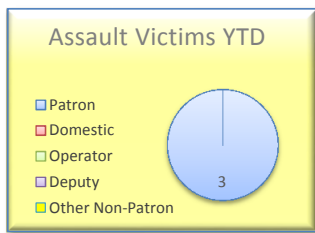
Part 1 crimes per 1,000,000 riders were up from the same period last year.

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

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Agg Assault	1	3
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	1	4
Petty Theft	4	14
Motor Vehicle Theft	0	4
Burg/Theft From Vehicle	2	23
Arson	0	0
SUB-TOTAL	9	52
Selected Part 2 Crimes		
Battery	4	22
Battery Rail Operator	0	0
Sex Offenses	0	3
Weapons	0	1
Narcotics	0	8
Trespassing	4	35
Vandalism	2	25
SUB-TOTAL	10	94
TOTAL	19	146



Part 1 Crimes per Station

Station	Jun	YTD
APU/Citrus College	0	2
Azusa Downtown	1	1
Irwindale	0	1
Duarte	1	1
Monrovia	1	2
Arcadia	1	2
Sierra Madre	0	3
Allen	0	4
Lake	1	1
Memorial Park	0	1
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	1
Highland Park	1	1
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	2	15
Chinatown	0	1
Union Station	0	0
Little Tokyo	0	0
Pico	0	0
Mariachi	0	0
Soto	0	1
Indiana	1	4
Maravilla	0	0
East La	0	0
Atlantic	0	9
Total	9	52

ARRESTS

Type	Jun	YTD
Felony	4	20
Misdemeanor	15	143
TOTAL	19	163

CITATIONS

Type	Jun	YTD
Fare Evasion Citations	161	1,169
Other Citations	22	132
Vehicle Code Citations	144	684
TOTAL	327	1,985

CALLS FOR SERVICE

TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	21	6.5	84	7.0
Priority	137	17.1	728	14.6
Routine	108	23.0	557	24.2
Total	266	18.6	1369	18.1

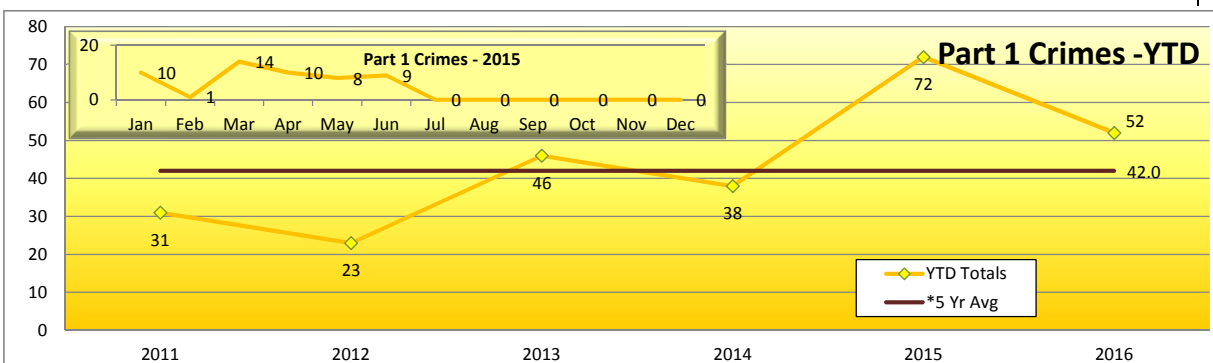
FARE ENFORCEMENT

	Jun	YTD
Ridership	1,403,552	8,067,010
Contacts	141,154	788,092
% of Patrons Inspected	10.06	9.77
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Gold Line Highlights

The Gold Line had 20 less part 1 crimes, which is a 28% decrease of from the same period last year.

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

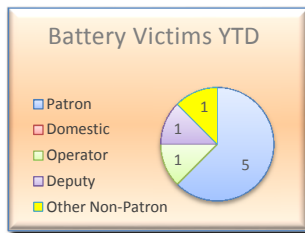
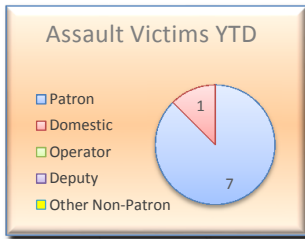


*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	0
Robbery	1	3
Agg Assault	3	8
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	2
Petty Theft	4	9
Motor Vehicle Theft	1	3
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	9	25
Selected Part 2 Crimes		
Battery	1	8
Battery Bus Operator	0	0
Sex Offenses	2	4
Weapons	0	1
Narcotics	6	10
Trespassing	0	0
Vandalism	2	8
SUB-TOTAL	11	31
TOTAL	20	56



Part 1 Crimes per Station

Station	Jun	YTD
North Hollywood	1	4
Laurel Canyon	1	1
Valley College	0	0
Woodman	0	2
Van Nuys	0	3
Sepulveda	1	2
Woodley	0	0
Balboa	0	1
Reseda	0	1
Tampa	1	1
Pierce College	1	2
De Soto	0	0
Canoga	1	3
Warner Center	0	0
Sherman Way	3	3
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	2
Total	9	25

ARRESTS

Type	Jun	YTD
Felony	3	22
Misdemeanor	34	144
TOTAL	37	166

CITATIONS

Type	Jun	YTD
Fare Evasion Citations	174	1,312
Other Citations	19	67
Vehicle Code Citations	59	505
TOTAL	252	1,884

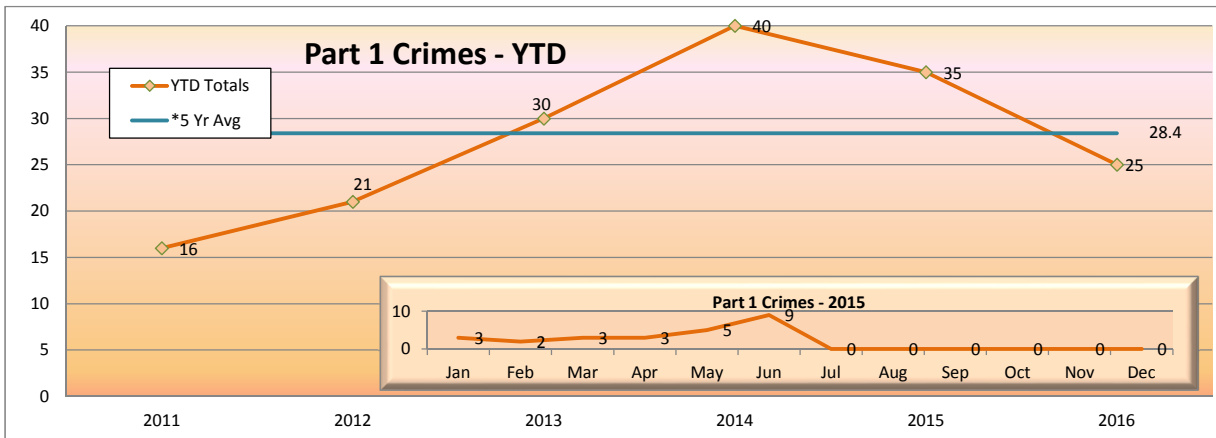
CALLS FOR SERVICE

TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	7	10.6	36	9.0
Priority	44	15.0	323	14.0
Routine	33	71.5	172	33.2
Total	84	36.9	531	19.9

FARE ENFORCEMENT

	Jun	YTD
Ridership	617,258	3,951,021
Contacts	63,728	421,935
% of Patrons Inspected	10.32	10.68
Boardings	1,902	57
Ride	0	0
Fare Warning	1	5

Part 1 Crimes - YTD



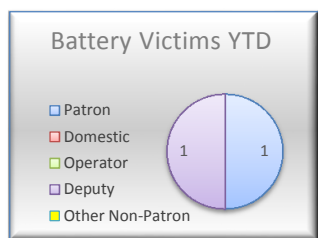
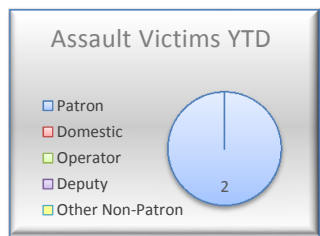
Orange Line Highlights

The Orange Line had 10 less part 1 crimes, which is a 29% decrease from the same period last year.

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

SILVER LINE

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



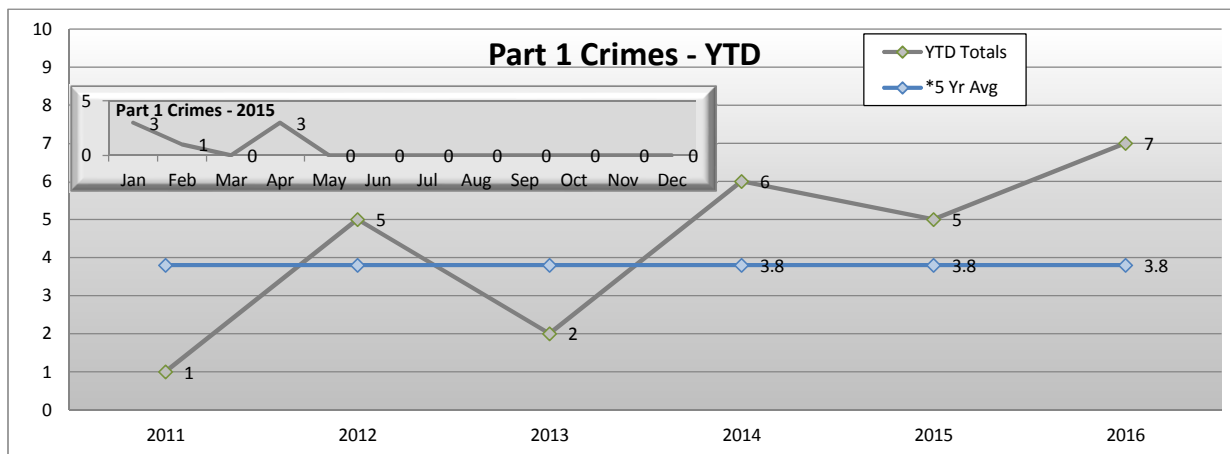
Part 1 Crimes per Station		
Station	Jun	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	2
Manchester	0	0
Harbor Fwy	0	3
Rosecrans	0	0
Harbor/Gateway	0	0
Total	0	7

ARRESTS		
Type	Jun	YTD
Felony	0	3
Misdemeanor	1	9
TOTAL	1	12

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	0	4
Other Citations	26	171
Vehicle Code Citations	0	165
TOTAL	26	340

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	1	2.0	7	4.9
Priority	5	20.2	66	11.5
Routine	10	27.1	59	22.4
Total	16	23.4	132	16.0

FARE ENFORCEMENT		
	Jun	YTD
Ridership	384,260	2,356,619
Contacts	5,626	8,310
% of Patrons Inspected	1.46	0.35
Boardings	179	357
Ride	0	0
Fare Warning	15	22



Silver Line Highlights

The Silver Line had 2 more part 1 crimes, which is a 40% increase compared to the same period last year.

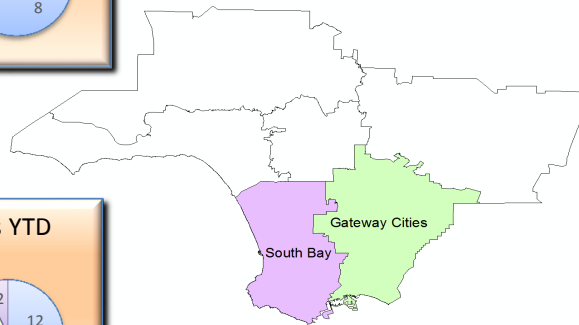
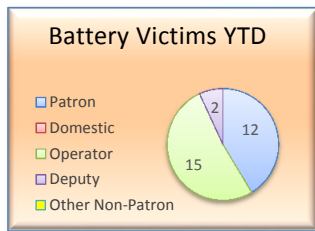
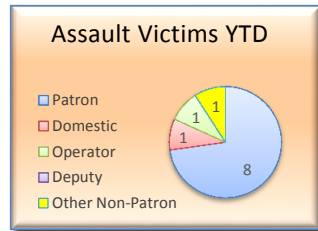
Part 1 crimes per 1,000,000 riders were up from the same period last year.

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

South Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	0
Robbery	3	15
Agg Assault	1	10
Agg Assault on Op	0	1
Burglary	0	0
Grand Theft	2	14
Petty Theft	0	17
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	5
Arson	1	1
SUB-TOTAL	7	65
Selected Part 2 Crimes		
Battery	2	14
Battery Bus Operator	3	15
Sex Offenses	1	5
Weapons	1	7
Narcotics	1	7
Trespassing	0	1
Vandalism	2	22
SUB-TOTAL	10	71
TOTAL	17	136

Part 1 Crimes per Sector		
Sector	Jun	YTD
Gateway Cities	1	13
South Bay	6	52
Total	7	65



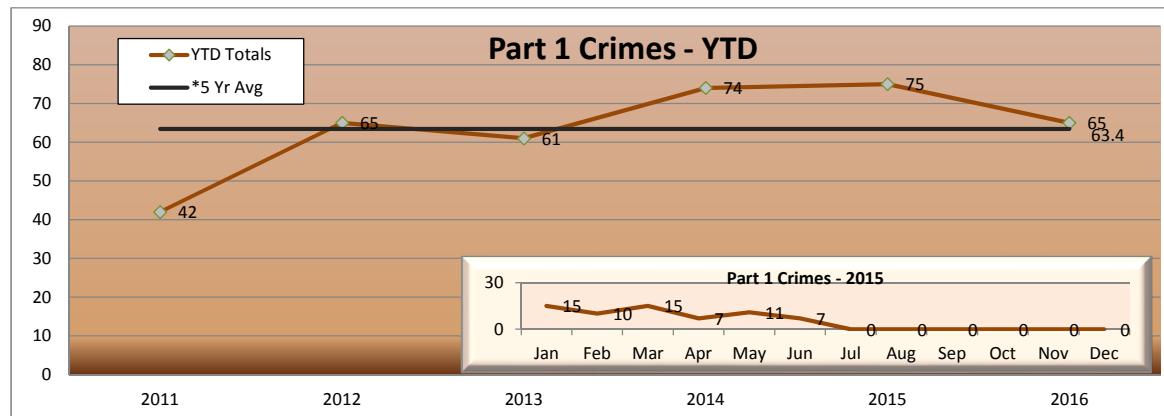
ARRESTS		
Type	Jun	YTD
Felony	6	56
Misdemeanor	61	217
TOTAL	67	273

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	8	39
Other Citations	4	22
Vehicle Code Citations	3	56
TOTAL	15	117

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	20	7.8	95	8.5
Priority	158	17.5	1,010	16.4
Routine	88	31.4	504	32.0
Total	266	21.4	1,609	20.8

FARE ENFORCEMENT*

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

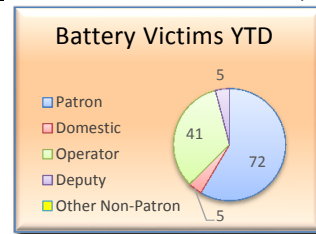
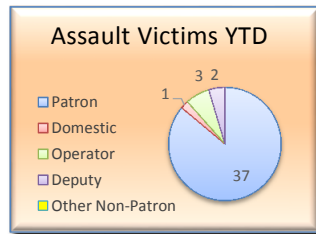


South Bus Highlights
The South bus Lines had 10 less part 1 crime, which is a 13% decrease from the same period last year.

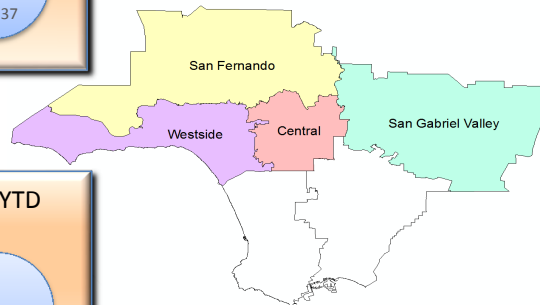
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	2	2
Robbery	1	21
Agg Assault	9	40
Agg Assault on Op	1	3
Burglary	0	2
Grand Theft	7	50
Petty Theft	6	41
Motor Vehicle Theft	1	2
Burg/Theft From Vehicle	0	4
Arson	0	1
SUB-TOTAL	27	166
Selected Part 2 Crimes		
Battery	14	82
Battery Bus Operator	7	41
Sex Offenses	4	26
Weapons	1	8
Narcotics	0	16
Trespassing	0	1
Vandalism	12	57
SUB-TOTAL	38	231
TOTAL	65	397



Part 1 Crimes per Sector		
Sector	Jun	YTD
San Gabriel	3	9
Westside	2	11
San Fernando	0	15
Central	22	131
Total	27	166

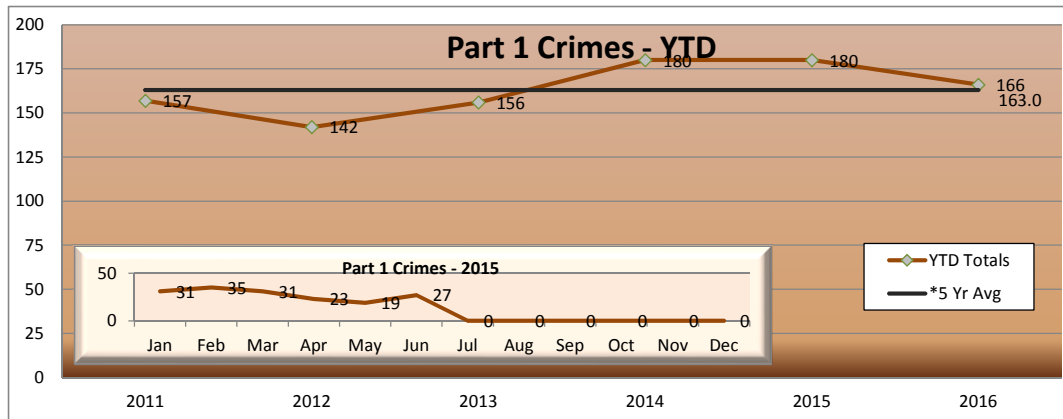


ARRESTS		
Type	Jun	YTD
Felony	11	80
Misdemeanor	43	341
TOTAL	54	421

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	1	218
Other Citations	0	108
Vehicle Code Citations	1,133	6,617
TOTAL	1,134	6,943

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	36	8.3	253	8.6
Priority	445	19.7	2,738	16.3
Routine	249	28.8	1,671	27.4
Total	730	22.2	4,662	19.8

FARE ENFORCEMENT		
	Jun	YTD
Ridership*	24,201,714	149,810,663
Contacts	934	10,297
% of Patrons Inspected	0.00	0.01
Boardings	3,825	24,180
Rides	834	9,040
Fare Warning	403	2,644

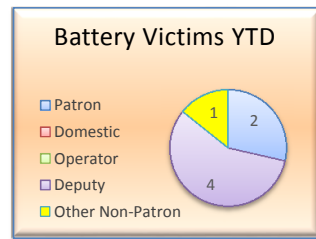
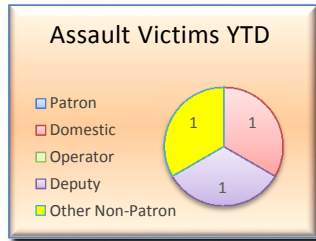


North Bus Highlights
The North Bus Lines had 14 less part 1 crimes, which is a 8% decrease from the same period last year.

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

Union Station

REPORTED CRIME		
PART 1 CRIMES	Jun	YTD
Homicide	0	0
Rape	0	1
Robbery	0	0
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	1	1
Petty Theft	2	10
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	1
SUB-TOTAL	3	20
Selected Part 2 Crimes		
Battery	2	7
Battery Bus Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	3
SUB-TOTAL	3	11
TOTAL	6	31



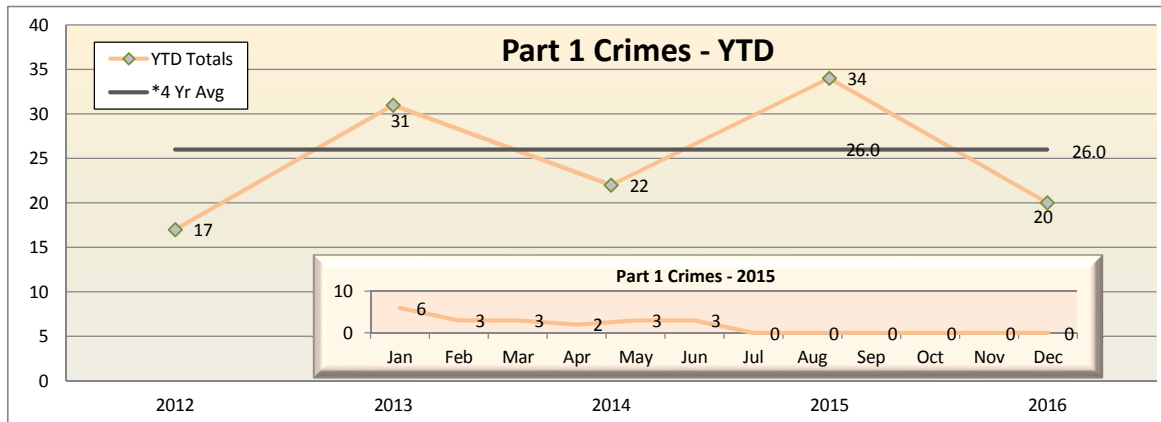
Part 1 Crimes at Union Station		
Side	Jun	YTD
Westside	3	17
Eastside	0	3
Total	3	20



ARRESTS		
Type	Jun	YTD
Felony	3	17
Misdemeanor	9	50
TOTAL	12	67

CITATIONS		
Type	Jun	YTD
Fare Evasion Citations	0	41
Other Citations	26	144
Vehicle Code Citations	41	93
TOTAL	67	278

CALLS FOR SERVICE				
TYPE	Jun		YTD	
	Total	Avg	Total	Avg
Emergency	2	4.5	10	2.6
Priority	32	14.4	166	16.4
Routine	18	23.6	127	15.7
Total	52	17.2	303	15.7



Union Station Highlights

Union Station had 14 less part 1 crimes, which is a 41% decrease from the same period last year.

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



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

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

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24	22							180
Westside/Central Motors	161	120	155	181	189	155							961
SGV Volunteer Company	16	21	24	16	16	24							117
Blue/Green Line Sector	16	16	16	12	32	32							124
TOTAL	205	197	256	230	261	233	0	0	0	0	0	0	1382

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

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

*N/C = Not Complete

www.lasdreserve.org

Bus Operator Assault Matrix

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

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

ATTACHMENT C

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

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

ATTACHMENT C

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

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



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TRANSIT POLICING DIVISION
COMMUNITY POLICING PLAN

TRANSIT POLICING DIVISION

EXECUTIVE SUMMARY

I'm pleased to afford the Metro Community, the Los Angeles County Sheriff's Department's Transit Policing Division 2016/2017 Transit Community Policing Plan. While this (now fiscal year designated) annual plan re-enforces prior plan tenets, it also broadens and deepens areas of evolving Metro and LASD Community Policing interest and need.

This Plan provides structure as to how TPD will carry out its Metro Specific Transit Community Policing efforts. It is also intended as a flexible framework that will morph, based upon Metro's System Safety and Security requirements.

The 2016/2017 Plan:

- *Better identifies Transit Specific goals and strategies to best meet Metro's System Safety and Security suite of needs*
- *More comprehensively identifies existing and expanding community partnerships*
- *Identifies deployment strategies, policing methodologies in problem solving and technology intention to best address transit crime, "quality of life" and Metro community specific concerns*
- *Affords Quality Assurance and Quality Control mechanisms, in recognition such aspects of the operation translate to how well TPD can engage in Community Policing efforts System wide*
- *Expands upon TPD's focused efforts in Counterterrorism and Emergency Preparedness*
- *Speaks to efforts in Acquiring, Training, Developing, Retaining and Promoting Law Enforcement Community Policing Artisans, to best achieve Metro's stated goal of a "Crime Free System"*
- *Reveals a newly formed "One Team" approach and leadership methodology, which promotes inter-agency collaboration, synergy and joint interest goal attainment*

The 2016/2017 Plan relies upon time tested Problem Oriented Policing principles, yet is contemporary, customized and Metrocentric in its strategy. As such, the 2016/2017 Plan serves as an effective roadmap in TPD's Transit Policing efforts and a fortified foundational pillar in Metro proving the safest public transportation system in the Nation and worldwide.



Ronene M. Thomas
Chief of Metro Transit Police



TRANSIT POLICING DIVISION

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☞ TRANSIT POLICING DIVISION'S ☞

METRO SPECIFIC MISSION

Promote a safe and secure transit environment

Provide premier customer service and support

Foster partnerships with the transit community we serve

Afford excellence in transit crime prevention, response, criminal investigations and quality of life concerns

Enhance public trust through accountability, authenticity, and ethical community policing principles

Render world class counterterrorism and emergency response services

Apply the law and Metro's Code of Conduct fairly, with constitutional authority and respect for the dignity of all those we encounter



TRANSIT POLICING DIVISION PLAN INTRODUCTION



In 2014, TPD identified key components for a successful Community Policing Plan and set into motion a series of goals, including the creation of a Division, committed solely to Metro's Transit System. In 2015, TPD's yet fully formed Central Operations Bureau continued to take shape. In 2016, the Metro Transit Community Policing Plan folds in all four, now fully funded and formed, Division Bureaus. These include: Transit Bureau North, Transit Bureau South, Central Operations Bureau and Metrolink Bureau. Personnel, Budget and other aspects of Division autonomy, now favorably and increasingly continue to influence how TPD performs its work for Metro, inclusive of local Community Policing efforts.

Notwithstanding this Division interweave, Metrolink Bureau holds its own separate/distinct contractual relationship with and for the Southern California Regional Rail Authority (S.C.R.R.A. or Metrolink). As such, Metrolink Bureau is referenced within this document for purposes of joint Community Policing responsibility (such as with Union Station), TPD resource readiness for Metro and stakeholder interest only.

At the core of the Division's design are approximately 700 transit trained and dedicated personnel of both Sworn and Professional Staff capacity, who are invested and often tenured with Metro and in Transit. Within this, lies a 100% Metro dedicated supervision, management and executive leadership team ("Key Personnel") which are similarly now fully funded and staffed and oversee all operational aspects of TPD's work for Metro. This cadre includes Metro's own dedicated Chief of Transit Policing, LASD Chief Ro Thomas (formerly Chief Ro Anda).

Chief Thomas serves as the lead liaison and "buck stops here" point of contact for Metro executive management. Her position also ensures one Community Policing methodology and philosophy is employed and adhered to by all the Division's subordinate personnel.

TRANSIT POLICING DIVISION PLAN INTRODUCTION

The Plan incorporates an updated Mission statement, that serves as both guide and expectation setting for all Transit Policing Division personnel.

The Plan expands upon previously stated “Key Mission Areas,” via a series of “Goals and Strategies,” in order to best achieve Mission objectives.

The Plan affords a contemporary view of Transit Policing Division’s hierarchy and provides a framework upon which Quality Assurance and Quality Control measures will prove attained.

The Plan keys upon diversity in professional partnerships requisite to fulfill Metro’s mammoth security and customer services requirements.

The Plan centers on transit specific Community Policing methodology and explores with greater depth, *Quality of Life*, *Crime Prevention* and *Crime Response* solutions intentioned for optimal effectiveness; as well as providing information on tactical/technology tied solutions in use and/or intended.

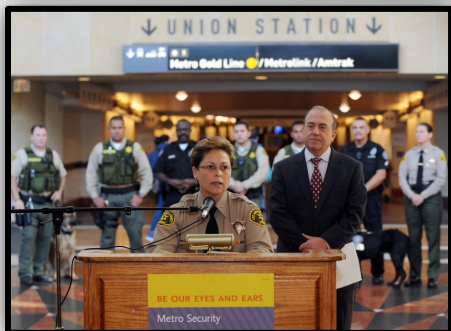
The Plan affords specific methods for reduction of response times to calls for service.

The Plan details a “One Team” partnership approach.

The Plan unpacks the ideological importance of and TPD’s commitment to invested and trained law enforcement artisans in Transit Community Policing and accentuates TPD’s commitment to hiring, retention, training and leadership development.

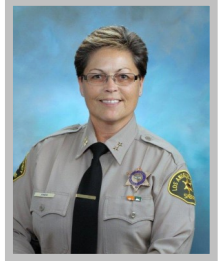
The Plan refreshes efforts in Transit Counterterrorism and Emergency Preparedness

The Plan is consistent with LASD’s recently afforded response to Metro’s *Request for Proposal for Transit Law Enforcement Services*, is forward looking and designed as Metro need adaptive.



TRANSIT POLICING EXECUTIVE STAFF

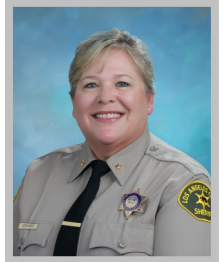
Ronene M. Thomas
Chief
Chief of Transit Policing



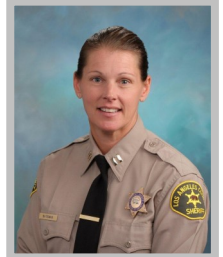
Michael R. Claus
Commander
Transit Bureau North
Central Operations Bureau
Metrolink Bureau



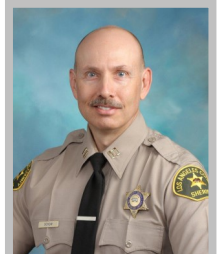
Judy A. Gerhardt
Commander
Transit Bureau South
Budget/Personnel



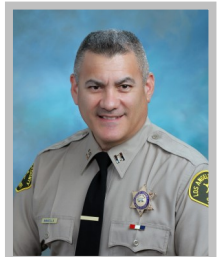
Jennifer L. Bateman
Captain
Transit Bureau North



Karl R. Schow
Captain
Transit Bureau South

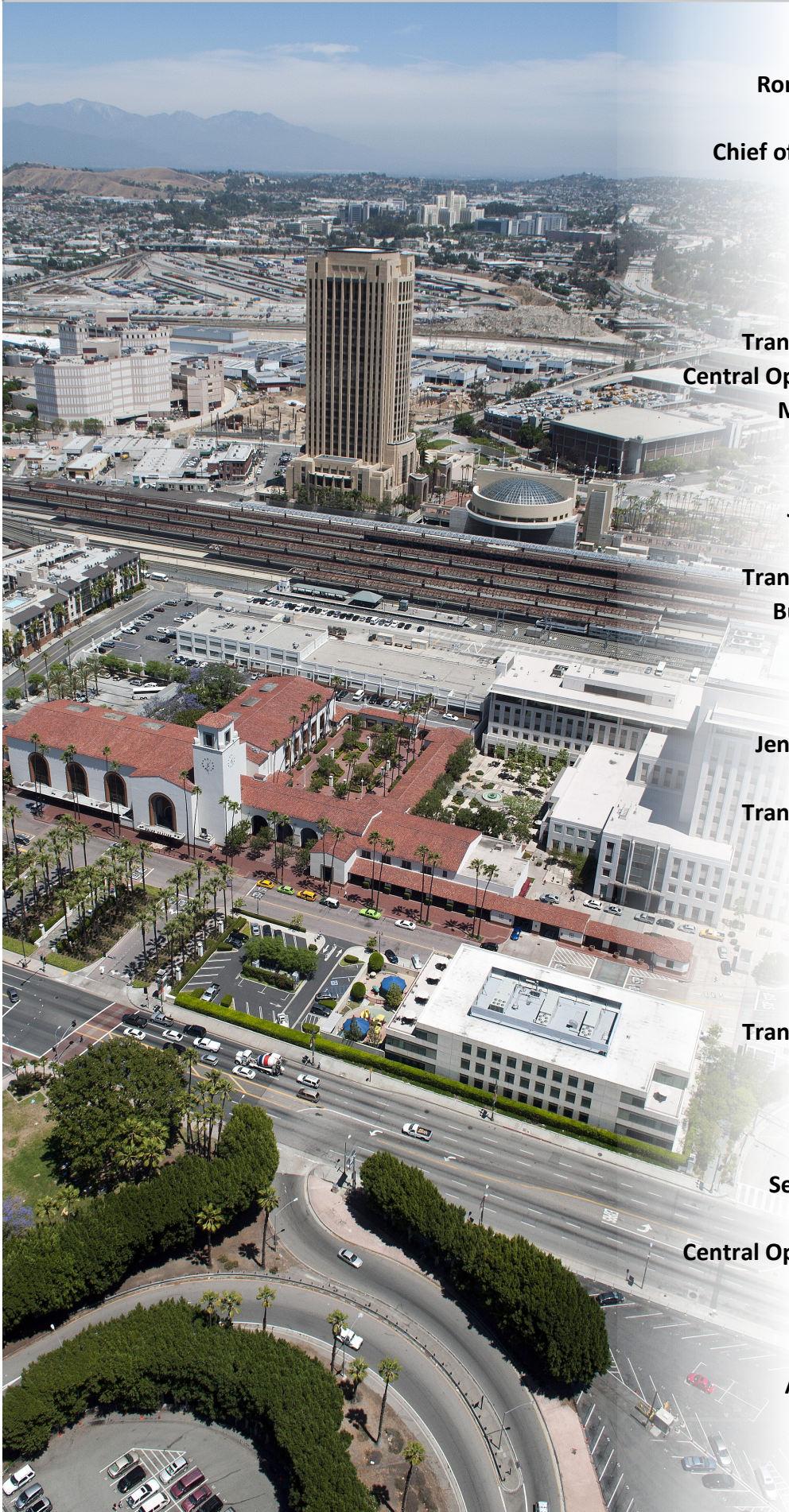


Sergio A. Mancilla
Captain
Central Operations Bureau



Andrew H. Rosso
Captain
Metrolink

Photo not available



TRANSIT POLICING DIVISION

EXECUTIVE STAFF ROLES

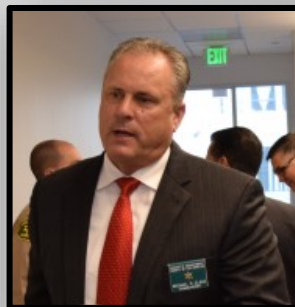


Chief Ronene Thomas functions as the *Commanding Officer* for LASD's contract with Metro and as Metro's Chief of Transit Police. She has direction and oversight responsibility for the entirety of Transit Policing Division and LASD's contract services for Metro. She oversees all operational and contract compliance elements of the Division's four Bureaus (Transit Bureau North, Transit Bureau South, Central Operations Bureau and Metrolink Bureau).

