

Metro

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



Agenda - Final Revised

Thursday, April 25, 2019

9:30 AM

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

Board of Directors - Regular Board Meeting

*Sheila Kuehl, Chair
James Butts, Vice Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
John Bulinski, non-voting member
Phillip A. Washington, Chief Executive Officer*

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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LIMITED ENGLISH PROFICIENCY

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TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 7, 8, 17, 19, 20, **23, 25, 30, 35, 36 and 37.

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

**Item requires 2/3 vote

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2019-0200](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 28, 2019.

Attachments: [Regular Board Meeting MINUTES -March 28, 2019](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

7. **SUBJECT: PROPERTY INSURANCE PROGRAM** [2019-0027](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$3.1 million for the 12-month period May 10, 2019 through May 10, 2020.

Attachments: [Attachment A - Recommended Program](#)

[Attachment B - Alternatives Considered](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

8. **SUBJECT: LEASE AGREEMENT WITH BLUM COURTYARD ASSOCIATES FOR THE LA METRO SYSTEM SECURITY AND LAW ENFORCEMENT OFFICE LOCATED AT 1300 W. OPTICAL DRIVE, AZUSA** [2019-0067](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a ten (10)-year lease agreement commencing August 1, 2019 with Blum Courtyard Associates ("Lessor") for the LA Metro System Security and Law Enforcement

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: PURCHASE OF SAFETY VESTS

[2019-0111](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA57367000 to KNS Industrial Supply, the lowest responsive and responsible bidder for Safety Vests. The one-year base contract amount is \$576,350 inclusive of sales tax, and the one-year option amount is \$590,741, inclusive of sales tax, for a total contract amount of \$1,167,091, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

23. SUBJECT: VITAL RELAYS FOR THE METRO BLUE LINE

[2019-0113](#)

RECOMMENDATION

CONSIDER:

A. FINDING that there is only a single source of procurement to obtain Metro Blue Line Train Control Vital Relays to support Rail Wayside System Maintenance. The Board hereby authorizes purchase of the Vital Relays for the sole purpose of duplicating and replacing system equipment already in use; and

(REQUIRES 2/3 VOTE OF THE BOARD)

B. AUTHORIZING the Chief Executive Officer to award a 24-month sole source, fixed price Contract Number OP58657000 to Twinco Mfg. Co., Inc. for an amount not to exceed \$2,862,833.53 inclusive of sales tax, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

25. SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND

[2019-0190](#)

REPLACEMENT SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following three-year base term contracts for regions 1 through 4; subject to resolution of protest(s) if any:

- A. AWARD a firm fixed unit rate Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Red Line (MRL), Metro Orange Line (MOL) and various bus and rail locations within the geographical area specified as Region 1, for a not-to-exceed amount of \$1,806,189 for the three-year base period, and a not-to-exceed amount of \$1,239,682 for one, two-year option This is a combined not-to-exceed total amount of \$3,045,871, effective June 1, 2019 through May 31, 2024;
- B. AWARD a firm fixed unit rate Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Gold Line (PGL), Metro Purple Line (MPL), El Monte Bus Way and various bus and rail locations within the geographical area specified as Region 2, for a not-to-exceed amount of \$1,734,912 for the three-year base period, and not-to-exceed amount of \$1,789,600 for one, two-year option. This is a combined not-to-exceed total amount of \$3,524,512, effective June 1, 2019 through May 31, 2024;
- C. AWARD a firm fixed unit rate Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Expo Line (Expo) and various bus and rail locations within the geographical area specified as Region 3, for a not-to-exceed amount of \$1,643,856 for the three-year base period, and a not-to-exceed amount of \$1,905,976 for one, two-year option. This is a combined not-to-exceed total amount of \$3,549,832, effective June 1, 2019 through May 31, 2024; and
- D. AWARD a firm fixed unit rate Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Blue Line (MBL), Metro Green Line (MGL), Harbor Transit Way (HTW) and various bus and rail locations within the geographical area specified as Region 4, for a not-to-exceed amount of \$4,233,003 for the three-year base period, and a not-to-exceed amount of \$2,944,234 for one, two-year option. This is a combined not-to-exceed total amount of \$7,177,237, effective June 1, 2019 through May 31, 2024.

(CARRIED OVER FROM MARCH)

36. SUBJECT: CONGESTION PRICING FEASIBILITY STUDY UPDATE

[2019-0210](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the response to Motion 32.3 (Congestion Pricing) by Directors Garcetti, Kuehl, Butts, Solis, and Hahn; and
- B. APPROVING Next Steps for Congestion Pricing Feasibility Study, which includes:
 - May 2019: Staff will issue Requests for Proposals for 1) Technical Services (includes Equity Analysis) and 2) Communications Plan and Public Engagement Services;
 - Summer 2019: Seek Board authorization to award contract; and
 - Ongoing: Staff will conduct ongoing dialogue with the Board at key milestones during the project development process. An overview of the anticipated process is provided in Attachment E Project Milestones.

- Attachments:**
- [Attachment A - Board Motion](#)
 - [Attachment B - Board Report](#)
 - [Attachment C - Statement of Work - Technical Services](#)
 - [Attachment D - Statement of Work - Communications and Public Engagement S](#)
 - [Attachment E - Project Milestones](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

37. SUBJECT: WEST SANTA ANA BRANCH P3 BUSINESS CASE FINANCIAL ADVISORY SERVICES

[2019-0176](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Task Order No. PS50315-3049000 with Sperry Capital Inc. to finalize the Business Case for West Santa Ana Branch Light Rail Transit Project (“WSAB” or “the Project”) in the amount of \$977,040 increasing the not-to-exceed task order value from \$1,099,970 to \$2,077,010.

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

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2019-0257](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2019-0258](#)

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer**.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. **SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO LA/SB COUNTY LINE** [2019-0129](#)

RECOMMENDATION

AUTHORIZE the use of toll revenues, in a not-to-exceed amount of \$3.9 million for the upgrade of a 42-strand bundle of single mode fiber optic (SMFO) cable to a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3 of the I-10 High Occupancy Vehicle (HOV) lane project to accommodate for the communications network necessary for conversion to future ExpressLanes. Additional improvements include the installation of 2-inch conduit, pull boxes, cast-in-drilled-hole (CIDH) pile foundations, and modified concrete barrier for median lighting improvements for Segments 2 and 3 for improved lighting. If authorized, the improvements will accommodate for future communications for the I-10 ExpressLanes Extension project, as well as any related Intelligent Transportation System (ITS) efforts, and improved visibility at HOV lane ingress/egress points.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6.1. SUBJECT: I-10 EXPRESSLANES EXTENSION

[2019-0236](#)

APPROVE **Revised Motion by Butts, Fasana, Hahn, and Solis** that this item be amended to authorize the use of up to \$4.4 million in I-110 ExpressLanes revenues or South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds to construct the South Bay Smart Net.

FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

12. SUBJECT: TAP SYSTEM SUPPORT SERVICES

[2018-0330](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a modification to Contract No. OP02461010-MAINT, with Cubic Transportation Systems, Inc. ("Cubic"), for TAP System Support Services of all fare collection equipment, in the amount of \$68,220,642 increasing the total contract value from \$295,351,189, to \$363,571,831 and a contract modification extension of five and a half (5.5) years until December 2024.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification+Change Order Log](#)

[Attachment C - DEOD Summary](#)

[Attachment D - TAP System Support Services Agreement](#)

[Attachment E - TAP Equip Maintained Under New Services Agreement](#)

[Presentation #1](#)

[Presentation #2](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

14. SUBJECT: REGIONAL RAIL ON-CALL SERVICES

[2018-0801](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six task order based on-call Contracts for Regional Rail Planning and Environmental services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The

following firms are recommended for award:

1. Gensler, Contract Number AE56752000
2. HDR Engineering, Inc., Contract Number AE56752001
3. Jacobs/CH2M Hill, Contract Number AE56752002
4. Mott MacDonald, LLC, Contract Number AE56752003
5. STV Inc., Contract Number AE56752004
6. WSP USA, Contract Number AE56752005

- B. AWARD five task order based on-call Contracts for Regional Rail Engineering and Design services to the firms listed below for a five-year base period in an amount not-to-exceed \$11 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$15 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE56750000
2. HDR Engineering, Inc., Contract Number AE56750001
3. Mott MacDonald, LLC, Contract Number AE56750002
4. Pacific Railway Enterprises, Inc., Contract Number AE56750003
5. RailPros, Contract Number AE56750004

- C. AWARD four task order based on-call Contracts for Regional Rail Project Management services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options in an amount not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE5664300001
2. RPA Joint Venture, Contract Number AE5664300102
3. Stantec, Contract Number AE5664300202
4. WSP USA, Contract Number AE5664300302

- D. EXECUTE individual task orders for planning and environmental on-call services in a total amount not-to-exceed \$14,000,000; for engineering and design on-call services in a total amount not-to-exceed \$15,000,000; and for project management on-call services in a total amount not-to-exceed \$14,000,000.

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0):**

**16.1. SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL
CONVERSION/FEASIBILITY STUDY**

[2019-0259](#)

RECOMMENDATION

APPROVE Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

- A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;
- B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and
- C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.

**PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT
RECOMMENDATION:**

**18. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID
TRANSIT (BRT) CORRIDOR**

[2019-0148](#)

RECOMMENDATION

APPROVE:

- A. RECEIVING AND FILING the North Hollywood to Pasadena BRT Corridor Alternatives Analysis (AA) Study Report; and
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR).

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

33. SUBJECT: STATE LEGISLATION [2019-0048](#)

RECOMMENDATION

ADOPT staff recommended positions:

- A. Senate Bill 43 (Allen) - Carbon Taxes **WORK WITH AUTHOR**
- B. Senate Bill 7 (Portantino) - State Highway Route 710 **SUPPORT**
- C. Assembly Bill 29 (Holden) - State Highway Route 710 **SUPPORT**
- D. Senate Bill 152 (Beall) - Active Transportation Program ~~**WORK WITH AUTHOR**~~ **OPPOSE UNLESS AMENDED**
- E. Assembly Bill 1402 (Petrie-Norris) - Active Transportation Program **OPPOSE UNLESS AMENDED**
- F. Assembly Bill 752 (Gabriel) - Public Transit: Transit stations: Lactation rooms **WORK WITH AUTHOR**

Attachments: [Attachment A - State Legislation SB 43 Allen](#)
[Attachment B - SB 7 Portantino](#)
[Attachment C - AB 29 Holden](#)
[Attachment D - SB 152 Beall](#)
[Attachment E - AB 1402 Petrie-Norris](#)
[Attachment F - AB 752 Gabriel](#)

33.1 SUBJECT: CALIFORNIA HIGH SPEED RAIL SOUTHERN CALIFORNIA SEGMENTS [2019-0264](#)

RECOMMENDATION

APPROVE Amending Motion by Solis, Barger, Butts, Krekorian, and Najarian that the Board amend Item No. 33 to add the following directives:

- G. DIRECT the CEO to send a letter on behalf of the Board of Directors to the Governor of California and the California High-Speed Rail Authority to request re-evaluation of plans to further invest in the Central Valley high speed rail segments and to consider prioritizing funding to advance critical projects in Los Angeles County that would support the

High-Speed Rail Authority's goal of a blended systems/operations model ahead of any State decisions made regarding High-Speed Rail funding on or after May 1, 2019.

H. AMEND the Metro State Legislative Plan to prioritize and secure High-Speed Rail funding for the Los Angeles County region.

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

- 34. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT UPDATE**

[2019-0169](#)

RECOMMENDATION

RECEIVE AND FILE status report on the Los Angeles Aerial Rapid Transit Project.

Attachments: [Presentation](#)

- 38. SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91 ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT**

[2019-0196](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

(CARRIED-OVER FROM MARCH BOARD MEETING)

Attachments: [Attachment A - Procurement Summary - AE57645000](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Project Location Map.pdf](#)

- 39. SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER REPLACEMENT**

[2019-0197](#)

RECOMMENDATION

CONSIDER:

A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line

Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and

- B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

(CARRIED-OVER FROM MARCH BOARD MEETING)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment D - Funding/Expenditure Plan](#)
 [Presentation](#)

- 40. SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER
 APS/LVPS OVERHAUL**

[2019-0209](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

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

- 41. SUBJECT: I-710 SOUNDWALL PACKAGE 3 PROJECT**

[2019-0226](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) and site improvements within the TCE area from the properties identified as Parcels: CPN-80901 (APN: 7401-023-009); CPN-80914 (APN: 7401-008-010); CPN-80945 (APN: 7312-022-004); CPN-80983 (APN: 7312-008-018); CPN-80982 (APN: 7312-008-

017); CPN-81000 (APN: 7311-009-014); CPN-80899 (APN: 7401-023-007).

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments:

[Attachment A-Staff Report](#)

[Attachment A-1- Summary of Property Owners and Property Requirements](#)

[Attachment B1 – B7 – Resolutions of Necessity for each Parcel](#)

42. SUBJECT: EXPANDING THE YOUTH ON THE MOVE PROGRAM

[2019-0265](#)

RECOMMENDATION

APPROVE Motion by Solis, Garcetti, Barger, Hahn, Butts and Kuehl that the Board direct the CEO to report back in July 2019 on:

- A. Recommendations to expand eligibility of the Youth on the Move program, including considering expanding the eligible age range from 18 to 21 to 16 to 24 or beyond;
- B. Improved marketing strategies for Youth on the Move, in partnership with the Los Angeles County Department of Children & Family Services (DCFS) and the Los Angeles County Probation Department;
- C. Enhancements to the Youth on the Move application process to ensure it is seamless and low-barrier, in partnership with DCFS and the Probation Department;
- D. Identification of other transportation needs for youth who relevant foster care or probation contact and recommendations on potential partnerships between Metro, DCFS, Probation, and other relevant stakeholders, to address those needs;
- E. Recommendations to ensure students receive support throughout their participation in Youth on the Move, especially during potential changes in their living situations, schools, or case workers; and
- F. Recommendations to reduce the cost of transit for K-12 and College/Vocational students in general.

END OF NON-CONSENT ITEMS

43. SUBJECT: CLOSED SESSION

[2019-0261](#)

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Ceon Rayneil Gordon v. LACMTA, LASC Case No. BC633887
2. Cutbertha Rincon v. LACMTA, LASC Case No. BC669156

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (One Case)

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0263](#)

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 #: 2019-0200, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
APRIL 25, 2019**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 28, 2019.

Metro

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



MINUTES

Thursday, March 28, 2019

9:30 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Sheila Kuehl, Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
John Bulinski, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:37 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 44, 15, 26, 31.

Consent Calendar items were approved by one motion except for items 14 and 26 which were held for discussion and/or separate action.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

2. **SUBJECT: MINUTES** 2019-0137

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 28, 2019.

3. **SUBJECT: REMARKS BY THE CHAIR** 2019-0177

RECEIVED remarks by the Chair.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	P	P	P	A	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2019-0178

RECEIVED report by the Chief Executive Officer.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
P	A	P	P	P	A	P	P	P	P	P	P	P

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91 ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT 2018-0514

CARRIED OVER DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

6. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE GRANT PROJECTS 2019-0051

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$15,870,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

7. SUBJECT: ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES 2019-0037

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. PS54707001, with Mythics Inc., for procurement of 220 additional Oracle Primavera Unifier Application User Licenses in the amount of \$495,887, increasing the total value from ~~\$497,675~~ \$495,887 to ~~\$993,562~~ \$991,774, and extending the contract term through March 31, 2020.

8. SUBJECT: NORTH HOLLYWOOD TRANSIT BUSINESS IMPROVEMENT DISTRICT PARTICIPATION 2019-0031

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to sign the Petition to Renew the North Hollywood Transit Business Improvement District (BID) for a period of five years commencing January 1, 2020 through December 31, 2024, for an estimated amount not to exceed \$699,294 over the life of the BID renewal.

**13. WITHDRAWN: SUBJECT: VERMONT TRANSIT CORRIDOR –
RAIL CONVERSION/FEASIBILITY STUDY**

2018-0817

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

14. SUBJECT: JOINT DEVELOPMENT IN TAYLOR YARD

2019-0053

AUTHORIZED the Chief Executive Officer to amend an existing ground lease with Taylor Yard Commercial, LLC ("TYC") or its successor to:

- A. CHANGE the scope of development under the existing ground lease from approximately 16,690 square feet of retail space to approximately 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction under the existing ground lease from April 1, 2019 to April 1, 2022;
- C. PROVIDE for further extensions of this deadline to April 1, 2024, if deemed necessary or prudent;
- D. DELETE the requirement under the existing ground lease for the payment of percentage rent; and
- E. EXTEND the term of the existing ground lease to meet the requirements of TYC's funding partners, provided that such term shall not extend beyond March 31, 2092.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	A	Y

**15. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS 2019-0081
PROGRAM (LCTOP)**

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and
- B. CERTIFY that Metro will comply with LCTOP certification and assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

16. WITHDRAWN: SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER APS/LVPS OVERHAUL 2019-0043

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

**17. SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 2019-0078
602 AND COMMUTER EXPRESS 422, AND PVPTA LINE
225/226 TRANSIT SERVICE OPERATION AGREEMENTS**

APPROVED:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;

(Continued on next page)

(Item 17 – continued from previous page)

- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of Line 225/226 for a period of two years for an amount up to \$503,385;
- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	A	Y	A	Y	Y	Y	Y	A	A	Y

19. SUBJECT: WIRELESS ROUTERS

2019-0065

AUTHORIZED the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA58692 to LA Mobile Computing for purchase of wireless mobile routers. The Contract has a first-year amount of \$1,314,197, inclusive of sales tax, and a second-year amount of \$929,754, inclusive of sales tax, for a total contract value of \$2,243,950.65, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	A	Y	A	Y	Y	Y	Y	A	A	Y

21. SUBJECT: ORAL REPORT ON NEXTGEN REGIONAL SERVICE CONCEPT AND NEW BLUE UPDATE.

2018-0745

RECEIVED oral report on NextGen Regional Service Concept and New Blue Update.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
P	A	P	P	P	A	P	P	P	P	A	A	P

**22. SUBJECT: P2550 LIGHT RAIL VEHICLE PROPULSION INVERTER 2019-0042
PHASE MODULE OVERHAUL AND UPGRADE**

AWARDED a 40-month, indefinite delivery/indefinite quantity Contract No. MA53984000 to AmePower, Incorporated to overhaul and upgrade up to four-hundred-thirty-seven (437) P2550 Light Rail Vehicle Propulsion Inverter Phase Modules for a not-to-exceed amount of \$6,065,920 subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	A	Y

23. SUBJECT: FREE METRO TRANSIT SERVICE ON EARTH DAY 2019 2019-0068
APPROVED providing free Metro transit service on Earth Day (April 22, 2019).

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	A	Y

**24. SUBJECT: LEXRAY SOFTWARE MAINTENANCE SERVICE 2019-0079
CONTRACT**

AUTHORIZED the Chief Executive Officer to:

- A. RATIFY AND EXECUTE Contract No. PS126167000-30896 with MobilPrise, Inc. dba LexRay (LexRay) for software maintenance services for costs incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863;
- B. EXECUTE Contract Modification No. 1 to Contract No. PS126167000-30896 with LexRay for software maintenance services for the term April 1, 2019 ending December 31, 2020, increasing the total authorized amount by \$531,136 for a revised total contract amount of \$1,757,999; and

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	A	Y

26. SUBJECT: QUALITY MANAGEMENT CONSULTANT

2019-0054

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a seven (7) year cost reimbursable, Contract No. PS54007, to PQM, Inc., for Quality Management Consultant Program Services on Task Orders for an amount not-to-exceed \$5,378,518 for an initial twenty-six months; plus three one year options, subject to resolution of any properly submitted protest; and
- B. EXECUTE individual Task Orders and changes within the Board approved contract not-to-exceed amount.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	C	Y	A	Y	C	Y	Y	Y	C	C

31. SUBJECT: RAIL STATION NAMES FOR GOLD LINE FOOTHILL EXTENSION PHASE 2B

2019-0090

ADOPTED ON CONSENT CALENDAR the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

<u>Official Stations Name:</u>	<u>Operational Station Name:</u>
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex
4. Pomona North	Pomona North
5. Claremont	Claremont

32. SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER REPLACEMENT

2019-0119

CARRIED OVER DUE TO ABSENCES AND CONFLICTS:

- A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and

(Continued on next page)

(Item 32 – continued from previous page)

- B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

33. SUBJECT: REBUILDING AMERICA UPDATE 2019-0184

RECEIVED oral report by staff on the Rebuilding America Initiative.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
P	A	P	P	P	A	P	P	P	P	A	A	P

34. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT 2019-0155

APPROVED BY 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-16 located at 14330 Marquardt Avenue, Santa Fe Springs, CA, (APN 8069-007-043), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

35. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT 2019-0157

APPROVED BY 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and

(Continued on next page)

(Item 35 – continued from previous page)

B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-27 located at 13840-13848 Rosecrans Avenue, Santa Fe Springs, CA, (APN: 8069-005-001) consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

36. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2019-0159

APPROVED BY 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-29 located at 13914 Rosecrans Avenue, Santa Fe Spring, CA, (APN 8069-005-008), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified in Attachment A.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

RECEIVED General Public Comment

ADJOURNED at 12:39 p.m. in the memories of **Vivian Chee-Hwa Chong Lee**, mother of Metro Interim Chief of Staff, **Nadine Lee AND Tarzan Honor, Sr.**, father of Metro DEO of Public Relations, **Joni Goheen**.

