



Metro

*Watch online: <http://boardagendas.metro.net>
Listen by phone: Dial 888-251-2949 and enter Access Code:
8231160# (English) or 4544724# (Español)*

Agenda - Final

Thursday, February 17, 2022

9:00 AM

To give written or live public comment, please see the top of page 4

**Operations, Safety, and Customer Experience
Committee**

Mike Bonin, Chair

Holly Mitchell, Vice Chair

Jacquelyn Dupont-Walker

Janice Hahn

Sheila Kuehl

Tony Tavares, non-voting member

Stephanie Wiggins, 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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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 and is available at www.metro.net or on CD's and as MP3's 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 Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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

TDD line (800) 252-9040

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 9:00 AM Pacific Time on February 17, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 9:00 AM, hora del Pacifico, el 17 de Febrero de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 14, 15, 16, 17, 18, and 19.

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

CONSENT CALENDAR

14. SUBJECT: INVERTER CONTROL BOX

[2021-0811](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA81563000 to TK Services, Inc. , the lowest responsive and responsible bidder for Inverter Control Boxes. The Contract is for a one-year base in the amount of \$1,497,960, inclusive of sales tax, and a one-year option in the amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920, subject to resolution of protest(s), if any.

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

15. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

[2022-0019](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$900,000, increasing the contract four-year base term authority from \$1,895,911 to \$2,795,911.

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

16. SUBJECT: SHOP TOWELS

[2021-0810](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. CY81398000 to JWL Supplies, the lowest responsive and responsible bidder for Shop Towels (Wypalls). The Contract is for a one-year base in the amount of \$735,873, inclusive of sales

tax, and a one-year option in the amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054, subject to resolution of protest(s), if any.

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

17. SUBJECT: PURCHASE OF NINE (9) 35 TON TOW TRUCKS [2021-0756](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. DR81105 with Baatz Enterprises Inc. DBA Tow Industries, the lowest responsive and responsible bidder for nine (9) 35-ton tow trucks for a firm fixed price of \$3,948,479.62 inclusive of sales tax.

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

18. SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL [2021-0582](#)

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

Attachments: [Attachment A - Nominee Listing of Qualifications](#)
 [Attachment B - Nomination Letter](#)

19. SUBJECT: SECOND GENERATION BUS MOBILE VALIDATORS [2021-0525](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING capital project for the purchase and installation of the 2nd generation bus mobile validators and 16-port managed ethernet switches in order to support the All Door Boarding project;
- B. APPROVING and ADOPTING the life-of-project budget of \$18,100,000; and
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 165 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 2900 Second Generation Bus Mobile Validators (BMV's) and installation of BMVs and 16-port managed ethernet switches at Metro contract service locations in the amount of \$9,545,440 increasing the total contract value from \$373,825,899 to \$383,371,339.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Cubic Validator 3.0 Datasheet](#)
[Attachment E - LPP Project Baseline Agreement](#)
[Attachment F - Summary of LOP Budget and Annual Operating Cost](#)

NON-CONSENT

- 20. SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH** [2021-0777](#)

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

- Attachments:** [Presentation](#)

- 21. SUBJECT: ORAL REPORT ON METRO SERVICE DURING THE SUPER BOWL** [2022-0061](#)

RECOMMENDATION

RECEIVE oral report on Super Bowl service and lessons learned.

- 22. SUBJECT: ORAL REPORT ON OPERATIONS SERVICE AND HIRING UPDATE** [2021-0778](#)

RECOMMENDATION

RECEIVE oral report on Operations service and hiring update.

- Attachments:** [Presentation](#)

- 23. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - EAST REGION AND SOUTH REGION** [2021-0741](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an indefinite delivery/indefinite quantity Contract No. PS76258000, for the East Region contracted transportation services, to Southland Transit, Inc. The contract not-to-exceed amount is \$90,032,724, for the five-year base period and \$57,511,425, for the one, three-year option, for a combined not-to-exceed amount of \$147,544,149, effective July 1, 2022, subject to resolution of protest(s), if any; and
- B. AWARD an indefinite delivery/indefinite quantity contract No. PS76258001, for the South Region contracted transportation services, to

MV Transportation, Inc. The contract not-to-exceed amount is \$148,645,400, for the five-year base period and \$101,588,036, for the one, three-year option, for a combined not-to-exceed amount of \$250,233,436, effective July 1, 2022, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - East Region and South Region Service Maps](#)
[Attachment C - DEOD Summary](#)

- 24. SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE** [2022-0022](#)

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

Attachments: [Attachment A – January 5, 2022 PSAC Meeting Minutes](#)
[Attachment B - January 19, 2022 PSAC Meeting Minutes](#)
[Attachment C - Sexual Harassment Crimes December 2021](#)
[Attachment D - Systemwide Law Enforcement Overview December 2021](#)
[Attachment E - MTA Supporting Data December 2021](#)
[Attachment F - Transit Police Summary December 2021](#)
[Attachment G - Monthly, Bi-Annual, Annual Comparison December 2021](#)
[Attachment H - Violent, Prop, and Part 1 Crimes December 2021](#)
[Attachment I - Demographic Data December 2021](#)
[Attachment J – PSAC Meeting Outcomes Memo – HAL](#)
[Attachment K – PSAC Meeting Outcomes Memo – IPS Contract](#)
[Attachment L – PSAC Meeting Outcomes Memo – PP Contract](#)

- 25. SUBJECT: J LINE (SILVER) ELECTRIFICATION MOTION** [2022-0097](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, Butts, and Bonin to direct the Chief Executive Officer to return to the Board with a change order for the 100 electric buses designated for the J Line, to extend the range of these buses and to provide the single-seat ride requested by this Board.

- SUBJECT: GENERAL PUBLIC COMMENT** [2022-0070](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2021-0811, File Type: Contract

Agenda Number: 14.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: INVERTER CONTROL BOX

ACTION: AWARD CONTRACT FOR INVERTER CONTROL BOX

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA81563000 to TK Services, Inc. , the lowest responsive and responsible bidder for Inverter Control Boxes. The Contract is for a one-year base in the amount of \$1,497,960, inclusive of sales tax, and a one-year option in the amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the inverter control box, which is a power supply for the air conditioning (AC) system on the Xcelsior bus. It is an essential component that provides electrical power to the compressor, fan motor and other A/C accessories. It maintains a safe and reliable operation of the bus. The operating divisions replace the inverter control box as it breaks down, and it is imperative to have an inventory of it on hand at all times.

Award of this contract will ensure the operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards and is necessary to ensure service continuity and avoid any interruption to Metro operations.

BACKGROUND

The inverter control box is a power lifeline for the A/C system in the Xcelsior bus fleet. The function of the inverter control box is to provide electrical power to the compressor that regulates the A/C system on the Xcelsior bus. It also provides electrical power to other A/C accessories as well. An operational inverter is essential to ensure the reliability and safety of a bus.

Metro has over 850 Xcelsior buses in operation. They consumed 154 Xcelsior inverters in 2021 and the demand will go up as the buses get older and accrue higher mileage.

DISCUSSION

The inverter control box is a power supply for the A/C system in the Xcelsior bus fleet. The replacement of the inverter control box is required when it is failing. The inventory and availability of the inverter control box is crucial to ensure the safety of passengers and provides a high level of customer service. The availability of the inverter control box on hand reduces bus down time and keeps buses in revenue service.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any specific quantity of the inverter control box that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The inverter control box will be purchased and maintained in inventory and managed by Material Management. As the inverter control box is issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that all operating divisions have adequate inventory to maintain the bus fleet according to Metro Maintenance standards. This action will prevent deferred maintenance and maintain the bus availability for revenue service.

FINANCIAL IMPACT

The funding of \$499,320 for this product is included in the FY22 budget in various bus operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts - Revenue Vehicle.

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

Impact to Budget

The current funding source for this action is Federal, State, and Local, including sales tax and fares. These sources are eligible for Bus Operating or Capital projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

The benefits of this action are to ensure that the bus fleet that serves Los Angeles County, including many underserved communities are able to provide vital transportation services to neighborhoods where disparities within the region can exist between residents’ access to jobs, housing, education, health, and safety. Public transportation provides an important lifeline for the residents in underserved communities, and the procurement of inverter ensures the safety of passengers and

provides a high level of customer service for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal, which is standard for transportation delivery procurements. The commitment by the successful bidder has been verified.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The inverter control box supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The inverter control box will help maintain the reliability of the bus fleets and ensure that our customers can arrive at their destinations without interruption and in accordance with the Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the inverter control boxes on an as-needed basis, using the traditional “min/max” replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply and a guaranteed fixed price for the parts.

NEXT STEPS

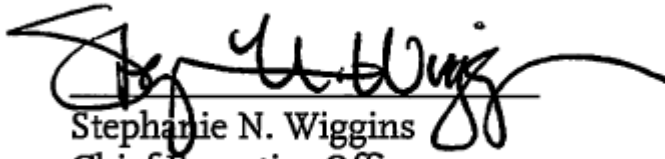
Upon approval by the Board, staff will execute Contract No. MA81563000 for the procurement of inverter control boxes with TK Services, Inc. at the one-year base amount of \$1,497,960, inclusive of sales tax, and the one-year option amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Harold Torres, Sr. Director Central Maintenance (213) 922-5714
Tanya Allen, Procurement Planning Administrator (213) 922-1018

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

INVERTER CONTROL BOX/MA81563000

1.	Contract Number: MA81563000	
2.	Recommended Vendor: TK Service Inc., 6118 Alcoa Avenue, Vernon, CA 90058	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/20/21	
	B. Advertised/Publicized: 10/19/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 11/30/21	
	E. Pre-Qualification Completed: 12/30/21	
	F. Conflict of Interest Form Submitted to Ethics: 12/8/21	
	G. Protest Period End Date: 2/22/22	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA81563000 for the procurement of Inverter Control Box. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA81563 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of two bids were received on November 30, 2021.

B. Evaluation of Bids

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

1. The Aftermarket Parts Company, LLC
2. TK Services, Inc.

All firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, TK Services, Inc., the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from TK Services, Inc. has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and historical purchases.

Low Bidder Name	Bid Amount	Metro ICE
TK Services, Inc.	\$2,995,920.00	\$2,998,303
The Aftermarket Parts Company, LLC	\$3,076,842.30	

D. Background on Recommended Contractor

The recommended firm, TK Services, Inc. is located in Vernon, CA and has been in business for twenty-one (21) years. TK Services, Inc. provided similar products for Metro and other companies including Transdev North America, Inc., in Arcadia, CA, and J.B. Hunt Transport Services, Inc. in South Gate, CA. TK Services, Inc. has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

INVERTER CONTROL BOX/MA81563000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. TK Services, Inc. made a 2.04% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2.04% DBE
----------------------------	---------------	----------------------------------	------------------

	DBE Subcontractor	Ethnicity	% Committed
1.	D & W Trucking	African American	2.04%
Total Commitment			2.04%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0019, File Type: Contract

Agenda Number: 15.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$900,000, increasing the contract four-year base term authority from \$1,895,911 to \$2,795,911.

ISSUE

The existing glass replacement and installation services contract four-year base term expires on August 31, 2023. Due to significant increase in glass vandalism targeting elevator glass panels system-wide, there is insufficient authority remaining within the existing contract, therefore, approving Modification No. 3 to increase contract authority by \$900,000 is required to ensure service continuity while providing timely response and a safe environment to our patrons, through June 2022.

BACKGROUND

On August 14, 2019, Metro executed a four-year base, firm fixed unit rate Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., a Metro certified Small Business Enterprise (SBE) to provide glass replacement and installation services for Metro's bus and rail facilities system-wide, effective September 1, 2019.

Under the existing contract, the contractor is required to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide.

Since January 2020 through June 2021, the contractor responded to 436 incidents for vandalized broken glass panels requiring board-up and replacement services. The contract average monthly burn rate increased 2.5 times when compared with the months prior to January 2020, leading to insufficient authority remaining. On July 22, 2021, the Metro Board of Directors approved Contract Modification No. 2 increasing the contract four-year base term authority for a not-to-exceed amount of \$1,895,911.

DISCUSSION

There are various types of glass panels used throughout the Metro system for map cases, security guard shacks, fire hose and fire extinguisher cabinets, and elevators within the elevator cab, hoistway and doors. Standard glass panels are used for map cases, while special tempered laminated glass panels are used for the elevator hoistway, cabs and doors. Bullet-proof glass panels are also used for Metro's security guard shacks system wide. Glass panels are subject to damage due to vandalism, breakage, accidents, and natural disasters requiring timely board-up and replacement.

For FY22, from July through December 2021, Metro elevators have been experiencing a major rash of broken glass vandalism. The contractor responded to 265 incidents for broken glass vandalism with a replacement and installation cost of \$785,000, which is 2.6 times the replacement and installation cost of broken glass vandalism for the six (6) months prior to FY22. Fifty-one percent of the 265 broken glass incidents targeted elevator glass panels impacting 64 elevators, representing 42% of Metro's transit system units.

Elevator glass panels are special, tempered, laminated and fire resistant in accordance with State Elevator Safety codes. When vandalized, elevator glass panels replacement and installation require additional manpower, longer installation time and significantly higher material cost when compared to the replacement and installation cost of map case damaged glass panels.

In April 2021, staff initiated a project to install cameras inside elevator cabs. To date, cameras have been installed along Metro B (Red) inside two (2) elevators at Pershing Square station, two (2) Elevators at Civic Center station and five (5) elevators at 7th/Metro station. These actions are necessary to enhance elevators' safety, cleanliness and customer experience. This project is ongoing to ensure installing cameras inside elevator cabs system-wide. In addition cameras exist inside elevator cabs along Foothill Extension and E (Expo) Line as part of the system expansion project.

Providing timely response for as-needed glass replacement and installation services is critical to Metro's operations to address emergencies, avoid service interruption and ensure patrons' accessibility to Metro stations, especially for individuals with disabilities, senior citizens and others, while providing a safe and reliable environment to our patrons.

Due to the ongoing broken glass vandalism targeted at elevators, there is insufficient authority remaining within the existing contract and an increase in contract authority in the amount of \$900,000 is required to ensure service continuity and safe operations through June 2022.

System Security & Law Enforcement Support & Vandalism Task Force

Recurring elevator broken glass vandalism incidents are reported to System Security and Law Enforcement (SSLE) for their attention and follow up. As a result of the increase in the number of vandalism reports, Metro Transit Security (MTS) formed a Vandalism Task Force.

The Task Force is comprised of various Metro stakeholders including Maintenance and Engineering (M&E), Physical Security, Rail Operations Control and Metro's law enforcement partners (LASD,

LAPD & LBPD). The purpose of the Vandalism Task Force is to identify strategies to mitigate the number of incidents of vandalism.

The Vandalism Task Force current efforts include bi-weekly meetings to share information and identify immediate and near term strategies to mitigate the number of incidents of vandalism:

Immediate

- Continuous reporting of vandalism incidents, intelligence gathering, and analysis,
- Reinforce marketing campaign- see something say something
- Signage to advise CCTV (where applicable)
- Signage warning of prosecution for vandalism

Near Term

- Sensor alarms for immediate response and reporting
- Expansion of Elevator cameras
- Transit Ambassadors
- In-depth feasibility review and cost-benefit analysis of all possible alternatives to provide cost-effective glass replacement and installation services
- Assessment of alternative materials to glass that are more resistant to vandalism
- Study the feasibility of keeping the elevators doors open when needed and locked when needed based on the time of day

It is anticipated that we should see a decrease in the monthly replacement costs through the efforts of the task force and other outlined safety measures. Staff will continue to monitor the vandalism trend, and report back to the Board.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely response to as-needed board-up for broken glass panels and glass replacement services, in an effort to provide

safe, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$900,000 for the remainder of FY22 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer (Interim), Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes State and Local funds including Fares. Using these funding sources ensure the best allocation given approved funding provisions and guidelines.

EQUITY PLATFORM

Providing timely responses for as-needed glass replacement and installation services is critical for Metro's patrons. It ensures elevators are operational and service is reliable and accessible, especially those with disabilities, senior citizens and others, while providing safe and reliable environment to our patrons. Prolonged elevator downtime due to vandalized glass panels causes delays for patrons requiring the use of the elevators to complete their trip. Rail Operations are required to request alternate accessibility services for impacted customers by requesting Access Services which extends trip times for impacted customers, limits access to the rest of Metro's transit system and negatively impacts customer's experience.

Metro customers, including Limited English Proficiency (LEP) customers can report broken glass and vandalism through the Customer Relations numbers posted throughout the rail and bus system. Under Title VI of the Civil Rights Act of 1964, customers have the option of communicating with Metro through a nine (9) different language translation service. Metro also ensures translated signage is posted for those reporting broken glass on the Metro system.

This contract is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Los Angeles Glass Company, Inc., is a Metro certified SBE contractor and made 100% SBE commitment as the Prime.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed broken glass panel board-up and replacement services will ensure providing safe environment to our patrons, accessibility, and service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, operations and customer experience.

NEXT STEPS

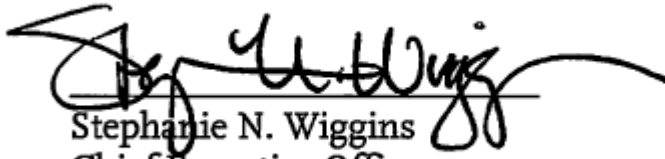
Upon approval by the Board, staff will execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., to continue providing broken glass panel board-up, glass replacement and installation services system-wide. In an effort to further enhance service efficiency and cost effectiveness with a focus on safety and customer experience, staff is exploring alternative materials and/or vandalism proof protection to elevator glass that are in compliance with code requirements. Staff will also conduct an in-depth feasibility review and cost-benefit analysis of all possible alternatives to provide safe, timely, reliable and cost-effective glass replacement and installation services. The analysis will review and evaluate the existing practices, available resources, and recommend options along with proposed resources for hiring and training of any additional personnel, and purchase of additional equipment, vehicles and supplies, as necessary. Staff's assessment will utilize an equity lens to ensure that all efforts relative to glass replacement are justifiable and responsive to customer needs, Metro policies and board directives.

ATTACHMENTS

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

Prepared by: Errol Taylor, Deputy Chief Operations Officer (Interim), Maintenance & Engineering, (213) 922-3227
Lena Babayan, Deputy Executive Officer, Facilities Contracted Maintenance Services, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Contracted Maintenance Services, (213) 922-5932

Reviewed by: Bernard Jackson, Acting Chief Operations Officer, Rail (213) 418-8301
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

1.	Contract Number: OP1405120003367		
2.	Contractor: Los Angeles Glass Company, Inc.		
3.	Mod. Work Description: Increase contract authority		
4.	Contract Work Description: Provide glass replacement and installation services for Metro's bus, rail and other Metro facilities system-wide		
5.	The following data is current as of: 1/18/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/14/19	Contract Award Amount: \$895,911
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$1,000,000
	Original Complete Date:	8/31/23	Pending Modification (including this action): \$900,000
	Current Est. Complete Date:	8/31/23	Current Contract Value (with this action): \$2,795,911
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: Maral Minasian		Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. to provide glazier services, including but not limited to, installation and repair of various types of glass panels at Metro bus, rail and other Metro facilities system-wide.

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

In August 2019, Metro awarded a four-year contract to Los Angeles Glass Company, Inc. to provide glass replacement and installation services.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis. Rates that were established as part of competitive contract award in August 2019 shall remain unchanged, are subject to prevailing wage rates set by the State of California and are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Modification Amount
\$900,000	\$900,000	\$900,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

Mod. No.	Description	Date	Amount
1.	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	5/31/21	\$ 100,000
2	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	8/16/21	\$ 900,000
3	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	PENDING	\$ 900,000
	Modification Total:		\$ 1,900,000
	Original Contract:	8/14/19	\$ 895,911
	Total Contract Value:		\$ 2,795,911

DEOD SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/ OP1405120003367

A. Small Business Participation

Los Angeles Glass Company Inc., a Small Business Prime, made a 100.00% Small Business Enterprise (SBE) commitment. The project is 65% complete and the current level of SBE participation is 100.00%.

Small Business Commitment	100.00% SBE	Small Business Participation	100.00% SBE
----------------------------------	--------------------	-------------------------------------	--------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Los Angeles Glass Company, Inc. (SB Prime)	100.00%	100.00%
	Total	100.00%	100.00%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2021-0810, **File Type:** Contract**Agenda Number:** 16.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022****SUBJECT: SHOP TOWELS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. CY81398000 to JWL Supplies, the lowest responsive and responsible bidder for Shop Towels (Wypalls). The Contract is for a one-year base in the amount of \$735,873, inclusive of sales tax, and a one-year option in the amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054, subject to resolution of protest(s), if any.

ISSUE

Shop towels are used on a day-to-day basis to clean and maintain facilities, equipment, and rolling stock by the rail and bus maintenance and operations departments. Metro staff throughout the agency require the shop towels to maintain safe work environments and the cleanliness of the rail and bus fleet to ensure the highest quality of customer experience when riding Metro. Award of this contract will ensure an adequate inventory of shop towels for bus and rail operations.

BACKGROUND

The Material Management usage reports revealed that on an annual basis approximately 12,000 cases of shop towels were issued throughout the rail and bus operating divisions and at other facilities and work sites to maintain the cleanliness of facilities, equipment, rolling stock, and to ensure safety for our employees. The shop towels purchased under this procurement will be maintained in inventory and managed by Materiel Management.

DISCUSSION

Shop towels have multiple uses which include efforts to meet customer facing and internal cleanliness goals and objectives. The shop towels are used primarily by maintenance personnel at bus and rail divisions. Mechanics, service attendants, and custodians support the use of these shop towels because the product's absorbent qualities and cloth like characteristics are needed to clean surfaces, and to pick up oil and grease. The towels are also used at the operating divisions to clean

the windshields and side windows of buses and rail cars.

The shop towels are used by janitorial staff for the daily cleaning of facilities throughout the Metro system, and for general purpose cleaning functions based on their consumption requirements. The Metro staff whose job functions require the use of shop towels are provided training on the proper use of these materials. Management tracks the consumption of the shop towels using the Maintenance and Materials Management (M3) system to ensure that employees are avoiding waste and using these products responsibly.

The Contract to be awarded is a "requirements type" agreement in which Metro commits to order up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the shop towels that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

These paper products will be purchased, maintained in inventory and managed by Materiel Management. As the shop towels are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that all operating divisions have adequate inventory to maintain the bus and rail fleets, facilities, equipment, and supplies for other general-purpose cleaning and maintenance activities according to Metro Maintenance and facility standards, and OSHA standards.

FINANCIAL IMPACT

The twelve (12) month funding of \$735,873 for shop towels is included in the FY22 budget in various cost centers for Administration and Bus and Rail Operations. The paper products will be funded from each cost center's Material and Supplies budget line item number 50431 under multiple operating projects.

Since this is potentially a multi-year Contract, the Cost Center Managers and respective departments will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and local funding sources, including fares, that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities given approved funding provisions and guidelines.

EQUITY PLATFORM

This action will ensure Metro has the tools required to accomplish the objectives of Metro's

cleanliness program, which is to ensure our buses, rail cars and rail stations are clean, reliable and safe throughout the Metro system. This action will serve regions in Los Angeles County, including those located in Equity Focus Communities (EFCs).

Bus and Rail riders will benefit from Metro utilizing the shop towels to clean and sanitize what may be their only mode of transportation. Metro's proactive cleaning and sanitizing program will assist underserved communities by minimizing the possibility of contracting a disease or illness such as COVID-19.

The Diversity and Economic Opportunity Department (DEOD) documented a sixty percent (60%) SBE commitment by JWL Supplies and verified that they are meeting the Small Business Prime Set-Aside requirements established for this procurement.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of shop towels supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The shop towels will assist in maintaining the safety, cleanliness, and reliability of the rail and bus fleet and ensure the highest quality of service to our customers who expect clean vehicles that arrive at their destinations in accordance with the scheduled service intervals for Metro rail and bus operations.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. CY81398000 for the procurement of shop towels with JWL Supplies at the one-year base amount of \$735,873 inclusive of sales tax, and the one-year option amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054.

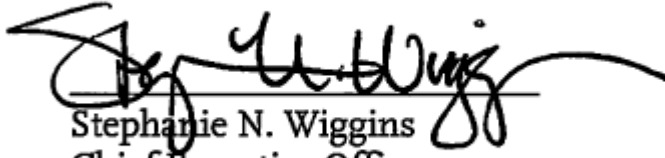
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Harold Torres, Sr. Director Central Maintenance (213) 922-5714
Tanya Allen, Procurement Planning Administrator (213) 922-1018

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

Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SHOP TOWELS (WYPALLS) / CY81398000

1.	Contract Number: CY81398000	
2.	Recommended Vendor: JWL Supplies, 4569 Don Diego Drive., Los Angeles, CA 90008	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/20/21	
	B. Advertised/Publicized: 10/20/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 11/30/21	
	E. Pre-Qualification Completed: 12/30/21	
	F. Conflict of Interest Form Submitted to Ethics: 12/14/21	
	G. Protest Period End Date: 2/22/22	
5.	Solicitations Picked up/Downloaded: 23	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. CY81398000 for the procurement of Shop Towels (Wypalls). Board approval of contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) Number CY81398 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of three (3) bids were received on November 30, 2021.

B. Evaluation of Bids

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

1. Bash Boy Enterprises Inc. (Bid #1 - Specified Product)
2. Bash Boy Enterprises, Inc. (Bid #2 - Proposed Equal Product)
3. JWL Supplies

Bid #2 from Bash Boy Enterprises, Inc. was deemed non-responsive because they did not follow the approved equal requirements. The recommended firm, JWL Supplies, the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

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

Low Bidder Name	Bid Amount	Metro ICE
JWL Supplies	\$1,521,053.55	\$1,384,516
Bash Boy Enterprise Inc. (Bid #1)	\$1,543,647.78	

D. Background on Recommended Contractor

The recommended firm, JWL Supplies is located in Los Angeles, CA and has been in business for nine (9) years. JWL Supplies has provided similar products for Metro and other agencies including University of California, Los Angeles (UCLA), Dallas Area Rapid Transit (DART), Pomona Unified School District (PUSD), Compton Unified School District (CUSD), California Department of General Services (DGS), US Department of Veteran Affairs Hospital in Long Beach, CA and CBS Studios. JWL Supplies has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

SHOP TOWELS (WYPALLS)/CY81398000

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

JWL Supplies, an SBE Prime Supplier, made a 60% SBE commitment. While the SBE Prime Supplier is performing 100% of the work with their own workforce, only 60% of the cost of materials and supplies can be credited towards its commitment.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	% Committed
1.	JWL Supplies (SBE Prime)	60%
	Total SBE Commitment	60%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2021-0756, File Type: Contract

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: PURCHASE OF NINE (9) 35 TON TOW TRUCKS

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. DR81105 with Baatz Enterprises Inc. DBA Tow Industries, the lowest responsive and responsible bidder for nine (9) 35-ton tow trucks for a firm fixed price of \$3,948,479.62 inclusive of sales tax.

ISSUE

This procurement is for the replacement of nine (9) Metro owned and operated 35-ton tow trucks currently operating in support of Bus Maintenance Operations that have exceeded the Metro vehicle replacement policy of 12 years and/or 150,000 miles. The 35-ton tow trucks will support bus towing requirements of the revenue fleet in the Metro bus revenue service area within Los Angeles County.

The purchase of these nine tow trucks will provide Metro Bus Maintenance Operations Bus Divisions with the necessary equipment for the consistent, timely, and effective support and maintenance of Metro revenue bus fleet for the next 12-15 years.

BACKGROUND

Metro currently operates a fleet of thirteen (13) tow trucks. Each Maintenance Division is assigned and operates at least one (1) tow truck to support its respective fleet. This fleet of tow trucks is used to support in-service bus failures that are required to be towed back to the Maintenance Divisions for repair. Bus divisions normally operate over 200 buses that require timely on-street support for repair and tow as necessary. This support is critical for the retrieval and repair of the bus fleet for timely return to revenue service.

Of this fleet of thirteen existing tow trucks owned by Metro, nine trucks are being replaced that have exceeded 12 years of age and/or exceeded 150,000 miles of service. In addition, these nine trucks have been determined unreliable with excessive mechanical failures, costly repairs, and parts are becoming difficult to locate due to the age of the vehicles.

DISCUSSION

The award of this firm fixed price contract with Baatz Enterprises Inc. DBA Tow Industries will replace nine Metro-owned and operated 35-ton tow trucks. These trucks are used for tow and recovery operations at Metro's ten bus operating divisions and for training and central tow operations at Metro's Central Maintenance Facility. These trucks are required to support the bus operations throughout the Metro system, including over 2,200 buses. The nine new tow trucks will replace trucks that have been in operation for approximately 18 years, since 2003. These trucks have experienced reduced reliability in the last few years and have now surpassed their useful life and require replacement.

Three of the nine new tow trucks will be powered by compressed natural gas (CNG) and six powered by diesel fuel. The purchase of three CNG tow trucks aligns with the AQMD Rule 1196, requiring Metro to purchase alternate fuel vehicles to replace heavy-duty diesel-powered vehicles. AQMD Rule 1196 allows purchase of the six (6) new diesel tow trucks to support the retrieval and towing of the 60' Articulated CNG and Electric bus fleets due to the excessive weight of the buses and the towing capability the diesel-powered tow trucks provide. These tow trucks will be distributed to Bus Operating Divisions that operate 60' articulated or electric buses. The CNG tow trucks will be assigned to the bus Divisions that operate standard 40' CNG buses due to the CNG tow trucks having insufficient torque to tow 60' Articulated or electric buses.

To understand the impacts of emissions to the service areas of divisions receiving required diesel Tow Trucks, a comparable analysis from both CNG and diesel trucks was conducted. It was determined that the new diesel tow truck emissions systems are far superior to the tow trucks being replaced. The new diesel tow trucks emit the same levels of Reactive Organic Gas (ROG) and Particulate Matter (PM) emissions as the new CNG trucks. The new CNG tow trucks' Nitrogen Oxide (NOx) emissions are slightly lower; however, the new diesel tow truck NOx levels are 86% lower than the current diesel tow trucks.

DETERMINATION OF SAFETY IMPACT

LA Metro's current tow truck fleet is antiquated, with systems and equipment that is outdated in the heavy-duty truck industry. The purchase of new tow trucks will provide Metro with current state-of-the-art tow trucks that maximize tow truck operator safety.

FINANCIAL IMPACT

A total of \$3,948,479.62 is needed for this action. Budget is contained in Capital Project 208608 - FY22 AQMD 1196 Rule Non-Revenue Vehicles. The Life of Project (LOP) budget is \$9,400,000.00, which is within the project budget.

Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

Funding comes from State and Local sources including TDA4 that are eligible for State of Good Repair (SGR) projects. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide support equipment (tow trucks) that will ensure the bus fleet that serves most regions in Los Angeles County and is a vital life line for many underserved communities can provide reliable transportation services. The nine (9) tow trucks procured will be assigned to Bus Operating Divisions located throughout Los Angeles County, including Downtown Los Angeles, El Monte, Long Beach, and Sun Valley. These tow trucks will be assigned to Bus Operating Divisions in Metro's Equity Focus Communities (EFCs) and per our analysis, delays in the procurement of the new tow trucks will result in higher emissions levels for EFCs.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a SBE or DVBE participation goal for this procurement due to limited suppliers and only one bid submitted for the 35-ton tow trucks.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New Tow Trucks will minimize vehicle maintenance needs, improve safety, and lower emissions by purchasing and deploying CNG and diesel-powered trucks with the latest emission control devices on the market. With this, Metro is exercising good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

Staff considered leasing equipment and/or contracting out tow services. These alternatives are not recommended as this work has historically been performed by Amalgamated Transit Union (ATU) contract personnel. Contracting out this service would conflict with the current LA Metro/ATU Collective Bargaining Agreement. Additionally, staff calculated that the cost of external contracted towing services for one tow truck would equal or exceed the full purchase price of one tow truck in the first five years of operation.

The alternative of retaining the existing tow truck fleet for primary tow services is not recommended. Diminished reliability, high maintenance costs and frequent repairs over the past several years has rendered the use of the existing tow truck fleet a poor alternative for continued operation.

Not purchasing the recommended tow trucks will significantly reduce the ability of the Metro Bus Operations and Maintenance Departments to effectively provide world-class transportation for all.

NEXT STEPS

Following the authorization and execution of the contract, the vendor will begin the manufacturing

process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment 16 to 22 months after award of the contract.