Chief Thomas is directly supported by two Commanders, with 70+ years of combined experience in law enforcement. These two executives are responsible for identifying, developing and carrying out goals and strategies consistent with the Chief's vision and direction; making recommendations, keeping her apprised in relevant aspects of the operation and in specific tasks tied to their primary and collateral duties. In this, each Commander has overarching command responsibilities for main branches of the Division's operation. In this manner, requisite executive tier managerial oversight is assured within each of the Division's Bureaus and their sub-sets.

Commander Judy Gerhardt is responsible for Transit Bureau South, in addition to Personnel and Budget portions of the Command. Commander Michael Claus is responsible Transit Bureau North, Central Operations Bureau, and Metrolink Bureau. Both Commanders serve as conduit between the Division Chief and Bureau Captains. Both Commanders manage an assortment of collateral duties and special projects, either directed by the Chief and the Department, or which are self-initiated.

The four Captains are Unit Commanders of their respective Bureaus. Each Captain oversees day-to-day operations within their Bureau and are ultimately responsible for the actions and productivity of their respective personnel, as well as coordinative efforts with peer Captains to ensure the Division's overarching Mission is achieved. Each Bureau Captain reports to the Division Commanders and Division Chief. The Bureau Captains are: Jennifer Bateman-Transit Bureau North, Karl Schow-Transit Bureau South, Sergio Mancilla-Central Operations Bureau and Captain Andrew Rosso-Metrolink Bureau.



TRANSIT POLICING DIVISION

GOALS AND STRATEGIES

TPD's goals and objectives are bonded to Metro's priorities, by necessity and design. At the core of LASD's Community Policing methodology, is excellence in law enforcement service and support. Where service offerings are designed to ensure persons using the Metro System feel safe (and are) and that their riding experience proves pleasant. In that ridership experience can translate (in Fare Box Revenue and Metro's reputation overall), TPD's expanded transit policing goals (formerly termed *Key Mission Areas*) include, but are not limited to:

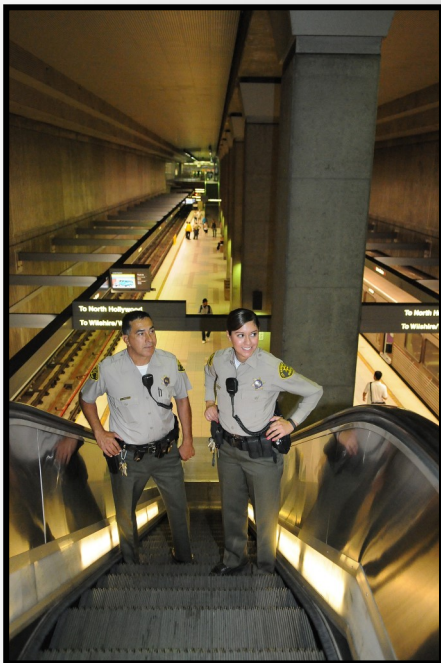
- ◆ Reduction of crime
- ◆ Reduction in response times
- ◆ Reduced vulnerability to terrorism
- ◆ Maximization of local law enforcement agency response where appropriate
- ◆ Increased perception of safety for the riding public, Operators and others using the System
- ◆ Increased visibility
- ◆ Enhanced public perception of Metro and Metro's reputation overall (via a safe/secure System)
- ◆ Leveraging existing and emerging technology to aid in LASD's mission and goals for Metro
- ◆ Ensuring excellence in customer service for Metro and those it serves
- ◆ Leveraging electronic information to form interactive "real time" deployment strategies
- ◆ Formation of a "One Team" training and collaboration philosophy that actively seeks out stakeholders and leverages joint interest (whether Metro Security, Contract Security, Amtrak, Transportation Security Administration, Local Law Enforcement, Union Station Stakeholders such as Morlin Management, the Los Angeles Homeless Services Authority, or others)
- ◆ Fostering an effective partnership with Metro Security that promotes gains in Fare Compliance, Visibility, Revenue, Safety, Deployment, Relationship and Training
- ◆ Optimizing electronic reporting, tracking and accountability mechanisms for Metro, Metro reports and Intelligence Led Policing
- ◆ Ensuring law enforcement services are carried out with expediency
- ◆ Ensuring professionalism from all assigned personnel, in their service to Metro



TRANSIT POLICING DIVISION

GOALS AND STRATEGIES

- ◆ Ensuring effective strategies and solutions are jointly developed in Quality of Life, Homeless Issues, Illegal Vending, Vandalism, Fare Evasion *and* Operator Assaults
- ◆ Ensuring professional partnerships of collaboration, trust and respect are fostered
- ◆ Enhancing Grade Crossing Enforcement and collision prevention at higher risk locations; and as requested by Metro
- ◆ Enhancing collaboration between Metro Executives, Metro Media and LASD, for System tied events
- ◆ Enhancing field deployment through the employ of a Geographic Deployment model that promotes the concept of *Proximity Prioritization Policing*
- ◆ Enhancing already well established Special Teams and Line assets including the Threat Interdiction Unit, Canine Explosives Detection Team, Transit Mental Evaluation Team (TMET), Bus Riding Team, Metro Detective Bureau, Crime Analysis Unit, Crime Impact Teams and Transit Policing patrol assets comprised of Deputies, Security Assistants, Team Leaders, Area Sergeants, Service Area Lieutenants and Administrative Support Staff.



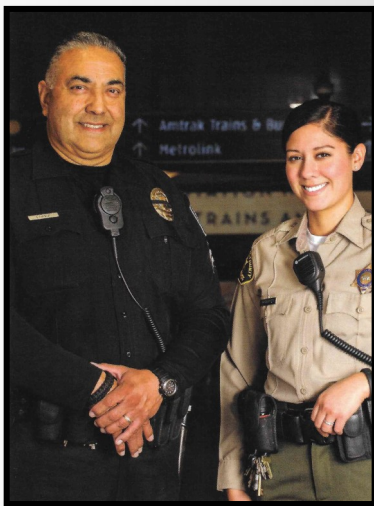
TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnership with Metro in the Formation of *Transit Policing Division*

TPD management envisioned and then, in concert with Metro, orchestrated the creation of an entire Transit Policing Division. With Metro dedicated personnel, fully formed and funded Bureaus and a multi-tier transit veteran managerial team all now resident, TPD's 2016/2017 Plan holds greater foundation, focus and capacity.

In the year ahead, aspects of such Division autonomy (in facets of the operation such as Budget, Personnel, Deployment, Technology, Managerial Oversight and Accountability) will favorably and increasingly influence how TPD performs its work for Metro; inclusive of Community Policing efforts and where the Division's Bureaus oft times engage in married transit enforcement operations.

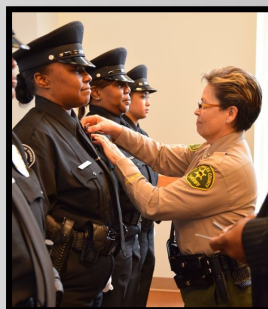
Partnerships with Metro Personnel



LASD recognizes Transit Community Policing as a lynchpin of System safety and success for both Metro and LASD. Moreover, that this "community" includes Metro itself. Accordingly, while effective LASD/Metro partnerships already exist, TPD will focus on this critically important aspect of Community Policing in 2016/2017.

The 2016/2017 Plan specifically formalizes the enactment of a "One Team" Community Policing partnership approach. Wherein Team Leaders, Detectives, Bus Riding Team Deputies, Service Area Lieutenants, Executives, Professional Staff and Line Personnel each serve as "grass roots" agents in a transformative and Transit Specific Community Policing approach.

Whether talking with (actually: collaborating, information sharing, intelligence gathering, team building, etc.) Rail/Bus Division Managers, Assistant Managers, Operators, BOC/ROC Managers, Community Relations, Metro Janitors, Metro Security, General Services, Metro Executives, or the great many other Metro staff, TPD will better combat crime, quality of life, and other security challenges, by strengthening stakeholder relationships. Relationships where parties know one another by name, care, share mutual concerns and are, in a word, invested.



TRANSIT POLICING DIVISION

COMMUNITY POLICING PARTNERSHIPS

Partnerships with Public Agencies and Private Organizations

TPD will continue to form and strengthen partnerships with law enforcement peers and social service providers throughout the County and Country. TPD executives, management (Service Area Lieutenants), supervision (Sergeants), Team Leaders, Special Teams and Line personnel will all continue to regularly coordinate and meet with local law enforcement agencies such as Long Beach, Santa Monica and the Los Angeles Police Department, as well as attending agency briefings and stakeholder community meetings.

TPD will continue to work in concert with Metro linked entities, such as Morlin Property Management, Contract Security and the great number of contractors and vendors Metro holds professional involvement with. TPD will continue to participate in Joint Management Council (JMC) meetings concerning Union Station activities, will join with Metro in local community collaboration (such as with the Homeless Task Force), will attend *Cops and Ops* and *Rap Sessions* at Metro Divisions, will engage in *Community Advisory Committee* meeting support, will invest in partnerships with local school and community based organizations with transit ties and will enhance ongoing partnerships with Local, Federal and State law enforcement and transit agencies including:

- ◆ Los Angeles Homeless Services Authority
- ◆ Federal Emergency Management Agency
- ◆ Drug Enforcement Administration
- ◆ United States Customs and Border Protection
- ◆ National Railroad Passenger Corporation (AMTRAK)
- ◆ United States Federal Air Marshal Service
- ◆ United States Department of Energy
- ◆ Defense Advanced Research Projects Agency
- ◆ Advanced Physics Lab, Domestic Nuclear Detection Office
- ◆ Transportation Security Administration
- ◆ British and Irish International Law Enforcement/Counterterrorism Collaborations
- ◆ Railroad Police/BNSF
- ◆ Development of Memorandums of Understanding with local law enforcement agencies
- ◆ Morlin Management and Union Station Stakeholder Meetings
- ◆ IACP—International Association of Chiefs of Police
- ◆ PAG (Peer Advisory Group)
- ◆ APTA—American Public Transportation Association
- ◆ Ireland International Peer Network
- ◆ Metro Security collaborations (LASD afforded training and High Visibility joint operations)
- ◆ Contract Security Collaborations (such as with the shared radio effort at Union Station)
- ◆ Transportation Security Operations Center (TSOC)

TPD's Transit Mental Evaluation Team— A Quintessential Public Agency Partnership

The Transit Mental Evaluation Team (or TMET, formerly known as the Crisis Response Unit) is a collaborative of the Sheriff's Department, the Department of Mental Health and Metro support. The Team is comprised of pairings of specially trained patrol deputies and Department of Mental Health clinicians. Their mission, in congruity with TPD's ongoing Transit Community Policing Plan, sets out to assist transit (geographically) associated persons in need of social, or other services, while concurrently working to guard against quality of life detriment and vulnerability crimes on the System.

TRANSIT POLICING DIVISION

COMMUNITY POLICING PARTNERSHIPS

In 2015, the Transit Mental Evaluation Team engaged in:

- ◆ 5,441 contacts
- ◆ 8,222 locations checked
- ◆ Over 5,200 bus and rail related contacts
- ◆ Nearly 300 transportations for services
- ◆ 451 “5150” Welfare and Institutions Code (WIC) instances



In addition, these personnel regularly afforded classes to both TPD, Metro and private community groups on topics such as suicide prevention, mental health awareness and successful intervention techniques. In 2016/2017, TPD intends to expand outreach in this important arena and through outlets such as the Metro hosted Homeless Task Force, deployment and outreach practices will prove further refined.

Invested Partners in Transit Law Enforcement

TPD Staff are 100% dedicated to the Metro contract (whether the Chief of Transit Policing, Executives, Managers, Supervisors, Deputies or Professional Staff). As such and by design, employees prove inherently invested in the Operation and Metro and effectively serve as extended Metro family.

With a significant number of TPD personnel having been assigned to the Metro contract from its very origins and/or having served in a variety of key Metro assignments over years, TPD’s personnel prove unique and willfully serve Metro with experience, interest and an often shared sense of transit needs.

The 2016/2017 Transit Community Policing Plan embraces the importance of this reality and sets out to grow the “*invested partner*” aspect of TPD’s Operation for Metro; in recognition this serves as a core Community Policing pillar. In this, TPD intends to:

- ◆ More deeply root its Field Training Program with Metro, by having trainees conduct the vast majority of their training actually *in* Transit, versus being outsourced to other Patrol Stations (where less invested personnel are sent to TPD as backfill, during the trainee absence).
- ◆ Build transit experience and tenure of its patrol cadre and mentor/groom them for attaining more specialized assignments within the Transit realm.
- ◆ Form an effective patrol based talent pool from which management can identify “bright lights” to augment areas of particular importance within the Operation, such as with *Special Teams*.
- ◆ Employ creative recruitment and retention strategies to ensure the best and the brightest come to and remain in transit and that such assignment ultimately proves coveted, for a variety of objectively compelling reasons.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

- ◆ Invoke an LASD culture transformation that causes employees (both outside of the Division and within TPD patrol ranks) to become incentivized as to where they should work and in how they can best attain unique, rewarding and potentially specialized Transit assignments.
- ◆ “Home grow” its Transit executive leadership team (Key Personnel), in recognition those who are highly Transit experienced, keenly understand Metro’s mission, appreciate its complexity and regard its culture and particularized policing needs, will prove most managerially effective, for both LASD and Metro.

In broader terms, the 2016/2017 Transit Community Policing Plan sets out a basic framework for favorable Metro partnership through employee acquisition, training, retention, growth, leadership development and succession planning for the entirety of the Division. Within this, the Plan intends a purposeful mechanism to ensure transit skilled, invested and impassioned law enforcement officers and professional support staff will prove resident, to best meet Metro’s growing System Security and law enforcement needs.

Partners in Technology



Transit Watch-Ongoing Use and Enhancements

TPD continues to grow partnerships which not only leverage elements of personal relationship build, but incorporate technology enhancement and adaptive deployment methodology to best fulfill Metro’s needs. TPD’s collaboration with Metro in the use of the Transit Watch “App” (application) has proved one such technology tied community partnership tool and illustration. Using the App, the riding public can report virtually anything to TPD and Metro (whether graffiti, suspicious behavior, crimes in progress, or a host of quality of life concerns). The App allows users the ability to report discretely and without fear of confrontation. It also allows them to telephone TPD’s Dispatch Center direct, if they so desire. In 2016/2017, TPD will continue to partner with Metro in enhancing this already highly effective community partnership and reporting tool, such as with enabled in tunnel Wi-Fi.

Law Enforcement Service Requests and the Potential for Automation

In 2016/2017 TPD intends to work with Metro on technology betterment, such as with the potential automation of Law Enforcement Service Requests (LESR’s); which could better ensure accountability, response, tracking and disposition (for Divisions and Metro/LASD Management). Such automation would serve as an additional means of safety betterment and law enforcement provider responsiveness. Whether through the use of Metro’s MPV, or an independent software/hardware solution posed by LASD, automating and effectively streamlining this historical area of Metro concern, is but one illustration in the creative and collaborative exploration TPD intends during the upcoming Policing Plan term.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Armorway

- ◆ TPD intends to expand out use of Armorway software to enhance its Intelligence Led Policing deployment strategies and problem solving. Originally developed at the University of Southern California and now privately held, Armorway takes “predictive policing” steps further, by using “game theory” (much like a chess match played by grand masters, wherein it thinks out moves ahead of its opponent). The software is currently being utilized by TPD’s Threat Interdiction Unit and is similarly in use by Federal Air Marshalls, U.S. Coast Guard and other law enforcement agencies. It utilizes different data feeds to adjust deployment algorithms, including: manpower pool, priority assets, crime data trends, social media, fare media, human deviation and other sources. This, to arrive at a deployment maximization that travels beyond traditional “predictive policing” measures.

Airbox MOSAIC

- ◆ Already in use with TPD’s Threat Interdiction Unit, TPD intends to continue exploration in viability of MOSAIC, a powerful tactical tool for field deputies, special teams and management; which affords better coordination, response and visual resource management. MOSAIC, a smart device enabled software tool, holds a deafening number of features which complement its global positioning capacity, and are intended for tactical response and event management. Whether viewing deputies and resources real time, seeing Metro buses and trains alongside, map drawing, geo-fence alerts, map overlays, in App texting and picture taking with annotation and notes, real time streaming, timelines and checklists for major events, or the host of features not mentioned here, in a word, Mosaic brings ‘Order’ to the disorder that field events often hold.

LexRay

- ◆ This software solution for System CCTV live time viewing and play back, is already well established and in use by Metro and LASD on Desktops, Tablets, Smartphones and MPV’s. Exploring how enhancements can be integrated, remains an ongoing area of interest and partnership between Metro, LASD and LexRay. As such enhancements (like on board bus viewing) come to fruition, Metro and LASD will jointly utilize new tools for System safety advantage. LASD is also presently both exploring and employing broader application of this solution for Department wide use(s), and in such expansion, Metro will gain ancillary benefit.



TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Xerox

- ◆ The 2016/2017 Plan visions working with Metro and companies like Xerox in potential use of mobile in field applications, such as one that would replace the current VOIT paper system. In this way, deputy activities will more effectively and easily be chronicled and tracked. Whether revealing time spent riding lines, on which bus or train, location data, citations issued, fares checked, or field deputy notes, such an App would enhance accountability, better statistical tracking and aid deputies in “field” tied activities for Metro.

Through the use of software development and partnerships with the likes of MOSAIC, Armorway, LexRay and Xerox, TPD’s 2016/2017 Plan intends “Next Gen” advancements in partnership with Metro, which translate to safety, visibility and less crime realized System wide.

LA-RICS

- ◆ As TPD forward plans with Metro for 2016/2017 Community Policing and beyond, Systems like LA-RICS will likely prove a reliable and independent radio and broadband communications system/network of value. The Los Angeles Regional Interoperable Communications System (LA-RICS) will enhance and ensure reliable emergency responder and emergency management communications in the greater Los Angeles Region and correspondingly, Nationwide. This will prove accomplished through two independent, but compatible projects: a land mobile radio communications system and a long term evolution broadband communications system for first and second responders. In that during large scale events, private broadband networks can and historically do overload, LA-RICS will ensure first responder communications, despite other systems being taxed, or wholly unavailable for use.



TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnerships that Major in the Minor (Transit Juvenile Diversion Program)

In 2011, the Sheriff's Department entered into an Agreement with the Los Angeles Unified School District (LAUSD) and Metro, in order to provide options for minors in addressing violations of Metro's Code of Conduct committed while on the System. The Diversion program leverages the school disciplinary process and emphasizes correcting disorderly behavior, versus invoking citations and financial penalties (which can cast hardship for the youth and parent alike). The program provides for an effective alternative and intervention at the school level, versus involvement of the juvenile court, via citation issuance. While not intended as a one size fits all solution, where appropriate, the Transit Juvenile Diversion Program offers a vehicle for corrective youth ridership compliance with Metro rules, while concurrently affording an effective stakeholder solution for low grade infractions. In 2016/2017, TPD will continue to employ this Transit Community Policing tool and with the advent of incoming personnel, will afford supplemental training for those newly arrived and unfamiliar with the program merits.



TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnership with the Transit Community Through Community Policing Training

TPD will continue to cause Departmental personnel to attend Peace Officer Standards and Training (POST) Certified courses in Cultural Diversity, Tools for Tolerance/Building Community Trust, Racial Profiling, Hate Crimes, Ethical Decision Making, Crime Prevention Through Environmental Design and others, in order to seed ethical conduct and empower personnel with effective decision making strategies and Community Policing Tools.



Partnership Through Crime Analysis/Reporting, Information Share and Transparency

TPD Crime Analysts, in collaboration with Metro staff, will continue to prepare and publish a Monthly Crime Report (as a management and oversight tool for LASD, Metro and the Metro Board of Directors). Such reports reveal important statistical metrics in crime trends, citation issuance, calls for service and other key performance indicators. These and other TPD afforded reports (such as Bus Operator Assault monthly reports), ensure transparency, foster accountability and hold foundation upon which collaborative and effective Transit Community Policing rests.

Intelligence Led Policing (ILP) reports prove another illustration in this data driven information share that will continue to be enhanced. In bi-weekly ILP meetings, LASD and Metro convene and recent crime trends are discussed, enforcement efforts revealed, areas of upcoming focus are determined and Metro crime prevention assets (such as SkyWatch Towers) are determined jointly, in where best deployed.

Executive tier Metro/LASD regular meetings will also continue to take place, wherein enforcement and visibility metrics (such as with citation issuance and/or Mobile Phone Validator [MPV] data), are reviewed and asset focus and enforcement strategies are re-shaped, as trends and System needs warrant.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnership Through “Extraordinary Innovation”

The current Plan acknowledges that in Metro’s recent creation of the *Office of Extraordinary Innovation*, Metro has revealed its investment in and commitment to groundbreaking ideas, inventive plans and creative practices, which will help pave the way for the future of Transit in the Los Angeles Region.

The 2016/2017 Metro Transit Community Policing Plan aligns itself with Metro’s ideology in similarly and actively seeking such creativity, forging new ideas, refining best practices and expanding upon proven successes (to enhance TPD’s Operation for Metro). While such design will prove ever evolving, two such illustrations intentioned for the 2016/2017 Plan term, are briefly cited below.

Quarterly Law Enforcement Summits

- ◆ Transit Policing Division’s Chief of Transit Policing visions hosting Quarterly Law Enforcement Summits with allied local policing agency representatives, wherein information share, intelligence, networking, training and opportunities for Metro to ask and/or share information will exist, with recurrence. This Community Policing tied endeavor will familiarize and better bond local law enforcement agency partners and synergize law enforcement response for Metro associated events.

Cops and Ops Daily

- ◆ While Transit Policing Division already has well established relationships of trust with Metro Division Managers, Maintenance Personnel and Operators at Metro Bus and Rail Divisions and while Service Area Lieutenants are already assigned to each of these Divisions as dedicated Liaison, TPD intends to grow this important aspect of its Operation. To better foster intelligence, visibility, collaboration and trust (and in addition to Team Leaders, Team Sergeants and Liaison Lieutenants who participate in Division “Rap Sessions” and “Cops and Ops”), TPD will be instituting an outreach program termed: “Cops and Ops Daily.” This program will cause a “Line” assigned Sergeant to visit an assigned Division within his sector of responsibility, daily (barring exigent circumstances tied to System needs). In this way, both Metro and LASD personnel will become better acquainted and vested. Cops and Ops Daily will prove one more facet, in a multi-prong approach of TPD’s Transit Community Policing Plan and effort in “One Team.”

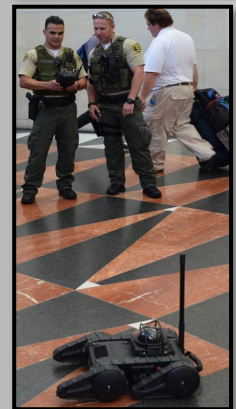
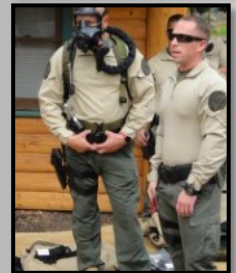


TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnership in Division Assets

In order to best partner with Metro, the public, law enforcement peers and others within the diverse Transit environment, specialized assets, tools and functions need exist. TPD's 2015 Plan discussed a number of these Community Policing resources. 2016/2017 Plan reiterates and expands upon this internal Division asset list, which will be leveraged to best Serve Metro's needs, including:

- ◆ Bus Riding Teams
- ◆ Crime Impact Teams
- ◆ Threat Interdiction Unit
- ◆ Mental Evaluation Team
- ◆ Motorcycle Deputies
- ◆ Canine Teams
- ◆ Detective Bureau
- ◆ Field Training Officers
- ◆ Crime Analysis Unit
- ◆ Patrol Deputies
- ◆ Law Enforcement Technicians
- ◆ Security Assistants
- ◆ Photo Enforcement Personnel
- ◆ Administrative Personnel
- ◆ Team Leaders
- ◆ Patrol Sergeants
- ◆ Lieutenant Watch Commanders
- ◆ Service Area Sergeants
- ◆ Service Area Lieutenants
- ◆ Captains
- ◆ Commanders
- ◆ A singular Division Chief
- ◆ Station Clerks
- ◆ Secretaries/Executive Secretaries
- ◆ Operations Assistants
- ◆ Timekeepers



TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

Partnerships In Department Wide Assets

Beyond TPD's borders, LASD's Community Policing efforts span the entirety of the Organization and hold a long and award winning track record of success. LASD has a proven history of effective stakeholder partnerships in its many diverse communities, as well as the honor of having trained hundreds of law enforcement agencies in Community Policing principles, before being well known or in vogue. With multiple Bureaus (such as the Community Partnership Bureau and Operations Safe Street Bureau) exclusively devoted Community Policing efforts, services and support in this arena are ample and will continue to augment TPD's local assets and capabilities. TPD's 2016/2017 Plan briefly cites some of these Countywide Community Policing assets, which will prove drawn down upon if/where Metro and TPD require, including:

- ◆ **Countywide Community Oriented Policing Teams (COPS)** which identify quality of life and crime issues in their areas, work with communities to identify problems and formulate solutions, act as liaison between the Department and the communities they serve, attend meetings, organize neighborhood surveys, provide saturation patrol and afford targeted enforcement efforts.
- ◆ **Countywide Crime Impact Teams** which address high crime areas, focus on gang members and gang activity, engage in strategic planning, partner with parole and probation, engage in search warrant service, saturation patrol and other targeted actions.
- ◆ **Countywide Special Problems Teams** which respond countywide, to address long term issues that have plagued communities.
- ◆ **Countywide Counterfeit and Piracy Enforcement Team** which address intellectual property crimes.



- ◆ **Countywide Property Abatement Team** which works with Departmental and other government agencies including the City Attorney and District Attorney's Offices, Code Enforcement, businesses and local residents to remedy nuisance properties; utilizing criminal and/or civil abatement processes.
- ◆ **Countywide Homeless Services Team (HST)** which work with the Los Angeles Homeless Services Authority (LAHSA) and the Chief Executive Officer (CEO) concerning homeless and encampment related issues within Los Angeles County, through a collaborative and broad spectrum approach which incorporates everything from social service offerings, to enforcement.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

- ◆ **Countywide Mental Evaluation Teams (MET)** which assist patrol deputies with contacts involving the mentally ill and possess specialized expertise, certifications, placement tools, crisis intervention techniques and pairings of law enforcement and Department of Mental Health clinicians.



- ◆ **Countywide Parole Compliance Teams** which work with parole case managers, conduct parole compliance checks and locate and apprehend absconders.
- ◆ **Community Development Commission Teams** which work in partnership with the Housing Authority for the County of Los Angeles in reducing crime and improving quality of life for over 3,300 residential dwellings and residents, and 70 authority tied locations within Los Angeles County. Where Community Development Commission deputies coordinate Community Policing efforts with local police jurisdictions, Sheriff's Stations, TPD, gang investigators and other detectives.



- ◆ **Gang Enforcement Team** whose deputies engage in saturation patrol of high crime/high gang activity

areas and focus on suppression patrol, engage in search warrant and special operations service, and assist Bureaus and Stations with gang tied services.



- ◆ **Operations Safe Streets Bureau Gang Investigators** that conduct gang related criminal investigations, author/serve search warrants, develop large scale multi-location operations, engage in sensitive, complex and/or serious gang related investigations, and work with local, State and Federal officials in gang crime apprehension and prosecutions. Where Detectives assist LASD's Homicide Bureau and other law enforcement agencies with investigations, expertise and intelligence.
- ◆ **.Vital Intervention and Development Alternatives (VIDA)** deputies who engage in youth intervention and prevention programs through the VIDA academy, which is a sixteen week program designed to assist non-violent, at risk youth, between the ages of 11-17 (a collaboration of LASD, Community Based Organizations, volunteers, school officials and families of youth involved).



TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

- ◆ **Community Law Enforcement Partnership Program (CLEPP)** which coordinates crime prevention, community relations and a variety of community oriented policing activities and programs including the Department's Civilian Volunteer Program; which includes Reserve Deputy Sheriffs, Volunteers on Patrol, Clergy Volunteers, Clerical Volunteers, Community Emergency Response Teams (CERT), and Disaster Management Teams.
- ◆ **Volunteers who** are embedded in a sea of daily Departmental operations throughout the County and have grown to a workforce of literally thousands. Whether on Patrol, Search and Rescue, Detectives, Custody, Courts, Mounted Posse, or Transit, Volunteers afford the residents of Los Angeles County thousands of service hours, free of



charge. In 2015 alone, Volunteer hours topped 480,135 and were provided by nearly 4,200 volunteers, with approximately 12 million dollars in resultant Department savings. With each coming from the very neighborhoods they serve, Reserves, Explorers and other Volunteers serve as both workforce and composite of a grander Community Policing strategy of shared societal responsibility, to achieve community betterment. TPD will continue to grow its ranks of Volunteers and Reserves during 2016/2017 Plan period.



