

# **Metro**

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



## **Agenda - Final**

**Thursday, February 15, 2018**

**9:00 AM**

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

### **System Safety, Security and Operations Committee**

*John Fasana, Chair*

*Robert Garcia, Vice Chair*

*Paul Krekorian*

*Mark Ridley-Thomas*

*Hilda Solis*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

**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.

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Board Meetings. Interpreters for Committee meetings and all other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



**323.466.3876 x2**

*Español*

**323.466.3876 x3**

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

ភាសាជប៉ុន

## HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

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

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

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

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Item(s): 23**

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

CONSENT CALENDAR

- 23. SUBJECT: METRO GREEN LINE FIBER OPTIC CABLE FOR EMERGENCY TRIP SYSTEM** [2017-0845](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. OP45636000 to JM Fiber Optics, Inc. to furnish and install fiber optic cable for the emergency trip system along the Metro Green Line (MGL) right-of-way, for a total amount of \$2,767,890, effective March 2018 through February 2020; subject to resolution of protest(s), if any.

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

NON-CONSENT

- 24. SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH** [2017-0503](#)

**RECOMMENDATION**

Operations Employee of the Month

- 25. SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY AND OPERATIONS** [2017-0504](#)

**RECOMMENDATION**

RECEIVE oral report Update on Metro Blue Line Improvements and Green Line Tie-In Project update.

- 26. SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE** [2017-0894](#)

**RECOMMENDATION**

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

**Attachments:** [Attachment A- System-Wide Law Enforcement Overview December 2017](#)  
[Attachment B - Supporting Crime Data December 2017](#)  
[Attachment C - Key Performance Indicators December 2017](#)

27. **SUBJECT: TAP ONLY FARE PAYMENT FOR ALL DOOR BOARDING ON METRO RAPID 720 & 754** [2017-0802](#)

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING Public Comment Report on 'TAP Only' All Door Boarding (ADB) implementation for Metro Rapid Lines 720 (Wilshire Bl) and 754 (Vermont Av); and
- B. APPROVING TAP as the only valid fare payment option for All Door Boarding on Metro Rapid 720 & 754

**Attachments:** [Attachment A - ADB Fare Equity Analysis](#)

28. **SUBJECT: METRO GREEN LINE (MGL) TRACK CIRCUITS AND TRAIN-TO-WAYSIDE COMMUNICATION (TWC) UPGRADE** [2017-0844](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award Contract No. OP43306000 to Ansaldo STS USA, Inc. for the upgrade of the MGL track circuits and train-to-wayside equipment, for an amount of \$18,655,966.78, effective March 2018 through February 2023; and
- B. AWARDING a single source procurement, pursuant to California Public Utilities Code Section 130237. The MGL track circuits and TWC are proprietary and Ansaldo STS is the sole manufacturer of the components. The components are needed for integration with the existing Ansaldo Microlok II Train Control System in use on the MGL.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

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

**Adjournment**

**GENERAL PUBLIC COMMENT**

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



## Board Report

File #: 2017-0845, File Type: Contract

Agenda Number: 23.

---

### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FEBRUARY 15, 2018

**SUBJECT: METRO GREEN LINE FIBER OPTIC CABLE  
FOR EMERGENCY TRIP SYSTEM**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. OP45636000 to JM Fiber Optics, Inc. to furnish and install fiber optic cable for the emergency trip system along the Metro Green Line (MGL) right-of-way, for a total amount of \$2,767,890, effective March 2018 through February 2020; subject to resolution of protest(s), if any.

#### **ISSUE**

The MGL Emergency Trip System (ETS) is equipped with obsolete analog telephone wires that are over 20 years old and have been in use since the start of MGL service in 1995. Portions of the ETS telephone wires are corroded and have begun to fail. They require replacement as they have reached the end of their useful life.

#### **DISCUSSION**

In case of an emergency, emergency trip switches are used for de-energization of traction power on the Overhead Catenary Systems (OCS) lines of the section where the emergency is occurring. The MGL ETS electrical cables have become unreliable due to their aging and excessive corrosion of the wire connections. This has caused MGL rail service interruption due to false tripping of the ETS and requires dispatched response by Wayside Maintenance Traction Power personnel for inspection/repair of wire circuits and reset of traction power feeder breakers. Further, existing ETS analog wires that are corroded are in violation of Los Angeles City Fire Code Regulations.

The scope of the work includes replacing the entire 24 gauge telephone wires with fiber optic cable along the entire right of way at connection points between passenger stations, traction power substations, and train control and communication rooms. The ETS fiber optic cable will also be integrated with recently upgraded digital Programmable Logic Controllers (PLC) for improved maintenance and enhanced ETS status indications. Fiber optic cable provides reliability given its sturdiness and does not degrade due to moisture or temperature fluctuations like the analog copper wires do.

## **DETERMINATION OF SAFETY IMPACT**

Approval of the recommendation will have a positive impact on safety as the work scope will move forward to ensure compliance with Los Angeles City Fire Code Regulations. Further, maintaining the rail system in a State of Good Repair is essential to providing a safe and reliable service to riders who ride the Metro Rail system daily.

## **FINANCIAL IMPACT**

Funding for the contract amount of \$2,767,890 will come from Capital Project (CP) 205055 - Metro Green Line Emergency Trip System. The Board approved a Life-of-Project (LOP) budget of \$5,500,000 in April 2014. Funding of \$199,996 is included in the FY18 budget in cost center 3960 Transit Systems Engineering, project 205055, account 53102 - acquisition of equipment.

Since this is a multi-year contract, the Project Manager for CP 205055 will ensure that the balance of funds is budgeted in future fiscal years.

### **Impact to Budget**

The source of funds for this procurement will come from TDA Article 4 funds that are eligible for Rail Capital Projects. Use of this funding source will maximize allowable funding allocation given funding provisions.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to award Contract No. OP45636000. This is not recommended by Metro staff because without proceeding to replace the ETS corroded analog wire with fiber optic cable, Metro will be in violation of Los Angeles City Fire Code Regulations. Further, additional false tripping nuisances will cause delays in MGL service as train movements will need to stop until repairs are completed. Not performing or postponing these replacements is not recommended as these rail infrastructure components are safety sensitive; and if not properly maintained, will impact service reliability, passenger safety and comfort. Additionally, unscheduled maintenance repair costs on a per component basis will result in higher operating costs versus reduced costs when performing work as scheduled.

## **NEXT STEPS**

Upon Board approval, staff will execute Contract No. OP45636000 to JM Fiber Optics, Inc. to furnish and install fiber optic cables for the MGL ETS.

## **ATTACHMENTS**

Attachment A - Procurement Summary

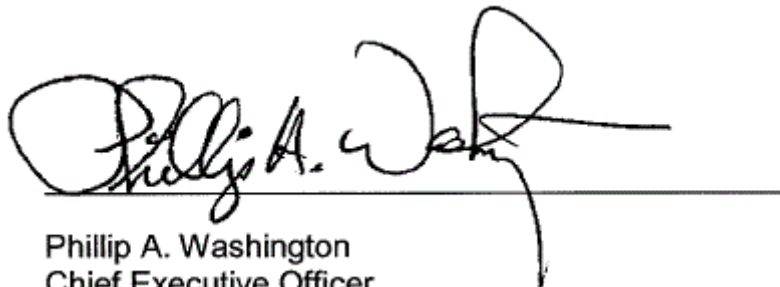
Attachment B - DEOD Summary



---

**Prepared by:** Kelvin Zan, Senior Director, Wayside Systems, (213) 617-6264  
Geyner Paz, Senior Administrative Analyst, (213) 617-6251

**Reviewed by:** James T. Gallagher, Chief Operations Officer, (213) 418-3108  
Errol Taylor, Senior Executive Officer, Rail Maintenance and Engineering, (213) 922-3227  
Marshall Epler, DEO, Systems Engineering, (213) 617-6232  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

METRO GREEN LINE FIBER OPTIC CABLE FOR EMERGENCY TRIP  
SYSTEM/OP45636000

1.	<b>Contract Number:</b> OP45636000	
2.	<b>Recommended Vendor:</b> JM Fiber Optics, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> August 16, 2017	
	<b>B. Advertised/Publicized:</b> August 17, 2017	
	<b>C. Pre-Proposal Conference:</b> August 23, 2017	
	<b>D. Proposals Due:</b> September 19, 2017	
	<b>E. Pre-Qualification Completed:</b> December 6, 2017	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> November 9, 2017	
	<b>G. Protest Period End Date:</b> February 19, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 23	<b>Bids/Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Victor Zepeda	<b>Telephone Number:</b> (213) 922-1458
7.	<b>Project Manager:</b> Kelvin Zan	<b>Telephone Number:</b> (213) 617-6264

**A. Procurement Background**

This Board Action is to approve Contract No. OP45636000 for the furnishing and installation of fiber optic cables on Metro's Green Line Stations. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP No. OP45636 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

The period of performance is two years from March 2018 to February 2020.

A Pre-Proposal Conference was held August 23, 2017, with nine attendees representing seven companies.

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

- Amendment No. 1, issued on 8/17/17, clarified drawings on Appendix A;
- Amendment No. 2, issued on 8/22/17, clarified Green Line Station information;
- Amendment No. 3, issued on 8/25/17, clarified the Statement of Work, deleted a submittal form and extended the due date;
- Amendment No. 4, issued on 8/25/17, approved a product substitution;
- Amendment No. 5, issued on 9/5/17, extended the due date;

- Amendment No. 6, issued on 9/8/17, clarified the Statement of Work and extended the due date;
- Amendment No. 7, issued on 9/11/17, revised Schedule of Quantities and Prices; and
- Amendment No. 8, issued on 9/14/17, provided Product Information Sheet for an approved fiber optic substitution.

On September 19, 2017, Metro received two proposals as follows, in alphabetical order:

1. Birdi & Associates, Inc.
2. JM Fiber Optics, Inc.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Wayside Systems, Maintenance of Way, and Systems Safety was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |   |           |
|---|-----------|
| • (Product) Minimum Qualifications            | Pass/Fail |
| • Degree of the Prime's Skills and Experience | 20 Points |
| • Proposer's Team Experience                  | 25 Points |
| • Effectiveness of Execution Plan             | 20 Points |
| • Cost Proposal                               | 35 Points |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar furnish and install procurements.

Of the two proposals received, both firms passed the minimum qualifications and were determined to be within the competitive range.

During the week of November 6, 2017, 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 PET'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 challenges. At the conclusion of interviews, each firm was requested to submit a Best and Final Offer (BAFO).

**Qualifications Summary of Firms within the Competitive Range:**

**Birdi & Associates, Inc.**

Birdi & Associates, Inc. (Birdi) is a Metro-certified SBE firm based out of Pasadena, CA that provides engineering consulting and contracting services. Birdi has experience providing and installing fiber optic cable for several public agencies including Metro. Birdi has performed satisfactorily for Metro.

**JM Fiber Optics, Inc.**

JM Fiber Optics (JM) is a Metro-certified SBE firm based out of Chino, CA. JM has been providing fiber optic and wireless product systems since 1992. JM has satisfactorily completed several similar projects for Metro.

The following is a summary of the PET’s evaluation scores:

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>JM Fiber Optic, Inc.</b>				
<b>3</b>	(Product) Minimum Qualifications	Pass		Pass	
<b>4</b>	Degree of the Prime Skills/Experience	82.50	20.00%	16.50	
<b>5</b>	Proposer Team Experience	80.80	25.00%	20.20	
<b>6</b>	Effectiveness of Execution Plan	76.65	20.00%	15.33	
<b>7</b>	Cost	100.00	35.00%	35.00	
<b>8</b>	<b>Total</b>		<b>100.00%</b>	<b>87.03</b>	<b>1</b>
<b>9</b>	<b>Birdi &amp; Associates, Inc.</b>				
<b>10</b>	(Product) Minimum Qualifications	Pass		Pass	
<b>11</b>	Degree of the Prime Skills/Experience	80.85	20.00%	16.17	
<b>12</b>	Proposer Team Experience	85.20	25.00%	21.30	
<b>13</b>	Effectiveness of Execution Plan	80.50	20.00%	16.10	
<b>14</b>	Cost	86.57	35.00%	30.30	
<b>15</b>	<b>Total</b>		<b>100.00%</b>	<b>83.87</b>	<b>2</b>

### **C. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon adequate competition, a comparison with Metro's independent cost estimate, and technical evaluation by the Project Management Team.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>BAFO Amount</b>
1.	JM Fiber Optic, Inc.	\$2,767,890	\$2,352,250	\$2,767,890
2.	Birdi & Associates, Inc.	\$3,208,811		\$3,197,725

The PET determined that when considering price and non-price factors, JM's proposal provides the Best Value and is most advantageous to Metro.

### **D. Background on Recommended Contractor**

The recommended firm, JM Fiber Optics, Inc. (JM), located in Chino, CA, has been in business for 26 years in the field of providing and installing fiber optics.

JM has completed several projects for Metro since 2014, two of which are similar in complexity and size. JM is proposing for this project a 20-year veteran in fiber optic systems as its Project Manager. In addition, JM proposed the lowest price to complete the services required.

JM also proposed an SBE subcontractor, Global Electric, to perform cabling installation.

## DEOD SUMMARY

**METRO GREEN LINE FIBER OPTIC CABLE FOR EMERGENCY TRIP  
SYSTEM/OP45636000**

**A. Small Business Participation**

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

JM Fiber Optics, Inc., an SBE Prime, is performing 49.17% with its own workforce and made a total SBE commitment of 100%. The prime also listed one (1) SBE firm, Global Electric, as a subcontractor on this project.

**SMALL BUSINESS PRIME (SET-ASIDE)**

	<b>SBE Contractors</b>	<b>SBE % Committed</b>
1.	JM Fiber Optics, Inc. (Prime)	49.17%
2.	Global Electric	50.83%
	<b>Total Commitment</b>	<b>100%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



Metro

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

## Board Report

---

**File #:** 2017-0503, **File Type:** Oral Report / Presentation

**Agenda Number:** 24.

---

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
FEBRUARY 15, 2018**

**SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH**

**RECOMMENDATION**

Operations Employee of the Month

**DISCUSSION**

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

# February Employees of the Month





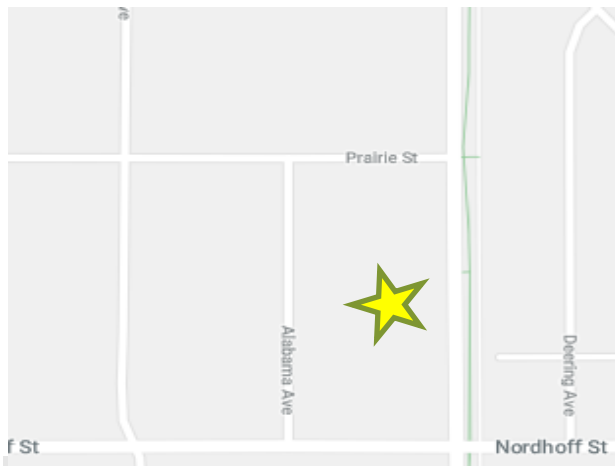
# Employees of the Month



## Transportation

Bus Operator

Francisco Mata

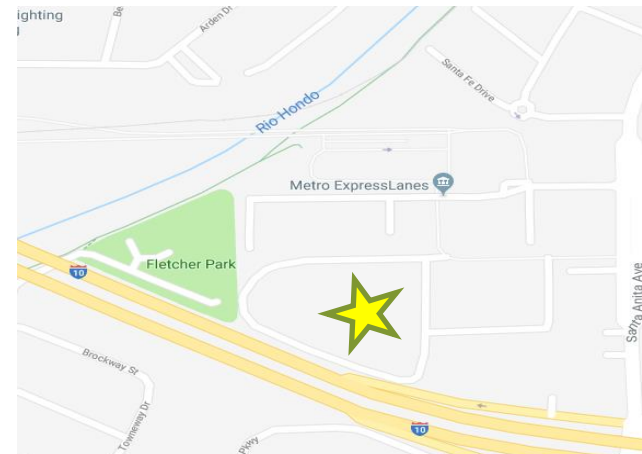


Division 8 – Chatsworth

## Maintenance

Bus Equipment Maint. Instructor

Andrew Warren



Division 9 – El Monte



**Board Report**

---

**File #:** 2017-0504, **File Type:** Oral Report / Presentation

**Agenda Number:** 25.

---

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
FEBRUARY 15, 2018**

**SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY  
AND OPERATIONS**

**RECOMMENDATION**

RECEIVE oral report Update on Metro Blue Line Improvements and Green Line Tie-In Project update.

**DISCUSSION**

The presentation will include information regarding Metro Blue Line Improvements including a comprehensive capital program update in support of improving the MBL and overview of equipment and vehicle status. The presentation will also include Green Line shutdown work to support the Crenshaw lax tie in activities which is currently ongoing and will continue until April 2018.