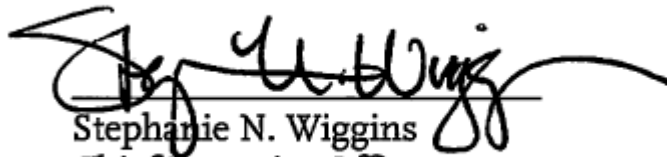
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Sr Director Non-Revenue, (562) 658-0231

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT A

PROCUREMENT SUMMARY

35-TON TOW TRUCKS, COMPRESSED NATURAL GAS AND DIESEL FUEL

1.	Contract Number: DR81105000	
2.	Recommended Vendor(s): Baatz Enterprises Inc. dba Tow Industries	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/1/2021	
	B. Advertised/Publicized: 10/1/21, 10/7/21	
	C. Pre-Bid Conference: 10/12/21	
	D. Bids Due: 11/3/21	
	E. Pre-Qualification Completed: 11/9/21	
	F. Conflict of Interest Form Submitted to Ethics: 11/4/21	
	G. Protest Period End Date: (15 Calendar Days after Notification of Intent to Award) 2/18/22	
5.	Solicitations Picked up/Downloaded: 13	Bids Received: 1
6.	Contract Administrator: Loretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Adam Robertson	Telephone Number: (562) 658-0231

A. Procurement Background

This Board Action is to approve Contract No. DR81105000 to procure nine 35-Ton Tow Trucks, including three (3) CNG and six (6) diesel fuel, to support Metro’s Bus Operations. Contract award is subject to resolution of any properly submitted protest.

The IFB was issued in accordance with Metro’s Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on October 5, 2021, to provide pre-bid conference call-in telephone number and conference ID number;
- Amendment No. 2, issued on October 12, 2021, to update Metro’s Insurance Requirements;
- Amendment No. 3, issued on October 21, 2021, to update Technical Specifications.

A single bid was received on November 3, 2021 and deemed responsive.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. A single bid was received and deemed responsive and responsible to the IFB requirements.

The recommended firm, Baatz Enterprises Inc. dba Tow Industries, the single responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

Market Survey

Metro received a single bid and staff conducted a market survey of other firms to determine the reasons for the lack of formal bid responses to this IFB.

13 firms downloaded the solicitation and based on staff's communication with the firms one submitted a bid, one advised pricing was unavailable until the first quarter of 2022, two were subcontractors who indicated the current market was negatively impacted by increased cost of materials and shortage of parts, one did not respond to the market survey, two were bid management companies, four were not vendors or manufacturers, one did not download the solicitation timely to submit a bid, and one downloaded the solicitation to review only.

C. Price Reasonableness

The recommended bid price from Baatz Enterprises Inc. dba Tow Industries is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid in the expectation of adequate price competition. Both Metro and the bidder anticipated there would be more than one acceptable bid submitted. Overall, the total bid price has been determined to be fair and reasonable based upon market conditions and selection of the single responsive and responsible bidder.

The single bid received was recommended for award even though the bid was higher than the independent cost estimate. The price variance is reflective of the Market Survey conducted and the current global market conditions which have been heavily impacted by the COVID-19 pandemic.

The market price of steel has fluctuated to almost double of what it was when the last batch of tow-trucks were purchased. A worldwide semiconductor supply shortage has stalled production within the automotive industry and drastically delayed the delivery timeline of vehicles. In addition, the global logistics landscape of moving goods is heavily burdened by a shortage of manpower combined with an increased cost of fuel driving up the freight cost for these units

Bidder's Name	Total Bid Amount	Metro ICE
Baatz Enterprises Inc. dba Tow Industries	\$3,922,757.26	\$3,453,000.00

D. Background on Recommended Contractor

The recommended firm, Baatz Enterprises Inc. dba Tow Industries, is headquartered in West Covina, California and has over 20 years of experience in providing recovery trucks and towing equipment, including tow trucks, wreckers, car carriers and wheel lifters. Tow Industries was previously awarded a Metro Contract in July 2019 and performed satisfactorily.

DEOD SUMMARY**PURCHASE OF NINE (9) 35 TON TOW TRUCKS / DR81105****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this solicitation. This procurement is for the purchase of three (3) 35-Ton CNG Tow Trucks and six (6) 35-Ton Tow Trucks for the replacement of vehicles in the current fleet that support Metro bus operations. Baatz Enterprises Inc. DBA Tow Industries did not make a commitment.

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2021-0582, **File Type:** Informational Report

Agenda Number: 18.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

ISSUE

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

The San Gabriel Valley Service Council has a vacancy created by the passing of one of their members, Arcadia City Councilmember Roger Chandler. The term of the now-vacant seat is July 1, 2021 - June 30, 2024

BACKGROUND

MSCs were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC is responsible for convening public hearings to receive community input on proposed service modifications and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. All route and major service changes that the MSC approves will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

DISCUSSION

The individual listed below has been nominated to fill a vacant seat on the San Gabriel Valley Service Council by the seat’s nominating authorities. If approved by the Board, this appointment will serve out the remainder of the vacant seat’s three-year term. A brief listing of qualifications for the new nominee and the nomination letter from the nominating authority are provided in Attachments A and B.

San Gabriel Valley

- A. Jessica Ancona, San Gabriel Valley Service Council, New Appointment
Nominated by: Cities of Arcadia, El Monte, and Temple City
Term: July 1, 2021 - June 30, 2024

Should this nominee be appointed, the San Gabriel Valley (SGV) Service Council membership will compare to the region and the region’s ridership as follows:

Race	Hispanic	White	Asian	Black	Native	Other
SGV Membership/No.	3 (33%)	4 (44%)	2 (22%)	0		0
SGV Resident Demographics	49.90%	17.40%	27.2%	3.2%	0.2%	2.1%
SGV Ridership Demographics	67%	8%	13%	8%	1%	4%

The gender makeup of the Council is as follows:

Gender	SGV Current Membership/No.	Los Angeles County
Men	77.7% (7)	49.7%
Women	22.2% (2)	50.3%

DETERMINATION OF SAFETY IMPACT

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

EQUITY PLATFORM

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

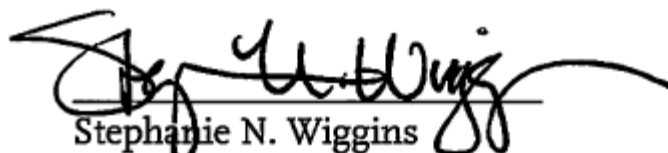
ATTACHMENTS

Attachment A - Nominee Listing of Qualifications
Attachment B - Nomination Letter

Prepared by:

Dolores Ramos, Manager, Regional Service Councils, (213) 598-9715

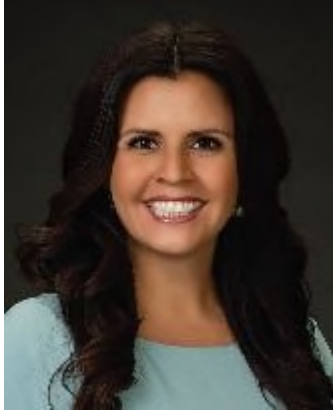
Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus
(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Jessica Ancona, Nominee for San Gabriel Valley Service Council



Jessica Ancona is a lifelong resident of the City of El Monte, the youngest of three with two older brothers, and a daughter of hardworking immigrants from Mexico. Ms. Ancona attended public schools in El Monte, earned her bachelor's degree from the University of California, Los Angeles, a Teaching Credential and Master's in Education from Azusa Pacific University, and an Administrative Services Credential from California State Polytechnic University, Pomona. Ms. Ancona is currently a high school assistant principal in the Lynwood Unified School District. Prior to becoming a school administrator she was a high school teacher for 10 years. During her tenure as a teacher, she served as the Foreign

Language Department Chair, Cheer advisor, and Varsity Softball coach.

In 2018, Ms. Ancona was elected to the El Monte City Council. Prior to being elected to the City Council, Ms. Ancona served as a Governing Board Member for El Monte City School District. In 2013, Jessica Ancona was first elected to the El Monte City School District Governing Board, where she served as the President in 2016 and 2017 and Vice President in 2018. Jessica also served as a Delegate Assembly Member for the California School Board Association (CSBA) in 2017 and 2018.

Ms. Ancona is mother to a son who is entering his junior year of college and a daughter who is starting her freshman year in college.

APPOINTING AUTHORITY NOMINATION LETTERS

San Gabriel Valley Service Council



11333 Valley Boulevard
El Monte, CA 91731
(626) 580-2001
amartinez@elmonteca.gov
elmonteca.gov

January 26, 2022

Dolores Ramos
Administrator-Regional Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: NOMINATION TO FILL VACANCY ON THE METRO SAN GABRIEL VALLEY SERVICE COUNCIL

Dear Ms. Dolores Ramos:

Please accept this correspondence to nominate MAYOR JESSICA ANCONA from the City of El Monte as the representative of the cluster cities of Arcadia, El Monte, and Temple City to fill the vacancy on the METRO San Gabriel Valley Service Council (SGV MSC).

The nomination was initiated at the El Monte City Council meeting of January 11, 2022, (Item #16.1), during which the Council unanimously recommended that El Monte Mayor Jessica Ancona be nominated as the representative to the SGV MSC. We have since received consensus from the cities of Arcadia and Temple City in support of Mayor Ancona's appointment to the service council.

We greatly appreciate the METRO Board's consideration of this nomination at its next regularly scheduled meeting. Please contact me at (818) 400-4995 if I you need any further information.

Respectfully,

City of El Monte

Alma K. Martinez
City Manager

**Board Report**

File #: 2021-0525, **File Type:** Contract**Agenda Number:** 19.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022****SUBJECT: SECOND GENERATION BUS MOBILE VALIDATORS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING capital project for the purchase and installation of the 2nd generation bus mobile validators and 16-port managed ethernet switches in order to support the All Door Boarding project;
- B. APPROVING and ADOPTING the life-of-project budget of \$18,100,000; and
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 165 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 2900 Second Generation Bus Mobile Validators (BMV's) and installation of BMVs and 16-port managed ethernet switches at Metro contract service locations in the amount of \$9,545,440 increasing the total contract value from \$373,825,899 to \$383,371,339.

ISSUE

All Door Boarding (ADB) is one of the key components in the NextGen Bus Plan to improve transit speed, reliability and customer experience. ADB was successfully piloted with BMVs installed on the J Line (Silver) 910/950 in 2016, Metro Rapid Lines 720 and 754 in 2018. However, these BMVs with 3G cellular technology are reaching obsolescence and will no longer be supported by cellular carriers that have moved to 4G and 5G technologies. The expansion of ADB to Tier One and Tier Two networks as outlined in the NextGen Bus Plan involves the purchase and installation of second generation BMVs by all doors of each bus to process Transit Access Pass (TAP) card fare payments. Metro requires funding authorization and additional contract authority for the acquisition, and installation, of the new BMVs to improve speed reliability and customer experience on these high-frequency bus service corridors.

Purchase and installation of the managed 16-port ethernet switch is a critical component for the implementation of ADB. The ethernet switch allows the new BMVs to connect to the farebox in order to transmit updated bus assignment data and fare tables to the BMVs remotely and instantly without

relying on manual configurations, providing greater operational flexibility to ensure buses can be assigned to different lines on a given service day. The ethernet switch will also allow the new BMVs and fareboxes to connect to the bus router for modern cellular communications. These 16-port managed switches will also be used for the expansion and upgrade of other on-board systems such as the automatic passenger counters (APC), SmartDrive, Vehicle Health Monitoring System HAM, and Hanover Headsign.

On August 19, 2021, the California Transportation Commission (CTC) approved Metro's NextGen Bus Speed & Reliability Improvements for a \$25 million award from the 2020 Local Partnership Program (LPP), plus the local match of \$25 million for a total of \$50 million. \$10 million of this LPP award is allocated for the procurement and installation of the second generation BMVs on the Metro buses assigned to the NextGen Tier One and Tier Two network. The Baseline Agreement with CTC is included in Attachment E.

BACKGROUND

Background

In June 2016, ADB was successfully piloted on the J Line (Silver) 910/950 and subsequently piloted on Metro Rapid Lines 720 and 754, which resulted in reduced bus stop delay and enhanced customer experience. Boarding access to all doors results in a more even distribution of the passenger loading, reduced passenger flow friction between passengers boarding and exiting the front door, particularly when a wheelchair ramps is deployed, and reduced passenger crowding around Metro bus operators.

In 2018, Metro began the process of redesigning the bus system to better meet the needs of current, former and future riders. The NextGen Bus Plan was authorized by the Metro Board in February 2020 for public review. The Plan proposed improvements that would speed up buses, double the number of frequent Metro bus lines and provide over 80% of current bus riders with all day, frequent service. The Plan would also ensure walking distance access to transit for 99% of current riders and improve the waiting experience. Based on the NextGen Bus Study, the primary benefits of All Door Boarding are estimated to be 2.5% travel time savings. ADB would expedite boarding and reduce dwell time at bus stops, and thereby enhancing convenience and reducing travel times for bus riders.

To facilitate ADB on the Tier One and Tier Two corridors outlined in the NextGen Bus Plan, staff applied for and received the allocation of \$817,000 for Bus Operations Subcommittee (BOS) 1% Federal grant in April 2021 for All Door Boarding activities including TAP validators and other speed and reliability improvements. Purchase and installation of new BMVs on Metro buses is one of the four components included in the LPP proposed project request.

DISCUSSION

BMVs are required to support the expansion of ADB, including the installation of BMVs on buses assigned to Tier One and Tier Two networks in order to expedite boarding, reduce dwell times at bus stops and reduce travel times thereby enhancing the customer experience. 60-foot articulated buses would have two BMVs, one in the middle door and one in the rear door while 40-foot and 45-foot buses would have one BMV in the rear door. Customers can also use the existing validator on the farebox by the front door or BMVs by the middle/rear doors as access points for All Door Boarding. Access to all doors also reduces crowding at the front of the bus addressing potential safety concerns raised by our customers and bus operators about maintaining social distancing due to COVID-19 and the latest Omicron variant. All door boarding has been very popular with riders throughout the COVID period for both enhanced safety and convenience.

The new BMVs are more reliable, utilize 4G LTE cellular communications and are open payment ready. The devices and back office can be programmed in the future to accept Visa, Mastercard, American Express and/or Discover. The new devices offer enhanced transaction security and are certified by the Payment Card Industry Data Security Standard (PCI DSS) and Europay, MasterCard, and Visa (EMV) global standard. Attachment D provides additional specifications on the new BMVs.

The new BMVs would also enhance new and equitable initiatives built on the TAP card platform, such as the Fareless System Initiative (FSI), Low Income Fare is Easy (LIFE) and Fare Capping programs as the new BMVs have expanded capacity to deliver over 50% more autoloads than the existing BMVs. The new BMVs also operate more quickly and reliably, thereby enhancing the customer experience as they board the bus.

Installation of the 16-port managed ethernet switch allows for automatic configuring of BMV's to support ADB and enables bus assignments to be uploaded to BMVs automatically without requiring manual configuration by the Maintenance staff at the daily rollout. The installation of ethernet switch would also allow the farebox and BMV to communicate with the back office via the bus router with modern cellular communications. This would result in eliminating the overlapping monthly cellular service fees for fareboxes and BMVs with an estimated savings of \$66,000 monthly or \$792,000 annually.

DETERMINATION OF SAFETY IMPACT

Boarding access to all doors means a more even distribution of the passenger load, reduced passenger flow friction between passengers boarding and exiting at the front door, particularly when a wheelchair ramp is deployed, and reduced passenger crowding around Metro bus operators.

FINANCIAL IMPACT

Total LOP funding in the amount of \$18,100,000 will be included in Cost Center 3151- Service Planning & Scheduling. After completing the capital project, staff currently estimates annual operating costs of \$307,330. This amount will fluctuate as implementation and ADB operation progresses. A summary of LOP capital budget and estimated operating costs is included in Attachment F of this report.

Because this is a multi-year project, the respective Cost Center Manager within Operations will be responsible for ensuring that the future year balance of capital funding, as well as operating funding is programmed and budgeted.

Impact to budget

The source of funds for this project comprises of the \$10 million in LPP, the \$1 million BOS grant included a 20% local match; the balance of the life of project budget will come from Federal, State, and local funds that are bus and rail eligible and available at the time of budget. Funds needed to initiate the system design phase of the project is available in FY2022 annual budget in cost center 3151.

EQUITY PLATFORM

Access to all doors means a more even distribution of the passenger load and fewer crowding conflicts at the front door. ADB also allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board from the other doors. Streamlining boarding due to ADB will reduce crowding on buses, which also can improve onboard security and safety. ADB will better enable physical distancing between customers and between bus operators and customers, which has become imperative in the wake of COVID-19. In addition, ADB will decrease wait times due to faster and more reliable transit service thereby limiting any perceived unsafe and security concerns.

Rear door boarding requires a TAP card for customers to validate their fares on the BMV's. Therefore, cash paying customers will have to board the bus through the front door to pay their fares on the fareboxes. In order to mitigate this limited access to board the bus for cash paying customers, accompanying the rollout of ADB expansion, Metro will implement a countywide public information campaign to communicate the improvement to boarding and TAP only fare payment. Advertisements on shelters, vehicles, social media, billboards and traditional media would be used to convey the new boarding process and benefits of ADB. Transitioning customers from cash to TAP cards will be facilitated through customer education, marketing and community outreach programs. The fareboxes are also programmed to allow customers to purchase TAP cards and add value to their cards.

These improvements in customer experience with the implementation of ADB would benefit transportation equity by providing faster and more reliable bus service to current Metro customers and would increase the competitiveness, and attractiveness of the bus system for new customers.

Additionally, this contract award has made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 86% complete and the current DBE participation is 6.96%, exceeding the commitment by 1.31%.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling and Goal 2: Deliver outstanding trip experience for all users of the

transportation system. This project will improve the speed and reliability of Metro Tier One and Tier Two bus service that runs through the heart of some of the most congested areas in the Los Angeles County with some of the most equity focused communities. Furthermore, this project would enhance transit customer experience in those areas by reducing dwell time and a more even distribution of passenger load to minimize overcrowding in the front of the bus.

ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendation is to not procure the new BMV's to support ADB Tier One and Tier Two corridors. However, this is not recommended since CTC has already approved funding for Metro's Speed and Reliability Improvements Program with \$25 million for BMVs to implement All Door Boarding (\$10 million) and NextGen Transit Signal Priority Project (\$15 million). Delay to purchase and install BMVs may jeopardize the awarded LLP grant in its entirety. Furthermore, the existing BMV's are obsolete with dilapidated 3G cellular technology no longer supported by cellular carriers and no longer available for purchase. Without the installation of the second generation BMV's on all doors, customers would not benefit from shorter dwell times, and Metro would not be able to transit speed and reliability as quickly, without additional resources.

NEXT STEPS

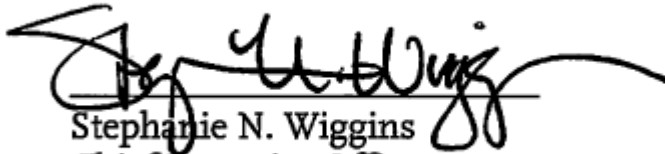
Upon Board approval, staff will execute Contract Modification No. 165 with Cubic Transportation Systems, Inc. and proceed with software design and development of the new BMV's and prioritize the installation on buses assigned to Tier One and Two corridors.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - Cubic Bus Mobile Validator 3.0 Specifications
- Attachment E - LLP Project Baseline Agreement
- Attachment F - LOP and Operating Budget Summary

Prepared by: Stephen Tu, Director, Service Planning, (213) 418-3005
Mauro Arteaga, DEO, Finance, (213) 922-2953
Regina Li-Armijo, Chief Admin Analyst, Service Planning & Scheduling, (213) 922-7214

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus (213) 418 3034
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Upgrade existing Bus Mobile Validators (BMVs) for All Door Boarding		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: January 20, 2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/20/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$289,822,455
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$9,545,440
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$383,371,339
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Mauro Arteaga		Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to approve Contract Modification No. 165 for the procurement and upgrade of 2,900 Bus Mobile Validators (BMV).

Metro has successfully implemented All-Door Boarding (ADB) with first generation BMVs on a few Metro Rapid bus lines. Upon Board approval, Metro will install the latest generation BMVs on all Metro buses including replacing the existing BMVs with the new generation BMVs. Replacement is necessary due to obsolescence of the first generation BMVs. Additionally, 3G cellular communication of the first generation BMVs will no longer be supported by the Telephone Service Provider (TSP).

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

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology

managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices including BMVs which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide the necessary BMVs as well as maintain them.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, independent cost estimate (ICE), and negotiations. Metro’s ICE includes a total of 2,586 BMVs, but an additional 314 BMVs are now required, which accounts for the difference between the ICE and the negotiated amount.

Proposal Amount	Metro ICE	Negotiated Amount
\$9,545,440	\$9,459,912	\$9,545,440

CONTRACT MODIFICATION/CHANGE ORDER LOG
UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521

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

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

81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753

104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970

134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/17	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/17	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/17	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/17	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/17	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
152	TAP System Patching	Approved	4/4/18	\$165,337
153	Network Back Office Configuration	Approved	4/12/18	\$37,222
154	TAP System Wide Upgrades	Approved	6/28/18	\$22,104,750
155	TAP System Support Services	Approved	4/25/19	\$68,220,642
156	Latitude/Longitude to A102 Reports	Approved	6/29/18	\$14,994
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/18	\$2,622,560
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667
165	Replacement of BMVs for All Door Boarding	Pending	Pending	\$9,545,440
	Modification Total:			\$299,367,895

	Original Contract:			\$84,003,444
	Total Contract Value:			\$383,371,339

DEOD SUMMARY

SECOND GENERATION BUS MOBILE VALIDATORS/OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 86% complete and the current DBE participation is 6.96%, exceeding the commitment by 1.31%.

The Universal Fare System (UFS/TAP) Base Contract #OP-02-4610-10 was awarded in 2002 in the amount of \$84,003,444 to Cubic Transportation System, Inc. The base contract requirements were for the design, manufacturing, site preparation, installation and testing of a turnkey fare collection system.

TAP has long since transitioned out of the development phase of the contract. TAP now manages the Operations and Maintenance (O&M) phase of the program. Under the O&M phase, Cubic continues to meet and exceed its DBE goals, notwithstanding many of the original subcontractors have completed their scope of work and are no longer part of the current phase.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 6.96%
----------------------------------	------------------	-------------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.28%
2.	Lows Enterprises	Black American	0.13%	0.03%
3.	TechProse	Caucasian Female	0.41%	0.05%
4.	Robnett Electrical	Black American	2.53%	6.24%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.03%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.03%
7.	KLI, Inc.	Asian-Pacific American	0.25%	0.08%
8.	Kormex Metal Craft	Asian-Pacific American	1.02%	0.22%
	Total		5.65%	6.96%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

Features

- Accepts EMV open payments with contactless bankcards and mobile wallets, account based payments, agency-branded smartcards, virtualized smartcards and barcode tickets
- EMVCo L1 certified with L2 certifications for Visa, Mastercard, Amex and Discover
- Ultimate in EMV open payment security, plus PCI PTS ready and full P2PE capability
- Bright, full color LCD display with audible alerts for clear passenger and driver feedback
- Vehicle wired connectivity, with options for wireless 4G LTE, Wifi, Bluetooth Classic and Bluetooth Low Energy
- Powerful 1.6GHz ARM Cortex Quad-Core processor with 2GB DRAM, and 16GB of memory for faster payment
- Touchscreen option where passenger input is required



Cubic Validator 3.0

The Cubic Validator 3 collects passenger payments on board buses and trams. Contactless bankcards and mobile wallets are accepted, with barcode tickets and agency-branded smartcards. Any media or credential, physical or virtual, can be used for account-based travel. With Cubic Validator 3, transportation operators deploy new and secure open payment schemes rapidly, in the knowledge that existing ticketing and payment schemes can be supported.

Success with open payments means a guarantee of payment security and a proven path to brand certification. The validator is EMV L1 certified with EMV L2 certifications for Visa, Mastercard, Amex and Discover, and will support PCI PTS certification on request. When deployed with a PCI DSS certified payments module such as the Cubic Payment Application, the validator offers proven P2PE certified payments for the ultimate in transaction security.

Fast boarding times are essential for on-time arrival, increasing ridership and driving revenue. The validator's powerful processor guarantees rapid and accurate validation, and with clear signage, a large screen, and built-in speaker for audible feedback, each passenger is guided quickly through boarding and payment.

Our customers also require flexibility. Options include a large touchscreen display, barcode reader, cellular 4G LTE communications, WiFi and Bluetooth Classic and Low Energy. The validator is also available in a range of colors to reinforce our customers' branding.

Specifications

PHYSICAL	
Dimensions	230 x 175 mm (H x W); < 100mm depth to pole
Weight	1kg
Material	Polycarbonate, vinyl decal, glass
Voltage	8 - 36 VDC
Power Over Ethernet (PoE)	Yes
Power Conditioning	Supports vehicle power, graceful shutdown, low voltage protection
Average Power Dissipation	< 11 W peak, approx. 7 W average
Operating Temperature	-27°C to 65°C
Storage Temperature	-30°C to 80°C
Relative Humidity	10-97% non-condensing
Protection	IP54 & IK08
CAPACITY	
Processor	Quad core 1.6 GHz Cortex
RAM	2 GB
Storage	32GB with 16GB available at a time (A/B side)
Expansion Ports	2 x USB 2.0 (not available while pole mounted); Serial RS232/RS485 (software selectable); Micro SD card for additional memory capacity
SAM Slot	2 from TR4 Secure Board, 2 from Application Board
Operating System	Linux OS kernel version 5.4
USER INTERFACES	
Display	Full color, 5" LCD, 800 nits, anti-reflective/anti-glare, 640 x 480 resolution
Touchscreen	Option
Speaker	Yes
INTERFACE OPTIONS	
Wired Interfaces	Ethernet 1000 Mbit RJ45
WiFi	WiFi: IEEE 802.11 a/b/g/n
Bluetooth	Bluetooth®: 4.1, Classic and Low Energy
WAN	4G cellular: LTE and LTE/HSPA (Optional)
GPS	Multi-constellation GNSS with untethered 3D inertial dead reckoning
FARE MEDIA ACCEPTANCE	
Media NFC Support	MIFARE® DESFire EV1, EV2 MIFARE® Ultralight C MIFARE® Classic, Ultralight, Plus
Open Payment Security	EMVCo L1 Certified EMVCo L2 Certified for: Visa® Contactless Payment Specification (VCPS) MasterCard® M/Chip Discover® Network D-PAS
Barcode	Linear and 2D barcodes, including QR Code and Aztec Code
<i>In the interests of product improvement Cubic reserves the right to change the above specification without notice.</i>	

MIFARE® DESFire EV1 and EV2 are registered trademarks of NXP.
MIFARE® Ultralight C is a registered trademark of NXP.
MIFARE® Classic, Ultralight, and Plus are registered trademarks of NXP.
MasterCard® M/Chip is a registered trademark of MasterCard Worldwide.

Bluetooth® is a registered trademark of Bluetooth SIG, Inc.
Discover® Network D-PAS® is a registered trademark of Discover Financial Services.
Visa® Contactless Payment Specification (VCPS) is a registered trademark of VISA.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

NextGen Bus Speed & Reliability Improvements

Resolution LPP-P-2122-03B

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *NextGen Bus Speed & Reliability Improvements*, effective on, August 19, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Los Angeles County Metropolitan Transportation Authority*, and the Implementing Agency, *Los Angeles County Metropolitan Transportation Authority*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *NextGen Bus Speed & Reliability Improvements*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution # G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated December 2, 2020
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 The Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

- The four project components have been revised to organize work by contract activity and to focus LPP-C funds on two components and local match funds on the other two components. The overall total project budget, match commitment and schedule has not changed.
- The proposed funding plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

NextGen Bus Speed & Reliability Improvements

Resolution LPP-P-2122-03B

Fanny Pan

Digitally signed by Fanny Pan
Date: 2021.06.29 09:40:34 -07'00'

Stephanie N. Wiggins

Date

Chief Executive Officer

Project Applicant

Fanny Pan

Digitally signed by Fanny Pan
Date: 2021.06.29 09:40:48 -07'00'

Stephanie N. Wiggins

Date

Chief Executive Officer

Implementing Agency

Tony Tavares

Digitally signed by Tony Tavares
Date: 2021.07.19 13:21:20 -07'00'

Tony Tavares

July 19, 2021

Date

District Director

California Department of Transportation



Toks Omishakin

9.10.21

Date

Director

California Department of Transportation



Mitchell Weiss

9/28/21

Date

Executive Director

California Transportation Commission

ROAD REPAIR AND ACCOUNTBILITY ACT OF 2017
LOCAL PARTNERSHIP COMPETITIVE PROGRAM
PROJECT BASELINE AGREEMENT
NextGen Bus Speed & Reliability Improvements

Exhibit A:
Project Programming Requests

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/03/2021 16:44:16
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			5755A	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen LADOT Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion

Location (Project Limits), Description (Scope of Work)

Original - Purchase and installation of 2,500 Transit signal priority transponders (TSP) on the undercarriage of buses to communicate with loop detectors at intersections in the City of Los Angeles Tier One corridors.

Revised - The development/implementation of an upgraded Wireless Cloud-Based Transit Signal Priority (TSP) system, the addition of 200 traffic signals to the wireless system with Ethernet communication on the NextGen Tier one Corridors in the City of Los Angeles and upgrade the software on over 2,500 Transit Metro buses to allow them to communicate with the Wireless Cloud-Based TSP systems along the NextGen Tier 1 Corridors within the City of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 50,51,53,54,39,43,59,45,46,62	Senate: 33,18,35,24,26,27,30	Congressional: 33,34,37,39,40,43,28,30
---	------------------------------	--

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/01/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	02/01/2021	05/01/2021
Draft Project Report	02/02/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	02/28/2021	06/30/2021
Begin Design (PS&E) Phase	03/01/2021	06/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	03/15/2021	04/01/2023
Begin Right of Way Phase	03/01/2021	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	03/02/2021	08/03/2021
Begin Construction Phase (Contract Award Milestone)	10/01/2021	06/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	09/30/2022	12/31/2025
Begin Closeout Phase	10/10/2022	01/01/2026
End Closeout Phase (Closeout Report)	12/31/2022	06/30/2026

Date 08/03/2021 16:44:16

Purpose and Need

Original - The Los Angeles Department of Transportation has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles. This system requires buses to be equipped with transponders to trigger the signal to allow buses to proceed through intersections with priority. Currently, only Metro Rapid (Red) buses have these transponders. Based on the NextGen Transit First Service Plan, Metro is phasing out the Metro Rapid system in favor of a new high-frequency Tier One network that is more extensive than the Rapid system and will use all types of Metro buses. Therefore, all Metro buses need to have TSP transponders to benefit from signal priority.

Revision - LADOT has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles. Based on the NextGen Transit First Service Plan, Metro is phasing out the existing Metro Rapid system in favor of a new high-frequency Tier One network that is more extensive than the existing rapid system and will use all types of Metro buses. This project will upgrade the loop-based technology to GPS-Wireless technology using Internet Cloud Service TSP system to improve performance and reliability and reduce maintenance to the TSP system. Additionally this project will add an additional 200 intersections to the Internet Cloud Service TSP system along the NextGen Tier 1 Corridors, upgrade the Ethernet communication system for 200 intersections and install software on over 2,500 Metro buses to allow all those buses to use the Internet Cloud Service TSP system.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Software and hardware systems	EA	2,500
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	200

Date 08/03/2021 16:44:16

Additional Information

Original Benefits and Outputs:

Equipping all Metro buses with TSP transponders will reduce travel time for buses operating on high frequency corridors that have TSP within the City of Los Angeles, as they significantly reduce wait times for buses at signalized intersections. As Metro and LADOT expand TSP infrastructure, all Metro buses will be able to take advantage of the time savings provided by this infrastructure.

Revised Benefits and Outputs:

This project will provide Metro buses in the Tier 1 Corridors with the benefits of reduced travel time and increased schedule/headway adherence. The new Wireless Cloud-Based TSP Service will also reduce the maintenance efforts needed to keep the TSP up and running. Further, it would establish a platform in the future for all Metro buses to receive priority treatments at any of the signalized intersections within the City of Los Angeles.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We did not increase the project budget but we moved \$14 mil of LPP funds into this PPR and removed \$500,000 in local money increasing this component budget from \$1.5 mil to \$15 mil. We did extend the end of the Construction and Closeout dates to accommodate the revised work. This component was revised to combine the City of LA signal priority elements with improvements to the communication software on the 2,500 Metro buses.

The PPR updates the project title & description and the category and outputs to better reflect the actual work to be completed in the component. Additionally, the project schedule was updated to reflect the actual environmental approval time line and the revised the design and construction timelines. We also note that this project component will have no ROW work completed.