Prepared by: Deanna Phillips
Administrative Analyst, Board Administration



 Michele Jackson, Board Secretary



Board Report

File #: 2019-0027, File Type: Program

Agenda Number: 7.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 17, 2019

SUBJECT: PROPERTY INSURANCE PROGRAM

ACTION: PURCHASE ALL RISK PROPERTY AND BOILER AND MACHINERY INSURANCE

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$3.1 million for the 12-month period May 10, 2019 through May 10, 2020.

ISSUE

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2019.

DISCUSSION

Property insurance protects against losses to our structures, fleets and improvements, which are valued at approximately \$12.3 billion up from last year's \$12.1 billion. The increase in total insured value is primarily due to general replacement cost growth along with revaluation of both heavy and light rail vehicles and the addition of the Southwest Yard to Metro's property program. Property insurance is required by many contracts and agreements, such as our lease/leaseback deals involving a number of our operating assets.

Our insurance broker, USI Insurance Services ("USI") marketed the property program to qualified insurance carriers to obtain property insurance pricing with coverage limits of \$400 million. Quotations for our property insurance program were received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. Final pricing is pending, so the quotes serve as a not to exceed cost excluding contingency for unanticipated adjustments before policy binding.

The Recommended Program secures the All Risk deductible at \$250,000 with no earthquake coverage and a flood deductible at 5% per location subject to a \$250,000 minimum. USI continues negotiations with carriers regarding deductible limits on selected Metro assets including rolling stock, non-revenue vehicles and potential flooding in subway tunnels. If a loss exceeds the deductible, All Risk coverage is provided up to \$400 million per occurrence for losses except for flood related damages that are covered up to \$150 million. The recommended program is the same as the prior

year program. Attachment A shows the outline of the recommended program structure. The not to exceed premium price includes a contingency for premium adjustments, taxes and fees due to on-going negotiations with insurance carriers.

The recommended program does not include earthquake coverage. We received quotes estimated at \$4.65 million for \$50 million in limits with a 5% deductible. LACMTA has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through Federal and State sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large government agencies including most Los Angeles County and City locations, Department of Water and Power and Metropolitan Water District.

We evaluated terrorism coverage options this renewal cycle and have not opted to purchase the coverage. Terrorism coverage is available but does not appear to be cost effective at a quoted cost of nearly \$850,000. The Terrorism Risk Insurance Act (TRIA) provides government support by providing mechanisms for spreading losses across policyholders. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services as a result of a serious terrorism incident. For the present, we will continue to reject terrorism coverage.

The current and recommended programs of insurance are layered structures. Several insurance carriers participate in the program with each contributing a portion of coverage which maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by USI, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In February and March, USI contacted multiple domestic and foreign insurance providers to present our property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including our extensive security infrastructure, fire protection, loss control and minimal risk of flood exposures. USI provided information and statistics on system operations, assets and our excellent loss history over the past nineteen years with one fixed property insurable event and under \$1.3 million insurable losses of rolling stock and non-revenue vehicles.

The LACMTA property program continues to be well received by insurers due to our favorable loss history and the growth of the account from \$6.7 billion in values in 2007 to \$12.3 billion for this renewal. As such, USI presented the submission to incumbent and competing insurers to create competition in the insurance program. The marketing effort resulted in maintaining most of our incumbent carriers for the recommended program. Our rate per million dollars of insurable value is \$252 for the recommended program which represents a 26.5% rate increase per million dollars of insured value over the prior year. Some of the major factors driving the rate increase are summarized in the following paragraphs.

The soft market for all lines of insurance coverage Metro has enjoyed for many years has hardened. The catastrophic events of 2018, including the California wildfires, will place renewed pressure on property specific pricing that produces an adequate risk adjusted rate of return to the insurance

carriers for property coverage. The near-term rate impacts will result in higher premiums because of current losses (size and frequency) being paid by property markets after many quarters of soft and declining pricing.

Jeff McNatt, executive vice president for AmWINS, one of the largest global specialty insurance distributors, explains, "The primary carriers have suffered the most over the last two years, and this has caused many primary markets to tighten their underwriting guidelines, push for rate (increases), or exit classes of business." (AmWINS State of the Market, Q1 2019 report) The report further states, "Carriers were hit globally by severe storms in 2018. Worldwide catastrophe (CAT) loss estimates for 2018 are expected to be close to \$80 billion, above the 20-year average of \$57 billion. Domestically, the fourth quarter saw both Hurricane Michael and wildfires in California, which combined are expected to generate losses between \$18-28 billion - well above the typical Q4".

Underwriting trends will include market hardening, carrier retrenching, and an emphasis on profit as discussed in a recent on-line article from AmWINS. "As we head deeper into the first quarter of 2019, one thing is clear: changes are coming to the insurance marketplace that buyers and brokers alike will experience as the year progresses. Carriers are feeling pain, not just in commercial auto and problematic property sectors, but across many other areas of property and casualty as well." ("The 2019 Market: Changes are Coming", AmWINS, March 6, 2019)

This year's renewal reflects our continuing favorable insurability and ability to take full advantage of USI marketing efforts in a very different and demanding market environment from previous years.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for two months of \$517,000 for this action is included in the FY19 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). The remaining ten months of premiums will be included in the FY20 budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY19, an estimated \$2.5 million will be expensed for property insurance.

Impact to Budget

There is no impact on the FY19 budget. The current fiscal year funding for this action will come from

the Enterprise, General and Internal Service funds. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in a negligible change to operating costs from the prior fiscal year.

ALTERNATIVES CONSIDERED

The current program, the recommended program and an option with earthquake coverage are summarized in Attachment B. Based upon our past history of favorable renewal and losses, we recommend continuing the current program of insurance as the most cost effective and prudent program. The option adding earthquake coverage is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with placement of the property insurance program outlined herein effective May 10, 2019.


ATTACHMENTS

Attachment A - Recommended Pricing and Carriers

Attachment B - Alternatives Considered

Prepared by: Tim Rosevear, Manager, Risk Financing, (213) 922-6354

Reviewed by: Vijay Khawani, Interim Chief Risk, Safety and Asset Management Officer, (213) 922-4035



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

RECOMMENDED PROGRAM PRICING AND CARRIERS



USI Insurance Services
 Proposed Property/B&M Insurance Summary 2019 - 2020
 Los Angeles County Metropolitan Transportation Authority

Limit	Excess of	Coverage	Carrier - Best Rating	Participation (\$)	Participation (%)	Premium (layer)	Participation Premium
\$50M	\$350MM	All Risk Excluding Flood & Earthquake	Hallmark - A VIII	\$10,000,000	20.00%	\$125,000	\$25,800
			Starr Surplus Lines - A XV	\$10,000,000	20.00%	inc. below	inc. below
			Colony Ins. Co. - A XIV	\$5,000,000	10.00%	\$50,000	\$5,160
			AXIS - A+ XV	\$25,000,000	50.00%	\$100,000	\$51,600
			\$50,000,000	100.00%		\$82,560	
\$200M	\$150MM	All Risk Excluding Flood & Earthquake	Hudson - A XV	\$30,000,000	15.00%	\$406,000	\$62,849
			Lloyd's of London - A XV	\$105,000,000	52.50%	\$380,000	\$205,884
			Mitsui - A+ XV	\$25,000,000	12.50%	\$380,000	\$47,500
			Starr Surplus Lines - A XV	\$40,000,000	20.00%	inc. below	inc. below
			\$200,000,000	100.00%		\$316,233	
\$150M	Underlying Deductibles	All Risk Excluding Earthquake	Lexington Insurance Co - A XV	\$50,000,000	33.33%	\$2,143,180	\$749,754
			Pending**	\$35,000,000	23.33%	\$3,130,000	\$753,704
			Liberty Mutual Fire Insurance Co- A XV	\$15,000,000	10.00%	\$2,229,200	\$222,920
			Starr Surplus Lines - AXV ***	\$30,000,000	20.00%	\$2,482,118	\$524,214
			Houston Casualty - A++ XV	\$10,000,000	6.67%	\$2,449,529	\$168,562
			Ironshore Specialty Ins Co - A XV	\$10,000,000	6.67%	\$2,229,200	\$153,369
			\$150,000,000	100.00%		\$2,572,522	

Estimated Program Premiums *	\$2,971,315
Contingency for carrier premium, tax and fee adjustments	\$128,685
Estimated Program Not-To-Exceed Total	\$3,100,000

* Subject to finalization of on-going negotiations with carriers. Amounts show are estimates only.

** Includes 40% of primary \$50M w/HDI (A XV) and \$150M x/s \$50M with Mitsui (not yet 100% complete)

*** Represents full \$400M layer price, participation premium includes mandatory engineering/inspection fee of \$15,000

Terrorism pricing is not included above.
 Earthquake pricing is not included above.

ATTACHMENT B

ALTERNATIVES CONSIDERED

	Current Program	Recommended Program (Quota Share Primary)*	Recommended Program With Earthquake*
Deductibles	\$250,00 All Risk / 5% of location value for Flood	\$250,00 All Risk / 5% of location value for Flood **	\$250,000 All Risk/5% of structure value for Earthquake and Flood **
All Risk Limits	\$400 Million	\$400 Million	\$400 Million
Flood Limits	\$150 Million	\$150 Million	\$150 Million
Earthquake Limits	None	None	\$50 Million after first 5% per location deductible
Terrorism	None	None	None
Total not to Exceed or Actual Premium	\$2,408,519	\$3,100,000	\$7,750,000

* recommended programs are not to exceed amounts.

** deductibles are still under negotiation with insurance carriers.

**Board Report**

File #: 2019-0067, **File Type:** Agreement**Agenda Number:** 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 17, 2019****SUBJECT: LEASE AGREEMENT WITH BLUM COURTYARD ASSOCIATES FOR THE LA METRO SYSTEM SECURITY AND LAW ENFORCEMENT OFFICE LOCATED AT 1300 W. OPTICAL DRIVE, AZUSA****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a ten (10)-year lease agreement commencing August 1, 2019 with Blum Courtyard Associates (“Lessor”) for the LA Metro System Security and Law Enforcement office located at 1300 W. Optical Drive in Azusa at a rate of \$40,010 per month with escalations of three percent (3%) annually for a total lease value of \$5,268,103 over the term.

ISSUE

The System Security and Law Enforcement (SSLE) Department has indicated a need for an additional presence of law enforcement for the eastern portions of the Gold Line. The proposed lease site will provide an operating base for law enforcement and is intended to meet the current need, as well as provide future capacity for SSLE as the Gold Line expands eastward through Irwindale/Azusa and on to Montclair in the coming years. The proposed site to be leased exceeds \$500,000 and five years and therefore requires board approval.

BACKGROUND

SSLE has contracted with the Los Angeles County Sheriff’s Department (LASD) to provide security services at Metro rail stations and along rail lines. To minimize security response times occurring on Metro operating lines, SSLE and LASD have determined that an additional substation is needed along the eastern extent of Gold Line operations. Beginning in May of 2018, the Real Estate department began working with SSLE, LASD, and brokers to secure a space which is fitted to the required specifications for law enforcement operations.

DISCUSSION

Security and safety is a priority for Metro riders and staff. Metro Real Estate and SSLE believe this lease will provide a base of operations from which our SSLE resources can ensure *Metro’s Customer*

Code of Conduct is fully enforceable and enhance the customer experience for all riders as the system expands and provides greater transit modality to all LA County residents.

The Real Estate department, working with SSLE and LASD, reviewed six sites, of which two sites became clearly the most practical for law enforcement operational needs and reasonably priced.

This proposed site is ideally situated within eyesight of the Gold Line Irwindale Station. LASD has noted that proximity to the 10 Freeway will further shorten response time to other nearby stations for interception of incidents occurring during operations. It will increase Metro security presence and provide for a foundation to grow Metro's SSLE services, as needed, alongside the opening of Gold Line stations east of its current terminus. Not establishing this security office will continue to expose Metro customers to longer delays when law enforcement is needed.

Working with brokers and comparable market data, Real Estate is of the opinion that the cost of the lease over the term of the agreement is of fair-market value. Real Estate negotiated a ten-year agreement with two options to extend by five years.

EQUITY PLATFORM

This project aligns to Metro's equity platform by addressing security issues for all customers of the agency and ensures law enforcement is stationed to respond to more communities.

DETERMINATION OF SAFETY IMPACT

Establishment of a Metro presence with law enforcement agencies along active Metro ROW will provide greater protection, safety, and security along the Gold Line operating corridor for Metro riders and operators.

FINANCIAL IMPACT

Approval of the lease with Blum Courtyard will cost a total of \$5,268,103 over the ten-year term of the agreement. This cost is inclusive of three-percent annual increases to the rent provided for in the terms and conditions of the agreement. The three-percent increase is comparably lower than the CPI 3.3% inflation as provided by the Bureau of Labor Statistics.

Impact to Budget

For the financial obligations related to the lease that will occur prior to July 2019, Real Estate will use funding provided in Project 306006 for eligible Bus and Rail operations expenditures. Real Estate has planned and submitted the cost of this lease as a part of its FY2020 in the Non-Departmental Real Estate Cost Center budget (0651) under the Gold Line Project 300055.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Increasing the security and safety of ridership and Metro operators will directly impact the agency's ability to deliver "outstanding trip experiences" for all and is therefore directly tied into *Strategic Plan*

Goal 2.

ALTERNATIVES CONSIDERED

The alternative is to not place the lease site at this location and select an alternative which would be less costly. However, when the cost-to-benefit analysis was performed, the savings provided by locating the site at an alternative location completely negated the benefit of having a site for SSLE on the Gold Line.

NEXT STEPS

Upon board authorization, Real Estate will finalize the lease agreement with Blum Courtyard, forward to County Counsel for approval review, and submit for execution by the CEO for a ten-year period. After the first ten-year period, Metro will reevaluate to determine if continuing the lease site is still within Metro's interest as it relates to operational concerns and financial constraints.

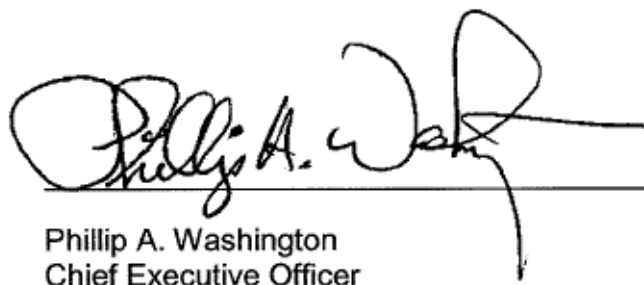
ATTACHMENTS

Attachment A - Lease Location and Plans

Attachment B - Deal Points

Prepared by: John Potts, DEO, Countywide Planning & Development, (213) 928-3397 Holly
Rockwell, SEO, Countywide Planning and Development (213) 922-5585

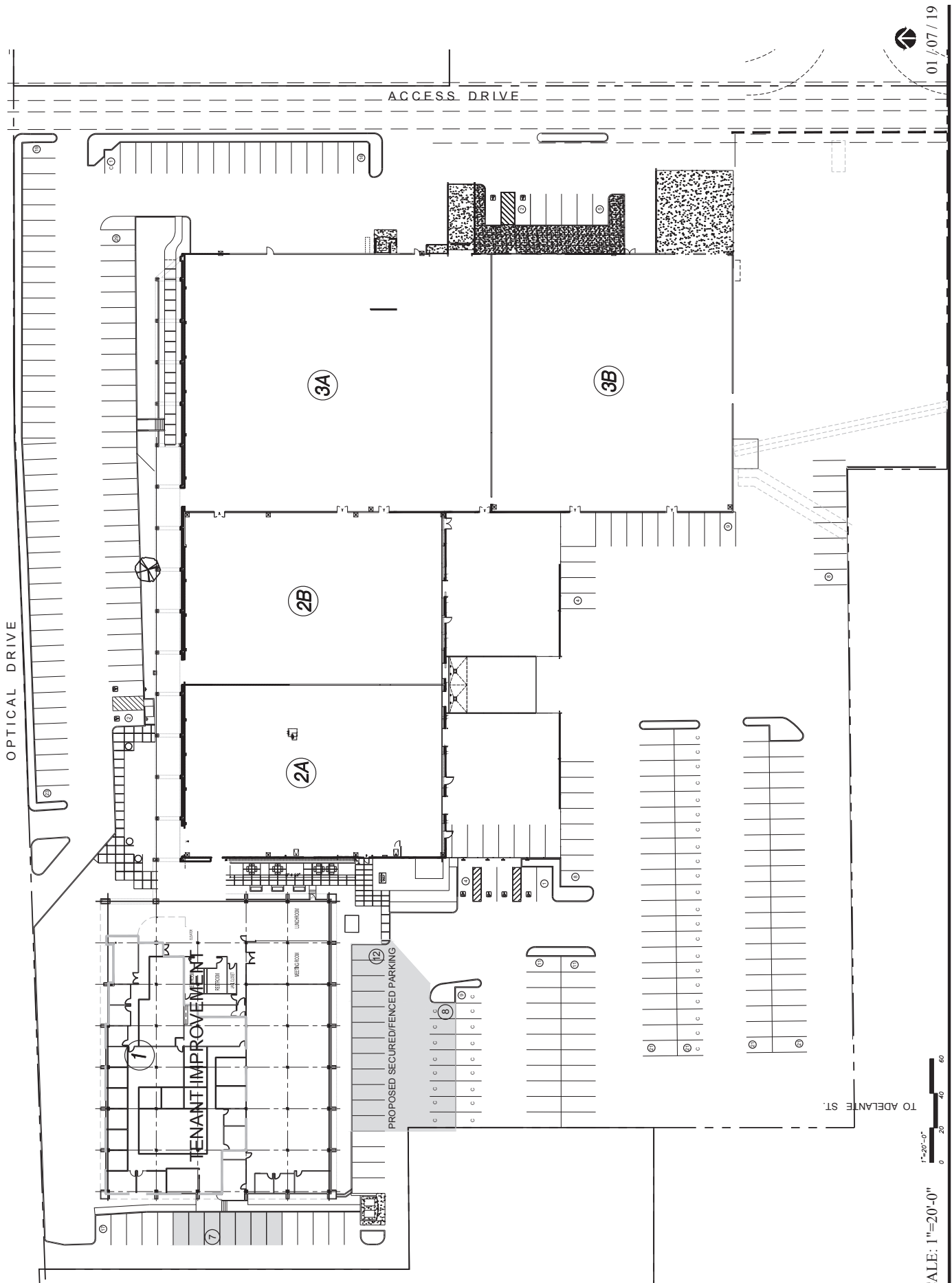
Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 922-7077
Alex Z. Wiggins, Chief System Security and Law Enforcement Officer, (213) 922-4433