# **Metro Green Line Tie-In Project Update & Blue Line Improvements**

System Safety, Security & Operations Committee

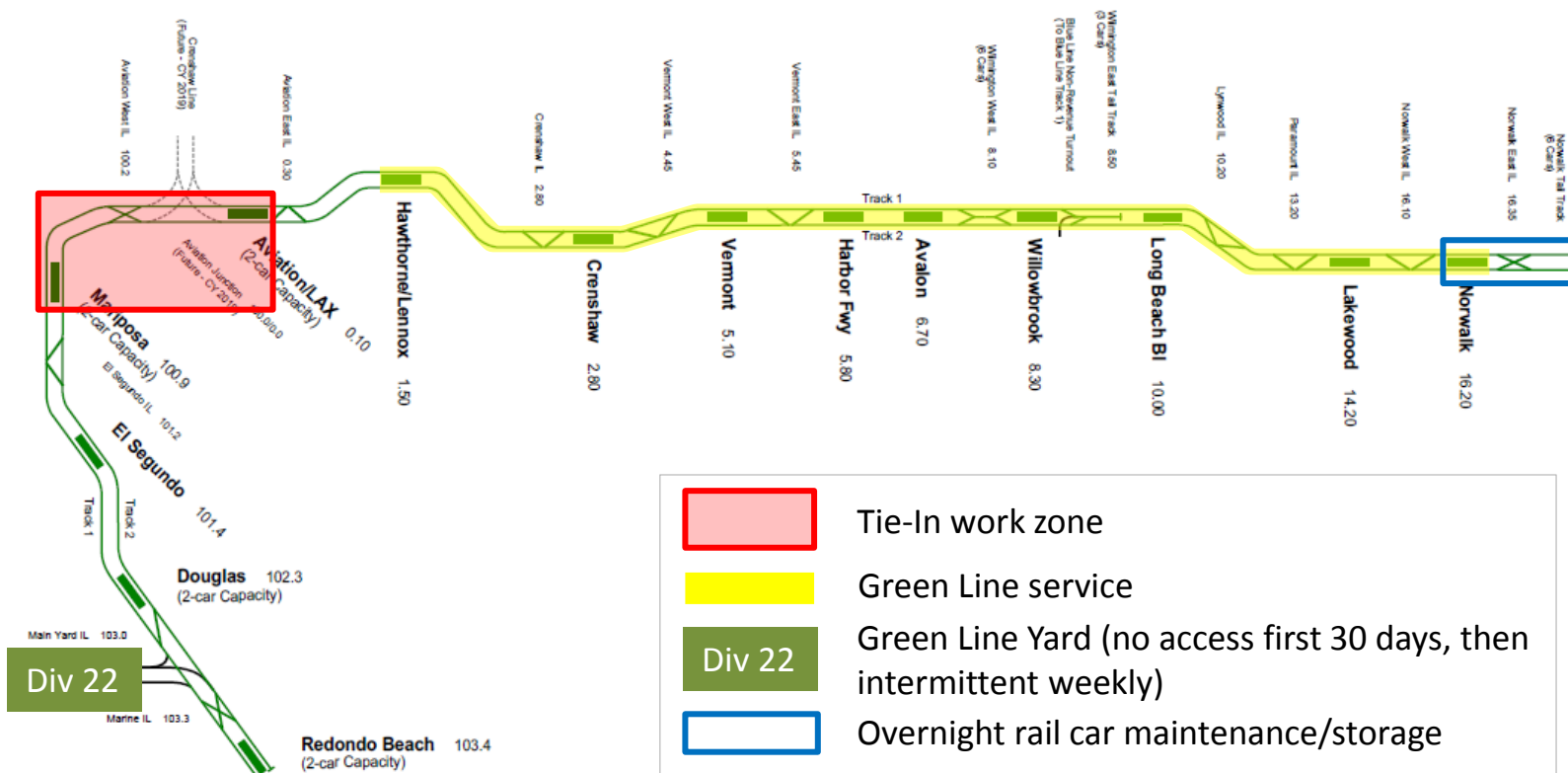
February 2018



**Metro**

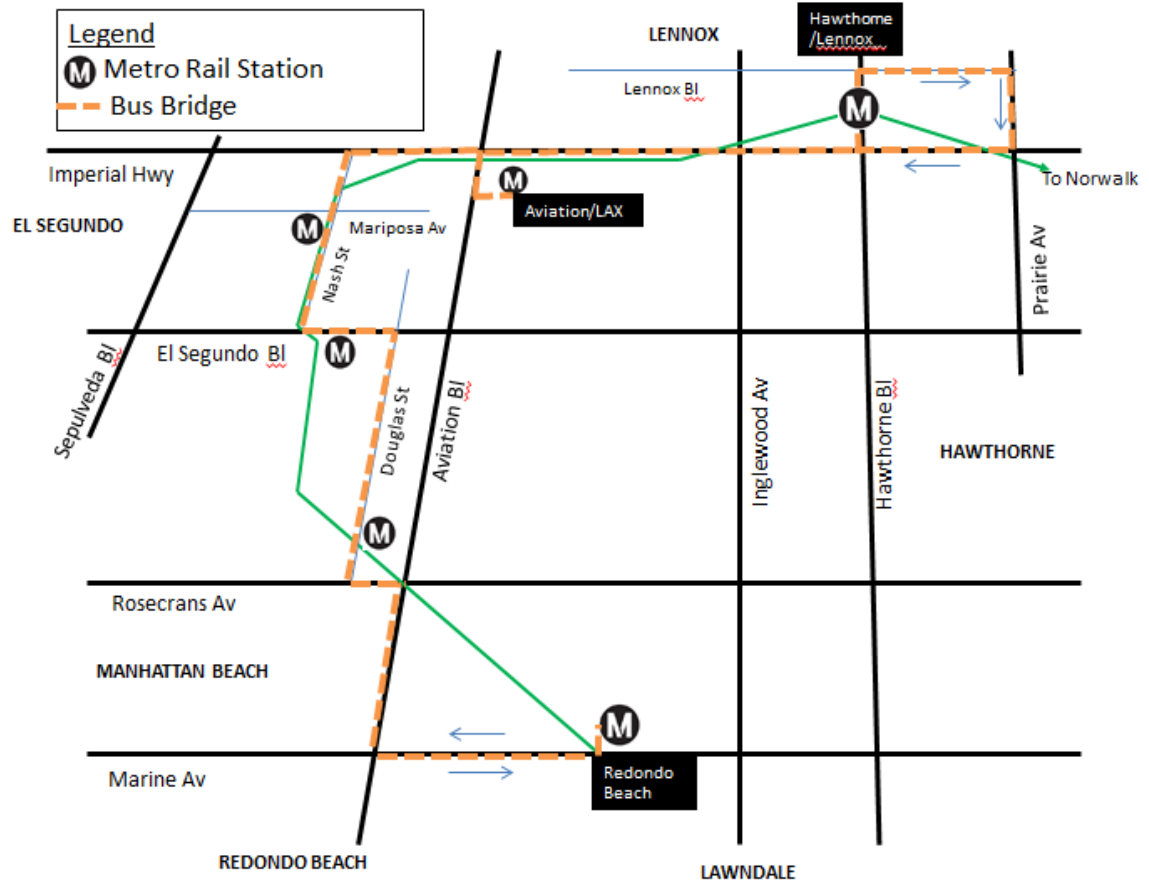
# Green Line Tie-In Project Update – Rail Service

- Green Line service between Norwalk and Hawthorne Stations only
- Peak – every 6 min, 2-car trains
- Base – every 15 min, 2-car trains
- Sat/Sun – every 15 min, 2-car trains



# Green Line Tie-In Project Update – Free Shuttle Service

- Free shuttle between Hawthorne Station and Redondo Beach Station
- Peak – every 6 min, with 2 buses meeting each train in the AM
- Base – every 15 min, 1 bus
- Sat/Sun - every 15 min, 1 bus



# Green Line Tie-In Project Update

## Project

- On Friday, January 26, 2018, Metro began work to connect the Crenshaw/LAX Transit Project with the Green Line, resulting in a 71-day closure of the Green Line at 5 stations:
  - Aviation/LAX
  - Mariposa
  - El Segundo
  - Douglas
  - Redondo Beach



## Outreach Activities

- Community and stakeholder outreach began in December 2017 and is ongoing
- Take-ones were distributed to the surrounding neighborhoods, press conference and media announcements informed customers in advance of the closure
- Signage was installed in mid January and station and operator announcements continue to be used to communicate closure and shuttle information to patrons



# Green Line Tie-In Project Update



## Service

- **Trains between Norwalk and Hawthorne/Lennox running regular service**
- **Free bus shuttle service has replaced rail service affected stations**
  - **Bus shuttle headsign and bus stop information is clear, visible & augmented by announcements**
  - **Staff onsite to support customers**
- **LAX G-Shuttle, Santa Monica BBB Route 3/R3, and Metro Line 625 temporarily relocated from Aviation/LAX Station to Hawthorne/Lennox Station**
- **Supervisors are stationed at Redondo Beach, El Segundo, Hawthorne, and Norwalk Stations to actively manage and coordinate train and bus service. Security on site to maintain safety at all stations.**
- **Initial crowding mitigated by staging bus platoons where needed and deploying articulated buses during the peak periods.**

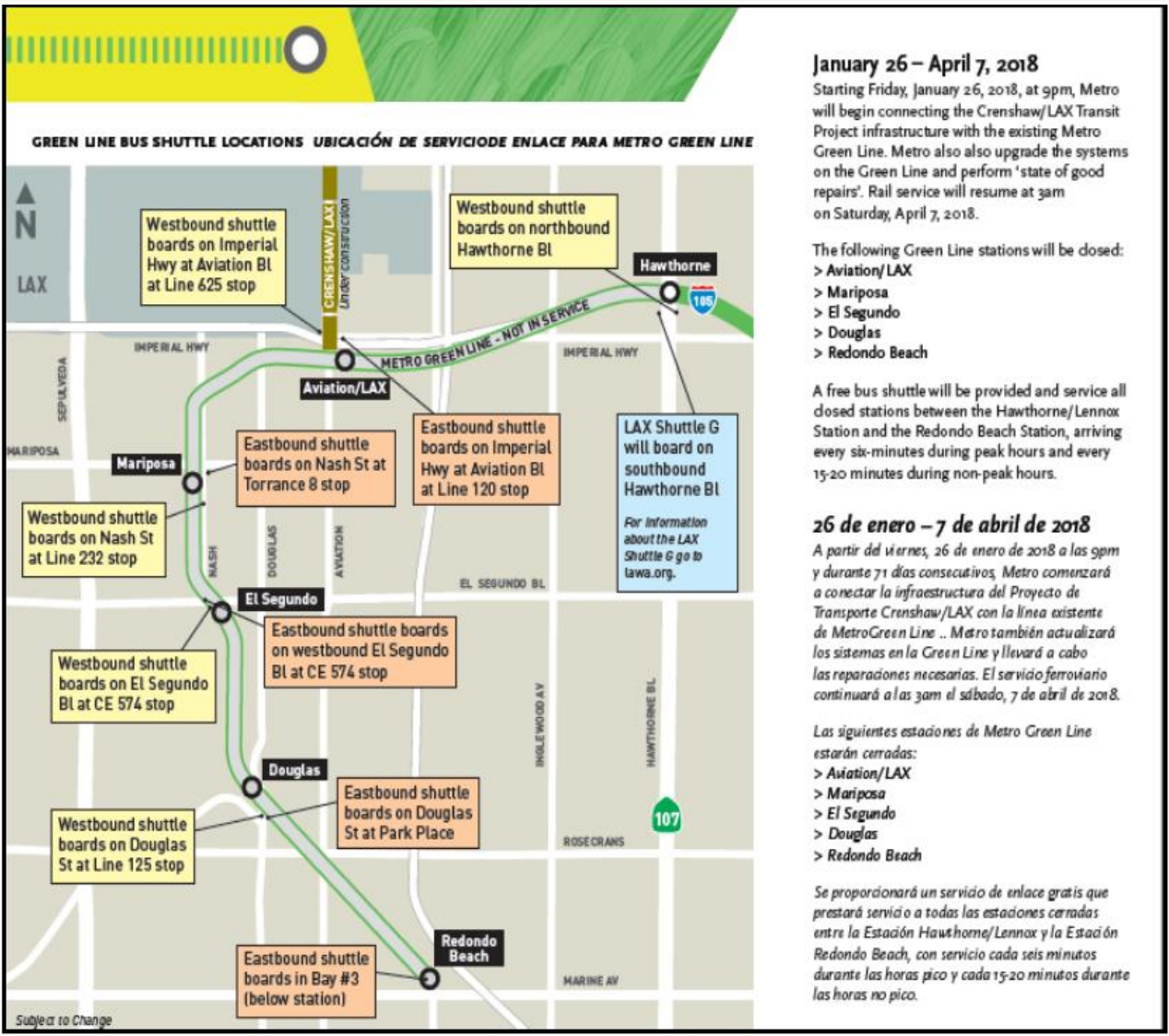


The Green Line Shuttle is carrying approximately 85% of normal ridership at the 5 closed stations.

**Metro**



# Green Line Tie-In Project Update – Map



## January 26 – April 7, 2018

Starting Friday, January 26, 2018, at 9pm, Metro will begin connecting the Crenshaw/LAX Transit Project infrastructure with the existing Metro Green Line. Metro also also upgrade the systems on the Green Line and perform 'state of good repairs'. Rail service will resume at 3am on Saturday, April 7, 2018.

- The following Green Line stations will be closed:
- > Aviation/LAX
  - > Mariposa
  - > El Segundo
  - > Douglas
  - > Redondo Beach

A free bus shuttle will be provided and service all closed stations between the Hawthorne/Lennox Station and the Redondo Beach Station, arriving every six-minutes during peak hours and every 15-20 minutes during non-peak hours.

## 26 de enero – 7 de abril de 2018

A partir del viernes, 26 de enero de 2018 a las 9pm y durante 71 días consecutivos, Metro comenzará a conectar la infraestructura del Proyecto de Transporte Crenshaw/LAX con la línea existente de Metro Green Line. Metro también actualizará los sistemas en la Green Line y llevará a cabo las reparaciones necesarias. El servicio ferroviario continuará a las 3am el sábado, 7 de abril de 2018.

- Las siguientes estaciones de Metro Green Line estarán cerradas:
- > Aviation/LAX
  - > Mariposa
  - > El Segundo
  - > Douglas
  - > Redondo Beach

Se proporcionará un servicio de enlace gratis que prestará servicio a todas las estaciones cerradas entre la Estación Hawthorne/Lennox y la Estación Redondo Beach, con servicio cada seis minutos durante las horas pico y cada 15-20 minutos durante las horas no pico.

**RIDER ALERT**  
Please allow extra time.

Inicio: 26/01/2018 9pm - Sábado: 07/04/2018 3am  
Fin: 26/01/2018 9pm - Sábado: 07/04/2018 3am

Five Green Line stations will be closed to prepare connections to the Crenshaw/LAX Transit Project. Free bus shuttles will be provided.

**ALERTA PARA PASAJEROS**  
Por favor, permita tiempo extra.

Se cerrarán cinco estaciones de Metro Green Line para preparar las conexiones al Proyecto de Transporte Crenshaw/LAX. Se proporcionará un servicio de enlace gratis.

## Positive Feedback

**Transit Pass LA**  
@transitpassla

Following

Kudos to @metrolosangeles for the spread of awareness about the Green Line's closure for @crenshawrail - even the station listings on the Siemens cars are updated.



1:12 PM - 7 Feb 2018



# MBL Travel Time Improvements - External

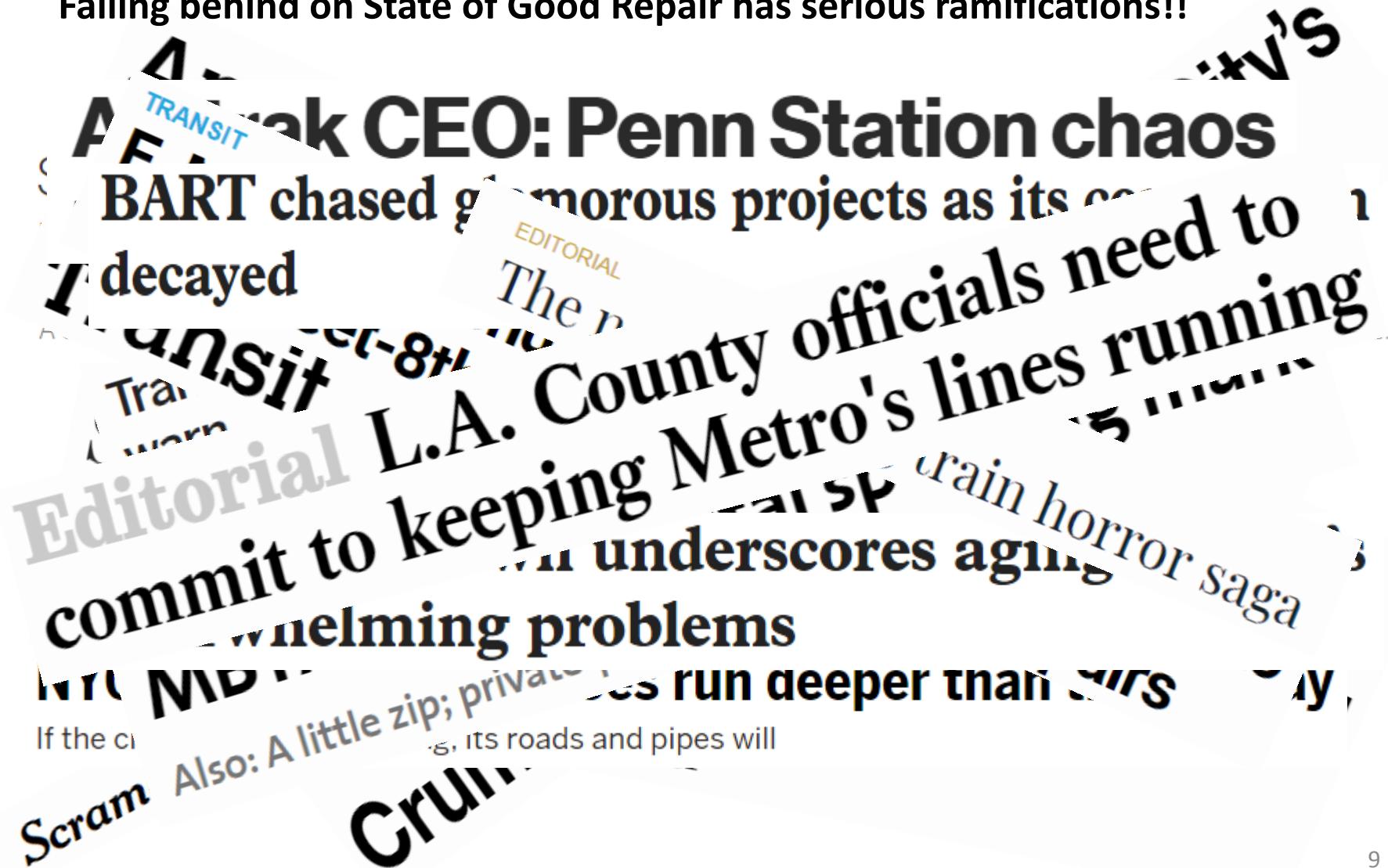
- **Metro & LADOT coordination to identify traffic signal and intersection treatments aimed at increasing speed and reducing delay through downtown LA**
  - **Engaged a traffic engineering consultant to model scenarios for traffic signal timing and cross traffic restrictions that would improve rail running times with minimal impact to traffic, bike and pedestrian movements**
  - **Results are currently being evaluated**
- **City of Long Beach currently constructing Metro funded traffic signal system enhancements along Long Beach Blvd which is expected to reduce Blue Line running times through downtown Long Beach**
- **Metro & multiagency law enforcement partners to increase security presence, prevent crimes and improve response times resulting in fewer rail incidents and therefore train delays**

# MBL Travel Time Improvements - Internal

- **Adjusted operations at 7<sup>th</sup>/Metro terminal reducing train congestion entering terminal, resulting in up to a 2.5 minute travel time improvement and regular headways**
- **Split platform operation for Expo and Blue Line at 7<sup>th</sup>/Metro Center reduces customer confusion and increases boarding/alighting efficiency on both Expo and Blue Lines**
- **Installed a gate arm at Flower near 18<sup>th</sup> Street to prevent vehicles from illegally turning left in front of trains when accessing the I-10 onramp**
- **Plans to standardize the curve at Washington/Flower Wye to reduce delays resulting from track maintenance. Potential to flatten the curve to increase speed through the Wye.**
- **New Blue: Plans to bundle improvement and State of Good Repair projects to allow for increased efficiency and expedited completion of work needed to improve infrastructure reliability along the Blue Line**

# STATE OF GOOD REPAIR MAINTENANCE

Falling behind on State of Good Repair has serious ramifications!!