We changed the project title from NextGen Transit Signal Priority transponders to NextGen LADOT's Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion to better reflect work to be completed in this component.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Complete this page for amendments only

Date 08/03/2021 16:44:16

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755A

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/03/2021 16:45:32	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07			5755B	Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles							
				MPO	Element		
				SCAG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Vincent Lorenzo			213-418-3419	lorenzov@metro.net			

Project Title

NextGen Bus Mobile Validators for All-Door Boarding

Location (Project Limits), Description (Scope of Work)

Purchase and installation of 2,900 bus mobile validators (BMV) on Metro buses that operate on Tier One and Two high frequency corridors in Los Angeles County to enable all-door boarding.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,66,39,41,43,45,46,48,49,50,51,53 Senate: 32,33,18,35,22,24,25,26,27,30 Congressional: 33,34,37,40,43,28,44,29,30

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/28/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	03/01/2021	05/01/2021
Draft Project Report	03/02/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	03/03/2021	06/30/2021
Begin Design (PS&E) Phase	03/30/2021	10/15/2021
End Design Phase (Ready to List for Advertisement Milestone)	02/28/2023	02/28/2023
Begin Right of Way Phase	03/01/2023	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	03/02/2023	08/03/2021
Begin Construction Phase (Contract Award Milestone)	03/30/2023	10/15/2021
End Construction Phase (Construction Contract Acceptance Milestone)	03/30/2024	03/30/2024
Begin Closeout Phase	04/01/2024	04/01/2024
End Closeout Phase (Closeout Report)	05/01/2024	05/01/2024

Date 08/03/2021 16:45:32

Purpose and Need

Metro is proposing to expand All Door Boarding (ADB) to all buses that operate on the highest frequency Tier 1 and Tier 2 routes. ADB will expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. The expansion of ADB involves the purchase and installation of bus mobile validator (BMV) devices by all doors of each bus to process TAP fare payments. 60-foot articulated buses will have three access points (front, middle, and rear) and 40 and 45-foot buses will have two access points (front and rear).

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Software and hardware systems	EA	2,900

Date 08/03/2021 16:45:32

Additional Information

Benefits and Outputs: All Door Boarding will expedite boarding and reduce dwell time at bus stops, thereby improving the speed of bus service on Metro bus routes. Access to all doors also means a more even distribution of the passenger load, a reduction of boarding-related safety hazards and fewer opportunities for customer injuries. Additionally, ADB allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board in the rear. Further, ADB will better enable social distancing between customers and between customers and bus operators.

Explanation of PPR Revisions:

Although we have revised the components of the NextGen project, this component and PPR only require one revision. We had to revise the Category and Output section because it was incorrectly stated as Rail-Multi modal and it should be TMS. The funding mix was revised to fund the component 100% with LPP funds and will be matched by other locally funded components.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755B

Project Title
 NextGen Bus Mobile Validators for All-Door Boarding

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON			10,000					10,000	Los Angeles County Metropolitan Tra
TOTAL			10,000					10,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding (\$1,000s)								30.10.724.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									LPP revenues funding this component will be matched by local revenues funding the NextGen Countywide Wireless Transit Signal Priority Upgrade Component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Complete this page for amendments only

Date 08/03/2021 16:45:32

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755B

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/03/2021 17:29:03
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			5755D	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen Bus Priority Lanes on LA Streets

Location (Project Limits), Description (Scope of Work)

Original -Design and implementation of bus priority lanes and other operational improvements on up to 80 lane miles of streets of LA Metro's Tier One network in the City of Los Angeles.

Revised - Design and implementation of bus priority lanes and other operational improvements to 80 lane miles of streets of LA Metro's Tier One network in Los Angeles county, with a majority of these streets within the City of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 50,51,53,54,39,43,59,45,46,62	Senate: 33,18,35,24,26,27,30	Congressional: 33,34,37,39,40,43,28,30
---	------------------------------	--

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	12/01/2020	01/01/2021
Circulate Draft Environmental Document Document Type CE	03/31/2021	05/01/2021
Draft Project Report	04/15/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	06/01/2021	06/30/2021
Begin Design (PS&E) Phase	06/30/2021	09/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2021	12/31/2022
Begin Right of Way Phase	10/01/2021	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	10/02/2021	08/03/2021
Begin Construction Phase (Contract Award Milestone)	06/30/2021	01/02/2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2023	06/30/2024
Begin Closeout Phase	01/31/2024	07/01/2024
End Closeout Phase (Closeout Report)	03/30/2024	12/31/2024

Date 08/03/2021 17:29:03

Purpose and Need

In recent years, the primary contributor to slow speeds and poor schedule reliability on Metro’s bus system has been growing traffic congestion on city streets. This congestion directly increases Metro’s operating costs and reduces the quality of the service that Metro can afford to provide. In response, Metro’s NextGen Transit First Plan will reorganize bus corridors into four tiers of service standards. The Tier One corridors will have the highest frequency of service and will operate on transit priority streets. Converting curb lanes to bus priority lanes on some of these streets will improve service speed and reliability by allowing buses to bypass vehicular congestion.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Slow vehicle lanes	Miles	80

Date 08/03/2021 17:29:03

Additional Information

Benefits and Outputs:

Providing high-quality transit options with consistent, and competitive, travel times is the single most important step Metro can take to retain and grow ridership, increase the carrying capacity of local roadways, and shift regional travel patterns toward more efficient modes. Installing new bus lanes will allow Metro's highest frequency buses as well as municipal bus operators to move unencumbered through the core of the City of Los Angeles. Converting curb lanes to bus lanes has also been shown to improve safety through crash reduction.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We have not increased the budget or asked for additional time to complete the project but we have moved out the construction completion date and end closeout date to reflect the time frame for the revised work being completed in this component. Additionally, we have revised the funding plan and programmed all of the funds for this work from Prior, FY21/22 and FY22/23 to FY 21/22 due to reflect program year instead of cashflow. We have removed \$8 mil in LPP Funds and added an additional \$7 mil in local funds to the current \$8 mil in local funds. We have now reduced the budget from \$16 mil to \$15 mil and programed all \$15 mil in local funds to 21/22 to serve as match to LPP funded components.

This PPR updates the project title, description and the category and outputs page to better reflect the work to be completed in this component. Additionally the project schedule was updated to reflect the actual environmental approval date and the revised design and construction timelines. We also note that this project component will have no ROW work completed.

Additionally, we changed the project title from NextGen Bus Speed Improvements for LA Streets to NextGen Bus Priority Lanes on LA Streets to reflect the activities to be implemented.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Complete this page for amendments only

Date 08/03/2021 17:29:03

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755D

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) YES NO Date 08/03/2021 17:28:03

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
07			5755C	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen Countywide Wireless Transit Signal Priority Upgrade

Location (Project Limits), Description (Scope of Work)

Original - Purchase, design and installation of transit signal priority infrastructure on at least 200 intersections and replace wireless transit signal priority infrastructure on at least 300 intersections in the Tier One Network in County of Los Angeles.

Revised - Purchase, design and installation of transit signal priority infrastructure on at least 300 intersections in the Tier One Network in the County of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,66,39,41,43,45,46,48,49,50,51,53 Senate: 32,33,18,35,22,24,25,26,27,30 Congressional: 33,34,37,40,43,28,44,29,30

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/01/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	02/02/2021	05/01/2021
Draft Project Report	02/15/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	03/01/2021	06/30/2021
Begin Design (PS&E) Phase	08/01/2021	09/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	05/31/2022	08/31/2022
Begin Right of Way Phase	06/01/2022	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/02/2022	08/03/2021
Begin Construction Phase (Contract Award Milestone)	06/03/2022	05/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2024	06/30/2024
Begin Closeout Phase	07/01/2024	07/01/2024
End Closeout Phase (Closeout Report)	08/31/2024	08/31/2024

Date 08/03/2021 17:28:03

Purpose and Need

Original -The Los Angeles Department of Transportation has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles, and Metro and other municipalities have installed a wireless transit signal priority system on select corridors outside of the City of Los Angeles. The NextGen Transit First Service Plan will introduce an expanded number of high-frequency bus corridors that will require transit signal priority at intersections to achieve increased service speeds. Depending on the municipal jurisdiction of the intersection, this infrastructure will be comprised of loop detectors embedded in the pavement or a wireless system.

Revised - Metro and other municipalities have installed a wireless transit signal priority system on select corridors outside of the City of Los Angeles. The NextGen Transit First Service Plan will introduce an expanded number of high-frequency bus corridors that will require transit signal priority at additional intersections to achieve increased service speeds.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	300

Date 08/03/2021 17:28:03

Additional Information

Benefits and outputs:

Increasing the number of intersections with transit signal priority on high-frequency corridors will reduce travel time for buses as they significantly reduce dwell times for buses at signalized intersections. This travel time savings will allow Metro and municipal bus operators to operate faster and more efficient service.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We have not increased the project budget or asked for additional time to complete the project. We have revised the funding plan for this work to focus solely on signal improvement managed by the County of Los Angeles. We have removed \$11.5 mil in LPP Funds and removed \$1.5 mil in local funds. We have now reduced the budget for this component from \$23 mil to \$10 mil and programmed all \$10 mil in local funds in FY 21/22.

This PPR updates the project title & description and the category and outputs to better reflect the work to be completed in this component. Additionally, the project schedule was updated to reflect the actual environmental approval time line and revised Design and construction timelines. We also note that this project will have no ROW work to be completed. The outputs associated with the 200 LA City signals in the original version of this PPR were removed from this component and are now shown in the NextGen LADOT Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion component.

Additionally, we changed the project title from NextGen Bus Speed Improvements for LA Streets to NextGen Countywide Wireless Transit Signal Priority Upgrade to better reflect work to be completed in this component.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	438,050	0	438,050
			Hours per Capita	8,761,000	0	8,761,000
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		11,500						11,500	
TOTAL		11,500						11,500	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)									Local revenues funding this component will be used to match LPP revenues funding the NextGen Mobile Validators for All-Door Boarding component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Complete this page for amendments only

Date 08/03/2021 17:28:03

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755C

SECTION 1 - All Projects

Project Background

NA

Programming Change Requested

Reason for Proposed Change

NA

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

NEXTGEN BUS SPEED AND RELIABILITY IMPROVEMENTS
LPP Funding Delivery Plan (Current Final as of 7/23/2021)

Project Component	Budget in \$1,000	Scope of Work	Implement Agency	Procurement Method	Contract Award Date	Milestone
Bus Priority Lanes	\$15,000* - Local Funds (Originally \$16,000)	Design and install 80 lane-mile bus priority lanes (ePPR-6065-2020-0004)	LADOT (32 lane-mile)	Three Annual Work Programs to design and install using City forces	Sept. 1, 2021 July 1, 2022 July 3, 2023	Complete 10-11 lane-mile per year in FY22-24
			Metro (48 lane-mile)	Three Task Orders using IDIQ Design-Build Contract	Sept. 1, 2021 July 1, 2022 July 3, 2023	Complete 16 lane-mile per year in FY22-24
Countywide Wireless Transit Signal Priority Upgrade	\$10,000 -Local Funds	Replace and upgrade Countywide Wireless TSP system on 300 signals (ePPR-6065-2020-0006)	Metro	One contract task order using highway on-call contract	Sept. 1, 2021	Complete design in FY22 and finish installation of 300 signals in FY24.
Bus Mobile Validators for All-Door Boarding (LPP Funds)	\$10,000 -LPP Funds (Same as original budget)	Purchase and install 2900 Bus Mobile Validators (ePPR-6065-2020-0003)	Metro	<u>Device purchase:</u> One contract using competitive bid <u>Installation:</u> Metro staff	Nov. 1, 2021	Complete device purchase in FY23 & installation in FY24
LADOT Transit Signal Priority Expansion & Transponders in the City of Los Angeles (LPP Funds)	\$15,000* -LPP Funds (Originally \$14,000)	Design and install LADOT's TSP on 200 signals; Purchase and upgrade software on 2500 buses (ePPR-6065-2020-0002)	Metro	One design-build contract: TSP design & Implementation	June 1, 2022	Complete design in FY23 & finish system implementation in FY26

ROAD REPAIR AND ACCOUNTBILITY ACT OF 2017
LOCAL PARTNERSHIP COMPETITIVE PROGRAM
PROJECT BASELINE AGREEMENT
NextGen Bus Speed & Reliability Improvements

Exhibit B:
Project Report

METRO NEXTGEN SPEED AND RELIABILITY IMPROVMENTS

Project Report



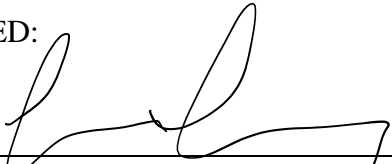
Project Report

APPROVAL RECOMMENDED:

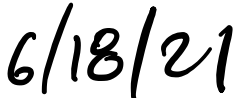


Stephen Tu, Project Manager

PROJECT APPROVED:

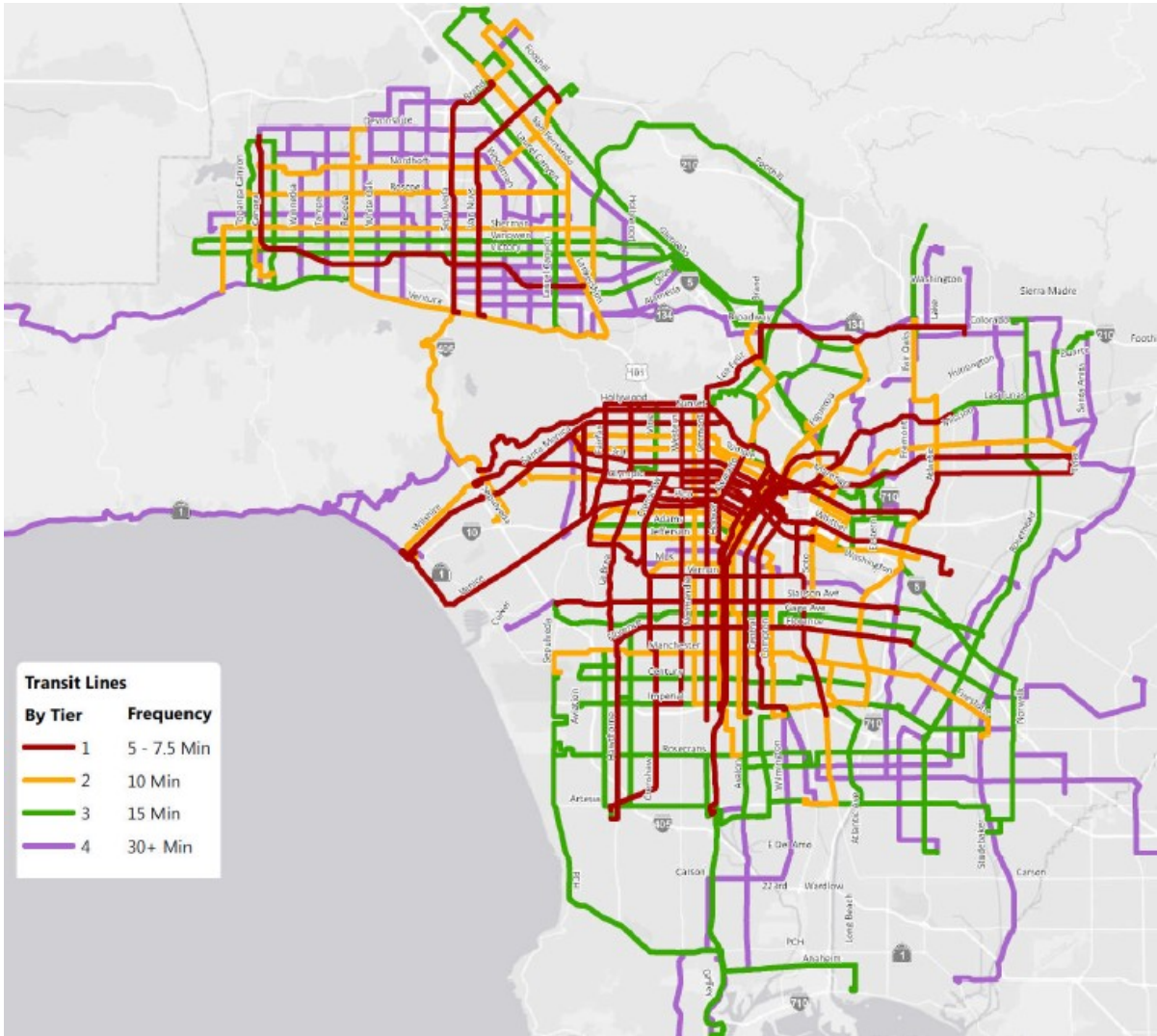


Conan Cheung, Sr. Executive Officer



Date

Vicinity Map Project Location Full Transit First Service Network



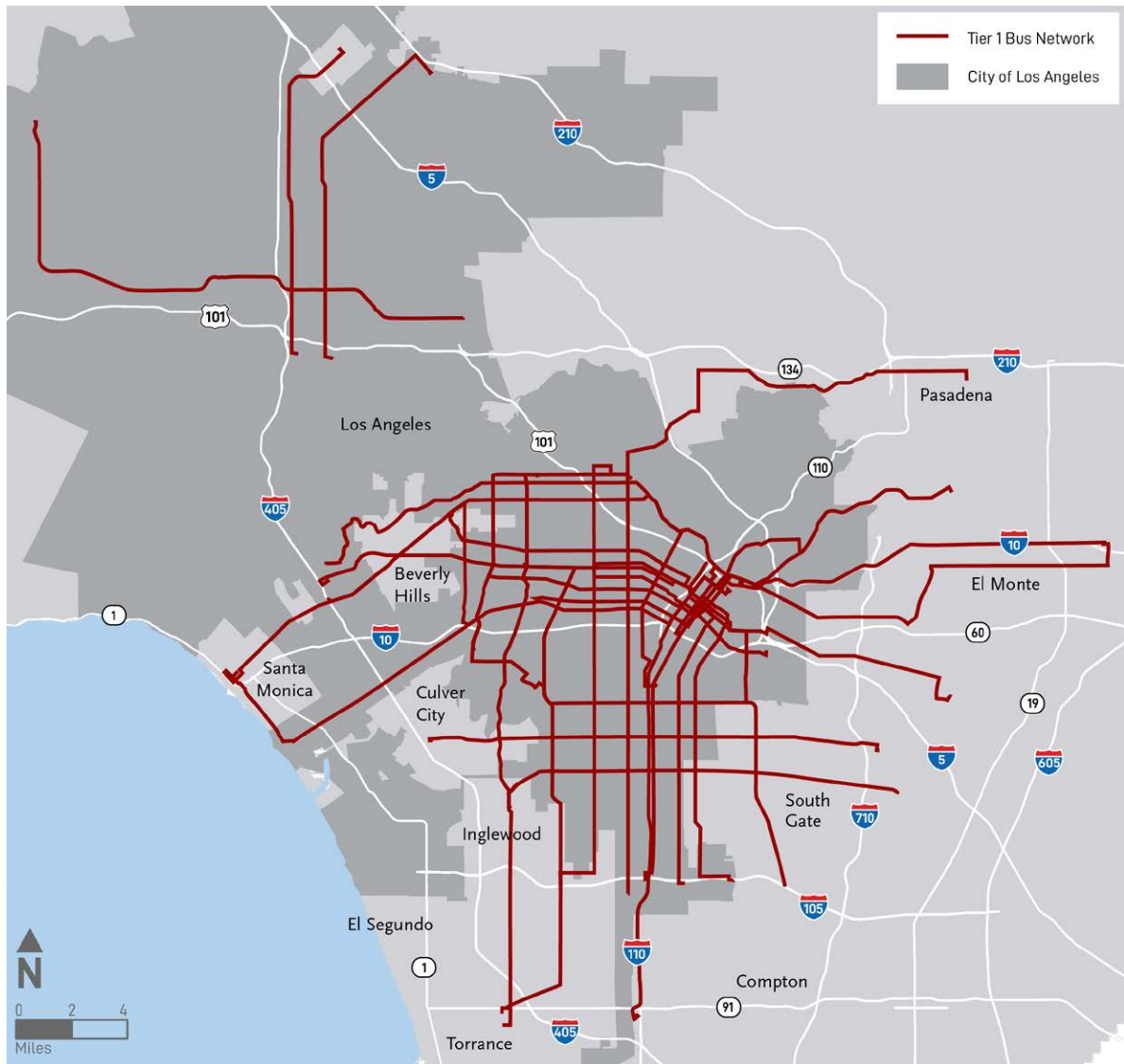
1. INTRODUCTION

Project Description:

The Los Angeles County Metropolitan is implementing the Bus Speed and Reliability Improvements identified in Metro’s NextGen Transit First Service Plan. This project includes three major components: 1) the expansion of Transit Signal Priority (TSP) to cover all Tier One bus corridors through the installation of new TSP system and infrastructure on all Tier One bus corridors; 2) design and construction of new bus-only lanes and other transit priority improvements on up to 80 lane miles on the

highest frequency corridors in the City of Los Angeles and neighboring cities; 3) the purchase and installation of bus mobile validators for fare payment to enable all-door boarding on the Tier One and Two network.

Metro's Tier One Network



Purpose and Need:

Metro has begun implementing the NextGen Bus Plan, a totally redesigned bus system based on rigorous study and public involvement that will improve service for the more than 70 percent of Metro patrons who rely on the bus system, regain former patrons and attract new customers by being more competitive relative to other travel options. Based on robust public input and technical analysis, this redesigned bus system will provide faster, more frequent, and more reliable service, giving Los

Angeles residents and commuters an alternative to sitting in gridlock and improving transportation equity.

In recent years, the primary contributor to slow bus speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion reduces the quality of the service that Metro can afford to provide to Los Angeles County residents and disproportionately impacts low-income riders who depend on the bus to access jobs, healthcare, and other important destinations. Indeed, during the development of the NextGen Bus Study, the public clearly told Metro that improving bus speed and reliability is the single most important step Metro can take to retain, recapture and grow ridership, increase the people throughput capacity of local roadways, and shift regional travel patterns toward more sustainable modes.

Metro and municipal buses operate on streets controlled by the City of Los Angeles and neighboring cities. Metro and the City of Los Angeles Department of Transportation (LADOT) continue to partner closely to coordinate on delivering the infrastructure improvements on important bus corridors in the City of Los Angeles. In 2018, Metro began the process of reimagining the bus system to better meet the needs of current and future riders. The NextGen Bus Plan was approved by the Metro Board in October 2020 after extensive public outreach and reviews.

The Transit First Bus Service Plan divides Metro's countywide bus network into four tiers of service based on service frequency. The Tier One network is made up of transportation spines that will receive the highest investment in customer and operations infrastructure. Over half of today's bus riders use one of the top 25 corridors that make up this core network. The peak hour frequency of service on these lines is every 5 - 7.5 min. The Tier Two network, with 10 minute peak hour headways, completes the "spontaneous use" network. 3 in 10 Metro bus riders use the Tier Two network of 19 lines. Altogether, 8 in 10 Metro bus riders use a Tier One or Tier Two corridor.

Metro has started the implementation of key components of the Plan using the "Transit First" approach including projects that speed up buses including an expansion of bus lanes, transit signal priority, and all-door boarding; make bus stops more comfortable; and add more frequent services, among other improvements. The improvements in speed and reliability, which are the focus of this Project, will improve Metro's performance as well as the performance of municipal bus lines that use high-frequency bus corridors.

2. SCOPE

Transit Signal Priority

This Project includes the expansion of transit signal priority (TSP) throughout the Tier One network. TSP uses technology to reduce dwell time at traffic signals for transit vehicles by extending green lights, shortening red lights, or giving priority to

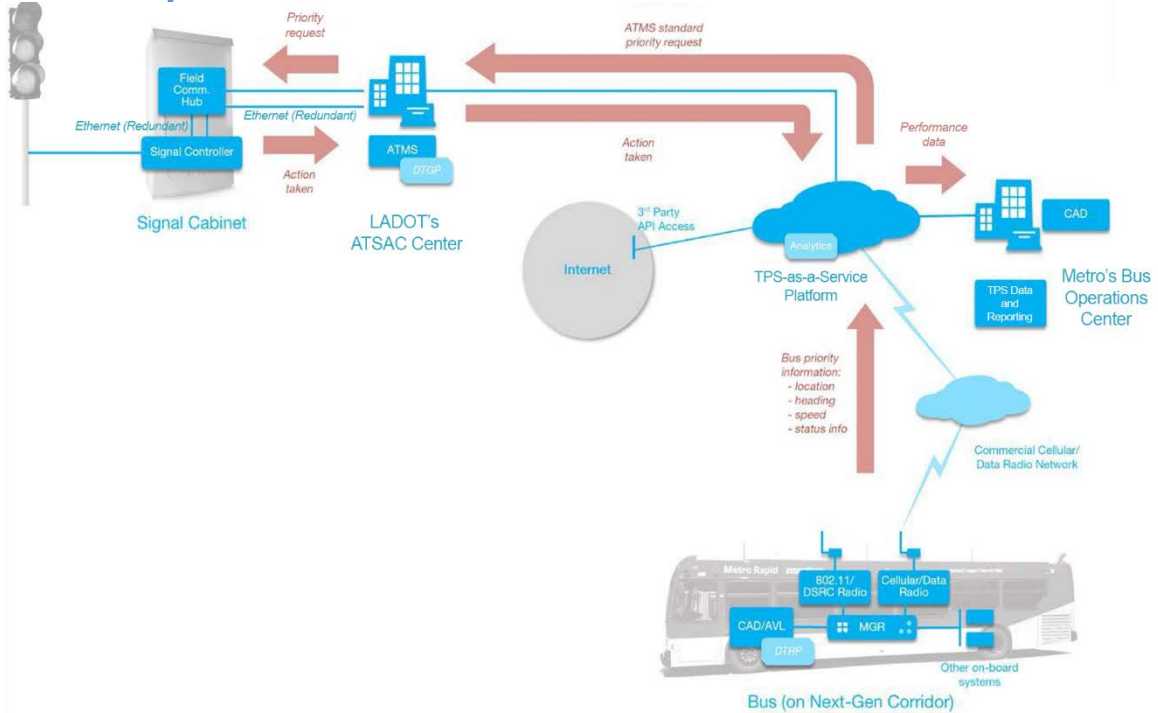
transit vehicles approaching an intersection. The TSP system can be either wireless or loop based. The wireless system typically includes bus routers and GPS units on board buses and transmit the bus ID and location information in near real-time to the Traffic Management Center (TMC) or the intersection controllers, which will then adjust traffic signal timing to reduce delays for buses. The loop based system consists of loop detectors under the roads that communicate with transponders under buses and transmit the information to TMC through the intersection traffic signal controllers for priority treatment. The central software at the TMC would confirm the bus routes and headway information before directing local controllers to implement the signal priority.

LADOT's existing TSP uses loop based technology with transponders on the previous Metro Rapid arterial network. The original scope for this Project was to expand the loop based technology to cover 200 more intersections and install transponders on all Metro buses. After further analyses, Metro in partnership with LADOT will instead implement a wireless cloud based TSP system within the City of Los Angeles. The revised scope will develop a new cloud-based software, install minor software upgrade on over 2,000 Metro buses to allow real-time update of bus locations to the cloud service and install Ethernet communication equipment at 200 traffic signals and communication hubs to enable the TSP function with a more resilient traffic control communication system. With the new cloud service, the entire Metro bus fleet of more than 2,000 vehicles will have the capability of requesting and receiving signal priority at all of the NextGen Tier 1 Corridors. The revised scope will eliminate the dilapidated maintenance needs for pavement loops, sensor cards and undercarriage transponders. As such, the revised scope will deliver greater overall efficiency and future proofing than the original scope.

The revised Project scope will include detail system design, cloud software development, minor software upgrade for the existing routers on all of Metro buses, and the purchase and installation of Ethernet communication equipment at a minimum of 200 intersections and their communication hubs. The advanced routers on-board Metro buses after a minor software upgrade would transmit the real-time bus location information to the cloud services, which will then process the priority requests in real-time and communicate with the ATCS software in the ATSAC Center. Once ATSAC receives priority request for a specific intersection, it will use the existing fiber optics communication backbone with Ethernet enhancement to direct the local controller for priority treatment. The proposed cloud service will also interface closely with LADOT's open source Mobility Data Specifications (MDS) to manage the mobility assets in the public right-of-way.

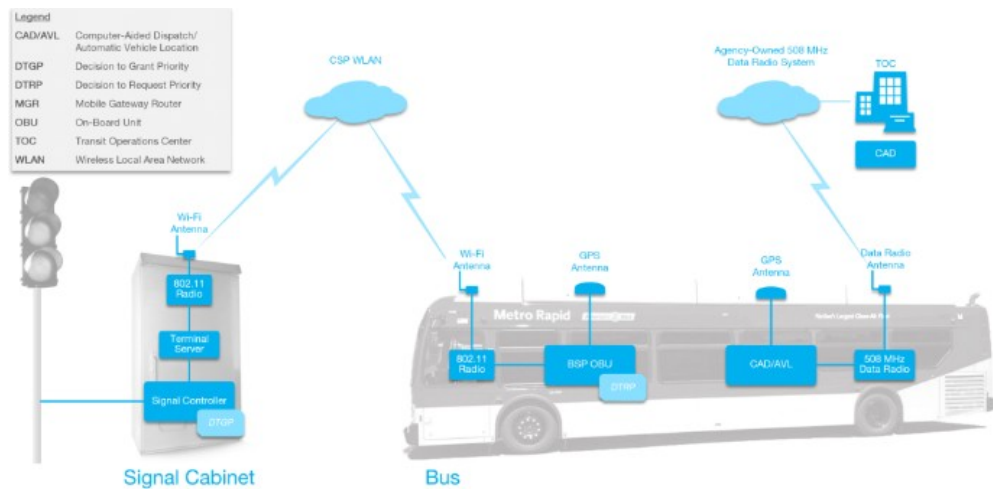
The overall system architecture for LADOT's wireless cloud based TSP is shown in the following figure.

System Architecture of LADOT's Wireless Cloud Based TSP



Furthermore, the Tier One network does cover many intersections outside of the City of Los Angeles. An existing wireless TSP system called Countywide Signal Priority (CSP) maintained by Metro is already in place for a portion of these intersections. The following figure shows the system architecture of the CSP. This Project will install, replace and upgrade the existing wireless transit signal priority infrastructure on at least 300 intersections in the Los Angeles County area outside of the City of Los Angeles. It will include engineering design services, intersection system hardware and installation services, jurisdictional coordination support expansion and upgrade of the CSP system.

System Architecture of the Countywide Signal Priority (CSP)



Bus Corridor Speed Improvements

This Project will continue the implementation of the first phase of bus speed improvements on Los Angeles streets called for in the NextGen Bus Plan. Metro has initiated this phase by beginning the construction of about 10 lane-miles of bus lanes and installation of other supportive infrastructure to improve bus speeds on three Downtown Los Angeles corridors (Flower Street, 5th/6th Streets, and Aliso Street), and this Project will expand this network by another 80 lane-mile to other corridors in Downtown Los Angeles and beyond along the highest-frequency Tier One network.

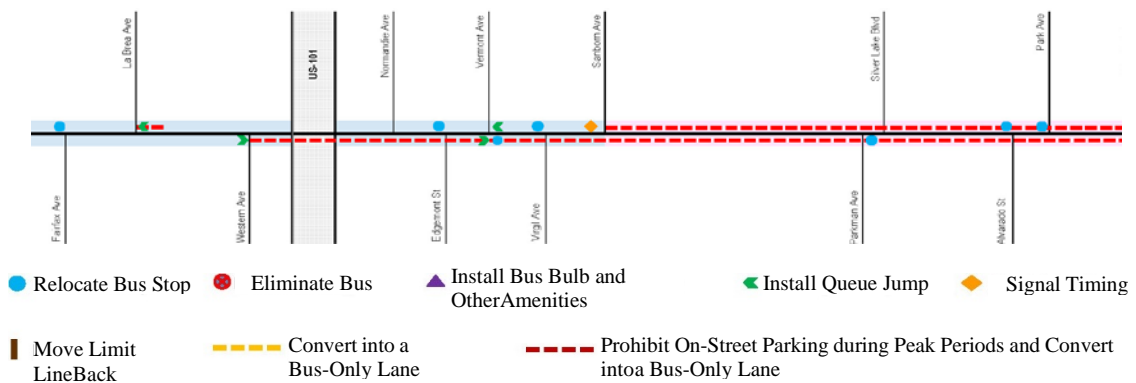
A bus lane is a full lane, usually on the curb, that is repurposed for buses and right turns only, resulting in faster bus speeds and reduced intersection delay. The end result of this first phase of street improvements will be up to 90 lane-miles of corridors with bus priority lanes and other bus speed-related improvements including stop relocation/removal, queue jumping, curb modifications, and supportive signage and markings on several corridors of the Tier One network. While the Tier One network is mostly concentrated in and around Downtown Los Angeles, there are many Tier One corridors outside of Downtown Los Angeles where transit supportive infrastructure could dramatically improve bus speed and reliability.

Metro and LADOT have much experience with installing bus priority lanes on Los Angeles streets. These include the Wilshire Boulevard Bus Lanes completed in 2015 and the Flower Street Bus Lane in Downtown Los Angeles, a pilot Project completed in 2019. Metro and LADOT successfully completed the design and implementation of 5th/6th Street and Aliso Street bus lanes in 2020.

The specific designs of the street improvements will vary by corridor based on stakeholder outreach, existing built environment and, where appropriate, traffic and parking assessments. All will include street markings such as paint or other pavement marking materials, and all will include every tool in the speed and reliability toolbox (bus lanes, relocated bus stops, curb modification where appropriate, queue jumping where appropriate, and new signage).