Phillip A. Washington
Chief Executive Officer

Proposed SSLE Lease Location





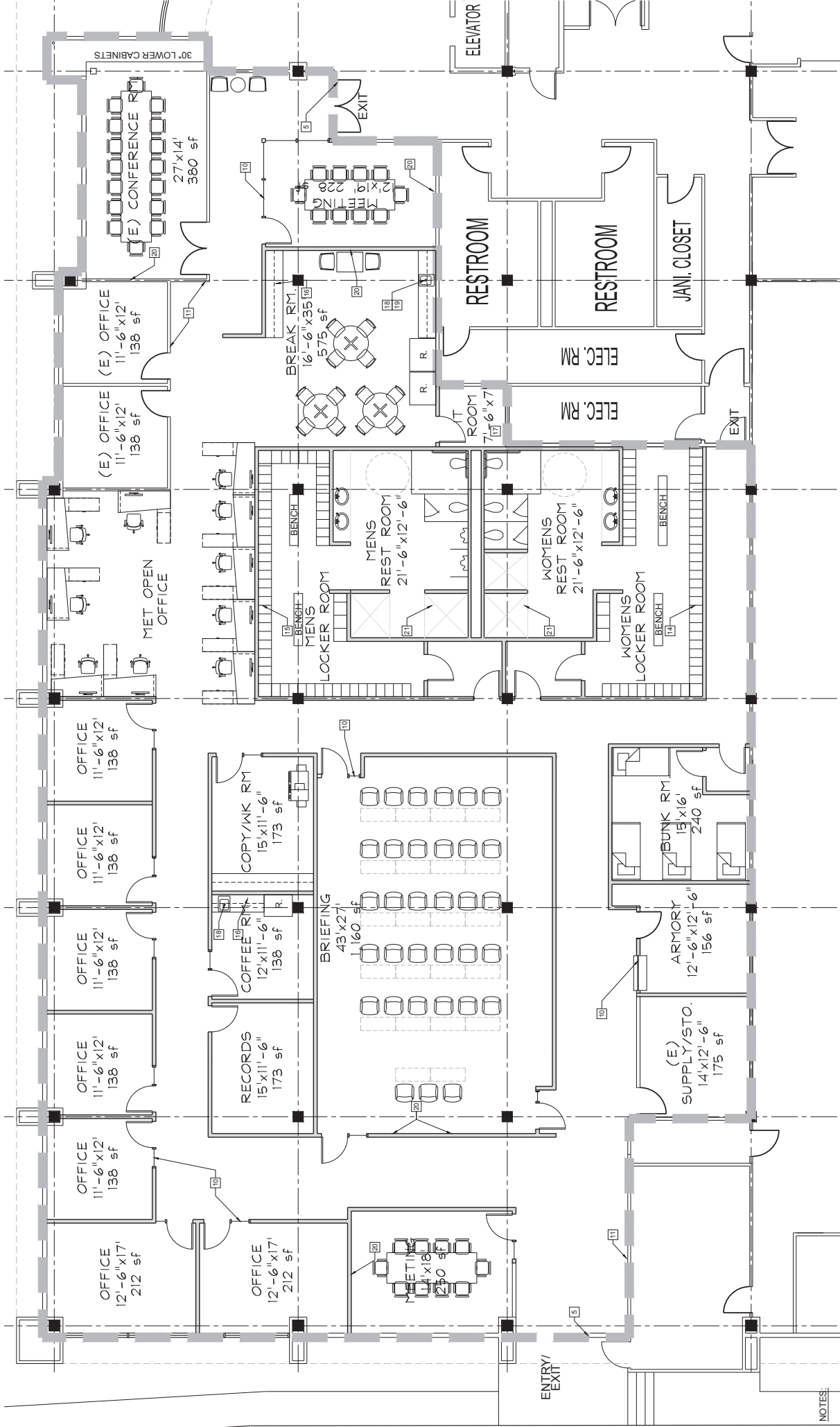
SCALE: 1"=20'-0"



PROJECT NO. 181201 - EX-01

OVERALL SITE PLAN

PROPOSED SITE PLAN



NOTES:

1. CARPET - PROVIDE CARPET TILES WITH 10 YR. LIFE.
2. COUNTER TOPS - PROVIDE CORIAN SOLID SURFACE WITH RESILIENCE TECHNOLOGY W/ 10-YR WARRANTY, PROVIDE BULLNOSE EDGE W/ 3/4" PLYWOOD BASE AND 18" CORIAN BACK SPLASH.
3. DOORS - PROVIDE SOLID CORE STAIN GRADE DOORS.
4. DOOR HARDWARE - PROVIDE LOCKSETS ON ALL OFFICE DOORS, RECORDS AND ARMORY. INCLUDING PANIC HARDWARE ON ALL EXIT DOORS (3)
5. CARD READERS - PROVIDE CARD READERS AT ENTRY DOORS AND SECURED PARKING GATE.
6. PAINT - PROVIDE AN ACCENT WALL COLOR WITHIN EACH ROOM OR AREA
7. ARMORY WALLS TO BE REINFORCED WITH MESH IN THE WALLS. CEILING TO BE HARD LID/GYP. BD.
8. FURNISH CONFERENCE ROOMS AND BRIEFING ROOM WITH TABLES AND CHAIRS
9. SECURED PARKING - PROVIDE SECURED/FENCED PARKING WITH SLATS AND AN ELECTRIC GATE (INCLUDING CARD READER)
10. PROVIDE 18" COUNTER TOP AND 48" WIDE ROLL UP WINDOW FOR ARMORY
11. EXISTING WALLS TO REMAIN
12. TIMELY FRAMES - PROVIDE CLEAR ANODIZED STOREFRONT FRAMES WITH 2 SIDE LIGHT, TYP.
13. CEILING TO MATCH EXISTING CEILING HT.
14. 12X18X6" LOCKERS (52) IN WOMENS LOCKER ROOM (5% ACCESSIBLE).
15. 12X18X6" LOCKERS (60) IN MENS LOCKER ROOM (5% ACCESSIBLE).
16. PROVIDE CIRCUITS FOR 2 MICROWAVES IN BREAK ROOM AND ONE MICROWAVE IN COFFEE RM.
17. PROVIDE INDEPENDENT COOLING SYSTEM IN IT/ SERVER ROOM.
18. PROVIDE DISHWASHER IN BREAK ROOM AND COFFEE ROOM.
19. PROVIDE WALL BACKING ALONG WITH POWER & DATA AT 66" A.F.F. ON ONE SIDE OF EACH CONFERENCE ROOM AND BREAK ROOM. PROVIDE TWO PAIRS OF POWER & DATA AT FRONT OF BRIEFING ROOM.
20. PROVIDE FULLY COMPLIANT ACCESSIBLE ROLL-IN SHOWERS AND BENCHES (ONE PER RESTROOM).
21. BULLET RESISTANT FILM ON ALL EXTERIOR WINDOWS.

SCALE: 1/4"=1'-0"

PROJECT NO. 181201 - EX-04

FLOOR PLAN

PROPOSED OFFICE REMODEL

01 / 22 / 19

Attachment B – Deal Points

New or renewal	New Lease
Landlord/Owner	Blum Courtyard Associates
Location	1300 Optical Drive, Irwindale, CA
Purpose	Operations facility for LA County Sheriff's Department in eastern extent of Goldline Operations under sponsorship of Metro's System Safety and Law Enforcement group.
Duration (note any extensions)	10-Years with two options to extend for five years. The total possible lease term would be 20-years.
Total Cost	\$5,268,103 over ten-year life for an average annual rent of \$526,810. This includes year-over-year increases of three percent.
Early Termination Clauses	None.
Determination of Lease Value	Market data provided by professional broker, Colliers International.
Background with this Landlord	None. This will be the first transaction with the landlord/owner, Blum Courtyard Associates.
Special Provisions	None.



Board Report

File #: 2019-0091, File Type: Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE APRIL 17, 2019

SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019

ACTION: APPROVE SOLICITATION AND ALLOCATION PROCESS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2019 Solicitation for Proposals for Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds, including the following:
1. Allocation process shown in Attachment A;
 2. Solicitation funding mark estimated up to \$10,201,958;
 3. Application package shown in Attachment B; and
- B. ALLOCATING \$10,867,304 in Section 5310 funds for Access Services as identified by the FY 2019 funding allocation process, for traditional capital projects, to support complementary paratransit service that the Americans with Disabilities Act (ADA) requires.

ISSUE

Metro is the Designated Recipient of FTA Section 5310 funds in urbanized areas of Los Angeles County. As such, it is responsible for the planning, programming, distribution and management of these funds. To fulfill Metro's Designated Recipient obligations, staff is requesting Board approval to allocate available federal funding for Los Angeles County, to conduct a competitive FY 2019 solicitation process, and to provide technical program support and monitor grant sub-recipients.

DISCUSSION

The Section 5310 Program funds "traditional" capital and "other" capital and/or operating projects that support the transportation needs of seniors and individuals with disabilities. Traditional capital projects are capital public transportation projects that are planned and designed to meet the needs of

seniors and individuals with disabilities when public transit is insufficient, unavailable or inappropriate. Other capital and/or operating projects include new public transportation projects that: 1) exceed ADA requirements, 2) improve access to fixed-route transit service and decrease reliance on complementary paratransit service, and 3) provide transportation alternatives to public transit that assist seniors and individuals with disabilities. Non-profit organizations or state and local governmental authorities are eligible recipients of funding. Three years of Section 5310 apportionments (Federal FY 2018 and projected for FYs 2019 and 2020) for the urbanized areas of Los-Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale will be allocated through the FY 2019 Solicitation for Proposals and to Access Services. Metro must certify that projects receiving Section 5310 funds are included in a locally-developed Coordinated Public Transit-Human Services Transportation Plan. The 2016-2019 Coordinated Plan for Los Angeles County was adopted in July 2015.

Allocation Process

As the Designated Recipient, Metro is responsible for the selection of projects, and must certify that the distribution of funds to its sub-recipients is fair and equitable. The Section 5310 Working Group consisting of representatives from the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), the Accessibility Advisory Committee (AAC), and the Aging and Disability Transportation Network, was reconvened to review and discuss the allocation of funds. Attachment A shows the allocation process recommended by the Working Group and approved by the BOS, LTSS, AAC and the Aging and Disability Transportation Network.

The Working Group's recommendation is a hybrid approach for Section 5310 Program funds that allocates 1) 49% of total funds to Access Services for Traditional Capital Projects; 2) 46% of total funds to the competitive project selection process; and 3) the remaining 5% to Metro to implement federally-required Designated Recipient oversight responsibilities and technical assistance to grant sub-recipients. This allocation is the same as the allocation used for the FY 2017 Solicitation for Proposals. The 49% allocation to Access Services is based on the agency's regional reach, needs and historical shares of Section 5310 funds previously awarded. The proposed 5% allocation to Metro is half of the maximum allowed by the FTA.

Application Package

The FY 2019 Solicitation for Proposals Application Package is based largely on the application used for the FY 2017 Solicitation for Proposals for Section 5310 funds. Metro solicited and received input from the Section 5310 Working Group on the Application Package content and format, including the evaluation criteria and the selection process. Overall, the Working Group recommended that the format generally remain the same as the application used in FY 2017 with suggestions for clarification in certain sections. Attachment B contains the proposed application and provides updated information on: 1) eligible applicants and sub-recipients; 2) eligible projects; 3) funding award limits; and 4) federal and local funding shares.

Equity Platform

Consistent with Metro's Equity Platform, projects eligible under Section 5310 program guidelines are inherently intended to improve equity by increasing access to jobs, housing, education, health and safety. Eligible projects include those that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient,

unavailable, or inappropriate. Further, the solicitation process and workshops create a forum to engage the community.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no budget impact in FY19. Since these are multi-year projects, cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

All of the recommended actions will be fully funded through the federal Section 5310 Program. No other Metro funds will be required to manage, administer and oversee the program. Approving the recommended actions will not impact Metro's bus and rail operating and capital budgets, as Section 5310 Program funds are not eligible for these purposes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds. Metro could also risk losing about \$7.3 million in Section 5310 Program funds that will lapse, if not obligated through the FTA by September 30, 2020.

NEXT STEPS

With Board approval, staff will proceed to administer the activities necessary to make the federal Section 5310 Program funds available for the FY 2019 Solicitation for Proposals. The application package will be released on April 30, 2019 and project applications will be due on July 31, 2019. Staff expects to return to the Board for approval of funding recommendations in November/December 2019, as shown in the schedule provided in Attachment C.

ATTACHMENTS

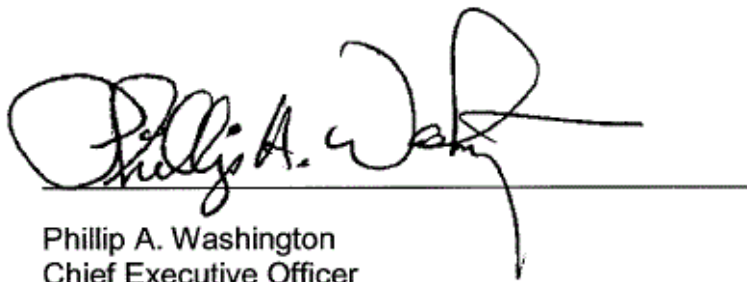
Attachment A - FY 2019 Section 5310 Funding Allocation Process

Attachment B - FY 2019 Section 5310 Solicitation for Proposals Application Package

Attachment C - Schedule of Activities - FY 2019 Section 5310 Solicitation for Proposals

Prepared by: Anne Flores, Senior Manager, Transportation Planning, (213) 922-4894
Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
William Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



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

Phillip A. Washington
Chief Executive Officer

**FY 2019 SECTION 5310
FUNDING ALLOCATION PROCESS**

Recommended by the Section 5310 Working Group and adopted by its representative committees and subcommittees: the Accessible Advisory Committee (AAC), the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS) and the Aging and Disability Transportation Network, the allocation process as summarized below will apply to Section 5310 program funds.

Metro will allocate funds apportioned to the urbanized areas of Los-Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale that includes three federal fiscal year apportionments (2018, 2019 and 2020, which is projected).

- Metro will receive 5% of funds for administration and program support, estimated to be **\$1,108,909**.
- Access Services will receive 49% of funds for eligible Traditional Capital projects, estimated to be **\$10,867,304**.
- 46% of the total apportionment will be allocated through the competitive FY2019 Solicitation for Proposals, eligible for Traditional Capital, and Other Capital & Operating projects, estimated to be **\$10,201,958**.
- Up to 5% of Solicitation funding will be set-aside for appeals at the Metro Technical Advisory Committee (TAC). Unused set-aside balances will be re-allocated to projects underfunded within that UZA.
- The funding split for the 46% of the total apportionment is 34 percent for Traditional Capital (**\$7,540,578**) and 12 percent for Other Capital & Operating (**\$2,661,380**).
- Funding recommendations will be flexible between the two solicitation funding categories if one is undersubscribed and the other is oversubscribed.
- The maximum award per category will be \$600,000 for Traditional Capital and \$600,000 for Other Capital & Operating. Subrecipients can be awarded funding through both categories for a total maximum award of \$1,200,000.

If at the conclusion of the programming cycle there is a remaining balance in Section 5310 funds, appropriate steps to further program the funds will be pursued and reported to the Board.

The following table presents the funding allocations consistent with the allocation process.

**FY 2019 Funding Allocation
Section 5310**

SECTION 5310 APPORTIONMENTS* - FEDERAL FY 2018, 2019, and 2020				
Urbanized Area	FFY 18 Apportionment Actuals	FFY 19 Apportionment Projected	FFY 20 Apportionment Projected	Total Apportionment
Los Angeles UZA	6,871,260	7,052,287	7,052,287	\$20,975,834
Lancaster-Palmdale UZA	227,960	233,966	233,966	\$695,892
Santa Clarita UZA	165,901	170,272	170,272	\$506,445
TOTAL	\$7,265,121	\$7,456,525	\$7,456,525	\$22,178,171

FY 2019 Section 5310 Funding Allocation						
Urbanized Area	Total Apportionments FFY 18 / FFY 19 / FFY 20	Access Services	Program Administration	Available for Solicitation		
				Traditional	Other	Total
Los Angeles UZA	20,975,834	10,278,159	1,048,792	7,131,784	2,517,099	9,648,883
Lancaster-Palmdale UZA	695,892	340,988	34,794	236,603	83,507	320,110
Santa Clarita UZA	506,445	248,157	25,323	172,191	60,774	232,965
TOTAL	\$22,178,171	\$10,867,304	1,108,909	\$7,540,578	\$2,661,380	\$10,201,958
<i>Percent Share</i>	100%	49%	5%	34%	12%	46%

* Note: FY19 and FY20 apportionments are projections based on funding authorized in the FAST Act.

Attachment B

http://libraryarchives.metro.net/DB_Attachments/2019-0091_Attachment_B_FY2019_Section_5310_Solicitation_for_Proposals_Application_Package.pdf

Schedule of Activities
FY 2019 Section 5310 Solicitation for Proposals

Board Approval: Allocation Process and Application Package	April 25, 2019
Notice of Funding Availability: Release Solicitation for Proposals	April 30, 2019
Convene Potential Applicant Workshops*	May 16 & 21, 2019
5310 Applications Due	July 31, 2019
Application Review and Evaluation Period	August 2019
Applicant Preliminary Notification of Funding Recommendations & Debriefing	September 2019
TAC Appeal Hearings	October 2, 2019
Board Approval: Funding Award Recommendations	December 2019
FTA Grant Application - TrAMS	December 2019
Convene Successful Applicant Workshops	January 2020
FTA Grant Approval	February 2020

* Additional workshops may be held upon request.



Board Report

File #: 2018-0788, File Type: Appointment

Agenda Number: 19.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 18, 2019**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Nominees for membership on Metro’s Service Councils.

ISSUE

A member of the Gateway Cities Service Council was removed on December 11, 2018 by the nominating authority, the Gateway Cities Council of Governments, following the loss of his reelection campaign to his City Council. The term of the now-vacant seat is July 1, 2017 - June 30, 2020.

The nominating authority for four of the nine seats on the Westside Central Service Council has opted to replace one of their appointees currently serving the term a term from July 1, 2017 - June 30, 2020.

DISCUSSION

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

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

The individuals listed below have been nominated to serve by the Council’s nominating authority. If approved by the Board, these appointments will serve the remainder of the seats’ three-year term. A brief listing of qualifications for each new nominee is provided along with the nomination letters from the nominating authorities.

Gateway Cities

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

- A. Maria Davila, Gateway Cities Service Council, New Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2020

Westside Central Cities

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

- B. Desa Philadelphia, Westside Central Service Council, New Appointment
Nominated by: City of Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020

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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

implement and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

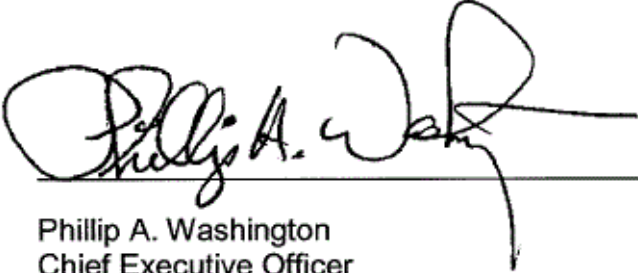
Attachment A - Nominees Listing of Qualifications

Attachment B - Nomination Letters

Prepared by: Conan Cheung, Sr, EO Service Development, Scheduling and Analysis,
(213) 418-3034

Gary Spivack, DEO, Regional Service Councils, (213) 418-3234

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



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Maria Davila

Nominee for Gateway Cities Service Council



Maria Davila is a member of the South Gate City Council; she was first elected to the Council in January 2003 and was re-elected for additional four-year terms in 2003, 2007, 2011, and 2015. During that time, she has served one-year terms as Mayor in 2006, 2011, and 2017.

Ms. Davila was born in Michoacán, Mexico and immigrated to the United States when she was a child. She has been a resident of South Gate for the past 35 years. She is a proud mother of four children and has served as a parent volunteer since 1994 in her children's previous schools as well as on various education-related boards and committees. Ms. Davila has also served as a member of the ECO-Rapid Transportation (OLDA) Joint Powers since 2004, the Southeast Water Coalition since 2008, and previously served on the Greater Los Angeles County Vector Control Board of Directors from 2004 – 2017.