# NEW BLUE PROJECT PURPOSE AND NEED



Ensures the transit system is safe and in good working condition



Improve overall system reliability and connectivity



Generate local economic benefits and create approximately 3,227 jobs



**Metro has committed \$1.2 billion to upgrade the Blue Line** which includes system upgrades, station improvements, safety enhancements, and new rail cars



More convenient and safer station access from the Willowbrook neighboring communities



## SCOPE OF PROJECT

### New Blue **State of Good Repair** & **Capital Improvement** Projects

- New Interlocking Installation
- Overhead Catenary System (OCS) Refurbishment
- Signal System Upgrades
- Corrosion Protection
- Turnout replacements at the Yard
- Access/Interlocking and Imperial Pocket/Interlocking
- Right Of Way & Running Rail Refurbishment
- Embedded street rail replacement in downtown Long Beach
- ETEL/PTEL Replacements
- Rail Fasteners and Fall Protections at Rosecrans Underpass, LA River Bridge, Slauson and Firestone Aerial Sections
- Fiber Upgrades
- Fire Alarm Panel Replacements
- Traction Power System Upgrades
- Duct bank Replacement along LA River
- Demolition/reconstruction of Willowbrook/Rosa Parks Station
- 7th Metro Crossovers
- Washington/Flower Junction Upgrade

**Total New Blue Investment during Closure: \$300 million**

# BENEFITS



## Blue Line

- The 28 year old Blue Line and associated systems will be brought into a State of Good Repair
- Due to interlocking additions, reliability will be improved during single track operations for planned work or unplanned incidents
- Improved blue line connections to the surrounding area with new access at 117<sup>th</sup> street

## Willowbrook/Rosa Parks Station

- New Public Plaza, including Metro Customer Service Center, Bike Hub, and Transit Court, to provide Union Station type services at Willowbrook station
- Higher visibility, new all-LED lighting and new security system to enhance safety at the Willowbrook station
- Enhanced bus services with all new bus bays and amenities at Willowbrook station



## **SCHEDULING OPTIONS (Original Plan)**

### **Project Duration 24 – 36 Months**

- 6 month of continuous single tracking for Willowbrook/Rosa Parks improvement
- 52 weekend full closures
- 70 day line segment shutdown between Willow and Downtown Long Beach Stations

### **Risks**

- Increased project cost & extended duration of service impacts
- Wayside Worker Protection risks on active ROW
- Additional operator training and familiarization for multiple project phasing
- Project activities & completion will overlap with Crenshaw Line opening & Regional Connector start-up
- Scheduling project activities around system maintenance could impact completion timeline



# SCHEDULING OPTIONS (Recommended Plan)

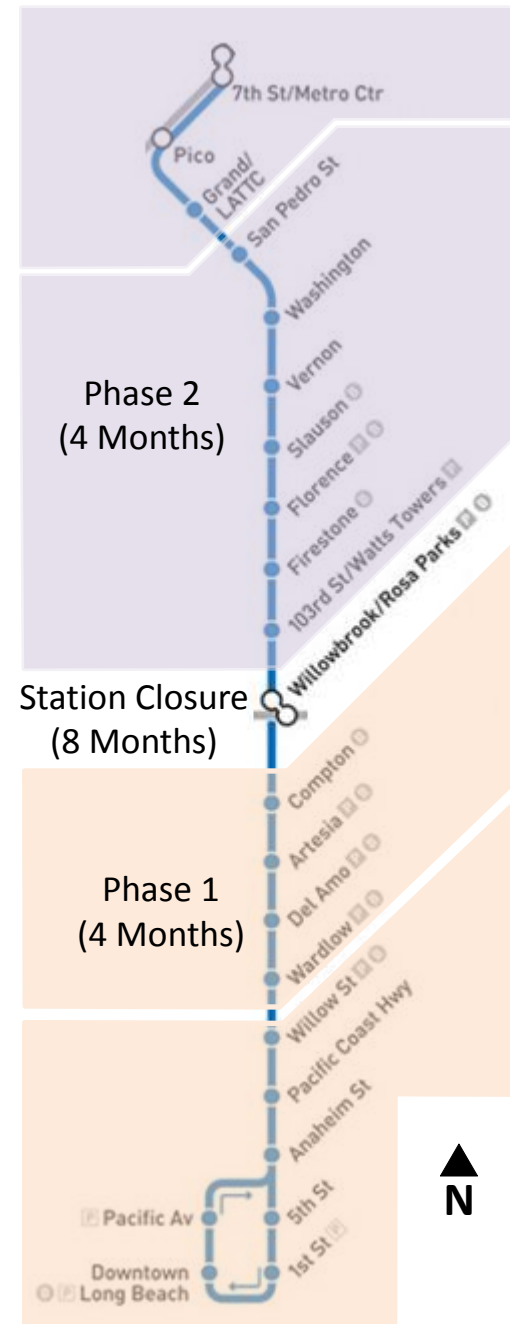
## Project Duration 8 Months

- **Phase 1 – 4 month line segment shutdown** between Downtown Long Beach and Compton Stations
- **Phase 2 – 4 month line segment shutdown** between 103<sup>rd</sup> St and 7<sup>th</sup> St Metro Ctr Stations
- **8 month full closure of Willowbrook/Rosa Parks Blue Line Station**

## Benefits

- Reduce Total Construction Duration
- Reduce Project Costs (\$12 million savings)
- Minimize Duration of Service Impacts
- Minimize Customer Confusion from Service Impacts
- Safer Work Environment

## Recommended Plan





# BLUE LINE TRAVEL PATTERNS



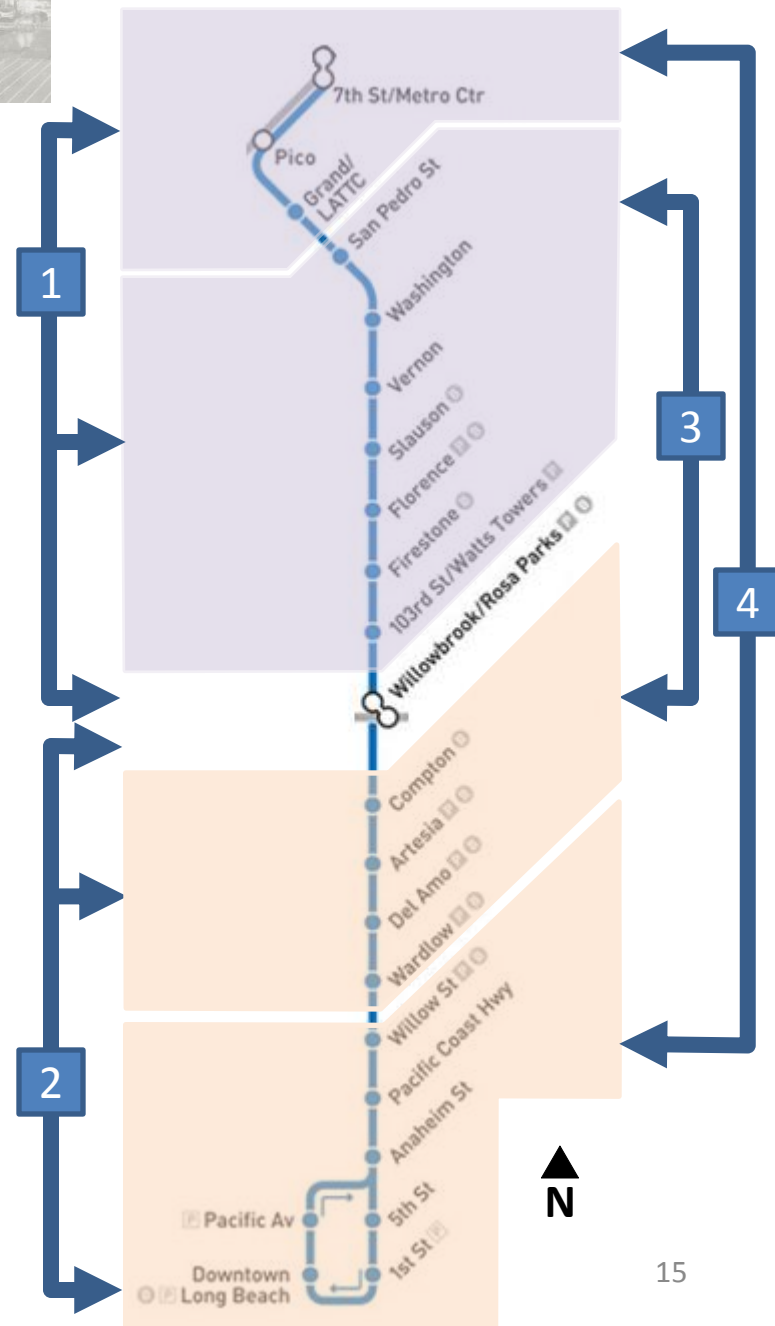
## Travel Demand by Segment

- 1** 47% - North (34,177 avg. daily boardings)
- 2** 11% - South (8,118 avg. daily boardings)
- 3** 27% - Mid Corridor (19,501 avg. daily boardings)
- 4** 15% - End to End (11,026 avg. daily boardings)

## Top Blue Line Stations

Station	Avg Daily Boardings	% of Total Boardings
7 <sup>th</sup> St/ Metro	14,017	18%
Willowbrook	10,198	13%
Florence	4,009	5%
Pico	3,920	5%
Willow	3,887	5%

\* The remaining stations average approximately 3,000 boardings per weekday



# BUS & RAIL SERVICE FOR PHASE 1 (South Closure)

## Limited Rail Service

**12 minute** rail service between 7<sup>th</sup> St/Metro and 103<sup>rd</sup> St Station

## Replacement Bus Service

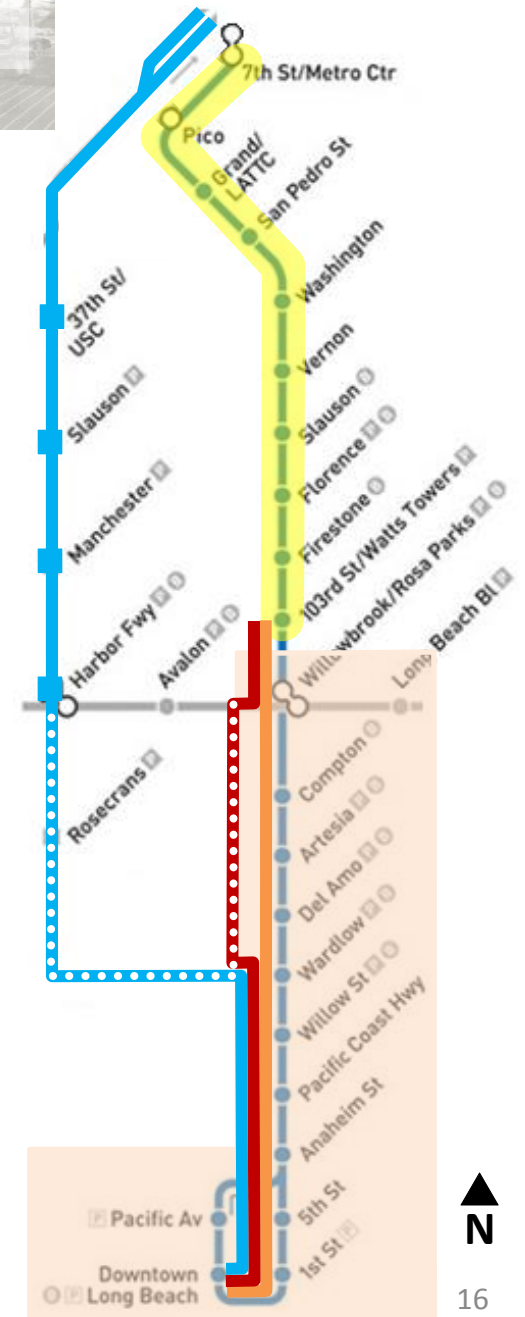
**6 minute** service between Downtown Long Beach and 103<sup>rd</sup> St Stations

**12 minute** rapid service between Long Beach and 103<sup>rd</sup> St Station (peak only)

**12 minute** express service between Long Beach and 7<sup>th</sup> St/Metro Station (peak only)

## Bus v. Rail Travel Time Comparison

	Regular Blue Line Service	New Blue Service Plan	Difference
North	30	30	-
South	30	60	<b>+30</b>
Mid Corridor	40	50	<b>+10</b>
End to End	60	60	-



# BUS & RAIL SERVICE FOR PHASE 2 (North Closure)

## Limited Rail Service

**12 minute** rail service between 7<sup>th</sup> St/Metro and 103<sup>rd</sup> St Station

## Replacement Bus Service

**6 minute** service between Compton and 7<sup>th</sup> St/ Metro Stations

**12 minute** express service between Compton and 7<sup>th</sup> St/ Metro Stations (peak only)

## Bus v. Rail Travel Time Comparison

	Regular Blue Line Service	New Blue Service Plan	Difference
North	30	60	<b>+30</b>
South	30	30	-
Mid Corridor	40	50	<b>+10</b>
End to End	60	65	<b>+5</b>





## SECURITY SUPPORT

### SECURITY

- Presence is needed to protect Metro's staff and assets

### STAFF

- Some servicing of the rail cars that is normally done at Division 11 may be performed at remote locations.
- Bus Bridge locations will require transit security

### ASSETS

- LRV overnight storage locations require security to monitor the rail cars to avoid graffiti and vandalism
- Closed stations will need to be secured and patrolled



# COMMUNICATIONS PLAN

- **Dedicated Construction Relation Teams**
  - Distribute take-ones on all Metro rail lines and within the surrounding areas
  - Post articles on agency blogs and alerts on social media channels
  - Advertise on radio, online, print, and social media
- **Direct community engagement**
  - Provide on the ground customer service for at least the first two weeks
  - Notify third party applications
  - Install bus stop and wayfinding signage
  - Notify Community Leadership Council
  - Notify Partner with community associations
- **Focused community outreach to stakeholders:**
  - Notify Metro Service Councils
  - Notify Gateway Cities Council of Governments
  - Notify Local, State, and Federal Elected officials
- **Community engagement programs**
  - Metro Transit Safety Program will distribute information in the surrounding neighborhoods via school presentations and community events
  - Metro Art will notify tour participants



## NEXT STEPS

- **March 2018** - Set LOP for MBL Track and System Refurbishment Capital Project
- **April 2018** – Metro Program Management and Maintenance of Way Engineering will award the contract for the MBL Track and System Refurbishment project
- **September 2018** - Begin site construction on Willowbrook/Rosa Parks Station Improvement project
- **January 2019** - Begin Construction on Blue Line Re-signaling, Track & System Refurbishment & Division 11 enhancements
- **October 2019** - Complete New Blue Project and resume full operations



**Board Report**

**File #:** 2017-0894, **File Type:** Informational Report

**Agenda Number:** 26.

**REVISED**  
**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE**

**FEBRUARY 15, 2018**

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

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

**ISSUE**

This report reflects December 2017 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff’s Department (LASD), and Long Beach Police Department (LBPD). The information in this report summarizes system-wide Part 1 and Part 2 crime data, average emergency response times, assaults on bus operators, and Metro’s fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are System Wide Part 1 and Part 2 Crimes, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

**DISCUSSION**

An end of year comparison was made of Part 1 and Part 2 Crimes for 2017 and 2016. The comparison resulted in the findings below:

<b>Crime - System Wide</b>	<b>YR 2017</b>	<b>YR 2016</b>	<b>Variance</b>	<b>% Change</b>
Part 1 Crimes System Wide	1,568	1,714	(146)	- 9%
Part 2 Crimes System Wide	1,134	1,663	(529)	- 32%

System wide, Part 1 crimes **decreased by 9%** in 2017 compared to 2016.  
System wide, Part 2 crimes **decreased by 32%** in 2017 compared to 2016.

**Crime stats are as follows:**

## December

Part 1 crime activity decreased by 18.4% system-wide compared to the same period last year. The total Part 1 crimes equated to 4.1 crimes per 1 million boardings.

Part 2 crime activity increased by 20.9% system-wide compared to the same period last year. As anticipated, the increase in activity was largely due to patrons observing officers on the system and reporting incidents in real time.

### December Summary by Mode

Part 1 crime on the rail system decreased by 15.3% compared to the same period last year. Part 1 crime on the bus system decreased by 23.4% (there were 11 less crimes committed than the same period last year). The decrease in crime can be attributed to law enforcement analytic and proactive work on areas where crime was reported high.

### **Bus Operator Assaults:**

There were eight (8) bus operator assaults reported in December, resulting in a 27.3% decrease from last year.

### **Average Emergency Response Times:**

Emergency response times averaged 7.91 minutes for the month of December.