The following figure shows an example of the range of investments on the street to be undertaken on each corridor. This figure is provided for example only and is not indicative of specific treatments to be implemented on this corridor, but shows the various tools that may be used at different locations on all corridors to improve bus speed and reliability. These tools include converting on-street parking lanes to bus-only lanes during peak periods, some 24-hour bus lanes, stop relocation and rationalization, queue jumping, transit signal priority, and curb modifications. Only transit vehicles and emergency vehicles will be allowed to access the bus priority lanes during their operating hours. On some Tier One corridors, the curb lane of the entire corridor may be converted to a peak period bus lane. On other corridors, bus priority infrastructure may include queue jumping lane markings in some locations and full bus lanes in other locations depending on the need, level of congestion and context.

Example of Mix of Types of Bus Priority Treatments (for illustrative purposes)



The first 10 lane-miles of bus priority lane corridors are being implemented in 2020-2021, and the next 10 corridors of close to 80 lane-miles, which are the focus of this Project, will be implemented in FY 22 through FY24 following LADOT’s procedures for installing lane reconfigurations using a design-build delivery approach. The specific Tier One corridors to receive these treatments will be determined with LADOT between summer 2021 and spring 2022, and Metro will complete the transportation analysis to inform the design of each project during that time.

Bus Mobile Validators for All-Door Boarding (ADB)

Metro is proposing to expand All Door Boarding (ADB) to all buses that operate on the Tier One and Tier Two high frequency routes. ADB will expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. Metro has piloted ADB on its J Line (Silver) 910/950 and Metro Rapid Lines 720 and 754, which resulted in reduced bus stop delay and improved customer experience.

The expansion of ADB involves the purchase and installation of 2,900 bus mobile validator (BMV) devices on the rear doors of each bus to process Transit Access Pass card (TAP) fare payments. 60-foot articulated buses will have two additional boarding doors (middle and rear) while 40-foot and 45-foot buses will have one additional boarding door (rear). As compared to traditional bus boarding systems, where customers board and pay the fare at the front of the bus, adding bus mobile validators (BMV) at the entrance of each door will allow prepaid customers and passholders to board at different parts of the bus. Access to all doors means a more even distribution of the passenger load, a reduction of dwell times, and fewer crowding conflicts at the front door. Additionally, ADB allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board from the other doors. Further, ADB will better enable physical distancing between customers and between bus operators and customers, which has become imperative in the wake of COVID-19. The LPP grant will support the procurement of the design and installation of the BMVs on buses.

Transitioning customers from cash to TAP boardings will facilitate the program’s objective to improve speed, reliability, data collection and fare compliance. Fareboxes will be programmed with capabilities to allow customers with cash to purchase TAP cards plus fare and add stored value to cards on board the bus at stops that are not near TAP Vending Machines (TVM) or TAP vendor outlets in addition to Metro’s other efforts to expand the TAP vendor network.

3. PROJECT COST AND FUNDING

The Project’s estimated total cost is \$50 million, which includes \$15 million for Bus Corridor Speed Improvements, \$25 million for Transit Signal Priority and \$10 million for All-Door Boading. Metro is committed to provide \$25 million from revenue it has available at its discretion from the countywide voter-approved local sales tax measure (Proposition C). The remaining \$25 million is expected to be from the state’s Local Partnership Program (LPP) funds. The Project costs have been escalated to year of expenditure.

The Rough Order of Magnitude (ROM) cost breakdown is shown below:

Project Component	Item	ROM Cost	Subtotal
1. Transit Signal Priority	1a. LADOT Cloud Based System		
	• Detail System Design	\$2M	
	• Bus Router Software Upgrade	\$0.3M	
	• Ethernet Equipment & Installation	\$4.5M	
	• Cloud Software Development	\$6.2M	
	• System Integration	\$2M	
			\$15M

	1b. Countywide Wireless System <ul style="list-style-type: none"> • Detail System Design • Wireless Equipment & Installation • Signal Controller Software Upgrade • System Integration 	\$1M \$6M \$2M \$1M	\$10M
2. Bus Corridor Speed Improvements	<ul style="list-style-type: none"> • Engineering Design • Public Outreach • Construction 	\$3M \$1M \$11M	\$15M
3. Bus Mobile Validators	<ul style="list-style-type: none"> • Engineering Design • Validators Procurement • Installation 	\$0.7M \$8.3M \$1M	\$10M
TOTAL			\$50M

4. PROJECT SCHEDULE

Key Milestones	Target Completion
Environmental Clearance (Statutory Exemption)	Spring 2021
Mobile Validators Contract Award	Fall 2021
Transit Signal Priority-Countywide Wireless System Contract Award	Fall 2021
Transit Signal Priority-LADOT Cloud System Contract Award	Summer 2022
Bus Corridor Speed Improvements Design	Winter 2023
Mobile Validators Installation	Spring 2024
Bus Corridor Speed Improvements Construction	Summer 2024
Transit Signal Priority System Integration	Winter 2025
Project Completion	Winter 2025

5. POTENTIAL RISK AREAS

- Project Cost Overrun
Metro has a long history of successful delivery of State-funded projects. We have a breadth of experience in handling major infrastructure projects of this scale, and larger. We have the resources and expertise to deliver this Project using the awarded state funds. We are committed to using our own resources if necessary to address any cost overruns in accordance with LPP Guidelines.
- Project Delay
The Delivery Plan for all components of the Project is well defined. The Project is ready to be delivered beginning soon after funding award. Metro understands that all major transportation capital projects include a level of risk and takes pride in fully assessing and addressing any potential risks associated with its projects before it begins construction. Metro also understands the reporting requirements

and financial best practices associated with state grant funding. Furthermore, Metro has its own significant financial stake in the Project, and has taken necessary precautions to ensure that it is completed on-time and within budget. There are no risks to deliver the Project as there is no right-of-way acquisition required for the Project.

- System Integration

The TSP requires system integration with the existing traffic signal control systems in the City of Los Angeles and neighboring cities. The cloud based wireless system in particular is a new technology and would have to be field tested before the full implementation, which will all be included in the design and build contract with strong consultant service support. Metro has extensive experience in managing and delivering these kinds of complicated system integration projects. We believe this risk would be well managed and controlled.

- Fareless System Initiative

Metro is currently conducting a Fareless System Initiative (FSI) pilot study and a leading concept has emerged – an 18-month fareless pilot program that could provide free rides on Metro buses and rail service for low-income riders starting in January 2022, and expand to all K-12 students in August 2022. If FSI is expanded to the entire bus service for all passengers, then the mobile validators for ADB might not be needed. The current initiative is targeted at low-income riders and K-12 students and, at this time, not to cover all passengers. Nonetheless, the Project staff will monitor the progress of the FSI closely and make an informed decision as how to proceed to the procurement and installation of the mobile validators for the all-door boarding.

6. PROJECT BENEFITS

Together, these investments in infrastructure to improve the speed and reliability of the bus system will directly benefit the commutes of more than 50 percent of Metro's customers (buses carry more than 70 percent of Metro's riders systemwide and 53 percent of bus trips are on the Tier One network). Faster and more reliable bus service will save Metro customers valuable time. These improvements will benefit transportation equity by providing faster and more reliable bus service to current Metro customers, and will increase the competitiveness and attractiveness of the bus system for new users while freeing Metro's resources to focus on service enhancements.

The full completion of the Transit First Service Plan is expected to generate up to a 15%-20% increase in Metro ridership without any additional increases in revenue service hours and will benefit both Metro and municipal bus service such as LADOT's DASH and Commuter Express, and Santa Monica's Big Blue Bus (BBB) and other municipal routes that use the same streets. Additional ridership reduces vehicle miles traveled, thereby reducing air pollution and addressing traffic

congestion. The Project will optimize the use of existing streets through increased person throughput on Los Angeles County arterials.

The Project will promote safety, particularly for pedestrians and bicyclists through lane reconfigurations that will calm traffic and prohibit high speed vehicles from driving in the curb lane during peak hours. The Project will also improve passenger security through shorter wait times at bus stops and reduced crowding and dwell times from all-door boarding. The Project will promote safety, particularly for pedestrians and bicyclists through lane reconfigurations that will calm traffic and prohibit high speed vehicles from driving in the curb lane during peak hours. The Project will also improve passenger security through shorter wait times at bus stops and reduced crowding and dwell times from all-door boarding.

The end result of these service improvements would reduce bus travel times by an estimated 8.76 million person-hours, over a 20-year forecast period.

Attachment F – Bus Mobile Validators Life of Project Budget and Annual Operating Cost

Life of Project Budget:

	Bus Mobile Validator	16-port managed Switch	Total LOP Budget
Number of Units	2,900	2,210	
Equipment Cost	\$ 9,378,580	\$ 3,620,908	\$ 12,999,488
Installation Labor (Metro and Cubic)	\$ 3,495,222	\$ 567,710	\$ 4,062,932
Project management	\$ 775,537	\$ 262,043	\$ 1,037,580
Total Life of Project Budget	\$ 13,649,339	\$ 4,450,661	\$ 18,100,000

Annual Operating Cost:

		Operating Cost
Metro Operations	Labor Cost	\$ 279,119
Cubic Contract	Maintenance Service	\$ 21,629
	Total Operating Cost	\$ 300,748



File #: 2021-0777, File Type: Oral Report / Presentation

Agenda Number: 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

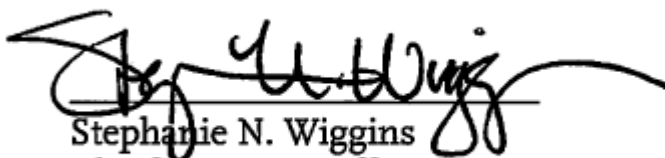
RECOGNIZE Operations Employees of the Month.

Equity Platform

Employee of the Month (EOM) nominations to the Chief Operations Officer must be for frontline employee or field supervisor serving in a customer facing role. Operations management is encouraged to nominate employees that have achieved excellence and/or gone above and beyond their assigned job role/functions and are diverse in both gender and ethnicity. In addition, a review of location, job responsibilities and seniority is considered when making final selections to ensure there is diverse representation among the various groups within the department. Operations also works with Logistics, which nominates employees once a quarter that work in our storerooms.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Administration, (213) 922-7676

Reviewed by: Bernard Jackson, Acting Chief Operations Officer, Rail (213) 418-3001



Stephanie N. Wiggins
Chief Executive Officer

February Employees of the Month



Metro

Operations, Safety, and Customer Experience Committee

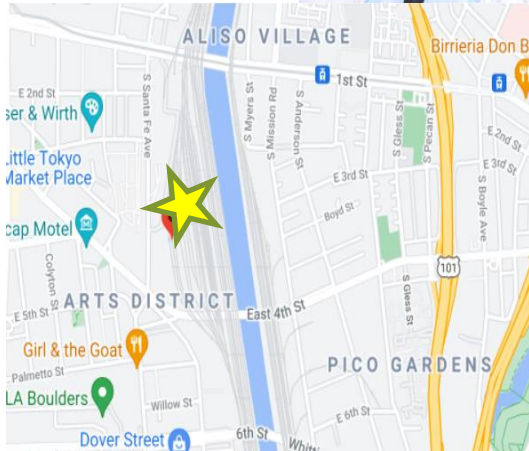
February 17, 2022

Employees of the Month



Transportation

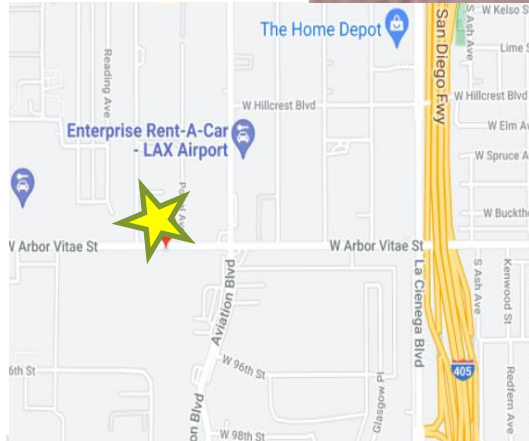
David Sanderson
Train Operator



B Line (Red)– Los Angeles

Maintenance

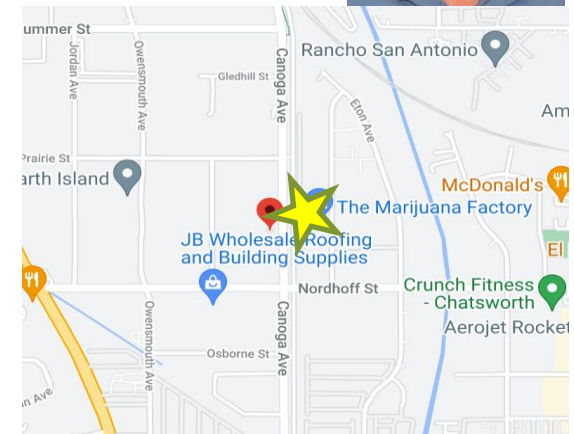
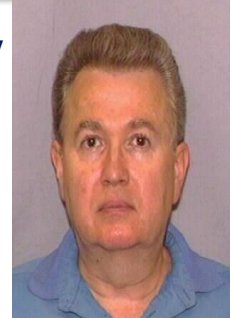
Chris McGee
Rail Equipment
Maintenance Supv



Division 16-Crenshaw/LAX – Los Angeles

Logistics

Thomas Hockenbury
Stock Clerk



Division 8- Chatsworth



File #: 2022-0061, File Type: Oral Report / Presentation

Agenda Number: 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022**

SUBJECT: ORAL REPORT ON METRO SERVICE DURING THE SUPER BOWL

RECOMMENDATION

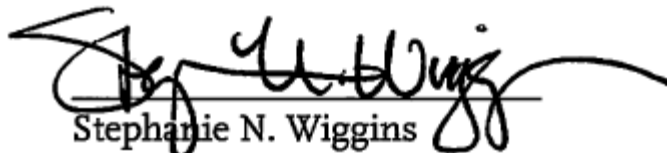
RECEIVE oral report on Super Bowl service and lessons learned.

Equity Platform

Operations will collaborate with the Office of Equity and Race to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Administration, (213) 922-7676

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus
(213) 418-3034
Bernard Jackson, Acting Chief Operations Officer, Rail
(213) 418-3001



Stephanie N. Wiggins
Chief Executive Officer

ITEM 21

**COO Oral Report
Super Bowl & Operations Service Update**

Super Bowl Planning & Preparation - Update

Main Event Overview

- Location: SoFi stadium
- Time: 3:30 p.m.
- Date: Sunday, February 13, 2022
- Full capacity 70,000 crowd was expected, with very limited onsite parking

Attendee Groups

- NFL guests with private transportation: Sponsors and corporate attendance of approximately 50,000 guests
- General guests: 20,000 served by public transportation and parking shuttles

Pre-Game Information

- Events were hosted at Los Angeles Convention Center (LACC) and adjacent venues (LA Live) last week
- Public Parking was available adjacent to the LACC and there was no fan parking in the South or West Halls of the LACC



Super Bowl Experience	Metro Service
Sat. February 5, 2022	A Line (Blue)
Sun. February 6, 2022	E Line (Expo)
Thurs. February 10, 2022	L Line (Silver)
Fri. February 11, 2022	Express Line 460
Sat. February 12, 2022	Line 81

Super Bowl Planning & Preparation - Update

Bus – Super Bowl Sunday Service

- Requested by Super Bowl organization
- Activated an additional 6 buses, for a total of 18 buses
- Benefits: service to meet extra customer demand and clear post game crowds quicker

Partnership

- LA Sports & Entertainment Commission
- Sponsored 6 additional buses on Super Bowl game day

Municipal Partner Coordination

- Metro and City of Inglewood services continued to operate service from Harbor
- Gateway Transit Center and remote parking locations as was done for previous NFL games
- LADOT and OmniTrans (San Bernardino) supported Super Bowl's LAX area parking shuttles on Super Bowl Sunday (paid for by Super Bowl)
- Torrance Transit, Gardena Transit, Montebello, Foothill Transit, LADOT, and Big Blue Bus regular services served downtown LA for Super Bowl Experience while Gardena Transit regular and LA County shuttle regular services served SoFi Stadium for Super Bowl Sunday
- Muni shuttles operated:
 - ✓ 10:45 am - 3:30 pm for game start time
 - ✓ Return shuttles operated from the expected game end time of 7:30 pm until 90 minutes after (approx. 9:00 pm), and as needed during the game

Rail – Super Bowl Sunday Service

- Pre-Game-Deploy two standby trains to support the 15-minute C Line (Green) service
- Post Game-12-minute service was scheduled



Super Bowl – Ridership & Service Information

Bus Shuttle C Line to SoFi Stadium:

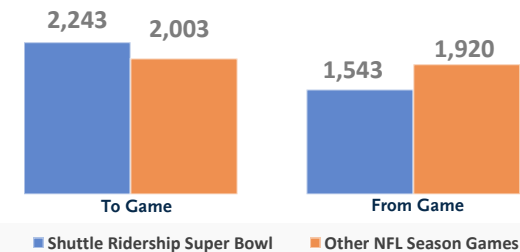
- Inbound Passengers: 2,243
- Outbound Passengers: 1,543
 - ✓ Service began at 10:45 am (matched stadium opening) until game start 3:30 pm
 - ✓ Service after game 7:00 pm through 9:10 pm (90 minutes after trophy award)
 - ✓ Service Fleet: 18 buses & operators, 4 supervisors, 1 mechanic

C Line Rail Service:

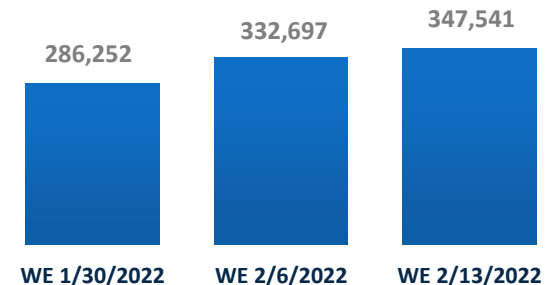
- Evening service increased from 20 to 12 minute after the game
- Standby trains ready before/after game
- Parking sold out at Hawthorne Lennox Station at \$40 rate



Bus Ridership



Rail Ridership



Super Bowl – Security Deployment & EOC Activation

Metro Security, Private Security, & Contract Law Enforcement (SSLE) was deployed at the critical locations listed below:

- ✓ NFL Experience - 58 per shift, each day
- ✓ Bud Light Music Festival – 28 per shift, each day (date/times are concurrent with NFL Exp.)
- ✓ Super Bowl Day – 68 per shift

Metro received a verbal commitment to receive Air Marshal support from Transportation Security Administration VIPR Teams at the following critical stations

- ✓ Green Line Stations
- ✓ 7th Street/Metro Center
- ✓ Pico Station

Metro Emergency Operations Center (EOC) was activated with 5-15 employees who were in direct communication/coordination with:

- ✓ Super Bowl event management
- ✓ City of Inglewood EOC (lead agency)
- ✓ FBI Operations Center
- ✓ County and City Emergency Operations Centers

Super Bowl Preparedness

Event drills were conducted over the past four months in coordination with the Super Bowl Host Committee Working Groups (Utilities, Cyber Security & Emergency Preparedness)

Full Emergency Operations Control (EOC) Activation

- Facilitated communication
- Coordinated responsibilities, resource needs or requests
- Received intelligence
- Unified/External Partnerships



Metro Activation Levels	
Emergency Activation Phase: NORMAL READINESS	4
Emergency Activation Phase: INCREASED READINESS	3
Emergency Activation Phase: PARTIAL ACTIVATION	2
Emergency Activation Phase: FULL ACTIVATION	1

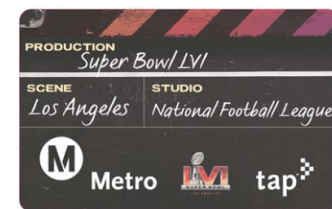
Super Bowl – Communications

- The Super Bowl went live with promotion of all transportation options and event information
- Metro posted information and a video about taking transit to SoFi for the Super Bowl
- Strategic partnership promoted Metro service with:
 - National Football League (NFL)
 - The Los Angeles Sports and Entertainment Commission (LASEC)
- Proposed media buy included:
- Full train wraps
 - ✓ Digital signage



511 Update

- Added a portal to SoCal 511 website, App and Interactive Voice Response (IVR) focused on Super Bowl related transportation information
- Information on Transit, Traffic, road closures and parking options was provided for areas proximate to the stadium
- For the IVR, callers were first prompted with Super Bowl information and features went live as follows:
 - ✓ Super Bowl Experience was effective 8 PM on Friday, February 4 and concluded on Saturday, February 12, at 10pm
 - ✓ Super Bowl Game Day was effective 11 PM on Saturday, February 12, and concluded on Sunday, February 13 at 8pm
 - ✓ Victory parade was effective 11 AM on Tuesday, February 15 and concluded on Wednesday, February 16 at 3pm



Super Bowl – Victory Parade

- **Date:** Wednesday, February 16, 2022
- **Time:** 11:00 a.m.
- **Location:** Shrine Auditorium to the L.A. Memorial Coliseum via Jefferson Boulevard and Figueroa Streets
- **E (Expo) Line train:** two convenient stations along the parade route (Jefferson/USC and Expo Park/USC)
- **J (Silver) Line at 37th St/USC station:** short 5-minute walk to Figueroa Street
- **E and J Lines easily accessed by Metro's bus and rail system and a short ride on each from downtown Los Angeles to the Expo Park area**
- **Customers who normally ride Metro Bus service in the area were advised to use rail service where possible to avoid traffic delays and detours attributed to event road closures**
- **Detoured bus lines:** 2, 38, 40, 81 and 102
- **Operations and System Security & Law Enforcement coordinated with law enforcement and external partners to ensure safety, service and reliability for customers and employees**

Parade route



Paul Duginski LOS ANGELES TIMES

Metro Service to the Coliseum



Super Bowl – Lessons Learned & Upcoming Events

- Operations and Emergency Management’s After-Action Report is in development
- Coordination, communication, collaboration and cooperation are critical to successfully supporting all events
- Delivering service that is safe, reliable and clean must continue to be a priority
- Early engagement of all support staff along with internal/external coordination will continue to be critical in ensuring we have a positive impact on the customer experience
- Contingency plans (for standby trains, buses and staff) will continue to be essential
- Established necessary relationships and partnerships with host committees and various partners at the city, county and federal level
- Upcoming large-scale events where we will apply lessons learned and continue planning activities:
 - ✓ 2022 9th Summit of the Americas
 - ✓ 2022 MLB All Star Game
 - ✓ 2023 College Football Playoff National Championship
 - ✓ Various Rose Bowl Events
 - ✓ 2026 FIFA World Cup
 - ✓ 2028 Olympics





File #: 2021-0778, File Type: Oral Report / Presentation

Agenda Number: 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022**

SUBJECT: ORAL REPORT ON OPERATIONS SERVICE AND HIRING UPDATE

RECOMMENDATION

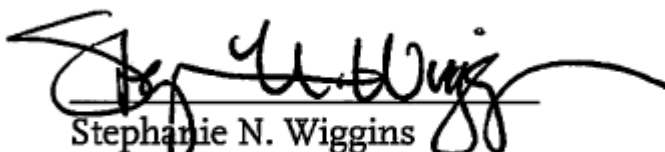
RECEIVE oral report on Operations service and hiring update.

Equity Platform

Operations will collaborate with the Office of Equity and Race to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Administration, (213) 922-7676

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus
(213) 418-3034
Bernard Jackson, Acting Chief Operations Officer, Rail
(213) 418-3001



Stephanie N. Wiggins
Chief Executive Officer

Metro Transit Service Frequencies

Effective February 20, 2022

Frequencies provided are for the main segment of a line and may be less at outer ends of lines. For full details on frequencies and spans please consult individual schedules.

Line(s)	NextGen Tier	Corridor	Highlighted lines/times changed from December 2021								All Days Overnight OWL Service
			Weekday	Weekday	Weekday	Saturday	Saturday	Sunday	Sunday		
			6-9am, 3-7 pm	9am-3pm	7pm-12 am	9 am - 7 pm	7pm - 12 am	9 am - 7 pm	7pm - 12 am		
			Peak	Midday	Evening	Daytime	Evening	Daytime	Evening		
2	1	Alvarado St Sunset Bl	10	10	20-30	12	20-30	12	20-30	Y	
4	1	Santa Monica Bl	10	10	10-15	12	10-15	12	10-15	Y	
10	2	Melrose Av	15	15	20-60	20	40-60	20	40-60		
14	2	Beverly Bl	10-15	15	20-60	15	20-60	15	20-60	Y	
16	1	W. 3rd St	7-7.5	7.5	10-30	7.5-10	10-30	7.5-10	10-30	Y	
18	1	Whittier Bl & W. 6th St	7.5	7.5	10-35	7.5	20-35	7.5	20-35	Y	
20	1	Wilshire Bl	15	15	20-30	15	20-30	15	20-30	Y	
28	1	Olympic Bl	10	12	20-30	15	20-30	15	20-30		
30	1	Pico Bl & E. 1st St	10	10	20-30	10	20-40	10	20-40	Y	
33	1	Venice Bl	10	10	12-30	12	20-30	12	20-30	Y	
35	2	Washington Bl	15	15	40-60	20	40-60	20	40-60		
37	2	W. Adams Bl	10-15	15	20-60	15	20-60	15	20-60	Y	
38	3	W. Jefferson Bl	30-60	30	30-40	40	30-40	40	30-40		
40	1	MLK Bl, Crenshaw Bl, Hawthorne Bl	10	12	15-60	15	15-60	15	15-60	Y	
45	1	Broadway	10	10	10-60	10	20-60	10	20-60	Y	
48	3	Main & San Pedro	30	30	60	40	60	40	60		
51	1	Avalon Bl & W. 7th St	6	7.5	10-60	7.5	10-60	10	15-60	Y	
53	1	Central Av	10	12	15-60	15	20-60	15	20-60		
55	2	Compton Av	15	15	20-60	23-30	30-60	23-30	30-60	Y	
60	1	Long Beach Bl	6-8	10	10-60	10	15-60	10	20-60	Y	
62	3	Telegraph Rd, Pioneer Bl	30-60	60	50-60	45-60	50-60	45-60	50-60		
66	1	E. Olympic Bl, 8th St	8-10	12	10-60	15	20-60	15	20-60		
70	1	Garvey Av, Atlantic Bl, Cesar A. Chavez Av	10	10	15-60	12	15-60	12	15-60	Y	
76	2	Valley Bl	20	20	30-60	22	30-60	22	30-60		
78	1	Huntington Dr, Main St, Las Tunas Dr	12	12	20-30	15	20-30	15	20-30		
81	2	Figueroa St	15-20	15-20	20-60	15-20	20-60	15-20	20-60	Y	
90	3	Glendale Bl	30	30	30-60	30	30-60	30	30-60		
92	3	Glenoaks Bl	30	30	30-60	40-45	45-60	40-45	45-60	Y	
94	2	San Fernando Rd, Magnolia Bl	15	15	30-60	30	30-60	30	30-60		
96	4	Riverside Dr	45	45	-	60	-	60	-		
102	4	La Tijera Bl, Exposition Bl	60	60	60	60	60	60	60		
105	1	Vernon Av, La Cienega Bl	10	10	15-60	15	15-60	15	15-60	Y	
106	3	East LA College, LAC USC Med Ctr, Cal State LA	20-40	20-40	25-40	40	45	40	45		
108	1	Slauson Av	7.5-10	15	20-60	15	20-60	15	20-60		
110	2	Gage Av	20	20	25-60	30	45-60	30	45-60		
111	1	Florence Av	12	12	15-40	15	20-40	15	20-40		
115	2	Manchester Av, Firestone Bl	15	15	20-60	15-20	20-60	20	20-60		
117	2	Century Bl	20	20	15-60	30	30-60	30	30-60		
120	3	Imperial Hwy	40	40	60	60	60	60	60		
125	3	Rosecrans Bl	20	20	30-60	30	30-60	30	30-60		
127	3	Compton Bl, Somerset Bl	45	45	45-60	60	60	60	60		
128	4	Alondra Bl	50-60	50-60	50-60	50-60	50-60	50-60	50-60		
130	3	Artesia Bl	40-45	40-45	40-45	60	60	60	60		
150	3	Ventura/Reseda - Chatsworth Stn	24	24	30-60	45	45-60	45	45-60		
152	2	Roscoe Bl	15	20	20-60	30	30-60	30	30-60		
154	4	Burbank Bl	60	60	60	60	60	60	60		
155	4	Riverside Dr, W. Magnolia Bl	60	60	60	60	60	60	60		
158	4	Woodman Av, Devonshire St	60	60	60	60	60	60	60		
161	4	Canoga Station - Thousand Oaks	30-60	60	-	60	-	60	-		
162	2	Sherman Wy	15-20	20	20-60	30	30-60	30	30-60	Y	
164	2	Victory Bl	20	20	20-60	30	45-60	30	45-60		

165	2	Vanowen Av	15-20	20	20-60	30	40-60	30	40-60	
166	2	Nordhoff St	15-20	20	20-45	30	30-45	30	30-45	
167	3	Coldwater Cyn Av, Plummer St	50-60	50	55-60	50-60	55-60	50-60	55-60	
169	3	Saticoy St	60	60	60	60	60	60	60	
177	4	JPL - Pasadena	30	-	-	-	-	-	-	
179	3	El Sereno - Arcadia via Huntington Dr	36	36	36-60	45	45-60	45	45-60	
180	1	Pasadena - Glendale - Hollywood	12	12	12-30	15	15-30	15	15-30	Y
182	3	York Bl, Rowena Av	30	30	30-50	40	40-50	40	40-50	
202	4	Alameda St	60	60	-	-	-	-	-	
204	1	Vermont Av	12	12	12-30	12	20-30	12	20-30	Y
205	3	Wilmington Western Av	30	30	30-60	55	60	55	60	
206	2	Normandie Av	15	20	30-60	30	30-60	30	30-60	
207	1	Western Av	6-7.5	10	10-25	10	10-25	10	10-25	Y
209	4	Van Ness Av, Arlington Av	60	60	-	-	-	-	-	
210	1	Crenshaw Bl	10-12	12	15-55	12	15-60	12	15-60	
211, 215	4	Prairie Av, Inglewood Av	50-55	-	-	-	-	-	-	
212	1	La Brea Av	15	15	15-35	15	20-35	15	20-35	
217	1	Fairfax Av, Hollywood Bl	12	12	15-30	15	15-30	15	15-30	Y
218	4	Laurel Canyon	55	55	55-60	55	55-60	55	55-60	
222	4	Hollywood Wy, Cahuenga Bl	60	60	60	60	60	60	60	
224	2	Lankershin Bl, San Fernando Rd	15-20	20	20-60	25	25-60	25	25-60	Y
230	3	Laurel Canyon Bl	30	40	40-60	45	45-60	45	45-60	
232	3	S. Sepulveda Bl, PCH	15-20	30	30-60	30	40-60	30	40-60	
233	1	Van Nuys Bl	12	12	12-60	12	20-60	12	20-60	Y
234	1	Sepulveda Bl	12	12	12-60	15	20-60	15	20-60	Y
235	4	Balboa Bl, Foothill Bl	60	60	-	-	-	-	-	
236	4	Balboa Bl, San Fernando Mission Bl	60	60	60	60	60	60	60	
237	4	Woodley Av, Cahuenga Bl	60	60	60	60	60	60	60	
240	1	Reseda Bl	12	12	12-30	15	15-30	20	20-30	Y
242, 243	4	Tampa Av, Winnetka Av	40	40	40	40	40	40	40	
244	3	De Soto Av	30	30	30	45	45	45	45	
246	3	Avalon Bl - San Pedro	40	40	40	60	60	60	60	Y
251	1	Soto St	9-10	10	15-45	10	20-45	10	20-45	Y
256	4	Eastern Av - Pasadena	50	50	50	50	50	50	50	
258	4	South Pasadena - Paramount	55-60	50-55	55-60	60	60	60	60	
260	2	Atlantic Bl Fair Oaks Av	15	15	20-50	20	30-55	20	30-55	
265	4	Paramount Bl	60	60	60	60	60	60	60	
266	3	Rosemead Bl, Lakewood Bl	20	20	20-55	30	30-35	30	30-35	
267	4	El Monte - Pasadena via Temple City Bl	30	60	60	60	-	60	-	
268	4	El Monte - Sierra Madre Villa Station	60	60	60	60	60	60	60	
287	4	El Monte - Arcadia (weekdays includes Montebello)	60	60	60	60	60	60	60	
294	3	San Fernando Rd (Burbank - Sylmar)	30	30	30-60	30	30-60	30	30-60	
344	4	Hawthorne Bl - Palos Verdes	40	60	45-60	60	60	60	60	
460	3	Disneyland - Norwalk Station - downtown LA	30-40	30-45	30-55	45	45-55	45	45-55	
487	4	El Monte - San Gabriel Bl - Dtn LA	40	40	40	60	60	60	60	
489	4	San Marino - Rosemead Bl - Dtn LA	40	-	-	-	-	-	-	
501	3	Pasadena - North Hollywood via SR-134 Freeway	20	30	30	40	40	40	40	
534	4	Santa Monica - Malibu via PCH	30-60	30-60	60	35-55	-	35-55	-	
550	4	San Pedro - Harbor Gateway - USC	60	60	60	60	60	60	60	
577	4	El Monte Station - Long Beach VA Med Ctr	30	45	45	-	-	-	-	
601	2	Warner Center Shuttle	20	20	20	20	20	20	20	
602	4	UCLA - Pacific Palisades	45	45	60	60	60	60	60	
603	2	Glendale - Hoover St	12	12	15-30	12	15-30	15	20-30	
605	2	LAC USC Med Ctr Shuttle	15	15	-	20	-	20	-	
611	4	Huntington Park Shuttle	60	60	60	60	60	60	60	
617	4	Robertson, Burton, Beverly	60	60	60	60	60	60	60	
660	3	Pasadena - Altadena via Fair Oaks Av	30	30	30	30	30	30	30	
662	4	Pasadena - Altadena via Lake Av	50	50	50-60	50	50-60	50	50-60	
665	4	Cal State LA - City Terrace Shuttle	60	60	60	60	-	60	-	