Desa Philadelphia

Nominee for Westside Central Service Council




Desa Philadelphia, MPD currently works as a Communication and Development Writer and Editor at USC School of Cinematic Arts. She has worked as a journalist for many years, in staff positions at *The PBS NewsHour* and *Time Magazine*, as a contributor to CNN, and as a freelance writer, covering politics, culture and entertainment. She has also provided analysis on politics and entertainment for regional and national television and radio programs, on networks that include NPR, PBS and MSNBC. Prior to joining USC's School of Cinematic Arts, Ms. Philadelphia was a founding partner of Language Fish LLC, a communications consulting and translation services firm.

Ms. Philadelphia is a graduate of City College of New York (CUNY), where she earned a Bachelor of Arts degree in English Literature; and the University of Southern California, where she earned a Master's in Public Diplomacy, a joint degree from the Annenberg School for Communication & Journalism, and the School of International Relations. She is the author of *111 Shops in Los Angeles That You Must Not Miss*—an exploration of the city's history and personality through the lens of its retail culture.

APPOINTING AUTHORITY NOMINATION LETTER

SOUTHEAST LOS ANGELES COUNTY

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



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

March 12, 2019

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

Dear Mr. Washington:

Nominee for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated one member, an elected official, to fill a seat expiring on June 30, 2020, replacing David Armenta.

At its regularly scheduled meeting of March 6, 2019, the Gateway Cities Council of Governments Board of Directors nominated Council Member Maria Davila, City of South Gate, an elected official, to fill the seat expiring June 30, 2020. A copy of the nominee's application is enclosed.

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

Sincerely,



Nancy Pfeffer
Executive Director

Enclosure

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

16401 Paramount Boulevard ■ Paramount, California 90723 ■ phone (562) 663-6850 fax (562) 634-8216
www.gatewaycog.org



ERIC GARCETTI
MAYOR

March 13, 2019

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

Mr. Spivack,

I hereby submit the nomination of Ms. Desa Philadelphia to be appointed as a representative on the Westside/Central Service Council, for term ending on June 30, 2020. Ms. Philadelphia will fill the vacancy created by Malcolm Harris.

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

Please let me know if you need any additional information.

Sincerely,

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

ERIC GARCETTI
Mayor

EG:cl

**Board Report**

File #: 2019-0111, **File Type:** Contract**Agenda Number:** 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 18, 2019****SUBJECT: PURCHASE OF SAFETY VESTS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA57367000 to KNS Industrial Supply, the lowest responsive and responsible bidder for Safety Vests. The one-year base contract amount is \$576,350 inclusive of sales tax, and the one-year option amount is \$590,741, inclusive of sales tax, for a total contract amount of \$1,167,091, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of reflective safety vests that are required to improve the visibility and maintain the safety of Metro employees. Award of this contract will ensure adequate and timely availability of reflective safety vests for bus and rail operators, maintenance employees, and administrative staff.

BACKGROUND

Metro requires both general duty and high hazardous style safety vests to protect and ensure the safety of bus and rail operators, maintenance employees, and administrative staff working in safety sensitive areas. The component usage reports from Material Management revealed that approximately 14,000 general duties and 3,500 high hazard reflective safety vests were issued over a 12 month period throughout the various departments at Metro. Transportation and maintenance personnel working at operating and support facilities, layover zones, and other safety sensitive areas must wear reflective safety vests in accordance with department rules and procedures. In addition, personnel engaged in construction activities or accident investigations must wear reflective safety vests.

DISCUSSION

Metro issues new reflective safety vests to transportation, maintenance, and administrative employees who are assigned to work in safety sensitive areas. The reflective safety vests are stocked in various sizes at division storerooms at bus and rail operating divisions. The Material Management department oversees the distribution of reflective safety vests to ensure availability and

accountability to both operating and support departments in accordance with department safety procedures.

The contract to be awarded is a “requirements type” agreement in which Metro commits to order safety vests from the contract awardee in an estimated range of quantities with no obligation or commitment to order any specific quantity of the various styles and/or sizes of the reflective safety vests. The IFB solicitation quantities are based on Metro’s estimated overall usage. Therefore, the selected contract awardee must be able to fulfill all of Metro’s safety vest requirements in a timely manner. The Diversity and Economic Opportunity Department (DEOD) documented a sixty percent (60%) SBE commitment by KNS Industrial Supply and verified that they are meeting the Small Business Prime Set-Aside requirements established for this procurement.

The reflective safety vests will be purchased, maintained and managed by Material Management. As reflective safety vests are issued, the appropriate charge information will be utilized.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Shops have adequate and timely availability of safety vests for employees to wear in safety sensitive areas in accordance with department rules and procedures. The reflective safety vests improve employee visibility to prevent accidents and injuries.

FINANCIAL IMPACT

Funding in the amount of \$576,350 for the reflective safety vests is included in the FY19 budget under account 50441, Parts - Revenue Vehicle in multiple bus and rail division operating cost centers under Operations bus projects 306002 and rail projects 300022, 300044, 300066, 300055, 300033.

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

Impact to Budget

The current source of funds for this action includes fare revenues as well as Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of reflective safety vests supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The new reflective safety vests will ensure the safety of employees assigned to operate and maintain the bus and rail fleet, which is important in ensuring that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals.

ALTERNATIVES CONSIDERED

The alternative not to award the contract and procure reflective safety vests on the open market on an as-needed basis is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for reflective safety vests will be fulfilled under the provisions of the contract.

ATTACHMENTS

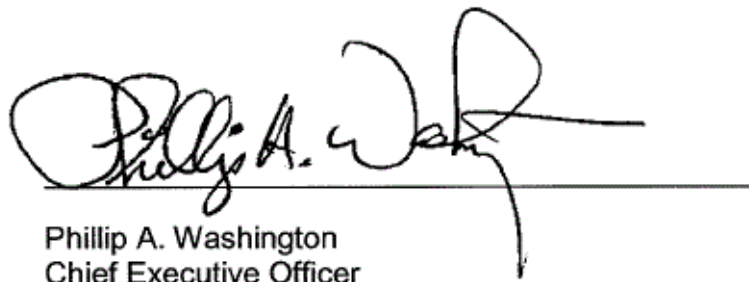
Attachment A - Procurement Summary

Attachment B - Bid Tabulation

Attachment C - DEOD Summary

Prepared by: James D. Pachan, Superintendent of Maintenance, (213) 922-5804
Alex DiNuzzo, Executive Director Maintenance, (213) 922-5860

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY
PURCHASE OF SAFETY VEST
CONTRACT NO. MA57367000

1.	Contract Number: MA57367000	
2.	Recommended Vendor: KNS Industrial Supply	
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: September 19, 2018	
	B. Advertised/Publicized: September 19, 2018	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: November 15, 2018	
	E. Pre-Qualification Completed: February 15, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 30, 2019	
	G. Protest Period End Date: : April 22, 2019	
5.	Solicitations Picked up/Downloaded: 28	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA57367000 issued for the procurement of Safety Vests. Board approval of contract award is subject to resolution of any properly submitted protest.

The Invitation for Bid (IFB) Number MA57367 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this IFB.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. A total of three (3) bids were received on November 15, 2018.

The three (3) bidders are listed below in alphabetical order:

1. Globe Electric
2. KNS Industrial Supply
3. Paramount Safety Supply

KNS Industrial and Paramount Safety Supply were determined to be Responsive and Responsible, and in full compliance with the requirements of the IFB.

Although Globe Electric (GE) was the lowest price bidder they were determined to be not Responsible due to past performance delinquencies on the prior safety vest contract with Metro.

During the period of April 2018 through February 2019 GE had approximately 50 safety vest purchase order delinquencies that were greater than 30 days past due, and approximately 30 purchase orders that were less than 30 days past due.

Additionally, Metro conducted a Commercial Useful Function (CUF) analysis on each bidder as a part of its required IFB Responsive evaluation requirements. Metro found KNS and Paramount fully Responsive to the CUF requirements. GE was deemed non-Responsive due to their inability to meet the required due date of their submission.

Metro strictly adheres to its mandated safety federal, state, and local codes and regulations; and it adheres to its own agency stringent safety requirements. Safety vests are critical to Metro's ongoing operations. The on-time availability and accessibility of safety vests at all Metro properties, for Metro's employees and non-employees, are mandatory and of the highest priority.

C. Price Analysis

The recommended bid price from KNS Industrial Supply 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
KNS Industrial Supply	\$1,167,091	\$905,107
Paramount Safety Supply	\$1,186,420	

D. Background on Recommended Contractor

The recommended firm, KNS Industrial Supply (KNS) is located in Fullerton, CA and has been in business for two and half years. KNS has provided similar products for other agencies including NASSCO General Dynamics located in San Diego CA, Zeta Gas, Veterans Administration Hospital located in Las Vegas, and the Los Angeles International Airport. KNS has no previous experience with Metro.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BID TABULATION
Bid No: MA57367 Safety Vests

ATTACHMENT B

Bids Out: 09/19/18 Total 28
 Bids Opened: 11/15/18 Total 3
 Advertisement Date(s): 09/19/18
 Newspaper: LA Daily News

Item	MTA No.	Description	Qty	Unit	Globe Electric Supply Co. Inc.		KNS Industrial Supply		Paramount Safety Supply	
					Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
12 MONTH - DOMESTIC ONLY										
1	180127	Vest – Safety, Small, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	750	EA	\$27.00	\$20,250.00	\$29.34	\$22,005.00	\$30.01	\$22,507.50
2	180128	Vest – Safety, Medium, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	2,050	EA	\$28.00	\$57,400.00	\$30.12	\$61,746.00	\$30.79	\$63,119.50
3	180129	Vest – Safety, Large, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	3,150	EA	\$29.00	\$91,350.00	\$31.24	\$98,406.00	\$31.94	\$100,611.00
4	180130	Vest – Safety, X-Large, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	3,250	EA	\$29.30	\$95,225.00	\$31.59	\$102,667.50	\$32.31	\$105,007.50
5	180131	Vest – Safety, 2-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	1,950	EA	\$29.80	\$58,110.00	\$32.12	\$62,634.00	\$32.85	\$64,057.50
6	180132	Vest – Safety, 3-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	600	EA	\$31.20	\$18,720.00	\$33.66	\$20,196.00	\$34.42	\$20,652.00
7	180133	Vest – Safety, 4-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	500	EA	\$31.90	\$15,950.00	\$34.38	\$17,190.00	\$35.15	\$17,575.00
8	180134	Vest – Safety, 5-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	250	EA	\$33.30	\$8,325.00	\$35.79	\$8,947.50	\$36.60	\$9,150.00
9	180135	Vest – Safety, 6-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	150	EA	\$34.30	\$5,145.00	\$36.91	\$5,536.50	\$37.75	\$5,662.50
10	180136	Vest – Safety, Small, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	100	EA	\$33.80	\$3,380.00	\$36.44	\$3,644.00	\$37.27	\$3,727.00
11	180137	Vest – Safety, Medium, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	400	EA	\$34.00	\$13,600.00	\$36.63	\$14,652.00	\$37.45	\$14,980.00
12	180138	Vest – Safety, Large, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	750	EA	\$35.80	\$26,850.00	\$38.57	\$28,927.50	\$39.45	\$29,587.50
13	180139	Vest – Safety, X-Large, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	750	EA	\$36.20	\$27,150.00	\$38.99	\$29,242.50	\$39.87	\$29,902.50
14	180140	Vest – Safety, 2-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	600	EA	\$36.90	\$22,140.00	\$39.75	\$23,850.00	\$40.66	\$24,396.00
15	180141	Vest – Safety, 3-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	350	EA	\$38.60	\$13,510.00	\$41.54	\$14,539.00	\$42.47	\$14,864.50
16	180142	Vest – Safety, 4-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	150	EA	\$39.90	\$5,985.00	\$43.02	\$6,453.00	\$43.98	\$6,597.00
17	180143	Vest – Safety, 5-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	75	EA	\$41.70	\$3,127.50	\$44.90	\$3,367.50	\$45.92	\$3,444.00
18	184144	Vest – Safety, 6-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	50	EA	\$43.50	\$2,175.00	\$46.86	\$2,343.00	\$47.92	\$2,396.00
Subtotal						\$488,392.50		\$526,347.00		\$538,237.00

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BID TABULATION
Bid No: MA57367 Safety Vests

OPTION 1 - DOMESTIC ONLY										
1	180127	Vest – Safety, Small, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	750	EA	\$27.80	\$20,850.00	\$30.07	\$22,552.50	\$30.40	\$22,800.00
2	180128	Vest – Safety, Medium, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	2,050	EA	\$28.84	\$59,122.00	\$30.87	\$63,283.50	\$31.19	\$63,939.50
3	180129	Vest – Safety, Large, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	3,150	EA	\$29.87	\$94,090.50	\$32.02	\$100,863.00	\$32.36	\$101,934.00
4	180130	Vest – Safety, X-Large, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	3,250	EA	\$30.10	\$97,825.00	\$32.38	\$105,235.00	\$32.73	\$106,372.50
5	180131	Vest – Safety, 2-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	1,950	EA	\$30.60	\$59,670.00	\$32.92	\$64,194.00	\$33.28	\$64,896.00
6	180132	Vest – Safety, 3-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	600	EA	\$32.10	\$19,260.00	\$34.51	\$20,706.00	\$34.87	\$20,922.00
7	180133	Vest – Safety, 4-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	500	EA	\$32.80	\$16,400.00	\$35.24	\$17,620.00	\$35.61	\$17,805.00
8	180134	Vest – Safety, 5-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	250	EA	\$34.25	\$8,562.50	\$36.69	\$9,172.50	\$37.08	\$9,270.00
9	180135	Vest – Safety, 6-XLarge, Mesh, General Duty ANSI 107-2015 Class 2, Level 2	150	EA	\$35.30	\$5,295.00	\$37.84	\$5,676.00	\$38.24	\$5,736.00
10	180136	Vest – Safety, Small, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	100	EA	\$34.80	\$3,480.00	\$37.36	\$3,736.00	\$37.75	\$3,775.00
11	180137	Vest – Safety, Medium, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	400	EA	\$35.00	\$14,000.00	\$37.54	\$15,016.00	\$37.94	\$15,176.00
12	180138	Vest – Safety, Large, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	750	EA	\$36.85	\$27,637.50	\$39.54	\$29,655.00	\$39.96	\$29,970.00
13	180139	Vest – Safety, X-Large, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	750	EA	\$37.20	\$27,900.00	\$39.96	\$29,970.00	\$40.39	\$30,292.50
14	180140	Vest – Safety, 2-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	600	EA	\$38.00	\$22,800.00	\$40.74	\$24,444.00	\$41.18	\$24,708.00
15	180141	Vest – Safety, 3-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	350	EA	\$39.75	\$13,912.50	\$42.57	\$14,899.50	\$43.02	\$15,057.00
16	180142	Vest – Safety, 4-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	150	EA	\$41.00	\$6,150.00	\$44.09	\$6,613.50	\$44.55	\$6,682.50
17	180143	Vest – Safety, 5-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	75	EA	\$42.95	\$3,221.25	\$46.02	\$3,451.50	\$46.52	\$3,489.00
18	184144	Vest – Safety, 6-XLarge, Mesh, High Hazardous ANSI 107-2015 Class 3, Level 2	50	EA	\$44.80	\$2,240.00	\$48.03	\$2,401.50	\$48.54	\$2,427.00
						\$502,416.25		\$539,489.50		\$545,252.00
Subtotal Base and Option						\$990,808.75		\$1,065,836.50		\$1,083,489.00
Sales Tax 9.5%						\$94,126.83		\$101,254.47		\$102,931.46
GRAND TOTAL						\$1,084,935.58		\$1,167,090.97		\$1,186,420.46

I hereby certify _____ as being the lowest responsive, responsible bidder and recommend the award to them for total price, including sales tax, of \$_____.

Date

Signature

DEOD SUMMARY

PURCHASE OF SAFETY VEST

CONTRACT NO. MA57367000

A. Small Business Participation

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

KNS Industrial Supply, a 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 PRIME (SET-ASIDE)

	SBE Prime Contractor	SBE % Committed
1.	KNS Industrial Supply (Prime)	60.00%
	Total Commitment	60.00%

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

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

C. Prevailing Wage Applicability

Prevailing wages are 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 #: 2019-0113, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 18, 2019

SUBJECT: VITAL RELAYS FOR THE METRO BLUE LINE

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

CONSIDER:

A. FINDING that there is only a single source of procurement to obtain Metro Blue Line Train Control Vital Relays to support Rail Wayside System Maintenance. The Board hereby authorizes purchase of the Vital Relays for the sole purpose of duplicating and replacing system equipment already in use; and

(REQUIRES 2/3 VOTE OF THE BOARD)

B. AUTHORIZING the Chief Executive Officer to award a 24-month sole source, fixed price Contract Number OP58657000 to Twinco Mfg. Co., Inc. for an amount not to exceed \$2,862,833.53 inclusive of sales tax, subject to resolution of protest(s), if any.

ISSUE

The Metro Blue Line (MBL) Train Control Vital Relays and the bases are of a proprietary design and Twinco Mfg. Co., Inc. is the sole manufacturer of the drop-in relays which are compatible with the existing relay base. Metro Wayside Maintenance has nearly exhausted their inventory of spare vital relays.

BACKGROUND

The Vital Relays are installed by Metro Wayside Maintenance in Train Control Rooms along the Metro Blue Line and have been in service since July of 1990. This State of Good Repair project (SOGR) is to ensure that LA Metro has a sufficient stock of replacement vital relays to keep the Train Control system on the MBL operational.

DISCUSSION

This procurement is to obtain replacement relays for the Vital Relays used in the Train Control system for train detection, cab signaling, switch control, and signal lighting. The Vital Relays that will be procured are replacements for equipment installed at 16 locations along the Metro Blue Line (MBL). Existing vital relays have reached the end of their useful life and Wayside Systems has nearly exhausted their inventory of spare vital relays. Furthermore, the manufacturer no longer manufactures this model of vital relay.

This procurement requires the manufacturer to establish a manufacturing line to create and test approximately 1,100 relays that will be added to Wayside System's spare part inventory. With this replenished inventory of new Vital Relays, Wayside Systems will be able to perform maintenance in accordance with our Wayside Systems Signal Preventative Maintenance Plan and keep the MBL signaling system in a state of good repair.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will have a positive impact on the safety of the rail system by helping to ensure compliance with the original equipment manufacturers (OEM) recommended replacement cycle. Maintaining the rail system in a State of Good Repair will reduce the mean time between failures (MTBF), reduce the mean time to repair (MTTR) after failure, and promote safe and reliable train operations.

FINANCIAL IMPACT

There is no FY19 budget impact for this action. The budget is part of the FY20 proposed budget subject to board adoption in May 2019. It is part of the FY20 project milestones and related cash flow scheduled for completion within the Life-of-Project (LOP) budget for Project 205108, Metro Blue Line Re-signaling Rehabilitation. The cost of purchasing this equipment is anticipated to be spread out over two fiscal years, FY20 and FY21. The equipment has a lead time of 38 weeks from NTP, and Metro would not make the first payment to Twinco until the initial shipment of vital relay equipment is received. If NTP is given in April 2019, the initial shipment of equipment would be approximately November 2019. The final payment would be in FY21. Assuming a contract value of \$2,862,833.53, staff anticipates paying 40% (approximately \$1.15M) of the cost or total value in FY20 and 60% (approximately \$1.71M) in FY21. The funds for this equipment is in Cost Center 8510 (Construction Procurement) under Project 205108.

Since this is a multi-year capital project, the Chief, Program Management, will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The funding sources for this project are a State of California Transit and Intercity Rail Capital Program (TIRCP) Grant, and local Prop A 35%. Use of these funding sources currently maximizes the allowable funding allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal 1, to improve the quality of Metro's transit network, and assets, and take steps to manage demand on the entire network. This project will prioritize service and infrastructure investments to areas with the greatest need, with the goal of improving transportation options for the county's most vulnerable populations within LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to award Contract No. OP58657000, but this is not recommended by staff because without proceeding with the State of Good Repair to replace Train Control Vital Relays, any failure(s) will cause delays in MBL service as train movements will need to stop until repairs are completed. Not performing or postponing these replacements is not recommended as these rail infrastructure components are safety sensitive and if not properly maintained, will impact service reliability, passenger safety and comfort. Additionally, unscheduled maintenance repair costs on a per train control relay basis will result in higher operating costs and longer repair time versus reduced costs when performing work as scheduled.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP58657000 to Twinco Mfg. Co., Inc. to furnish Train Control Vital Relays devices.