### **Annual On-Board Customer Satisfaction Survey**

The agency thrives to improve customer satisfaction; as a result an annual On-Board Customer Satisfaction Survey is conducted. The results of the 2017 survey revealed:

- 90% of passengers feel safe while riding the bus.
- 79% of passengers feel safe while riding the rail.

### **Physical Security Improvements:**

The Systems Security and Law Enforcement Department continues to provide a secure and safe environment for our patrons and employees. An extensive test of the SPO-NX Millimeter Wave Explosive Detection Device was conducted at 7th and Metro during the week of December 11th. Metro Security Officers were utilized to screen passengers and the subject matter experts from TSA supported the project by providing technical assistance. The leveraging relationship with TSA is bringing the newest technology to Metro's operations. There was significant press coverage at the event and as a result there were comments made by New York's Senator Schumer. He stated that TSA needed to test new technology on the New York subway system as well.

The security enhancement equipment (Mobile Command Vehicle, the Lex Ray camera platform, and Ready Ops) attained from Metro funds, Federal, and State grants, continue to provide a state of the art surveillance posture. The command and control sites successfully integrated all the security equipment during the New Year's count down at Grand Park the Rose Parade, the Rose Bowl game, and the Rams Playoffs game; resulting in an enjoyable and safe environment for many. In



preparation to support the Crenshaw/Green Line Tie In project, arrangements are being made to incorporate available technology such as drones and microwave intrusion detection devices to secure several locations within the perimeter during the construction period.

The preparations for the physical security assessment of Metro's Bus and Rail facilities started at the beginning of December; the actual assessments will commence in January 2018.

### **Significant Activities:**

#### ***Los Angeles Police Department***

- **12/1/17-** The Special Problems Unit conducted an undercover operation on the Expo Line. A total of 15 suspects/subjects were detained/identified and 4 were arrested.
- **12/3/17-** Officers were alerted at the Red Line Vermont/Beverly Station of a suspect who was wanted for Felony Sexual Battery and an outstanding warrant, the suspect was detained and booked.
- **12/16/17-** Officers working at the Red Line Westlake/Mac Arthur Park Station were informed of a lone child riding the train. The child was returned to the parents after an extensive search of the child's guardians.

#### ***Los Angeles County Sheriff's Department***

- **12/21/17-** Deputies responded to a victim who was pushed onto the rail tracks at the Gold Line Citrus Station. The suspect was detained and arrested.
- **12/24/17-** Deputies were alerted of an operator assault at the Blue Line Artesia bus layover. Suspect fled the scene but was subsequently located by assisting units. Suspect was arrested for a misdemeanor.
- **12/29/17-** While monitoring CCTV, Deputies observed an assault with a deadly weapon at the Blue Line Willowbrook/Rosa Parks Station. Suspect was located and arrested. Victim was treated by paramedics and received medical treatment on location.

#### ***Long Beach Police Department***

- **12/9/17-** Officers patrolling the Blue Line Willow Station parking structure observed a transient who was sleeping in one of the elevators. Upon further investigation, it was revealed that the individual was in possession of stolen credit cards. Suspect was detained and arrested.

- **12/9/17-** A train operator alerted Officers of a bomb threat at the Blue Line Wardlow Station. Suspect who made the threat fled the scene; as a result precautionary measures were implemented.
- **12/24/17-** Officers observed a subject smoking on a train at the Blue Line Pacific Coast Highway Station. Once they made contact, subject was found to be an ex-felon in possession of a loaded handgun and drug paraphernalia. An arrest was made.

**Community and Problem Oriented Policing Activities:**

Transit Law Enforcement participated in the Toys & Joys Holiday Event at the Orthopedic Institute for Children during the month of December. Law enforcement representatives interacted with patients, family, community members, hospital staff, and volunteers as they assisted with gift distribution.

**Metro’s Ongoing Homelessness Outreach Efforts:**

In spring 2016, Metro created a Metro Homeless Task Force to address the homeless that have turned to the Metro system and properties for alternative shelter. Out of that task force, Metro created the Transit Homeless Action Plan which was presented to the Board of Directors in February 2017. The Action Plan’s main goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated homeless outreach to those homeless in need. Parts of the plan’s components include Metro’s coordination with County, City Measure H, and Measure HHH. The plan also calls for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as motioned by Metro’s Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless to ultimately get them in housing resources. Efforts are being taken to streamline the reportable data to the Board from the C3 teams, HOPE/ TSD teams and the MET teams.

**Metro’s C3 Homeless Outreach Teams:**

Metro’s C3 Homeless Outreach Teams’ twelve-month pilot program began on May 22, 2017. Since the program’s launch, the teams have provided substantial homeless outreach. They have accomplished 2,150 total unduplicated homeless contacts and 404 of those have been placed into permanent housing solutions. Next month, reportable data provided will include the communication between law enforcement and the C3 teams while maintaining personal confidentiality.

**C3 Homeless Outreach May 22, 2017 through December 31, 2017:**

Performance Measure	Monthly Number Served	Fiscal YTD Number Served
Unduplicated individuals initiated contact (pre-engagement phase)	100	2,150
Unduplicated individuals engaged (engagement phase)	46	1,472

Unduplicated individuals who are provided services or who successfully attained referrals	45	754
Unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	18	174
Unduplicated individuals engaged who are successfully linked to a permanent housing program	12	213
Unduplicated individuals engaged who are permanently housed	2	17

**C3 Coordination with Law Enforcement**

With Metro System Security and Law Enforcement personnel as the lead, Metro’s C3 teams coordinate with LAPD’s Homeless Outreach and Protective Engagement (HOPE) Teams, LASD’s Mental Evaluation Teams (MET), Long Beach PD, and Metro’s Transit Security Officers, in an effort to engage the homeless and provide placement into services. These law enforcement entities provide gap service to the Red Line when the C3 Teams are off duty and provide outreach support for the rest of the system that is not part of pilot program. LASD’s MET teams consist of Deputies paired with clinicians and the Department of Health LAPD’s HOPE teams consist of Officers who partner with LAHSA, the LA City Attorney’s Office and the LA City Department of Sanitation for homeless outreach response.

Los Angeles Police Department HOPE Teams

LAPD Transit Bureau homeless outreach totals the HOPE team contacts plus the patrol / Transit Services Division (TSD). Therefore, LAPD’s December 2017 homeless outreach is the following:

Action	HOPE	TSD	TOTAL
Contacts	172	167	339
Referrals	8	6	14
5150 Hold	6	12	18
Mental Illness	16	4	20
Substance Abuse	18	21	39
Veterans	5	5	10
Shelter	1	2	3
Motel With Housing Plan	2	0	2
VA Housing	0	0	0
Return To Family	0	0	0
Transitional Long-Term Housing	1	1	2
Detox	2	1	3
Rehab	0	0	0

*Sheriff Mental Evaluation Team (MET) Contacts and Efforts*

Location/Action	Contacts
-----------------	----------

Bus Contacts	75
Rail Contacts	305
DMS Contacts	0
<b>TOTAL CONTACTS</b>	<b>380</b>
Transports to Outreach Services	31
5150 WIC Transports	8

Long Beach Police Department

Efforts continue focus on preventing Willow Street Parking Station elevator from becoming form shelter for the homeless. Subjects are constantly warned, provided City of Long Beach Homeless Resource Pocket guides, and offered transportation to Multi-Service Center. On December 6, LBPD met with the Long Beach Health Department Homeless Multi-Service Center to discuss homeless outreach on the Blue Line in Long Beach.

**Metro’s Encampment Protocol:**

LAPD HOPE and Sheriff MET teams are actively providing enforcement and outreach on city properties abutting Metro, while Metro is in the process of creating their own encampment protocol. Metro has met with LA City Prosecutor’s office to identify protocol requirements under the City Sanitation Department’s 56.11 to determine where and how to replicate a similar process at Metro where appropriate.

**Additional Resources and Partnership:**

Metro’s Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers to conduct outreach on Metro properties. It would be in Metro’s interest that these outreach workers go past the fare gates to conduct outreach on platforms and if appropriate inside trains. These additional 40 outreach personnel will conduct their outreach starting in January 2018.

The County continues to work on their full breath launch of the 2-1-1 hotline to provide homeless resources. For winter months, Metro has provided all law enforcement and Metro staff a winter shelter resource list for 24/7 operation.

Metro will partner with LAHSA in the 2018 LAHSA Homeless Count on January 24, 25, and 26. Metro has developed the count methodology in concert with LASHA to best meet Metro’s service needs while LAHSA and the United Way will provide the volunteers. The count will occur at 5am all days of the count to capture evening sleepers.

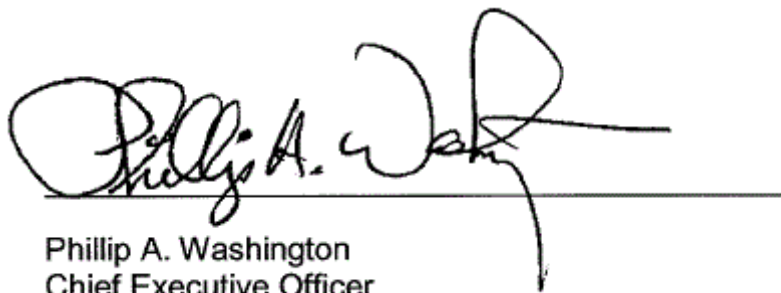
**..Attachments**  
**ATTACHMENTS**

- Attachment A - System-Wide Law Enforcement Overview December 2017
- Attachment B - Supporting Crime Data December 2017

Attachment C - Key Performance Indicators December 2017

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

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



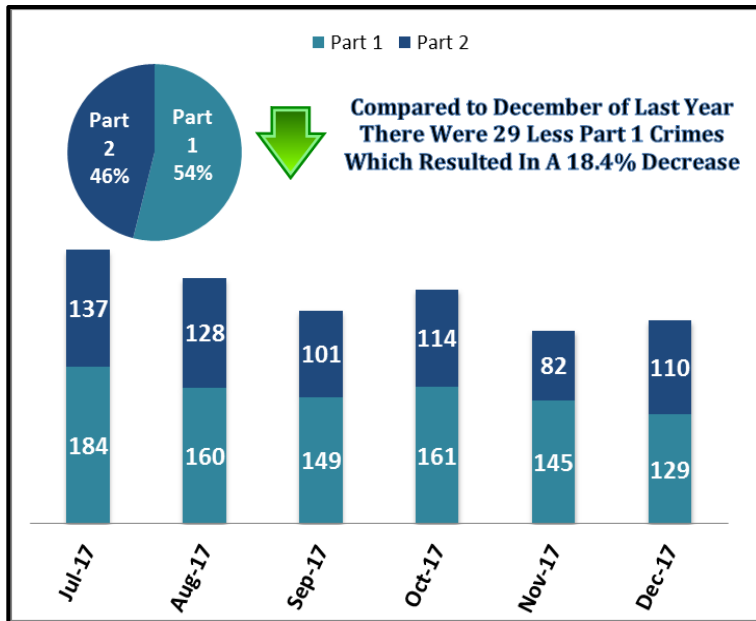
Phillip A. Washington  
Chief Executive Officer

# SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

DECEMBER 2017

Attachment A

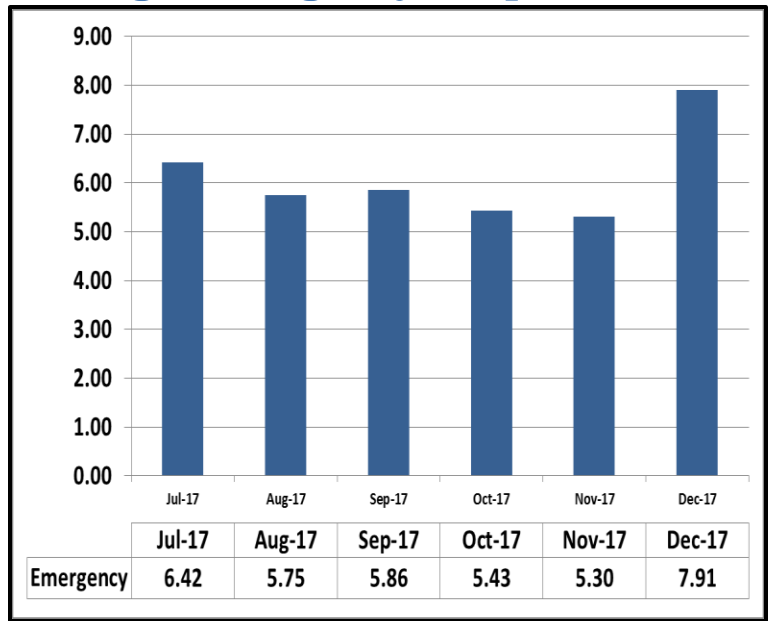
## Part 1 & Part 2 Crimes



For the month of December 2017, Part 1 crime activity is down by 18.4% system-wide compared to the same period last year. In a monthly contrast, there were 16 less Part 1 crimes in December than in November, resulting in an 11% decrease.

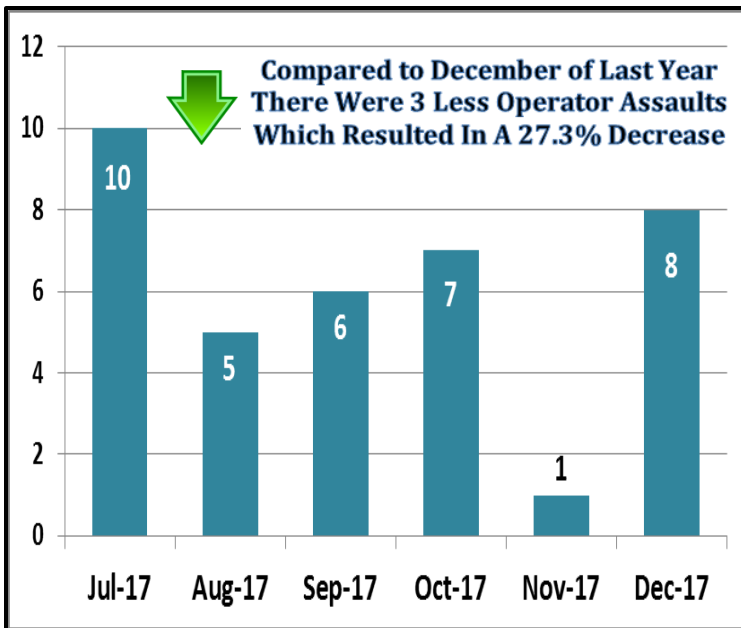
Part 2 crime activity is up by 20.9% system-wide compared to the same period last year. In a monthly contrast, there were 28 more Part 2 crimes in December than in November, resulting in a 34.1% increase.

## Average Emergency Response Times



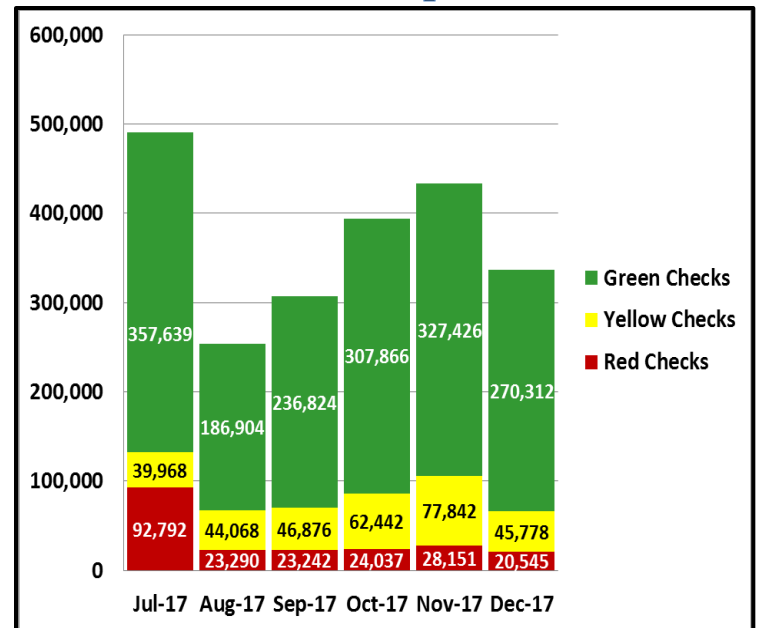
Average emergency response times were 7.91 mins.

## Bus Operator Assaults



There were a total of 8 Bus Operator Assaults. Comparing the Bus Operator Assaults from the same period last year, there were 11 Operator Assaults last year resulting in a 27.3% decrease.