686	4	Allen Av - Colorado Bl - Del Mar Station	60	60	60	60	60	60	60	
690	4	Foothill Bl (Sunland - Sylmar)	50	50	50	50	50	50	50	
720	1	Wilshire Bl Metro Rapid	5-6	7.5	7.5-20	7.5	12-20	7.5	12-20	
754	1	Vermont Av Metro Rapid	12	12	20-30	15	30	15	30	
761	2	Van Nuys Bl Westside Metro Rapid	20	20	20-30	30	30	30	30	Y (see 233)
854	2	L Line Shuttle	20	20	20	20	20	20	20	
Metro Rail										
A (Blue)	Light Rail	7th St/Metro Center - Long Beach	10	12	10-20	12	15-20	12	15-20	
B (Red)	Subway	Union Station - North Hollywood	15	15	15-20	15	15-20	15	15-20	
C (Green)	Light Rail	Norwalk - Redondo Beach	10	15	15-20	15	15-20	15	15-20	
D (Purple)	Subway	Union Station - Wilshire/Western	15	15	15-20	15	15-20	15	15-20	
E (Expo)	Light Rail	7th St/Metro Center - Downtown Santa Monica	10	12	10-20	12	15-20	12	15-20	
L (Gold)	Light Rail	Union Station - Azusa, Pico Aliso - Atlantic + 854 Bus Bridge	10	12	10-20	12	15-20	12	15-20	
Metro Busway										
901	1	G Line (Orange) BRT	7.5	10	10-20	10	12-20	12	12-20	Y
910	1	J Line (Silver) BRT	7.5	10	12-40	15	15-40	15	15-40	Y
950	3	San Pedro J Line BRT	15	30	-	30	-	30	-	

ITEM 22

**COO Oral Report
Operations Ridership & Motion 43 Update**

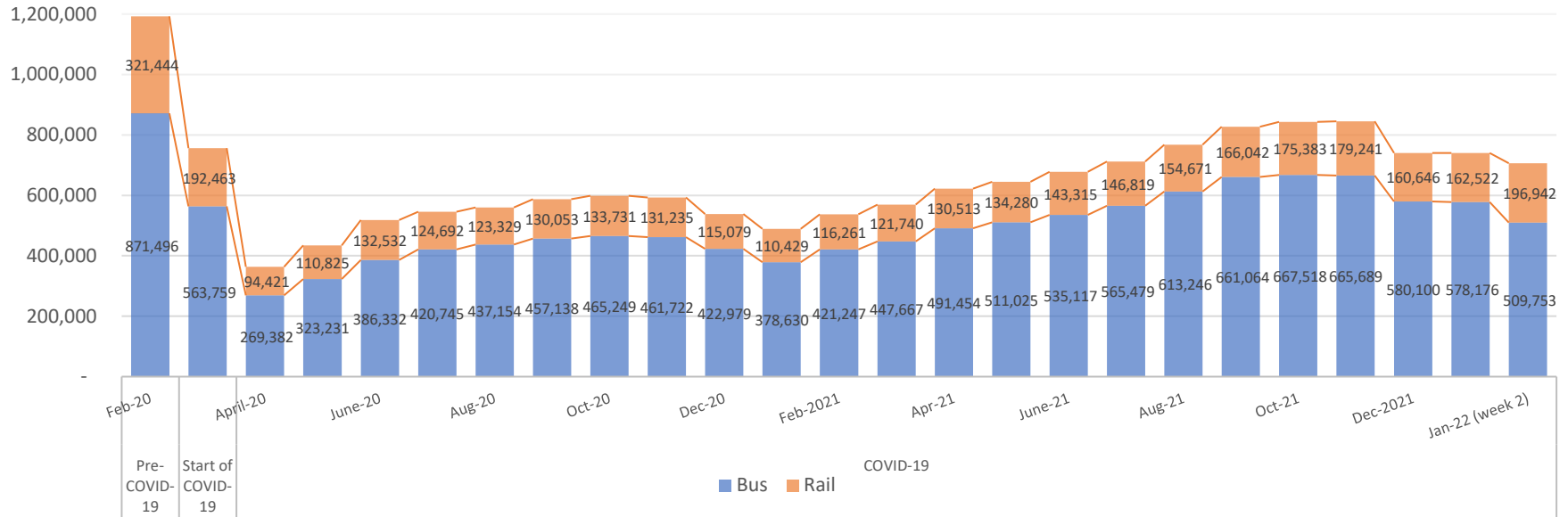
Transit Equity Day – Friday, February 4, 2022

- In support of Transit Equity Day, a national day of action to commemorate Rosa Parks and other civil rights icons and to advocate for accessible, reliable, and affordable transit, Metro placed seat placards on our bus fleet and hosted a small pop-up event at the Willowbrook/Rosa Parks station on Friday, February 4th from 7:00 a.m. – 3:00 p.m.
- This event included food, music and an opportunity for Metro to communicate important information about our Low-Income Fare is Easy (LIFE) program.
- Riders were encouraged to visit our LIFE program information booth and to visit the Customer Care center where they could apply for the LIFE program and receive a 7-day courtesy pass.
- Metro Street Teams also distributed:
 - ✓ Mask packets with TAP cards loaded with round trip fare
 - ✓ Gave away 32 TAP cards, loaded with a monthly pass



Weekly Ridership Update

SYSTEMWIDE AVERAGE WEEKDAY RIDERSHIP



	Pre-COVID-19	Start of COVID-19	COVID-19																						
Ridership	Feb-20	Mar-20	April-20	May-20	June-20	July-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-2021	Jan-22 (week 1)	Jan-22 (week 2)
TOTAL	1,192,940	756,222	363,803	434,056	518,864	545,437	560,483	587,191	598,980	592,957	538,058	489,059	537,508	569,407	621,967	645,305	678,432	712,298	767,917	827,106	842,901	844,930	740,746	740,698	706,694

Ridership Analysis Relative to Equity Focused Communities

- **Bus:** Percent of all weekday bus activity occurring within Equity Focus Communities increased from 73% in Oct 2019 to 76% in Oct 2021 (bus stop data available month to month)
- **Rail:** Percent of all weekday rail activity occurring within Equity Focus Communities increased from 51.7% to 59.9% from FY19 to FY21 (rail station data available Fiscal Year level)

Temporary Service Stabilization in an Equitable Way

In the name of equity...

- ✔ Reduce Service Strategically throughout the Network with Equity lens using the NextGen framework:
 - ✔ Significantly reduces cancellations and improves service predictability and reliability
 - ✔ Significantly reduces operator burnout and fatigue from ordered callbacks
 - ✔ No change to NextGen route network or operating days and times
 - ✔ Retain additional trips on high cancellation lines within EFC
 - ✔ Minor frequency adjustments within each of the NextGen Service Tiers (see below)

NextGen Tier	Current Frequency	Temp. Proposed Frequency
Tier 1	5-10 min. weekday 7.5–15 min. weekend	5-15 min weekday 7.5-20 min. weekend
Tier 2	12-15 min. weekday 15-30 min. weekend	12-20 min. weekday 15-40 min. weekend
Tier 3	20-30 min. weekday 30-60 min. weekend	20-45 min weekday 30-60 min. weekend
Tier 4	40-60 min weekday and weekend	40-60 min weekday and weekend

Temporary Service Stabilization in an Equitable Way

	BUS	RAIL
Service Adjustment	<p>Temporarily reduce 800k annualized Revenue Service Hours (RSH):</p> <ul style="list-style-type: none"> • 550k to reduce weekday cancellations from 10% to 5% • 250k to reduce OCB by 2/3 from every week to once every 3 weeks 	<p>Temporarily reduce service:</p> <ul style="list-style-type: none"> • B/D Lines from 10 to 15 min peak and 12 to 15 min midday and weekend service • A/C/E/L Lines from 8 to 10 min peak service
Scheduling Framework	<ul style="list-style-type: none"> • Adjust frequencies based on ridership and load standard • Maintain span of service and NextGen route structure • Maintain minimum frequency of 60 	<ul style="list-style-type: none"> • Adjust frequencies and consist length based on load standard
Benefits	<ul style="list-style-type: none"> • Improve service predictability and reliability for customers • Even out headways and balance bus loads • Reduce operator fatigue 	
Implementation	Sunday, February 20, 2022	
Restoration Conditions	Four metrics focused on operator COVID status, available staffing, minimized cancelled service and ordered call backs will trigger progressive restoration, earliest June 2022	

Temporary Service Stabilization in an Equitable Way

Examples of schedule changes:

Line	Service Area	Cancelled Service Dec-Jan	Weekday Scheduled Frequency December 2021	Actual Frequency with Cancelled Trip(s)	Weekday Scheduled Frequency February 2022
617 – Robertson-Beverly	Westside Central	3.80%	45 min	90 min	60 min
204 - Vermont	South Bay	26.10%	10 min	20-30 min*	12 min
754 – Vermont	South Bay	47.20%	10 min	20-30 min*	12 min
111- Florence	Gateway Cities	27.00%	10 min	20-40 min*	12 min
662 – Pasadena - Altadena	San Gabriel Valley	0.70%	30 min	60 min	50 min
150- Ventura-Topanga Canyon	San Fernando Valley	25.50%	20 min	40-60* min	24 min

*average actual weekday daytime frequency accounts for high level of cancelled service

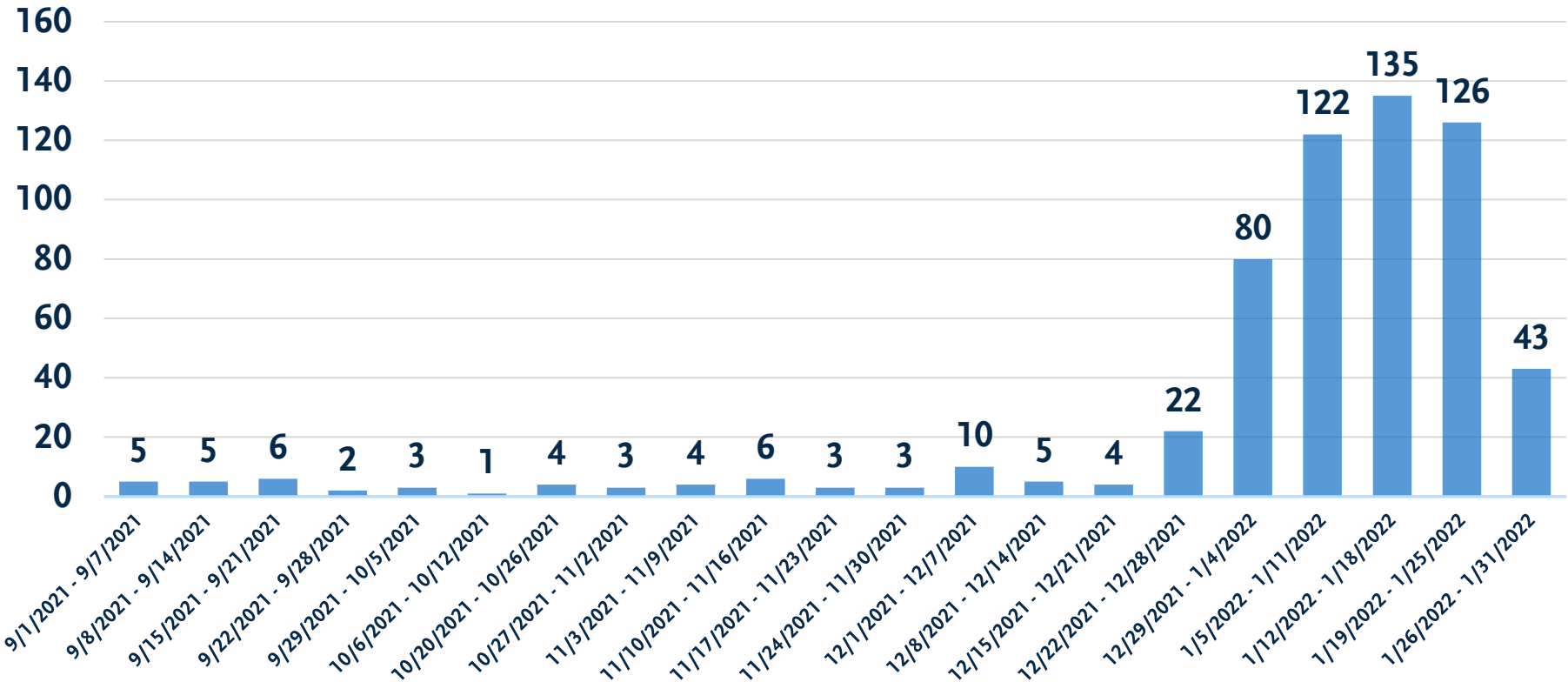
Service Restoration Conditions Update

The following is an update on the four criteria monitored for full-service restoration:

1. Operator COVID status
2. Operator Staffing Level
3. Minimized cancelled service
4. Minimized ordered call backs (OCBs)

Operator COVID Status

Metro Operator Confirmed Covid Cases
September 2021 - January 2022



- **Goal: no more than 30 new COVID cases per month for operators**
- **Total for the month of January 2022 is 459 operator cases**

Operator Staffing Level & Recruitment Efforts

	Week ending 1/15/2022			Week ending 01/29/22			Week ending 2/5/2022			Change (1/15/22 to 2/5/22)		
	Bus	Rail	Total	Bus	Rail	Total	Bus	Rail	Total	Bus	Rail	Total
Operator Need	3,677	326	4,003	3,677	326	4,003	3,677	326	4,003	0	0	0
Active	3,119	298	3,417	3,126	297	3,423	3,129	294	3,423	10	-4	6
Deficit	-558	-28	-586	-551	-29	-580	-548	-32	-580	10	-4	6

- January 2022 hiring is trending upwards, however there is still a deficit of 580 operators to date

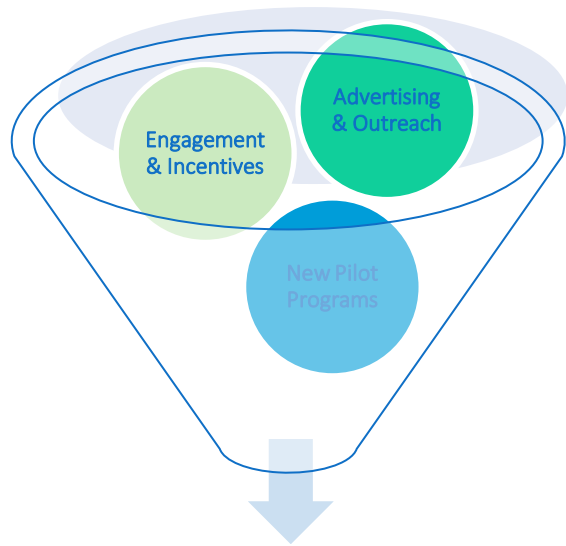
Recruitment Efforts- New Streamed Lined Process

Recruitment Status-- January 15 to February 5:

- **353**- New Applicants received and are in the selection process
- **345** - Candidates are pending conditional offers
- **31**- Candidates with conditional offers ready to begin training
- **42**- Employees in training



Operator Hiring & Recruitment Efforts



Hiring & Retaining Bus Operators

> Continued Strategies

- Streamline Process- Candidates who have successfully completed the Interview and Bus Operator Candidate Assessment Test (BOCAT) will be given conditional offers and scheduled for training
- Starting Pay increase to \$19.12 (6-month pilot) – Started February 1st
- Increase training class size from 25 to 85 to accommodate increased conditional offers

> Continue employee engagement, incentive, and hiring programs

- Weekend Rewards
- New Hire Sign-On Bonus
- Employee Referral Program
- In-Person Hiring Events – Scheduled for February 26, 2022

Bus Operators Separations During Training

	FY19	FY20	FY21
Total Separations	687	629	503

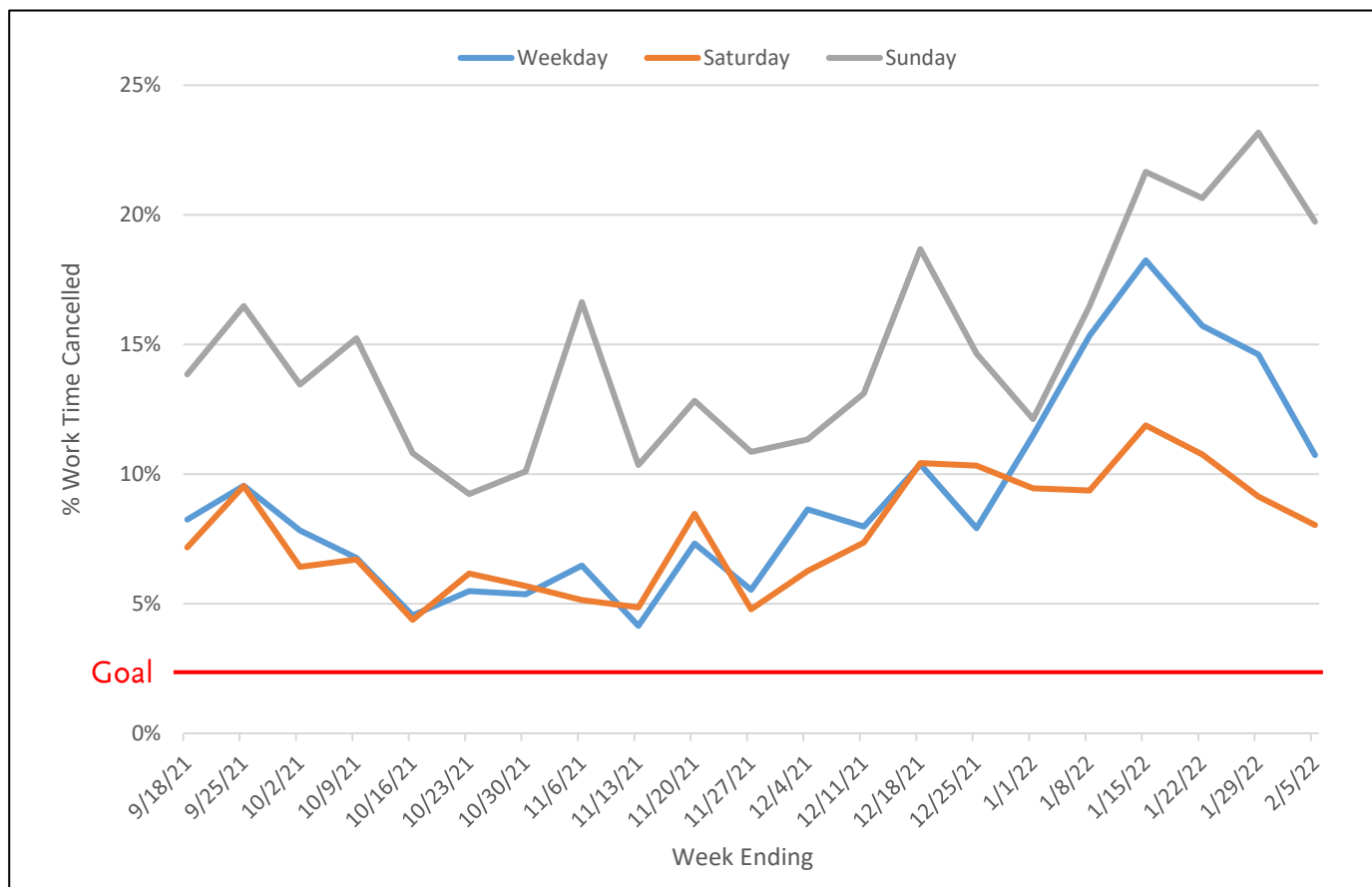
Separated During Training	256	239	101
% of all Separations	37.3%	38.0%	20.1%

	FY22							
	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	FY22 YTD
Total Separations	81	48	79	72	55	45	38	418

Separated During Training	26	10	8	15	6	2	8	75
% of all Separations	32.1%	20.8%	10.1%	20.8%	10.9%	4.4%	21.1%	17.9%

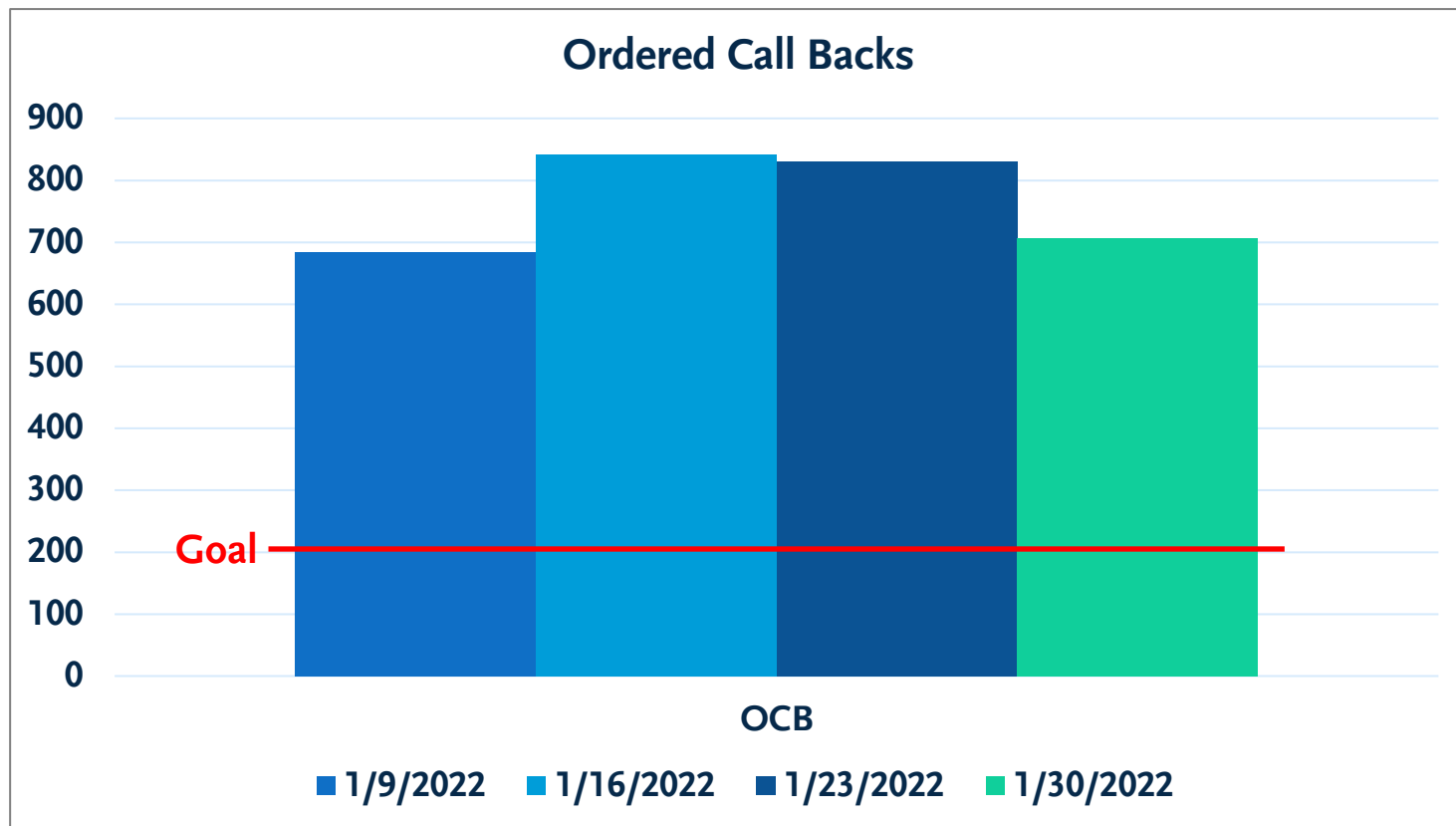
- Retention is trending up in FY22 for Bus Operator Training
- Implementing the exit interview surveys to assess why Bus Operators leave during training

Cancelled Service








- **Goal: No more than 2% systemwide bus service cancellations**
- **Week ending 2/5/22 average 11% weekday, 8% Sat, 20% Sun cancellations**

Ordered Call Backs



- Goal: No more than 200 mandatory (ordered) call backs per week systemwide
- January 2022 ordered call back average is currently 766

Status of Conditions for Service Restoration

	GOAL	LAST TIME ACHIEVED GOAL	STATUS (week ending 2/5/22)	
Operator COVID Cases	30 or less per month	Nov 2021	459 in Jan 2022	
Operator Staffing Level	4,003 operators	Pre-Covid	3,423 in first week of Feb 2022	
Cancelled Service	2% or less per day	May 2021	11% weekday, 8% Sat, 20% Sun	
Ordered Call Backs	200 or less per week	Dec 2020	766 per week in Jan 2022	

Next Steps

- **Outreach activities to support service reductions**
- **Continue to monitor conditions to minimize impact of service reductions**
- **Continue achievement of conditions for full service restoration**



Board Report

File #: 2021-0741, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: CONTRACTED TRANSPORTATION SERVICES - EAST REGION AND SOUTH REGION

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an indefinite delivery/indefinite quantity Contract No. PS76258000, for the East Region contracted transportation services, to Southland Transit, Inc. The contract not-to-exceed amount is \$90,032,724, for the five-year base period and \$57,511,425, for the one, three-year option, for a combined not-to-exceed amount of \$147,544,149, effective July 1, 2022, subject to resolution of protest(s), if any; and
- B. AWARD an indefinite delivery/indefinite quantity contract No. PS76258001, for the South Region contracted transportation services, to MV Transportation, Inc. The contract not-to-exceed amount is \$148,645,400, for the five-year base period and \$101,588,036, for the one, three-year option, for a combined not-to-exceed amount of \$250,233,436, effective July 1, 2022, subject to resolution of protest(s), if any.

ISSUE

The current contracted transportation services contracts for the East and South Regions are scheduled to expire on June 30, 2022.

To ensure continuous contracted bus transportation services, two new contract awards are required to be in effect by July 1, 2022. The two new contracts will provide uninterrupted transportation services to the East and South regions of Los Angeles County. The East Region services the San Gabriel Valley and Gateway Cities communities, while the South Region services the South Bay and Gateway Cities communities.

Bus transportation services' safety and reliability are important for improving the customer experience of our riders throughout Los Angeles County. The contract awards to Southland Transit, Inc. and MV Transportation, Inc. will provide reliable and safe bus transportation for riders throughout Los Angeles County.

BACKGROUND

In 1996, the Consent Decree, an agreement between Metro and the Bus Riders Union (BRU), required Metro to increase its service levels within disadvantaged and underserved communities. As a result, Metro decided to contract out multiple bus lines due to the bus lines’ high subsidy cost per passenger and the contracted companies’ ability to quickly ramp up service and fleet levels. These improvements resulted in 13 bus lines operating in the East and South Regions. Currently, the changes to community needs have led to nine bus lines operating in the regions. These lines are made up of a combination of Consent Decree-impacted bus lines, regular local bus lines, and special event-based bus services. Contracting a portion of Metro’s overall bus services has provided both cost and operational benefits:

- Annual savings are realized through the lower operating costs of the contractors.
- Modifications to or expansion of existing Metro bus divisions are not necessary when new services are added due to available contractor capacity.
- Contract terms and conditions allow greater flexibility during service changes (e.g., lines can be quickly added, canceled, or modified, etc.).

The information below depicts a detailed breakdown of the current contracted bus transportation services contracts for the East and South Regions.

The East Region contractor currently operates four of nine lines and are as follows: 256, 266, 577, and 605.

Line	Description	Annual RSH*	Annual Passengers**
256	Commerce - Sierra Madre Villa Station via Eastern Ave-Ave 64-Washington Bl.	24,561	445,792
266	Sierra Madre Villa Station - Lakewood Center Mall via Rosemead Bl.	63,242	1,515,213
577	Metro Express (El Monte Station - Long Beach VA Medical Center via I- 605 Fwy)	20,697	222,861
605	LAC+USC Medical Center - Boyle Heights	21,967	624,397

*RSH = Revenue Service Hours as of September 2021 Shake-Up Hours

**Annual Passenger count is for 2019 ridership pre-Covid.

The South Region contractor currently operates five of nine lines and are as follows: 125, 128, 130, 205, and 232.

Line	Description	Annual RSH*	Annual Passengers**
125	El Segundo - Norwalk Station via Rosecrans Av.	53,661	1,374,272
128	Compton Station - Cerritos Towne Center via Alondra Bl.	15,815	269,539

130	Cerritos - Artesia Station via Artesia Bl.	13,639	741,188
205	Willowbrook Station - San Pedro via Wilmington Av-Vermont Av.	48,590	1,048,863
232	LAX City Bus Center - Long Beach - via Sepulveda Bl-Pacific Coast Hwy	64,764	1,494,603

*RSH = Revenue Service Hours as of June 2021 Shake-Up Hours

**Annual Passenger count is for 2019 ridership pre-Covid.

Metro’s Contracted Services ensures bus contractors provide safe, clean, on-time and reliable bus transportation services system-wide. Under this approach, contractors are accountable as bus transportation service providers that are responsible for meeting goals and delivering a level of service compliant with Metro’s standards. Contract Services works in partnership with all of the contractors to provide seamless world-class transportation services.

...Discussion
DISCUSSION

Under these new regional contracts, each contractor will continue to provide contracted bus transportation services within their defined locations while implementing innovative technologies and bringing increased value to Metro.

The selected East Region contractor, Southland Transit, Inc., has committed to overhauling the division’s security system by replacing its current surveillance cameras with state-of-the-art wide and fisheye lens cameras. In conjunction with their new Hye Tel, Inc. cloud-based surveillance system and perimeter intrusion detection technology, these cameras will allow contractor staff to immediately identify and report security breaches to the appropriate law enforcement organization. Southland will also employ SaaS Hosted software, from Ron Turley & Associates, to modernize their maintenance recordkeeping and scheduling processes. These efforts will evolve the division into a modern and effective transit division.

The selected South Region, MV Transportation, Inc., contractor has committed to spearhead the advancement of contracted service vehicle maintenance through adopting and implementing the HoloLens2 maintenance system. This technology will provide an extended reality system that provides remote assist, built-in guides, and other tools that will aid technicians in following maintenance and repair best practices. MV has also arranged for full integration into the Swiftly performance monitoring system to improve better overall service performance, customer information, and system reliability. These tools will allow MV to continue their upward climb in the areas of reliability and performance.

The transportation bus service contracts have been updated to include increased contractor accountability through the establishment of Key Performance Indicators (KPI) (e.g., In-Service On-Time Performance (ISOTP), Mean Miles Between Mechanical Failure (MMBMF), bus cleanliness, accident frequency rate, etc.) that are better aligned with Metro’s directly operated divisions, more modern cybersecurity requirements, and the re-introduction of contract extension options. These extension options will allow Metro to maximize the value of its purchased transportation by increasing amortization periods and reducing the frequency of costly transition when dealing with satisfactorily performing contractors. The contract retains the same provisions that allow for quick and efficient changes to service levels, throughout the contract term, based on Metro’s operating needs. Finally,

both selected contractors, already possess fully operational CNG fueling stations, allowing for seamless operational support during contract period transitions.

Metro’s Service Planning Department includes all the East and South Region routes in their performance and planning analysis. Service changes are implemented semi-annually or as needed, to ensure optimal and efficient service. In addition, the East and South Regions have been integrated into the NextGen Bus Plan, which will restructure Metro’s bus network to be more relevant to today’s travel patterns, provide more frequent service on key corridors, particularly during off-peak times, and improve the speed of service via transit supportive infrastructure.

Southland Transit, Inc., has operated Metro’s East Region contracts for the past 16 years (since April 2005). Southland has consistently met and exceeded Metro’s performance requirements, achieving timeliness, cleanliness, and reliability scores that are often among the best in the agency. During FY21, Southland averaged 90.8% In-Service On-Time Performance (ISOTP); this is well above the required 80.0%. Southland simultaneously averaged 9,011 Mean Miles Between Mechanical Failures (MMBMF), staying above the 7,500 mean miles required by the contract, and a 9.6 bus cleanliness rating, exceeding the 8.0 rating required by the contract. Their proposed management team consists of experienced and vetted transit professionals that bring the best in their respective areas to the project and have continuously demonstrated their ability to exceed Metro’s performance requirements.