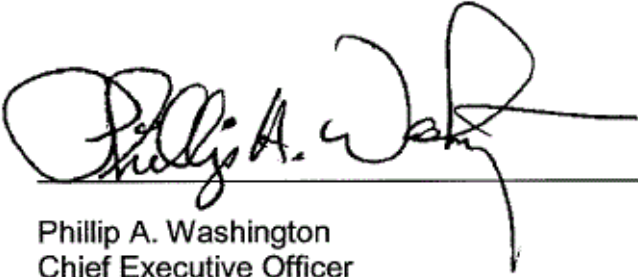
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Marshall Epler, DEO, Systems Engineering, (213) 617-6232
James Wei, DEO, Project Management, (213) 922-7528
Errol Taylor, SR EO, Rail Maintenance and Engineering, (213) 922-3227

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY
BLUE LINE VITAL RELAYS
CONTRACT NO. OP58657000

1.	Contract Number: OP58657000	
2.	Recommended Vendor: Twinco Manufacturing Company, Incorporated	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order RFIQ	
4.	Procurement Dates:	
	A. Issued: November 6, 2018	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: December 27, 2018	
	E. Pre-Qualification Completed: January 4, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 22, 2019	
	G. Protest Period End Date: April 29, 2019	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Aryani L. Guzman	Telephone Number: 213-922-1387
7.	Project Manager: Ricardo Moran	Telephone Number: 213-922-3218

A. Procurement Background

This Board Action is to approve Contract No. OP58657000 issued to procure Metro’s Blue Line Train Control Vital Relays for Metro Blue Line (MBL) Station locations in support of Metro’s Maintenance of Way (MOW) Department in the State of Good Repair. Board approval of contract awards are subject to resolution of any properly submitted protest.

A Request for Proposal (RFP) No. OP58657 was issued as a sole source procurement in accordance with Metro’s Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued December 3, 2018 extending proposal due date.
- Amendment No. 2, issued December 20, 2018 revising technical requirements.

A sole source proposal was received on December 27, 2018 from Twinco Manufacturing Co., Inc.

B. Evaluation of Proposal

This sole source procurement is consistent with Public Utility Code, Section §130237, for the duplication or replacement of existing equipment already in use. Metro’s technical staff conducted a comprehensive technical evaluation and found the proposal to be technically acceptable.

The firm recommended for award, Twinco Manufacturing Company, Incorporated was found to be responsive and responsible, and in full compliance with the RFP requirements.

C. Price Analysis

A price analysis was performed on the proposed offer, consisting of Metro’s engineering and estimating price assessments, staff’s review of several Twinco’s recent invoices to similar transit agency customers. The price analysis found favorable pricing to Metro when compared to other agency purchases and the Contractor’s unpublished price list. Based on staff’s price analysis, it was determined that the total proposed price from Twinco was fair and reasonable.

Proposer Name	Proposed Amount	Metro ICE
Twinco Manufacturing Co., Inc.	\$2,862,833.53	\$2,862,335.48

D. Background on Recommended Contractor

Twinco Manufacturing Company, Incorporated has over 50 years of experience in producing and supplying electro-mechanical products for the railroad and transit industries. Twinco has a manufacturing facility in Hauppauge, New York where their products are made in the United States. Twinco’s corporate headquarters is also located in Hauppauge, New York. Some of their customers and projects include Long Island Railroad, New Jersey Transit, Toronto Transit Commission, Septa, WMATA, Maryland Transit, Houston LRT Extension, MTA-LIRR SCADA Contract, MTA-NYCT Rehabilitation of the Culver Line Viaduct, South Ferry Terminal Complex Rehabilitation Contract and CSC Rail Layout, among others.

DEOD SUMMARY

VITAL RELAYS FOR THE METRO BLUE LINE/OP58657000

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise / Disabled Veteran Business Enterprise (SBE/DVBE) goal for this non-competitive, sole-source procurement. Twinco MFG Co is the sole manufacturer of the style of relay used on the Blue Line, and services will be provided with the prime's own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage 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 #: 2019-0190, File Type: Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 18, 2019

SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following three-year base term contracts for regions 1 through 4; subject to resolution of protest(s) if any:

- A. AWARD a firm fixed unit rate Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Red Line (MRL), Metro Orange Line (MOL) and various bus and rail locations within the geographical area specified as Region 1, for a not-to-exceed amount of \$1,806,189 for the three-year base period, and a not-to-exceed amount of \$1,239,682 for one, two-year option This is a combined not-to-exceed total amount of \$3,045,871, effective June 1, 2019 through May 31, 2024;
- B. AWARD a firm fixed unit rate Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Gold Line (PGL), Metro Purple Line (MPL), El Monte Bus Way and various bus and rail locations within the geographical area specified as Region 2, for a not-to-exceed amount of \$1,734,912 for the three-year base period, and not-to-exceed amount of \$1,789,600 for one, two-year option. This is a combined not-to-exceed total amount of \$3,524,512, effective June 1, 2019 through May 31, 2024;
- C. AWARD a firm fixed unit rate Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Expo Line (Expo) and various bus and rail locations within the geographical area specified as Region 3, for a not-to-exceed amount of \$1,643,856 for the three-year base period, and a not-to-exceed amount of \$1,905,976 for one, two-year option. This is a combined not-to-exceed total amount of \$3,549,832, effective June 1, 2019 through May 31, 2024; and
- D. AWARD a firm fixed unit rate Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout

Metro Blue Line (MBL), Metro Green Line (MGL), Harbor Transit Way (HTW) and various bus and rail locations within the geographical area specified as Region 4, for a not-to-exceed amount of \$4,233,003 for the three-year base period, and a not-to-exceed amount of \$2,944,234 for one, two-year option. This is a combined not-to-exceed total amount of \$7,177,237, effective June 1, 2019 through May 31, 2024.

(CARRIED OVER FROM MARCH)

ISSUE

The existing glass anti-graffiti film maintenance and replacement services contract will expire on May 31, 2019. To continue providing the required anti-graffiti film maintenance and replacement services to protect the glass surfaces system-wide, four (4) new regional contract awards are required effective June 1, 2019.

BACKGROUND

There is approximately 125,358 square feet of glass panel surface throughout the Metro transit system subject to vandalism. Based on historical data, approximately 102,794 square feet (82%) of glass anti-graffiti film system-wide is etched or vandalized and replaced each month. With the new expansion projects to include Crenshaw/LAX Corridor, Regional Connector, Purple Line Westside Extension Phase I and the Airport Metro Connector, approximately 75,032 square feet of additional glass panel surface will be added to these contracts as it is subject to vandalism. This will increase the total glass panel surface to 200,390 sq. ft. with an estimated replacement rate of 164,319 square feet (82%) per month.

DISCUSSION

The existing system-wide glass anti-graffiti film maintenance and replacement services contract is due to expire on May 31, 2019. This contract is being replaced with four (4) new regional maintenance contracts split geographically. This action is necessary to expand opportunities for small business participation while maintaining service efficiency and continuity.

Under these new regional contracts, each contractor will provide regular glass anti-graffiti film maintenance and replacement services within their defined locations. The anti-graffiti film will be inspected at a frequency of once a month and on an as-needed basis, with 100% replacement of all etched or vandalized anti-graffiti film.

Regular graffiti abatement service for Metro facilities is essential to ensure maintaining a safe, clean, and pleasant environment to our patrons. This service will continue our long standing practice of zero tolerance for graffiti system-wide and enhance the overall appearance and cleanliness of Metro facilities while mitigating criminal activities. Graffiti Shield, Inc. and XInt Tint of Anaheim, Inc., are both Metro Certified small business enterprises (SBE). For this procurement, each contractor has made a 97% SBE and a 3% Disabled Veteran Business Enterprise (DVBE) participation commitment.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a direct impact on the safety of our customers. This board action will ensure the delivery of timely and reliable glass anti-graffiti film maintenance and replacement services while improving Metro bus and rail facilities overall appearance and cleanliness, and enhancing customers' transit experience.

FINANCIAL IMPACT

The total three-year base contract value for regions 1 through 4 is \$9,417,960. Approximately \$262,000 is available in the FY19 budget to fund this action. Funding is allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action include Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes project funding allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 2) Deliver outstanding trip experience for all users of the transportation system. Also, glass anti-graffiti film installation and replacement services contribute to facilities' overall condition and cleanliness.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval by the Board, staff will execute contracts to the recommended contractors below, to provide glass anti-graffiti film maintenance and replacement services, effective June 1, 2019:

Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc.

Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc.

Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc.

Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc.

ATTACHMENTS

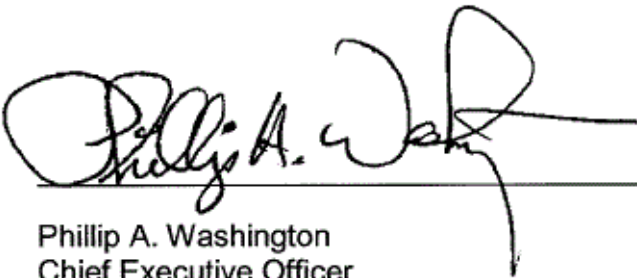
Attachment A - Region Maps

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765

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

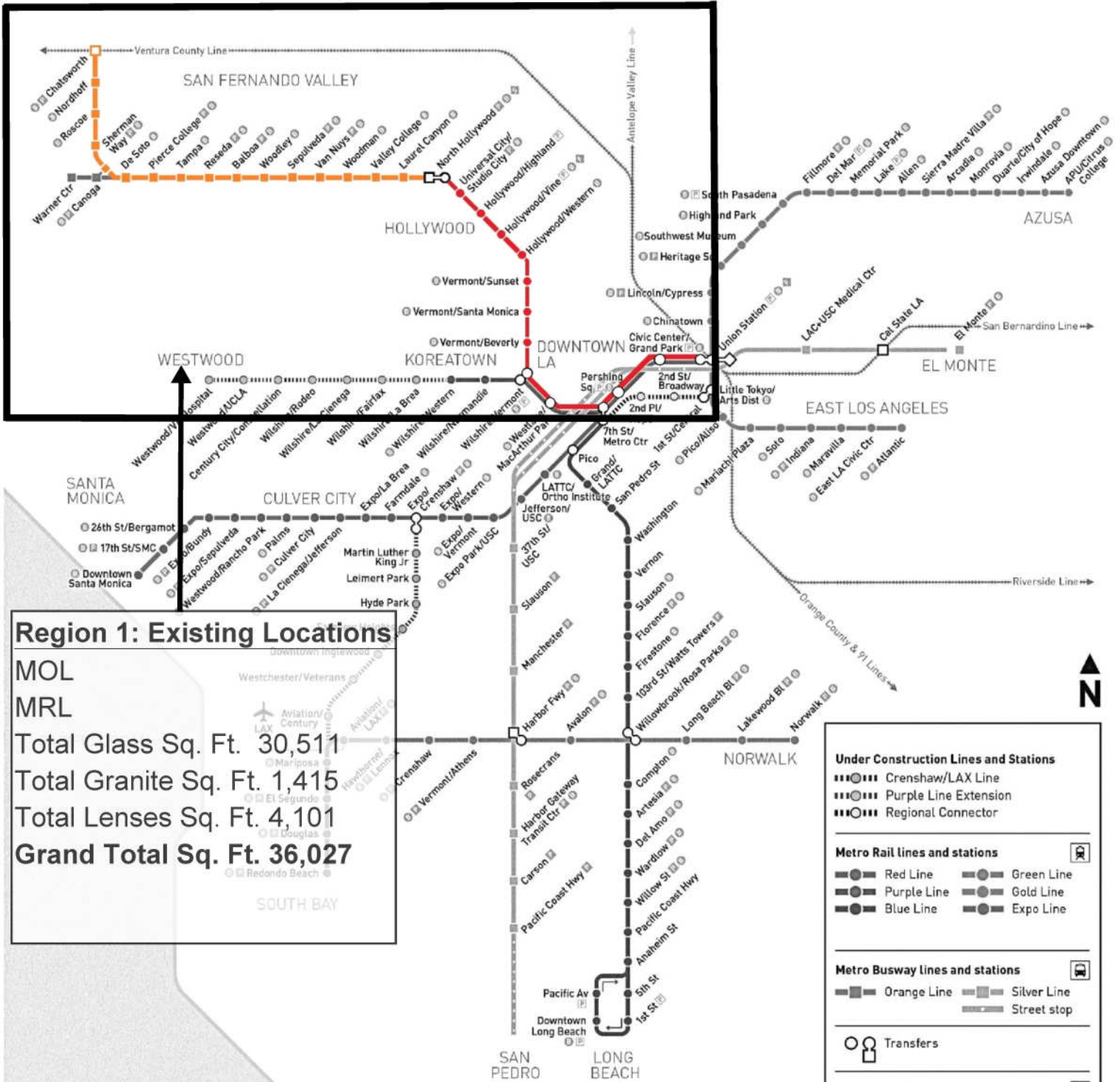


Phillip A. Washington
Chief Executive Officer

Go Metro

GLASS ANTI- GRAFFITI FILM - REGION 1

metro.net



Region 1: Existing Locations

MOL
MRL

Total Glass Sq. Ft. 30,511
Total Granite Sq. Ft. 1,415
Total Lenses Sq. Ft. 4,101
Grand Total Sq. Ft. 36,027

Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

Regional Rail

- MetroLink & Amtrak

Airport Shuttle

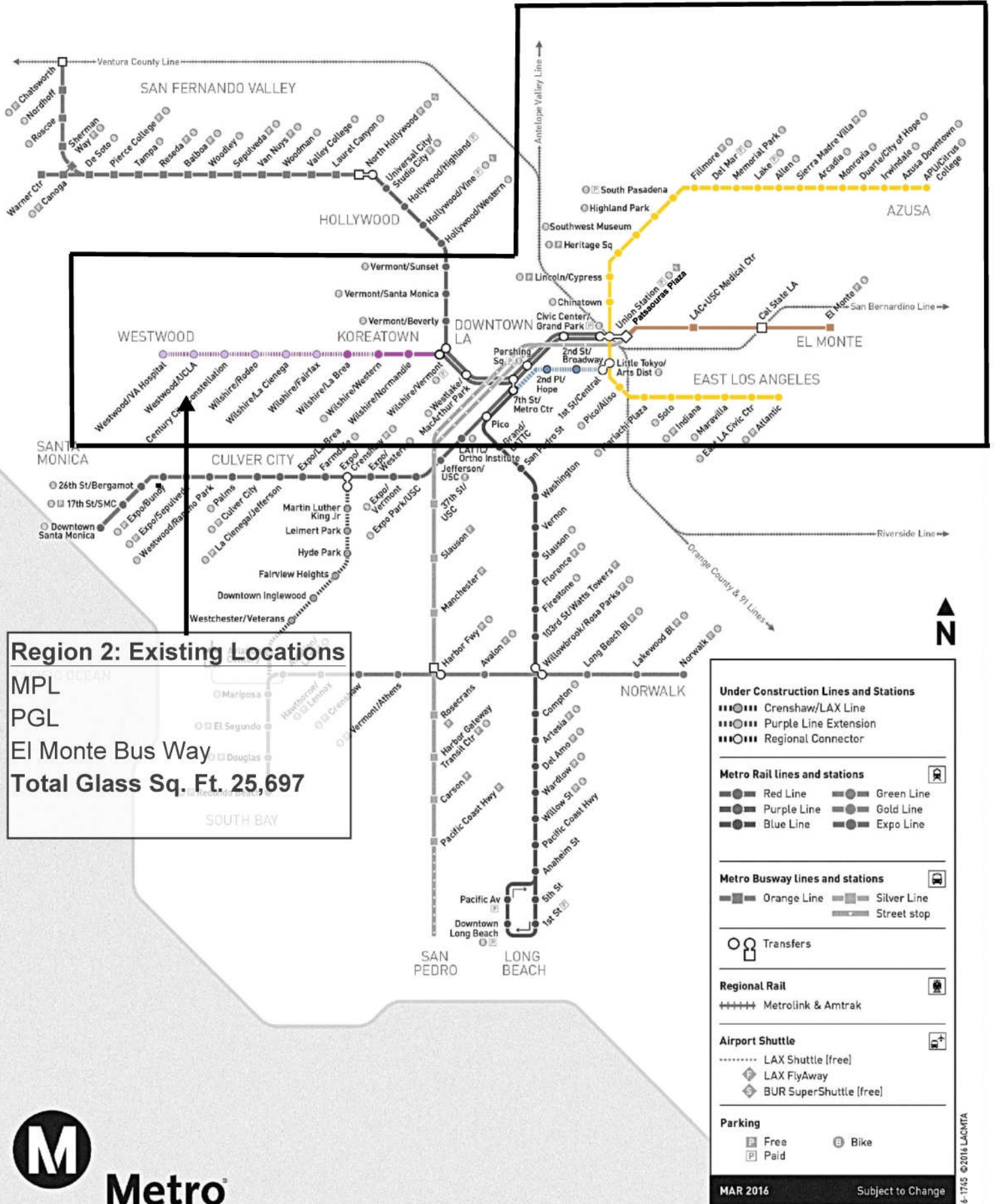
- LAX Shuttle [free]
- LAX FlyAway
- BUR SuperShuttle [free]

Parking

- Free
- Paid
- Bike



Go Metro



Region 2: Existing Locations

MPL
PGL
El Monte Bus Way
Total Glass Sq. Ft. 25,697

Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

○ Transfers

Regional Rail

++++ Metrolink & Amtrak

Airport Shuttle

- LAX Shuttle [free]
- ◆ LAX FlyAway
- ◆ BUR SuperShuttle [free]