## Fare Compliance



**Green Checks**- Occurs when a patron has valid fare

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

**Red Checks**- Occurs when a patron has invalid fare

# Blue Line - December 2017

ATTACHMENT B

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	1
Rape	0	0	0	2
Robbery	3	5	0	34
Agg Assault	0	1	0	23
Agg Assault on Op	0	0	0	0
Burglary	0	0	1	2
Larceny	1	4	3	59
Bike Theft	1	0	0	5
Motor Vehicle Theft	0	1	0	8
Arson	0	0	0	1
<b>SUB-TOTAL</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>135</b>
Selected Part 2 Crimes				
Battery	1	2	7	49
Battery Rail Operator	0	0	0	0
Sex Offenses	0	0	0	7
Weapons	0	1	3	10
Narcotics	0	1	2	21
Trespassing	0	0	0	5
Vandalism	1	2	1	5
<b>SUB-TOTAL</b>	<b>2</b>	<b>6</b>	<b>13</b>	<b>97</b>
<b>TOTAL</b>	<b>7</b>	<b>17</b>	<b>17</b>	<b>232</b>

PART 1 CRIMES PER STATION		
Station	DECEMBER	FYTD
7th/Metro	1	5
Pico	1	3
Grand	0	0
San Pedro	1	1
Washington	0	5
Vernon	2	4
Slauson	2	10
Florence	1	11
Firestone	3	16
103rd St	0	2
Willowbrook	2	17
Compton	1	7
Artesia	1	10
Del Amo	1	10
Wardlow	1	5
Willow	3	11
PCH	0	5
Anaheim	0	6
5th St	0	3
1st St	0	0
Transit Mall	0	7
Pacific	0	0
Rail Yard	0	0
<b>Total</b>	<b>20</b>	<b>138</b>

ARRESTS				
TYPE	LAPD	LASD	LBPD	FYTD
Felony	0	4	16	121
Misdemeanor	0	14	100	762
<b>TOTAL</b>	<b>0</b>	<b>18</b>	<b>116</b>	<b>883</b>

CITATIONS				
TYPE	LAPD	LASD	LBPD	FYTD
Other Citations	14	4	39	827
Vehicle Code Citations	0	20	99	676
<b>TOTAL</b>	<b>14</b>	<b>24</b>	<b>138</b>	<b>1,503</b>

CALLS FOR SERVICE				
TYPE	LAPD	LASD	LBPD	FYTD
Routine	N/A*	51	70	563
Priority	N/A*	73	82	1,078
Emergency	N/A*	14	13	409
<b>TOTAL</b>	<b>0</b>	<b>138</b>	<b>165</b>	<b>2,050</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE			
TYPE	LAPD	LASD	LBPD
Dispatched	18%	4%	10%
Proactive	82%	96%	90%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
LINE	DECEMBER
Blue Line-LAPD	98%
Blue Line-LASD	94%
Blue Line-LBPD	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	60			244
Flower St	21			88
103rd St	3			25
Wardlow Rd			3	7
Pacific Ave.			1	2
Florence Station		4		4
Compton Station		4		
Artesia Station		1		
Long Beach Blvd			1	6
<b>TOTAL</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>376</b>

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

Blue Line Highlights

The Blue Line had 11 less Part 1 crimes than the same period last year (31), which is a 35.5% decrease

# Green Line - December 2017

## REPORTED CRIME

PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	2	27
Agg Assault	1	0	7
Agg Assault on Op	0	0	0
Burglary	0	0	2
Larceny	2	0	21
Bike Theft	0	0	3
Motor Vehicle Theft	0	0	10
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>5</b>	<b>2</b>	<b>70</b>
<b>Selected Part 2 Crimes</b>			
Battery	2	3	16
Battery Rail Operator	0	0	0
Sex Offenses	0	1	3
Weapons	0	0	5
Narcotics	0	1	10
Trespassing	0	0	0
Vandalism	2	1	10
<b>SUB-TOTAL</b>	<b>4</b>	<b>6</b>	<b>44</b>
<b>TOTAL</b>	<b>9</b>	<b>8</b>	<b>114</b>

## PART 1 CRIMES PER STATION

Station	DECEMBER	FYTD
Redondo Beach	0	3
Douglas	0	2
El Segundo	0	2
Mariposa	0	0
Aviation	0	2
Hawthorne	0	3
Crenshaw	1	7
Vermont	0	5
Harbor	1	6
Avalon	4	7
Willowbrook	1	11
Long Beach	0	7
Lakewood	0	12
Norwalk	0	5
<b>Total</b>	<b>7</b>	<b>72</b>

## ARRESTS

TYPE	LAPD	LASD	FYTD
Felony	0	3	33
Misdemeanor	0	11	102
<b>TOTAL</b>	<b>0</b>	<b>14</b>	<b>135</b>

## CITATIONS

TYPE	LAPD	LASD	FYTD
Other Citations	9	0	68
Vehicle Code Citations	1	14	171
<b>TOTAL</b>	<b>10</b>	<b>14</b>	<b>239</b>

## CALLS FOR SERVICE

TYPE	LAPD	LASD	FYTD
Routine	N/A*	136	623
Priority	N/A*	49	361
Emergency	N/A*	4	74
<b>TOTAL</b>	<b>0</b>	<b>189</b>	<b>1058</b>

\*Currently unable to report stats by Rail Line

## DISPATCHED VS. PROACTIVE

TYPE	LAPD	LASD
Dispatched	15%	9%
Proactive	85%	91%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

## PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

LINE	DECEMBER
Green Line-LAPD	98%
Green Line-LASD	91%

## LEGEND

Los Angeles County Sheriff's Department

Los Angeles County Sheriff's Department

## Green Line Highlights

The Green Line had 12 less Part 1 crimes than the same period last year (19), which is a 63.2% decrease



# Expo Line - December 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	7	1	28
Agg Assault	1	2	10
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	13	2	72
Bike Thefts	2	2	14
Motor Vehicle Theft	0	0	0
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>23</b>	<b>7</b>	<b>124</b>
<b>Selected Part 2 Crimes</b>			
Battery	2	1	15
Battery Rail Operator	0	0	0
Sex Offenses	2	0	3
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	1
<b>SUB-TOTAL</b>	<b>4</b>	<b>1</b>	<b>19</b>
<b>TOTAL</b>	<b>27</b>	<b>8</b>	<b>143</b>

PART 1 CRIMES PER STATION		
Station	DECEMBER	FYTD
7th/Metro	2	8
Pico	0	6
23rd St	0	0
Jefferson/USC	0	3
Expo/USC	0	2
Expo/Vermont	3	13
Expo/Western	7	30
Expo/Crenshaw	0	5
Farmdale	4	11
La Brea	2	6
La Cienega	1	4
Culver City	4	12
Palms	0	1
Expo/Westwood	0	3
Expo/Sepulveda	0	1
Expo/Bundy	4	8
26th St /Bergamot	1	4
17th St/SMC	1	4
D/T Santa Monica	1	4
Expo Rail Yard	0	0
<b>Total</b>	<b>30</b>	<b>125</b>

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	3	0	15
Misdemeanor	0	2	11
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>26</b>

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	43	0	137
Vehicle Code Citations	0	2	4
<b>TOTAL</b>	<b>43</b>	<b>2</b>	<b>141</b>

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	37	192
Priority	N/A*	29	162
Emergency	N/A*	2	15
<b>TOTAL</b>	<b>0</b>	<b>68</b>	<b>369</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	18%	5%
Proactive	82%	95%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	DECEMBER
Expo Line-LAPD	98%
Expo Line-LASD	83%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	36		90
<b>TOTAL</b>	<b>36</b>	<b>0</b>	<b>90</b>

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

Expo Line Highlights

The Expo Line had 4 more Part 1 crimes than the same period last year (26), which is a 15.4% increase

# Red Line - December 2017

## REPORTED CRIME

PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	1	2
Robbery	7	32
Agg Assault	2	13
Agg Assault on Op	0	0
Burglary	0	0
Larceny	18	60
Bike Theft	0	2
Motor Vehicle Theft	0	13
Arson	0	0
<b>SUB-TOTAL</b>	<b>28</b>	<b>122</b>
<b>Selected Part 2 Crimes</b>		
Battery	22	84
Battery Rail Operator	0	0
Sex Offenses	9	17
Weapons	0	0
Narcotics	0	0
Trespassing	0	3
Vandalism	0	7
<b>SUB-TOTAL</b>	<b>31</b>	<b>111</b>
<b>TOTAL</b>	<b>59</b>	<b>233</b>

## PART 1 CRIMES PER STATION

Station	DECEMBER	FYTD
Union Station	3	8
Civic Center	2	5
Pershing Square	1	7
7th/Metro	0	4
Westlake	3	24
Wilshire/Vermont	2	8
Wilshire/Normandie	0	0
Vermont/Beverly	1	5
Wilshire/Western	0	0
Vermont/Santa Monica	1	5
Vermont/Sunset	1	5
Hollywood/Western	1	4
Hollywood/Vine	4	13
Hollywood/Highland	4	15
Universal	1	4
North Hollywood	4	15
Red Line Rail Yard	0	0
<b>Total</b>	<b>28</b>	<b>122</b>

## ARRESTS

TYPE	LAPD	FYTD
Felony	2	12
Misdemeanor	4	29
<b>TOTAL</b>	<b>6</b>	<b>41</b>

## CITATIONS

TYPE	LAPD	FYTD
Other Citations	45	117
Vehicle Code Citations	0	2
<b>TOTAL</b>	<b>45</b>	<b>119</b>

## CALLS FOR SERVICE

TYPE	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
<b>TOTAL</b>	

\*Currently unable to report stats by Rail Line

## DISPATCHED VS. PROACTIVE

TYPE	LAPD
Dispatched	20%
Proactive	80%
<b>TOTAL</b>	<b>100%</b>

## PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

LINE	DECEMBER
Red Line- LAPD	98%

## LEGEND

Los Angeles Police Department

### Red Line Highlights

The Red Line had 4 less Part 1 crimes than the same period last year (32), which is a 12.5% decrease

# Gold Line - December 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	2	7
Agg Assault	1	1	5
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	2	1	27
Bike Theft	0	0	8
Motor Vehicle Theft	0	1	4
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>4</b>	<b>5</b>	<b>51</b>
<b>Selected Part 2 Crimes</b>			
Battery	3	0	19
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	1
Narcotics	0	0	2
Trespassing	0	1	2
Vandalism	2	0	14
<b>SUB-TOTAL</b>	<b>5</b>	<b>1</b>	<b>39</b>
<b>TOTAL</b>	<b>9</b>	<b>6</b>	<b>90</b>

PART 1 CRIMES PER STATION		
Station	DECEMBER	FYTD
APU/Citrus College	2	5
Azusa Downtown	0	1
Irwindale	0	1
Duarte	0	1
Monrovia	0	5
Arcadia	0	1
Sierra Madre	0	1
Allen	0	0
Lake	1	1
Memorial Park	1	1
Del Mar	0	2
Fillmore	0	1
South Pasadena	1	2
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	1
Lincoln Heights	0	0
Chinatown	0	2
Union Station	1	4
Little Tokyo	0	1
Pico/Aliso	0	2
Mariachi	1	3
Soto	0	1
Indiana (both LAPD & LASD)	2	6
Maravilla	0	1
East LA	0	0
Atlantic	0	7
<b>Total</b>	<b>9</b>	<b>51</b>

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	1	1	10
Misdemeanor	0	2	58
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>68</b>

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	46	0	194
Vehicle Code Citations	3	8	140
<b>TOTAL</b>	<b>49</b>	<b>8</b>	<b>334</b>

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	89	560
Priority	N/A*	73	466
Emergency	N/A*	3	51
<b>TOTAL</b>	<b>0</b>	<b>165</b>	<b>1,077</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	17%	5%
Proactive	83%	95%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	DECEMBER
Gold Line-LAPD	98%
Gold Line-LASD	81%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	23		351
Arcadia Station		1	
Los Angeles County Sheriff's Department		7	9
Fillmore Station		19	28
Monrovia		3	10
Memorial		8	9
Magnolia Ave		1	1
Duarte Station		3	3
City Of Azusa		2	3
South Pasadena Station		7	7
Allen		1	1
City Of East LA		4	4
Figueroa St	21		81
<b>TOTAL GOAL= 10</b>	<b>44</b>	<b>56</b>	<b>507</b>

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

**Gold Line Highlights**

The Gold Line had 6 more Part 1 crime than the same period last year (3), which is a 200% increase

# Orange Line - December 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	7
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Larceny	0	5
Bike Theft	0	0
Motor Vehicle Theft	0	1
Arson	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>16</b>
<b>Selected Part 2 Crimes</b>		
Battery	1	9
Battery Bus Operator	0	0
Sex Offenses	0	2
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	2
<b>SUB-TOTAL</b>	<b>1</b>	<b>13</b>
<b>TOTAL</b>	<b>1</b>	<b>29</b>

PART 1 CRIMES PER STATION		
Station	DECEMBER	FYTD
North Hollywood	0	7
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	2
Sepulveda	0	1
Woodley	0	0
Balboa	0	2
Reseda	0	2
Tampa	0	0
Pierce College	0	0
De Soto	0	0
Canoga	0	1
Warner Center	0	1
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
<b>Total</b>	<b>0</b>	<b>16</b>

ARRESTS		
TYPE	LAPD	FYTD
Felony	1	2
Misdemeanor	1	6
<b>TOTAL</b>	<b>2</b>	<b>8</b>

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	567	1,703
Vehicle Code Citations	180	723
<b>TOTAL</b>	<b>747</b>	<b>2,426</b>

CALLS FOR SERVICE		
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
<b>TOTAL</b>	<b>0</b>	<b>0</b>

\*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	18%
Proactive	82%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	DECEMBER
Orange Line- LAPD	96%

LEGEND
Los Angeles Police Department

Orange Line Highlights

The Orange Line had 8 less Part 1 crimes than the same period last year (8), which is a 100% decrease

# Silver Line - December 2017

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Agg Assault	0	0	0
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	1	0	2
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Selected Part 2 Crimes</b>			
Battery	0	0	2
Battery Bus Operator	0	0	0
Sex Offenses	1	0	1
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	0
<b>SUB-TOTAL</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>5</b>

PART 1 CRIMES PER STATION		
Station	DECEMBER	FYTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	1	2
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	0	0
Rosecrans	0	0
Harbor/Gateway	0	0
Carson	0	0
PCH	0	0
San Pedro	0	0
<b>Total</b>	<b>1</b>	<b>2</b>

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	1	0	3
Misdemeanor	0	0	9
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>12</b>

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	521	0	1,551
Vehicle Code Citations	178	0	966
<b>TOTAL</b>	<b>699</b>	<b>0</b>	<b>2,517</b>

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	2	9
Priority	N/A*	0	4
Emergency	N/A*	0	2
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>15</b>

\*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	20%	0%
Proactive	80%	100%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	DECEMBER
Silver Line- LAPD	96%
Silver Line- LASD	54%

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

Silver Line Highlights

The Silver Line had 1 less Part 1 crime than the same period last year (2), which is a 50% decrease

# Bus Patrol - December 2017

REPORTED CRIME			
PART 1 CRIMES	LASD	LAPD	FYTD
Homicide	0	0	0
Rape	0	0	3
Robbery	1	4	110
Agg Assault	1	11	64
Agg Assault on Op	0	0	3
Burglary	0	0	2
Larceny	0	14	192
Bike Theft	0	2	7
Motor Vehicle Theft	1	0	19
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>3</b>	<b>31</b>	<b>400</b>
<b>Selected Part 2 Crimes</b>			
Battery	3	15	190
Battery Bus Operator	4	4	41
Sex Offenses	1	2	40
Weapons	1	0	3
Narcotics	0	0	4
Trespassing	0	0	4
Vandalism	1	4	37
<b>SUB-TOTAL</b>	<b>10</b>	<b>25</b>	<b>319</b>
<b>TOTAL</b>	<b>13</b>	<b>56</b>	<b>719</b>

LASD's Part 1 Crimes per Sector		
Sector	DECEMBER	FYTD
Westside	0	6
San Fernando	2	2
San Gabriel Valley	0	13
Gateway Cities	1	5
South Bay	0	10
<b>Total</b>	<b>3</b>	<b>36</b>

LAPD's Part 1 Crimes per Sector		
Sector	DECEMBER	FYTD
<b>Valley Bureau</b>		
Van Nuys	0	7
West Valley	0	8
North Hollywood	0	9
Foothill	0	4
Devonshire	0	2
Mission	0	6
Topanga	0	3
<b>Central Bureau</b>		
Central	2	27
Rampart	3	20
Hollenbeck	0	4
Northeast	1	2
Newton	1	32
<b>West Bureau</b>		
Hollywood	1	7
Wilshire	3	23
West LA	0	7
Pacific	0	8
Olympic	1	32
<b>Southwest Bureau</b>		
Southwest	11	62
Harbor	0	13
77th Street	7	67
Southeast	County Sheriff's	26
<b>Total</b>	<b>30</b>	<b>369</b>
<b>Total Part 1 Crimes</b>	<b>33</b>	<b>405</b>

ARRESTS			
TYPE	LASD	LAPD	FYTD
Felony	4	2	27
Misdemeanor	5	2	134
<b>TOTAL</b>	<b>9</b>	<b>4</b>	<b>161</b>

CITATIONS			
TYPE	LASD	LAPD	FYTD
Other Citations	0	2	145
Vehicle Code Citations	37	0	431
<b>TOTAL</b>	<b>37</b>	<b>2</b>	<b>576</b>

CALLS FOR SERVICE			
TYPE	LASD	LAPD	FYTD
Routine	68	233	1,608
Priority	81	251	2,040
Emergency	11	76	582
<b>TOTAL</b>	<b>160</b>	<b>560</b>	<b>4,230</b>

DISPATCHED VS. PROACTIVE		
TYPE	LASD	LAPD
Dispatched	1%	15%
Proactive	99%	85%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	DECEMBER
LASD BUS	84%
LAPD BUS	98%

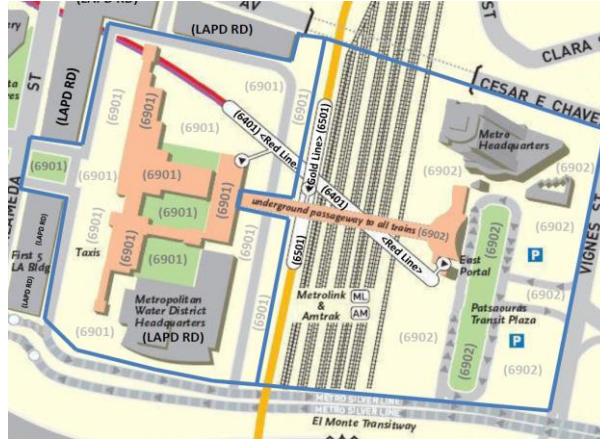
LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Bus Patrol

There were 3 less Part 1 crimes than the same period last year (37), which is a 8.1% decrease

# Union Station - December 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	0	6
Agg Assault on Op	0	0
Burglary	0	0
Larceny	7	26
Bike Theft	0	0
Motor Vehicle Theft	0	4
Arson	0	0
<b>SUB-TOTAL</b>	<b>7</b>	<b>36</b>
<b>Selected Part 2 Crimes</b>		
Battery	4	13
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	1
Vandalism	1	1
<b>SUB-TOTAL</b>	<b>5</b>	<b>16</b>
<b>TOTAL</b>	<b>12</b>	<b>52</b>



Westside

Eastside

ARRESTS		
TYPE	LAPD	FYTD
Felony	1	13
Misdemeanor	1	24
<b>TOTAL</b>	<b>2</b>	<b>37</b>

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	8	70
Vehicle Code Citations	0	2
<b>TOTAL</b>	<b>8</b>	<b>72</b>