MV Transportation, Inc., has operated Metro’s South Region contracts for the past 10 years (since October 2010). MV has recently transitioned to an all-CNG fleet significantly improving their performance. No other contracted division has shown as much improvement over such a short period of time. Since receiving authorization to perform service on their new ENC bus fleet, MV has averaged 13,019 MMBMF. MV has achieved an average bus cleanliness score of 8.9, throughout FY21, and an average 1.99 traffic collisions per 100K miles, well below the maximum 3.0 traffic collisions per 100K miles required by the contract. Their proposed management team is single-handedly responsible for improving performance and making their division one of the agency’s top performers in reliability, cleanliness, and safety.

For a comparison of Directly Operated and Purchased Transportation Bus KPIs, see table below:

Comparison Between Directly Operated & Purchased Transportation Bus KPIs		FY2021		
		D.O.	Southland	MV
KPI-1	ISOTP - On	77.62%	90.80%	77.70%
KPI-2	ISOTP - Ea	4.58%	0.60%	1.40%
KPI-3 ¹	Complaints	5.36	3.03	6.78

KPI-4 ²	Mean Miles	3812	9011	5217
KPI-5	% On Ontim	94.17%	99.68%	99.36%
KPI-6	Bus Cleanlin	8.4	9.6	8.9
KPI-7 ³	Bus Traffic	3.17	1	0.66

¹ KPI-3: Purchased Transportation differ from Directly Operated in that complaints can be disputed if believed to be invalid.

² KPI-4: Purchased Transportation differ from Directly Operated in that Road Calls may be utilized to prevent Mechanical Failures Requiring Bus Exchange on the field.

³ KPI-7: Purchased Transportation differ from Directly Operated in that only preventable bus traffic accidents are factored into the calculation.

The new contract periods will operate from July 1, 2022, through June 30, 2027. One, three-year extension option is available, per contract, which would extend each contract period through July 1, 2030.

DETERMINATION OF SAFETY IMPACT

The approval of this award will ensure to proactively continue to maintain and ensure the delivery of safe, clean, on-time and reliable bus transportation services.

FINANCIAL IMPACT

The not-to-exceed amount for the East Region, contract No. PS76258000, is \$90,032,724, for the five-year base period and \$57,511,425, for the three-year option, for a combined not-to-exceed amount of \$147,544,149. The costs for these contracted services are included in the FY23 budget in Cost Centers 3592; Project 306001, Operations Transportation, and Account 50801, Purchased Transportation.

The not-to-exceed amount for the South Region, contract No. PS76258001, is \$148,645,400, for the five-year base period and \$101,588,036, for the three-year option, for a combined not-to-exceed amount of \$250,233,436. The costs for these contracted services are included in the FY23 budget in Cost Centers 3592; Project 306001, Operations Transportation, and Account 50801, Purchased Transportation.

Since these are multi-year contracts, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this action will come from Federal, State, and Local funding sources including Fares. Using these funds will optimize the allocation based on approved guidelines and provisions.

EQUITY PLATFORM

Community members who live throughout and along the East and South Region lines will benefit from the bus services provided. It is utilized as one of the primary modes of transportation to work and other social destinations (Customer Satisfaction Survey, 2019). The service provided by the East and South region runs through Equity Focused Communities (EFCs) where Customer Satisfaction Survey results show: 71% take Metro buses 5 or more days a week, 53% of riders are

women and 89% are people of color. In addition, the employment of the local workforce and sponsorship of small businesses within the community presents an opportunity for Metro's Diversity & Economic Opportunity Department (DEOD) to continue engaging with small businesses in information sharing that could lead to future opportunities.

The DBE goal established by Metro's DEOD for this contract is 5%. Metro staff will be responsible for monitoring this goal regularly for the duration of the contract to ensure that the contractors are following the terms, conditions, and any goal set forth in this contract.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity. Providing reliable bus services to the local communities supports Metro's goals to create prosperous communities and enabling individuals and families to access jobs, essential services, education, and other social, and recreational opportunities.

ALTERNATIVES CONSIDERED

Staff considered bringing these services in-house. Metro's fully burdened bus operating cost is \$203.01 per revenue service hour and the contractor revenue service hour rates for this award are \$147.10, per revenue service hour for the East Region, and \$126.13, per revenue service hours for the South Region. Based on this comparison, it would cost Metro significantly more to operate these services in-house. In addition, physical modifications would be needed at existing Metro facilities to accommodate the additional buses and division staff, and additional training would be required to operate and maintain the different types of buses currently used to provide contracted bus services. Given that the overall performance of these lines has historically met or exceeded Metro's performance standards, staff does not recommend bringing these services in-house.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS76258000 to Southland Transit, Inc. and Contract No. PS76258001 to MV Transportation, Inc. and monitor performance in accordance with the newly developed monitoring plan. The data collected will be utilized to determine whether to exercise the three-year options included in each of these contracts.

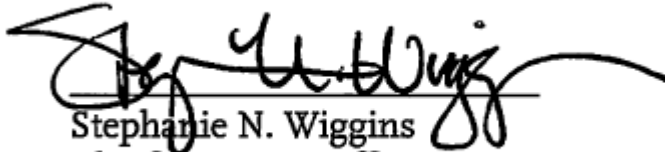
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - East Region and South Region Service Maps
Attachment C - DEOD Summary

Prepared by: Diane Corral-Lopez, Executive Officer, Central Oversight and Analysis
(213) 922-7676

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

Contracted Transportation Services / PS76258000 and PS76258001

1.	Contract Number: A. PS76258000 (East Region) B. PS76258001 (South Region)	
2.	Recommended Vendor: A. Southland Transit, Inc. (East Region) B. MV Transportation, Inc. (South Region)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 28, 2021	
	B. Advertised/Publicized: June 28, 2021	
	C. Pre-Proposal Conference: July 8, 2021	
	D. Proposals Due: August 26, 2021	
	E. Pre-Qualification Completed: November 17, 2021	
	F. Conflict of Interest Form Submitted to Ethics: October 22, 2021	
	G. Protest Period End Date: February 21, 2022	
5.	Solicitations Picked up/Downloaded: 49	Bids/Proposals Received: East Region: 3 proposals South Region: 2 proposals
6.	Contract Administrator: Antonio Monreal	Telephone Number: 213-922-4679
7.	Project Manager: Carlos Guevara Romero	Telephone Number: 213-922-5234

A. Procurement Background

This Board action is to approve the award of Contract No. PS76258000 (East Region) to Southland Transit, Inc., and Contract No. PS76258001 (South Region) to MV Transportation, Inc., to operate local transit lines in the East and South regions, of Los Angeles County. Contractors shall provide coordination, management, revenue collection, supervision, fueling, maintenance and other services, personnel and equipment related to the operation of local transit lines. They may also be required to perform as-needed services such as the Dodger Stadium Express and bus bridges. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

On June 28, 2021, Request for Proposal (RFP) No. PS76258 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is indefinite delivery/indefinite quantity. Separate scopes of services were issued for the East and South Regions. Proposers were allowed to submit proposals for either one or both regions, but a Proposer cannot not be recommended for contract award for more than one region.

The RFP was issued with a Race Conscious Disadvantaged Business Enterprise (RC DBE) goal of 5%. It was also subject to the DBE Contracting Outreach and Mentoring Plan (COMP), which required selected contractors to mentor two (2) DBE firms for protégé development.

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

- Amendment No. 1, issued on July 28, 2021, extended the proposal due date and increased the page limitation of the proposals;
- Amendment No. 2, issued on August 9, 2021, updated Exhibit 2, Schedule of Quantities and Prices;
- Amendment No. 3, issued on August 11, 2021, revised Appendices to Exhibit A, Scope of Services to provide additional reference information;
- Amendment No. 4, issued on August 13, 2021, updated Exhibit 2, Schedule of Quantities and Prices; and
- Amendment No. 5, issued on August 16, 2021, revised Exhibit A, Scope of Services to increase the required number of maintenance trucks dedicated to the contract and updated Exhibit 2, Schedule of Quantities and Prices.

A virtual Pre-Proposal Conference was held on July 8, 2021. Worksite visits were conducted on July 12, 2021 and were attended by 12 participants representing four (4) firms. There were 162 questions received, and responses were provided prior to the proposal due date.

A total of 49 firms downloaded the RFP and were included on the planholders' list.

The following proposals were received on August 26, 2021 and are listed below in alphabetical order by region.

East Region

1. First Transit, Inc.
2. MV Transportation, Inc.
3. Southland Transit, Inc.

South Region

1. First Transit, Inc.
2. MV Transportation, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Quality Assurance, and Office of Extraordinary Innovation, was convened, and conducted a comprehensive technical evaluation of the proposals received.

On August 27, 2021, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from August 27, 2021 through September 23, 2021.

On September 21, 2021, Metro's Diversity and Economic Opportunity Department (DEOD) determined First Transit, Inc. (First Transit) to be non-responsive for failure

to meet the RC DBE goal. Hence, First Transit was excluded from further consideration.

The PET continued to evaluate the remaining three proposals based on the following evaluation criteria and weights:

- Degree of Proposer’s Skills and Experience 21%
- Experience and Qualification of Proposed Key Personnel 25%
- Contractor Facility 15%
- Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services 15%
- Contract Outreach and Mentoring Plan 4%
- Price 20%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the experience and qualification of proposed key personnel.

On September 23, 2021, the PET reconvened and determined that all three proposals are technically acceptable and are within the competitive range. The firms within the competitive range are listed below in alphabetical order by region:

East Region

1. MV Transportation, Inc.
2. Southland Transit Inc.

South Region

1. MV Transportation, Inc.

All firms within the competitive range were invited to make oral presentations on October 5, 2021. The Proposers’ project managers and key team members had an opportunity to present their team’s qualifications, and to respond to the PET’s questions.

Qualifications Summary of Firms within the Competitive Range:

Southland Transit, Inc.

Southland Transit, Inc. (Southland Transit) has been in business for 21 years. It provides fixed route, paratransit/dial-a-ride, special needs, travel training, shuttle services, taxi services and transit planning. Clients include the Riverside Transit Agency (RTA), Los Angeles County Department of Public Works, San Diego Metropolitan Transit System (MTS), Los Angeles County Metropolitan Authority

(LACMTA) and the Cities of Baldwin Park, Alhambra, El Monte, Rosemead, Arcadia, Temple City, La Puente and Pico Rivera.

MV Transportation, Inc.

Established more than 40 years ago, MV Transportation, Inc. (MV Transportation) operates more than 193 passenger transportation services contracts across North America. It offers fixed route, commuter and shuttle services, fleet and facility maintenance, transit management technologies, labor management, and service model design. Clients in California include the Los Angeles Department of Transportation (LADOT), the City of Santa Clarita Transit, North County Transit District (NCTD), Los Angeles County Metropolitan Authority (LACMTA), Palos Verdes Peninsula Transit Authority (PVPTA), Cities of Livermore, Compton, Escondido, Glendale and Burbank and the County of San Mateo.

At the conclusion of the evaluation process, including oral presentations, Southland Transit and MV Transportation were determined to be the top ranked firms for the East and South Regions, respectively.

The following is a summary of the PET scores.

East Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Southland Transit, Inc.				
3	Degree of Proposer's Skills and Experience	97.33	21%	20.44	
4	Experience and Qualification of Proposed Key Personnel	100.00	25%	25.00	
5	Contractor Facility	92.00	15%	13.80	
6	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	78.33	15%	11.75	
7	Contract Outreach and Mentoring Plan	75.00	4%	3.0	
8	Price	100.00	20%	20.0	
9	Total		100.00%	93.99	1

10	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
11	MV Transportation, Inc				
12	Degree of Proposer's Skills and Experience	94.00	21%	19.74	
13	Experience and Qualification of Proposed Key Personnel	96.24	25%	24.06	
14	Contractor Facility	94.67	15%	14.20	
15	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	88.33	15%	13.25	
16	Contract Outreach and Mentoring Plan	75.00	4%	3.00	
17	Price	96.70	20%	19.34	
18	Total		100.00%	93.59	2

South Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	MV Transportation, Inc.				
3	Degree of Proposer's Skills and Experience	94.67	21%	19.88	
4	Experience and Qualification of Proposed Key Personnel	96.24	25%	24.06	
5	Contractor Facility	97.33	15%	14.60	
6	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	88.33	15%	13.25	
7	Contract Outreach and Mentoring Plan	75.00	4%	3.00	
8	Price	100.00	20%	20.0	
9	Total		100.00%	94.79	1

C. Cost/Price Analysis

East Region

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, and fact-finding. It is 6% higher than Metro's independent cost estimate (ICE) due to proposed increase in wages and benefits of operations personnel to attract and retain existing

staff amidst current workforce shortages within the industry, facility security system improvements and automation of vehicle maintenance management systems.

	Proposer Name	Proposal Amount (Original)	Metro ICE	NTE amount (Negotiated)
1.	Southland	\$147,879,100	\$138,530,466	\$147,544,149
2.	MV Transportation	\$152,916,562		

South Region

The recommended price has been determined to be fair and reasonable based on historical pricing, price analysis, technical analysis, and fact-finding. It is 4% lower than Metro’s independent cost estimate (ICE) due to cost-efficiencies resulting from facility improvements that were implemented under the current Metro contract.

The recommended price is 1% higher than the original proposed amount due to fuel tax credits that MV Transportation included in its proposal. These fuel tax credits are not guaranteed and shall instead be passed on to Metro as they are realized.

	Proposer Name	Proposal Amount (Original)	Metro ICE	NTE amount (Negotiated)
1.	MV Transportation	\$247,514,388	\$261,342,503	\$250,233,436

D. Background on Recommended Contractors

East Region

The recommended firm, Southland Transit, Inc. (Southland), headquartered in El Monte, CA, was founded in 2001. It has operated Metro’s East Region services since 2005 and performance has been satisfactory.

The Southland Team includes nine (9) subcontractors, eight (8) of which are DBE firms. Services to be provided by DBE subcontractors include janitorial and bus cleaning and detailing services, automotive body repair and maintenance, upholstery, window insert, vehicle lubricants, electrical parts, tires uniforms and accessories, and consulting services.

The proposed Project Manager has over 20 years of transit experience. He is the project manager of Metro’s current contract for the East Region.

South Region

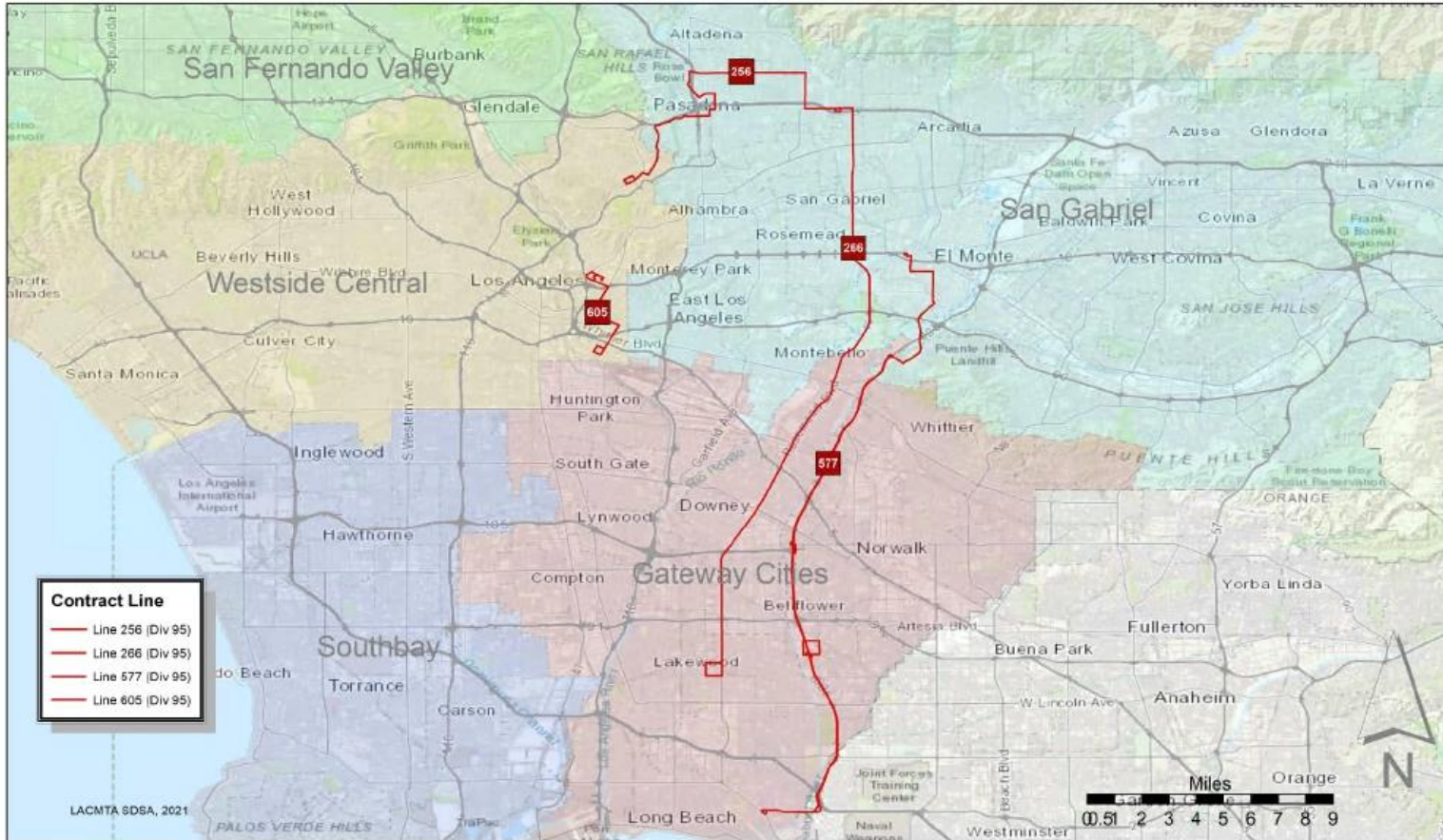
The recommended firm, MV Transportation, Inc. (MV Transportation), headquartered in Dallas, TX, has been in business since 1975. It operates in more than 133 locations within 25 states in the U.S. and two provinces in Canada. MV

Transportation has operated Metro's South Region since 2001 and performance has been satisfactory.

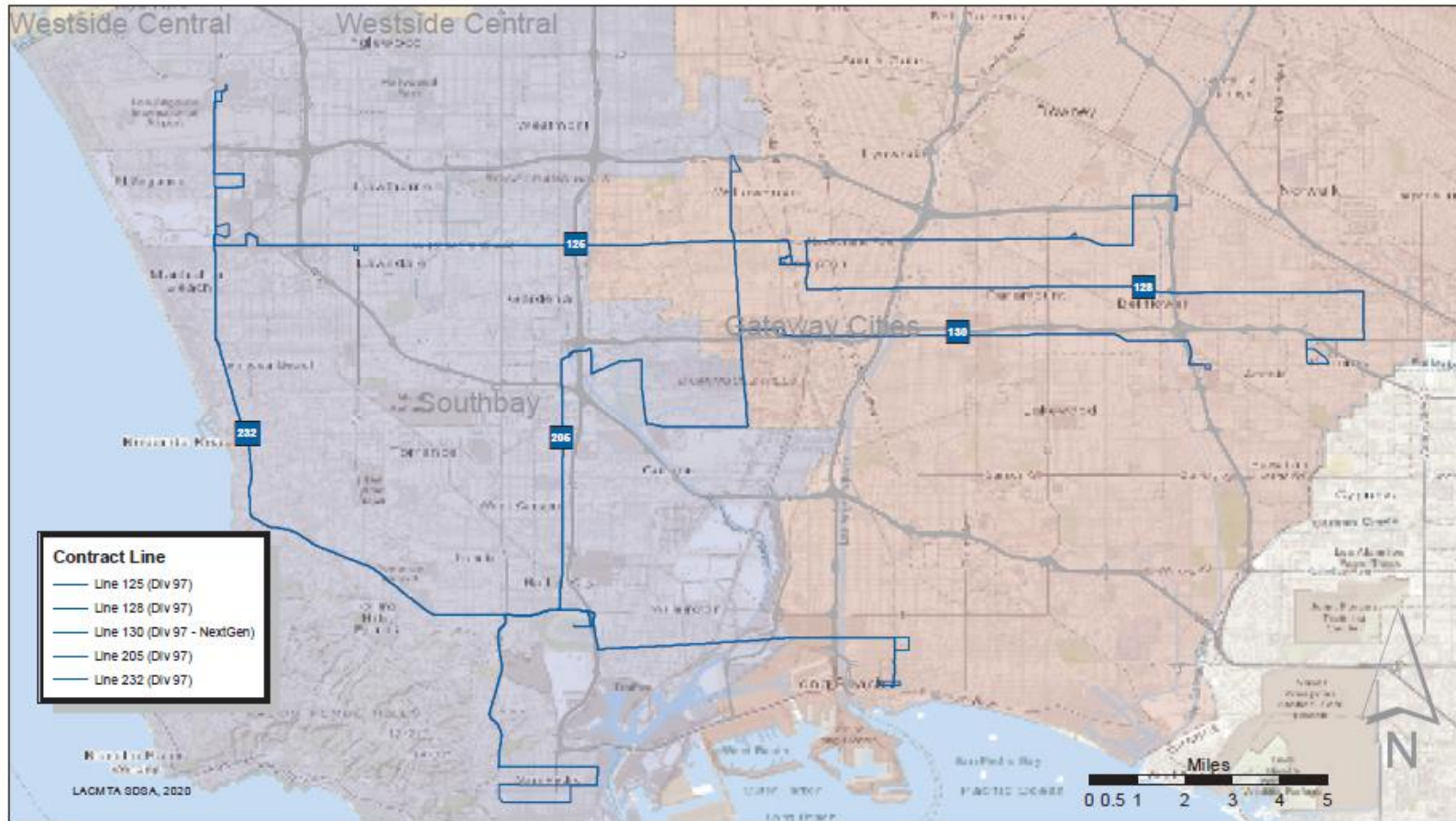
The MV Transportation team includes seven (7) DBE subcontractors that collectively will provide auto detailing and body repair, janitorial services, plumbing services, parts and lubricants and uniforms.

The proposed Project Manager has over 20 years of transportation experience. He is the project manager of Metro's current contract for the South Region.

CONTRACTED LINE MAPS – EAST REGION



CONTRACTED LINE MAPS – SOUTH REGION



DEOD SUMMARY

CONTRACTED BUS SERVICE – EAST REGION AND SOUTH REGION / PS76258

A. Small Business Participation**East Region:**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this indefinite delivery/indefinite quantity solicitation. Southland Transit, Inc. exceeded the goal by making a 10.36% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	10.36% DBE
----------------------------	---------------	----------------------------------	-------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Trans-Global Services, Inc.	Asian Pacific American	5.73%
2.	Metro Maintenance Services	Asian Pacific American	1.61%
3.	Tranco Mobile Bodywork	Asian Pacific American	1.49%
4.	JCM & Associates, Inc.	Hispanic American	0.32%
5.	Jamison Professional Services	African American	0.02%
6.	Carl's Electric, Inc.	Asian Pacific American	0.12%
7.	Isla Tires, Inc.	Hispanic American	1.02%
8.	SRL Enterprises, LLC	African American	0.05%
	Total Commitment		10.36%

B. Small Business Participation**South Region:**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. MV Transportation Inc. made a 3.75% DBE commitment and demonstrated Good Faith Efforts (GFE) by passing their GFE evaluation with a score of 100 out of 100 points.

Small Business Goal	5% DBE	Small Business Commitment	3.75% DBE
----------------------------	---------------	----------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	JCM & Associates, Inc.	Hispanic American	0.15%
2.	Fleet Care	Hispanic American	2.30%
3.	Metro Maintenance Services	Asian Pacific American	0.48%
4.	R Industrial & Healthcare Supplies	African American	0.60%
5.	B & S Construction, Inc.	Asian Pacific American	0.02%

6.	Oscar Mobile Body & Detail	Hispanic American	0.15%
7.	Jamison Professional Services	African American	0.05%
Total Commitment			3.75%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development two (2) DBE firms for Mentor-Protégé development. Southland Transit, Inc. proposed to mentor the following (2) protégé's: Trans-Global Services, Inc. (DBE) and Metro Maintenance Service (DBE). MV Transportation Inc. proposed to mentor the following (2) protégé's: Fleet Care (DBE) and R Industrial (DBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0022, File Type: Informational Report

Agenda Number: 24.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

As of June 2021, Metro System Security & Law Enforcement (SSLE) has revised and updated the performance data to improve accuracy and details related to KPIs for its multi-agency law enforcement deployment strategies provided by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). SSLE will have all data submitted by the 15th of every month to avoid discrepancies in crime reclassifications and maintain consistency with contract terms and conditions. This will provide ample time for staff to review, providing the Board with complete and accurate data.

BACKGROUND

The following sections provide data, trends, and updates on SSLE initiatives to help improve public safety on the Metro system.

DISCUSSION

LAW ENFORCEMENT CONTRACT COMPLIANCE

Technical Review

The SSLE Administration and Compliance Unit continues to verify that all field Officers/Deputies on duty are tapping their Metro-issued badges at all TAP machines when patrolling Metro buses, trains, and rail stations/corridors. This ensures high visibility for riders utilizing Metro's services, while also establishing a method of accountability for our contracted law enforcement personnel.

Upon reviewing the sample size from November 2021 and the relevant supporting information provided by law enforcement partners, it was determined that the Officers/Deputies from the daily deployment schedule served at their respective details and are compliant with the contract.

Community Policing Updates

As part of Metro’s Community Safety Partnerships, each contracted agency hosts its own community policing events. The following community policing events are currently scheduled for January and February:

LAPD Transit Services Division

DATE	LOCATION	EVENT	DESCRIPTION
01/04/22	Union Station	Coffee with a Cop	Community engagement pop-up (25 in attendance)
01/26/22	Crenshaw	Crenshaw/LAX Line Construction Community Update	Community discussion on current crime challenges, homeless issues/concerns

LASD Transit Services Bureau

DATE	LOCATION	EVENT	DESCRIPTION
01/17/2022	Willowbrook/ RP Station	MLK Day Unity Skate	Community partnership with Unite LA Foundation
01/19/2022	APU/Citrus Station	Coffee with a Deputy	Community engagement pop-up
02/23/2022	Willowbrook/ RP Station	Stand Against Hate	Community engagement/dialogue to support LA Anti Hate Campaign

METRO TRANSIT SECURITY (MTS)

Quality Service Audits

For December, MTS completed sixteen (16) Quality Service Audits. MTS Supervisors contacted four (4) external partners, three (3) internal partners, and nine (9) patrons to gain feedback on the performance of our officers. Those surveyed gave ratings ranging from "meets," "exceeded," and "greatly exceeded" expectations for the services rendered by Transit Security Officers (TSOs).

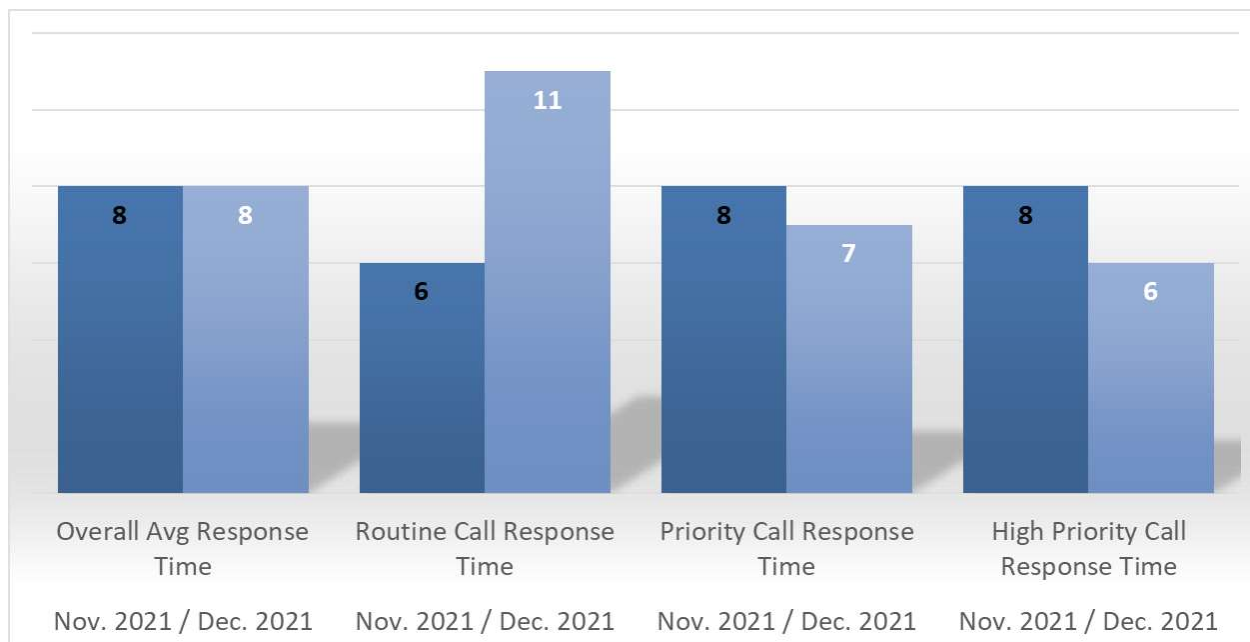
Recruitment

Metro Transit Security partnered with Talent Acquisition to conduct a one-day hiring event for the Transit Security Officer I position on January 22nd, 2022. Appraisal interviews were conducted first, and those who passed were asked to complete a physical agility test. At the conclusion of the event, over sixty (60) candidates had successfully completed all events. The selection process will begin shortly.

Calls for Service

For December, Transit Security received 421 calls for service. The following is a breakdown of the call categories and response times.

- Routine: Transit Security received 319 calls and responded to 277 with an average response time of ten (10) minutes. The remaining calls were assigned to law enforcement, contract security, or other entities such as maintenance, Rail Operations Control, Bus Operations Control, local fire departments, or elevator technicians.
- Priority: Transit Security received 99 calls and responded to 75 of them with an average response time of seven (7) minutes. The remaining calls were assigned to law enforcement, contract security, or the other entities listed above.
- High Priority: Transit Security received three (3) calls and responded to all with an average response time of six (6) minutes.



BUS OPERATIONS SECURITY

In December, there were a total of seventeen (17) assaults on bus/rail operators, with eleven (11) assaults occurring in LAPD's jurisdiction and six (6) assaults occurring in LASD's jurisdiction. Furthermore, there were a total of 7,210 bus boardings by LAPD officers and a total of 7,602 bus boardings by LASD deputies on various routes throughout the system. LAPD's analysis revealed that there were no trends or patterns identified and that all reported assaults appear to be random and unrelated. Transit Services Division (TSD) detectives are working closely with local detectives on the cases, as well as reviewing crime reports to identify crime trends and patterns. As necessary these detectives share the information with police units for their awareness to reduce bus operator assaults and transit-related crime on their routes. Additionally, key details and relevant information about assaults are reviewed by Watch Commanders, who then adjust the deployment of law enforcement units such as the Bus Riding Teams (BRTs) to focus on operator assaults and transit-related crime.

LASD's analysis revealed that there is a higher rate of assaults on bus operators in the Santa Monica Area and the Southeast LASD jurisdictional region, which includes the cities of Compton, Carson,

and Lynwood. Special Assignment Units are being instructed to focus on these areas in response to this crime analysis. Consequently, these areas were focal points by patrol teams more frequently in December. LASD adjusts the boarding (patrol units) and riding (by the Special Assignment Unit - SAU) frequencies based on data relating to areas where crime has spiked, both recently and historically. Deputies have been tasked with conducting patrol checks of assigned bus routes, conduct bus boardings, make contact with operators, patrol bus layovers, and monitor parking structures. LASD has directed its Deputies to have higher visibility on Metro buses, bus routes, and layovers to prevent and deter assaults on bus operators.

In March 2022, LASD plans on having a Commuter Enhancement Team that will primarily focus on visibility and targeted riding on the bus and rail systems.

PUBLIC SAFETY ADVISORY COMMITTEE (PSAC)

In the January general PSAC meetings, the committee discussed and voted on the following items: the Infrastructure Protection Services recommendations, the Home at Last (HAL) Short-term Shelter Program recommendations, and recommendations on the Multi-Agency Policing Contract Scope of Work. Please see the attachments J, K, and L for the outcomes of these votes.

SEXUAL HARASSMENT

The Peace Over Violence (POV) contract ended on January 1st, 2022. Calls are now being routed through Metro Transit Security Operations Center, which then transfers the caller to one of three (3) free 24/7 hotlines-Peace Over Violence, Center for the Pacific Asian Family Inc., and Sister Family Services-that can provide more directed counseling. Below are the POV performance metrics for the month of December 2021.