- ◆ **Public Information Officers** who serve at decentralized Bureaus and Stations throughout Los Angeles County, including Transit Policing Division, where LASD affords a dedicated Public Information Officer (PIO) for Metro and LASD's public information/media attention related needs.
- ◆ **Social Media** is a rapid and expanding vehicle of communication, for which LASD stands on the cutting edge in digital connectivity with the Community. Whether Twitter, YouTube, Nixle (Alerts and notices), Facebook, Instagram, Pinterest, Alert LA, LA Crime Stoppers, SNAP (Special Needs Awareness Planning) Emergency Services, Flickr, or in Metro tied services, such as with Transit Watch, the 2016/2017 Plan will continue to enhance and leverage use of such mediums for rapid connectivity with the riding public.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

- ◆ **Sheriff's Information Bureau's 24 Hour Media and Public Information Newsroom** which provides around the clock information to the public and media about incidents of public interest.
- ◆ **STAR (Success Through Awareness and Resistance)** programs which hold nearly four decades of success in educating children regarding the dangers of drugs.



- ◆ **Share Tolerance (Stop Hate and Respect Everyone)** programs that address bigotry, discrimination and Hate Crimes, by favorably influencing over 5000 youth each year.

- ◆ **LASD Youth Activity Leagues** that provide a safe and supportive haven for youth and afford counseling, educational tutoring and after-school recreation activities, as fun and enriching alternatives to gangs and drugs.

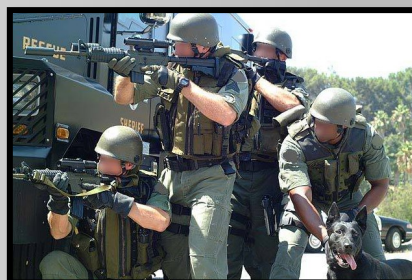


- ◆ **Muslim Community Affairs and Interfaith, Ethnic and Community Advisory Councils** which serve to build trust and stronger relationships with a variety of local communities and law enforcement, throughout the County.

TRANSIT POLICING DIVISION COMMUNITY POLICING PARTNERSHIPS

In the 2016/2017 Plan, TPD will continue to leverage the diverse spectrum of aforementioned LASD and below included **Countywide Specialized Services**; where it proves of value in addressing a particularized crime, series events, quality of life need, or Counterterrorism tied expertise (which can't be independently, adequately or best addressed by TPD personnel alone). *Specialized Services* include:

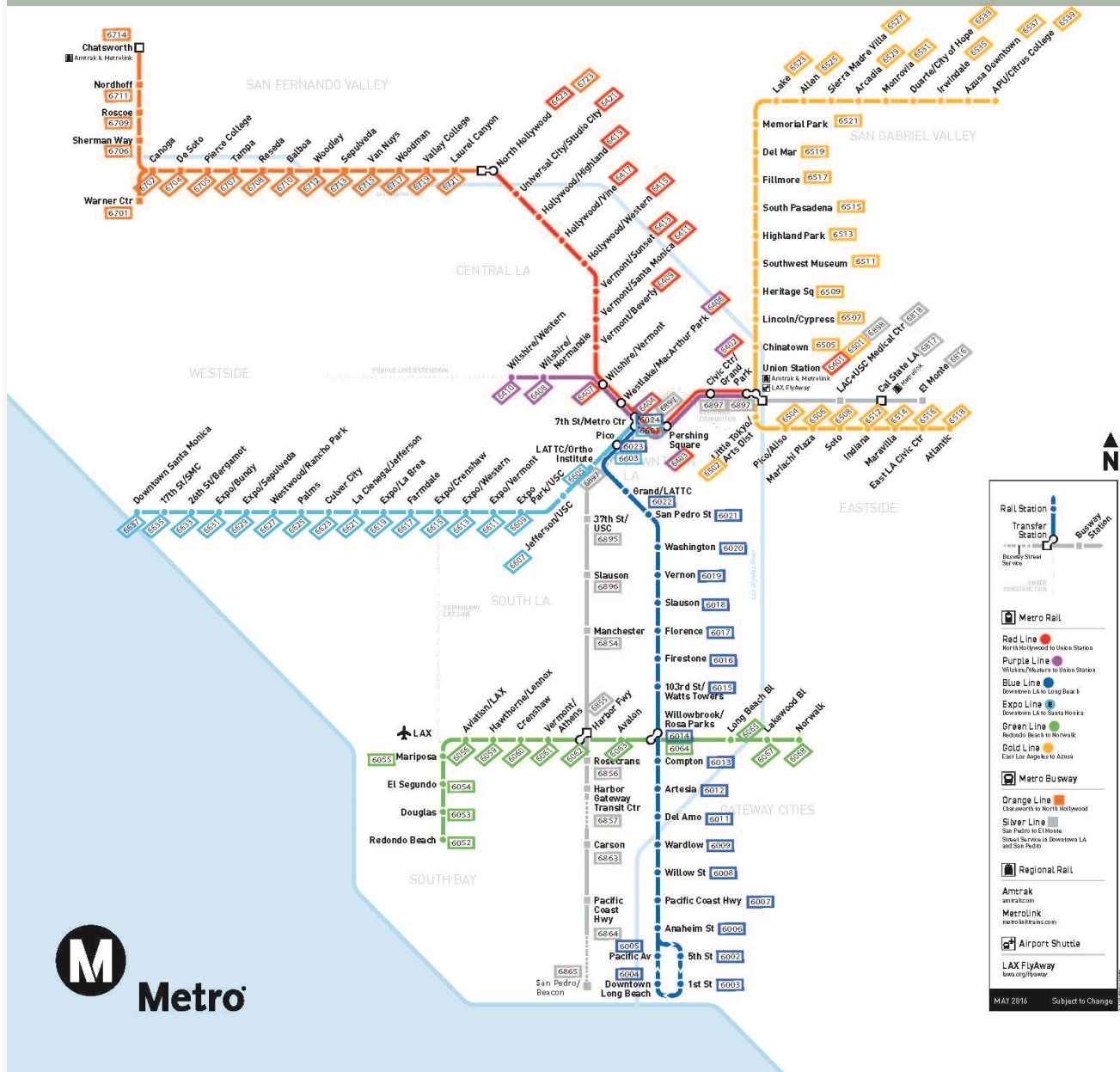
- ◆ Special Enforcement Bureau
- ◆ Major Crimes Bureau
- ◆ Aero Bureau
- ◆ Crime Analysis Program (Station/Bureau and Countywide)
- ◆ Hazardous Materials Detail
- ◆ Contract Law Enforcement Bureau
- ◆ Arson Explosives Detail
- ◆ Forensic Crime Lab and Scientific Services Bureau
- ◆ Emergency Operations Bureau
- ◆ Taskforce for Regional Auto Theft Prevention
- ◆ Counterterrorism Unit
- ◆ Metal Theft Detail
- ◆ Tactical Planning Unit
- ◆ Fraud and Cyber Crimes Bureau
- ◆ Joint Regional Intelligence Center
- ◆ Department Operations Center
- ◆ Sheriff's Response Team
- ◆ Mounted Enforcement Detail
- ◆ Los Angeles County Special Victims Unit
- ◆ Homicide Bureau
- ◆ Human Trafficking Bureau



TRANSIT POLICING DIVISION DEPLOYMENT/POLICING METHODOLOGY

Metro Rail & Busway

metro.net



Policing Metro's vast and ever expanding System requires sound deployment methodology wherein a One Team Approach leverages assets in such a way that visibility is maximized, crime is best prevented, rapid response is assured and both safety and fare compliance are enhanced. The following pages detail related Plan elements.

TRANSIT POLICING DIVISION

DEPLOYMENT/POLICING METHODOLOGY

Deployment

The 2016/2017 Plan considers that crime, law enforcement response and investigations relating to transit events are unique, due to the fact they cross the entirety of Los Angeles County (and beyond) and additionally, traverse other law enforcement jurisdictions. LASD's deployment model necessarily factors (in staffing type and sufficiency) these realities.

Consistent with that identified in TPD's recent response to Metro's Request for Proposal, TPD **desires** to transition to a **Geographic Deployment** model and strategy that creatively leverages resources, in order to best reduce response times. The strategy will potentially incorporate new elements, such as Mobile Booking Teams and will continue refine use of TPD's newly created/dedicated Bureau, comprised of "Special Teams," to focus on everything from "quality of life," to transit specific crimes and terrorism prevention.

The Geographic Deployment model will afford flexibility in personnel assignments and staffing hours. This, in order to best address critical needs during peak ridership and/or in response to current crime trends, based on Intelligence Led Policing data.

In the Geographic Deployment model, field units will frequently be responsible for areas that overlap in bus and rail, rather than a singular modal (transit bus or rail) assignment. Said simply, the closest unit to a call or request for service will respond to the incident, whether the problem is occurring on a bus, train, or Station Platform.

Consistent with potential contract award terms, the Geographic Deployment visions a dedicated position at the Rail Operations Center Dispatch, which is specifically charged with receipt of incoming messages from Transit Watch, notifying and coordinating related field units response, ensuring more consistent outside agency coordination and response, and serving as a two way conduit for information share involving Metro Security (for in field happenings).

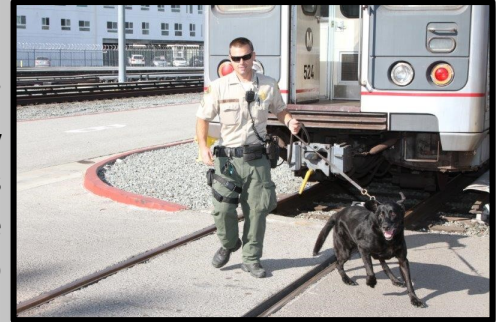
Special Teams will also be utilized to augment first response, in a nearest unit approach, hereafter, termed **Proximity Prioritization Policing**.



TRANSIT POLICING DIVISION

DEPLOYMENT/POLICING METHODOLOGY

On-going assessment and adjustment of the deployment model (in uniformed fixed posts, train and bus patrols, roving teams and plainclothes operations) will continue to be utilized in the 2016/2017 Plan. Through the vehicle of Intelligence Led Policing, bi-monthly deployment strategies will shape and morph and Unit Commanders (directly or through their subordinate staff), will perpetually fine tune upcoming deployments, as crime trends, quality of life issues, Metro needs and other circumstances warrant.



Special Teams (discussed in greater detail later in this plan) such as Motors, K9, Crime Impact Teams, Threat Interdiction Unit, Transit Mental Evaluation Teams and Security Assistant personnel, will be utilized to target particularized issues that impact the Bus and Rail Lines and will also be leveraged to better response times, where assets prove proximate.

Field Deputies will be assigned to areas within Metro's five Sectors, divided into North and South Patrol Areas, under North Bureau and South Bureau Commands. The North Patrol coverage area will generally service the San Fernando Valley Sector, San Gabriel Valley Sector and Westside/Central Sector. The South Patrol coverage area will generally service the Westside/Central Sector, San Gabriel Valley Sector, South Bay Sector and Gateway Cities Sector.

TPD's third Command layer (Central Operations Bureau) will infuse Special Teams throughout the County and will function in concert with North and South Commands. Special Teams will provide added line coverage on all shifts, though primarily on the AM and PM shifts.



TPD's deployment strategy will ensure Command accountability, will leverage "in field" assets more effectively, will improve response times, increase visibility and provide Special Team expertise and flexibility (in targeted Crime Prevention, Enforcement, Quality of Life, Counterterrorism and/or Crime Call response). Deputies will be responsible for providing service to their assigned area within the Metro System and becoming familiar with Quality of Life issues, crime trends, and being diligent in response to identified problems within their Rail/Bus sphere. They will

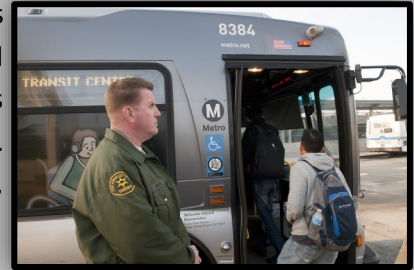
will be responsible for establishing and maintaining lines of communications with Rail Operators, Bus Operators and the ridership community. In many respects, the Geographic Deployment model sets its sights on embodiment of core Transit Community Policing tenets.

TRANSIT POLICING DIVISION

DEPLOYMENT/POLICING METHODOLOGY

1 Deputy Area Patrol Cars

Area Patrol Cars will continue to be utilized as area “Rover” cars. These units patrol within their area and provide an active presence, as well as rapid response support for Foot Beat units and Fixed Post personnel. Area Cars arrive quickly due to their mobility and strategic placement within their area. The closest Area units will respond to and resolve routine calls for service, emergency and 911 calls, whether the problem is occurring on a bus or a train.



2 Deputy Foot Beat Units



Foot Beat Units will continue to be utilized and are comprised 2 Deputy Units who patrol their area on foot and ride trains to provide visibility, deter crime by their presence, conduct Fare Enforcement, enforce Metro’s Code of Conduct and handle Quality of Life issues. The area Foot Beat Deputies may also prove responsible for Bus Riding within their assigned areas. Dedicated Foot Beat Deputies will become familiar with Quality of Life issues, crime trends, and formulate effective responses to identified problems within their Rail and Bus areas. They are also responsible for establishing and maintaining lines of communications with Rail Operators, Bus Operators and the ridership community.

1 Deputy Intelligence LED Policing (ILP) Cars

ILP Cars will continue to prove strategically placed within their area(s) of responsibility and in relation to specific crimes and trends identified through Intelligence Led Policing. Flexibility in their assignment will remain key, in ensuring ILP Cars are best able to target prolific and/or serious offenses taking place on the Transit System.

2 Deputy Fixed Posts (Hub Locations)

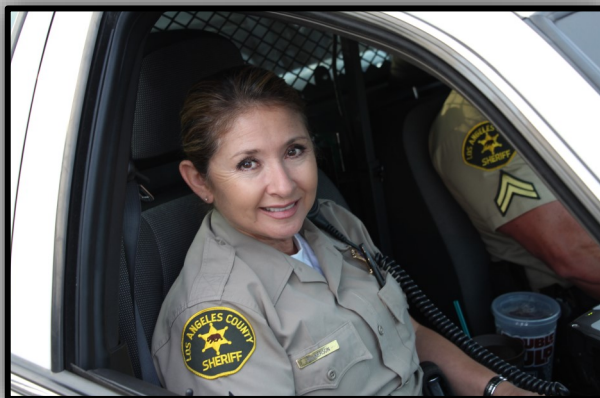
While deployment amongst LASD, Metro Security and Contract Security will continue toward refinement in 2016/2017, Hub locations which hold uniformed fixed presence include Union Station, 7th & Metro, Willowbrook/Rosa Parks Station, El Monte Transit Center and Harbor/Gateway Transit Center. TPD foresees benefit at North Hollywood in like fashion and will continue to partner with Metro in fixed post hours and ideal personnel pairings. Two Deputy Foot Beat Teams assigned to Hub locations are generally stationary, in order to provide a vigilant and readily available law enforcement presence at high volume/high need spots. Hub deputies are also utilized as enhanced support for Foot Beat Units, when conducting Fare Enforcement operations.



TRANSIT POLICING DIVISION DEPLOYMENT/POLICING METHODOLOGY

2 Person Mobile Booking Teams

Contract terms permitting, Mobile Booking Team additions will consist of two Deputy pairings. They'll utilize Booking Vans and respond to assist deputies in the field when arrest instances occur. Designed to guard against "gaps" in Line coverage (when a deputy must otherwise leave the field to book an arrestee), Mobile Booking Teams allow deputies to process arrestees in the "Field," without leaving their patrol area vacant. Mobile Booking Teams will respond to the concerned Deputy's location and assist with prisoner transportation and booking, evidence and/or property. They will transport the arrestee to a jail facility for processing and in instances where medical attention is required, will transport the arrestee to the hospital for an "okay to book" prior to jail processing. All of this will ensure deputies remain at their assigned location and are visible and available for calls. During times where transportation is not required, Mobile Booking Teams will be utilized to supplement train security checks ("sweeps"), within their assigned area.

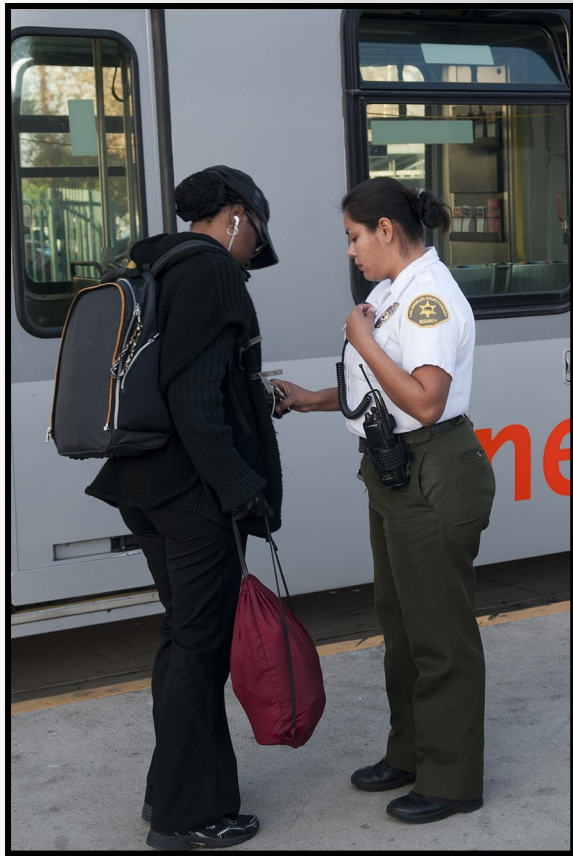


TRANSIT POLICING DIVISION

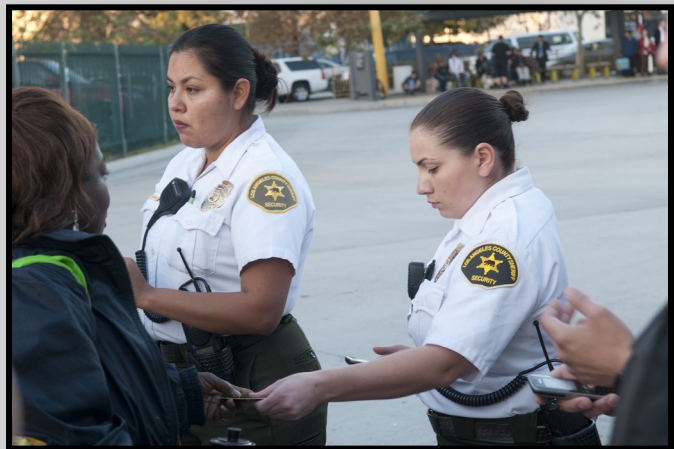
DEPLOYMENT/POLICING METHODOLOGY

Security Assistants

Non-sworn Security Assistants, in conjunction with deputy personnel, continue to provide uniformed visibility on the Rail System and support deputy personnel and Metro in Fare Enforcement operations, using Metro owned Mobile Phone Validator's (MPV). They continue to issue Metro citations to violators for Fare Evasion and other transit related infractions. In addition to providing high visibility on Rail Platforms and trains, Security Assistants observe and report suspicious persons and/or circumstances to deputy personnel. They also conduct a variety of other tasks which would otherwise require a deputy divert from his/her primary duties in order to handle. While their primary function remains Fare Enforcement, they frequently act as Metro Ambassadors, engaging patrons on board trains and platforms and answering inquiries about the Transit System, such as directions and in ticket vending machine use.



Security Assistants remain deployed in accordance with ridership, ILP, Fare Evasion data and in concert with Metro's overarching needs. They work AM and PM Shifts, Monday through Friday, with staggered starting times. Security Assistants, assigned as 2 person teams, will function in a "zone" type of configuration and be responsible for 3-4 Rail Stations (riding between those Stations and conducting TAP Card Operations on moving trains and platforms within their zone). Security Assistants continue to effectively work all Stations, on all Rail Lines, where Service Area Lieutenants direct activities, based upon ILP needs and special enforcement operations.



TRANSIT POLICING DIVISION

DEPLOYMENT/POLICING METHODOLOGY

One Team Approach

Synergy amongst law enforcement, Metro Security and Contract Security in Visibility, Crime Prevention, Terrorism Prevention and Fare Enforcement are vital, to accomplish Metro's stated priorities. The 2016/2017 Plan holds that collaboration, team work, and a philosophy of "the right person for the right job" must exist. That relationships of trust and mutual respect for roles and importance of those roles, must prove genuinely reciprocal. That a "One Team" strategic approach necessitates multiple and complementary facets, which form and support the whole. Consistent with Metro/LASD joint Mission objectives, mechanisms to achieve this end will include:

- ◆ Ensuring reciprocal situational awareness information share (for events of relevance taking place on the System)
- ◆ Leveraging expertise and assets both entities hold
- ◆ Causing each to serve as formal and informal trainers in their respective arenas of expertise (Where Metro Security can reveal understanding about tunnels and passageways, key control, access issues, Metro facilities, Metro protocol and procedures and Metro points of contact; and where LASD can reciprocate in areas of System security relevance such as Active Shooter, Incident Command, Emergency Management, and Fare Media Crime)
- ◆ Expanding on historical successful collaboration; such as where LASD recently trained all of Metro Security in Rapid Response/Active Shooter, Interacting with the Mentally Ill and the first time ever, Metro Security Fare Enforcement Pilot (which, due to its success and staunch support of Metro's leadership team, has now evolved to a System wide Fare Enforcement/High Visibility campaign)
- ◆ Ensuring both deployment and yield are maximized in areas of shared responsibility; such as in Fare Enforcement, Code of Conduct and Visibility
- ◆ Ensuring any predictive policing intelligence leverages deployment and metrics from the entities, to best form crime and fare evasion reduction strategies
- ◆ Increasing joint table top and in field training exercises
- ◆ Appointing an LASD Service Area Liaison to collaborate with Metro's Director of Security, in grass roots development of the "One Team" Transit Community Policing and Security approach. This, so that efforts are advanced not only in concept, but with structure and to where betterment is 'designed' for both Organizations, increasingly, over time.



TRANSIT POLICING DIVISION

DEPLOYMENT/POLICING METHODOLOGY

Proximity Prioritization Policing (P.P.P.)

- ◆ In the 2016/2017 Plan, TPD will increasingly leverage ALL in-field assets, Desk personnel and local law enforcement agency partners to better response to calls for service. TPD intends to merge Bus and Rail Deputies into dual function response officers and will draw down upon Special Teams to shorten response to priority and emergent events. Whether through these mechanisms and/or (new contract terms permitting) the dedication of staff at the Rail Operations Center Dispatch who will fulfill tasks such as outside agency response notification/coordination, information share with Metro Security, or Transit Watch monitoring and reporting, the Plan visions response associated coordination and collaboration on a grander scale and that employs pointed methodology on “how to get there.”



Bus Riding Team (BRT) # 2

- ◆ The Plan visions augmenting TPD’s Bus Riding Team (BRT) through the creation of a second (mirror) team, which would better ensure coverage sufficiency throughout the County. One team would serve Transit Bureau North and the other, Transit Bureau South. Importantly, both Teams would partner where needed, in order to best combat ILP reported crimes and address fare enforcement and visibility needs throughout the System (consistent with Metro want and Contract terms permitting).

Mobile Booking Teams

- ◆ Designed to guard against in field gaps in “Line” coverage, afford dedicated prisoner transportation, booking, evidence handling and select Security Check/”Sweep” duties, where not otherwise obligated, Mobile Booking Teams (contract terms permitting) will better response times, and enhance perception and actual safety of those on the System.

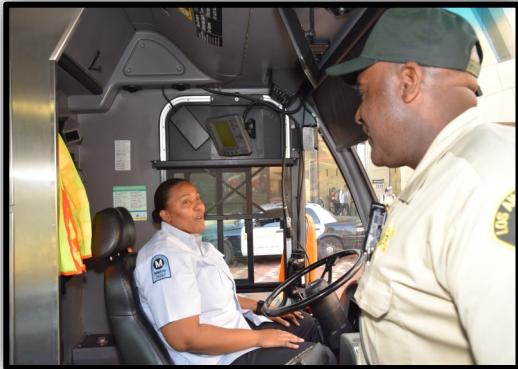


TRANSIT POLICING DIVISION

SPECIALTY TEAMS

A uniquely constructed and specialized complement of Special Teams will continue to augment line personnel and are deployed System wide, to suppress crime hotspots, prevent terrorism, address quality of life concerns and other Metro System specific needs. Some of these special purpose team assets are as follows:

TPD BUS RIDING TEAM



The aforementioned Bus Riding Team (BRT) is comprised of Deputies and a dedicated Team Sergeant. The 2016/2017 Plan intentions continued use and expansion of this highly effective team. The Bus Riding Team concentrates efforts on ILP reported crimes and addresses Fare Enforcement and Visibility needs throughout the System. Team members conduct “Bus Boardings” and “Bus Rides” as their main focus. With an impressive 90% of effective work hours devoted to interaction with Metro Bus Operators and patrons, BRT members are established experts on all things Bus. They establish “first name” professional relationships with Metro Operators and patrons and saturate bus lines where Fare Evasion, crime, Operator requests, or Quality of Life issues warrant. They gather vital intelligence, engage in special “Plain Clothes” and “Uniformed” *Bus Operations* and comprehensively address Operator, Bus Division and Bus Operations Center tied concerns. They are able to respond as a team to address crime trends on buses and serve as technical experts for LASD and Metro in this arena. 2015 *Quick Facts* include:

- ◆ Over 684,000 fare checks in 2015
- ◆ Over 12,000 bus boardings in 2015
- ◆ Over 10,000 bus rides in 2015
- ◆ Participation in Division happenings such as Bus Operator “Rap Sessions”
- ◆ Focus on Quality of Life issues/Fare Evasion and Crimes Against Persons/Property
- ◆ Highly visible deterrent for Fare Evasion and disorder on-board buses
- ◆ Law Enforcement Service Request handling and relationship with Divisions



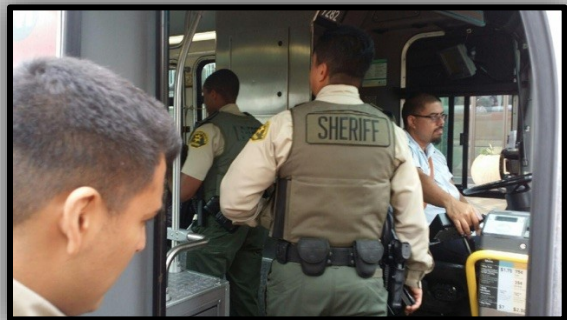
TRANSIT POLICING DIVISION

SPECIALTY TEAMS

TPD Crime Impact Teams

Crime Impact Teams (CIT 1 and CIT 2) are comprised of team deputies and a sergeant for each team. Team members address Metro related *Quality of Life* and crime occurrences on the System. With a focus on trends and noteworthy crimes wherever they occur, CIT Teams are designed with agility in mind. Through staggered deployment and a divided geographic workload, the teams both decentralize and combine forces where circumstances warrant. The CIT Teams devote whatever time and resources are required to accomplish the objective. With strict team member selection and a nimble response inherent, investigations which warrant CIT involvement don't stall and are competently investigated. 2015 *Quick Facts* include:

- ◆ 15 Suspects Arrests for Assaults on Metro Operators
- ◆ 5 Suspects Arrested for Murder
- ◆ 25 Suspects Arrested for Attempted Murder
- ◆ 75 Suspects Arrested for 225 Strong Armed Robberies
- ◆ Search Warrant Services
- ◆ Surveillance Operations
- ◆ "Bait Bike Operations" (addressing bicycle theft), with *dozens* of arrests for grand theft
- ◆ Graffiti/Vandalism and Tagger Crew/Gang Investigations and Arrests



Threat Interdiction Unit

The Threat Interdiction Unit (TIU), comprised of dozens of deputies and several team sergeants, are each trained in highly specialized Counterterrorism prevention, intervention and suppression strategies. TIU was specifically created and expanded with the Metro mission in mind. Through years of investment in transit specific training and equipment, TIU has built a team of functionally capable and internationally recognized Counterterrorism experts. TIU increasingly serves as a key role in Transit System Security and the Department's overall response readiness. *Quick Facts* associated with TIU include:

- ◆ Over 2 million passengers screened and nearly 600,000 fares checked
- ◆ Recognized as a *National Standard* for Transit Counterterrorism Teams
- ◆ Internationally recognized by European Nations and Israel
- ◆ TIU's cadre boast a friendly, but formidable 24/7 terrorism and crime prevention presence and response at Union Station
- ◆ Capable of virtually instantaneous deploy anywhere on the System, with specialized Counterterrorism equipment and specially trained personnel



TRANSIT POLICING DIVISION

SPECIALTY TEAMS

Transit Mental Evaluation Team (TMET)

The Transit Mental Evaluation Team (TMET, formerly known as the Crisis Response Unit) will continue to provide and refine mental evaluation and homeless outreach services to those in need, throughout the vast Metro System.

On call 24/7, TMET affords not only evaluation, but transportation support, social service linkages and specialized expertise and assistance for literally hundreds of TPD deputies in the field.



TPD Detective Bureau

The 2016/2017 Plan calls for perpetuation of TPD's highly effective and Metro dedicated Detective Bureau (comprised of Detectives, Court Liaison/Filing Deputies, Sergeants, "Access Services" investigators) and intends addition of a dedicated Detective Bureau Lieutenant. With Detective caseloads exclusive to Metro tied events and transit seasoned criminal investigators at the helm, TPD will continue to expertly handle, solve and clear both routine and specialty expertise investigations throughout the 2016/2017 Plan term.

Motorcycle Deputies

Motor Units will continue to be utilized as an additional Field resource, capable of response in a more efficient manner, in many settings.

In this and due to oft times dense vehicular traffic on freeways and surface streets, Motor Units are frequently able to respond to calls for service faster than units assigned to a patrol vehicle.

Motor Units will continue to be utilized during traffic collisions, traffic incidents, crowd control situations, bus bridges, emergent calls, civil unrest and other tactical situations, due to their mobility.

TPD Motors will remain deployed in Los Angeles' Central Business District, as well as a variety of North/South Command patrol areas, which span the County.

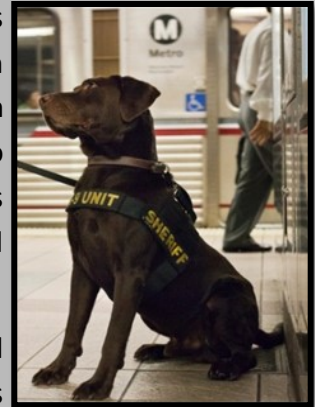
Motor Units will also continue to provide Grade Crossing Enforcement, Traffic Control and engage in Bus Boardings and Intelligence Led Policing Directed Patrol when/where needed.



TRANSIT POLICING DIVISION SPECIALTY TEAMS

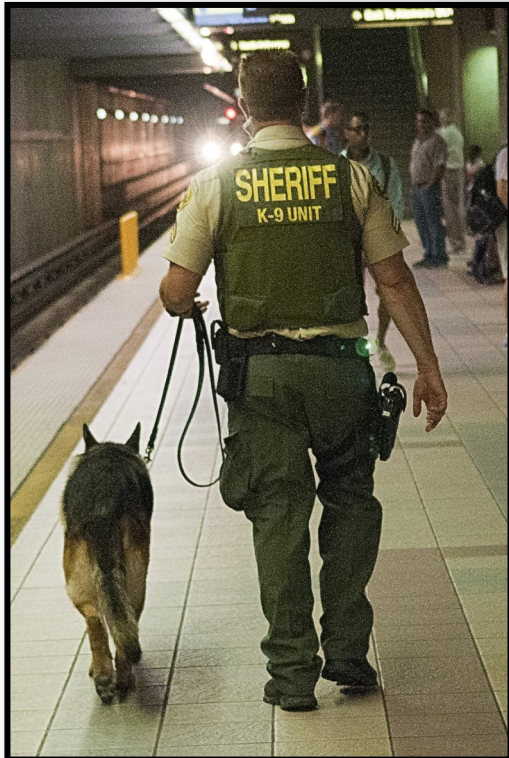
TPD Canine Teams

TPD K9 (Canine) Teams remain a highly visible, valuable and skilled explosives detection asset. The K9's unique ability to detect odors from substances used in explosive material, protects Metro patrons, employees and facilities from potential acts of terrorism, via explosives detection sweeps. K9's will continue to be utilized throughout Metro's vast network of trains, buses, and critical facilities on a daily basis. Revealing this critical need, in 2015 alone, they were deployed on over 600 suspicious or unattended packages.