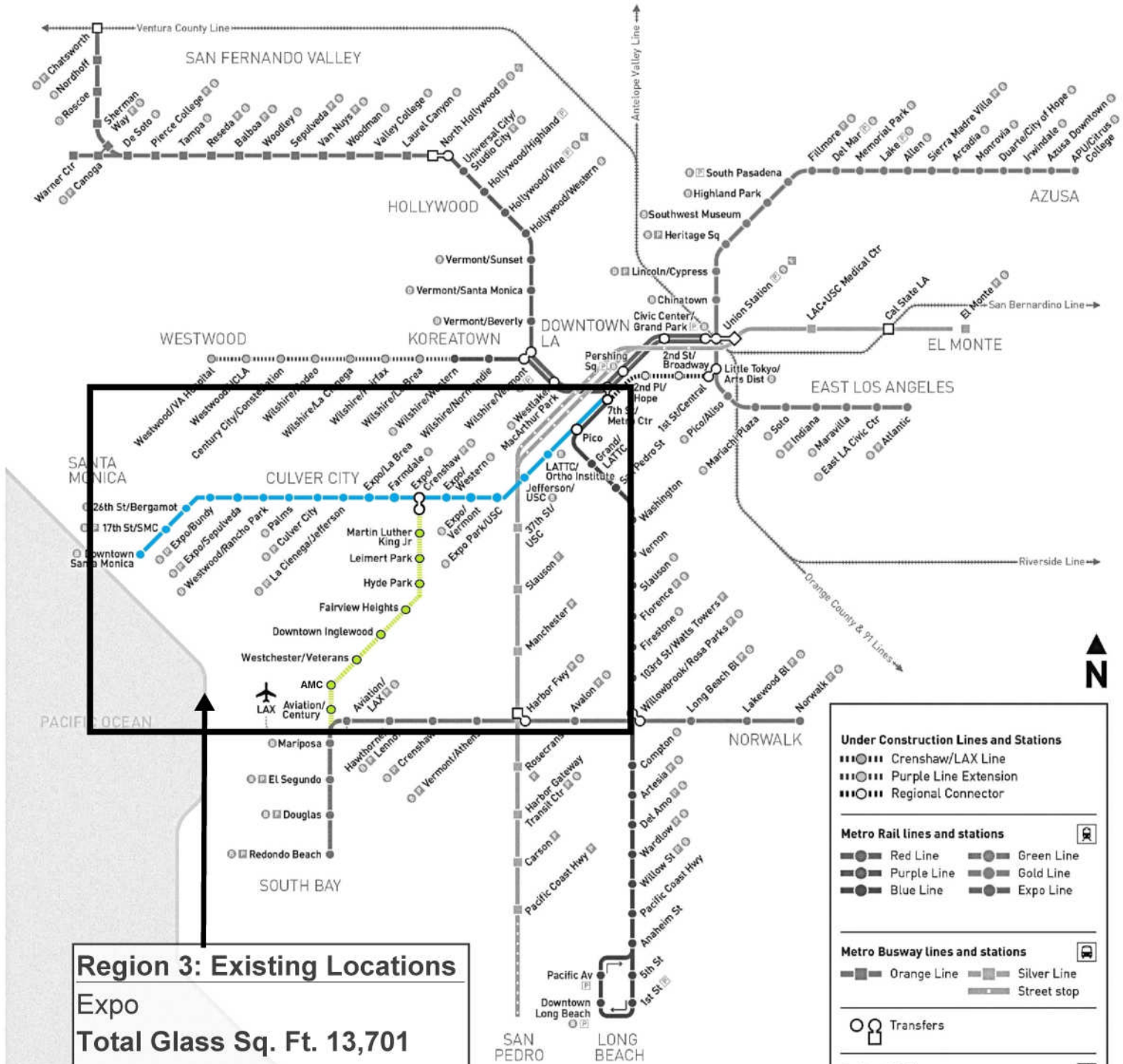
Parking

- Ⓟ Free
- Ⓟ Paid
- Ⓟ Bike

MAR 2016 Subject to Change



Go Metro



Region 3: Existing Locations
 Expo
 Total Glass Sq. Ft. 13,701



Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

○ Transfers

Regional Rail

- ++++ MetroLink & Amtrak

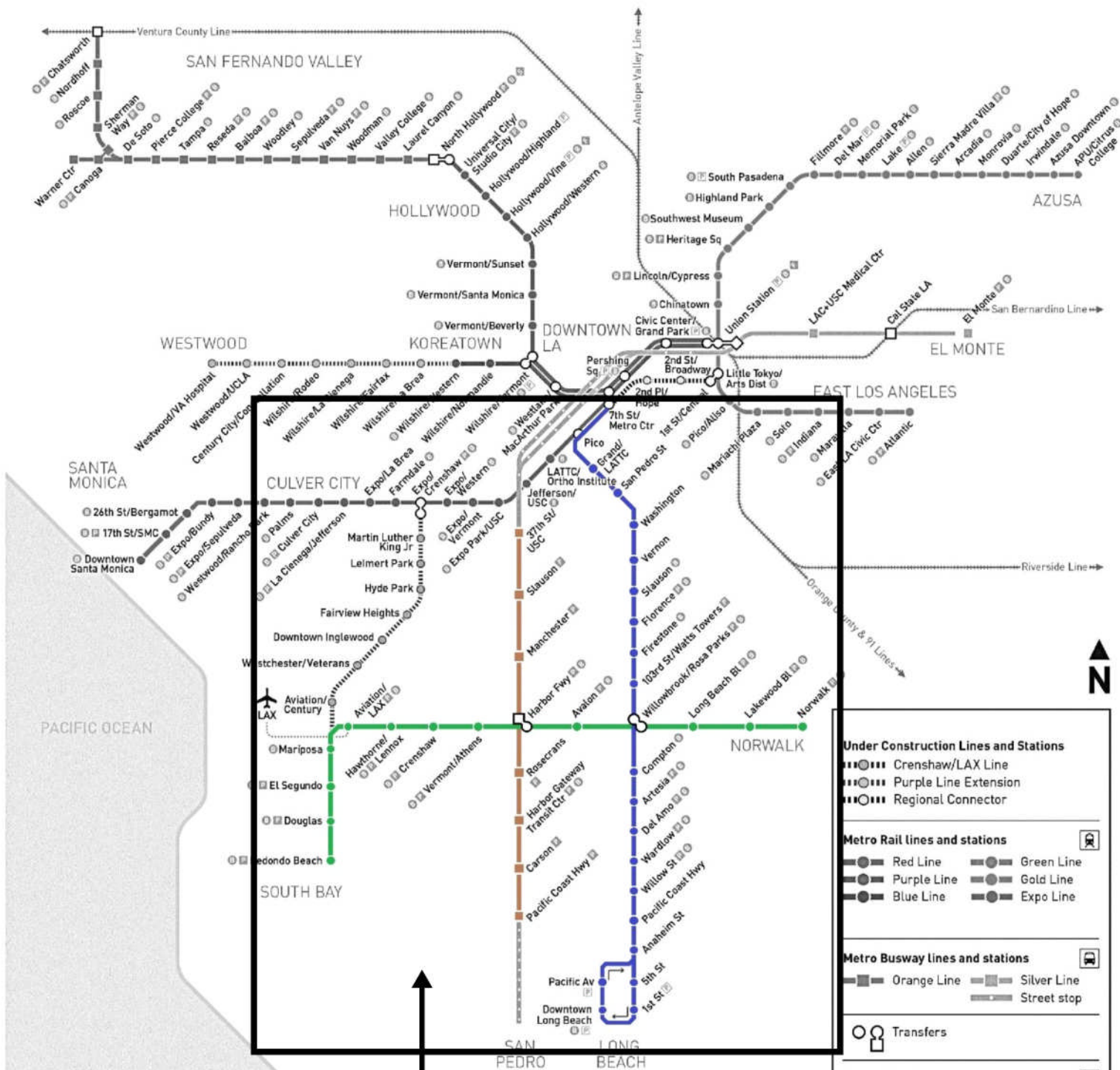
Airport Shuttle

- LAX Shuttle [free]
- ◆ LAX FlyAway
- ◆ BUR SuperShuttle [free]

Parking

- P Free
- P Paid
- B Bike

MAR 2016 Subject to Change



Region 4: Existing Locations

MBL
HTW
MGL

Total Glass Sq. Ft. 32,450
Total Plexi Glass Sq. Ft. 17,483
Grand Total Sq. Ft. 49,933



Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

Regional Rail

- Metrolink & Amtrak

Airport Shuttle

- LAX Shuttle [free]
- LAX FlyAway
- BUR SuperShuttle [free]

Parking

- Free
- Paid
- Bike

MAR 2016 Subject to Change

PROCUREMENT SUMMARY

GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES /
OP1246400003367, OP1246420003367, OP1246430003367, OP1246440003367

1.	Contract Number: A: OP1246400003367 B: OP1246420003367 C: OP1246430003367 D: OP1246440003367	
2.	Recommended Vendor: A: Graffiti Shield, Inc. (Region 1) B: Graffiti Shield, Inc. (Region 2) C: XInt Tint of Anaheim, Inc. (Region 3) D: XInt Tint of Anaheim, Inc. (Region 4)	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 15, 2018	
	B. Advertised/Publicized: November 19, 2018	
	C. Pre-Proposal/Pre-Bid Conference: December 4, 2018	
	D. Proposals/Bids Due: January 10, 2019	
	E. Pre-Qualification Completed: February 1, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 17, 2019	
	G. Protest Period End Date: February 15, 2019	
5.	Solicitations Picked up/Downloaded: 24	Bids Received: Region 1: 3 bids Region 2: 3 bids Region 3: 3 bids Region 4: 3 bids
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Maral Minasian	Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve contract awards to two Small Business Enterprise (SBE) firms, XInt Tint of Anaheim, Inc. and Graffiti Shield, Inc. to provide anti-graffiti film maintenance, installation and replacement services for four regions to protect the glass surfaces system-wide as outlined in Invitation for Bid (IFB) No. OP57985, effective June 1, 2019. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

Prior to the release of IFB No. OP57985, an informational meeting was held at Metro Headquarters on November 1, 2018, to share details and timelines for the upcoming procurement, and also provide an opportunity to potential bidders on how Metro would be replacing the existing system-wide service area with four new geographical regions. This action was intended to expand opportunities for small business participation while maintaining service efficiency and continuity. A total of 12 participants representing 8 firms were present at the meeting.

On November 15, 2018, IFB No. OP57985 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract types are firm fixed unit rates.

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

- Amendment No. 1, issued on December 5, 2018, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.

A pre-bid conference was held on December 4, 2018 and was attended by six participants representing five firms.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro's Acquisition Policy for a competitive sealed bid. As detailed in the IFB requirements, bidders were allowed to submit bid packages for a maximum of three geographical regions. Each geographical region was assigned a 10% goal, inclusive of a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal.

The following are the bids received by Regions:

REGION #1

1. Graffiti Shield, Inc.
2. Solar Art
3. XInt Tint of Anaheim, Inc.

REGION #2

1. Graffiti Shield, Inc.
2. Outdoor Service Providers
3. Solar Art

REGION #3

1. Outdoor Service Providers
2. Solar Art
3. XInt Tint of Anaheim, Inc.

REGION #4

1. Graffiti Shield
2. Outdoor Service Providers
3. XInt Tint of Anaheim, Inc.

C. Cost/Price Analysis

The bids from Graffiti Shield, Inc. and XInt Tint of Anaheim, Inc., both certified Small Business Enterprise firms, were determined to be the lowest, responsive bids for Regions 1 through 4.

REGION #1

The bid from Graffiti Shield, Inc., in the amount of \$3,045,871, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro’s independent cost estimate, and technical evaluation by the Program Manager.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Graffiti Shield, Inc.	\$3,045,871	\$3,431,000	\$3,045,871
XInt Tint of Anaheim, Inc.	\$3,149,929		
Solar Art	\$3,539,996		

REGION #2

The bid from Graffiti Shield, Inc., in the amount of \$3,524,512, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro’s independent cost estimate, and technical evaluation by the Program Manager

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Graffiti Shield, Inc.	\$3,524,512	\$3,840,400	\$3,524,512
Solar Art	\$4,278,896		
Outdoor Service Providers	\$7,846,900		

REGION #3

The bid from XInt Tint of Anaheim, Inc., in the amount of \$3,549,832, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro’s independent cost estimate, and technical evaluation by the Program Manager

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
XInt Tint of Anaheim, Inc.	\$3,549,832	\$3,713,200	\$3,549,832
Solar Art	\$4,139,068		
Outdoor Service Providers	\$7,210,804		

REGION #4

The bid from XInt Tint of Anaheim, Inc., in the amount of \$7,177,237, has been determined to be fair and reasonable based upon adequate competition, comparison with Metro’s independent cost estimate, and technical evaluation by the Program Manager.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
XInt Tint of Anaheim, Inc.	\$7,177,237	\$8,442,500	\$7,177,237
Graffiti Shield	\$7,374,728		
Outdoor Service Providers	\$9,500,909		

D. Background on Recommended Contractor

Graffiti Shield, Inc.

Graffiti Shield, Inc., located in Anaheim, California, manufactures surface protection products for glass, metal, and solid surfaces. The firm specializes in precut anti-graffiti films for public and private spaces. Graffiti Shield was founded in early 2013, and has experience manufacturing and installing protective films. Graffiti Shield is the incumbent for the existing contract for stainless steel anti-graffiti film installation and replacement services and has performed satisfactorily.

XInt Tint of Anaheim, Inc.

XInt Tint of Anaheim, Inc. was founded in 1988 as a solar control film company that primarily focused on automotive and residential installations, and commercial applications for the installation of a variety of window films. XInt Tint started focusing their efforts on medium to large installation projects in Southern California. Currently, XInt Tint is the incumbent for the existing contract for glass anti-graffiti film replacement and installation services and has performed satisfactorily.

DEOD SUMMARY

**GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES
 REGION 1 - OP1246400003367; REGION 2 - OP1246420003367;
 REGION 3 - OP1246430003367; REGION 4 - OP1246440003367**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. This new contract is divided into four (4) regional maintenance contracts split geographically and is being awarded to two (2) SBE Primes: Graffiti Shield, Inc. (Region 1 & Region 2) and XInt Tint of Anaheim, Inc. (Region 3 & Region 4).

REGION 1 - OP1246400003367 - Graffiti Shield, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	Graffiti Shield, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 2 - OP1246420003367 - Graffiti Shield, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	Graffiti Shield, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 3 - OP1246430003367 – XInt Tint of Anaheim, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
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	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	XInt Tint of Anaheim, Inc. (SBE)	97%	

2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

REGION 4 - OP1246440003367 – XInt Tint of Anaheim, Inc.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------

	SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
1.	XInt Tint of Anaheim, Inc. (SBE)	97%	
2.	LA Glass Co. (DVBE)		3%
	Total SBE/DVBE Commitment	97%	3%

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

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

C. Prevailing Wage Applicability

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

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.

ITEM 25

Glass Anti-Graffiti Film Maintenance And Replacement Services



Metro

Operations , Safety , and Customer Experience Committee

April 18, 2019

Glass Anti-Graffiti Film Maintenance & Replacement Services

- **The existing contract is due to expire on 05/31/2019**
- **Metro service areas are now split into four (4) geographical regions, one contract per region, to expand opportunities for small business participation**
- **Four (4) new contracts are recommended for award**

Glass Anti-Graffiti Film Maintenance & Replacement Services

Region 1

- Metro Orange Line & Metro Red Line

Region 2

- Pasadena Gold Line, Metro Purple Line (MPL), El Monte Busway, & Future Regional Connector & MPL Westside Extension

Region 3

- Expo & Future Crenshaw/LAX & Airport Metro Connector

Region 4

- Metro Blue Line, Harbor Transitway & Metro Green Line

Glass Anti-Graffiti Film Maintenance & Replacement Services

- **Regions 1 & 2 are recommended for award to Graffiti Shield, Inc.**
- **Regions 3 & 4 are recommended for award to XInt Tint of Anaheim, Inc.**
- **Each contract term is a three-year base with one, two-year option**
- **The combined value for all four (4) contracts is \$9,417,960 for the three-year base term and \$17,297,452 for the five (5) year term inclusive of one, two-year option**
- **7% SBE and 3% DVBE goal was established for each of these contracts**
- **Both Graffiti Shield, Inc. and XInt Tint of Anaheim, Inc. are Metro certified SBE**
- **Each contractor made a 97% SBE and a 3% DVBE participation commitment**

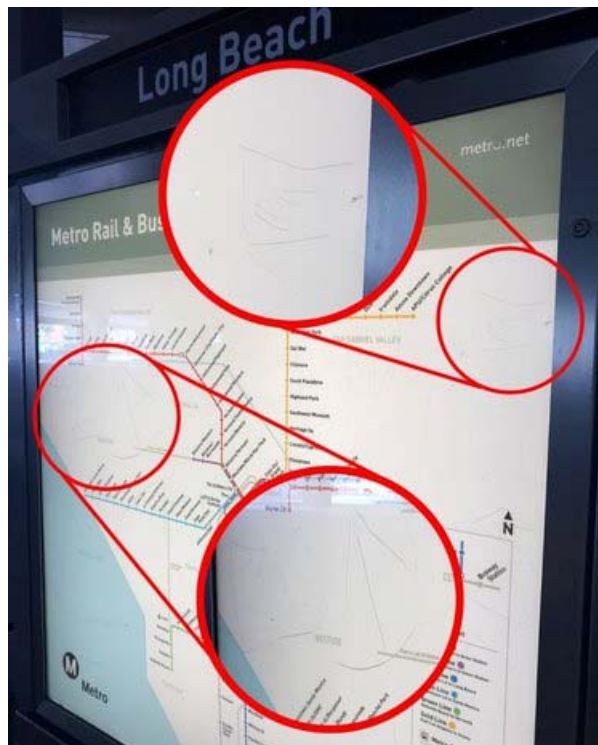


Glass Anti-Graffiti Film Maintenance & Replacement Services

- Under these four (4) contracts, there are currently 125,358 sq.ft. of surfaces protected
- Glass panels count for the majority of the surfaces protected with 102,359 sq.ft.
- Other types of surfaces protected include plexi glass, granite, and escalator lighting lenses
- With the new expansion projects to include Crenshaw/LAX Corridor, Regional Connector, Purple Line Westside Extension and the Airport Metro Connector, approximately 75,032 sq.ft. of additional glass panel surfaces will be added to these contracts
- The anticipated combined total of all protected surfaces is 200,390 sq.ft.

Glass Anti-Graffiti Film Maintenance & Replacement Services

- Based on historical data, 82% of glass anti-graffiti film is anticipated to be replaced on a monthly basis, due to etching or vandalism
- Each contractor is required to inspect the anti-graffiti film once a month and as-needed, with 100% replacement of significantly etched or vandalized anti-graffiti film



Before



After

Glass Anti-Graffiti Film Maintenance & Replacement Services

- The glass anti-graffiti film is date stamped upon replacement and inspection where no replacement is required unless the film is etched or vandalized



Glass Anti-Graffiti Film Maintenance & Replacement Services

- The three-year base glass anti-graffiti film cost per sq.ft. is \$1.81 for Regions 1 & 2, and \$1.88 for Regions 3 & 4
- Due to the regularly scheduled maintenance, inspection and ongoing replacement of etched or vandalized anti-graffiti film, as-needed glass film replacement requests are minimal
- From January 2018 to-date, only 18 as-needed glass film replacement requests were received due to etching or vandalism



Before



After



Metro

Glass Anti-Graffiti Film Maintenance & Replacement Services

Award of these four (4) new contracts is necessary to provide these critical maintenance services, continue our long standing practice of zero tolerance for graffiti system-wide, enhance overall appearance and cleanliness of Metro facilities while mitigating criminal activities, and deliver outstanding trip experience for all users of the transportation system



Board Report

File #: 2019-0099, File Type: Project

Agenda Number: 30.

CONSTRUCTION COMMITTEE APRIL 18, 2019

SUBJECT: PROJECT NO. 202808 CMF BUILDING 5 DUST COLLECTION SYSTEM PROJECT

ACTION: AUTHORIZE INCREASE IN LIFE OF PROJECT BUDGET

RECOMMENDATION

AUTHORIZE an increase in the life of project (LOP) budget for Project No. 202808 by \$440,000 for Central Maintenance Facility (CMF) Building 5 Dust Collection System project from \$785,000 to \$1,225,000.

ISSUE

On January 23, 2019, two bids were submitted in response to the solicitation of capital project CMF Building 5 Dust Collection System Project. The bid for the lowest responsive, responsible bidder is \$972,000, which exceeds the funds available for this project.

BACKGROUND

In August 2017, the Metro Board of Directors authorized the use of a design-build contracting method for the CMF Building 5 Dust Collection System Project. The Board Report [File No. 2017-0176] stated that the project would replace the ineffective, inefficient air scrubber system, which also uses more than 10,000 gallons of potable water each day. The proposed dust collection system is consistent with Metro's intent to reduce energy use and to conserve potable water, as outlined in Metro's Environmental Policy, Water Use and Conservation Policy, and Energy Conservation and Management Plan.

DISCUSSION

On January 23, 2019, two bids were received and opened for the CMF Dust Collection System project. Both bids were higher than the LOP budget established for this project. As a result, additional funds are needed. As a lesson learned, our new practice is to set LOP budgets later in the design/procurement process to minimize the potential for an LOP increase.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will however

increase safety as projects become more energy and operationally efficient.

FINANCIAL IMPACT

The funding for FY19 is included in Project 202808, CMF Building 5 Dust Collection System project, Cost Center 8510 Construction Contracts/Procurement.

Since this is a multi-year capital project, the cost center manager, project manager, and Chief Program Management Officer will be responsible for budgeting for costs in future years.

Impact to Budget

Funding for this project is from Sustainability Implementation Program, which is funded with Green Fund. As the project addresses the water conservation and energy efficiency, this is an appropriate funding source.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This project supports the implementation of Metro's Strategic Plan Goals, with specific alignment to Initiative 1.3 - manage transportation demand through fair and equitable pricing structures and Initiative 5.2 - exercise good public policy judgment and sound fiscal stewardship by: 1) reducing electricity consumption and costs at Metro facilities; 2) reducing water consumption and costs; and 3) improving the air quality and working condition in CMF Building 5.

ALTERNATIVES CONSIDERED

Metro has explored reducing the scope of the project and conducting a new solicitation; however, the potential exists for the submission of bids that are higher due to the current competitive nature of the construction marketplace.

The Board may reject the request for an LOP increase. This is not recommended as it would leave in place the existing, inefficient air scrubber system that does not meet air quality standards and uses 10,000 gallons of water per day.

NEXT STEPS

Staff will execute a contract with the lowest responsive, responsible bidder for the installation of the dust collection system in Building 5 at CMF.