Performance Measure	December 2021 Number Served
Total Number of individuals that contacted POV Line	11
Number of individuals that contacted POV Line regarding sexual harassment	2
Number of individuals that requested counseling services	7
Number of police reports filed or intended to file regarding sexual harassment	6
Number of active cases	0

BYSTANDER PROGRAM

SSLE, Operations, and Communications are launching a Bystander Program in February 2022 that encourages employees and riders to support one another by reporting incidents on the system and outlines what actions one can take on a step-by-step basis to protect one another while maintaining their own safety. The development and eventual launch of this program is a product of collaboration between SSLE, whose training staff developed the program and lesson plan, and several other departments. This includes the Office of Civil Rights, Racial Equity and Inclusion, County Counsel, and the Office of Inspector General, all of whom reviewed training materials to ensure that they are consistent with Metro's overall values and initiatives.

EQUITY PLATFORM

The random Quality Service Audits (QSA) provide a key assessment tool to help measure and enhance customer’s perception of safety, security, customer service, and public sentiment toward Metro Transit Security. This comes in the form of a survey that asks to rate the service provided by Transit Security Officers. Participants range from external and internal personnel, as well as patrons who ride the system. For the month of December, we had the following representation of QSAs for riders/patrons.

December QSA Demographics	2017 System Demographics (On-board Survey)
12.5% African American	16% African American
50% Hispanic	56% Hispanic
12.5% Caucasian	13% Caucasian
12.5% Asian American	9% Asian American
0%	1% Native American
0%	5% Other
12.5% No info	

NEXT STEPS

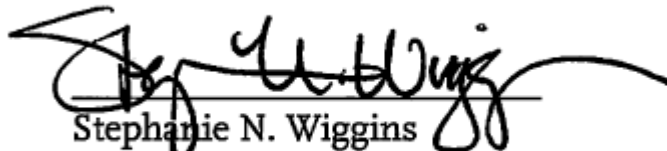
Staff will continue to monitor our law enforcement partners, private security, and Transit Security performance, monitor crime stats, and adjust deployment as necessary.

ATTACHMENTS

- Attachment A - January 5, 2022 PSAC Meeting Minutes
- Attachment B - January 19, 2022 PSAC Meeting Minutes
- Attachment C - Sexual Harassment Crimes December 2021
- Attachment D - Systemwide Law Enforcement Overview December 2021
- Attachment E - MTA Supporting Data December 2021
- Attachment F - Transit Police Summary December 2021
- Attachment G - Monthly, Bi-Annual, Annual Comparison December 2021
- Attachment H - Violent, Prop, and Part 1 Crimes December 2021
- Attachment I - Demographic Data December 2021
- Attachment J - PSAC Meeting Outcomes Memo - HAL
- Attachment K - PSAC Meeting Outcomes Memo - IPS Contract
- Attachment L - PSAC Meeting Outcomes Memo - PP Contract

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement,
(213) 922-2615
Imelda Hernandez, Manager, Transportation Planning, System Security and Law
Enforcement, (213) 922-4848

Reviewed by: Judy Gerhardt, Deputy Chief System Security and Law Enforcement Officer, (213) 922-
4811



Stephanie N. Wiggins
Chief Executive Officer

Metro Public Safety Advisory Committee General Committee Meeting #18

MINUTES

Wednesday, January 5th, 2022

5:00 – 7:00 p.m.

I. Call to Order

A. Zoom Meeting Protocols

Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

B. Agenda

Facilitator France reviewed the agenda for the meeting.

C. Roll Call

Present: Andrea Urmanita, Ashley Ajayi, Carrie Madden, Chauncey Smith, Constance Strickland, Darryl Goodus, Esteban Garcia, Florence Annang, Glenda Murrell, James Wen, Jose Raigoza, Ma'ayan Dembo, Maricela De Rivera, Dr. Sabrina Howard, Scarlett de Leon

Absent: Clarence Davis, Fabian Gallardo, Jessica Kellogg, Mohammad Tajsar, Raul Gomez

D. Approval of Meeting Minutes for 12/15/21

Committee members voted to approve the meeting minutes for the December 15th, 2021 meeting. The minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants. No comments were received.

III. Discussion

A. Discussion of Infrastructure Protection Services (IPS) Recommendations

The IPS ad hoc committee provided final recommendations and asked the Committee to provide feedback on the firearms recommendations. This recommendation was presented for discussion as members of the ad hoc committee were unable to reach consensus and wanted the General Committee to weigh in.

- a. **Offering two recommendations:** Members Madden and Strickland represented the IPS ad hoc committee and presented the two options for weapons recommendations—reducing the provision of firearms to IPS personnel gradually (option one) or eliminating the provision of firearms to IPS personnel immediately (option two).

- i. Member Strickland emphasized that these recommendations would not take place for the current IPS contract but as a recommendation for future contracts. Additionally, she noted this only applied to IPS personnel, not officers from LAPD or the Sheriff's Department.
 - ii. Facilitator France added that Metro supports the option to reduce 10% of armed personnel.
 - b. **IPS Scope:** Member Dembo asked for clarification on what the IPS scope covers in comparison to the contracted law enforcement contract.
 - i. Member Smith responded that IPS serves brick-and-mortar operations facilities and has some limited engagement with members of the public.
 - c. **Data Concerns:** Members shared their concern with not having enough data on outcomes before choosing a recommendation option.
 - i. Member Goodus shared his worry about the number of calls IPS personnel respond to regarding trespassers. He also noted that there is a lack of data to support the benefits of removing firearms. Those considerations informed his decision to support only a small reduction in armed personnel.
 - 1. Member Murrell echoed her support for option one because, as a Metro operator, she sees having armed security as a deterrent for intruders.
 - a. Member Garcia emphasized Member Murrell's experience as a Metro worker and shared his support for option one.
 - ii. Member Ajayi asked if an IPS contractor will allocate resources to gather data on outcomes.
 - 1. Metro Staff Gerhardt responded that part of the revised IPS scope of work asked for specific data collection and accountability measures, which includes data on the use of force and firearms. She added that option one of the recommendations would include a deep analysis on the impact of weapons reductions.
 - iii. Member Howard asked if data exists on whether deterrents are a result of the presence of armed security or just increased security in general.
 - 1. Member Annang also asked for information on the impact of armed security versus unarmed security.
 - 2. Member Murrell shared that the most important piece for her is having security presence, whether armed with firearms or not.
 - iv. Members Strickland and Madden also shared their support for more detailed and consistent data.
 - d. **Support for Reducing Armed IPS Personnel Gradually**
 - i. Member and Metro operator Raigoza expressed his support for this option because of the positive impact contracted security has had, notably reducing trespassers and providing increased security for employees working at night.
 - ii. Member de Rivera shared that her support of an option ultimately relies on results from data. At the moment, she is leaning towards option one if Metro workers feel it is necessary for a gradual reduction in armed security.
 - e. **Test for consensus for moving forward with option one**
 - i. Facilitator France proposed the committee move forward with a recommendation to support option one.
 - ii. Members Dembo and Smith shared that they would not be able to support the recommendations if option one is selected.
 - f. **Public Comment**
 - i. Commentor expressed their support for option one because it is a more responsible

and reasonable selection.

g. Test for consensus to vote to approve IPS recommendations absent a recommendation for weapons.

- i. Facilitator France proposed the committee table the weapons recommendation and vote to approve the other remaining recommendations. The weapons recommendation will be a topic for discussion at the 01/19/22 General Committee meeting.
- ii. Member Wen shared that he prefers committee members vote for an option for weapons tonight.
- iii. Metro Chief of Staff Englund suggested that the committee and Metro find a compromise, such as a reduction greater than 10%.
 1. Member Wen suggested a 25% reduction.
- iv. Member Smith requested a note be added to recommendations that explains why the committee did not provide a weapons suggestion.
- v. Facilitator France indicated the committee would return to the weapons conversation during the next committee meeting.
 1. Member Smith requested transparency around the voting process when the time comes.

h. Vote to approve IPS recommendations absent a weapons recommendation

- i. Yes: 12 No: 0 Abstain:1
- ii. The item was approved.

B. Discussion of Home at Last (HAL) Short-term Shelter Program Recommendations

The committee discussed and then approved the recommendations for the HAL Short-term Shelter Program.

a. Context-setting:

Ad Hoc committee members Strickland and Annang provided an overview of recommendations to endorse the program, provide programmatic amendments, and additional recommendations for Metro.

b. Questions and Comments

- i. Member Garcia asked where the facility is located.
 1. Metro Staff indicated the shelter is located near Western and Manchester.
- ii. Member Wen requested adding “implement” to recommendation four to read “Explore and implement special accommodations.”
 1. Facilitator France commented that because Metro is not operating the shelter, only funding it, the main recommendation from the committee is to continue funding the program. Additional recommendations from the committee are only advisory.
- iii. Member Ajayi asked for ad hoc committee members' general sentiment regarding the facility.
 1. Member Annang shared that visiting the shelter was a positive experience and the environment was welcoming and provided many amenities.
 2. Member Strickland added that the shelter team cared about their work, provided services many others cannot, and that she heard positive feedback from people staying at the center. She mentioned that it could benefit from more cleaning services.
- iv. Member Goodus shared his support for continuing to endorse the program and praised Metro for diving into this issue.
- v. Member de Rivera expressed her gratitude for the center being open during the COVID-19 pandemic and storms.

- c. **Vote to approve ad hoc committee recommendations for the Home at Last program**
 - i. Yes: 12 No: 0 Abstain:0
 - ii. The item was approved.

- d. **Next steps:** Facilitator Mahdi announced that the facilitation team will draft and circulate a PSAC memo to be included alongside Metro's recommendations.
 - i. Facilitator France added that the team will also be drafting a process to vote on the options regarding firearms.

IV. General Public Comment

Public comment was taken from meeting participants. The following comments were shared:

- A. Commentor shared that they are not in support of reducing security and suggested committee members ride on one of Metro's lines before the next meeting.

V. Adjournment

- A. Meeting adjourned at 6:50 PM

VI. Next Steps

- A. The committee will reconvene on January 19, 2022.

Metro Public Safety Advisory Committee

General Committee Meeting #19

MINUTES

Wednesday, January 19th, 2022

5:00 – 7:00 p.m.

I. Call to Order

A. **Zoom Meeting Protocols**

Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

B. **Agenda**

Facilitator France reviewed the agenda for the meeting.

C. **Roll Call**

Present: Andrea Urmanita, Ashley Ajayi, Carrie Madden, Chauncey Smith, Clarence Davis, Constance Strickland, Darryl Goodus, Esteban Garcia, Florence Annang, Fabian Gallardo, Glenda Murrell, James Wen, Jessica Kellogg, Jose Raigoza, Ma'ayan Dembo, Maricela De Rivera, Scarlett de Leon

Absent: Mohammad Tajsar, Raul Gomez, Dr. Sabrina Howard

D. **Approval of Meeting Minutes for 01/05/22**

Committee members voted to approve the meeting minutes for the January 5th, 2022 meeting. The minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants.

- A. Commentor shared his negative experience with dirty and unsafe Metro trains/buses.

III. Discussion

A. **Discussion of Infrastructure Protection Services**

The Committee discussed and voted on the IPS weapons recommendation that was tabled during the previous general committee meeting.

- a. **Context setting:** Prior to the meeting, members completed a survey to get a sense of which option members prefer.
- b. **Survey results:** ~53% of members preferred the gradual reduction of armed IPS personnel (option #1), compared to ~46% who preferred an immediate disarmament (option #2). All

members were willing to stand aside if their preferred option was not the consensus option.

- c. **Proposal to move to a vote:** Facilitator France proposed that the committee modify its decision-making process. Instead of for one option, the committee would choose either “option 1,” “option 2,” or abstain from the vote. Whichever outcome achieved a majority (eight votes) would be the committee’s recommendation. Endorsers of the losing option would have the opportunity to write a dissenting opinion.

- i. Members agreed to this proposal and the item moved to a vote.

- d. **Public Comment:**

- i. Commentor shared that as a rider with a disability, they support a gradual reduction.

- e. **Vote to approve IPS recommendations absent a weapons recommendation**

- i. Option #1: 6 Obtain #2: 6 Abstain: 1 Absent: 2

- ii. Neither option achieved a simple majority, therefore the committee did not endorse either option.

B. Discussion of Policing Practices Ad Hoc Committee Recommendation on the Multi-Agency Policing Contact Scope of Work

The committee discussed and then approved the ad hoc committee policing contract recommendations.

- a. **Context-setting:** The policing practices committee recommended that Metro phase out the contracted law enforcement model, with the understanding that a forthcoming policing contract would be an interim measure that would allow the agency to implement an alternative model. The recommendations under review are specifically related to the forthcoming policing contact. The recommendation regarding an alternative law enforcement model would require additional discussion with Metro.

- b. **Riders with disabilities:** Member Davis shared his concern with Metro staff’s response to recommendation #8 and stressed the importance of not requiring individuals to be placed in specific body positions during arrest procedures.

- c. **General comments on recommendations:**

- i. Member Goodus shared that he disagreed with several of the recommendations. He also supports funding mental health services but not at the expense of cutting current policing services.

- d. **Funding and resources:**

- i. Member Dembo asked Metro to speak to how reimbursement for police services at special events is structured.

- 1. Metro Staff Gerhardt shared that, in the current contract, expenditures from special events were part of the overall contract value and were approved by Metro Board. Additional funding was required last year because there was not enough funding within the contact value for the total approved events.

- ii. Member Raigoza asked budget can go towards overtime for security services during

unexpected events. This would help to minimize disruptions and improve the overall customer experience.

1. Metro Staff Gerhardt responded that there is some flexibility in expenditures, but beyond the requested budget, additional expenditures must first be approved by Metro.
 2. Member Davis shared his support for more transit ambassadors to assist at unexpected events.
 - a. Member de Rivera echoed support for unarmed security.
- iii. Member Smith clarified that the recommendations are not proposing a removal of the role of law enforcement but rather phasing out of contracted services paid for by Metro.
1. Metro Staff Gerhardt responded that currently Metro has 600 law enforcement officers ready to respond to emergency calls. If they were not contracted, they would no longer be available.
 - a. Member Davis recommended calling for a reduction in contracted law enforcement officers instead of a complete removal.
 - b. Member de Rivera commented that crowd control techniques are often racialized and asked Metro to consider how law enforcement responds during events.

e. Oversight and tracking:

- i. Member Ajayi asked Metro what kinds of additional resources will be employed to ensure Metro has additional oversight.
 1. Metro Staff Gerhardt shared that internally, Metro had the Office of Civil Rights, Office of Ethics, the Office of the Inspector General, and the CEO who all have oversight powers.
 2. Member Smith stressed the importance of community oversight adding to what Metro already has in place.
 3. He added that racial disparities in citations demonstrate that the current overall system needs improvement.
- ii. Member Goodus shared concern about continuity of service and response time improvements if Metro moves away from contracted services. He added that the committee and Metro must continue working together to ensure the safety of all riders.
- iii. Member Annang recommended Metro connect with other city transit systems, including the Bay Area's BART oversight commission. She called for more research about efforts on transit systems around the country.
 1. Metro Staff Gerhardt responded that Metro requires all agencies to develop an oversight commission as part of their contract obligations.

f. Metro Policies:

- i. Member Garcia asked for clarification on the reasoning for recommendation #22 (engaging in anti-terrorism operations) and process for making recommendations that conflict with Metro.
 - 1. Member Dembo responded that the subcommittee felt that anti-terrorism can be addressed by alternatives to law-enforcement.
 - 2. Facilitator France added that recommendations first go to the CEO for consideration, then they are presented to the Metro Board.

g. Vote to approve ad hoc committee's policing contract recommendations

- i. Yes: 10 No: 3 Abstain:0 Absent: 2
- ii. The item was approved.

h. Next Steps: Facilitator France announced that the facilitation team will draft an outcomes memo for the CEO to present to the Metro Board.

IV. General Public Comment

Public comment was taken from meeting participants. The following comments were shared:

- A. Commentor shared his experience as a rider with increased violence on Metro.
- B. Commentor shared that she has not seen statements from Metro when violent incidents occur and asked for the appropriate allocation of law enforcement on trains and buses.

V. Adjournment

- A. Meeting adjourned at 7:05 PM

VI. Next Steps

- A. The committee will reconvene on February 2, 2022.

Sexual Crime / Harassment Calls for Service (December 2021)

December 2021 Incident Type & Totals					
	LAPD	LASD	LBPD	MTS	SSLE
Sexual Harassment	0	0	0	4	4
Sexual Battery	4	1	0	2	7
Lewd Conduct	0	1	0	0	1
Indecent Exposure	2	1	0	2	5
Rape	0	0	0	0	0
TOTAL	6	3	0	8	17

POV Information Provided	
	December 2021
YES	14
NO- If no, why?	3
Gone On Arrival	0
Did Not Have Info	0
Telephonic Report	2
Not Offered	0
Refused	0
Officer Witnessed Incident	1
TOTAL	17

December 2021: Dept. Average Incident Response Time Sex Crime / Harassment Measured in Minutes			
Agency	Time Tracking: Incident Rpt. To Call Created	Time Tracking: Call Generated To On Scene	Time Tracking: Incident Rept. To On Scene
LAPD	0	5	5
LASD	2	18	20
LBPD	N/A	N/A	N/A
MTS	0	1	1
DEPT AVERAGE	0	5	6

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

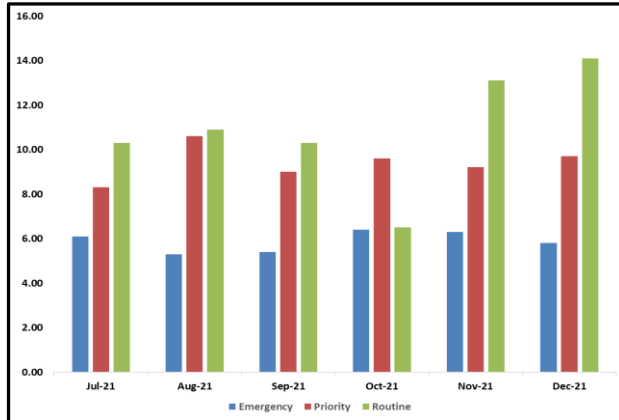
DECEMBER 2021

Attachment D

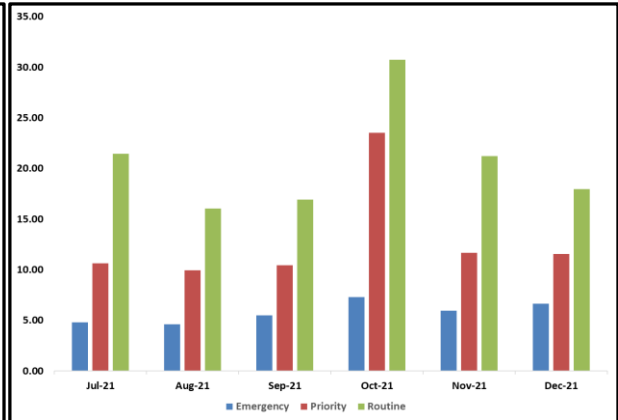
Average Incident Response Times

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

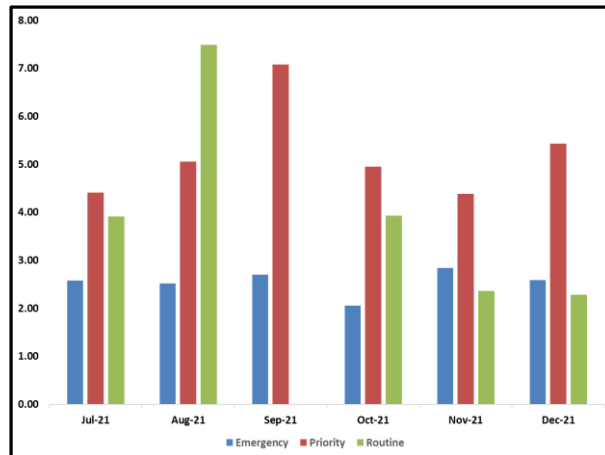
LAPD



LASD



LBPD

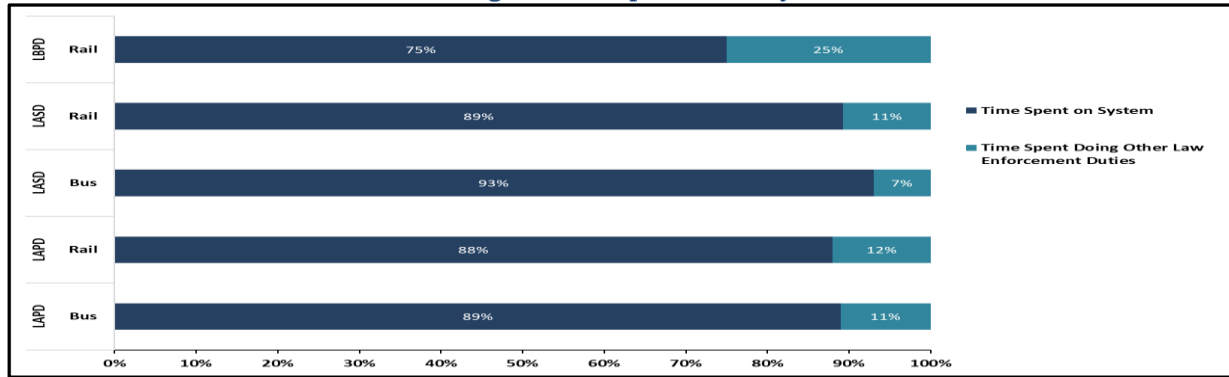


SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

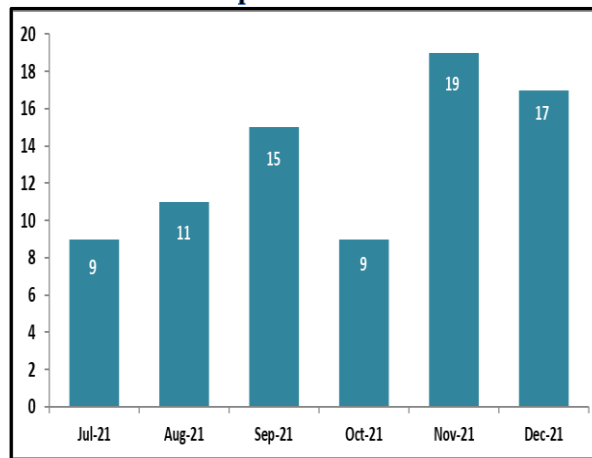
DECEMBER 2021

Attachment D

Percentage of Time Spent on the System



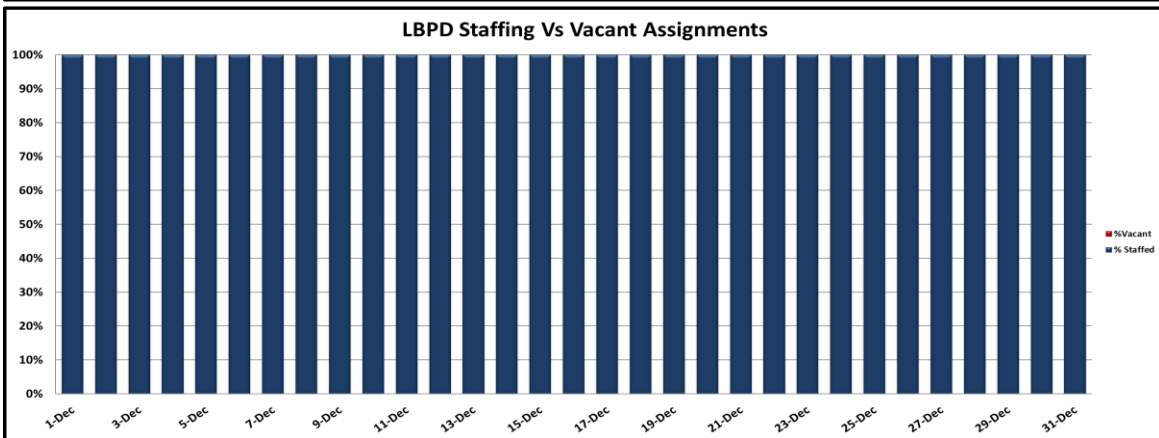
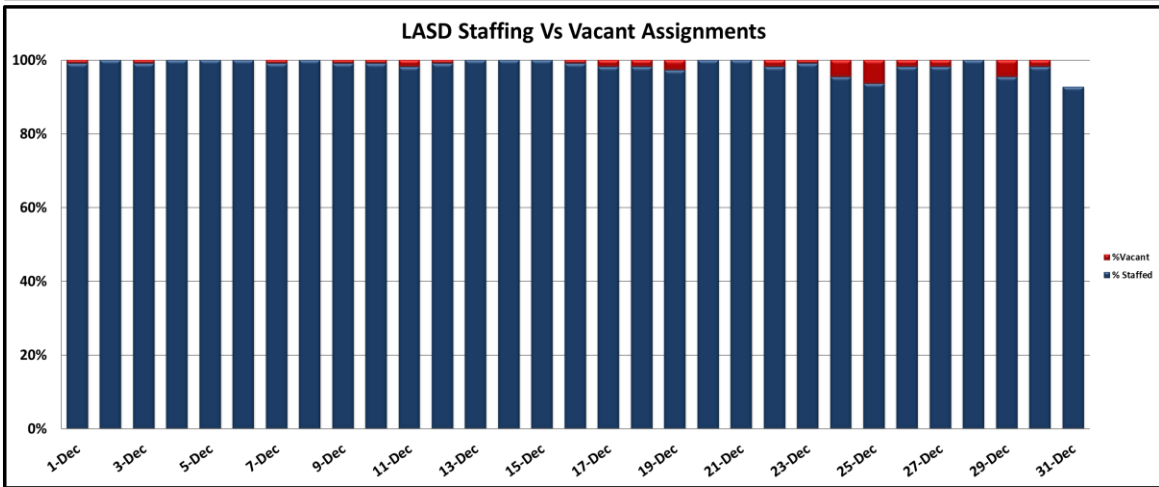
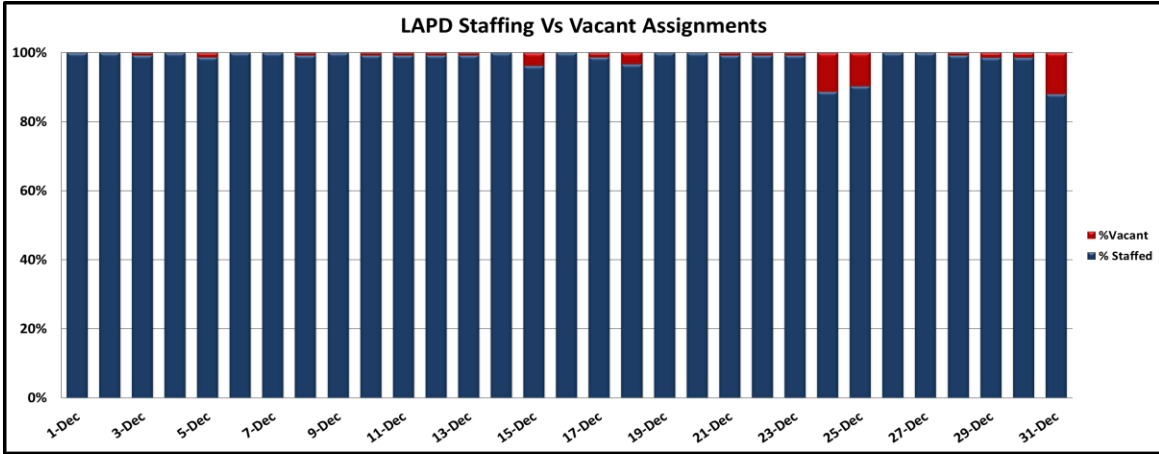
Bus Operator Assaults



SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

DECEMBER 2021

Attachment D



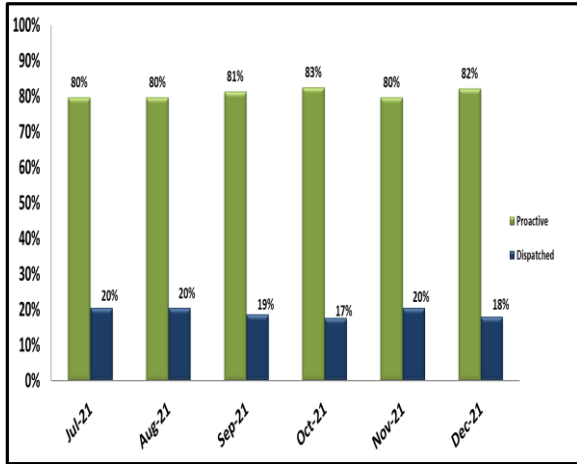
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

DECEMBER 2021

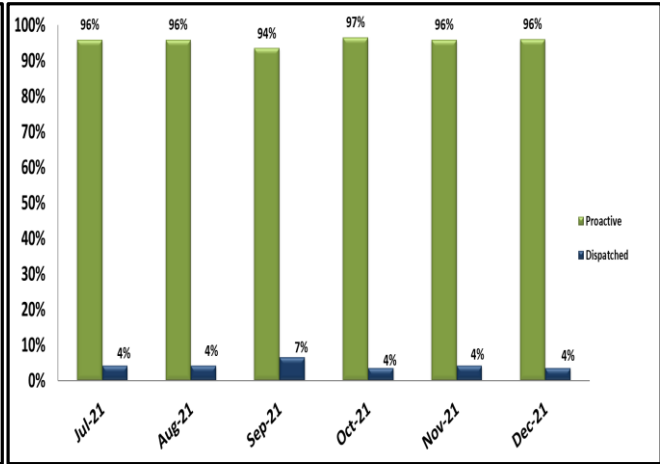
Attachment D

Ratio of Proactive vs Dispatched Activity

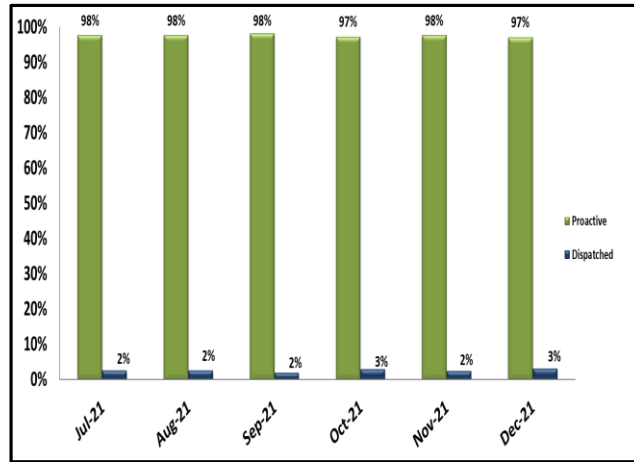
LAPD



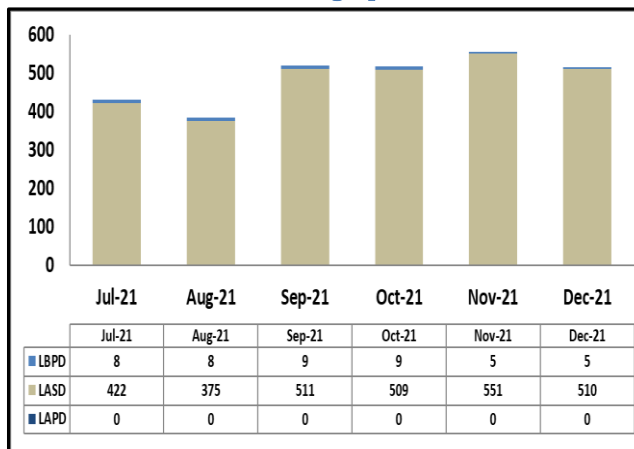
LASD



LBPD



Grade Crossing Operations



Grade Crossing Operation Locations December:

1. Blue Line Stations (246)
2. Expo Line Stations (76)
3. Gold Line Stations (193)

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBDP	FYTD
Homicide	0	0	0	1
Rape	0	0	0	1
Robbery	2	2	0	22
Aggravated Assault	1	1	0	33
Aggravated Assault on Operator	0	0	0	0
Battery	0	2	5	53
Battery Rail Operator	0	0	0	1
Sex Offenses	1	0	0	7
SUB-TOTAL	4	5	5	118
CRIMES AGAINST PROPERTY	LAPD	LASD	LBDP	FYTD
Burglary	0	0	0	3
Larceny	1	3	0	21
Bike Theft	0	0	0	1
Motor Vehicle Theft	0	0	0	1
Arson	0	1	0	1
Vandalism	0	1	1	19
SUB-TOTAL	1	5	1	46
CRIMES AGAINST SOCIETY	LAPD	LASD	LBDP	FYTD
Weapons	0	0	0	5
Narcotics	0	2	0	9
Trespassing	0	0	0	4
SUB-TOTAL	0	2	0	18
TOTAL	5	12	6	182

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	5
Pico	0	0	0	7
Grand/LATTC	0	0	0	6
San Pedro St	1	0	0	6
Washington	2	0	0	16
Vernon	0	0	0	9
Slauson	0	0	0	7
Florence	0	0	0	10
Firestone	3	2	0	16
103rd St/Watts Towers	1	1	0	7
Willowbrook/Rosa Parks	1	1	0	36
Compton	1	0	0	11
Artesia	0	2	2	12
Del Amo	0	0	0	7
Wardlow	0	1	0	3
Willow St	0	0	0	5
PCH	2	0	0	3
Anaheim St	0	0	0	2
5th St	0	0	0	1
1st St	0	0	0	1
Downtown Long Beach	2	0	0	7
Pacific Av	1	0	0	5
Blue Line Rail Yard	0	0	0	0
Total	14	7	2	182