The TPD Canine Team currently contracts with the Department of Homeland Security/TSA. The K9 Teams are comprised of multiple Explosives Detection Dogs and their Handlers, whose mission is accomplished by providing maximum visibility, while maintaining the highest level of explosive detection and tactical training available. Handlers and their K9's receive extensive training and annual certification through TSA and the National Explosives Detection Canine Training Program.

In the 2016/2017 Plan, K9's will work closely with both LASD's Arson/Explosives Detail and TSA, in order to stay current on terrorism trends, intelligence, explosives recognition and credible threats. The teams have



both tenure and diversity and were recently and notably requested to assist with major events such as the 2015 and 2016 Super Bowls and the 2014 San Diego Marathon. They have provided suspicious/unattended package training to numerous police agencies and have been used as a model throughout the United States for other police department K9 programs. They participate in awareness presentations at schools, community events, and job fairs throughout the County.



TRANSIT POLICING DIVISION

QUALITY ASSURANCE/QUALITY CONTROL

LASD possesses written and well defined rules and regulations which govern employee and Organizational conduct and set out how LASD and its personnel are to generally carry out law enforcement activities. Quality Assurance and Quality Control measures tied to both LASD and TPD also hold a host of processes, strategies, and checks to ensure the respective Missions are achieved.

Whether the Los Angeles County Sheriff's Department's Manual of Policy and Procedures, Field Operations Directives, Unit Orders, Sheriff's Bulletins, Field Training Manuals, Case Assignment Manual, Guidelines for Discipline, the Department's Policy of Equality, or other areas of written direction (such as with the Contract Law Handbook), LASD's Quality Assurance processes are decades in the making, are thoughtfully constructed and well defined.

These include LASD's *Training Bureau*, that ensures compliance with accreditation standards and state regulations pursuant to California Peace Officer Standards and Training (POST); the *Bureau of Labor Relations and Compliance*, that handles labor contract negotiations and employee Memorandums of Understanding (MOU's); *Contract Law Enforcement Bureau*, to ensure proper billing and compliance with contract service terms; or the *Audit and Accountability Bureau*, which conducts disciplined audits of the effectiveness of the Department's risk management, internal controls and governing processes in transparency and accountability.

Quality Assurance/Quality Control measures for Metro ensure relevant drills and transit linked *In-Service* training are conducted and that competency in core areas of the Mission are ensured (such as with rail and bus safety training). A comprehensive scheduling management system is used to ensure deployment requirements are met. Service Area Lieutenants are assigned and accountable to direct and coordinate field activities (such as with special fare enforcement and crime prevention operations) and that relationships are fostered with Division personnel and Metro Executive Management. Team Leaders, Field Supervisors, Watch Commanders, Station Captains and electronic performance monitoring systems (such as the Department's Personal Performance Index, or PPI) are in place to actively guard against negative performance, to rapidly address failings and thoughtfully implement corrective measures where appropriate.

TPD's Quality Control finds itself in *Risk Management Forums* (where LASD Executives must internally report and account for trends in crime, fiscal, personnel, injuries, collisions, force and other areas of their Commands), through *Intelligence Led Policing* data, *Metro Monthly Reports*, *Operator Assault Reports*, *Customer Satisfaction Surveys* and Metro, TPD and LASD executive tier oversight.

While some of LASD and TPD's measurement systems are tied to State and National crime reporting, or aspects of employee risk and human resources, others more overtly overlay on day to day Community Policing for Metro.

In point of fact, a great many transit specific reports are drawn from Metro sourcing and are leveraged by LASD and Metro jointly, to ensure policing services are optimized.



TRANSIT POLICING DIVISION

QUALITY ASSURANCE/QUALITY CONTROL

TPD captures, reports, analyses and utilizes a sea of sourcing for both Quality Assurance and Quality Control purposes and will continue to do so in the 2016/2017 Plan. These include:

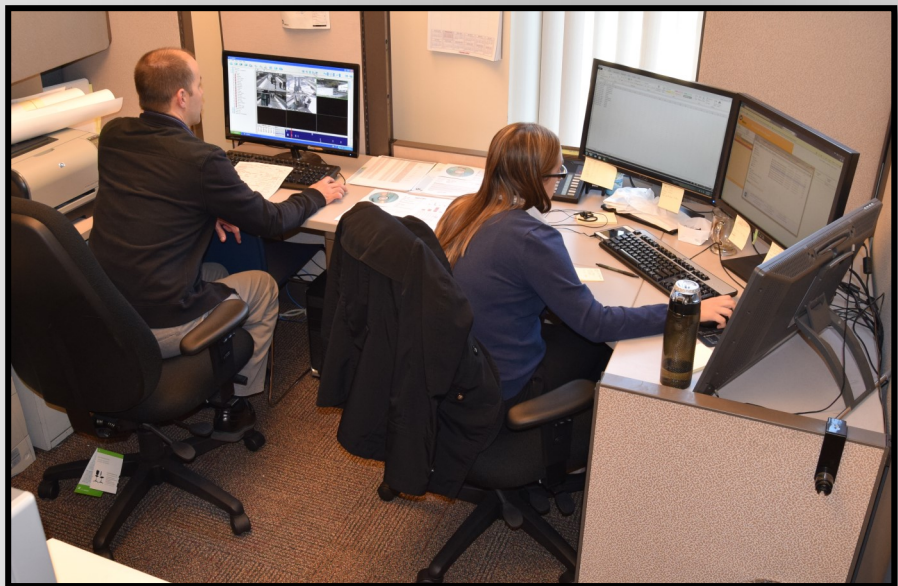
- ◆ Intelligence Led Policing Reports
- ◆ Monthly Bus Operator Assault Reports
- ◆ Daily Union Station Census Data
- ◆ Daily/By Shift Threat Interdiction Unit Reports
- ◆ Service Area Lieutenant Special Operation Reports
- ◆ Crime Impact Team Reports
- ◆ Bus Riding Team Reports
- ◆ Transit Mental Evaluation Team (formerly Crisis Response Unit) Reports
- ◆ Citation Reports (from both TPD and Metro)
- ◆ MPV Use/Non-Use Reports
- ◆ Bus and Rail Reports (on Ridership, Saturation, Fare Inspection and citations by both Line and System wide)
- ◆ Daily Police Reports (Bus related calls for service)
- ◆ Law Enforcement Service Requests (LESR's)
- ◆ Detective Bureau Ad Hoc Reports
- ◆ Crime Reporting for the Department of Justice, Federal Bureau of Investigation, other government entities and Metro (in areas such as *Part 1 Crimes*).
- ◆ LASD/Metro Ad Hoc Reports and Bulletins, which incorporate crime instances, crime trends, Metro and TPD areas of specific concern (whether robberies in cell phone theft, sexual battery, vehicle burglaries, vandalism, operator assault, arrests, etc.)
- ◆ Mobile Digital Data (which captures *Observations, Details and Calls for Service* for Metro assigned personnel)
- ◆ Crime Reports
- ◆ Detective Bureau Case Management Tracking Systems



TRANSIT POLICING DIVISION

QUALITY ASSURANCE/QUALITY CONTROL

- ◆ Computer Aided Dispatch Data
- ◆ Performance Log Reports
- ◆ Personal Performance Index (which tracks and flags at pre-determined thresholds, areas of LASD's Operation such as Complaints, Force, Commendations, Investigations, Lawsuits, and Collisions)
- ◆ E-Subpoena System
- ◆ Employee Performance Evaluation Tracking System
- ◆ Employee Rating System
- ◆ Overtime Expenditure Tracking System
- ◆ Concealed Weapons Tracking System
- ◆ Mileage Accounting and Reimbursement System
- ◆ Employee Information System
- ◆ Learning Management System
- ◆ Reserve Forces Bureau Tracking System
- ◆ Scheduling Management System
- ◆ Inmate Movement Management System
- ◆ Property, Evidence, Laboratory Information Management System
- ◆ Crime Statistics and Analysis/ Crime Maps/Jurisdiction Data (Part1 Part 2 Crime Data)
- ◆ Los Angeles Regional Crime Information System (LARCIS)
- ◆ Command Accountability Reports



TRANSIT POLICING DIVISION

EMERGENCY PREPAREDNESS/TERRORISM PREVENTION

LASD's Transit Policing Division (TPD) has over 700 Sworn and Professional staff exclusively dedicated to the Metro Contract, in order to fulfill Metro's daily policing needs. TPD assets are diverse and include patrol, specialty teams and a complement of administrative and managerial support. As such, TPD is not reliant upon overtime as a primary means of fulfilling contract terms, or responding to emergency situations. Rather, TPD's Division is comprised of trained and dedicated personnel already in place. This, to ensure that Metro's Police Services Agreement is fulfilled and that sufficient core assets exist, in the event of a natural disaster, or other significant System tied happening. TPD's 2016/2017 Community Policing Plan holds that Transit specific expertise and staffing sufficiency are two key pillars of success in Transit Policing and Emergency Preparedness/Terrorism Prevention for Metro.

In instances of natural disaster, specific threat of a terrorist attack to Transit, or an actual terrorist event, TPD can bolster staffing through a great many pre-identified methods. For example, with the advent of a newly created Division, TPD can now immediately and autonomously leverage the depths of patrol and specialty service personnel, Division wide, to address a given situation of significance. TPD can require shift hold overs, repurpose Special Teams to supplement event handling and/or backfill critical line positions. TPD can repurpose administrative posts, can cause personnel placed on a 12/12 schedule, can modify regular days off and vacations, can request assistance from other Sheriff Stations, can do so Countywide and depending on the severity of the event, can potentially devote up to half of LASD's entire field force to event handling and restoration of transit normalcy. TPD can request support (in equipment, event management and logistics) from entities such as LASD's Special Enforcement Bureau, Arson/Explosives and Emergency Operations Bureau. TPD can request activation of the Department and County's Emergency Operations Centers (EOC), can leverage *Incident Management Teams* and can access Mutual Aid of local, State and Federal law enforcement partners, if somehow an event stretched the extraordinary capabilities of the Sheriff's Department.

LASD's ability to mount forces and sustain efforts, also finds itself in a host of ancillary services, only realized during such events. Whether a huge inmate transportation fleet, custody staffed Mobile Booking Teams, or decentralized Sheriff's Stations throughout the County (that have a variety of emergency service redundancies and can operate as independent Emergency Operations Centers), LASD is decades accomplished in both handling large scale emergencies and capacity for drawing down upon vast resources if/where needed. TPD's 2016/2017 Plan relies upon and will leverage such Division and Department Services and Support for response to large scale happenings affecting the System.



TRANSIT POLICING DIVISION

EMERGENCY PREPAREDNESS/TERRORISM PREVENTION

In the 2016/2017 Plan, TPD's Threat Interdiction Unit (TIU) will continue to play an increasing role of importance in Counterterrorism and Emergency Response Preparedness. "As briefly explained on page 35, through years of investment in transit specific training and specialized equipment, TPD and TIU have built a team of functionally capable and internationally recognized Counterterrorism experts." Accordingly, TIU serves a critical role in System Security and the Department's overall response readiness.

TIU has developed a strategy that is Threat Interdiction/Counterterrorism specific and in the case of heightened threat or attack, holds scale-able and variant tactical measures which include Mobile Search and Screening Teams, Train/Bus Sweeps orchestrated in concert with Explosives Detection K9 Teams, Direct Maneuver and Reconnaissance, Plain Clothes Interdiction and Force Protection for Chemical, Biological, Radiological, Nuclear, Explosives (CBRNE) or Active Shooter events. In the 2016/2017 framework, TIU will also continue to conduct routine police work (involving arrests, citations, fare enforcement, public assistance, etc.), while maintaining this terrorism specific vigilance, readiness and response capacity.



TIU and TPD Explosives Detection K9's and handlers will continue to be augmented by Special Weapons and Tactical Teams, Arson/Bomb Squad personnel, Hazardous Materials specialists and Helicopter and Air Support, where appropriate. In this and to best counter threats and/or response to any terrorism instance, TPD can also invoke the resources of a unique Transit Counterterrorism Task Force (that combines disciplines of four distinct specialist entities), to holistically respond any event threatening the System.

The 2016/2017 Plan continues the use of trained explosives detection canines and handler teams for both the Metro Transit System and Metrolink Commuter Rail Systems. Teams will continue to deploy to unattended and/or potentially suspicious package instances, anywhere on the System and in support of both patron/employee safety and Metro's "on time service" needs.



TPD, TIU and K9 Teams possess an exhaustive list of training, certifications and equipment to support specialized efforts in preparing for, deterring and preventing terrorism on the System.

In 2016/2017, TPD will also continue to work with Metro in public outreach services aimed at crime and terrorism prevention. These include electronic/social media outlets such as LASD's own web site, Twitter, Facebook, Nixle, Alert LA, Metro's Transit Watch Application and others. TPD's Public Information Officer and Sheriff's Information Bureau will continue to work in concert with Metro Media and Metro / LASD's Executive Management Team, in instances where public dissemination of information is needed.

TRANSIT POLICING DIVISION

EMERGENCY PREPAREDNESS/TERRORISM PREVENTION

The 2016/2017 Plan will perpetuate Visibility and Public Awareness as a crime and terrorism prevention strategy. It will employ Community Policing Partnerships; Intelligence/Information share via Law Enforcement and Non Law Enforcement channels; Partnerships with (local, State, Federal and International) law enforcement and Transit peers; Partnerships with Metro; asset sufficiency; redundancy; Organizational and Countywide resource support; Metro culture and need inculcation, development and retention of transit law enforcement experts; transit specific training; criminal intelligence gathering; emergency event planning; and a sea of other significant event preparedness mechanisms.

Transit Policing Division Personnel possess a variety of Transit relevant training and certifications. The 2016/2017 Plan will perpetuate Transit specific training/certification of value, such as that listed below:

Transit Policing Division Canine Teams

- ◆ Explosives Detection Canine Handler Course and Annual Re-Certification
- ◆ Law Enforcement Protective Measures for CBRNE Incidents
- ◆ Law Enforcement Response Actions for CBRNE Incidents
- ◆ Initial Law Enforcement Response to Suicide Bomb Attacks
- ◆ Incident Response to Terrorist Bombings
- ◆ Canine Hands on Training for CBRNE Incidents
- ◆ Prevention of and Response to Suicide Bombing Incidents
- ◆ WMD Radiological /Nuclear Course for Hazardous Material Technicians

Threat Interdiction Unit

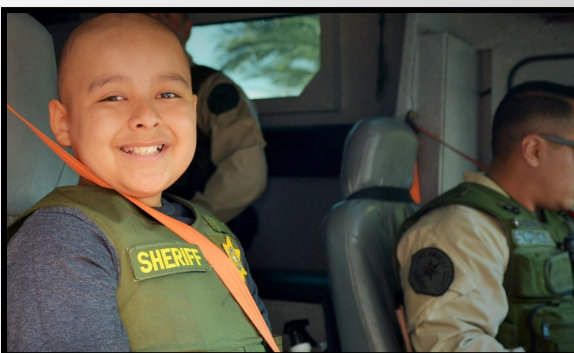
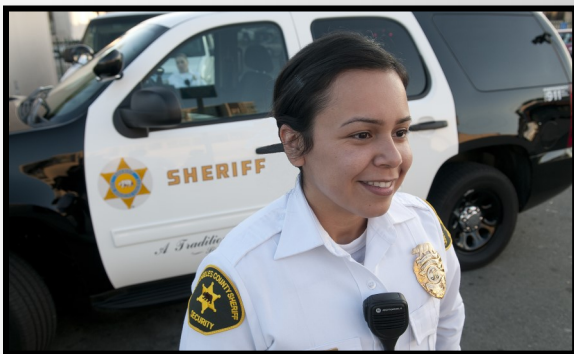
- ◆ Incident Command System (ICS 300, 400, 700)
- ◆ Emergency Response to Hazardous Materials
- ◆ Hazardous Materials Technician
- ◆ Instructor Training Course Prevention and Response to Suicide Bombers
- ◆ Incident Response to Terrorist Bombings
- ◆ Radiological/Nuclear Response Training
- ◆ Tactical Haz-Mat Operations in Surface Transportation

Transit Mental Evaluation Team (TMET)

- ◆ Advanced Psychology For Cops
- ◆ Crisis Intervention
- ◆ Los Angeles Crisis Negotiation Team's Basic Course
- ◆ Peer Support Training program

TRANSIT POLICING DIVISION CONCLUSION

In conclusion, the 2016/2017 Plan both heralds and encapsulates a design for and expectation of excellence in Transit Community Policing. The Plan's framework more clearly defines TPD's Mission for Metro and affords a more distinct roadmap as to how the Mission will prove best achieved. Importantly, the plan focuses on and willfully intentions partnership in its great many forms. This, in recognition such partnerships are at the very heart of that which is effective Community (indeed Transit Community) Policing with and for Metro and the diverse communities the Metro Transit System serves.



**Board Report**

File #: 2016-0551, **File Type:** Informational Report

Agenda Number: 25.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

SUBJECT: RESPONSE TO MOTION 31: ALL DOOR BOARDING ON LINE 744

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the **costs and benefits of implementing All Door Boarding on Line 744 (Reseda/Ventura/Van Nuys Rapid)**.

ISSUE

In March 2016, the Board of Directors approved implementation of All Door Boarding (ADB) as a 6 month pilot project on the Silver Line, and passed Motion 31 on March 17, 2016 (Attachment A) to expand the pilot to Line 744 operating along Reseda, Ventura, and Van Nuys Blvd. This report provides the costs and benefits of ADB on Line 744.

DISCUSSION

The objective of the All-Door Boarding (ADB) pilot on the Silver Line is to reduce the variability and duration of dwell times at stops by allowing TAP enabled customers to board the bus through any door. Pursuant to this objective, the board has indicated interest in implementing ADB on Line 744. Staff was instructed to assess the feasibility of this direction and report back in 90 days to the Board.

ADB is most beneficial on lines with the following characteristics:

- High frequency;
- High volumes of boarding passengers, especially passengers needing assistance; and
- High volumes of cash paying passengers.

Benefits to a line could include reduced dwell time at stops as a result of more efficient boarding, a reduction in overall run time, improvements to on time performance, and resource savings derived from time savings, which may be reinvested into the line or back into the system. A line may also experience an increase in ridership as a result of the service being more attractive. However, if a line does not demonstrate the aforementioned base characteristics, it is not beneficial to implement ADB,

as neither resource savings nor customer benefits can be realized.

Findings

Line 744 (Reseda/Ventura/Van Nuys Rapid) carries about 10,000 average weekday boardings, with the Reseda Blvd segment representing about 30% of the ridership. Specific stops at CSUN Transit Center and Reseda/Nordhoff are greatest along this segment, carrying 4% and 3% of daily boardings, respectively. The line has a frequency of 20 minutes from the AM through the PM peak.

Table 1 shows a summary of the weekday analysis for the line for ADB.

Table 1
Line 744 ADB Dwell Time and Bus Reduction

LINE 744	DIR	AM	MID	PM	EVE		DIR	AM	MID	PM	EVE
Average Headway	W	20	20	20	75		E	23	20	20	33
Boardings - Weekday	W	917	2,084	1,142	251		E	690	2,044	1,490	688
No. Of Trips	W	9	18	12	4		E	8	18	12	9
Dwell Time Reduction/Trip (Min) - Tap/Cash	W	2.36	2.68	2.2	1.45		E	2	2.63	2.88	1.77
Dwell Time Reduction/Trip (Mins) - Tap Only	W	4.75	5.4	4.44	2.93		E	4.03	5.3	5.79	3.57
Change In Bus Requirement - DX - Tap/Cash	W	0.1	0.1	0.1	0		E	0.1	0.1	0.1	0.1
Change In Bus Requirement - DX - Tap Only	W	0.2	0.3	0.2	0		E	0.2	0.3	0.3	0.1

Overall, the time savings generated from ADB for the 744 will not achieve resource savings primarily due to wide headways and lower average ridership compared to other ADB pilot lines such as Line 720 (Wilshire) and the Silver Line. The dwell time savings achieved from ADB will only result in a 2-5% reduction (2 ½ - 4 ½ mins) in the total one way trip time of 90 min, which will not reduce the bus requirement for this route. Additionally, the average distance travelled by each passenger for Line 744 is 4.1 miles, compared to 6.0 for Line 720 and 11.4 for the Silver Line. As such, these passengers will benefit less from the dwell time reduction as they are travelling shorter distances.

Line 744 operates along Reseda, Ventura, and Van Nuys Blvds. Implementing ADB on the Reseda Blvd segment alone could cause passenger confusion and operator confrontations as operators would open the rear doors for boarding only at stops along Reseda Blvd. If ADB is implemented along the entire line, but not on other Rapid Lines along Ventura (Line 750) and Van Nuys (Line 788), passengers may be equally confused as they use the Rapid services interchangeably along each corridor, but not all Rapid buses would allow ADB.

Since buses are not dedicated to specific lines, all 33 articulated Rapid buses at Division 15 would

need to be outfitted with bus mobile validators, while only 16 of those buses (including spares) are needed for Line 744 service. Not only does this increase the number of mobile validators required to support ADB on Line 744, it further adds to passenger confusion along Line 734 (Sepulveda Blvd) where the other Rapid articulated buses are assigned.

Assuming three mobile validators per bus (front, middle, and rear doors), the number of mobile validators needed for ADB on Line 744 is 119 (99 plus 20 spares). Therefore, the approximate cost to implement this project is \$ 500,000. There will be additional cost considerations for signage and ongoing operational support.

Considerations

Given the minimal benefit, potential for customer confusion, and costs associated with ADB on Line 744, it is not recommended to extend the ADB pilot to Line 744. However, several other efforts have been and are currently underway to improve transit service in and around California State University, Northridge (CSUN). Collectively, these efforts are designed to improve transit service to and from the campus as well as ease of use through improved information and fare payment, including:

- Service Improvements in effect June 26, 2016 - To ensure transit service is available to students after their last classes, Metro staff partnered up with CSUN to identify evening class dismissal times with consideration for walk time to bus stops. As a result, eight total additional trips have been added to Lines 239 (Zelzah/White Oak) and 744 (Reseda/Ventura/Van Nuys) in the evening hours. Furthermore, schedule times for other lines serving the campus such as Line 166 (Nordhoff) were adjusted to provide an improved connection with evening class dismissal times.
- Nordhoff/Osbourne Rapid Bus Study - Metro Operations is currently studying the feasibility of a new Rapid service on Nordhoff/Osbourne Streets. It is proposed that any new Nordhoff/Osborne Metro Rapid should operate along the same streets as Line 166. Generally, these types of new services would initially operate weekdays only, with service every 15 minutes in the peaks and every 20 minutes in the off peak periods. While service changes can be implemented relatively quickly, assuming resources are available, any capital investment to support the service, such as signal priority and new buses, would be on a longer timeframe and require additional capital funding. In relations to this, the Board passed Motion 49.2 in July 2016 which includes the “North San Fernando Valley Bus Rapid Transit Improvements” as a System Connectivity (“sc”) sub-regional category project in the Los Angeles County’s Traffic Improvement Plan.
- CSUN U-PASS - Metro is partnering with CSUN and other colleges to pilot a new U-PASS program for students taking 8 units or greater for a period of three consecutive months or greater. The benefits of the new U-PASS program are to expedite processing of

the college pass to students by providing an option to purchase the pass as part of their school registration, providing an adhesive chip to participants so a student's school ID can be used as their TAP card, and capping the cost of the pass at \$43 per month, but often lower with contributions from the university. The new U-PASS, coupled with improved transit service, makes public transit a much more viable and attractive option for CSUN students

- Stand Alone Validators (SAV) - In addition, to help expedite fare payment and boarding at the CSUN transit center, two SAVs have been installed to support Line 744 (Reseda/Ventura/Van Nuys). These SAVs will provide priority boarding by allowing passengers to TAP before boarding and board at any door at the station.
- Transit Information Dissemination - To complement all improvements mentioned, Metro has an ongoing outreach effort promoting new and existing services available to CSUN students and staff. Metro's online guide dedicated to serving the CSUN campus has been updated with new student pass and transit information; the link has been shared with the college to be used in their web page. A pocket guide with a full color map of all bus lines serving CSUN as well as local hotspots is regularly updated and printed then shared with the college as well. Due to CSUN's pioneering role in Metro's U-Pass program, staff has scheduled future visits to the campus to answer student's questions and promote the use of transit. Future coordination meetings with CSUN staff have also been scheduled to continue sharing updates.
- Next Bus Arrival - As part of the commitment to improve service and encourage ridership at CSUN, Metro completed installation of an electronic bus arrival sign at the CSUN Transit Center. Metro bus patrons can now easily see which bus is arriving next and follow a countdown in minutes to its arrival. This is part of an overall strategy to expand electronic arrival signage at bus shelter throughout the County in order to expand ridership and improve the customer experience.

FINANCIAL IMPACT

Implementing ADB on Line 744 would require \$500,000 in implementation cost and additional costs associated with ongoing maintenance of the mobile validators. In addition, there are no anticipated savings in annual revenue service hours (RSH) since the dwell time reduction would not be sufficient to achieve bus efficiencies (lower bus requirement).

ALTERNATIVES CONSIDERED

The alternative to staff recommendation is to implement ADB on Line 744. However, this is not recommended given the minimal benefit, potential for customer confusion, and implementation costs

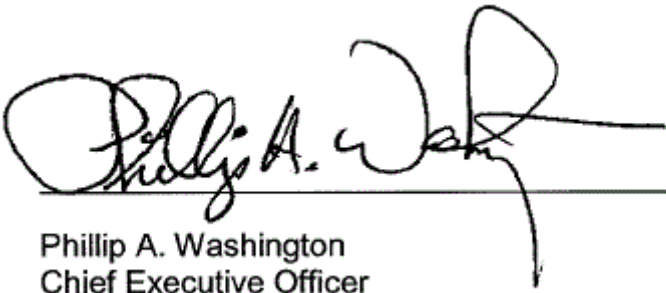
of \$500,000 associated with ADB on Line 744.

ATTACHMENTS

Attachment A - Motion 31 (March 17, 2016)

Prepared by: Conan Cheung, Executive Officer, Finance, (213) 922-6949
Anika-aduesa Smart, Manager, Budget, (213) 922-6964

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2016-0561, **File Type:** Motion / Motion Response

Agenda Number: 26.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

SUBJECT: SAFETY AND SECURITY FOR BLUE LINE WARDLOW STATION

ACTION: RECEIVE AND FILE STATUS REPORT ON INVESTIGATIONS AT THE WARDLOW BLUE LINE STATION

RECOMMENDATION

RECEIVE AND FILE **status report on investigations at the Wardlow Blue Line Station.**

ISSUE

At the May 26 2016 Metro Board meeting, by Motion of Directors Garcetti, Knabe, DuBois and Dupont-Walker and related to Item 30 of the Board agenda (Attachment A), the Board directed the CEO to provide a June update with regard to capital projects (Item A of attachment A) at the Wardlow Station and to report back in August 2016 with regard to items B through E shown on Attachment A). This report responds to the Board direction.

DISCUSSION

The items of the Board motion to be addressed in this report are as follows:

Item B. Initiate a feasibility study to improve safety and security for the Blue Line Wardlow Station and a pilot fare gate program at 4 (four) downtown Long Beach stations.

- **Safety:** A review of the safety of the Wardlow grade crossing will be performed. We will compare the numbers of incidents (pedestrian or vehicle) at the crossing and compare it to all other MBL crossings thus obtaining an objective ranking of the crossing from a safety standpoint. Note that the MBL Pedestrian Gates project in construction at this time will have completed the two crossings in the City of Long Beach, Spring St. and Wardlow Rd., by Mid October 2016, resulting in better protection and a reduction of the likelihood of a pedestrian accident at these two crossings.
- **Traffic Impacts:** Perform a review of the impacts on the roadway traffic at the crossing, including the impact of the close proximity of the I-405 ramps: We will review and analyze any traffic back up at the crossing, which might be occurring, in particular during peak hours.

- Metro Grade Separation Policy: Rate the Wardlow at-grade crossing based on Metro's adopted grade separation policy in comparison to other MBL stations at-grade crossings.
- Feasibility: Evaluate the feasibility from an Engineering standpoint. Develop alternative designs for improvement of the crossing including conceptual designs for grade separation that will consider the two options: underpass or overpass: Challenges to be technically reviewed include:
 - Avoiding interference by the new structure with I-405 Freeway, as this will add a high complexity and cost to the project,
 - Developing a concept that leaves the new structure within our ROW to avoid any new ROW acquisitions,
 - Minimizing the disruptions to Operations during construction: Developing a design which will leave room to build a temporary shoe-fly to be able to continue normal operations during construction, thus avoiding the need of bussing our patrons
 - Performing utilities investigations to determine the extent of utilities relocations or protections that might be needed for the project
 - Evaluating if the new structure impacts the existing Park & Ride lot which might require a temporary Park & Ride.
- Security: The MBL stations enhancements project, which construction was completed in November 2015, has improved the security at all MBL stations, including the Wardlow station: New CCTV have been added and new LED fixtures have substantially improved the stations' lighting
- Gating Feasibility of Gating five (5) Blue Line Stations: Metro's gating team has developed a plan to study gate feasibility for five Long Beach Blue Line stations: Wardlow, 5th Street, 1st Street, Downtown Long Beach, and Pacific stations. The first step is to conduct a detailed engineering analysis and results are expected by mid Sept 2016. Once the analysis is complete we will review the results and develop engineering plans and cost estimates for those stations that can be gated.

Item C. Prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in MTA's State of Good Repair, Safety Improvements, and Aging Infrastructure program.

Establishing a priority for funding of a grade separation will be considered as part of the capital budgeting process as well as in the identification of projects for grant application consideration. Once the project is better defined through the studies described above it will be included in the State of Good Repair, Safety Improvements, and Aging Infrastructure program.

Item D. Include the Wardlow Station as part of MTA's "Transit Oriented Communities" pilot projects.

Pending the results of a scheduled meeting with the City of Long Beach Development Services staff regarding opportunities for collaboration between Metro and the City, the Wardlow Station Area will be added to the Metro TOC Pilot program.

Item E. Identify Transit Oriented Development and other land use and development opportunities to maximize the use of Wardlow Station.

Metro Joint Development staff has performed a preliminary assessment in preparation for the meeting with City Development Services staff. Additional analysis will be conducted based upon the results of that meeting.

FINANCIAL IMPACT

Adoption of the recommendation to receive and file this report will not create a financial impact to the agency.

Impact to Budget

The technical and engineering feasibility study will be prepared in house by Metro Engineering. However should this result in a project, an LOP will be developed and submitted to the Board approval for all phases of the project including Planning, Environmental Clearance, Preliminary Engineering (PE) Development and Construction.

NEXT STEPS

With receipt of this report by the Board, staff will pursue the activities as described above. Completion of the feasibility study described in B above is anticipated to occur by March 2017. The other activities are on-going and the status will be reported periodically.

ATTACHMENTS

Attachment A - May 26, 2016 Motion (File #:2016-0487)

Attachment B - June 29, 2016 Board Box regarding Blue Line Art Installations

Prepared by: Calvin Hollis, Executive Officer, Countywide Planning, (213) 922-7319
Sam Mayman, Executive Officer, Engineering Mgmt. (213) 922-7289

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



Board Report

File #:2016-0487, **File Type:**Motion / Motion Response

Agenda Number:

**MAY 26, 2016
REGULAR BOARD MEETING**

Motion by:

Garcetti, Knabe, DuBois and Dupont-Walker

May 26, 2016

**Relating to Item 30; File ID 2016-0357
Blue Line Station & Security Enhancements**

Safety and security will continue to be a top MTA priority in the development of rail projects across Los Angeles County.