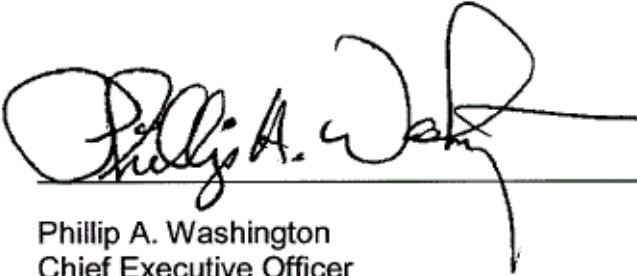
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Funding and Expenditure Plan
Attachment C - DEOD Summary

Prepared by: Cris B. Liban, EO, Environmental Compliance and Sustainability
(213) 922-2471

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CMF BUILDING 5 DUST COLLECTION SYSTEM
C56883C1179-2**

1.	Contract Number: C56883C1179-2	
2.	Recommended Vendor: Simgel Company, Inc.	
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: December 17, 2018	
	B. Advertised/Publicized: December 19, 2018	
	C. Pre-Proposal Conference: January 3, 2019	
	D. Proposals Due: January 23, 2019	
	E. Pre-Qualification Completed: February 12, 2019	
	F. Organizational Conflict of Interest Review Completed by Ethics: January 25, 2019	
	G. Protest Period End Date: 15 Calendar Days from recommendation of award submitted to CEO	
5.	Solicitations Picked up/Downloaded: 6	Proposals Received: 2
6.	Contract Administrator: Daniel A. Robb	Telephone Number: 213.922-7074
7.	Project Manager: Cris Liban	Telephone Number: 213.922-2471

A. Procurement Background

The Board Action is to approve the life of project (LOP) budget for Project No. 202808, which will allow the Chief Executive Officer to, in accordance with PUC 130051.9(c), approve the award of Contract No. C56883C1179-2 CMF Building 5 Dust Collection System to support Metro's Environmental Compliance and Sustainability Department (ECSD). This will replace the current system which is an outdated, ineffective, inefficient air scrubber system, using more than 10,000 gallons of potable water each day. The replacement dust collection system is consistent with Metro's intent to reduce energy use and to conserve potable water, as outlined in Metro's Environmental Policy, Water Use and Conservation Policy, and Energy Conservation and Management Plan.

The Invitation for Bid (IFB) No. C56883C1179-2, was issued in accordance with Public Utilities Code §130232, on December 17, 2018, for a contracting opportunity. A mandatory goal of 3% Small Business Enterprise and a 3% Disabled Veteran Business Enterprise (DVBE) goal was recommended for this project.

The IFB was advertised on December 19, 2018, in La Opinion, Los Angeles Daily News, LA Sentinel, Rafu Shimpo and The Chinese Daily News. The e-mail notification of the solicitation was sent to all firms in the applicable NAICS Codes for this project. The Pre-Bid Conference was held on January 3, 2019, with two firms in attendance.

The contract type is a Firm Fixed Price Contract. The Contract Period of Performance is 1095 Calendar Days from Notice to Proceed.

No amendments were issued during the solicitation phase of the RFP.

A total of two (2) bids were received on January 23, 2019.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The 2 bids received are listed below in alphabetical order:

1. A-P Construction, Inc.
2. Simgel Company, Inc.

Both bidders were determined to be responsive, responsible and capable of performing the work. Simgel Company, Inc. is determined to be the lowest price, responsive, responsible bidder.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable. The recommended price of \$972,000.00 is 1.3% lower than the Independent Cost Estimate (ICE) of \$985,168.00. The second lowest bid of \$1,490,000.00 is 51.3% higher than the ICE.

Bidder Name	Bid Amount	Metro ICE
Simgel Company, Inc.	\$972,000.00	\$985,168.00
A-P Construction, Inc.	\$1,490,000.00	

D. Background on Recommended Contractor

Simgel Company, Inc. is an SBE firm located in Los Angeles, California and was established in 1991. Simgel Company, Inc. holds active license classifications A, B, and C-8. Simgel Company, Inc. has completed similar projects for the various

governmental agencies in California. Currently, Simgel is working on the following Metro contracts:

- 1) Bus Wash Systems, C36183C1144-2
- 2) Division 2 Roof Replacement, C36395C1145-3
- 3) Parking Refurbishment at 7 Park-N-Ride Lots, C49758C1167

FUNDING / EXPENDITURE PLAN
Project No. 202808 - CMF Paint Shop Ventilation Project
Dust Collection System Project

	Use of Funds	Inception to January 2019	Remaining Funds FY19	FY20	Capital Cost Total
1	Rail Division Energy Efficiency Project				
2	CMF Dust Collection - Past Expenditures	\$16,532			\$16,532
3	CMF Dust Collection - Metro Labor		\$65,170		\$65,170
4	CMF Dust Collection - Prof. Services		\$25,000		\$25,000
5	CMF Dust Collection - Construction		\$575,000	\$397,000	\$972,000
6	Contingency (available funds)			\$103,298	\$103,298
7	Contingency (proposed new funds)			\$43,000	\$43,000
	Total Project Costs	\$16,532	\$665,170	\$543,298	\$1,225,000

15% combined

	Source of Funds	Inception to January 2019	Remaining Funds FY19	FY20	Totals
1	Capital Program	\$16,532	\$665,170	\$103,298	\$785,000
2	Sustainability Capital FY20			\$440,000	\$440,000
	Total Project Funding	\$16,532	\$665,170	\$543,298	\$1,225,000

<u>LOP Budget Increase</u>	<u>Amounts</u>	<u>Notes</u>
A. Authorized 202808 LOP Budget	\$785,000	Current LOP Budget amount
B. Encumbered CMF Dust Collection System Project	\$768,468	Amount encumbered for this project
C. Estimated Cost for CMF Dust Collection System	\$1,208,468	Sum of FY19 and FY20 Use of Funds
D. Required LOP Budget Increase	\$440,000	Item C minus Item B for total shortfall
E. Total LOP Budget after Proposed Increase	\$1,225,000	Item A plus Item D

DEOD SUMMARY

CMF BUILDING 5 DUST COLLECTION SYSTEM PROJECT/ AE5764500

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Simgel Company, Inc., an SBE Prime, exceeded the goals with a 41.36% SBE commitment and a 4.63% DVBE commitment.

Small Business Goal	3% SBE 3% DVBE	Small Business Commitment	41.36% SBE 4.63% DVBE
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	SBE Prime	% Committed
1.	Simgel Company, Inc.	41.36%
	Total SBE Commitment	41.36%

	DVBE Subcontractors	% Committed
1.	PN Supply	4.63%
	Total DVBE Commitment	4.63%

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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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 #: 2019-0139, **File Type:** Contract

Agenda Number: 35.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2019**

SUBJECT: LABOR COMPLIANCE MONITORING BENCH

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to the Labor Compliance Bench (the Bench) Contract Numbers PS-21307700 A-J, for labor compliance monitoring services, to exercise the fourth and fifth year options, extending the contract term from July 1, 2019 to June 30, 2021, and increasing the total authorized not-to-exceed amount by \$4,000,000 (\$2,000,000 for each option year) from \$19,056,648 to \$23,056,648; and
- B. AWARD AND EXECUTE task orders for a not-to-exceed total authorized amount of \$23,056,648.

ISSUE

On June 16, 2011, the Board of Directors authorized the Chief Executive Officer to establish a qualified list of firms to perform labor compliance monitoring activities for Metro construction projects under RFIQ PS-2130-7700 to the attached list of consultants (Attachment B), for a period of five years, with five, one-year options. The expiration date for the base period and the first through third year options is June 30, 2019.

Over the last eight years, the Labor Compliance Monitoring Bench (Bench) continues to be an effective compliance tool for Metro. The Bench consultants monitor and enforce public works projects by ensuring the payment of prevailing wages. Their expertise and extensive knowledge of the California Labor Code and Federal Davis Bacon and Related Acts, coupled with investigative and auditing skills, have helped to prevent wage violations and in other cases, collect back wages due to workers.

Board authorization is requested to exercise the fourth and fifth year options. The approval of this action is required to continue monitoring labor compliance services to ensure that workers on Metro projects are being paid the correct prevailing wage rates.

DISCUSSION

The California Labor Code and Davis Bacon and Related Acts require Metro to ensure that all construction workers employed to work on Metro funded construction projects are compensated according to the state and federal prevailing wage laws and regulations. The consultants on the labor compliance monitoring bench are responsible for evaluating, monitoring and enforcing prevailing wage requirements on assigned construction projects. This includes maintaining all required records, providing assistance to field personnel, conducting field interviews and investigations, and any other duties in accordance with applicable laws and regulations governing public works projects.

Since the inception of the Bench, Vendor/Contract Management has awarded 72 task orders (See Attachment B) totaling \$18,015,934. The Bench has been an effective tool, specifically on Metro's mega high-profile projects. Metro's Small Business Enterprise (SBE) program, Small Business Prime program and Disadvantaged Business Enterprise (DBE) program are applied to the task order solicitations based on funding sources and estimated task order value. Currently, nine of the ten prime Bench consultants are certified as DBEs and SBEs and have been awarded \$17,240,403 of the \$18,015,936 awarded to date, approximately 96% of the total awarded value.

As new capital projects are approved by the Board, the funds for labor compliance monitoring are included in the approved life-of-project budgets for each capital project. The not-to-exceed amounts cover the project's construction and professional service contracts (new and continued) identified during the FY20 budget process. The not-to-exceed amount does not cover Measure M and/or mega projects; those will be brought to the Board for consideration and approval individually.

The Bench has been successful in providing DBE/SBE opportunities, meeting established goals, maintaining effective monitoring based on state and federal regulations and ensuring that workers on Metro's projects are being paid the correct prevailing wage rates.

DETERMINATION OF SAFETY IMPACT

The approval of this recommended action will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Labor Compliance funding for capital projects have been included in the life of project (LOP) budget for new projects from inception.

Impact to Budget

A not-to-exceed amount of \$2,000,000.00 has been budgeted for FY20 for new task orders. Funding for this contract will parallel the funding sources for various major construction projects to be charged during the life of the contract. This may include a mixture of Federal, State and local sources, some of which are eligible for bus and rail operations and/or capital.

IMPLEMENTATION OF PLAN GOALS

Approval of this item supports the following Metro Strategic Goal 5.4: Application of prudent commercial business functions to create a more effective agency. The Labor Compliance monitoring bench provides a tool for delivering prevailing wage compliance more effectively.

ALTERNATIVES CONSIDERED

- 1) One alternative is to perform the duties using Metro staff by adding additional FTEs. A minimum of five (5) FTEs are forecasted to perform prevailing wage monitoring. The cost for this option is estimated at \$775,994 per year. This alternative is not recommended because the volume of capital construction work is constantly changing making this activity subject to peak periods alternating with periods of low activity.
- 2) Another alternative is to utilize existing DEOD Labor, Wage and Retention Programs Unit staff to provide labor compliance monitoring on the currently active task orders in addition to their current workload. This alternative is not recommended as this will cause delays in services and compliance monitoring efforts.

NEXT STEPS

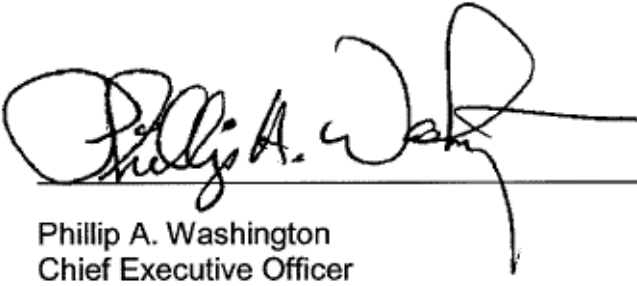
- Upon approval by the Board, staff will execute modifications to the bench contracts and continue to award individual task orders for prevailing wage compliance monitoring.
- Staff will continue to provide oversight on the active task orders that will remain under existing bench contracts.
- Staff will begin the procurement process to issue a new solicitation for Labor Compliance Monitoring Services. The process for the new solicitation will begin in the first quarter of FY21

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Labor Compliance Bench Monitoring Consultants and Life of Project Values
Attachment C - Contract Modification / Change Order Log
Attachment D - DEOD Summary

Prepared by: Paula Jurado, Senior Labor Wage & Retention Programs Officer
(213) 922-7669
Wendy White, Director, Labor Compliance
(213) 922-2648
Tashai Smith, Interim Executive Officer, DEOD
(213) 922-2128

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LABOR COMPLIANCE MONITORING BENCH / PS21307700 A - J

1.	Contract Number: PS21307700 A-J		
2.	Contractor: Multiple Firms (See Attachment B – List of Consultants)		
3.	Mod. Work Description: Exercise Option Years 4 and 5		
4.	Contract Work Description: Conduct labor compliance monitoring services for all construction projects that require contractor to pay prevailing wages		
5.	The following data is current as of: March 14, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	June 16, 2011	Contract Award Amount: \$13,478,064
	Notice to Proceed (NTP):	June 16, 2011	Total of Modifications Approved: \$5,578,584
	Original Complete Date:	June 30, 2019	Pending Modifications (including this action): \$4,000,000
	Current Est. Complete Date:	June 30, 2021	Current Contract Value (with this action): \$23,056,648
7.	Contract Administrator: Greg Baker		Telephone Number: (213) 922-7577
8.	Project Manager: Wendy White		Telephone Number: (213) 922-2648

A. Procurement Background

This Board Action is to approve Contract Modification No. 3, issued in support of exercising option years four and five, which extends the contract term from July 1, 2019 to June 30, 2021 for the Labor Compliance Bench (the Bench) contract numbers PS21307700 A-J, to perform labor compliance monitoring services.

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

On June 16, 2011, the Board of Directors authorized the Chief Executive Officer to establish a qualified list of firms (Attachment B) to perform labor compliance monitoring activities for Metro construction projects, for a period of five years with five, one-year options. The expiration date for the current Labor Compliance Monitoring Bench is June 30, 2019.

B. Cost/Price Analysis

The recommended price for all future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

LABOR COMPLIANCE BENCH MONITORING CONSULTANTS
AND LIFE OF PROJECT VALUES AS OF 01/31/2019

DBE/SBE Awards				
Contract No.	Consultant ID	Total Task Orders Awarded To Date	Task Order Award Amount	Amount Paid To Date
PS21307700A	Avant Garde, Inc.	10	\$370,423	\$ 346,498
PS21307700B	Casamar Group	4	\$243,917	\$243,917
PS21307700J	Gail Charles Consulting	1	\$30,848	\$30,848
PS21307700C	Metro Compliance Services	10	\$4,311,282	\$1,647,210
PS21307700D	Opportunity Marketing Group	0	\$0	\$0
PS21307700E	Padilla & Associates	7	\$847,506	\$803,460
PS21307700G	Perceptive	13	\$3,173,462	\$2,053,089
PS21307700I	The "G" Crew	22	\$719,258	\$501,108
PS21307700H	The Solis Group	4	\$6,678,309	\$3,440,200
Total Awarded Task Order Subtotal		71	\$16,375,005	\$9,066,330
Total Task Order Value				
Non-DBE/SBE Awards				
Contract No.	Consultant ID	Total Task Orders Awarded To Date	Task Order Award Amount	Amount Paid To Date
PS21307700F	Parsons	1	\$775,531	\$775,531
	<i>Parsons DBE/SBE Subconsultant Value</i>		\$865,400	\$865,400
Total Awarded Task Order Subtotal		1	\$1,640,931	\$1,640,931
Total Task Order Value				
Total Task Orders Awarded		72	Amount Awarded	Amount Paid to Date
DBE/SBE Task Order Value			\$17,240,405	\$9,931,730
Total Task Order Value			\$18,015,936	\$10,707,261

CONTRACT MODIFICATION/CHANGE ORDER LOG

LABOR COMPLIANCE MONITORING BENCH / PS21307700 A-J

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option No. 1 of the Labor Compliance Monitoring Bench from June 30, 2016 to June 30, 2017	Approved	06/23/2016	\$1,578,584
2	Exercise Options 2 & 3 increasing contract authorization and extending period of performance	Approved	05/25/2017	\$4,000,000
3	Exercise Options 4 & 5 increasing contract authorization and extending period of performance	Pending	04/25/2019	\$4,000,000
	Modification Total:			\$9,578,584
	Original Contract:			\$13,478,064
	Total:			\$23,056,648

DEOD SUMMARY

LABOR COMPLIANCE MONITORING BENCH / PS-2130-7700 A thru J

A. Small Business Participation

Nine of the ten Primes on the Bench are DBE/SBE certified and made a 100% DBE/SBE commitment. Eight of the Primes have current DBE participation of 100%. Parsons Constructors, Inc., the only non-DBE/SBE Prime, made a 35% DBE/SBE commitment and is exceeding its commitment with a current DBE/SBE participation of 47.92%.

1. Avant Garde, Inc.

DBE/SBE Prime	% Committed	Current Participation
Avant Garde, Inc.	100%	100%
Total	100%	100%

2. Casamar Group

DBE/SBE Prime	% Committed	Current Participation
Casamar Group	100%	100%
Total	100%	100%

3. Gail Charles Consulting

DBE/SBE Prime	% Committed	Current Participation
Gail Charles Consulting	100%	100%
Total	100%	100%

4. Metro Compliance Services

DBE/SBE Prime	% Committed	Current Participation
Metro Compliance Services	100%	100%
Total	100%	100%

5. Opportunity Marketing Group

DBE/SBE Prime	% Committed	Current Participation
Opportunity Marketing Group	100%	0.00%
Total	100%	0.00%

6. Padilla & Associates

DBE/SBE Prime	% Committed	Current Participation
Padilla & Associates	100%	100%

Total	100%	100%
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7. Perceptive

DBE/SBE Prime	% Committed	Current Participation
Perceptive	100%	100%
Total	100%	100%

8. The "G" Crew

DBE/SBE Prime	% Committed	Current Participation
The "G" Crew	100%	100%
Total	100%	100%

9. The Solis Group

DBE/SBE Prime	% Committed	Current Participation
The Solis Group	100%	100%
Total	100%	100%

10. Parsons Transportation Group

	DBE/SBE Subcontractors	% Committed	Current Participation
1.	CVL Consulting, LLC	N/A	34.90%
2.	Construction Planning & Management	N/A	13.02%
	Total	35%	47.92%

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.



Board Report

File #: 2019-0210, File Type: Motion / Motion Response

Agenda Number: 36.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 18, 2019

SUBJECT: CONGESTION PRICING FEASIBILITY STUDY UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the response to Motion 32.3 (Congestion Pricing) by Directors Garcetti, Kuehl, Butts, Solis, and Hahn; and
- B. APPROVING Next Steps for Congestion Pricing Feasibility Study, which includes:
 - May 2019: Staff will issue Requests for Proposals for 1) Technical Services (includes Equity Analysis) and 2) Communications Plan and Public Engagement Services;
 - Summer 2019: Seek Board authorization to award contract; and
 - Ongoing: Staff will conduct ongoing dialogue with the Board at key milestones during the project development process. An overview of the anticipated process is provided in Attachment E Project Milestones.

HAHN AMENDMENT

- Include a lane/different pricing model for the zero emission vehicles; and
- Include Board's ability to appoint the public partnership stakeholder panel and expand the number of the seats.

ISSUE

On February 28, 2019, the Board passed Motion 32.3 (Garcetti, Kuehl, Butts, Solis, and Hahn, Attachment A), which instructed staff to return to the Board with updates in their April report. This Motion was provided in response to staff's continuing response to Motion 4.1, directing the CEO to present a comprehensive funding plan for the "28 x 2028" initiative. The receive and file Board Report

portion is in response to instructions from the Board on the Transformational Initiatives, which include congestion pricing and New Mobility fees.

BACKGROUND

On February 28, 2019, the Board approved staff's recommendations to pursue the Transformational Initiatives that are central to "The Re-Imagining of LA County," which include congestion pricing and New Mobility fees. See Attachment B. These Transformational Initiatives address the widely shared desire to greatly reduce congestion, improve mobility and air quality, improve equity, and ultimately provide a more sustainable and resilient LA County for all.