CALLS FOR SERVICE		
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
<b>TOTAL</b>	<b>0</b>	<b>0</b>

\*Currently unable to report stats by Union Station

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	25%
Proactive	75%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	96%

Union Station Highlights

Union Station had 1 more Part 1 crime than the same period last year (6), which is a 16.7% increase

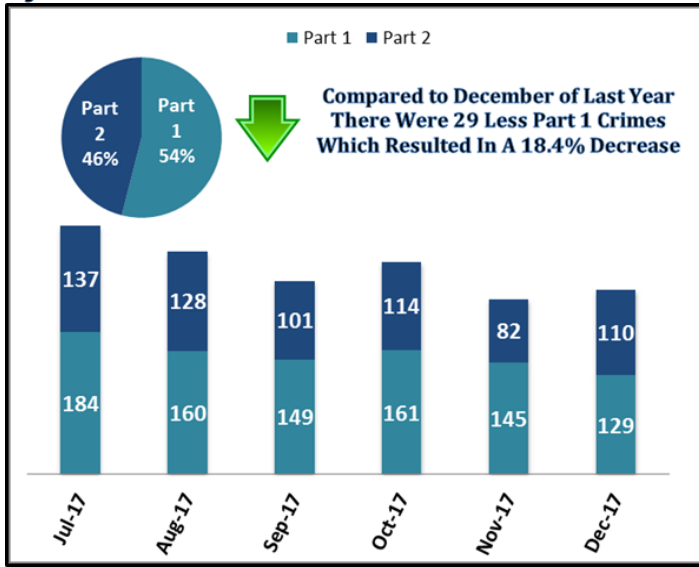
LEGEND	
Los Angeles Police Department	

# Key Performance Indicators

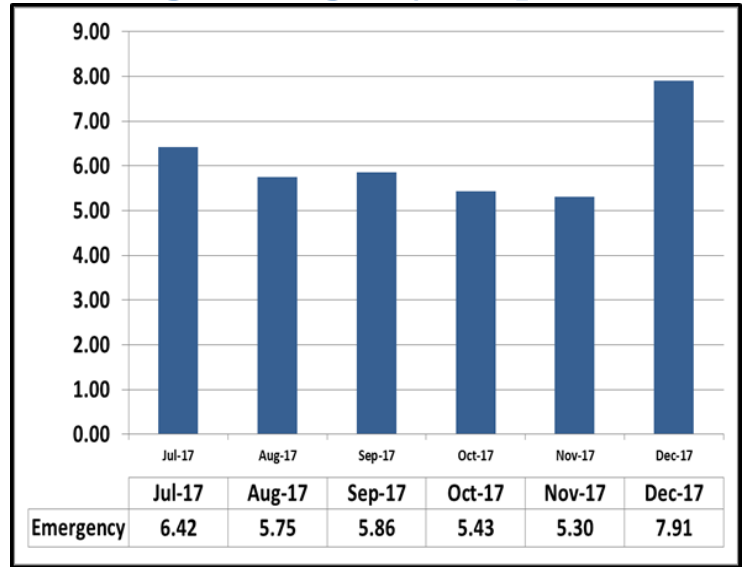
DECEMBER 2017

Attachment C

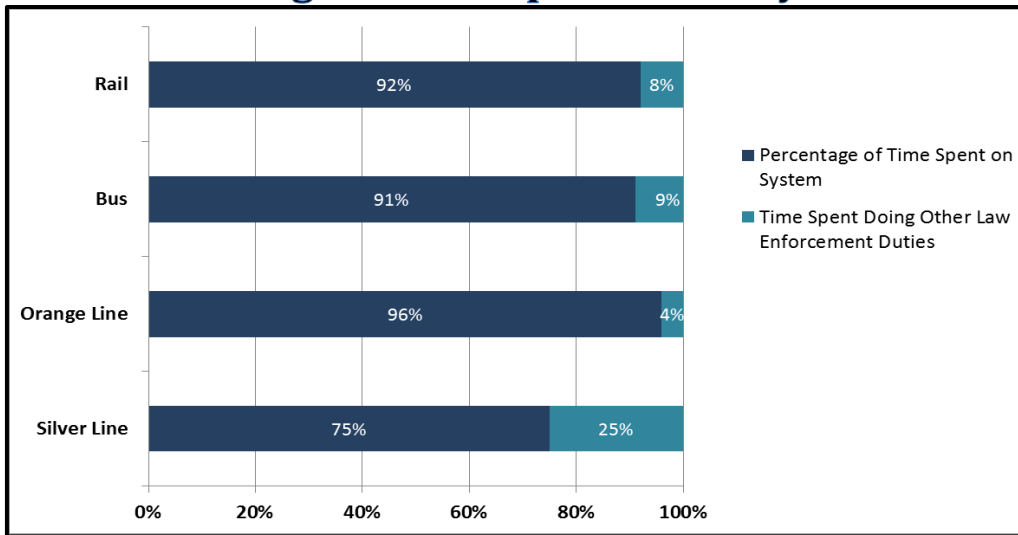
## System Wide Part 1 & Part 2 Crimes



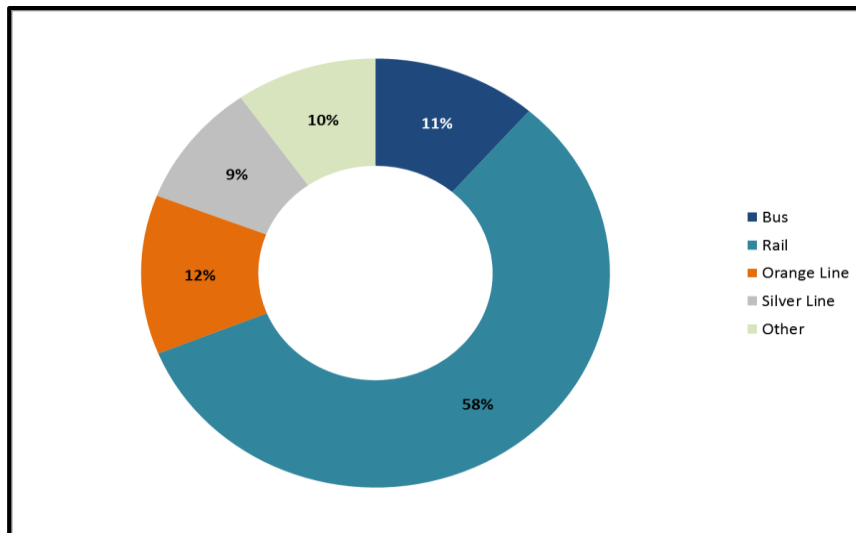
## Average Emergency Response Times



## Percentage of Time Spent on the System



## Percentage of Time Spent on the System as a Whole

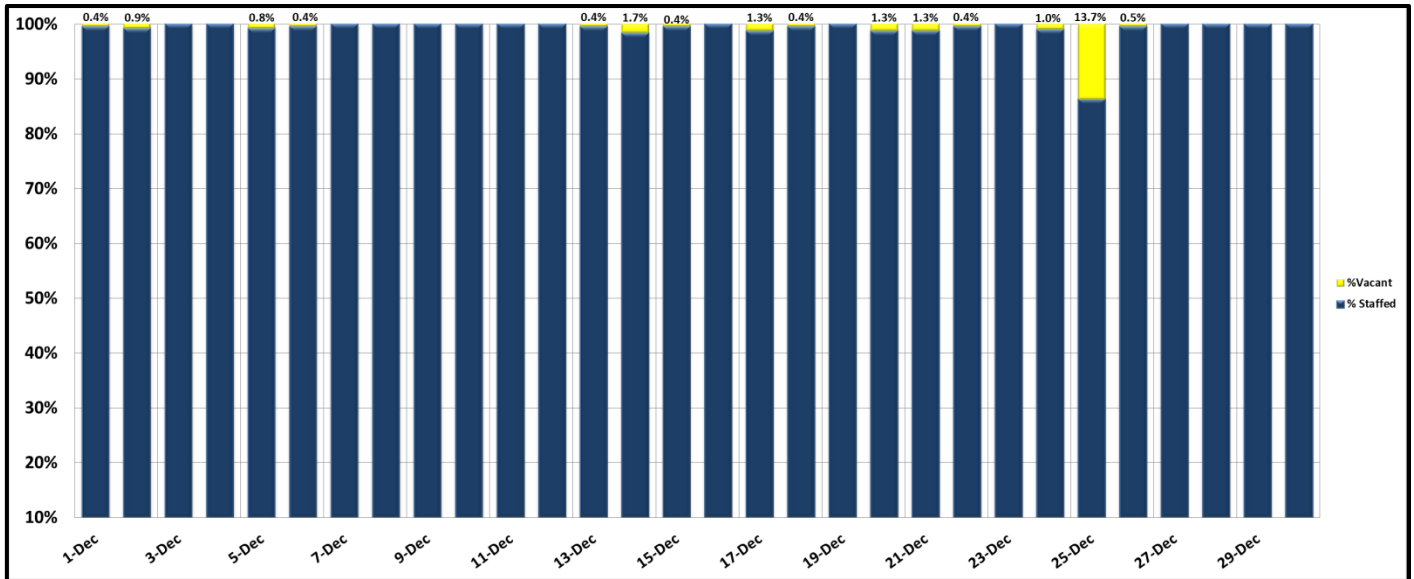




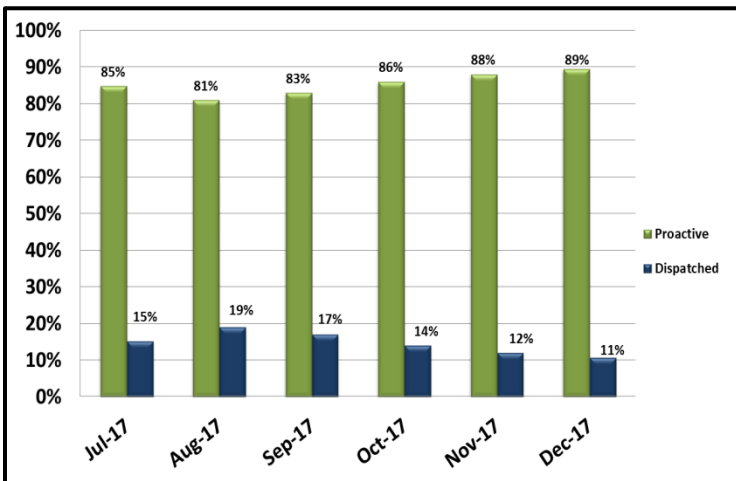
# Key Performance Indicators

DECEMBER 2017

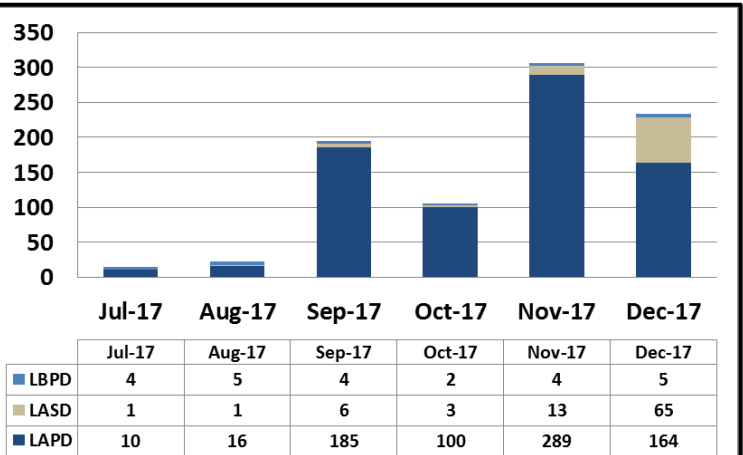
## Ratio of Staffing Levels vs Vacant Assignments



## Ratio of Proactive vs Dispatched Activity



## Grade Crossing Operations



### Grade Crossing Operation Locations December:

1. Washington St (60)
2. Flower St (21)
3. 103<sup>rd</sup> St (3)
4. Wardlow St (3)
5. Long Beach Blvd (1)
6. Pacific Ave & 208<sup>th</sup> st (1)
7. Blue Line Stations (9)
8. Exposition Blvd (36)
9. Marmion Way (23)
10. Figueroa St (21)
11. Gold Line Stations (56)