The MTA CEO has prioritized safety and security reinvestments along all our existing MTA rail lines throughout the County.

For example, MTA is working on making major investments on the Blue Line to improve safety and security measures, along with State of Good Repair capital improvements. Once complete, close to \$300 million (not including rail vehicles) will be invested in the Blue Line.

A recent study issued by the University of California Berkeley (*Grading California's Rail Station Areas*, October 2015) ranked and graded rail stations from six cities in California for accessibility, connections to housing, walkability, and safety.

The study ranked the Blue Line Wardlow Station as one of the worst stations in Los Angeles County and in the State of California.

The Wardlow Station area is generally auto-dominated and lacks the concentrations of jobs or housing. Additionally, the rail crossing is complex and the parking lots are without significant pedestrian activity.

Better station area development can improve and address the environmental and quality-of-life needs surrounding the station.

Additionally, due to the current station configuration, improvements to the rail crossing intersection are warranted.

WE, THEREFORE, MOVE that the Board direct the CEO to report back on the following:

- A. Provide an update at the June 2016 MTA Board meeting on all Blue Line Safety and Security and State of Good Repair capital projects and enhancement efforts, including, but not limited to, the following:
 - 1. Grade crossing gates
 - 2. Pedestrian safety gates
 - 3. Fare enforcement and security
 - 4. Station maintenance
 - 5. Station fare gate installation
- B. Initiate a feasibility study to improve safety and security for the Blue Line Wardlow Station and a pilot fare gate program at 4 (four) downtown Long Beach stations.
- C. Prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in MTA's State of Good Repair, Safety Improvements, and Aging Infrastructure program.
- D. Include the Wardlow Station as part of MTA's "Transit Oriented Communities" pilot projects.
- E. Identify Transit Oriented Development and other land use and development opportunities to maximize the use of Wardlow Station.
- F. Provide a response and report back on items B through E at the August 2016 MTA Board meeting.

AMENDMENT by Fasana to include the artwork along the Blue Line.

###



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

June 29, 2016

TO: BOARD OF DIRECTORS

**THROUGH: PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER**

**FROM: THERESE W. McMILLAN
CHIEF PLANNING OFFICER**

**SUBJECT: METRO BLUE LINE STATION AND SECURITY ENHANCEMENTS
RESPONSE TO BOARD MOTION**

ISSUE

At the May 26, 2016 meeting, the Board approved a motion directing that the Chief Executive Officer report back with an update on Blue Line Safety and State of Good Repair Capital projects and enhancement efforts which included an update on the artwork along the Blue Line (Attachment A). This report provides the requested status on the artwork.

DISCUSSION

The artworks along the Blue Line are now approaching their 25th year and like other assets in the Metro system are subject to wear and tear of time and use, the marine environment and ultraviolet (UV) sun quotient. With the Blue Line Refurbishment project, some of the artworks were removed. Through the FY 16 Capital budget, funding to reinstall these artworks has been secured. In addition to these capital projects, the FY 17 budget includes funding to inspect artworks at five Blue Line stations and to identify any necessary actions necessary to bring them into a State of Good Repair. Staff is also preparing to submit a request for the FY 18 Capital budget to repair the artwork in the Blue Line tunnel. Attachment B identifies the current and future State of Good Repair Capital projects.

NEXT STEPS

Staff will continue to manage the implementation of currently resourced Metro Blue Line art conservation and refurbishments and will provide an annual report on the state of Metro's public artworks in February 2017 as directed by the Board.

Metro



Board Report

File #:2016-0487, **File Type:**Motion / Motion Response

Agenda Number:

**MAY 26, 2016
REGULAR BOARD MEETING**

Motion by:

Garcetti, Knabe, DuBois and Dupont-Walker

May 26, 2016

**Relating to Item 30; File ID 2016-0357
Blue Line Station & Security Enhancements**

Safety and security will continue to be a top MTA priority in the development of rail projects across Los Angeles County.

The MTA CEO has prioritized safety and security reinvestments along all our existing MTA rail lines throughout the County.

For example, MTA is working on making major investments on the Blue Line to improve safety and security measures, along with State of Good Repair capital improvements. Once complete, close to \$300 million (not including rail vehicles) will be invested in the Blue Line.

A recent study issued by the University of California Berkeley (Grading California's Rail Station Areas , October 2015) ranked and graded rail stations from six cities in California for accessibility, connections to housing, walkability, and safety.

The study ranked the Blue Line Wardlow Station as one of the worst stations in Los Angeles County and in the State of California.

The Wardlow Station area is generally auto-dominated and lacks the concentrations of jobs or housing. Additionally, the rail crossing is complex and the parking lots are without significant pedestrian activity.

Better station area development can improve and address the environmental and quality-of-life needs surrounding the station.

Additionally, due to the current station configuration, improvements to the rail crossing intersection are warranted.

WE, THEREFORE, MOVE that the Board direct the CEO to report back on the following:

- A. Provide an update at the June 2016 MTA Board meeting on all Blue Line Safety and Security and State of Good Repair capital projects and enhancement efforts, including, but not limited to, the following:
 - 1. Grade crossing gates
 - 2. Pedestrian safety gates
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- B. Initiate a feasibility study to improve safety and security for the Blue Line Wardlow Station and a pilot fare gate program at 4 (four) downtown Long Beach stations.
- C. Prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in MTA's State of Good Repair, Safety Improvements, and Aging Infrastructure program.
- D. Include the Wardlow Station as part of MTA's "Transit Oriented Communities" pilot projects.
- E. Identify Transit Oriented Development and other land use and development opportunities to maximize the use of Wardlow Station.
- F. Provide a response and report back on items B through E at the August 2016 MTA Board meeting.

AMENDMENT by Fasana to include the artwork along the Blue Line.

###

ATTACHMENT B

Metro Blue Line Current and Planned Capital Projects (Artwork)

Current

Artwork Refurbishment at three stations (Grand, 103 rd /Watts Towers, 5 th Street)	Funds secured through the FY 16 Capital budget. Scope in development to refurbish artwork at these three stations with contracts scheduled for award Fall 2016
--	--

Planned

Refurbish Tunnel Artwork and Develop Art Asset Management Plan	Capital Project – funds will be requested in the FY 17 Capital budget to refurbish 25+ year old artwork that is no longer functioning.
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**Board Report**

File #: 2016-0568, **File Type:** Motion / Motion Response**Agenda Number:** 27.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016

SUBJECT: METROLINK BNSF LOCOMOTIVE TRAIN HORNS AND QUIET ZONES**ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE a **comprehensive study of communities/cities impacted by the Burlington Northern Santa Fe (BNSF) locomotive train horns** as a response to the May 2016 Board directive.

ISSUE

At the May 19, 2016, System, Safety Security and Operations Committee meeting, Directors Najarian and Antonovich directed the CEO to create a comprehensive study of all communities/cities impacted by the BNSF locomotive train horns on the Metrolink commuter rail system and work with Southern California Regional Rail Authority (SCRRA) staff to prioritize those impacted cities most in need of quiet zones (refer to Attachment A).

DISCUSSION**BNSF Trains Horns**

In late 2015, SCRRA began operating 40 leased locomotives provided by the BNSF, due to a safety concern. The locomotives emit a higher-decibel five-chime horn, which is noticeably louder than the lower Metrolink three-chime horn locomotives. SCRRA has received multiple complaints from residents in the San Gabriel Valley, in particular, about the noise from horns, and the impacts to residents' quality of life along the Metrolink San Bernardino Line.

SCRRA has conducted several community meetings and made presentations at city council meetings of affected cities in the San Gabriel Valley (see Attachment B). SCRRA has indicated that the increased train horn noise issues is a temporary condition, as the BNSF lease is for one year only, ending on November 1, 2016. SCRRA plans to return the locomotives to the BNSF as soon as possible in advance of November 1st. Additionally, SCRRA has changed some of the "push-pull" configuration of locomotives on some train sets, which has helped to reduce complaints regarding train horn noise.

Quiet Zones

In 2005, the Federal Railroad Administration (FRA) issued the Train Horn Rule, which set the nation-wide standards for the sounding of train horns at public highway-rail grade crossings. In addition to establishing criteria for the sounding of train horns, the Train Horn Rule established a process for communities to obtain relief from the sound of train horns by providing criteria for the establishment of quiet zones. Only a public authority responsible for traffic control or law enforcement at the public highway-rail grade or pedestrian crossing (i.e. city) may establish a quiet zone. The quiet zone must be at least ½ mile in length and have at least one highway-rail grade crossing.

Generally, cities initiate the quiet zone process by conducting a comprehensive diagnostic assessment at each crossing. According to Federal requirements, diagnostic meetings are conducted and Supplementary Safety Measures (SSMs) are identified and recommended to meet quiet zone safety requirements. Some typical SSM improvements to the grade crossings include medians or channelization devices, a four-quadrant gate system to block all lanes of highway traffic, one-way streets with gates, and/or permanent crossing closures. The initial capital costs for quiet zone improvements can vary from \$500,000 per crossing up to \$3 million per crossing depending upon the type of existing improvements in place and the SSMs required.

The cities of Pomona and Industry have implemented quiet zones along the Union Pacific Railroad (UPRR) Alhambra and Los Angeles subdivisions. FRA data indicates that vehicle accidents at five grade crossings in the City of Pomona declined by more than 50% since quiet zones were implemented in 2007. The City of Glendale has completed quiet zone ready improvements at three crossings in the city, and intends to file a NOI with the FRA for a quiet zone in late 2016. The City of Burbank is making improvements to the Buena Vista/Vanowen crossing to make it quiet zone ready, and is pursuing a quiet zone. Additionally, several cities in the San Gabriel Valley such as Claremont, Baldwin Park and San Dimas including Glendale have recently expressed interest in pursuing quiet zones. The San Gabriel Valley Council of Governments has also indicated to SCRRRA a desire to work regionally towards quiet zone improvements in the San Gabriel Valley.

In 2010 and 2011, the Orange County Transportation Authority (OCTA) embarked on a comprehensive, countywide program to implement quiet zones throughout Orange County. At a total cost of \$85 million, 52 two crossings in eight cities such as Orange, Anaheim, Santa Ana, Tustin, San Juan Capistrano, Dana Point, San Clemente and Irvine along OCTA owned right-of-way were upgraded with SSM improvements and have received acceptance by the FRA as quiet zones. At the time, this was the largest grade crossing safety enhancement and quiet zone program in the United States.


ATTACHMENTS

Attachment A - Motion #33 BNSF Locomotives Noise Factor

Attachment B - Los Angeles County Cities Impacted by BNSF Horn Issue and
SCRRRA Community Outreach Efforts

Prepared by: Jay Fuhrman, Transportation Planning Manager, (213) 922-2180
Jeanet Owens, P.E. Executive Officer, (213) 922-6877

Reviewed by: Richard Clarke, Chief, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A Metro

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



Board Report

File #:2016-0411, File Type:Motion / Motion
Response

Agenda Number:33

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MAY 19, 2016

Motion by:

Director Najarian and Antonovich

May 19, 2016

BSNF Locomotives Noise Factor

Since the approval from the Federal Railroad Administration (FRA) and the California Public Utilities Commission (PUC) for a quiet zone through the City of Glendale, I have been receiving inquiries from cities in Los Angeles County that are subjected to horn sounding required by the engineer for up to a mile through the communities. With the addition of the BSNF locomotives on certain Metrolink lines, the noise has been exacerbated by the locomotive's five chime horn. Residents are complaining that this horn is much louder than Metrolink's normal horn, creating an unacceptable state and will be demanding a long-term solution.

Due to the ongoing investigation by the National Safety Board, Metrolink is unable to answer questions from the public regarding why these locomotives have been put into use. Communities are realizing how much safer they would be with the additional safety measures with the creation of a quiet zone.

With many quiet zones planned for Metrolink lines, I think it would be prudent to do a comprehensive study of all communities impacted by the BNSF five chime horn.

APPROVE Motion by Najarian that the Board direct the CEO to:

- A. create a comprehensive study of all communities/cities impacted by the BNSF locomotive noise factor;
- B. direct staff to work with Metrolink staff to prioritize those cities most in need of a quiet-zone;
and
- C. report back to the MTA Board in 90 days on the results of this study.

ATTACHMENT B

Los Angeles County Communities Impacted by BNSF Horn Issue (along Metro owned/Metrolink operated Right-of-Way)

Metrolink Line	Community	Distance (Miles)	No. of Crossings *	Frequency of Crossings Per Mile	Weekday Trains **	Complaints to Metrolink (H/M/L)	Metrolink Community Outreach	Metrolink Government Relations Outreach	Comments
San Bernardino	El Monte	3.1	3	1.0	40	LOW			
San Bernardino	Industry	2.4	4	1.7	40	LOW			
San Bernardino	Baldwin Park	2.5	8	3.2	40	HIGH	community meeting - 6/21/16	met with city manager 5/16	
San Bernardino	Irwindale	1.2	2	1.7	40	LOW			
San Bernardino	Covina	5.6	13	2.3	40	HIGH		council presentation - 4/19/16; will meet with city manager in August	
San Bernardino	San Dimas	2.5	4	1.6	40	HIGH	community meeting - 6/2/16	council presentation 4/12/16 and 4/26/16 and met with asst. city manager; will meet with council in Aug/Sept	within Lone Hill to White Double Track project limits
San Bernardino	La Verne	2.3	7	3.0	40	MEDIUM		met with city manager 7/20/16	within Lone Hill to White Double Track project limits
San Bernardino	Pomona	1.3	5	3.8	40	MEDIUM		council presentation - 4/4/16; will meet with council Aug/Sept	
San Bernardino	Claremont	1.8	5	2.8	40	HIGH	community meeting - 6/23/16	council presentation - 4/12/16; will meet with council in Aug/Sept	Has formed council subcommittee on quiet zones
Ventura County	Los Angeles	17.6	19	1.1	48	MEDIUM			
Ventura County	Burbank	3.0	5	1.7	48	MEDIUM			<u>pursuing quiet zone along Ventura County Line (Buena Vista/Vanowen)</u>
Antelope Valley/Ventura	Glendale	4.4	11	2.5	83	MEDIUM			intends to file Notice Of Intent (NOI) for quiet zone with FRA in late 2016
Antelope Valley/Ventura	Burbank	3.8	3	0.8	83	MEDIUM			
Antelope Valley	Los Angeles	11.7	14	1.2	35	MEDIUM			within Brighton to Roxford Double Track project limits
Antelope Valley	San Fernando	1.3	4	3.1	35	LOW			within Brighton to Roxford Double Track project limits
Antelope Valley	Santa Clarita	12.6	13	1.0	35	LOW			
Antelope Valley	LA County (unincorporated)	28.2	19	0.7	35	MEDIUM			
Antelope Valley	Palmdale	5.6	5	0.9	35	MEDIUM			
Antelope Valley	Lancaster	3.6	3	0.8	35	LOW			
All ***	Los Angeles	2.8	5	1.8	310	LOW			

TOTAL: 117.3 152 1.3

* Includes BOTH public and private crossings
 ** Includes Metrolink, Amtrak AND freight trains
 *** River Corridor (east and west bank)



Metro

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

Board Report

File #: 2015-1753, **File Type:** Oral Report / Presentation

Agenda Number: 28.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

Operations Employees of the Month

August Operations Employees of the Month



Operations Employees of the Month



Transportation

Train Operators

Saul Sanchez (Div. 24)

David Wilson (Div. 24)

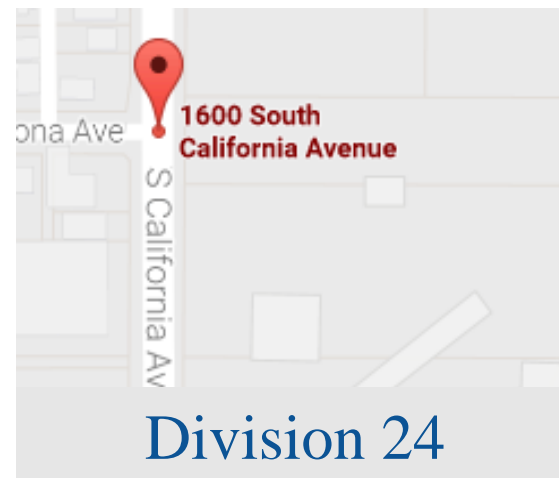
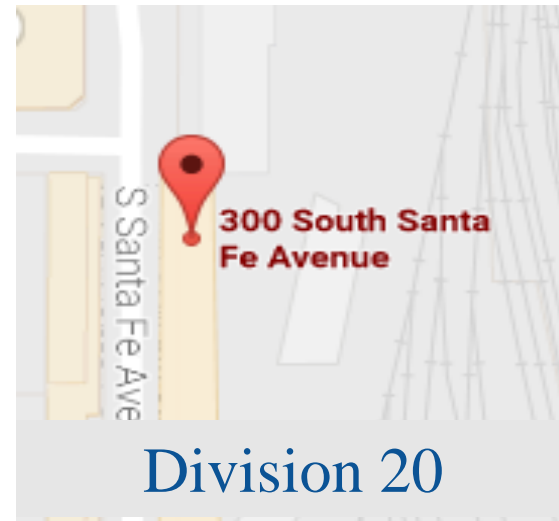
Maintenance

Maintenance Specialists

Rafaele Mastrangelo (Div. 20)

Ezequiel Garcia (Div. 24)

Marcos Martinez (Div. 24)





Metro

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

Board Report

File #: 2015-1754, **File Type:** Oral Report / Presentation

Agenda Number: 29.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

RECEIVE oral report on System Safety, Security and Operations.



Metro Bus & Rail Performance

FY16 Quarter 4

August 18, 2016

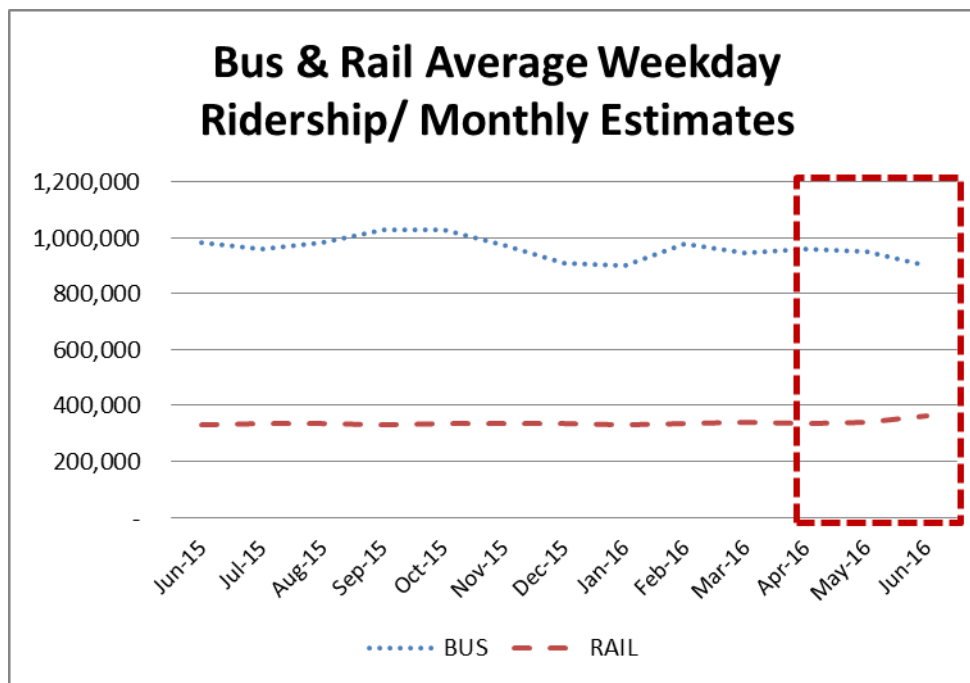


Metro

American Public Transportation Association announced last month:

Nearly 2.6 billion trips were taken on US public transportation systems in first quarter of 2016, representing a slight yearly increase of 0.4 percent.

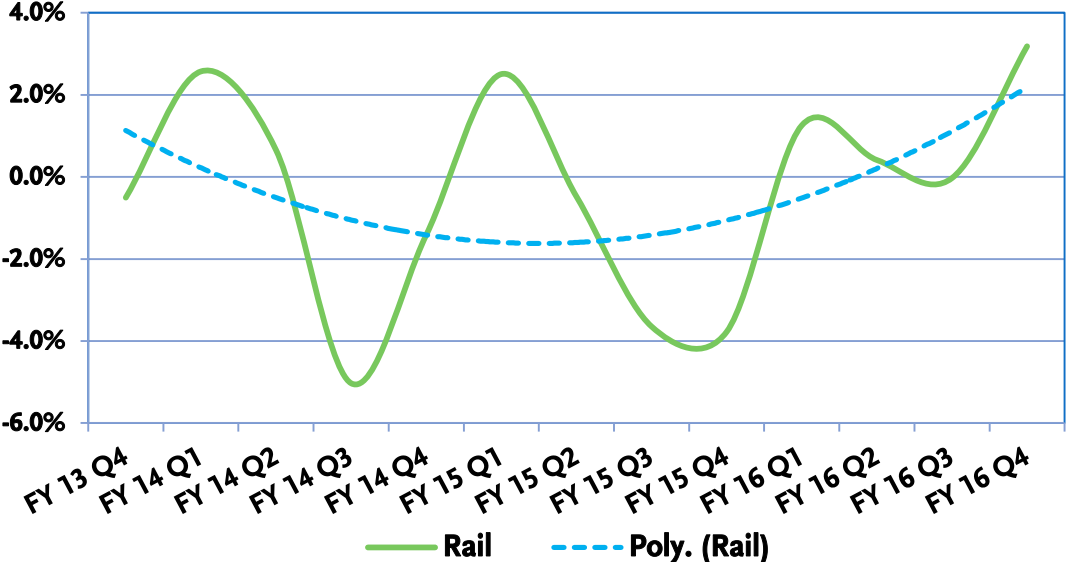
Bus & Rail Average Weekday Ridership



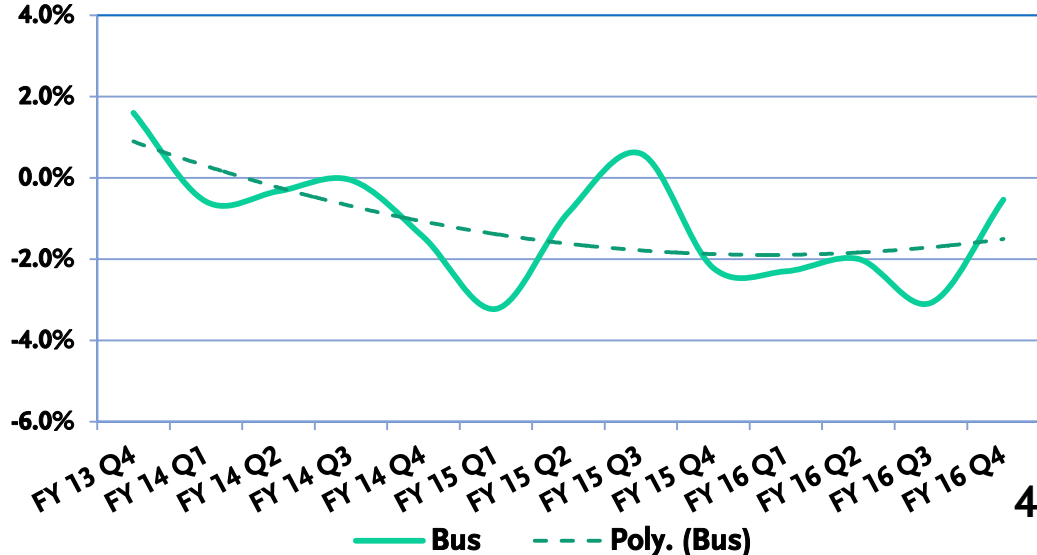
Fiscal Year	Bus	Rail
2015	1,027,652	344,900
2016	958,583	336,822

Bus & Rail Quarterly Weekday Ridership

Rail

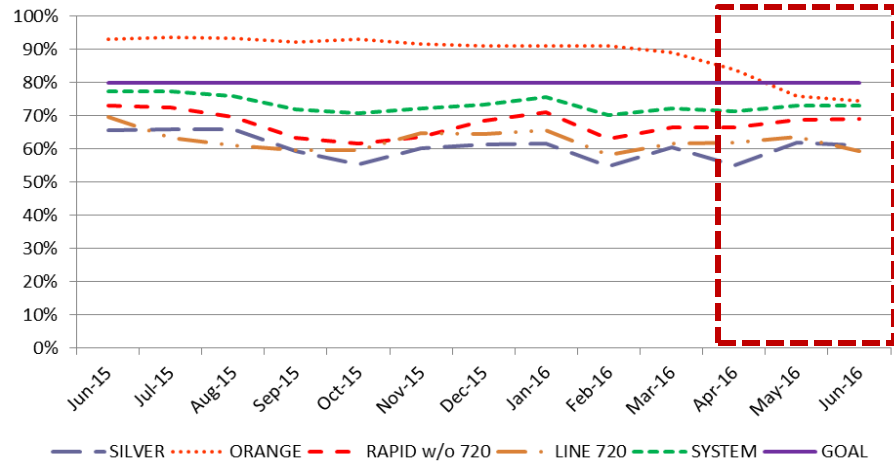


Bus

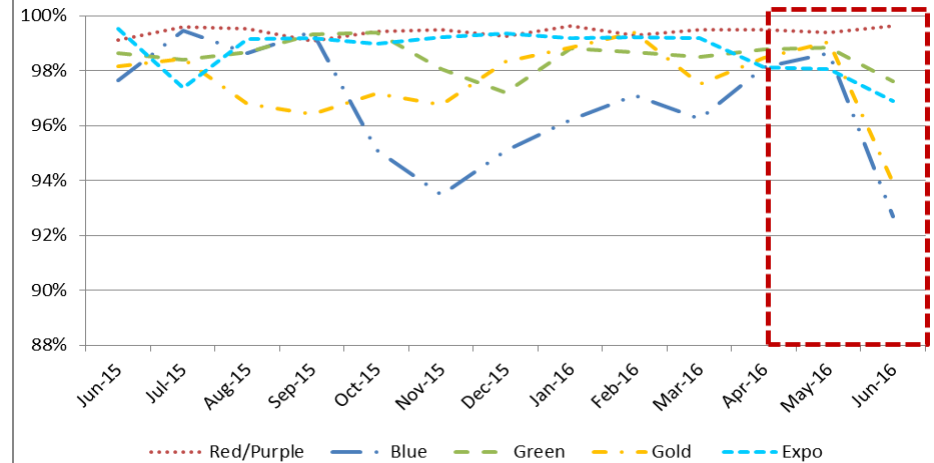


Bus & Rail In Service On-Time Performance

Bus ISOTP



Rail ISOTP



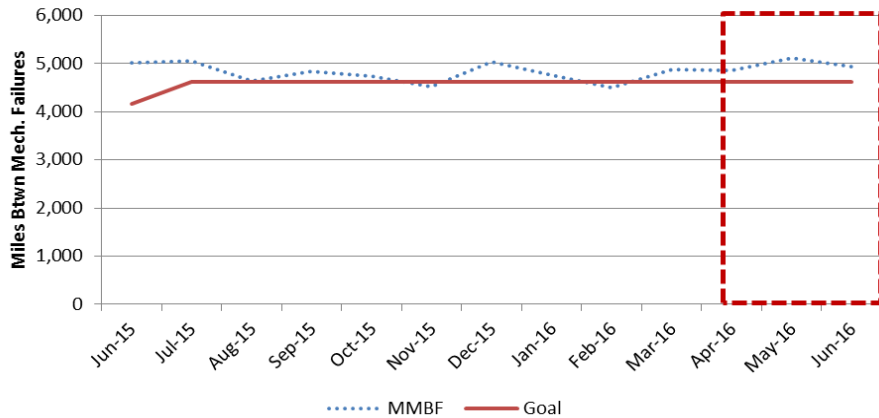
The Orange Line operates on a dedicated right-of-way. The Silver Line is subject to automobile traffic.