ARRESTS				
AGENCY	LAPD	LASD	LBDP	FYTD
Felony	1	1	3	49
Misdemeanor	2	20	3	183
TOTAL	3	21	6	232

CITATIONS				
AGENCY	LAPD	LASD	LBDP	FYTD
Other Citations	0	12	0	93
Vehicle Code Citations	0	0	30	435
TOTAL	0	12	30	528

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBDP	FYTD
Routine	2	68	0	505
Priority	24	84	44	816
Emergency	3	10	22	151
TOTAL	29	162	66	1,472

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBDP
Dispatched	16%	2%	3%
Proactive	84%	98%	97%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	85%
Blue Line-LASD	81%
Blue Line-LBDP	75%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBDP	FYTD
Washington St	0	0	0	0
Flower St	0	0	0	0
103rd St	0	0	0	0
Wardlow Rd	0	0	5	44
Pacific Ave.	0	0	0	0
Willowbrook	0	78	0	374
Slauson	0	2	0	56
Firestone	0	13	0	59
Florence	0	13	0	139
Compton	0	57	0	371
Artesia	0	56	0	360
Del Amo	0	22	0	172
Long Beach Blvd	0	0	0	0
TOTAL	0	241	5	1,575

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	1	3	15
Aggravated Assault	0	4	14
Aggravated Assault on Operator	0	0	1
Battery	0	2	10
Battery Rail Operator	0	0	0
Sex Offenses	1	0	6
SUB-TOTAL	2	9	47
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	0	1	9
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	0	1	19
SUB-TOTAL	0	2	30
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	2
Narcotics	0	0	0
Trespassing	0	1	1
SUB-TOTAL	0	2	3
TOTAL	2	13	80

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	6	28
Misdemeanor	0	4	15
TOTAL	0	10	43

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	7	32
Vehicle Code Citations	0	0	5
TOTAL	0	7	37

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	113	729
Priority	8	50	366
Emergency	3	7	38
TOTAL	11	170	1,133

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	4%
Proactive	82%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	1	1	0	4
Douglas	0	0	0	0
El Segundo	2	0	0	3
Mariposa	0	0	0	2
Aviation/LAX	0	0	0	6
Hawthorne/Lennox	2	0	0	6
Crenshaw	0	1	0	9
Vermont/Athens	0	0	0	4
Harbor Fwy	1	0	0	5
Avalon	1	0	0	7
Willowbrook/Rosa Parks	1	0	0	13
Long Beach Bl	0	0	0	9
Lakewood Bl	1	0	0	3
Norwalk	2	0	2	9
Total	11	2	2	80

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	91%
Green Line-LASD	93%

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	8	7	32
Aggravated Assault	2	0	14
Aggravated Assault on Operator	0	0	0
Battery	3	3	27
Battery Rail Operator	1	0	1
Sex Offenses	0	0	3
SUB-TOTAL	14	10	77
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	1	26
Bike Theft	1	0	1
Motor Vehicle Theft	0	0	0
Arson	0	0	1
Vandalism	0	1	8
SUB-TOTAL	2	2	36
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	4
Narcotics	0	0	0
Trespassing	0	0	2
SUB-TOTAL	0	0	6
TOTAL	16	12	119

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	1	14
Misdemeanor	1	1	10
TOTAL	2	2	24

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	1	7
Vehicle Code Citations	0	0	1
TOTAL	0	1	8

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	7	53	415
Priority	62	32	411
Emergency	6	5	40
TOTAL	75	90	866

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	5%
Proactive	79%	95%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	3
Pico	0	0	0	0
LATTC/Ortho Institute	0	0	0	3
Jefferson/USC	1	0	0	5
Expo Park/USC	0	0	0	4
Expo/Vermont	0	0	0	10
Expo/Western	8	0	0	21
Expo/Crenshaw	3	1	0	9
Farmdale	0	0	0	6
Expo/La Brea	0	0	0	8
La Cienega/Jefferson	1	0	0	5
Culver City	4	0	0	7
Palms	1	0	0	1
Westwood/Rancho Park	0	0	0	2
Expo/Sepulveda	0	1	0	5
Expo/Bundy	0	0	0	3
26th St/Bergamot	0	1	0	2
17th St/SMC	0	0	0	2
Downtown Santa Monica	6	1	0	23
Expo Line Rail Yard	0	0	0	0
Total	24	4	0	119

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	90%
Expo Line-LASD	95%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	N/A	0	3
Santa Monica	N/A	65	308
Culver City	N/A	11	44
TOTAL	0	76	355

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	3
Robbery	9	28
Aggravated Assault	9	58
Aggravated Assault on Operator	0	0
Battery	15	88
Battery Rail Operator	1	1
Sex Offenses	3	19
SUB-TOTAL	37	198
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	7	57
Bike Theft	1	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	3	25
SUB-TOTAL	11	84
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	3	17
SUB-TOTAL	3	17
TOTAL	51	299

ARRESTS		
AGENCY	LAPD	FYTD
Felony	5	30
Misdemeanor	3	40
TOTAL	8	70

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	1	10
Vehicle Code Citations	0	5
TOTAL	1	15

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	27	145
Priority	177	977
Emergency	12	92
TOTAL	216	1,214

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	7	3	0	32
Civic Center/Grand Park	3	0	0	13
Pershing Square	4	1	0	19
7th St/Metro Ctr	5	0	1	32
Westlake/MacArthur Park	5	2	0	41
Wilshire/Vermont	2	0	0	12
Wilshire/Normandie	0	0	0	3
Vermont/Beverly	1	0	1	17
Wilshire/Western	0	1	0	9
Vermont/Santa Monica	2	0	0	13
Vermont/Sunset	0	0	0	7
Hollywood/Western	1	1	0	13
Hollywood/Vine	0	1	0	15
Hollywood/Highland	3	1	1	24
Universal City/Studio City	2	1	0	17
North Hollywood	2	0	0	32
Red Line Rail Yard	0	0	0	0
Total	37	11	3	299

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	86%

LEGEND	
Los Angeles Police Department	

GOLD LINE

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	1	7
Aggravated Assault	0	1	10
Aggravated Assault on Operator	0	0	0
Battery	1	0	12
Battery Rail Operator	0	0	1
Sex Offenses	0	2	7
SUB-TOTAL	2	4	38
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	2	20
Bike Theft	0	0	6
Motor Vehicle Theft	0	2	3
Arson	0	0	0
Vandalism	0	2	26
SUB-TOTAL	0	6	55
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	2	6
Trespassing	0	0	4
SUB-TOTAL	0	2	10
TOTAL	2	12	103

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	3	24
Misdemeanor	4	13	50
TOTAL	7	16	74

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	23	79
Vehicle Code Citations	0	1	4
TOTAL	0	24	83

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	4	175	995
Priority	32	89	639
Emergency	3	9	55
TOTAL	39	273	1,689

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	14%	8%
Proactive	86%	92%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	0	5
Azusa Downtown	1	1	1	5
Irwindale	0	0	1	7
Duarte/City of Hope	0	0	0	4
Monrovia	2	1	0	9
Arcadia	1	1	0	7
Sierra Madre Villa	0	1	0	14
Allen	0	0	0	1
Lake	0	0	0	4
Memorial Park	0	1	0	5
Del Mar	0	1	0	3
Fillmore	0	0	0	3
South Pasadena	0	0	0	3
Highland Park	0	0	0	2
Southwest Museum	0	0	0	9
Heritage Square	1	0	0	2
Lincoln/Cypress	0	0	0	3
Chinatown	0	0	0	4
Union Station	1	0	0	3
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	0	2
Mariachi Plaza	0	0	0	1
Soto	0	0	0	2
Indiana (both LAPD & LASD)	0	0	0	2
Maravilla	0	0	0	2
East LA Civic Ctr	0	0	0	0
Atlantic	0	0	0	1
Total	6	6	2	103

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	88%
Gold Line-LASD	88%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	0
Arcadia Station	0	6	80
Irwindale	0	42	142
Monrovia	0	11	67
City of Pasadena	0	23	183
Magnolia Ave	0	8	8
Duarte Station	0	12	82
City Of Azusa	0	28	115
South Pasadena	0	10	34
City Of East LA	0	53	281
Figueroa St	0	0	0
TOTAL GOAL= 10	0	193	992

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	2	4
Aggravated Assault	1	7
Aggravated Assault on Operator	0	0
Battery	2	7
Battery Bus Operator	1	2
Sex Offenses	0	0
SUB-TOTAL	6	20
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	1
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	0	3
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	6	23

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	1
Misdemeanor	0	4
TOTAL	0	5

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	0
Vehicle Code Citations	0	0
TOTAL	0	0

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	0	5
Priority	8	26
Emergency	0	0
TOTAL	8	31

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	17%
Proactive	83%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	92%

LEGEND	
Los Angeles Police Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	6
Laurel Canyon	0	0	0	1
Valley College	0	0	0	0
Woodman	0	0	0	1
Van Nuys	2	0	0	4
Sepulveda	0	0	0	2
Woodley	0	0	0	0
Balboa	1	0	0	1
Reseda	1	0	0	1
Tampa	1	0	0	1
Pierce College	0	0	0	2
De Soto	0	0	0	1
Canoga	1	0	0	1
Warner Center	0	0	0	0
Sherman Way	0	0	0	1
Roscoe	0	0	0	0
Nordhoff	0	0	0	1
Chatsworth	0	0	0	0
Total	6	0	0	23

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	0	0
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	2
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	0	0	5
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	3
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	4
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	0	0	0
SUB-TOTAL	0	0	1
TOTAL	0	0	10

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	3
Misdemeanor	0	1	8
TOTAL	0	1	11

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	0	0
Vehicle Code Citations	0	0	1
TOTAL	0	0	1

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	4	17
Priority	2	2	17
Emergency	0	1	2
TOTAL	2	7	36

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	1
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	2
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	2
Manchester	0	0	0	0
Harbor Fwy	0	0	0	1
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	0	0	0	3
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	0	0	0	10

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	0%
Silver Line- LASD	95%

Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	1	32
Aggravated Assault	3	5	55
Aggravated Assault on Operator	2	2	21
Battery	22	3	142
Battery Bus Operator	6	4	51
Sex Offenses	1	0	9
SUB-TOTAL	36	15	310
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	7	0	46
Bike Theft	1	0	9
Motor Vehicle Theft	0	0	2
Arson	0	0	0
Vandalism	1	2	42
SUB-TOTAL	9	2	100
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	7
Narcotics	0	3	30
Trespassing	0	0	2
SUB-TOTAL	0	4	39
TOTAL	45	21	449

LASD's Crimes per Sector		
Sector		FYTD
Westside	6	24
San Fernando	1	10
San Gabriel Valley	4	28
Gateway Cities	3	51
South Bay	7	48
Total	21	161

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	13
West Valley	1	5
North Hollywood	2	14
Foothill	0	4
Devonshire	0	4
Mission	0	3
Topanga	0	6
Central Bureau		
Central	5	45
Rampart	4	15
Hollenbeck	2	7
Northeast	1	8
Newton	5	16
West Bureau		
Hollywood	2	12
Wilshire	2	18
West LA	0	8
Pacific	2	11
Olympic	2	27
Southwest Bureau		
Southwest	10	35
Harbor	0	1
77th Street	6	30
Southeast	0	6
Total	45	288

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	7	50
Misdemeanor	4	30	245
TOTAL	4	37	295

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	41	370
Vehicle Code Citations	0	15	100
TOTAL	1	56	470

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	4	143	1,003
Priority	9	145	711
Emergency	1	15	57
TOTAL	14	303	1,771

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	19%	2%
Proactive	81%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	93%

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

UNION STATION

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - DECEMBER 2021

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	2
Robbery	2	12
Aggravated Assault	2	17
Aggravated Assault on Operator	0	0
Battery	15	70
Battery Rail Operator	0	0
Sex Offenses	1	4
SUB-TOTAL	20	105
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	4
Larceny	8	39
Bike Theft	3	4
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	8
SUB-TOTAL	12	55
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	2	16
SUB-TOTAL	2	16
TOTAL	34	176

ARRESTS		
AGENCY	LAPD	FYTD
Felony	5	31
Misdemeanor	18	47
TOTAL	23	78

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	2
Vehicle Code Citations	0	0
TOTAL	0	2

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	12	57
Priority	75	263
Emergency	1	7
TOTAL	88	327

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	27%
Proactive	73%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	86%

LEGEND	
Los Angeles Police Department	

Transit Police

Monthly Crime Report



Attachment F

	2020	2021
	December	December
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	1	0
Robbery	20	41
Aggravated Assault	20	29
Aggravated Assault on Operator	1	4
Battery	36	73
Battery on Operator	7	13
Sex Offenses	4	9
SUB-TOTAL	89	169
CRIMES AGAINST PROPERTY		
Burglary	1	0
Larceny	25	31
Bike Theft	4	6
Motor Vehicle Theft	2	2
Arson	0	1
Vandalism	22	13
SUB-TOTAL	54	53
CRIMES AGAINST SOCIETY		
Weapons	3	2
Narcotics	8	7
Trespassing	5	6
SUB-TOTAL	16	15
TOTAL	159	237
ENFORCEMENT EFFORTS		
Arrests	23	140
Citations	332	132
Calls for Service	1,229	1,553

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

DECEMBER 2021

Attachment G

Crimes

Monthly	System-Wide	Dec-20	Dec-21	% Change
	Crimes Against Persons	89	169	89.89%
	Crimes Against Property	54	53	-1.85%
	Crimes Against Society	16	15	-6.25%
	Total	159	237	49.06%

Six Months	System-Wide	Jul-20-Dec-20	Jul-21-Dec-21	% Change
	Crimes Against Persons	638	918	43.89%
	Crimes Against Property	306	413	34.97%
	Crimes Against Society	103	110	6.80%
	Total	1,047	1,441	37.63%

Annual	System-Wide	Jan-20-Dec-20	Jan-21-Dec-21	% Change
	Crimes Against Persons	1,296	1,620	25.00%
	Crimes Against Property	679	756	11.34%
	Crimes Against Society	199	285	43.22%
	Total	2,174	2,661	22.40%

Average Emergency Response Times

Monthly	Dec-20	Dec-21	Change in Seconds	% Change
	5:01	5:01	0	0.00%

Six Months	Jul-20-Dec-20	Jul-21-Dec-21	Change in Seconds	% Change
	4:50	4:45	-5	-1.72%

Annual	Jan-20-Dec-20	Jan-21-Dec-21	Change in Seconds	% Change
	4:38	4:32	-6	-2.16%

Bus Operator Assaults

Monthly	Dec-20	Dec-21	% Change
	8	17	112.50%

Six Months	Jul-20-Dec-20	Jul-21-Dec-21	% Change
	38	79	107.89%

Annual	Jan-20-Dec-20	Jan-21-Dec-21	% Change
	77	117	51.95%

Fare Compliance

Monthly	Dec-20	Dec-21	% Change	
	Green Checks	5	1	-80.00%
	Yellow Checks	4	0	-100.00%
	Red Checks	1	0	-100.00%
	Total	10	1	-90.00%

Six Months	Jul-20-Dec-20	Jul-21-Dec-21	% Change	
	Green Checks	1,413	16	-98.87%
	Yellow Checks	636	10	-98.43%
	Red Checks	30	1	-96.67%
	Total	2,079	27	-98.70%

Annual	Jan-20-Dec-20	Jan-21-Dec-21	% Change	
	Green Checks	74,789	220	-99.71%
	Yellow Checks	18,183	106	-99.42%
	Red Checks	13,304	8	-99.94%
	Total	106,276	334	-99.69%

Ridership

Monthly	Dec-20	Dec-21	% Change
	15,095,605	21,096,821	39.75%

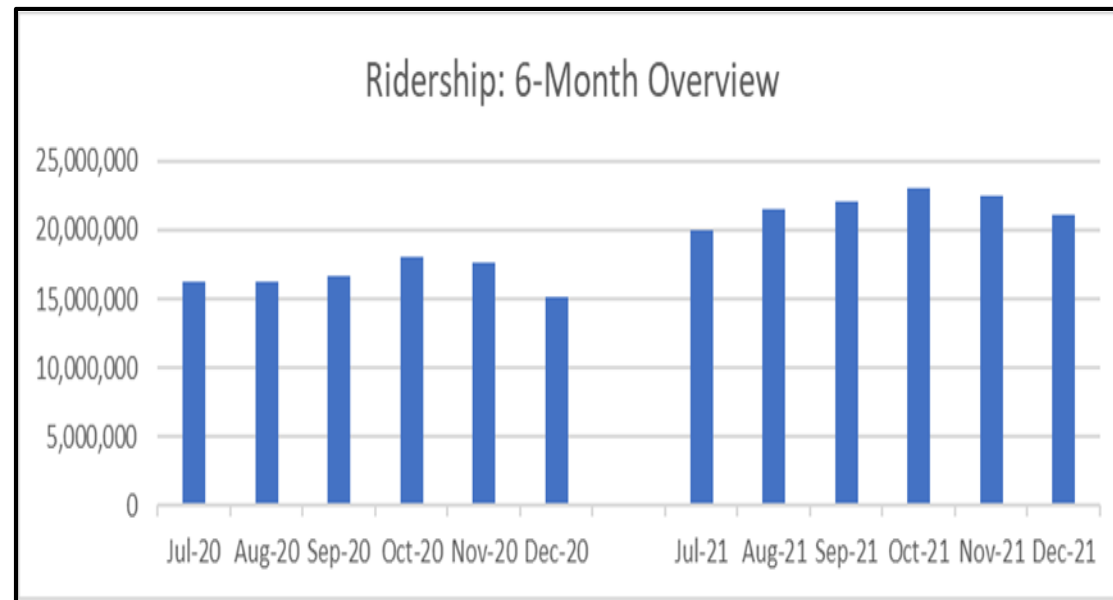
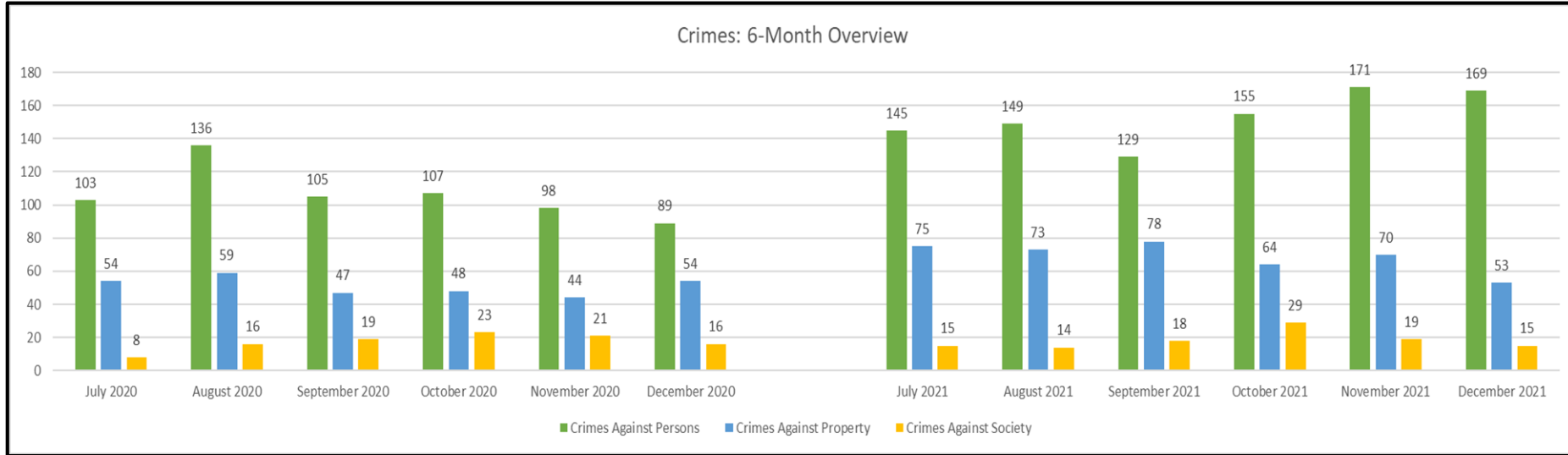
Six Months	Jul-20-Dec-20	Jul-21-Dec-21	% Change
	99,780,683	130,194,981	30.48%

Annual	Jan-20-Dec-20	Jan-21-Dec-21	% Change
	217,099,814	227,965,152	5.00%

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

DECEMBER 2021

Attachment G



**Violent and Property Crimes
December 2021**

Attachment H

VIOLENT CRIMES	12/01/2021 TO 12/31/2021	11/01/2021 TO 11/30/2021	% Change	11/01/2021 TO 11/30/2021	10/01/2021 TO 10/31/2021	% Change	YTD 2021	YTD 2020	% Change	YTD 2021	YTD 2019	% Change
Homicide	0	1	-100.0%	1	1	0.0%	5	3	66.7%	5	1	400.0%
Rape	0	0	0.0%	0	1	-100.0%	13	9	44.4%	13	9	44.4%
Robbery	41	23	78.3%	23	27	-14.8%	256	219	16.9%	256	287	-10.8%
Agg Assault	29	36	-19.4%	36	43	-16.3%	380	253	50.2%	380	263	44.5%
Agg Assault on Operator	4	5	-20.0%	5	2	150.0%	29	16	81.3%	29	11	163.6%
TOTAL VIOLENT	74	65	13.8%	65	74	-12.2%	683	500	36.6%	683	571	19.6%
PROPERTY CRIMES	12/01/2021 TO 12/31/2021	11/01/2021 TO 11/30/2021	% Change	11/01/2021 TO 11/30/2021	10/01/2021 TO 10/31/2021	% Change	YTD 2021	YTD 2020	% Change	YTD 2021	YTD 2019	% Change
Burglary	0	0	0.0%	0	2	-100.0%	16	9	77.8%	16	8	100.0%
Larceny	31	42	-26.2%	42	33	27.3%	388	383	1.3%	388	743	-47.8%
Bike Theft	6	2	200.0%	2	2	0.0%	43	50	-14.0%	43	72	-40.3%
Motor Vehicle Theft	2	1	100.0%	1	0	N/A	13	19	-31.6%	13	22	-40.9%
TOTAL PROPERTY	39	45	-13.3%	45	37	21.6%	460	461	-0.2%	460	845	-45.6%
TOTAL PART 1	113	110	2.7%	110	111	-0.9%	1,143	961	18.9%	1,143	1,416	-19.3%

This table summarizes Violent Crimes and Property Crimes, which make up Part 1 Crimes.

**Los Angeles Police Department Transit Services Division
Suspect Demographics
December 2021**

Attachment I

ARRESTEE DEMOGRAPHICS										
PREMISE	MALE					FEMALE				TOTAL
	B	H	O	W	TOTAL	B	H	O	TOTAL	
UNION STATION	5	5	1	1	12	2	1	0	3	15
RED LINE	5	2	0	1	8	0	0	0	0	8
BUS	1	1	0	0	2	0	0	1	1	3
BLUE LINE	2	0	0	0	2	0	0	1	1	3
EXPO LINE	1	0	0	1	2	0	0	0	0	2
ORANGE	1	0	0	0	1	0	0	0	0	1
GOLD LINE	0	0	0	1	1	0	0	0	0	1
PURPLE LINE	1	0	0	0	1	0	0	0	0	1
TOTAL	16	8	1	4	29	2	1	2	5	34
% OF TOTAL	47.1%	23.5%	2.9%	11.8%	85.3%	5.9%	2.9%	5.9%	14.7%	100.0%

Los Angeles Sheriff's Department - Transit Services Bureau
 Arrestee Information for the Month of December 2021
 12/01/2021 - 12/31/2021

Attachment I

Premise	Female				Total Female	Male				Total Male	Total Arrest
	Black	Hisp	Other	White		Black	Hisp	Other	White		
L-Line - Sierra Madre Villa	0	0	0	0	0	2	0	0	1	3	3
L-Line - Arcadia	0	0	0	0	0	0	1	1	1	3	3
L-Line - Monrovia	0	0	0	0	0	0	0	0	1	1	1
L-Line - Duarte	0	0	0	0	0	0	0	0	0	0	0
L-Line - Irwindale	0	0	0	0	0	0	0	0	1	1	1
L-Line - Azusa Downtown	0	0	0	1	1	1	3	0	0	4	5
L-Line - APU/Citrus College	0	0	0	0	0	1	1	0	0	2	2
J-Line - Carson	0	0	0	0	0	0	0	0	0	0	0
J-Line - El Monte	0	0	0	0	0	0	1	0	0	1	1
Bus	1	1	0	1	3	7	17	0	10	34	37
Total	2	4	0	3	9	23	38	1	16	78	87

Long Beach Police Department - Metro Transportation Detail

Arrestee Demographic Stats - December 2021

1/14/22

Attachment I

Crimes Against Persons	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused
Battery	Arr	M	B	18	Pacific Coast Hwy	No
Battery	Cite	M	H	27	Downtown Long Beach	No

Crimes Against Property	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused
Vandalism	Cite	M	W	49	Wardlow	No

Crimes Against Society	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: January 12, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the January 5, 2022 PSAC Meeting

During the January 5, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the recommendations from the Community Engagement (CE) ad hoc committee on the Home at Last short term shelter program (HAL program)

Below is a summary of the committee action:

- PSAC voted to approve the CE ad hoc committee's recommendations for the HAL program. The vote was 12 "yes," 0 "no," 0 "abstain," and 3 "absent." (Link: [Approved Recommendations on Home at Last short term shelter program](#))

Proposal to approve the recommendations of the CE ad hoc committee on the HAL program

The committee voted unanimously to approve the CE ad hoc committee recommendations included in the [January 5, 2022 meeting agenda packet](#) (Attachment J). No modifications were made to the recommendations.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: January 12, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the January 5, 2022 PSAC Meeting - IPS Recommendations

During the January 5, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the recommendations of the Infrastructure Protection Services (IPS) ad hoc committee on a forthcoming IPS scope of work (SOW)

Below is a summary of the committee action:

- PSAC voted to approve a modified version of the IPS ad hoc committee's recommendations. The vote was 12 "yes," 0 "no," 1 "abstain," and 2 "absent." (Link: [Approved IPS SOW Recommendations](#))

Proposal to approve the recommendations of the IPS ad hoc committee on a forthcoming IPS SOW

The committee voted to approve a modified version of the IPS ad hoc committee recommendations included in the [January 5, 2022 meeting agenda packet](#) (Attachment H & Attachment I). The approved text included the following modifications:

- Adding a paragraph to the "Weapons" section of the recommendations that indicates this decision will be made at a future PSAC meeting - likely the January 19, 2022 meeting.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: January 21, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the January 19, 2022 PSAC Meeting - IPS Recommendations on Weapons

During the January 19, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to support one of the options from the Infrastructure Protection Services (IPS) ad hoc committee on the provision of firearms to IPS personnel (Link: [IPS Weapons Recommendations](#) beginning on page 3)

Below is a summary of the committee action:

- The committee was unable to reach a simple majority to support the approval of one of the options for the IPS weapons recommendations. The vote was 6 members supporting “Option 1,” 6 members supporting “Option 2,” 1 member choosing to “abstain,” and 2 members “absent.”

Proposal to approve one of the options for the Infrastructure Protection Services (IPS) ad hoc committee recommendations on the provision of weapons

The committee did not reach consensus around one unified recommendation, in keeping with its standard decision-making process. Instead, the committee chose to modify its process and put forth a proposal to bring both options to a vote (versus a proposal to vote on just one preferred option). “Option 1” proposed a gradual reduction of firearm-carrying IPS personnel, while “Option 2” proposed an immediate disarmament of all IPS personnel.

Neither option gained the support of a simple majority, which required at least eight votes. Therefore, the committee was unable to provide a consensus recommendation on the provision of firearms to IPS personnel.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: January 21, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the January 19, 2022 PSAC Meeting - Recommendations on the Multi-Agency Policing Contract

During the January 19, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the recommendations from the Policing Practices (PP) ad hoc committee on the forthcoming Multi-Agency Policing Contract scope of work (SOW)

Below is a summary of the committee action:

- PSAC voted to approve the PP ad hoc committee's recommendations for the forthcoming Multi-Agency Policing Contract. The vote was 10 "yes," 3 "no," 0 "abstain," and 2 members "absent." (Link: [Approved Recommendations on Policing Contract](#))

Proposal to approve the recommendations of the PP ad hoc committee on the Multi-Agency Policing Contract

A majority of the committee voted to approve the PP ad hoc committee recommendations included in the [January 19, 2022 meeting agenda packet](#) (Attachment F). No modifications were made to the recommendations.

Monthly Update on Transit Safety & Security Performance

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE

FEBRUARY 17, 2022



December 2021 Crime Stats

VIOLENT CRIMES	December 2021	November 2021	% Change	November 2021	October 2021	% Change	YTD 2021	YTD 2020	% Change	YTD 2021	YTD 2019	% Change
Homicide	0	1	-100.0%	1	1	0.0%	5	3	66.7%	5	1	400.0%
Rape	0	0	0.0%	0	1	-100.0%	13	9	44.4%	13	9	44.4%
Robbery	41	23	78.3%	23	27	-14.8%	256	219	16.9%	256	287	-10.8%
Agg Assault	29	36	-19.4%	36	43	-16.3%	380	253	50.2%	380	263	44.5%
Agg Assault on Op	4	5	-20.0%	5	2	150.0%	29	16	81.3%	29	11	163.6%
TOTAL VIOLENT	74	65	13.8%	65	74	-12.2%	683	500	36.6%	683	571	19.6%

PROPERTY CRIMES	December 2021	November 2021	% Change	November 2021	October 2021	% Change	YTD 2021	YTD 2020	% Change	YTD 2021	YTD 2019	% Change
Burglary	0	0	0.0%	0	2	-100.0%	16	9	77.8%	16	8	100.0%
Larceny	31	42	-26.2%	42	33	27.3%	388	383	1.3%	388	743	-47.8%
Bike Theft	6	2	200.0%	2	2	0.0%	43	50	-14.0%	43	72	-40.3%
Motor Vehicle Theft	2	1	100.0%	1	0	N/A	13	19	-31.6%	13	22	-40.9%
TOTAL PROPERTY	39	45	-13.3%	45	37	21.6%	460	461	-0.2%	460	845	-45.6%
TOTAL PART 1	113	110	2.7%	110	111	-0.9%	1,143	961	18.9%	1,143	1,416	-19.3%

Community Policing & Engagement

As part of LA Metro's community policing plan, each agency hosts community events to engage with the community.

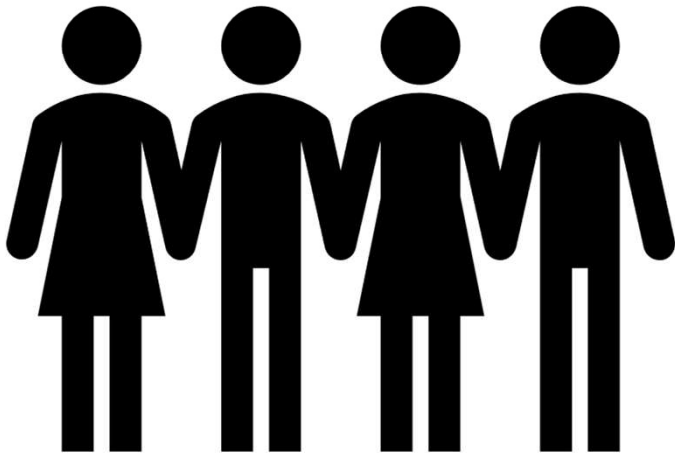
LASD:

- **MLK Day Unity Skate:** January 17, 2022, at the Willowbrook/Rosa Parks Station
- **Coffee with a Deputy:** January 19, 2022, at the Citrus/APU Station
- **Stand Against Hate:** February 23, 2022, at the Willowbrook/Rosa Parks Station

LAPD:

- **Coffee with a Cop:** January 4, 2022, at Union Station
- **Crenshaw/LAX Line Community Update:** January 26, 2022, at the Crenshaw Station
- **Coffee with a Cop:** February 3, 2022, at the Harbor Gateway Transit Center





Bystander Intervention Training Program

- **Bystander Intervention Training Program** focuses on providing Metro staff members information regarding crime reporting procedures and the steps to take when witnessing a crime or suspicious activity on Metro rails and buses. There is an emphasis on meaningful ways to intervene while also maintaining personal safety.
- The program was developed with help and input from a variety of departments including:
 - Office of Civil Rights, Racial Equity and Inclusion
 - County Counsel
 - Office of Inspector General
 - Talent Development

Public Safety Advisory Committee (PSAC)

Members provided recommendations and voted on the following items:

- Home at Last (HAL) Short-term Shelter Program
- New infrastructure protection services contract scope of work
- New policing contract scope of work