# **December 2017 Monthly Transit Policing Performance and End of Year Summary**

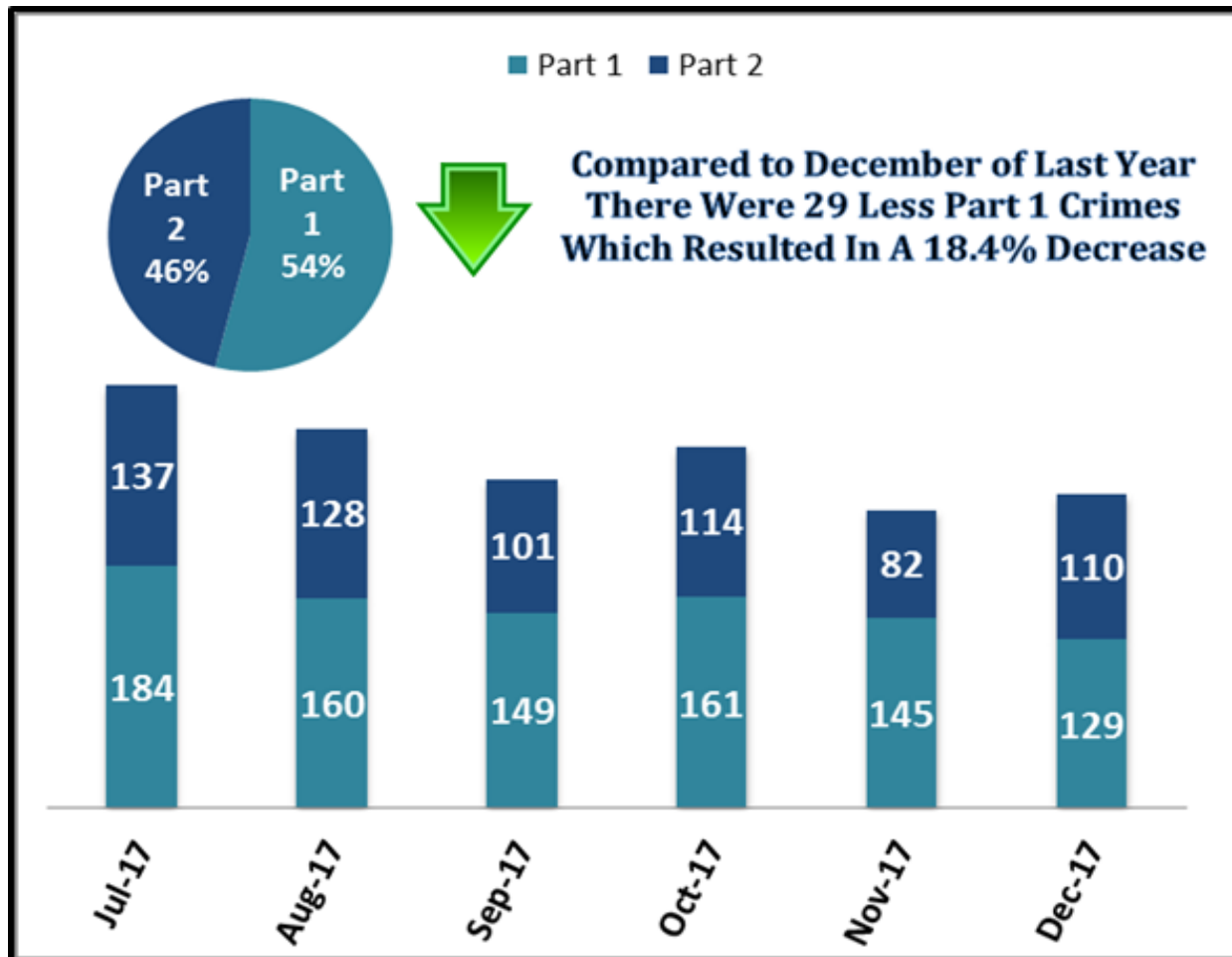
**February 15 ,2018**



**Metro**

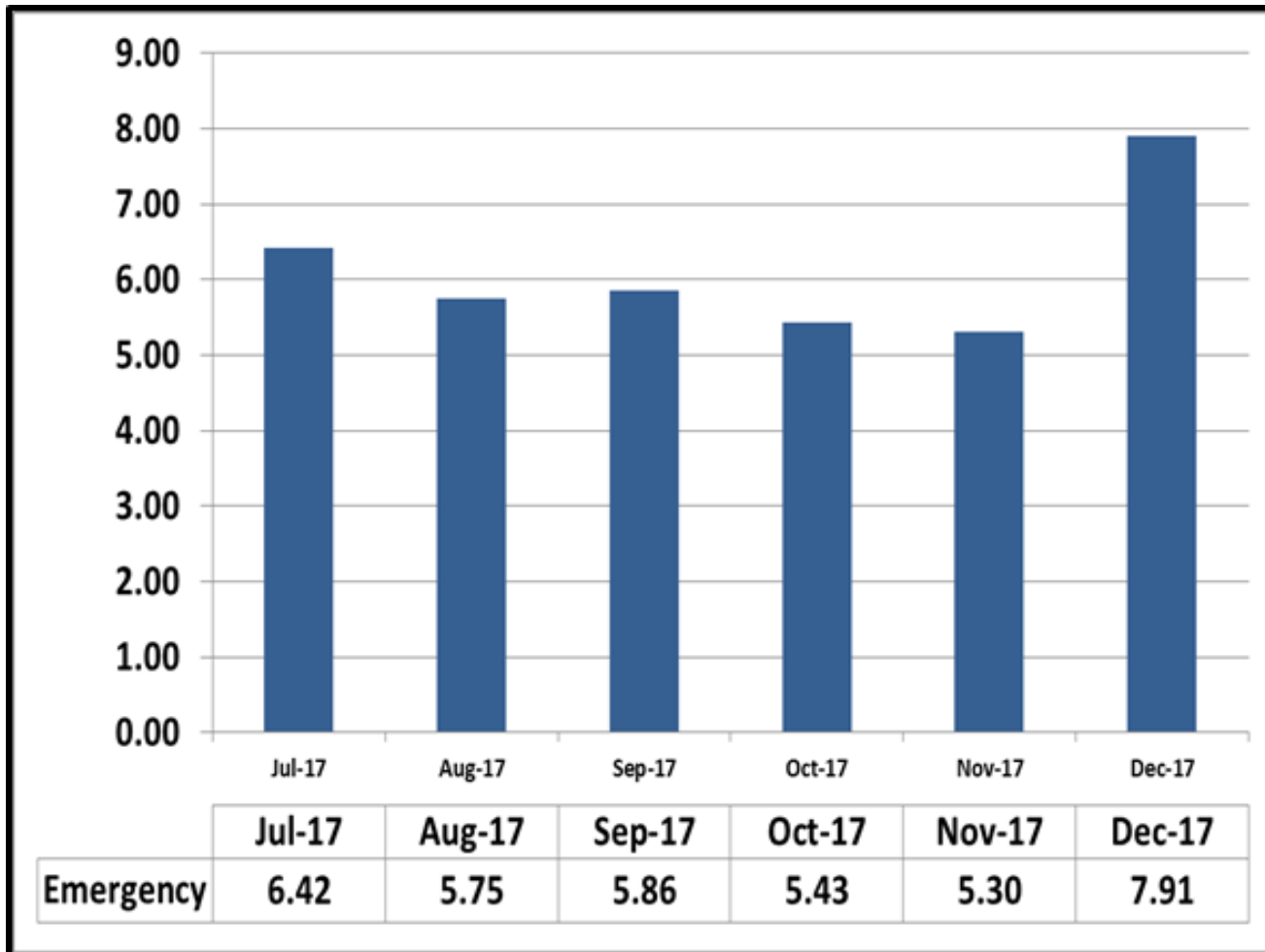
# Key Performance Indicators

## System Wide Part 1 & Part 2 Crimes



# Key Performance Indicators

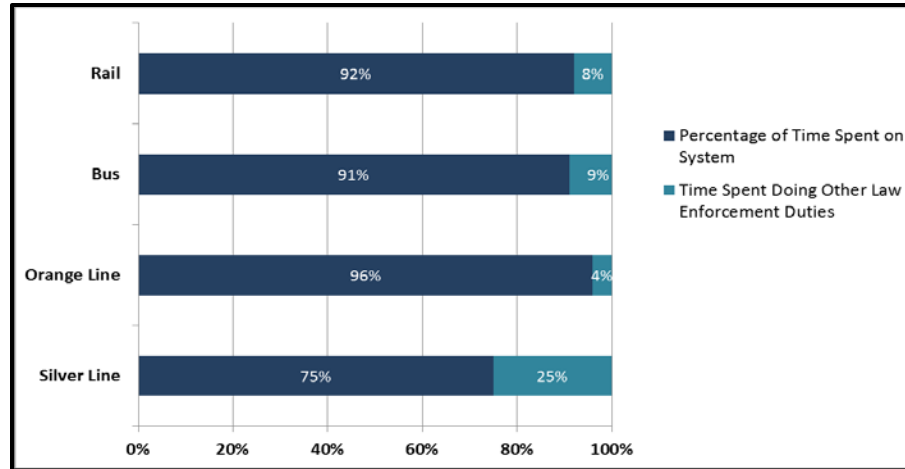
## Average Emergency Response Times



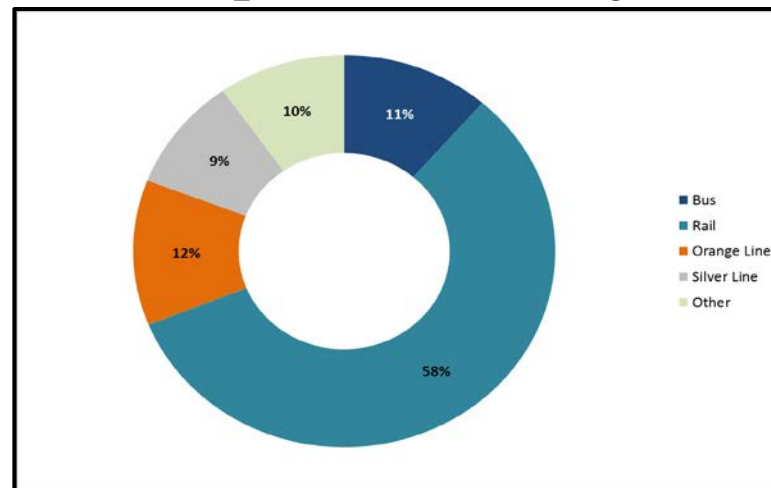
Metro

# Key Performance Indicators

## Percentage of Time Spent on the System

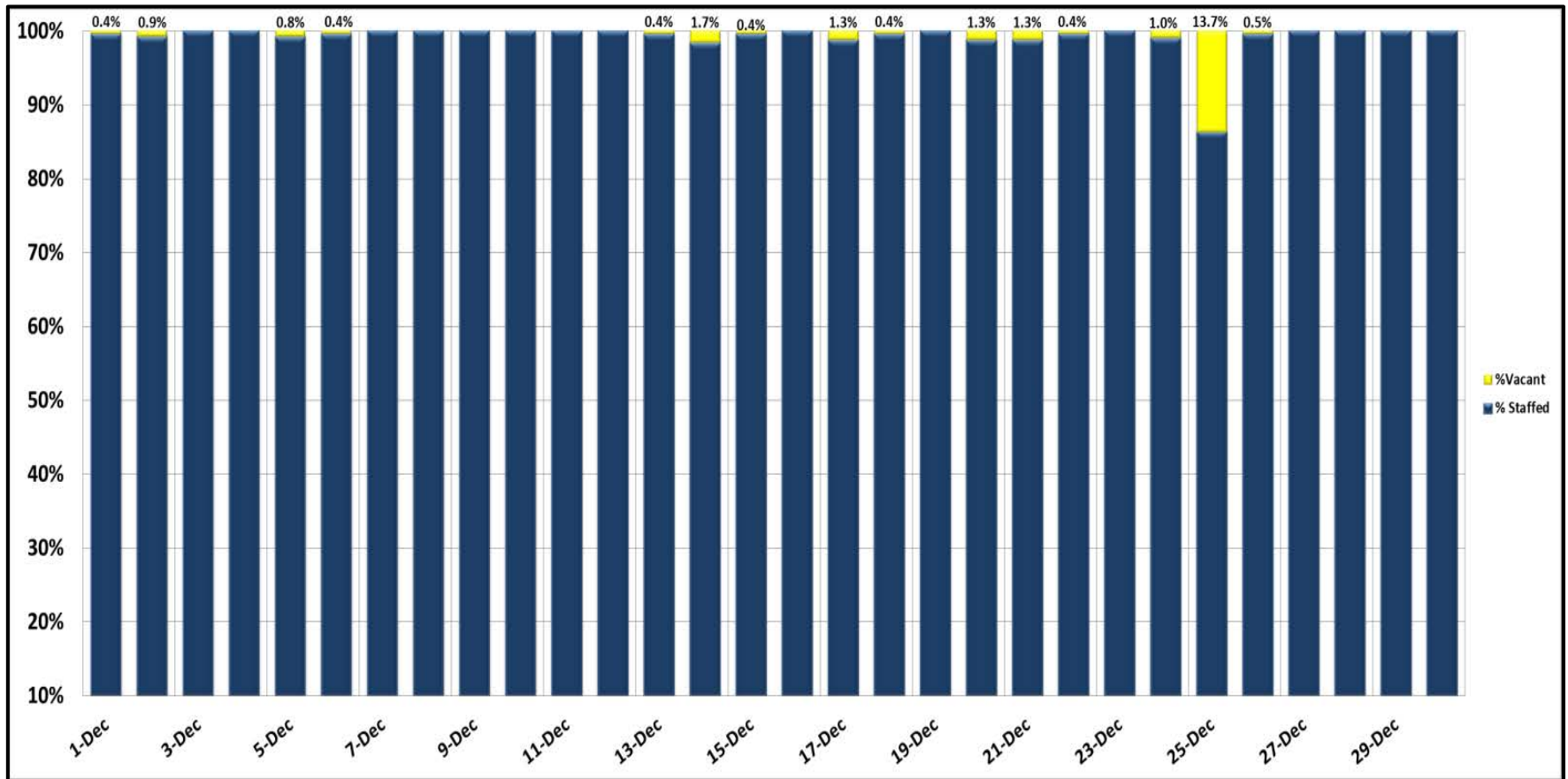


## Percentage of Time Spent on the System as a Whole



# Key Performance Indicators

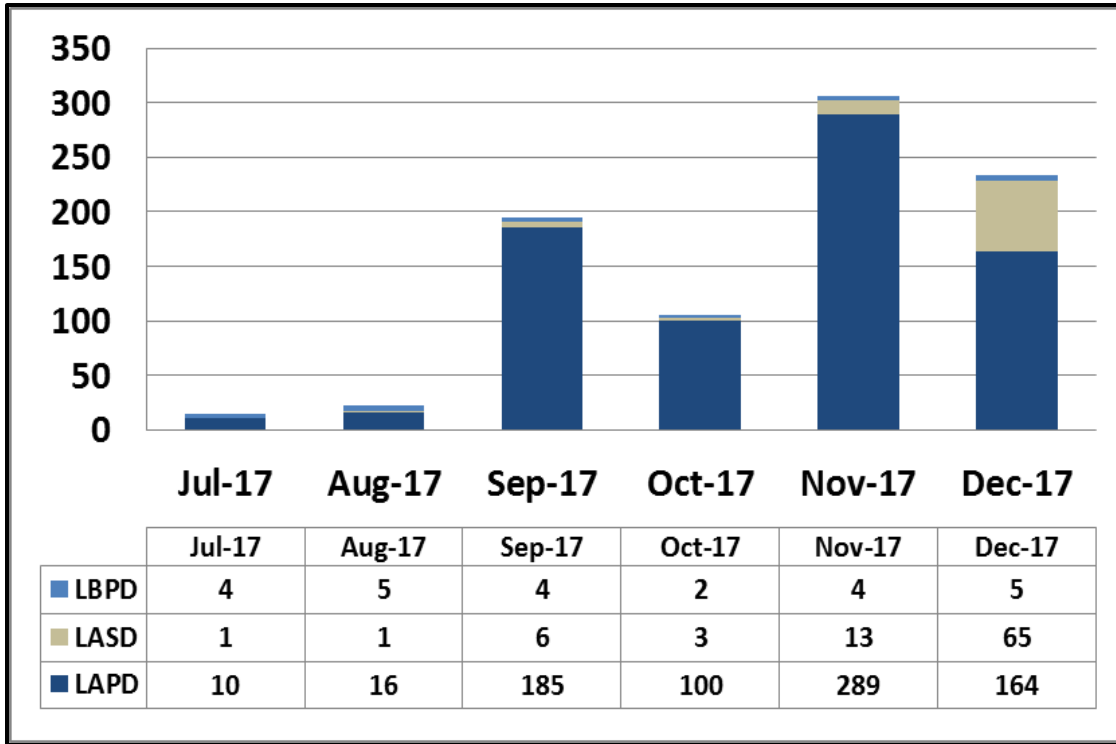
## Ratio of Staffing Levels vs Vacant Assignments



Metro

# Key Performance Indicators

## Grade Crossing Operations

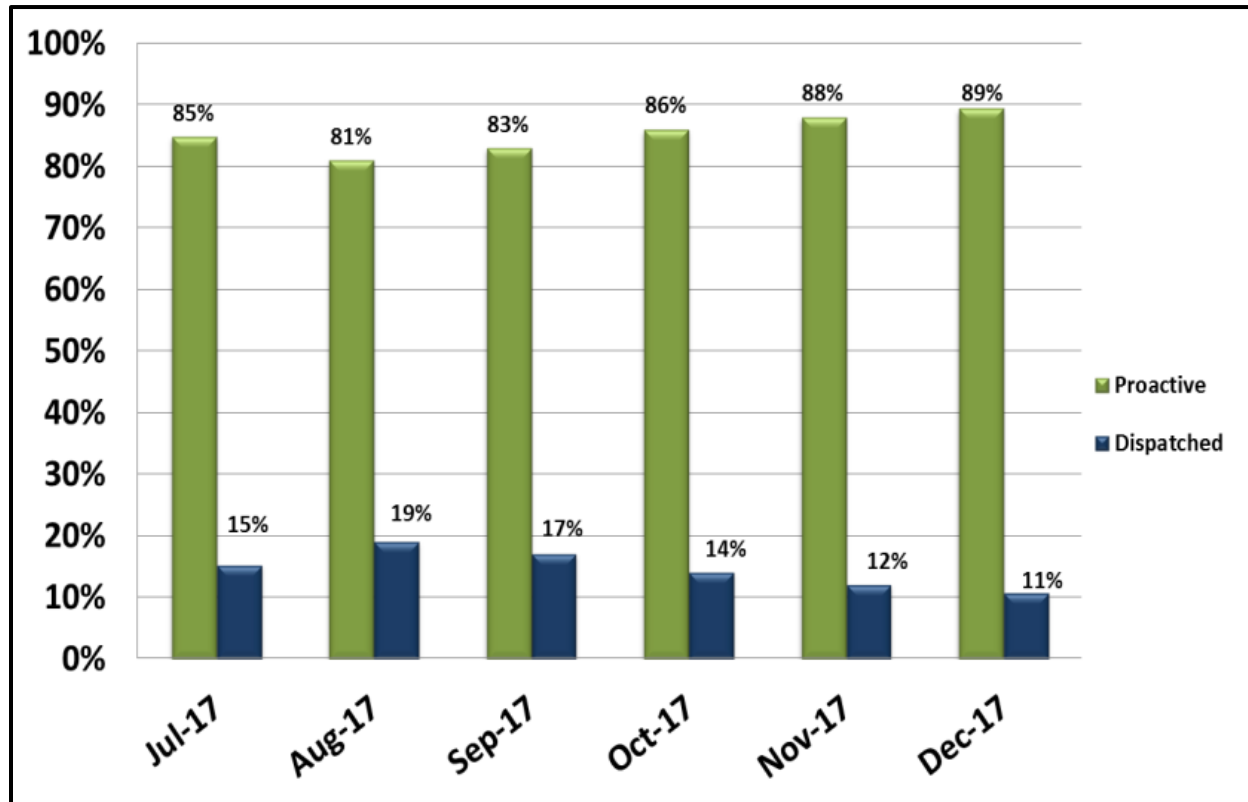


### Grade Crossing Operation Locations December:

1. Washington St (60)
2. Flower St (21)
3. 103<sup>rd</sup> St (3)
4. Wardlow St (3)
5. Long Beach Blvd (1)
6. Pacific Ave & 208<sup>th</sup> st (1)
7. Blue Line Stations (9)
8. Exposition Blvd (36)
9. Marmion Way (23)
10. Figueroa St (21)
11. Gold Line Stations (56)

# Key Performance Indicators

## Ratio of Proactive vs Dispatched Activity



Metro



# 2017/2016 Crime Comparison

Crime- System Wide	YR 2017	YR 2016	Variance	% Change
Part 1 Crimes System Wide	1,568	1,714	(146)	- 9%
Part 2 Crimes System Wide	1,134	1,663	(529)	- 32%
Total Crime System Wide	2,702	3,377	(675)	- 20%

System wide, Part 1 crimes **decreased by 9%** in 2017 compared to 2016.

System wide, Part 2 crimes **decreased by 32%** in 2017 compared to 2016.

Total crime **decreased by 20%** in 2017 compared to 2016.

Crime	YR 2017	YR 2016	Variance	% Change
Operator Assaults	94	120	(26)	- 22%

System wide, Operator Assaults **decreased by 22%** in 2017 compared to 2016.

# 2018 Priorities

- **Safeguarding Patrons & Employees**
- **Reducing Crime and Vulnerability to Terrorism**
- **Preventing Sexual Assault and Harassment**
- **Building Relationships & Trust**
- **Improving the Ridership Experience**
- **Partnering with Stakeholders to Address Homelessness**
- **Exploring New Technologies**
- **Exchanging 'Best Practices' with Industry**
- **Educating the Ridership on Metro's Code of Conduct**

# It's Off Limits Campaign

metro.net

## IT'S OFF LIMITS.

If you've experienced sexual harassment while riding Metro, we are here to listen. Call our 24/7 confidential hotline.

# 1.844.OFF.LIMITS

1.844.633.5464

 Metro

- **Contract Extension:** January 2018, Metro extended its partnership with Peace Over Violence for one year as to provide ongoing It's Off Limits hotline support to our passengers.
- **Incident Trends:** Metro works with contracted law enforcement to identify incident location trends to deploy officers to prevent incidences from occurring.



## Board Report

File #: 2017-0802, File Type: Public Hearing

Agenda Number: 27.

---

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
PUBLIC HEARING - "TAP ONLY" BOARDING ON METRO RAPID 720 & 754  
FEBRUARY 15, 2018**

**SUBJECT: TAP ONLY FARE PAYMENT FOR ALL DOOR  
BOARDING ON METRO RAPID 720 & 754**

**ACTION: APPROVE RECOMMENDATION**

### **RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING Public Comment Report on 'TAP Only' All Door Boarding (ADB) implementation for Metro Rapid Lines 720 (Wilshire Bl) and 754 (Vermont Av); and
- B. APPROVING TAP as the only valid fare payment option for All Door Boarding on Metro Rapid 720 & 754

### **ISSUE**

On October 19, 2017, the Metro Board of Directors approved expansion of 'TAP Only' All Door Boarding (ADB) on Metro Rapid Lines 720 (Wilshire Bl) and 754 (Vermont Av) with the requirement that each customer must have a validated TAP card when onboard. A Title VI Equity Analysis was conducted on this fare change as part of the Silver Line All Door Boarding project in March 2016.

Pursuant to Section 2-50-025 of the Administrative Code, a Public Hearing must be conducted for Lines 720 and 754 prior to implementation of ADB requiring TAP only fare payment beyond a six month pilot period. In compliance with federal public hearing requirements and Metro policy, the Metro Board of Directors is required to hold a public hearing and receive public testimony before approving 'TAP Only' All Door Boarding improvements.