Line	FY15 Actual	FY16 Actual	FY16 Goal
Silver	67.6%	60.0%	80%
Orange	93.9%	92.1%	80%
Rapid w/o 720	70.1%	67.0%	80%
Line 720	66.1%	62.0%	80%
Local	74.4%	72.7%	80%
System	75.0 %	73.1%	80%

Line	FY15 Actual	FY16 Actual	FY16 Goal
Red/Purple	99.1%	99.5%	100%
Blue	97.3%	96.1%	99.2%
Green	97.4%	98.5%	99.2%
Gold	98.6%	97.6%	100%
Expo	99.1%	98.6%	100%

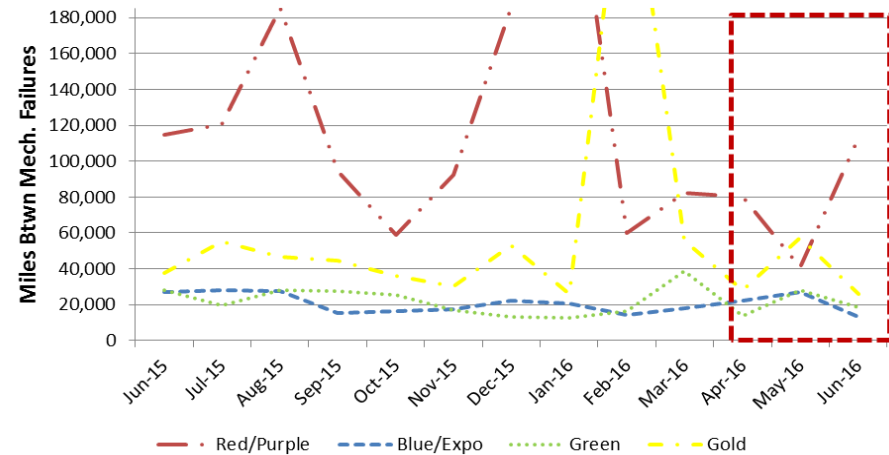
Bus & Rail Mean Miles Between Mechanical Failures

Directly Operated Bus Mean Miles Between Mechanical Failures



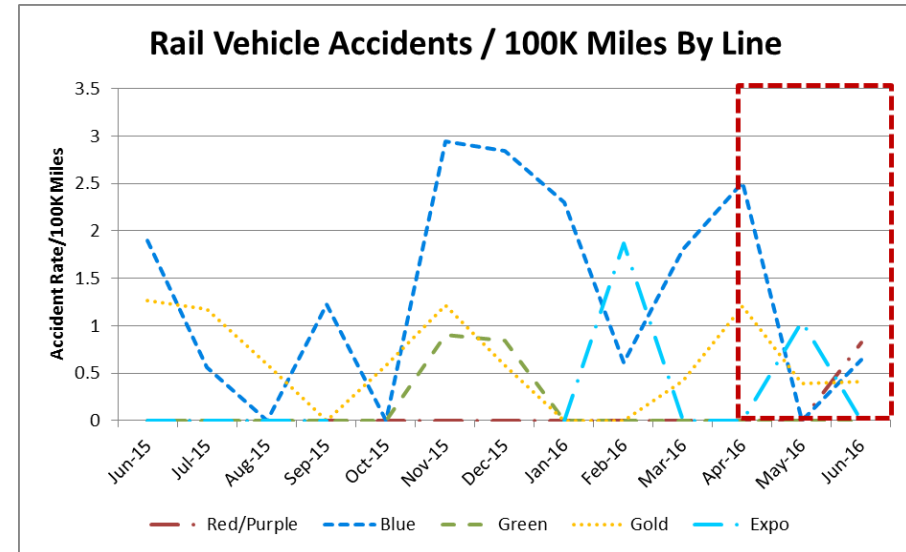
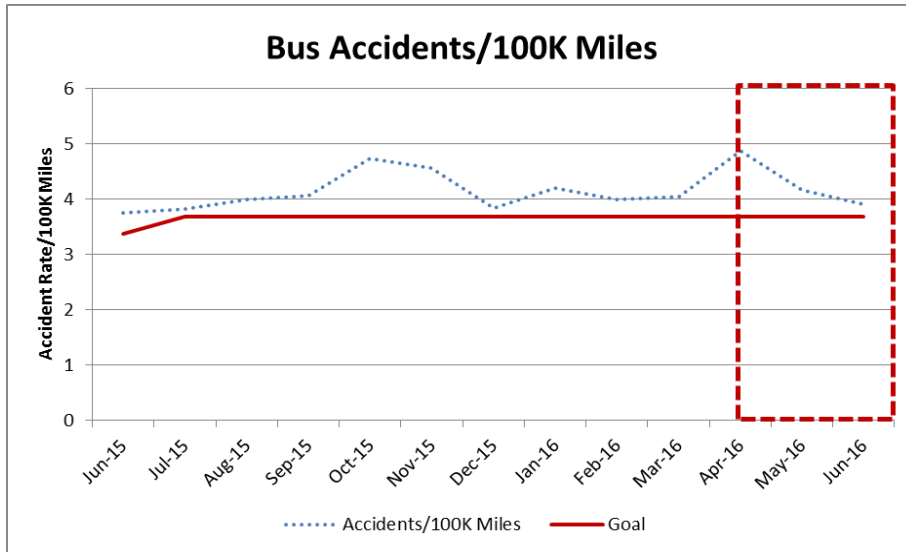
	FY 15 Actual	FY16 Actual	FY16 Goal
Bus	4,482	4,818	4,680

Rail Mean Miles Between Mechanical Failures



Line	FY15 Actual	FY16 Actual	FY16 Goal
Red/Purple	85,090	94,312	84,868
Blue/Expo	23,716	19,142	23,934
Green	21,054	19,237	21,008
Gold	44,171	40,425	45,762

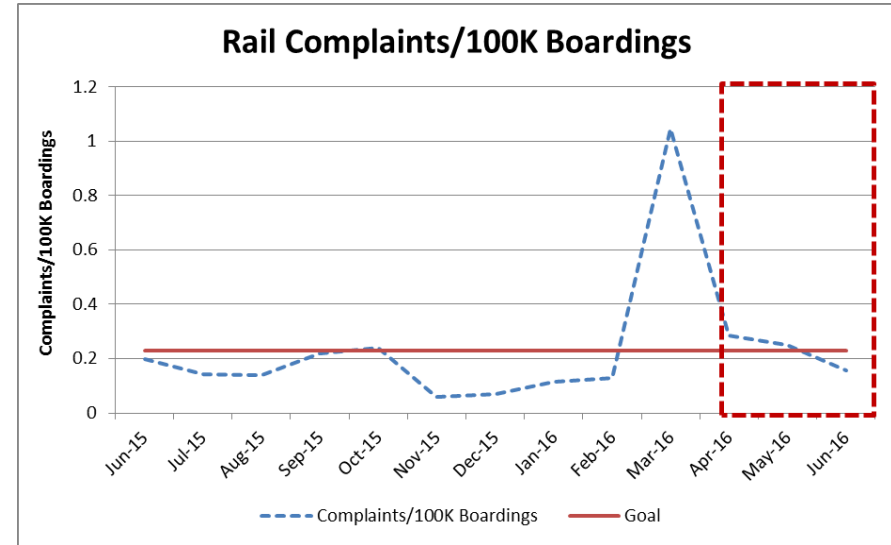
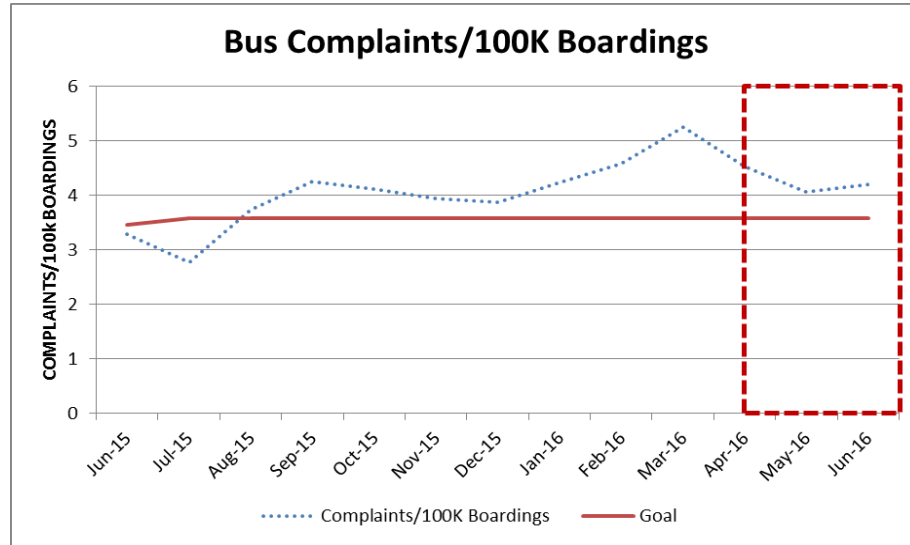
Bus & Rail Vehicular Accidents per 100,000 Miles



	FY 15 Actual	FY16 Actual	FY16 Goal
Bus	3.77	4.2	3.69

Line	FY 15 Actual	FY16 Actual	FY16 Goal
Red/Purple	0.13	0.07	0.14
Blue	0.89	1.29	0.79
Green	0.14	0.14	0.15
Gold	0.54	0.56	0.47
Expo	1.02	0.37	1.10

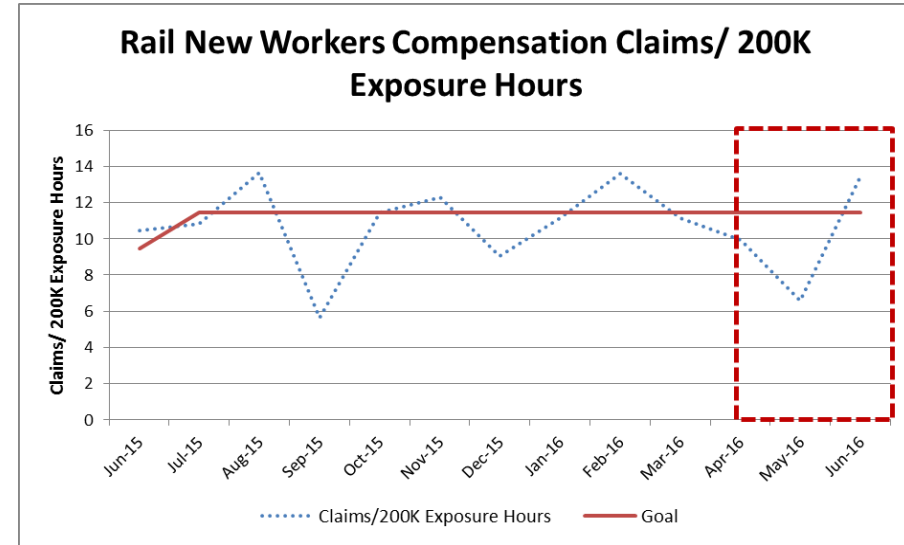
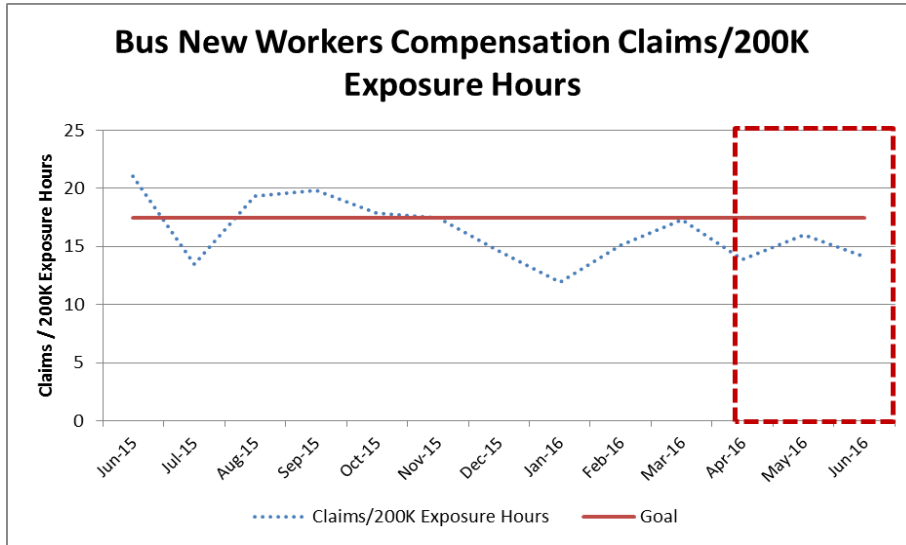
Bus & Rail Customer Complaint Rates



	FY 15 Actual	FY16 Actual	FY16 Goal
Bus	3.62	4.12	3.59

Line	FY 15 Actual	FY16 Actual	FY16 Goal
Red/Purple	0.11	0.03	0.11
Blue	0.27	0.14	0.27
Green	0.32	0.19	0.31
Gold	0.34	0.70	0.34
Expo	0.38	0.60	0.40

New Bus & Rail Worker's Compensation Claims



	FY 15 Actual	FY16 Actual	FY16 Goal
Bus	17.5	15.9	16.83

Line	FY 15 Actual	FY16 Actual	FY16 Goal
Rail	9.55	10.71	11.47



Board Report

File #: 2016-0529, **File Type:** Project

Agenda Number: 30.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016

SUBJECT: PERFORMANCE UPDATES ON LINE 501 PILOT EXPRESS BUS SERVICE

ACTION: APPROVE CONTINUED OPERATION OF LINE 501 EXPRESS BUS SERVICE AND ADOPT STAFF’S RECOMMENDED SERVICE MODIFICATIONS

RECOMMENDATION

CONSIDER:

- A. Extending **Line 501 Pilot Express Bus Service** for an additional 180 days; and
- B. Approving modification of the service to improve scheduling efficiencies and increase service.

ISSUE

On October 2015, the Metro Board approved staff’s implementation plan for a 180 day pilot bus program. The new service was expected to mitigate some of the impacts to travel in this region caused by the Interstate 5 construction expansion project in the Burbank area, as well as connect residents of the San Gabriel Valley via the Metro Gold Line to the San Fernando Valley Metro Orange and Red Lines. A new express bus service, Line 501, began service on March 1, 2016. The Board requested staff report back with a review of the operation and performance based on criterion established at the start of service.

Line 501 was designed to be a frequent service that provided quick service connecting the Orange Line with the Gold Line with few stops in high demand areas such as the Burbank Media District and Glendale. The route was placed on the freeways as much as possible to expedite travel. Caltrans assisted by providing revised HOV entrance and exit locations so this bus service could enter the HOV lanes as soon as possible.

In the implementation report approved by the Board, it was recommended that the performance of the new express line should be at least 25 passengers per revenue bus hour, which is half of the Metro system average of 50 passengers per revenue bus hour. At the rate of 25 passengers per bus hour, this line was expected to attract 1,750 riders on an average week day. If performance measures could not be achieved, it was stated that staff should take corrective actions to improve the attractiveness of the line or tailor the service to better match ridership patterns.

As part of the approval to operate the service, staff was to return at the end of 180 days with a performance report and recommendation to continue, modify or discontinue the service.

DISCUSSION

Prior to implementation, staff worked closely with LADOT, Burbank Bus, Pasadena Transit and Glendale Beeline to ensure that seamless connections are being made with Line 501. In addition, the City of Burbank currently operates Burbank Bus NoHo to Airport route which provides a direct connection from North Hollywood Station to the newly renamed Hollywood Burbank Airport and other destinations near Burbank's Empire Center.

In preparation, Metro Communications department began developing a marketing campaign to help brand and promote the new service. A special bus wrap with matching billboards and brochures were developed. The products were also cross advertised with the Metro Gold Line extension to Azusa opening.

An extensive marketing program on the new Metro Express service was initiated a month prior Line 501 initiating service, and is continuing today. This program is outlined in **Attachment A**.

Prior to the opening of Line 501, Communications, Light Duty employees, and Service Planning staff began handing out brochures to Metro Orange and Red Line patrons. A ribbon cutting was televised and featured on the nightly news, and radio and newspaper spots were purchased. Once the line began, Metro Commute Services began an outreach effort that reached 40 businesses. First, they were emailed and mailed, and later called to further advertise the service.

Findings

Once the service began, Service Planning staff rode the buses and met patrons along the route. Metro Customer Relations also received request for additional stops. While the criterion for the service was to provide fast express service, it became evident that a few additional stops were needed, as shown in **Attachment B**. The implementation of these stops was in an effort to help improve sagging ridership. On June 12, 2016, two stops in each direction were added to Line 501. These stops provide additional connectivity to other bus lines and improve accessibility by serving new destinations along the route. The new stops were placed at Olive Ave / Alameda Ave and Lankershim Bl / Vineland Ave. Onboard notices were distributed and marketing materials were updated to advertise the change. Weekday ridership continues to grow, and adding these two stops provides improved access to the Burbank Media District employment center.

As approved by the Board, this line was expected to attract 1,750 riders on an average week day. The following shows improvements in ridership since April 2016 (the first full month of operation), but it has not reached the expected patronage, as of June 2016.

Average Daily Boardings			
Month	Weekday	Saturday	Sunday
May April	511	280	186
June May	959	472	410
June	971	558	394
July	1,079	549	433

Attachment C shows Line 501 daily boardings by stop.

Considerations

June 2016 ridership data shows that Line 501 is still not performing at expected levels. Based on the Route Performance Index, the measure used to evaluate the performance of all Metro bus lines, Line 501 index is 0.36. Metro bus lines are considered to be low performers if their score is 0.60 or lower. Ridership on Line 501 would need to increase to 1,580 daily to exceed an index value of 0.60.

Weekend ridership on Line 501 is very low, averaging 9 boarding passengers per bus service hour. Weekday ridership on average is better but still only 12 boarding per bus hour. The highest ridership demand periods are weekday morning and afternoon peaks.

Staff recommends that the weekend service be reduced from every 30 minutes to every 45 minutes and that the span of service be reduced to operate between 8am and 8pm. These actions would save 2,100 annual revenue bus hours. These savings could be reinvested into an expanded weekday peak period service. Presently Line 501 operates every 15 minutes during weekday peaks and every 30 minutes during weekday mid-day and weekends. Using the weekend service hours during the weekday peak periods would allow service to be operated every 12 minutes during heart of each peak period. This would make the service more attractive and easier to use during the highest ridership demand periods.

Considerations

Metro staff has met with Glendale Beeline and a representative from the Crescenta Valley community to explore potential improved transit connections from Line 501 to the Glendale Beeline, LADOT Commuter Express Lines 419 and 549. A meeting was conducted with Metro, Glendale Beeline staff and Bus Operations Subcommittee. It was determined that an online survey of residents be developed by Metro to assess the area transit connections and potential demand in the Glendale/La Canada Flintridge area. Neighborhood councils will be responsible for administering the survey.

DETERMINATION OF SAFETY IMPACT

Metro Line 501 reduces traffic on area freeways and streets, thereby improving safety to area motorist.

FINANCIAL IMPACT

Adoption of the staff recommendation would retain the same amount of bus service hours on Line 501 as are currently operated resulting in no added cost for this enhanced service, however, there would be a need to add two buses to the peak periods.

Impact to Budget

No net change in operating cost would be incurred by approving the staff recommendation.

ALTERNATIVES CONSIDERED

Continuing the existing weekend and weekday peak period's service would maintain bus service as operated today. Staff does not recommend this alternative as weekend ridership is low, and resources from the weekend service could be redeployed into more frequent weekday peak hour service. Weekday peak service is now every 15 minutes, and would increase to every 12 minutes.

NEXT STEPS

Upon approval, proposed changes to Line 501 could be implemented as early as October 2016.

ATTACHMENTS

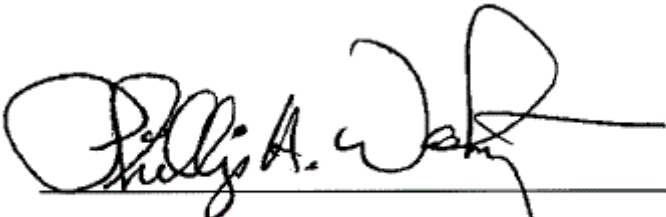
Attachment A - Line 501 Marketing Efforts

Attachment B - Line 501 Map

Attachment C - Line 501 Daily Boardings

Prepared by: Jon Hillmer, Executive Officer, (213) 922-6972
Scott Page, Director, (213) 922-1228

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



Phillip A. Washington
Chief Executive Officer

Marketing Efforts on Line 501

Physical Content

- **Take Ones** with line information and map of new route, system-drop distribution (*drop 1- mid-Feb, drop 2- mid-April*)
- **Car cards** promoting new connection from Pasadena to North Hollywood; Burbank Bus also assisted with the placement of car card on their buses (*1/25-4/25*)
- **Vinyl Banners** at selected locations to promote new *service (currently still at stations, posted in Feb)*
- **Timetable updates** created new timetable for print and online versions (*completed by planning group on Feb 15*)
- **Large Bus Wraps** promoting Line 501 were installed on entire fleet covering the both sides of the buses; buses are essentially mobile pieces of advertisement along the route. (Feb-present)

Digital Content

- **Digital Billboards** along corridor promoting new service (*2/1-4/24*)
- **E-blast** to all Employee Transportation Coordinators promoting new service (*Monthly Feb, Mar, Apr*)
Employee Transit Coordinator (ETC) Monthly Newsletter post short blurb with information of new service (*Feb, Mar*)
- **Transit Passenger Information System (TPIS) AD** posted at selected Red, Orange and Gold Line Stations with connecting service to promote the new 501 service (*2/11- still running*)
Web Module includes web banners on metro.net promoting new service and updated web page with Line 501 information (*2/15-4/1*)
Metro Briefs with information on express service targeted for beginning (*Monthly Feb, Mar, Apr*)
- **Story** on *The Source* and *El Pasajero* with information about new service (*several stories done starting in Feb*)
- **Featured** on MyBurbank.com article (*4/23/16*)
- **NoHo To Pasadena Express was on KTTV Fox 11** "Car-less Commute." Link to story at: <http://www.foxla.com/news/local-news/142440668-story>. The 501 line is featured at approximately 1:48 minutes into the segment.

Social Media

- **Social Media** posts on Facebook, Instagram and Twitter promoting new line (*began March 2016*)

Paid Advertisement

- **Bus Shelters** along the bus route promoting new service (*2/1-4/24*)
- **Bus Benches** along the bus route promoting new service (*2/1-4/24*)
- **Newspaper Ads** targeted at cities where route travels (*2/11-3/20*)

Other Forms of Marketing

- **Partnership with Disney** to promote Line 501 to their Burbank campus as well as promote Metro's B-TAP Program. (May-June 2016)

- **Messages on Hold** promoting new service, began a week before service (*Ran all of Feb, March all month. Will start again end of April- we stagger these as we have limited space*)

Meetings and Presentation

- **Ongoing – Metro Staff** has continued to promote and distribute take-ones at:
 - SGV COG Governing Board
 - SGV Service Council
 - Transportation Forum hosted by Assembly member Nazarian
 - Transportation Forum at CSUN hosted by Senator Hertzberg
 - District office of Councilmember and Board Director Krekorian
 - Universal City – North Hollywood Chamber of Commerce
 - Encino Chamber of Commerce
- **Formal Presentations at:**
 - San Gabriel Valley and San Fernando Valley Service Councils
 - San Fernando Valley COG Transportation Committee
 - VICA Transportation Committee

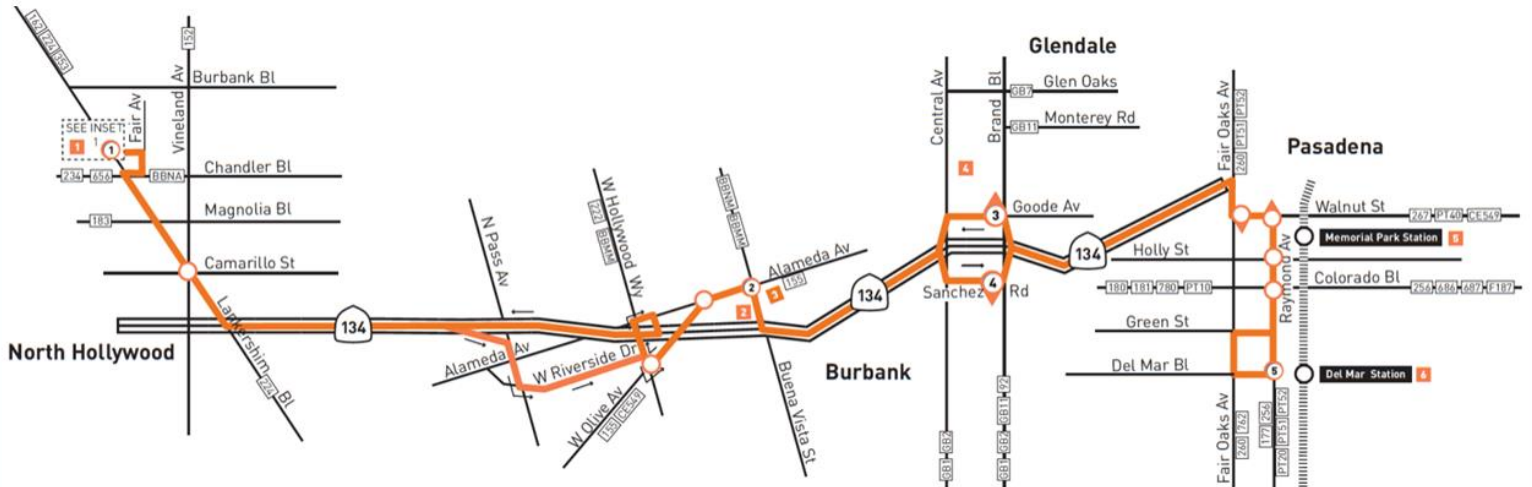
Events

- **Media Event** - ribbon cutting event in Pasadena (March 2016)
- **Ride Along** with Krekorian, Najarian and Talamantes on 4/14/16
- **Line 501’s physical appearance** at “Burbank on Parade”; Ad space was also purchased on the Burbank Guide to promote this service (4/23/16)
- **“Metro in the Community”** - Metro Staff Set up information tables on launch week and again on 4/14/16
- **Promoted** at Assembly District 41 block party (7/30/16)

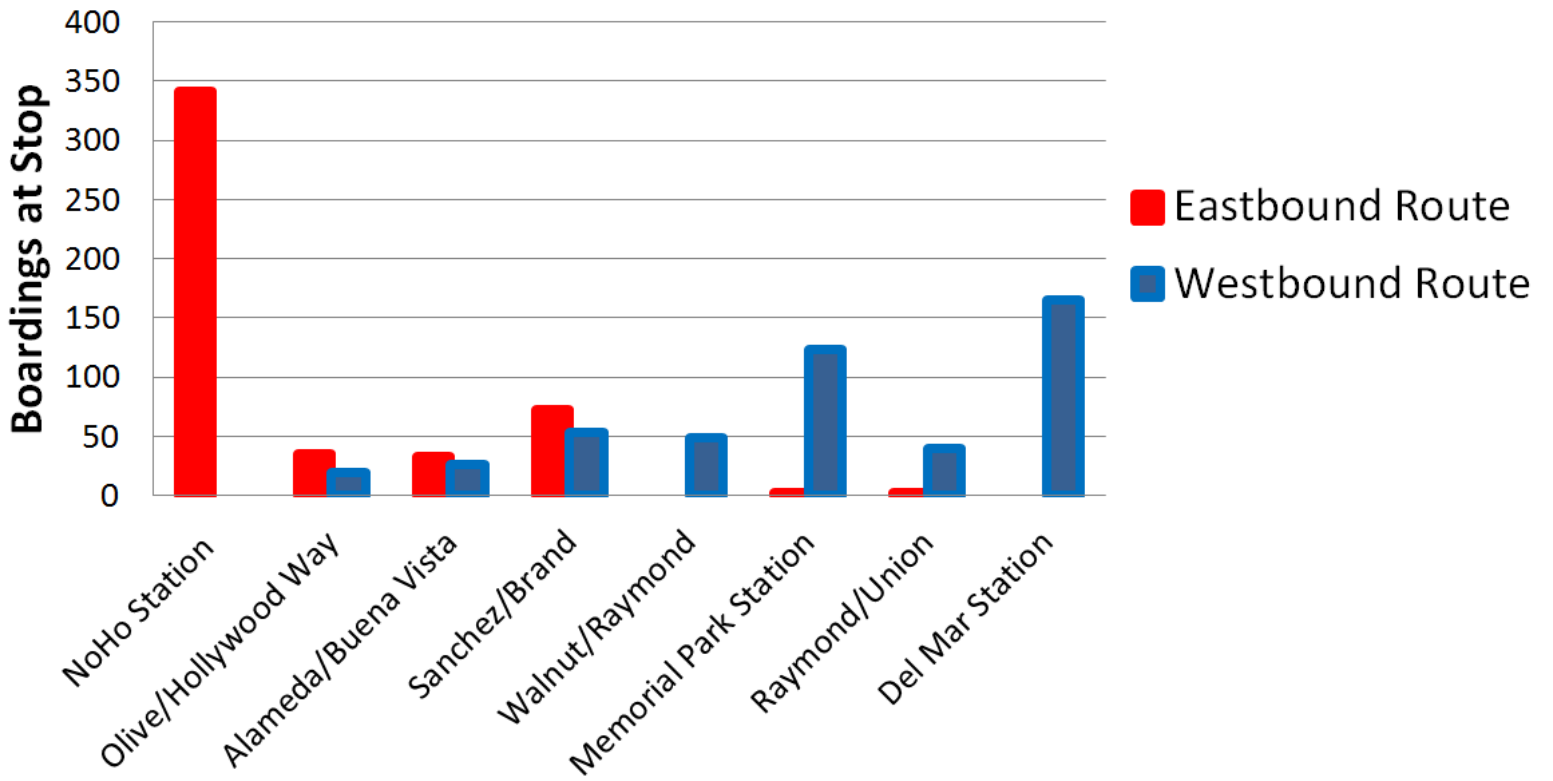
Future Advertisement

- **Will be prominently featured** at the North Hollywood Station Underpass ribbon cutting even (8/15/16)
- **Will be promoted** at a series of scheduled CSUN campus visits. (begin August 2016)

Line 501 Map



Line 501 Daily Boardings



**Board Report**

File #: 2016-0094, **File Type:** Contract**Agenda Number:** 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: COMPRESSED NATURAL GAS FUEL CYLINDERS****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AWARD Contracts to the following two lowest responsive and responsible bidders for **Compressed Natural Gas (CNG) Fuel Cylinder Tanks** for an Indefinite Delivery Indefinite Quantity, for a total amount not to exceed \$4,351,161 inclusive of sales tax:

- A. Contract No. MA24755-1 with Worthington Industries for line item 1 for a total contract amount not-to-exceed \$2,903,368; and
- B. Contract No. MA24755-2 with Hexagon Lincoln for line item 2 for a total contract amount not-to-exceed \$1,447,793.

ISSUE

In order to keep Metro's bus fleet size at its current level, and fit within the projected bus replacement schedule, staff identified a need to retrofit up to 346 buses with new CNG fuel cylinders. In January 2016, the Board approved the purchase of CNG cylinders to retrofit 150 buses. An additional 196 buses must be kept in revenue-service beyond the 15 year-life of the CNG fuel cylinders installed on the buses at time of manufacture to reach the projected retrofit need. The Contracts will provide up to 882 CNG cylinders from Worthington Industries to be installed on up to 126 buses from the 76-7949 NABI series (7 cylinders per bus) and up to 462 CNG cylinders from Hexagon Lincoln to be installed on up to 77 buses from the 53-5522 New Flyer series (six cylinders per bus). The configuration of the cylinder is different for each of the two bus series.

DISCUSSION

In 1998, Metro initiated an Accelerated Bus Replacement program for the bus fleet. Between 1999 and 2002, over 1,200 40' CNG buses were purchased. All of these buses have "15-year" CNG fuel cylinders that cannot be used after they reach their 15 year expiration limits. CNG fuel cylinders are tested and date stamped for a given lifespan. Federal regulations do not permit the use of CNG fuel cylinders past their expiration dates, and there is not a process to recertify or otherwise extend the life of CNG cylinders.

This procurement is required to ensure the availability of CNG fuel cylinders to continue the campaign to replace expired cylinders to ensure that revenue service is not negatively impacted due to equipment shortages. The next bus procurement will not start delivery of additional vehicles until after July 2017.

The buses targeted for CNG fuel cylinder replacement are the 2000-01 40' New Flyer 5300 series buses and 2001 40' NABI 7600 series buses. The vehicles were selected based on the condition of the buses and major components, including the engine. Mechanics in Metro's Central Maintenance Shops will perform CNG fuel cylinder replacements on 28 buses a month until the completion of the project in February 2017. Replacing the CNG fuel cylinders on one bus requires 58 hours.

DETERMINATION OF SAFETY IMPACT

Award of these Contracts will result in a positive impact on safety. Replacing expired CNG fuel cylinders on the bus will help ensure the safe and compliant operation of the vehicle.

FINANCIAL IMPACT

Total base contract value is not-to-exceed \$4,351,161. The funding of \$4,351,161 for these engines is included in the FY17 budget in cost center 3366, Central Maintenance Shops under project 306002, Operations Maintenance and line item 50441, Parts- Revenue Vehicle. This project is currently scheduled to be completed in February 2017. If required, the Cost Center Manager, Project Manager, and Chief Operations Officer will ensure that this project is budgeted in future Fiscal Years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative is not to award this master agreement contract and procure CNG fuel cylinders 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 guaranteed fixed price CNG cylinders.

Due to the time frame required to procure new vehicles and the number of buses in the current fleet with CNG cylinders reaching the 15 year expiration, there are no alternative options available other than replacing CNG cylinders on Metro buses with expiring cylinders. Not pursuing this strategy will impact the quantity of buses available for revenue service and would necessitate service reductions.

NEXT STEPS

Upon Board approval, staff will execute the contracts with Worthington Industries and Hexagon

Lincoln. Upon receipt of the new CNG cylinders, additional 5300 series buses and 7600 series buses will be brought to the Central Maintenance Shops for fuel cylinders removal and the reinstallation of new cylinders.

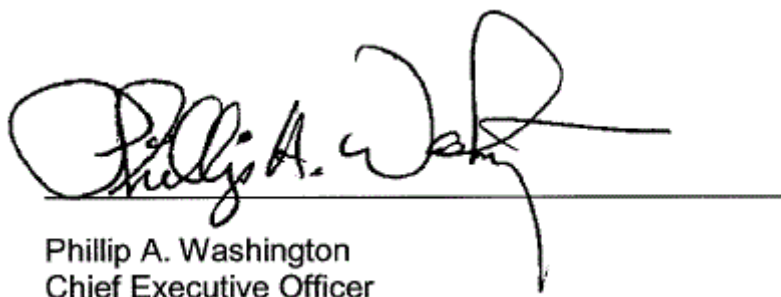
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Amy Romero, Director of Central Maintenance, (213) 922-5709 Christopher Reyes, Principal Transportation Planner, (213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

COMPRESSED NATURAL GAS FUEL CYLINDERS / MA24755-1 AND MA24755-2

1.	Contract Number: Worthington Industries MA24755-1 and Hexagon Lincoln MA24755-2	
2.	Recommended Vendor(s): Worthington Industries and Hexagon Lincoln	
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: 3/9/16	
	B. Advertised/Publicized: 3/9/16	
	C. Pre-Proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 5/5/16	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: 5/31/16	
	G. Protest Period End Date: : 7/29/16	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 5
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: John Roberts	Telephone Number: 213/922-5060

A. Procurement Background

This Board Action is to approve Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA24755-1 for up to 882 CNG Fuel Cylinders, and Contract No. MA24755-2 for up to 462 CNG Fuel Tank Assemblies.

IFB No. MA24755 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 IFB:

- Amendment No. 1, issued on March 25, 2016 responded to potential bidder’s questions; and
- Amendment No. 2, issued on April 14, 2016 responded to potential bidder’s questions.

A total of five bids were received on May 5, 2016.

B. Evaluation of Bids

The firms recommended for award are Worthington Industries and Hexagon Lincoln (Bid #1), which were found to be in full compliance with the bid and technical requirements.

Line 1 – up to 882 CNG Fuel Cylinders (inclusive of sales tax)

Bidder Name	Bid Amount
Hexagon Lincoln (Bid 1)	Non-Responsive
Hexagon Lincoln (Bid 2)	Non-Responsive
Worthington Industries	\$2,903,368
McNeilus Truck and Manufacturing	\$3,139,713
New Flyer Industries	\$3,531,860

Hexagon Lincoln's bids for Line 1 were deemed non-responsive as a result of the technical review of their product.

Line 2 – up to 462 CNG Fuel Cylinders (inclusive of sales tax)

Bidder Name	Bid Amount
Hexagon Lincoln (Bid 1)	\$1,447,793
Hexagon Lincoln (Bid 2)	\$1,586,277
Worthington Industries	\$1,627,067
McNeilus Truck and Manufacturing	\$1,746,758
New Flyer Industries	\$1,903,930

C. Price Analysis

The recommended firm fixed unit prices were determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Metro analyzed and selected the lowest priced items from multiple bids in accordance with the IFB which defined Metro's "right to award on an item by item basis."

Low Bidder(s) Name	Bid Amount	Metro ICE
Worthington Industries Line 1	\$2,903,368	\$2,755,900
Hexagon Lincoln (Bid #1) Line 2	\$1,447,793	\$1,466,850

D. Background on Recommended Contractor

The recommended firm, Worthington Cylinder for line item 1 is located in Pomona, CA has been in business for 60 years, and is a leader in the field of manufacturer of CNG cylinder assemblies, aircraft, space craft, rail cars, and natural gas vehicles. Worthington Cylinder has provided similar products to other transit agencies including New York Metro, Sacramento Transit, Riverside Transit, MARTA, Cleveland Transit and other agencies that operate CNG buses. Worthington Cylinder has provided satisfactory service and products to Metro on previous purchases.

The recommended firm, Hexagon Lincoln for line item 2 is located in Lincoln, NE, has been in business for 53 years, and is a leader and manufacturer of IV composite pressure vessels to bus manufacturers such as Gillig, New Flyer, NABI, and Coach USA. Hexagon Lincoln has provided satisfactory service and products to Metro on previous purchases orders.

DEOD SUMMARY

COMPRESSED NATURAL GAS FUEL CYLINDERS/ MA24755-1 AND MA24755-2

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal based on the lack of subcontracting opportunities. In addition, Metro's Project Manager confirmed that Metro staff will perform equipment installation. Worthington Industries and Hexagon Lincoln did not make a DBE commitment.

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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0517, **File Type:** Contract**Agenda Number:** 32.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES - GOLD LINE
FOOTHILL EXTENSION****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5608900 for the **Landscape and Irrigation maintenance services along Metro Gold Line Foothill Extension** with Woods Maintenance Services, Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$861,875 for the three-year base period inclusive of as-needed services, \$280,800 for the first option year, and \$280,800 for the second option year, for a combined total of \$1,423,475, effective September 15, 2016 through September 14, 2021.

ISSUE

Under this new contract, the contractor is required to provide landscape and irrigation maintenance services for Metro's newly opened Division 24 and the Foothill Extension stations and facilities. Currently, these facilities are maintained under the Construction Authority warranty and maintenance contract due to expire on September 23, 2016.

To ensure providing safe, quality and on-time services, performing routine landscape and irrigation maintenance, and responding to as-needed inquiries throughout Division 24 and the Foothill Extension, a new contract award is required effective September 15, 2016, allowing a week of service overlap for the proper transfer of responsibilities.

DISCUSSION

The Foothill Extension is 11.5 miles of Right-of-Way (ROW) extending the Metro Gold Line from Sierra Madre Villa Station in East Pasadena to Citrus Avenue in the City of Azusa. There are a total of six (6) new stations along the alignment, four (4) parking structures, one (1) parking lot, and 10 Traction Power Substations (TPSS).

Division 24 is the Foothill Extension's new maintenance yard. This 24 acre Gold Line Operations campus in Monrovia allows Metro to provide efficient transportation and maintenance services.

Division 24 and the Foothill Extension stations and facilities combined include over four acres of lush landscaped areas supplied by a permanent irrigation system.

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

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

To ensure providing timely landscape and irrigation maintenance services and maintain healthy plants and pleasant overall appearance and cleanliness, a new contract award is required effective September 15, 2016.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for these services are included in the FY17 budget in the Facilities Maintenance Department, Project 300055 - Rail Operations, Gold Line, Account 50308 - Service Contract Maintenance.

Since this is a multi-year contract, the cost center manager, Project Manager, and the Executive Director, Maintenance will ensure that the balance of required funding is budgeted in future fiscal years.

Impact to Budget

The source of funds for these services will come from Federal, State, and Local sources that are eligible for Operating projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

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

option for Metro.

NEXT STEPS

Upon approval, staff will execute Contract No. OP5608900 to Woods Maintenance Services, Inc. effective September 15, 2016, to provide landscape and irrigation maintenance services for Division 24 and the Metro Foothill Extension stations and facilities.

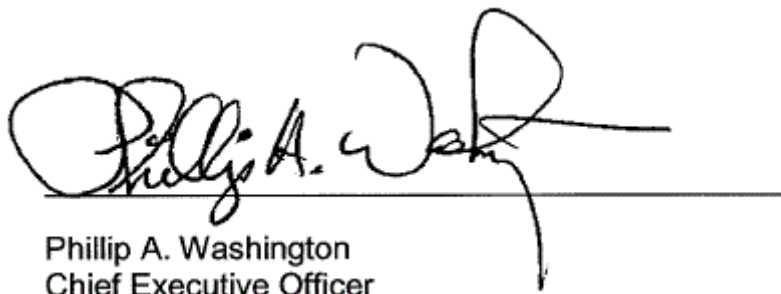
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – GOLD LINE
FOOTHILL EXTENSION / OP5608900

1.	Contract Number: OP5608900	
2.	Recommended Vendor: Woods Maintenance Services, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 20, 2016	
	B. Advertised/Publicized: April 20, 2016	
	C. Pre-proposal/Pre-Bid Conference: May 3, 2016	
	D. Proposals/Bids Due: May 18, 2016	
	E. Pre-Qualification Completed: June 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: June 18, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Shaunt Avanesian	Telephone Number: (213) 922-5931

A. Procurement Background

This Board Action is to approve contract award in support of Facilities Maintenance to provide landscape and irrigation maintenance services throughout Metro Gold Line Foothill Extension facilities which consists of eleven miles of Right-of-Way (ROW), six passenger stations, ten traction power sub-stations (TPSS), one Operations and Maintenance Yard, four parking structures, and one parking lot as outlined in Invitation for Bid (IFB) No. OP27454.

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

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

- Amendment No. 1, issued on May 10, 2016, provided pre-bid conference material including sign-in sheets, planholder's list, and living wage information.

A Pre-Bid Conference was held on May 3, 2016. A total of three bids were received on May 18, 2016.

B. Evaluation of Bids

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

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

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

C. Cost/Price Analysis

The recommended pricing from Woods Maintenance Services, Inc. has been determined to be fair and reasonable based upon adequate competition, fact finding, and Metro's independent cost estimate. Woods Maintenance Services confirmed that they can provide the services required in the IFB at the rates they bid.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Woods Maintenance Services, Inc.	\$1,423,475.00	\$2,322,045.00	\$1,423,475.00
Parkwood Landscape Maintenance, Inc	\$2,374,405.29		
Far East Landscape and Maintenance	\$4,406,605.00		

D. Background on Recommended Contractor

Woods Maintenance Services, Inc. has over 20 years of experience in the industry and is currently performing landscape and irrigation maintenance services for Metro in a satisfactory manner. The firm started as a janitorial maintenance contractor in 1975 under the name of D & B Maintenance, Inc. Graffiti Control Systems was added as a new division to the company in 1980. Woods Maintenance Services, Inc. began to provide landscape and irrigation services in early 1990, and became a prime in these areas, employing subcontractors, in 2007. While continuing to expand their services with Metro, the firm has also held contracts with the Los Angeles County Department of Public Works, the City of Tustin, and the City of Glendale. Woods Maintenance Services, Inc. employs over 140 technicians and maintains all necessary licensing and permits to perform the services for this contract.

DEOD SUMMARY

**LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – GOLD LINE
FOOTHILL EXTENSION/ OP5608900**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal for this solicitation. Woods Maintenance Services, Inc. exceeded the goal by making a 25.43% SBE commitment.

Small Business Goal	25% SBE	Small Business Commitment	25.43% SBE
--------------------------------	----------------	--------------------------------------	-------------------

SBE Subcontractors	% Committed
Far East Landscape and Maintenance	25.43%
Total Commitment	25.43%

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

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0126, **File Type:** Contract**Agenda Number:** 33.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: ELEVATOR / ESCALATOR MAINTENANCE SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4939100 for **comprehensive preventative maintenance, inspections, repairs, and cleaning of elevators, escalators and their associated systems and equipment**, with Mitsubishi Electric USA, Inc. (MEUS). Services are provided throughout Metro facilities, excluding Metro Gateway Headquarters and Union Station East Portal which are covered under a separate contract. This contract not-to-exceed amount is \$75,077,960 for the five-year base period, plus \$32,592,290 for the one, two-year option term, for a combined total of \$107,670,250, effective November 1, 2016.

ISSUE

The existing contract with MEUS will expire October 31, 2016. To continue providing the critical services to the elevators and escalators system-wide, a new contract award is required effective November 1, 2016.

Under the new contract, the contractor will continue to provide preventative maintenance, inspections, repairs, cleaning and as-needed services for our current inventory of 171 elevators, 139 escalators and their associated systems and equipment agency-wide.

DISCUSSION

BACKGROUND: This contract requires the contractor to provide elevators and escalators maintenance, inspections, cleaning and as-needed repair services. A systematic preventive maintenance program and timely repair of the equipment is necessary to meet the State code requirements and provide a safe and reliable vertical transportation system to our patrons.

The combined annual average availability for Metro's 171 elevators and 139 escalators is over 99%. The information used to calculate units availability takes into consideration downtime inquiries reported to Metro's Rail Operations Control (ROC) and Facilities Maintenance Help Desk, as well as contractor's scheduled maintenance to perform repairs and cleaning services.

SCOPE OF WORK: The elevators and escalators throughout Metro transit system play a vital role in riders' access, especially mobility impaired patrons. In order to maintain service continuity, sustain high levels of equipment availability and reliability, and minimize equipment downtime and impact on riders, the contract period of performance has been increased, compared to the current contract, from five (5) years to seven (7) years, inclusive of a two-year option term.

To improve units' cleanliness, service frequencies have been increased from once a year to twice annually in order to enhance the overall appearance of the elevator pits, hoistway glass and escalator steps throughout the system.

As Metro's system continues to expand, services have been modified to include units for Metro's expanded services, new operating divisions and newly added equipment within the existing stations. This includes eight (8) elevators throughout the Foothill Extension stations, eight (8) elevators throughout the Expo II stations, three (3) elevators at Division 13, two (2) elevators at Division 24, one (1) elevator at Division 14, and three (3) elevators and two (2) escalators at MRL Universal City Station, for a combined additional total of 25 new elevators and two (2) new escalators.

Thus, the total number of elevators and escalators to be maintained under the new contract has increased from 146 elevators and 137 escalators to 171 elevators and 139 escalators. **140 elevators and 139 escalators are transit units servicing Metro patrons system-wide.** To accommodate Metro's system expansion and improved service levels, the number of MEUS dedicated FTEs / technicians has been increased from 18 to 24 to ensure providing the critical maintenance, inspections and cleaning services in a timely manner.

Under the existing contract, over \$2 million has been spent on state-of-good-repair refurbishment projects including, but not limited to, the replacement of obsolete parts, elevator step treads, corrosion damage repairs, and the cleaning of elevator hoistway glass enclosures. This important function is expected to continue into the future, and over \$5 million has been allocated for this purpose.

More demands are placed on the maintenance contractor as we strive to improve service levels. Additional as-needed services will be performed under the new contract to repair damages caused by water intrusion, vandalism and misuse of units. Example of services includes the replacement of corroded elevator floors, hoistway entrances and escalator step treads. The replacement of obsolete parts and equipment upgrades are also part of the as-needed services to ensure service reliability, state of good repair and compliance with State code requirements.

The contract scope of work includes terms and liquidated damages designed to minimize equipment downtime. The contractor is required to respond to inquiries within 30 minutes during normal hours of operations from 6:00 a.m. to 9:00 p.m., and within 60 minutes during after hours, seven (7) days a week, in order to avoid liquidated damages. Liquidated damages are also imposed for failure to repair a unit after repeated calls for the same problem and excessive equipment downtime.

Procurement

Considering the importance of the critical services required to maintain the safety and reliability of the elevators and escalators, staff worked diligently to reach out to companies within this industry to increase competition and attract more vendors to do business with Metro.

A detailed description of the procurement process and results is contained in Attachment A, Procurement Summary. Staff is satisfied that the procurement process has developed the best results currently possible. To continue providing the critical services to inspect, maintain, and repair the elevators and escalators system-wide, a new contract award is required effective November 1, 2016.

DETERMINATION OF SAFETY IMPACT

The approval of this item will provide a Metro-wide continuity of quality elevators and escalators maintenance and repair services in an effort to continue delivering safe, on-time, and reliable access to our patrons.

FINANCIAL IMPACT

Funding for these services are included in the FY17 budget in the Facilities Maintenance and Strategic Transit Asset Management departments, in multiple projects within account 50308 - Service Contract Maintenance.

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

Impact to Budget

The source of funds for these services will come from Federal, State, and Local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring of State certified technical personnel, the purchase of parts, equipment, vehicles, supplies, and the acquisition of warehouse space to inventory long lead parts and supplies. Establishing an in-house maintenance capability would require years to develop and be very challenging for Metro to consistently attract, train, and retain a sufficient number of certified employees to perform the work within this highly competitive industry. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP4939100 with Mitsubishi Electric USA, Inc. to

provide elevator and escalator maintenance services system-wide excluding Gateway and Union Station East Portal.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

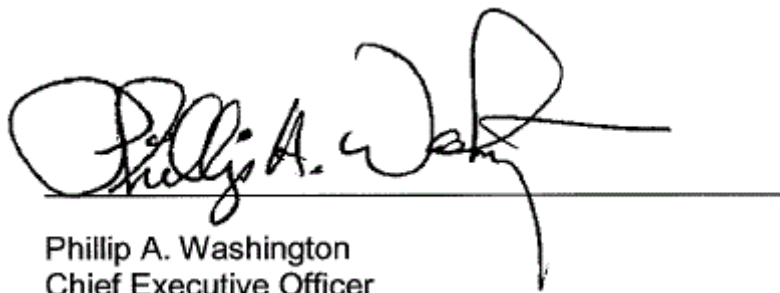
Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767

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

Chris Reyes, Transportation Planning Manager III, (213) 922-4808

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ELEVATOR/ESCALATOR MAINTENANCE SERVICES
CONTRACT NUMBER OP4939100

1.	Contract Number: OP4939100	
2.	Recommended Vendor: Mitsubishi Electric US, Inc. (MEUS)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 30, 2015	
	B. Advertised/Publicized: November 27, 2015	
	C. Pre-proposal/Pre-Bid Conference: December 16, 2015	
	D. Proposals/Bids Due: January 28, 2016	
	E. Pre-Qualification Completed: April 7, 2016	
	F. Conflict of Interest Form Submitted to Ethics: April 19, 2016	
	G. Protest Period End Date: May 30, 2016	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 1
6.	Contract Administrator: Kenneth Takahashi	Telephone Number: (213) 922-1047
7.	Project Manager: Carlos Martinez	Telephone Number: (213) 922-6761

A. Procurement Background

This Board Action is to approve Contract No. OP4939100 issued in support of obtaining an elevator/escalator maintenance services contractor for all facilities and equipment located outside of the Metro headquarters building.

Prior to issuing the solicitation, Metro staff conducted an Industry Review of the Statement of Work (SOW) beginning September 24, 2015, with comments due on October 13, 2015. As part of the review, the SOW was sent out to six large elevator/escalator firms in the industry for an opportunity to review and provide comments and feedback. In addition, the six firms were invited to attend annual inspections of Metro's elevators and escalators to review the equipment and system; however, only Mitsubishi Electric US attended the annual inspections. As a result of the Industry Review, only Mitsubishi Electric US, Inc. offered comments and feedback on the SOW.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price for maintenance work and time and material for any required repair and/or replacement work on an as-needed basis.

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

- Amendment No. 1, issued on December 17, 2015 revised DEOD subcontractor listings, the scope of work, extended the proposal due date, and provided responses to questions;
- Amendment No. 2, issued on January 13, 2016 extended the proposal due date.

A total of four months were committed for industry technical/operational reviews and proposal development prior to the due date of the RFP to ensure sufficient time for the potential proposers to review the operations, familiarize themselves with Metro’s requirements, submit questions, receive responses, and submit their proposals.

One proposal from Mitsubishi Electric US, Inc. was received on January 28, 2016.

A market survey was conducted of plan holders that had not submitted a proposal to ascertain the reason(s) for non-submittal. Two responses were received. One planholder indicated that her organization had a personnel change and they did not have sufficient time to draft a proposal. The other planholder indicated that they could not accept responsibility for the entire system without performing a review of all facilities and equipment.

As part of the Industry Review of the SOW, none of the plan holders submitted any comments or feedback during this review process, with the exception of Mitsubishi Electric US.

Additionally, elevator/escalator firms were offered the opportunity to view operations on several occasions before and during the solicitation; however, none of the firms accepted the invitation to do so, including the firm that indicated they could not accept responsibility.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from General Services and Facilities Maintenance was convened and conducted a comprehensive evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Qualifications of the Firm and Staff | 25 percent |
| • Work Plan | 31 percent |
| • Contracting Outreach and Mentor Protégé Approach | 4 percent |
| • Price | 40 percent |

The proposal evaluation criteria are appropriate and consistent with criteria developed for similar elevator/escalator maintenance and repair contracts. Several factors were considered when developing these weights, giving the greatest importance to the technical areas of the Work Plan and Qualifications of the Firm and Staff.

During the week of February 1, 2016, the evaluation committee met and began its review of the proposal. Concurrently, audits were initiated for the cost proposals from the prime contractor and the named subcontractors and supplier.

The breakdown of the scoring conducted by the PET is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Mitsubishi Electric US, Inc.				
3	Qualifications of the Firm and Staff	89.00	25.00%	22.25	
4	Work Plan	93.33	31.00%	28.93	
5	Contracting Outreach and Mentor Protégé Approach	60.00	4.00%	2.40	
6	Price	100.00	40.00%	40.00	
7	Total		100.00%	93.58	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an examination that included reviews of the MASD findings, the independent cost estimate, cost analysis, technical evaluation, fact finding, increased personnel requirements (number of technicians increased from 18 to 24), and negotiations with Mitsubishi and five of their subcontractors. Metro staff successfully negotiated a cost savings of \$3,483,718 from the firm's proposed price.

	Description	Proposal Amount	Metro ICE	BAFO/Recommended Amount
1.	Base Contract Term (Years 1-5)	\$77,282,526	\$67,694,343	\$75,077,960
2.	One, Two-Year Option Term (Years 6-7)	\$33,871,442	\$24,124,727	\$32,592,290
3.	Totals	\$111,153,968	\$91,819,070	\$107,670,250

Although the BAFO proposal received is higher than the independent cost estimate, it factors in the labor rate adjustments governed by the International Union of Elevator Constructors (IUEC), the expanded system requirements, improved service frequencies and general market escalation.

D. Background on Recommended Contractor

The recommended firm, Mitsubishi Electric US, Inc. (MEUS), located in Cypress, California, has been in business for over 85 years and is a leader in the elevator and escalator field. MEUS had sales in 2015 of over \$36 billion worldwide, of which \$4 billion was direct elevator and escalator sales and maintenance.

MEUS has recently completed several projects including, JW Marriott at LA Live, the Broad Museum, and 8055 Irvine Center Drive. They have three branches in the Los Angeles area, one covering LA/Riverside/Orange Counties, another covering San Diego and San Bernardino Counties, and a branch that only services Metro. Additionally, MEUS personnel are exclusively assigned to the Metro branch and are not available for the other two branches to draw upon.

MEUS is the incumbent contractor and their past performance has been satisfactory.

DEOD SUMMARY

ELEVATOR ESCALATOR MAINTENANCE SERVICES / OP4939100

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal inclusive of a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mitsubishi Electric US (MEUS) exceeded the goal by making a 10.56% small business commitment, inclusive of a 7.51% SBE and 3.05% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	7.51% SBE 3.05% DVBE
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	SBE Subcontractors	% Commitment
1.	Elevators Etc. LP	2.78%
2.	Lift Solutions Inc.	0.06%
3.	Elite Escalator, Inc.	1.85%
4.	Excelsior Elevator Corporation	2.82%
	Total SBE Commitment	7.51%

	DVBE Subcontractors	% Commitment
1.	Vintage Elevator Services, Inc.	3.05%
	Total DVBE Commitment	3.05%

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 two firms, one SBE and one DVBE for protégé development. The selected protégés are Elevators Etc. (SBE) and Vintage Elevator Services (DVBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. 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). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

E. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0530, **File Type:** Contract

Agenda Number: 49.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

SUBJECT: CONTRACTED BUS SERVICES - EAST REGION

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 11 to Contract No. OP35902469 with Southland Transit, Inc. to **extend Contracted Bus Services - East Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$11,942,234, thereby increasing the total contract value from \$57,908,736 to \$69,850,970.

ISSUE

The contract with Southland Transit, Inc. (Southland) for operating bus service in the East Region is scheduled to expire on September 1, 2016. Metro is in the process of issuing a Request for Proposals (RFP) for a new contract in the East Region of Los Angeles County. This region covers the San Gabriel Valley area.

Contract authority is required to continue the current level of service while the procurement process is completed and a subsequent contract is awarded.

DISCUSSION

Metro first began contracting a portion of the bus service in 1996. Metro now operates 18 bus lines that are contracted to private transportation companies. The East Region contractor Southland currently operates five of these bus lines (lines 254, 256, 266, 577, and 605) and a portion of Metro's Dodger Stadium Express service.

Contracting a portion of the service has had both cost and operations benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted service allows for greater flexibility in the ability to modify service levels and operate with the space requirements at our Metro Bus Divisions.

The current contract was established with Southland on December 5, 2010. Since then, Southland has operated safe and reliable service and complied with FTA and Metro's guidelines. Metro has an

In Service On Time Performance (ISOTP) goal of 80%. In FY16, Southland operated at an efficient ISOTP level of 79.38%.

DETERMINATION OF SAFETY IMPACT

The current contractor has performed the service with a satisfactory safety record, and is familiar with the service area and the present equipment.

FINANCIAL IMPACT

The funding of \$11,942,234 for this contracted service is included in the FY17 budget in Cost Center 3593; Project 306001, Operations Transportation; and Account 50801, Purchased Transportation.

Impact to Budget

The source of funds for this service will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative to modifying this contract is to directly operate the East Region lines. To directly operate the service would see a cost per revenue service hour increase of approximately 50%. Training would be required to operate and maintain the different types of buses currently used to provide contracted bus service. This alternative is not recommended.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 11 with Southland Transit, Inc. to provide contracted service through June 30, 2017.

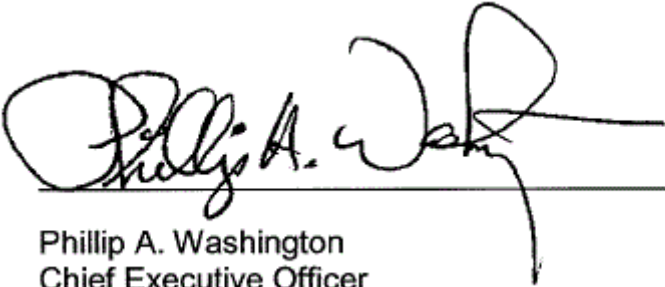
ATTACHMENTS

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

Prepared by: George del Valle, Contract Services Field Representative, Transportation
Contract Services, 213-922-7240
Cathy Rosas, Manager, Transportation Contract Services,
213-922-2875
Chris Reyes, Principal Transportation Planner, 213-922-4808

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

213-922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONTRACTED BUS SERVICES – EAST REGION
 CONTRACT NUMBER OP35902469

1.	Contract Number: OP35902469		
2.	Contractor: Southland Transit, Inc.		
3.	Mod. Work Description: Increase contract authorization and extend the period of performance		
4.	Contract Work Description: Contracted Bus Service – East Region		
5.	The following data is current as of: 7/25/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/22/10	Contract Award Amount: \$53,895,825
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$ 4,012,911
	Original Complete Date:	8/1/15	Pending Modifications (including this action): \$11,942,234 Not-to-Exceed
	Current Est. Complete Date:	6/30/17	Current Contract Value (with this action): \$69,850,970 Not-to-Exceed
7.	Contract Administrator: Kenneth Takahashi		Telephone Number: (213) 922-1047
8.	Project Manager: Cathy Rosas		Telephone Number: (213) 922-2875

A. Procurement Background

This Board Action is to approve Contract Modification No. 11 issued in support of east region contracted bus services.

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

The contract award to Southland Transit, Inc. was originally approved by the Board in July 2010 in the amount of \$53,895,825, which consisted of \$592,984 for diesel fuel reimbursements and \$53,302,841 for all other costs. The diesel fuel reimbursement has ceased. The original period of performance was from December 5, 2010, to December 5, 2015. There have been nine contract modifications; the latest one extended the period of performance to September 1, 2016.

See Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

Staff recently received the firm's proposal and will negotiate revenue service hourly rates to ensure a fair and reasonable price. Staff will conduct their review based on cost analysis, technical evaluation, fact finding, and negotiations. The final negotiated amount will comply with all requirements of Metro's Acquisition Policy and Procedures.

Proposal Amount	Metro ICE	NTE Amount
\$11,942,234	\$10,995,474	\$11,942,234

CONTRACT MODIFICATION/CHANGE ORDER LOG

**CONTRACTED BUS SERVICES – EAST REGION
CONTRACT NUMBER OP35902469**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revisions to the Statement of Work	Approved	3/22/11	No cost
2	Add contract modification authority	Cancelled	N/A	N/A
3	Add contract modification authority	Approved	8/1/12	\$1,232,024
4	Increase contract authorization	Approved by Board	11/16/12	\$7,564,301
5	Revisions to the Statement of Work	Approved	9/11/13	No cost
6	Revisions to the Statement of Work	Approved	11/25/13	(\$4,783,414)
7	Revisions to the Statement of Work	Approved	11/22/14	No cost
8	Extend period of performance	Approved	10/8/15	No cost
9	Extend period of performance	Approved	7/14/16	No cost
10	Change in hourly rate due to reduction in revenue service hours	Approved	7/29/16	No cost
11	Increase contract authorization and extend period of performance	Pending	8/30/16	\$11,942,234
	Modification Total:			\$15,955,145
	Original Contract:			\$53,895,825
	Total:			\$69,850,970

DEOD SUMMARY

**CONTRACTED BUS SERVICES – EAST REGION
CONTRACT NUMBER OP35902469**

A. Small Business Participation

Southland Transit, Inc. (STI) made a Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment of 9.86%. DBE participation is 5.01%, representing a 4.85% shortfall. The project is 100% complete.

In a letter dated July 20, 2016, STI provided the following reasons for the DBE shortfall: (1) Performance Auto Body performed “as-needed” body work and was not utilized to the extent of their contract commitment, (2) TEMPs, Inc. committed to perform annual ride checks and was not utilized to the extent committed, due to Metro’s decision to self-perform the services, and (3) Expo Propane committed to provide propane fuel but was not utilized to the extent committed due to Metro’s decision to convert to CNG Buses in June 2011. Metro’s project manager confirmed the accuracy of the reasons provided by STI. It is expected that STI will not meet their DBE commitment.

SMALL BUSINESS GOAL	9.86% DBE	SMALL BUSINESS COMMITMENT	5.01% DBE
----------------------------	-----------	----------------------------------	-----------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BriteWorks	Hispanic	3.34%	3.30%
2.	Performance Auto Body	Hispanic	2.81%	0.45%
3.	TEMP’s Inc.	Caucasian Female	0.41%	0.20%
4.	JCM & Associates	Hispanic	0.39%	0.28%
5.	Expo Propane	Hispanic	2.91%	0.72%
6.	Global Install and Maintenance	African American	Added	0.06%
		Total	9.86%	5.01%

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 contract.

C. Prevailing Wage Applicability

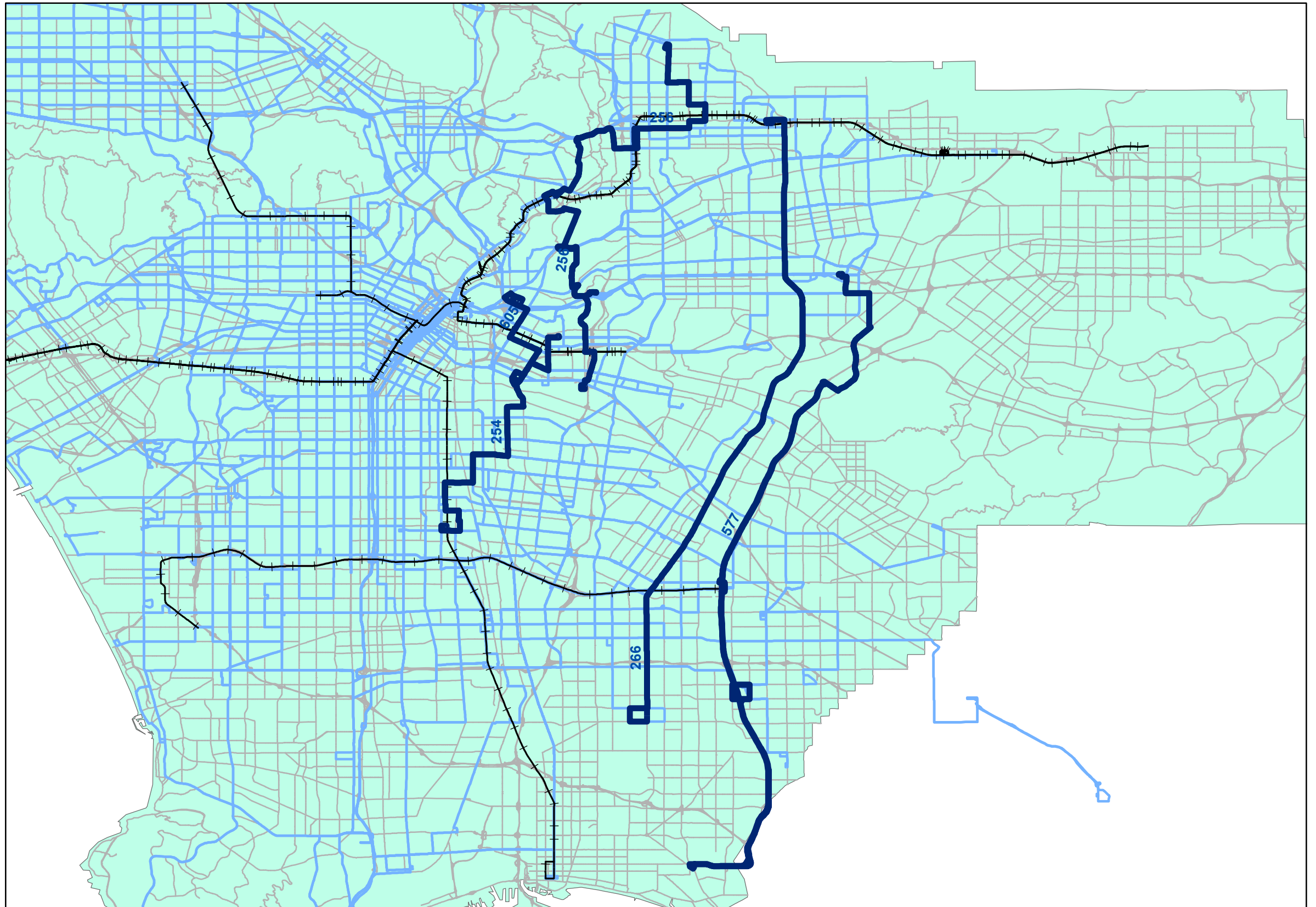
Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy


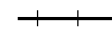


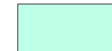
Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Metro East Region Contract Service Bus Lines Per the June 2016 Service Change



Legend

-  Metro East Region Contract Lines
-  Metro Rail Lines
-  Metro Bus Lines
-  Major Streets
-  Metro Service Area



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**Board Report**

File #: 2016-0531, **File Type:** Contract**Agenda Number:** 50.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: CONTRACTED BUS SERVICES - SOUTH REGION****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and execute Contract Modification No. 10 to Contract No. OP35902470 with MV Transportation, Inc. to **extend Contracted Bus Services - South Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$18,666,336, thereby increasing the total contract amount from \$88,775,825 to not to exceed \$107,442,161.