### **DISCUSSION**

#### **Background**

The objective of ADB is to expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. Staff anticipates starting ADB on the Metro Rapid 754 (Vermont Av) in late June 2018 followed by the Metro Rapid 720 (Wilshire Bl).

Transitioning customers from cash to 'TAP Only' boardings will facilitate the program's objective to improve speed, reliability and fare compliance. Fareboxes will be programmed with capabilities to

allow customers with cash or tokens to purchase TAP cards plus fare and add stored value to cards on board the bus in addition to Metro's other efforts to expand the availability of TAP Vending Machines and the vendor network.

The benefit of ADB is the delivery of faster service, which heavily influences the decision to use transit. Reduced variability in dwell time helps to improve the line's overall reliability and headway regularity. Based on previous customer feedback, the overwhelming majority were in favor of the program. Staff anticipates the ADB expansion lines will also result in resource savings from more efficient operations.

A Title VI / Environment Justice Impact report was previously received and filed by the Board of Directors in March 2016 (Attachment A).

### ***PUBLIC HEARING***

The Public Hearing will be conducted on February 15, 2018. Public notice was distributed before January 15, 2018. The Board will preside over the public hearing and receive testimony from the public on these matters. Pursuant to Metro's Administrative Code Section 2-5-025, the notice for this public hearing was provided to the general public as follows:

### **PRINT ADS**

- Printed legal notice of public hearing - published 30 days before hearing
- Los Angeles Daily News
- Long Beach Press - Telegram
- Orange County Register
- Torrance Daily Breeze
- Asbarez Armenian Daily
- Sarashi News
- Panorama
- LA Sentinel
- Asian Journal Publication
- La Opinion
- Chinese Daily
- The Rafu Shimpo
- Korean Times

### **ON METRO SYSTEM**

- "Take One" brochure in English and Spanish
- Targeted drop on Metro Silver Line, Metro Rapid 754 & Metro Rapid 720

### **WEB**

Metro Website

- Fares page Rotating banner on metro.net

Social Media

- Facebook, Twitter, Instagram posts
- The Source

E-Blasts

- Metro general information e-mail lists
- Key stakeholders e-mail lists

### **DETERMINATION OF SAFETY IMPACT**

ADB will enhance safety by standardizing fare media and expediting boardings. TAP also provides registered cardholders with the benefit of Balance Protection to safeguard their TAP purchase against loss or theft.

### **FINANCIAL IMPACT**

In October 2017, the Board approved a total LOP funding in the amount of \$1,128,003 for capital expenditures, and an estimated annual operating cost of \$253,948.

### **ALTERNATIVES CONSIDERED**

The alternative to the proposed staff recommendation is to not expand ADB on Lines 720 and 754. Not implementing ADB on these two lines is not recommended, as customers will not benefit from shorter dwell times, and Metro will not be able to attain improved on-time performance as quickly, without additional resources.

### **NEXT STEPS**

Upon Board approval, staff will:

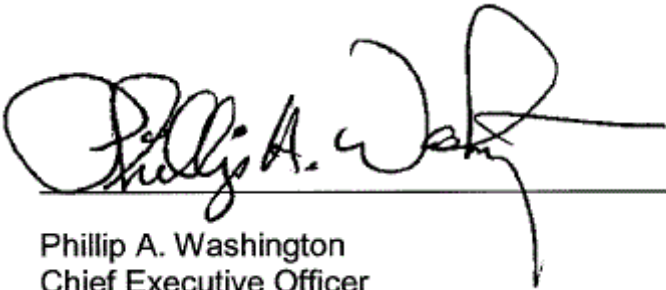
- Begin implementation of 'TAP Only' ADB expansion
  - Metro Rapid 754 (Vermont Av) in June 2018
  - Metro Rapid 720 (Wilshire Bl) thereafter

### **ATTACHMENTS**

Attachment A - All Door Boarding Fare Equity Analysis

Prepared by: Stephen Tu, Sr. Manager, Transportation Planning, 213-418-3005  
Medford Auguste, Sr. Transportation Planner, 213-922-4814  
Conan Cheung, Sr. Executive Officer, Operations, 213-418-3034

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



Phillip A. Washington  
Chief Executive Officer

---

**Fare Equity Analysis  
Methodology & Results**

**All Door Boarding  
Initial Implementation and Proposed Program  
January 2016**

Service Planning and Scheduling  
Civil Rights Programs Compliance



# Contents

1.	Proposal Overview .....	1
2.	Methodological Approach.....	1
	Step By Step Methodology.....	2
3.	Results.....	3

## **1. PROPOSAL OVERVIEW**

Metro is proposing to increase operating speeds and reduce rider travel time through the introduction of all door boarding on the Metro Silver Line and the Metro Rapid bus network. Operator supervision of fare payment is not possible for rear door boarding passengers. Therefore, a proof of payment method must be employed in conjunction with on vehicle fare enforcement by dedicated fare inspection teams.

Three methods for proof of payment have been considered: (1) provision of added equipment at the farebox to vend a receipt to cash paying customers, (2) requiring a TAP card for fare payment, and (3) upgrading TAP software to permit adding value to a TAP card on the bus (referred to as “Topping Off”). The added equipment would add capital acquisition and ongoing maintenance expenses, and require passengers paying with cash to continue boarding through the front door. The added expense would still require fare inspections, and the added front door boardings by passengers paying with cash would reduce the travel time benefits of the program. Requiring a TAP card for fare payment would permit fare inspections without added expense beyond the cost of the inspection teams, and would permit all door boarding by all passengers. The downside of this approach is that a required TAP card would exclude passengers without a TAP card from boarding buses on lines with all door boarding. The third approach permits issuing a TAP card to passengers who would otherwise be paying their fare in cash, but would slightly reduce the benefit of all door boarding because those without TAP cards would have to board through the front door to get one although for subsequent boardings they would have one and only would need to board through the front door if they needed to add value to it.

A limitation of the third method of fare payment is that riders who are paying their fare with tokens would not be able to ride a service that permits all door boarding because the token would not be converted into value on a TAP card. This fare equity evaluation will determine whether customers who would otherwise want to pay their fare with tokens on lines permitting all door boarding are significantly more minority than other bus riders (Disparate Impact), and/or whether token using customers on these lines are significantly more likely to have poverty level household incomes than other bus riders (Disproportionate Burden).

## **2. METHODOLOGICAL APPROACH**

A Title VI Fare Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed exclusion of cash fare paying riders from lines permitting all door boarding. The analysis compares the minority and poverty characteristics of the group of Silver Line and Rapid line riders with the characteristics of all Metro bus riders.

The primary data source for this analysis was the Spring 2015 Customer Satisfaction Survey. The survey determined minority status and poverty status of participants. This is the first such survey to provide poverty status as prior surveys did not inquire about household size and grouped respondents by income ranges. While line level data varied in significance and was not usable for this evaluation, data for groups of lines was consistently more significant and used for this evaluation.

## Step By Step Methodology

Data for number of minority and total riders was derived from the survey for the group of Silver and Rapid lines combined as well as all bus lines combined. Riders paying with tokens were identified and their minority populations and total populations within each group were also identified.

	All Riders		Token Only		All	Token
	Minority	Total	Minority	Total	Minority %	Minority %
Silver + Rapid	2469	3048	51	65	81.0%	78.0%
All Bus	12592	15384	364	421	81.9%	86.4%

Table 1  
Minority Ridership Shares for Analysis Groups

Similarly, data for poverty and total riders was obtained from the survey for each of the analysis groups. Riders paying with tokens were also identified and the results are shown in Table 2.

	All Riders		Token Only		All	Token
	Poverty	Total	Poverty	Total	Poverty %	Poverty %
Silver + Rapid	1313	3048	36	65	43.1%	54.8%
All Bus	6948	15384	271	421	45.2%	64.3%

Table 2  
Poverty Ridership Shares for Analysis Groups

Finally, the minority and poverty shares of riders for the proposed program were compared with the comparable values for the Metro bus system to determine whether significant impacts would result from either program.

### 3. RESULTS

The Board of Directors has adopted thresholds for determining when disparate impacts and/or disproportionate burdens result from a proposed action.

A disparate impact occurs when the absolute difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 35%.

A disproportionate burden occurs when the absolute difference between the poverty share of impacted riders and the poverty share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the poverty share of impacted riders and the poverty share of similarly situated riders not directly impacted exceeds 35%.

The minority comparisons for the proposed program with the bus system are shown in Table 3.

MINORITY SHARES	Silver & Rapid Lines	Bus System
Token Users	78.0%	
All Riders	81.0%	81.9%
ABSOLUTE DIFFERENCE COMPARED TO BUS SYSTEM (Silver&Rapid Minority % - Bus System Minority %)		
Token Users	-3.8%	(Less than 5%)
All Riders	-0.8%	(Less than 5%)
RELATIVE DIFFERENCE COMPARED TO BUS SYSTEM (Absolute Difference/Bus System Minority %)		
Token Users	-4.7%	(Less than 35%)
All Riders	-1.0%	(Less than 35%)

Table 3  
Minority Share Comparison for Analysis Groups

The poverty comparisons for the proposed program with the bus system are shown in Table 4.

POVERTY SHARES	Silver & Rapid Lines	Bus System
Token Users	54.8%	
All Riders	43.1%	45.2%
ABSOLUTE DIFFERENCE COMPARED TO BUS SYSTEM (Silver&Rapid Minority % - Bus System Minority %)		
Token Users	9.7%	(Less than 5%)
All Riders	-2.1%	(Less than 5%)
RELATIVE DIFFERENCE COMPARED TO BUS SYSTEM (Absolute Difference/Bus System Minority %)		
Token Users	21.4%	(Less than 35%)
All Riders	-4.6%	(Less than 35%)

Table 4  
Poverty Share Comparison for Analysis Groups

There are no differences exceeding the Board adopted thresholds for the minority shares of either token users or other riders of the services proposed to be included in the all door boarding program and all bus riders. Thus, the all door boarding program, as proposed, will not have a Disparate Impact on minority riders.

The poverty share for token users on the services proposed for inclusion in the all door boarding program differs from the poverty share of all bus riders by an amount exceeding the Board adopted absolute difference threshold. Because this group is adversely affected by the proposed program, and significantly poorer than other bus riders, this constitutes a Disproportionate Burden on poverty riders using tokens on the proposed program services. There are no significant differences between the poverty shares of non-token user riders of the proposed program services and all bus riders so poverty level non-token users are not burdened.

In summary, the proposed initial implementation of the all door boarding program will result in a Disproportionate Burden on token users on the proposed program services because they are adversely impacted (tokens will not be accepted for fare payment on these services), and significantly poorer than other bus riders. This impact will be mitigated at such time as TAP cards replace tokens as a means of providing transportation benefits to social service program clients (who are the primary recipient of tokens) which is already being pursued.

**Board Report**

---

**File #:** 2017-0844, **File Type:** Contract**Agenda Number:** 28.

---

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
FEBRUARY 15, 2018****SUBJECT: METRO GREEN LINE (MGL) TRACK CIRCUITS AND  
TRAIN-TO-WAYSIDE COMMUNICATION (TWC)  
UPGRADE****ACTION: AWARD CONTRACT****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award Contract No. OP43306000 to Ansaldo STS USA, Inc. for the upgrade of the MGL track circuits and train-to-wayside equipment, for an amount of \$18,655,966.78, effective March 2018 through February 2023; and
- B. AWARDING a single source procurement, pursuant to California Public Utilities Code Section 130237. The MGL track circuits and TWC are proprietary and Ansaldo STS is the sole manufacturer of the components. The components are needed for integration with the existing Ansaldo Microlok II Train Control System in use on the MGL.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

**ISSUE**

The MGL is equipped with legacy track circuits and TWC that has been operational from initial start of MGL service in 1995. The existing equipment was delivered by Ansaldo STS USA, Inc. (formally Union Switch and Signal Inc.) under Contract No. H1100. The equipment is now obsolete and no longer supported by the Original Equipment Manufacturer. The equipment needs to be replaced as it nears the end of its useful life.

**DISCUSSION**

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

date system, and conforming across the entire Green Line and Crenshaw/LAX Line.

The scope of the work is to replace all 450 existing track circuits which provide train detection and transmit cab signals to maintain safe train speed and safe train separation. Track circuit equipment is located in Train Control and Communication (TC&C) rooms throughout the line. At each of the 19 TC&C rooms, TWC equipment will be replaced comprising of train routing, train berthing, communication, and local control panel equipment. Labor installation will be performed by Metro Wayside Maintenance forces.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Funding for the contact amount of \$18,655,966.78 will come from Capital Project (CP) 205107 - Metro Green Line Train Control Track Circuits and TWC Replacement. The Board approved a Life-of-Project (LOP) budget of \$28,851,200 in September 2016. Funding of \$1,800,000 is included in the FY18 budget in cost center 3960 Transit Systems Engineering, project 205107, account 53102 - acquisition of equipment.

Since this is a multi-year contract, the Project Manager for CP 205107 will ensure that the balance of project funds is budgeted in future fiscal years.

#### **Impact to Budget**

The source of funds for this procurement will come from Metro's share of TDA Article 4 as well as future Federal, State and local funding sources that are eligible for Rail Capital Projects. These funding sources will maximize the use of funds for these activities.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to award Contract No. OP43306000, but this is not recommended by staff because without proceeding to replace track circuits and TWC, any failure(s) will cause delays in MGL service as train movements will need to stop until repairs are completed. Not performing or postponing these replacements is not recommended as these rail infrastructure components are safety sensitive; and if not properly maintained, will impact service reliability, passenger safety and comfort. Additionally, unscheduled maintenance repair costs on a per component basis will result in higher operating costs versus reduced costs when performing work as scheduled.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. OP43306000 to Ansaldo STS USA, Inc. to

---

provide the design, manufacturing, and furnishing equipment to Metro for replacement of the track circuits and TWC.

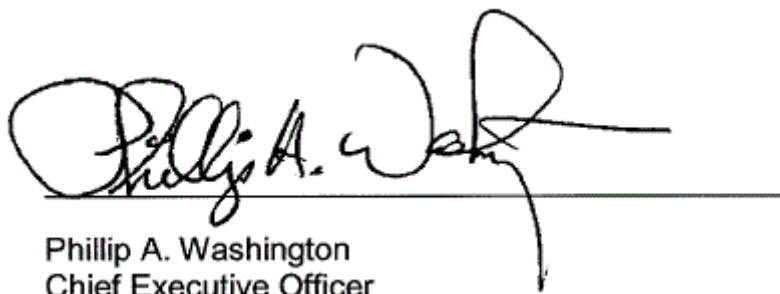
**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Aderemi Omotayo, DEO, Wayside Systems Engineering and Maintenance, (213) 922-3243  
Geyner Paz, Senior Administrative Analyst, (213) 617-6251

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108  
Errol Taylor, Senior Executive Officer, Rail Maintenance and Engineering, (213) 922-3227  
Marshall Epler, DEO, Systems Engineering, (213) 617-6232  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

MGL TRACK CIRCUIT AND TRAIN-TO-WAYSIDE  
COMMUNICATION UPDATE /OP43306000

1.	<b>Contract Number:</b> OP43306000	
2.	<b>Recommended Vendor:</b> Ansaldo STS USA, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> September 7, 2017	
	<b>B. Advertised/Publicized:</b> N/A	
	<b>C. Pre-Proposal Conference:</b> N/A	
	<b>D. Proposal Due:</b> September 29, 2017	
	<b>E. Pre-Qualification Completed:</b> December 7, 2017	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> October 2, 2017	
	<b>G. Protest Period End Date:</b> N/A	
5.	<b>Solicitations Picked up/Downloaded:</b> N/A	<b>Bids/Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Victor Zepeda	<b>Telephone Number:</b> (213) 922-1458
7.	<b>Project Manager:</b> Aderemi Omotayo	<b>Telephone Number:</b> (213) 922-3243

**A. Procurement Background**

This Board Action is to approve a sole source contract to Ansaldo STS USA, Inc. (Ansaldo) in support of Metro's Green Line Track Circuit upgrade. Under this new Contract, the contractor is required to upgrade AF-900 First Generation Track Circuits, Train to Wayside Communication (TWC) Modem, TWC PC, Local Control Panel (LCP), and Genisys with AF904 Track Circuits, TWC Modem, and LATS System. This upgrade consisting of designing, manufacturing, and furnishing equipment will allow for compatibility between the Green Line and the Crenshaw/LAX Rail Line.

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

No amendments were issued during the solicitation phase of this RFP:

The period of performance will be five years, March 2018 to February 2023.

**B. Evaluation of Proposals**

Ansaldo's submittal was determined to be responsive. The firm was deemed responsible and qualified to perform the required services based on the requirements of the statement of work, review and approval of the pre-qualification

forms by the Prequalification department, and technical evaluation by the Project Manager.

**C. Cost/Price Analysis**

The recommended pricing has been determined to be fair and reasonable based on historical pricing, comparison with Metro’s independent cost estimate, and technical evaluation by the Project Management Team. The Independent Cost Estimate (ICE) did not take into account sales tax for the equipment being purchased.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>NTE amount</b>
1.	Ansaldo	\$18,655,966.78	\$18,176,400	\$18,655,966.78

**D. Background on Recommended Contractor**

The recommended firm, Ansaldo, located in Pittsburg, PA, has been in business for 130 years and is a leader in the field of wayside equipment, vital relays and complete train control systems. Ansaldo STS (formally Union Switch and Signal, Inc.) delivered the MGL ATC system in 1995.

Since 1995, Ansaldo has successfully completed several contracts with the most recent major project awarded in 2012 where Ansaldo provided upgrade MicroLok 1 interlocking and cab signal control systems on MGL.

DEOD SUMMARY

MGL TRACK CIRCUIT AND TRAIN-TO-WAYSIDE  
COMMUNICATION UPDATE / OP43306000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this sole source, non-competitive procurement. It was determined that the AF-900 First Generation Track Circuits and Train-to-Wayside (TWC) Modems are proprietary equipment. As such, there are no apparent subcontracting opportunities in the design and manufacture of the equipment, which will be performed with the prime's own workforces and provided to Metro for installation..

**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 as installation is being performed by Metro's own workforce.

**D. Project Labor Agreement/Construction Careers Policy**

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