ISSUE

The contract with MV Transportation, Inc. (MVTI) for operating bus service in the South Region is scheduled to expire on September 1, 2016. Metro is in the process of issuing a Request for Proposals (RFP) for a new contract in the South Region of Los Angeles County. This region covers the South Bay and Gateway Cities area.

Contract authority is required to continue the current level of service while the procurement process is completed and a subsequent contract is awarded.

DISCUSSION

Metro began contracting a portion of the bus service in 1996. Metro now operates 18 bus lines that are contracted to private transportation companies. The South Region contractor MVTI currently operates seven of these bus lines (lines 125, 128, 130, 205, 232, 607, and 625) and a portion of Metro's Dodger Stadium Express service.

Contracting a portion of the service has had both cost and operations benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted service allows for greater flexibility in the ability to modify service levels and operate with the space requirements at our Metro Bus Divisions.

The current contract was established with MVTI on October 31, 2010. Since then, MVTI has operated safe and reliable service and complied with FTA and Metro's guidelines. Service is run out

of a facility located in Carson, California. Metro has an In Service On Time Performance (ISOTP) goal of 80%. In FY16, MVTI operated at an efficient ISOTP level of 79.19%.

DETERMINATION OF SAFETY IMPACT

The current contractor has performed the service with a satisfactory safety record, and is familiar with the service area and the present equipment.

FINANCIAL IMPACT

The funding of \$18,666,336 for this contracted service is included in the FY17 budget in Cost Center 3592; Project 306001, Operations Transportation; and Account 50801, Purchased Transportation.

Impact to Budget

The source of funds for this service will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative to modifying this contract is to directly operate the South Region lines. To directly operate the service would see a cost per revenue service hour increase of approximately 50%. Training would be required to operate and maintain the different types of buses currently used to provide contracted bus service. This alternative is not recommended.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 10 with MV Transportation, Inc. to provide contracted service through June 30, 2017.

ATTACHMENTS

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

Prepared by: George del Valle, Contract Services Field Representative, Transportation
Contract Services, 213-922-7240
Cathy Rosas, Manager, Transportation Contract Services,
213-922-2875
Chris Reyes, Principal Transportation Planner, 213-922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer
Ivan Page, Interim Executive Director, Vendor/Contract Management



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONTRACTED BUS SERVICES – SOUTH REGION
CONTRACT NUMBER OP35902470**

1.	Contract Number: OP35902470		
2.	Contractor: MV Transportation, Inc.		
3.	Mod. Work Description: Increase contract authorization and extend the period of performance		
4.	Contract Work Description: Contracted Bus Service – South Region		
5.	The following data is current as of: 7/25/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/24/10	Contract Award Amount: \$86,775,825
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$2,000,000
	Original Complete Date:	8/1/15	Pending Modifications (including this action): \$18,666,336 Not-to-Exceed
	Current Est. Complete Date:	6/30/17	Current Contract Value (with this action): \$107,442,161 Not-to-Exceed
7.	Contract Administrator: Kenneth Takahashi		Telephone Number: (213) 922-1047
8.	Project Manager: Cathy Rosas		Telephone Number: (213) 922-2875

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued in support of south region contracted bus services.

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

The contract award to MV Transportation, Inc. was originally approved by the Board in June 2010 in the amount of \$86,775,825, which consisted of \$12,138,430 for diesel fuel reimbursements and \$74,637,395 for all other costs. The original period of performance was from October 31, 2010, to October 31, 2015. There have been nine contract modifications, the latest one extended the period of performance to September 1, 2016, and added contract modification authority.

See Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

Staff recently received the firm's proposal and will negotiate revenue service hourly rates to ensure a fair and reasonable price. Staff will conduct their review based on cost analysis, technical evaluation, fact finding, and negotiations. The final negotiated amount will comply with all requirements of Metro's Acquisition Policy and Procedures.

Proposal Amount	Metro ICE	NTE Amount
\$18,666,336	\$18,574,876	\$18,666,336

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONTRACTED BUS SERVICE – SOUTH REGION
CONTRACT NUMBER OP35902470

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Revisions to Statement of Work	Approved	3/22/11	No cost
2	Revisions to Statement of Work	Approved	7/25/11	No cost
3	Revisions to Statement of Work	Approved	10/21/11	No cost
4	Revisions to Statement of Work	Approved	9/11/13	No cost
5	Revisions to Statement of Work and extend period of performance	Approved	1/3/14	No cost
6	Revisions to Statement of Work	Approved	1/22/15	No cost
7	Revisions to Statement of Work	Approved	10/30/15	No cost
8	Add contract modification authority	Approved	6/2/16	\$1,000,000
9	Add contract modification authority and extend period of performance	Approved	7/12/16	\$1,000,000
10	Increase contract authorization and extend period of performance	Pending	8/30/16	\$18,666,336
	Modification Total:			\$20,666,336
	Original Contract:			\$86,775,825
	Total:			\$107,442,161

**CONTRACTED BUS SERVICES – SOUTH REGION
CONTRACT NUMBER OP35902470**

A. Small Business Participation

MV Transportation, Inc. made a Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment of 0.56%. Current DBE participation is 1.93%, and the project is approximately 100% complete. MV Transportation, Inc. is currently exceeding its DBE commitment.

SMALL BUSINESS GOAL	0.56% DBE	SMALL BUSINESS COMMITMENT	1.93% DBE
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	DBE Subcontractor	% Committed	Current Participation¹	Ethnicity
1.	Teams By Design	0.20%	Substituted	Asian Pacific
2.	Temps, Inc.	0.36%	0.17%	Caucasian Female
3.	Sidney's Uniforms	Add	0.13%	Caucasian Female
4.	Global Installation & Maintenance, Inc.	Add	1.34%	African American
5.	J.M.C. and Associates	Add	0.29%	Hispanic
	Total Commitment	0.56%	1.93%	

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 contract.

C. Prevailing Wage Applicability

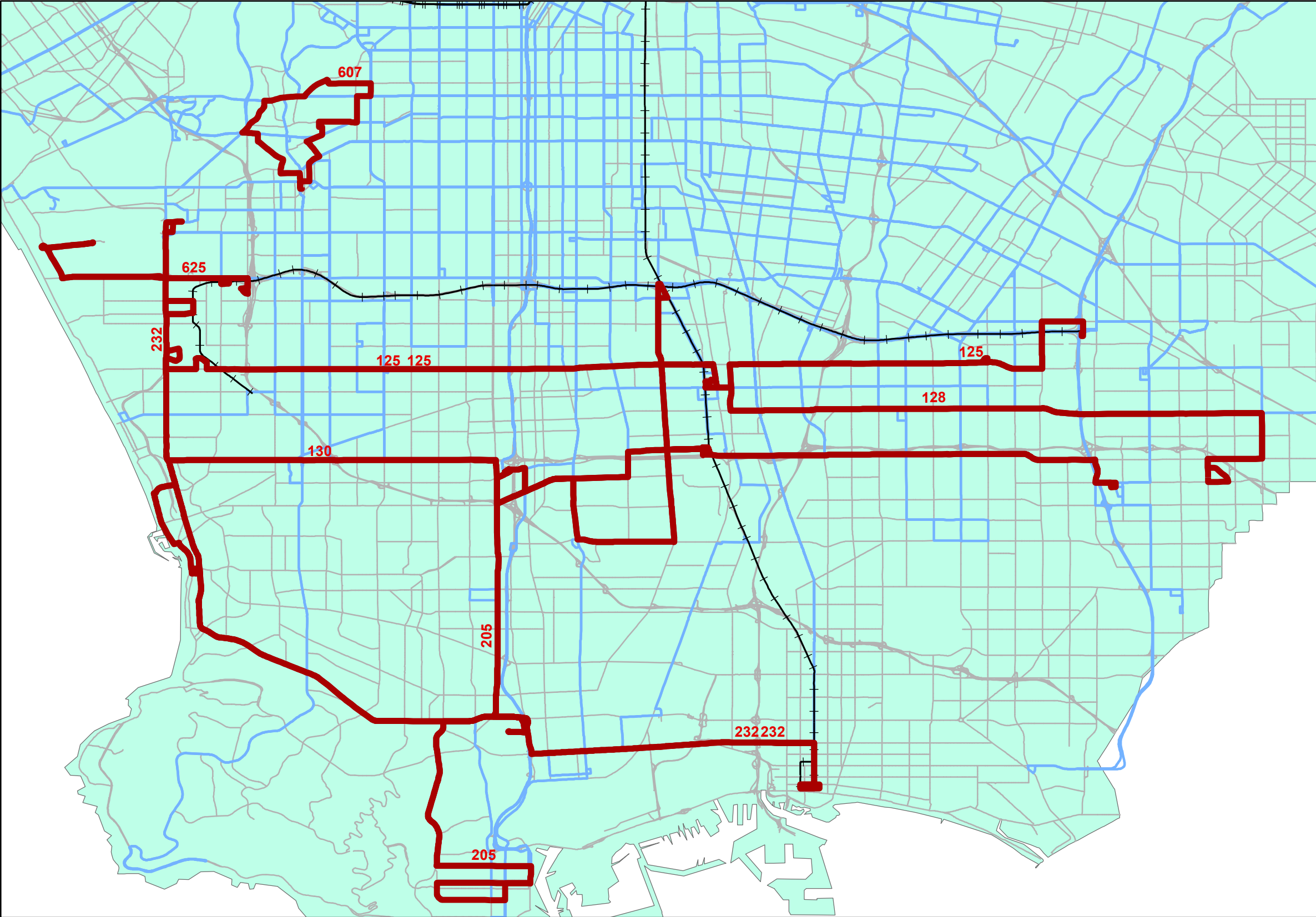
Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro South Region Contract Service Bus Lines Per the June 2016 Service Change



Legend

- Metro South Region Contract Lines
- Metro Rail Lines
- Metro Bus Lines
- Major Streets
- Metro Service Area



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**Board Report**

File #: 2016-0580, **File Type:** Contract

Agenda Number: 51.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5766200 for **Fire-Life Safety Systems Testing and Certification** to Link-Nilsen Corp, in the not-to-exceed amount of \$1,388,558 for the three-year base period, \$478,347 for the first option year, and \$486,474 for the second option year, for a combined total of \$2,353,379, effective September 1, 2016.

ISSUE

The existing Fire-Life Safety contract expires October 31, 2016. To continue providing on-time fire-life safety testing and certification services and ensure compliance with LAFD Reg. 4 requirements, a new contract award is required effective September 1, 2016.

Under this new contract, the mandated Fire-Life Safety Systems testing and certification services will continue to be performed throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4 (LAFD Reg. 4) testing requirements.

DISCUSSION

Under the existing contract, the scope of work was significantly expanded to include additional locations testing and certification services. In October 2013, Metro bus divisions' elevator and emergency generator Reg. 4 testing services were added to this contract. Furthermore, in April 2014, ninety-nine (99) rail facilities Reg. 4 equipment testing, repair and certification services were added to this contract. This included all the rail lines water-based fire protection system along with the elevator and emergency power systems. 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 fire/life safety testing requirements.

The existing contract expires October 31, 2016. However, since the scope of work has been expanded to include additional locations and services, there are insufficient funds remaining within the current contract and a new contract award is required effective September 1, 2016, to continue

performing the mandated Reg. 4 testing, repair and certification services.

Under the new contract, the contractor is required to provide system-wide annual and five-year testing, calibration, repair, retesting where applicable and certification of water based fire suppressions systems. Simple and complex fire alarm panels and related fire/life safety equipment testing, repair and certification services are performed on an as-needed basis due to the limited resources of Reg. 4 certified testers among Metro personnel. These services are needed to ensure compliance with the LAFD Reg. 4 fire/life safety testing requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure providing the mandated Reg. 4 fire/life safety testing, repair and certification services in a timely manner and in accordance with the LAFD regulatory requirements and guidelines, and to deliver safe, quality, timely, and reliable services to our customers and the public.

FINANCIAL IMPACT

Funding of \$462,852 is included in the FY17 budget within various bus and rail cost centers, line item 50308 - Contract Maintenance Services, under various projects.

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

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for Metro's on-going maintenance costs.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro 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. Currently, an insufficient number of Metro personnel are certified. As we work through obtaining additional trained and certified personnel to assist with the required testing services, Metro will use contracted services to perform all mandated regulatory testing services to ensure timely compliance with fire/life safety requirements and guidelines.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP5766200 with Link-Nilsen Corp., to provide Reg. 4 fire-life safety testing, repair and certification services effective September 1, 2016.

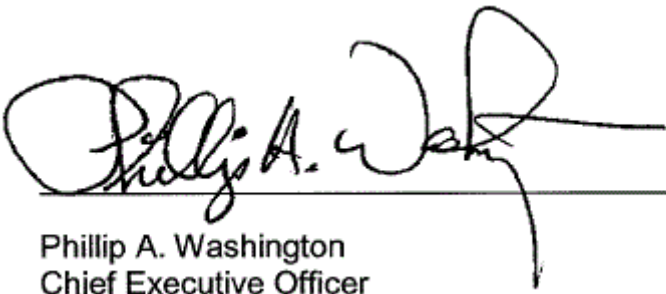
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING
AND CERTIFICATION SERVICES
CONTRACT NO. OP5766200**

1.	Contract Number: OP5766200	
2.	Recommended Vendor: Link-Nilsen Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 2, 2016	
	B. Advertised/Publicized: April 28, 2016	
	C. Pre-Proposal/Pre-Bid Conference: May 19, 2016	
	D. Proposals/Bids Due: May 31, 2016	
	E. Pre-Qualification Completed: July 22, 2016	
	F. Conflict of Interest Form Submitted to Ethics: June 6, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 1
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Sean Roe	Telephone Number: (213) 922-6733

A. Procurement Background

This Board Action is to approve a contract award in support of Facilities Maintenance to provide annual and five-year testing, calibration, repair, re-testing, where applicable, and certification of water based fire suppression systems, simple and complex fire alarm panels, related sensors, systems and fire-life safety equipment per the requirements of the Authority Having Jurisdiction (AHJ), as per the Los Angeles Fire Department (LAFD) Chief's Regulation #4 Procedures (Reg4), the National Fire Prevention Association (NFPA) 72 and NFPA 25 as amended by California Code of Regulations (CCR) Title 19 as outlined in Invitation for Bid (IFB) No. OP26702.

The IFB was issued as a competitive Small Business Enterprise Price Preference procurement per applicable law and in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

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

- Amendment No. 1, issued on May 20, 2016, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.

A pre-bid conference was held on May 19, 2016, which was attended by two vendors. A single bid was received on May 31, 2016.

Metro staff conducted a market survey to determine why there were no other bids received per the Acquisition Policy. Four firms responded with the following reasons:

1. Potential bidder decided that it was not in their best interest to submit a bid.
2. Potential bidder felt that the SBE goal was too prohibitive.
3. Potential bidder decided that the SBE application process was too burdensome.
4. Potential bidder did not have sufficient resources to submit a bid.

Based on the market survey and further analysis, it was determined that the solicitation was not restrictive and the decisions not to bid were based on individual business considerations as affirmed by the responses. Based on the market survey, there is no evidence that a new procurement would result in a different outcome. Therefore, this solicitation can be awarded as a competitive award.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with, standard acquisition policy for a competitive sealed bid. One bid was received from Link-Nilsen Corporation, the incumbent. The firm was determined to be responsive, responsible and qualified to perform the required services based on the IFB's requirements and technical evaluation by the Project Manager.

C. Cost/Price Analysis

The recommended price from Link-Nilsen Corporation for the Contract is considered fair and reasonable based upon the expectation of adequate price competition, independent cost estimate (ICE), and technical evaluation. The ICE was based on the current contract rates which included a higher fee for one-time service for water based testing of all rail locations. The Contract includes more frequent water based testing services over the five-year period. As a result, Link-Nilsen's bid was lower than the independent cost estimate. The project office confirmed that the bid submitted by Link-Nilsen is inclusive of all required services.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Link-Nilsen Corporation	\$2,353,379.00	\$5,074,250.00	\$2,353,379.00

D. Background on Recommended Contractor

Link-Nilsen Corporation, a private, family run business, was founded in 1972 specializing in designing, testing, servicing, repairing, and constructing all types of engineered fire extinguishing piping systems. Link-Nilsen Corporation has been

involved in the installation of fire protection systems in Metro facilities since construction began on the Blue Line in 1989. Since then, they have participated in a majority of construction, inspection, testing, maintenance, and repair projects along the Red Line, Green Line, Purple Line, Gold Line and Expo Line systems. Link-Nilsen is currently involved in the design and construction of the Crenshaw, Westside and Regional Connector projects.

In May 2014, Link-Nilsen was awarded a contract with Metro to provide inspection, testing, maintenance and repair of the water based fire protection systems in the bus facilities. In subsequent years, the scope of the contract has grown to include fire protective signaling systems, emergency standby power systems, battery systems and annual elevator testing in both rail and bus facilities. Link-Nilsen's performance has been satisfactory.

DEOD SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING
AND CERTIFICATION SERVICES
CONTRACT NO. OP5766200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) goal for this solicitation. Link-Nilsen Corporation exceeded the goal by making an 11% SBE commitment.

Small Business Goal	SBE 10%	Small Business Commitment	SBE 11%
----------------------------	---------	----------------------------------	---------

	SBE Subcontractors	% Committed
1.	Certified Testing Specialist	11%
	Total Commitment	11%

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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection 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 #: 2016-0550, **File Type:** Contract**Agenda Number:** 34.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: NEXTRIP BUS ARRIVAL ELECTRONIC SIGNAGE****ACTION: AWARD 3-YEAR CONTRACT FOR NEXTRIP BUS ARRIVAL ELECTRONIC
SIGNAGE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a three-year fixed price Contract No. PS5491000 to Syncromatics in the amount of \$3,998,865 to **furnish, install, and maintain electronic signs at bus shelters throughout Los Angeles County for the display of real-time bus arrival and other passenger information.**

ISSUE

The purpose of Metro's bus system is to ensure transit riders a safe and efficient mode of transportation throughout the Los Angeles County region. As technology has continued to advance and become more prevalent in all aspects of society, there has also been an increasing desire from our patrons for real-time arrival information, particularly the display of this information at our bus stops. While Metro already provides real-time arrival information on its metro.net website and through its "Go Metro" mobile application as well as many other third party mobile applications, not all patrons have access to this information. Some patrons are more comfortable with technology than others and some may simply not have the means to own a capable device; making this information less accessible for them. According to the latest 2016 Metro Bus Customer Satisfaction Survey, a majority of our bus patrons (62%) still do not have access to a smartphone. Although we believe the transition to smartphones is expected to continue, improving the customer experience for all transit patrons through various user-friendly technology applications is a priority for Metro. Studies (*TCRP Synthesis 104 - Use of Electronic Passenger Information Signage in Transit*) have also shown that the implementation of these e-signs improve the perceived wait time of passengers, which can aid in improving their overall safety and satisfaction with the system and agency.

To help bridge this information gap and to increase access and reliability to data for all patrons, Metro has piloted about 10 electronic signs (e-signs) at shelters in the Downtown/ Civic Center area of Los Angeles. Metro also has similar signs in and around Union Station. These signs display stop-specific information: real-time arrival information of Metro and other municipal operators who operate at these stops, date/ time information, and stop/ route/ system-wide messages. Metro would like to expand the e-sign program and begin installing these signs throughout the County with this contract. Both

existing and new signs will have Push-to-Talk (PTT) technology, allowing the arrival times to be audibly played over a nearby speaker; making this information ADA accessible for the visually impaired.

The recommended contract award will install and maintain approximately 300 e-signs at existing bus shelters throughout Los Angeles County. The shelters have been prioritized based on ridership and will also include the replacement of existing Rapid Bus e-signs. These signs will work in tandem with Metro's Nextrip program, but will also include arrival information for municipal operators, if available, where shelters are shared with Metro.

Approximately one-third of the e-sign installations will be solar powered to help expand Metro's sustainability footprint and provide a lower cost installation solution where access to commercial power is limited.

DISCUSSION

In keeping with the agency-wide goal of offering efficient and high-quality service to its customers, Metro introduced Nextrip five years ago to provide patrons with real-time arrival information. Displaying this information at stops is arguably both the most accessible and convenient way to communicate this information to a multitude of passengers, regardless of phone ownership or technological literacy. Customers have frequently ranked access to real-time arrival information as a top priority. This project both addresses this expressed patron desire and aligns with Metro's organizational goals for improving the customer experience through technology.

Around the country and around the world, electronic signs have been growing in popularity and use. Other major United States transit operators that have made this investment include: Chicago CTA, San Francisco MUNI, AC Transit in the East Bay, King County Metro, Tri-Met in Portland, New York MTA, and WMATA in Washington DC.

In Los Angeles County, municipalities own and maintain the bus stops and shelters within their borders as part of their Right-of-Way. Thusly, this effort to furnish, install, and maintain electronic signage on existing bus shelters must be a closely coordinated effort with the County (for shelters in unincorporated areas), local municipalities, and shelter owners where these e-signs will be installed. Further, the wide array of site conditions, shelter types, shelter owners, and power conditions create highly-complex and variable situations that the project will need to consider in completing the installation of the e-signs throughout the county.

DETERMINATION OF SAFETY IMPACT

Providing real-time arrival information provides the transit rider with information that can be used to reduce anxiety and offer an opportunity for the rider to take shelter behind the street front and seek additional shade and safety if warranted or simply help improve their travel planning options

FINANCIAL IMPACT

Funding for this service has been approved under a capital project (CP 207141) and is included in

the FY17 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 local operating funds such as Prop A, Prop C and, TDA and is also eligible for federal funds.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the contract award. This option is not recommended based on both the desire for real-time information from patrons and Metro's commitment to continue to enhance the customer experience through technology and innovation.

NEXT STEPS

Upon approval of the Board, staff will move forward with awarding the new contract and developing an e-sign bus shelter installation schedule.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

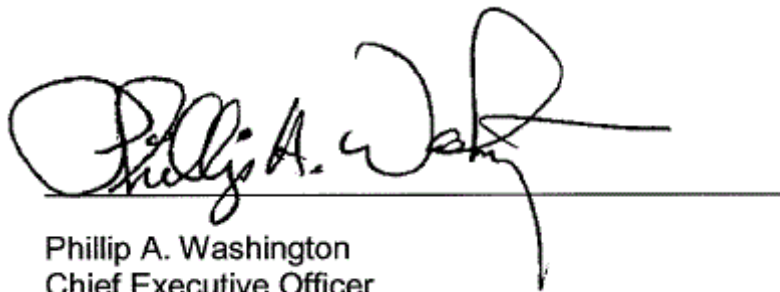
Al Martinez, Director, IT Transit Applications - (213) 922-2956

Reviewed by:

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

David C. Edwards, Chief Information Officer, ITS Administration - (213) 922-5510

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEXTRIP BUS ARRIVAL E-SIGNAGE / CONTRACT NO PS5491000

1.	Contract Number: PS5491000	
2.	Recommended Vendor: Syncromatics	
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: December 18, 2015	
	B. Advertised/Publicized: December 18, 2015	
	C. Pre-Proposal/Pre-Bid Conference: January 7, 2016	
	D. Proposals/Bids Due: February 22, 2016	
	E. Pre-Qualification Completed: June 1, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 7, 2016	
	G. Protest Period End Date: August 30, 2016	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 2
6.	Contract Administrator: Mark Lu	Telephone Number: 213-922-4689
7.	Project Manager: Al Martinez	Telephone Number: 213-922-2956

A. Procurement Background

This Board Action is to approve Contract No. PS5491000 issued in support of furnishing, installing, and maintaining electronic signage on existing bus shelters throughout Los Angeles County. The RFP was originally issued as a non-federally funded project.

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

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

- Amendment No. 1, issued on January 14, 2016, provided highlights from the Pre-Proposal Conference, and provided responses to questions received;
- Amendment No. 2, issued on January 26, 2016 provided responses to questions received;
- Amendment No. 3, issued on January 28, 2016 provided responses to questions received;
- Amendment No. 4, issued on February 5, 2016 distributed additional Statement of Work information;
- Amendment No. 5, issued on February 8, 2016 provided responses to questions received; and
- Amendment No. 6, issued on February 18, 2016 extended proposal due date.

A total of two proposals were received on February 22, 2016.

Subsequently, the project office clarified that this project will be partially federally funded. Therefore, a revised RFP package, to include applicable federal clauses and requirements, was distributed to both proposers on March 29, 2016, and the firms were allowed the opportunity to submit revised proposals by May 12, 2016. Metro received revised proposals from both proposers by the due date.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Information Technology Services, Service Planning and Scheduling, Chief Administrative Services Office, Regional Transit Planning, and LADOT was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated in accordance to the following evaluation criteria and weights:

- | | |
|--|------------|
| • Qualifications of Firm and Staff | 20 percent |
| • Technical Approach and Compliance | 25 percent |
| • Relevant Past Performance and References | 15 percent |
| • Cost | 40 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar types of procurement. Several factors were considered when developing these weights, giving the greatest importance to cost and technical approach and compliance.

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

1. NextBus, Inc.
2. Syncromatics

The PET conducted the initial independent technical evaluation of the proposals received and determined that both firms were within the competitive range. On April 22, 2016, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions.

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

Revised proposals were received from both firms on May 12, 2016. After the final evaluation of the revised proposals, which was completed on May 18, 2016 using the same evaluation criteria from the RFP, it was determined that Syncromatics was the highest qualified proposer.

Qualifications Summary of Firms Within the Competitive Range:

NextBus Inc.

NextBus, Inc., a Delaware corporation with its offices located in Emeryville, California, was formed in 1997. In January of 2013, Cubic Transportation Systems acquired NextBus, Inc. NextBus provides real-time predictive arrival information and signage for public transit and other transportation fleets. Its patented technology allows users to obtain bus arrival information via e-signage at bus stops, interactive voice response systems, web and mobile apps. The company's unique technology predicts the arrival of each bus based on real-time and historical information.

Since inception in 1997, NextBus' installed base has grown from half a dozen to over 160 agencies and organizations in North America. NextBus has extensive experience working with customers large and small around the world. Its largest customer has 3,500 buses and smallest customer has two. NextBus customers include Boston's Massachusetts Bay Transportation Authority and Los Angeles County Metropolitan Transportation Authority. Their performance on Metro projects has been satisfactory.

For this project, NextBus proposed as the prime contractor, to manage the project and team as a whole, and serve as the client interface to Metro. NextBus has assigned personnel who were responsible for management and successful delivery of previous major projects. This team of experienced individuals will be responsible for complete design, development, testing and delivery of the proposed Bus Arrival E-signage for Metro.

Syncromatics

Syncromatics is a transit technology company based in Downtown Los Angeles that provides Intelligent Transportation Systems products and services to the Los Angeles Department of Transportation and more than 35 other clients around the United States. It has expertise in the design, installation, and operation of transit technology hardware, including mobile devices on transit vehicles and stationary assets at bus stops and transit centers. It provides a comprehensive transit management software platform through an Internet cloud based "software as a service" model.

Syncromatics proposed as the prime contractor for this project to manage the project and team as a whole, and serve as the client interface to Metro. Syncromatics will

also provide technical expertise in transit software and data management, as well as physical installation of transit technologies. Syncromatics will be primarily responsible for building the network and communications infrastructure and middle-ware software that accesses data from the Metro Application Programming Interface (API) (and/or other API's if needed) and distributing data to the electronic signs at their designated shelters.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Syncromatics				
3	Qualifications of Firm and Staff	86.67	20.00%	17.33	
4	Technical Approach and Compliance	96.67	25.00%	24.17	
5	Relevant Past Performance and References	71.67	15.00%	10.75	
6	Cost		40.00%	40.00	
7	Total		100.00%	92.25	1
8	NextBus Inc.				
9	Qualifications of Firm and Staff	76.67	20.00%	15.33	
10	Technical Approach and Compliance	65.00	25.00%	16.25	
11	Relevant Past Performance and References	73.33	15.00%	11.00	
12	Cost		40.00%	31.20	
13	Total		100.00%	73.78	2

C. Cost/Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	BAFO Amount
1.	Syncromatics	\$5,872,076	\$3,069,000	\$3,998,865
2.	NextBus Inc.	\$4,117,150	\$3,069,000	\$5,128,189

The adjustments in the BAFO prices for both firms are a result of the technical clarifications and discussions that occurred during the interviews.

D. Background on Recommended Contractor

The recommended firm, Syncromatics, located in Los Angeles, has been in business for 10 years and is a leader in the design, installation, and operation of transit technology hardware, including mobile devices on transit vehicles and stationary assets at bus stops and transit centers. It provides a comprehensive transit management software platform through a cloud based “software as a service” model.

Syncromatics has deployed more than 60 LED real time passenger information signs across the United States. These signs are in a variety of sizes and formats, some are small signs for individual bus shelters and some are multi line signs for transit centers. Syncromatics has been managing the real time data feeds for electronic signs for over five years, and has gone through hardware generational upgrades in that process as it has improved upon its approach and adapted to changing cellular data networks during the migration from 2G to 3G cellular data service. In addition to deploying LED signs, Syncromatics has installed and provided real time information to a number of full color multimedia flat panel displays utilizing LED technology.

DEOD SUMMARY

NEXTRIP BUS ARRIVAL E-SIGNAGE/CONTRACT NO. PS5491000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Syncromatics exceeded the goal by making a 23.64% DBE commitment.

Small Business Goal	15% DBE	Small Business Commitment	23.64% DBE
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DBE Subcontractor	% Committed
Cordoba Corporation	23.64%
Total Commitment	23.64%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Cordoba Corporation	Construction Management
2.	ND Construction	Electrical Services
3.	Daktronics	Supply Displays
4.	Shelter Clean	Maintenance Services

E. Project Labor Agreement/Construction Careers Policy

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