In addition, the Board passed Motion 32.3 to direct staff to do the following:

- A. Move forward with a Congestion Pricing Feasibility Study entitled "The Re-Imagining of LA County"
- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;
- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and
- D. Report back on the all the above at the April 2019 Board cycle.

DISCUSSION

Response to Motion 32.3, A-D:

- A. Move forward with a Congestion Pricing Feasibility Study entitled "The Re-Imagining of LA County":

There are multiple components to "The Re-Imagining of LA County," of which the Congestion Pricing Feasibility Study is one component. To avoid confusion with the initiative names and for clearer reference, the scope that will be undertaken for the Congestion Pricing Feasibility Study will be referenced here as "Congestion Pricing Feasibility Study." Staff will be procuring consultant services to assist us with the feasibility study. In May, staff will issue two requests for proposals: one for Technical Services and one for Communications and Public Engagement Services. The statements of work are included in Attachments C and D, respectively.

- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;

These components are included in the Technical Services statement of work (Attachment B), particularly under the following tasks:

- Task 4: Develop Equity Strategy
- Task 10: Develop Investment and Financial Plan

- Task 11: Develop Implementation Plan

- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and

One of the first steps to explore fees for TNC trips is to better understand the effects and impacts of New Mobility services (private companies/operations) in Los Angeles County. Staff is identifying any existing research efforts that may be underway on this topic to avoid duplication of efforts, build off of existing work, and create cost efficiencies. Once that step is complete, staff will develop a scope of work to procure consultant services to provide the necessary assistance to explore fees on TNCs.

- D. Report back on the all the above at the April 2019 Board cycle.

This Receive and File report serves as a report back to the Board.

FINANCIAL IMPACT

The cost center manager will be responsible for budgeting the funds to conduct the full scope of the study.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed actions are fully consistent with Initiative 1.3 of the Metro Vision 2028 Plan to test and implement pricing strategies to reduce traffic congestion. Also, Initiative 1.3 commits to exploring opportunities for expanding access to shared, demand-responsive transportation options for everyone.

NEXT STEPS

Staff will issue Requests for Proposals for 1) Technical Services (includes Equity Analysis) and 2) Communications Plan and Public Engagement Services in May 2019 and will seek Board authorization to award contracts during Summer 2019. Staff will conduct ongoing dialogue with the Board at key milestones during the project development process. An overview of the anticipated process is provided in Attachment E Project Milestones.

ATTACHMENTS

Attachment A: Board Motion (File ID 2019-0109)

Attachment B: Board Report - The Re-Imagining of LA County: Mobility, Equity, and the Environment (File ID 2019-0105)

Attachment C: Statement of Work - Technical Services for Congestion Pricing Feasibility Study

Attachment D: Statement of Work - Communications and Public Engagement Services for Congestion Pricing Feasibility Study

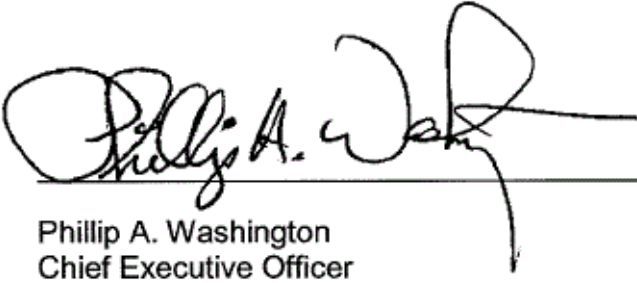
Attachment E: Project Milestones

Prepared by:

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Emma Huang, Interim Principal Transportation Planner, (213) 922-5445

Reviewed by: Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2019-0109, **File Type:** Motion / Motion Response

Agenda Number: 32.3

**REGULAR BOARD MEETING
FEBRUARY 28, 2019**

Motion by:

Garcetti, Kuehl, Butts, Solis and Hahn

Item 32.3: Congestion Pricing

As Los Angeles County continues to grow, the region should consider every strategy to provide accessible and affordable transportation for everyone. Congestion Pricing is a promising strategy to accomplish the region's mobility goals.

MTA must undertake a Congestion Pricing Feasibility Study that thoroughly and deliberately investigates all potential congestion pricing models and examines their effects on mobility, equity, and environmental sustainability, so that the Board has the information to make a fully informed decision.

Mobility and access to opportunity are fundamental to achieving social equity and fostering a thriving regional economy. It is important that MTA understand and prioritize the mobility benefits of congestion pricing and other traffic reduction strategies for our region. Accordingly, revenue generation should not be the primary reason to study congestion pricing.

SUBJECT: CONGESTION PRICING

APPROVE Motion by Garcetti, Kuehl, Butts, Solis and Hahn that the Board direct the CEO to:

- A. Move forward with a Congestion Pricing Feasibility Study entitled "The Re-Imagining of LA County";
- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;
- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and
- D. Report back on the all the above at the April 2019 Board cycle.



Board Report

File #: 2019-0105, File Type: Policy

Agenda Number:

REVISED
REGULAR BOARD MEETING
FEBRUARY 28, 2019

SUBJECT: THE RE-IMAGINING OF LA COUNTY: MOBILITY, EQUITY, AND THE ENVIRONMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE the staff recommendations to:

- A. PURSUE the Transformational Initiatives that are central to “The Re-Imagining of LA County;”
- B. CONTINUE work on the Twenty-Eight by '28 goal and accelerate the delivery of the remaining eight projects in every feasible way, and report progress to the Board on the acceleration efforts on a quarterly basis; and
- C. DEVELOP proposed funding and financing plans for the accelerated projects, and report back to the Board in ~~September~~ July 2019.

ISSUE

Metro staff proposes the pursuit of solutions to eradicate congestion in LA County, drastically reducing the region’s carbon footprint and combatting climate change, increasing transit frequency and capacity, dramatically improving transportation equity, and putting the County in a position to be the first major region in the world that could offer free transit services. This proposal has been branded as “The Re-imagining of LA County: Mobility, Equity, and the Environment.” This item asks the Board to approve staff recommendation to pursue the Transformational Initiatives to achieve “The Re-imagining of LA County.”

BACKGROUND

LA County is currently home to more than 10 million people and its population is projected to grow to 10.75 million by 2028. This means that an increasing volume of people and goods will need to travel on a transportation network that is already inadequately serving their needs. Overall consumption in the region is expected to intensify the conflicts between passenger and goods movement. Optimizing system capacity to accommodate new growth will be necessary to ensure that the region can meet

these new demands and remain economically competitive in the global marketplace. Significant investments are needed, both to shore up an aging system of roadway and transit infrastructure, as well as to expand and fully utilize available capacity to ensure continued delivery of safe and reliable transportation services.

Historically, transportation policies and investments in LA County have prioritized single-occupancy travel in private passenger vehicles at the expense of providing other high-quality travel alternatives. The result is an inequitable transportation system that exacerbates the divide between those who have the access and means to drive and those who do not, while providing inadequate options for both groups. This system is not sustainable from an economic or environmental perspective. As more people turn to driving alone for speed and convenience, mobility and air quality for all citizens suffers due to the inefficient use of existing roadway space. Changing this paradigm and raising the quality of multiple transportation options is essential to delivering a system that provides better mobility for everyone. This means investing in high-quality transit options that can carry more people in less space, creating incentives to reduce solo driving, and removing incentives that further exacerbate transportation inequities. Moving forward we must align Metro's policies and investments across its portfolio of programs and services to provide more high-quality transportation options for people and, equally important, effectively manage demand from all users.

Metro is considering several "Transformational Initiatives" that demonstrate significant potential to address the widely shared desire to eradicate congestion, improve mobility and air quality, realize equity, and ultimately provide a more sustainable and resilient LA County for all.

DISCUSSION

Metro is currently meeting or exceeding the Measure M schedule on all projects. However, as we complete construction on the first decade of Measure M projects, it is imperative to make concurrent efforts to improve mobility and equity by identifying ways to improve congestion throughout the County. The Transformational Initiatives described below represent bold and progressive ways to achieve a number of our public policy goals as we anticipate new projects coming on line.

Transformational Initiatives **Congestion Pricing**

The Congestion Pricing strategy proposes to investigate the feasibility and framework for conducting congestion pricing pilots with the intent to expand the program in the most traffic-clogged parts of LA County. Congestion pricing offers a compelling mobility solution that, when implemented thoughtfully, can significantly improve equity and reduce emissions by providing cleaner, more frequent and more reliable mobility options for the most vulnerable populations in LA County.

At the January 24, 2019 Board meeting, Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts and Hahn) were presented and approved. Motion 43.1 asked Metro staff to respond to several questions, mostly related to scope and framework of a proposed Congestion Pricing Feasibility Study. Staff have prepared responses to the various parts of Motion 43.1 in a separate Board Receive and File report (File ID 2019-0083). The response includes a detailed plan for the feasibility study, should the Board approve pursuing this recommended strategy as part of the Re-Imagining LA County Plan. The contents of Motion 43.1 and the related response are provided in

Attachment A to this report.

Motion 43.2 focused attention on equity as it relates to the proposed Congestion Pricing Feasibility Study. The motion was comprised of five parts that asked staff to develop an Equity Strategy for the study, engage a variety of experts and stakeholders, and defer congestion pricing implementation until the feasibility study, including the Equity Strategy, is complete. The responses to Motion 43.2 are provided in a separate Board Receive and File report (File ID 2019-0055). The contents of Motion 43.2 and the related response are provided in Attachment B to this report.

Three different pricing models would be explored as part of the study: cordon, corridor, and vehicle miles traveled (VMT). The study will include extensive, comprehensive, and genuine community and public engagement throughout the feasibility study, as promised through the Equity Platform that the Board adopted nearly a year ago. As part of the engagement and technical support to the study, Metro intends to create an Advisory Council to inform the study, including subject matter experts in Equity. Staff will work with the Board to identify candidates for the Advisory Council.

The anticipated schedule to complete this feasibility study is 12-24 months. Staff expects to conduct this study through a consultant contract led by Metro. Staff anticipates addressing the following scope elements in the feasibility study:

- Equity strategy to address potential impacts to historically underserved populations (see Equity Strategy below)
- Research and analysis of three models: cordon, VMT, and corridor pricing
- Analysis of potential revenues
- Analysis of policy implications
- Selection criteria and process to identify potential pilot locations.
- Performance measures and desired outcomes of congestion pricing pilot
- Identification of transit service and improvements needed to provide mobility options in congestion pricing pilot area
- Review of research done to date, and determination of any key gaps in that research that bear on Equity issues.
- An assessment of the potential negative and positive impacts of a congestion pricing strategy on historically underserved populations, including low-income drivers and transit users, as it affects their mobility access to jobs, housing, and other opportunities.

A more detailed plan for a Congestion Pricing Feasibility Study is provided as part of the response to Motion 43.1, referenced as Attachment A to this report.

Equity Strategy for a Congestion Pricing Feasibility Study

Congestion pricing as a comprehensive transportation policy has both challenge and promise. Implementing congestion pricing at a scale that would be effective, even for a portion of Los Angeles County, would exert tremendous change on the transportation network and the people who use it. Thus, staff is very clear that a comprehensive and thorough feasibility study must be undertaken before any actions would be considered for implementation.

Equity must be front and center in a congestion pricing evaluation. The Board's adopted Equity

Platform provides a valuable framework to design an Equity Strategy integral to the Congestion Pricing Feasibility Study.

An equity-driven policy objective for any congestion pricing evaluation would be to improve such access for underserved populations. Data and metrics to evaluate that potential must be incorporated into the Equity Strategy scope of work within the CPFS. More details on an Equity Strategy for a Congestion Pricing Feasibility Study are provided in the response to Motion 43.2, referenced as Attachment B to this report.

New Mobility Fees

Staff proposes to explore the levying of fees for Transportation Networking Company (TNC) trips in Los Angeles County as a mechanism for managing demand on our streets and highways. The shared mobility device strategy also proposes looking at imposing fees on shared devices, such as scooters and bicycles, for the use of public rights-of-way.

Both of these proposals would require building support throughout the state for transferring regulatory and taxation authority from the California Public Utilities Commission (CPUC) to Metro. They would also require building support among cities within LA County for the regulatory authority to be with Metro.

Metro staff has developed a proposed plan to provide more detailed information regarding the timeline and key activities to pursue New Mobility service fees in LA County, if the Board approves these Transformational Initiatives for the Re-Imagining LA County Plan. The proposed plan is provided in Attachment C to this report.

DETERMINATION OF SAFETY IMPACT

This motion response has no direct impact on safety at this time. However, the approval of the Transformational Initiatives will support safe and reliable operations of the transportation system in the long-term.

FINANCIAL IMPACT

If approved to pursue the recommended Transformational Initiatives, funding will be identified to conduct the study and will be the responsibility of the lead department, in partnership with the Office of Management and Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed actions are fully consistent with Initiative 1.3 of Metro Vision 2028 plan to test and implement pricing strategies to reduce traffic congestion. Also, Initiative 1.3 commits to exploring opportunities for expanding access to shared, demand-responsive transportation options for everyone.

IMPLEMENTATION OF EQUITY PLATFORM

The Transformational Initiatives explicitly address approaches and priorities that would advance the

mobility needs of the County's most vulnerable populations. Managing congestion, particularly to ensure reliable operations for LA County's transit system, upon which many of our most underserved community members depend, enables economic mobility that can help those populations overcome historic disadvantages and disparities. In addition, strategies such as congestion pricing can enable benefits, such as free transit, to these same underserved communities in ways that are unimaginable with traditional approaches. The Metro staff and Board must remain committed to Equity as a key evaluative lens as we consider these progressive strategies for improving mobility, equity, and the environment.

ALTERNATIVES CONSIDERED

The Metro Board of Directors may decide not to approve the pursuit of the Transformational Initiatives to achieve The Re-imagining of LA County. This is not recommended, as this would take the LA region on a similar path followed in the past, without effectively addressing the problems we face even today.

NEXT STEPS

If the recommended actions are approved, Metro staff will return to Board to report on progress as follows:

April 2019 - Review scope for Congestion Pricing Feasibility Study

June 2019 - Award professional services contract to conduct Congestion Pricing Feasibility Study

September 2019 - Report on financing/funding plans for the accelerated projects

Quarterly - Progress reports on efforts to accelerate the eight remaining projects of Twenty-Eight by '28.

ATTACHMENTS

Attachment A - Motion 43.1 and Response to Motion 43.1 (File ID 2019-0083)

Attachment B - Motion 43.2 and Response to Motion 43.2 (File ID 2019-0055)

Attachment C - LA Metro New Mobility Service Fee Plan

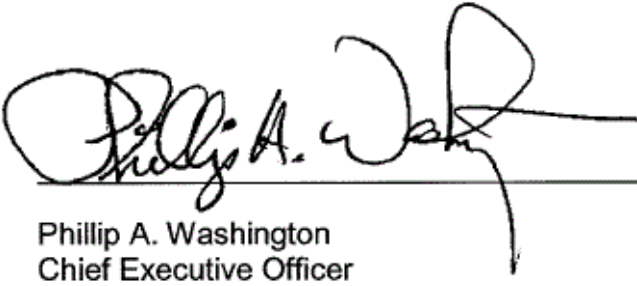
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Phillip A. Washington
Chief Executive Officer

**STATEMENT OF WORK – TECHNICAL SERVICES
CONGESTION PRICING FEASIBILITY STUDY**

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is seeking a qualified firm to provide technical services for a Congestion Pricing Feasibility Study (Study or Project). The Contractor shall work with Metro and its Stakeholder and Public Engagement Contractor, which is procured under a separate contract, to engage targeted stakeholders as well as the general public in re-imagining a transformative, high-quality mobility future. This future will be enabled by a pricing strategy and other actions Metro will be undertaking to create a world-class transportation system, as described in the agency's 10-year strategic plan, Vision 2028. (This document can be accessed at metro.net/vision2028). See Attachment A for the Request for Proposal communications and public engagement scope of services for the Study. The Contractor shall coordinate with concurrent efforts undertaken by Metro, including, but not be limited to, those listed in Attachment B and relevant documents in Attachment C.

Metro serves as regional transportation planner and coordinator, designer, builder, funder, and operator for one of the country's largest, most populous counties and employs approximately 10,000 full-time staff. Approximately 10 million people live, work, and play within its 1,433-square-mile service area. In 2017, LA County welcomed 48.3 million visitors, which was record breaking, and 50 million visitors are anticipated in 2020.

BACKGROUND

Los Angeles County is currently home to more than 10 million people and its population is projected to grow to 10.75 million by 2028. This means that an increasing volume of people and goods will need to travel on a transportation network that is already inadequate in serving their needs. Overall consumption in the region is expected to intensify the conflicts between passenger and goods movement. Optimizing system capacity to accommodate new growth will be necessary to ensure that the region can meet these new demands and remain economically competitive in the global marketplace. Significant investments are needed, both to shore up an aging system of roadway and transit infrastructure, as well as to expand and fully utilize available capacity to ensure continued delivery of safe and reliable transportation services.

Historically, transportation policies and investments in LA County have prioritized single-occupancy travel in private passenger vehicles at the expense of providing other high-quality travel alternatives. The result is an inequitable transportation system that exacerbates the divide between those who have the access and means to drive and those who do not, while providing inadequate options for both groups. This system is not sustainable from an economic or environmental perspective. As more people turn to driving alone for speed and convenience, mobility and air quality for all individuals suffer due to the inefficient use of existing roadway space. Changing this paradigm and raising the quality of multiple transportation options is essential to delivering a system that provides better mobility for everyone. This means investing in high-quality transit options that can carry more people in less space, creating incentives to reduce solo driving, providing other quality multimodal options, and removing incentives that further exacerbate transportation inequities. Metro seeks to align its policies and investments across its portfolio of programs and services to provide more high-quality transportation options for people and, equally important, effectively manage demand from all users.

Metro is studying congestion pricing as a transformational approach to address the widely shared desire to genuinely reduce congestion, improve mobility and air quality, improve equity, and ultimately provide

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a more sustainable and resilient LA County for all. The Congestion Pricing Feasibility Study will investigate the feasibility and framework for conducting a congestion pricing pilot program with the intent to expand the program in the most traffic-clogged parts of LA County, upon approval of the Metro Board of Directors. The study will include extensive, comprehensive, and genuine community and public engagement throughout the feasibility study, which will be led by Metro and a Communications and Public Engagement Contractor under a separate contract.

Three different pricing models will be explored as part of the study: cordon, corridor, and vehicle miles traveled (VMT). Initial concepts of these models are as follow:

- **Cordon Pricing.** This involves creating a boundary around a central district and then charging vehicles to cross that boundary. The fee can be variable, meaning it can go up or down based on demand. Alternatively it could be set at a specific rate for peak times. Either way, the idea is to reduce the number of vehicles entering a central area when demand is higher. This is the most common method of congestion pricing employed around the world.
- **VMT Pricing.** Charging drivers based on Vehicle Miles Traveled (VMT) has been floated for many years as a potential substitute for a gas tax. However, a VMT fee platform can potentially be used to charge variable prices based on location and time of day. The platform could conceivably charge zero when there is no traffic or in uncongested areas, but then charge high enough rates during peak times to deter overuse. There have been VMT-fee experiments in California, Oregon, and Iowa. While none of these pilots have attempted to include additional fees for congestion, the Oregon pilot tested the idea by calculating the number of miles driven in the “congestion zone”. In short, the technology exists to use VMT as a method of alleviating congestion but it has not yet been attempted due to political challenges.
- **Corridor Pricing.** Corridor pricing, as described in this context, is a new kind of congestion pricing that has not been implemented anywhere. The idea is to price all lanes on all roads within a specific corridor with high traffic congestion but a viable public transit alternative. Functioning similar to cordon pricing, anyone traveling within a designated corridor during peak times would pay a fee based on how many miles they travel within the corridor. The price for travel within the corridor would be set high enough to ensure free flow traffic within that entire corridor.

PROJECT OBJECTIVE

The objectives of the Study include:

- To investigate the feasibility and framework for testing and implementing pricing strategies to reduce traffic congestion and to dramatically improve equity, mobility, and environmental outcomes
- To extensively, comprehensively, and genuinely engage stakeholders and the public in this Study process to help solve the traffic problems in Los Angeles County and develop widespread support for a pilot program
- To identify location(s) for a pilot program and establish an implementation plan

The Contractor shall provide technical services for the Congestion Pricing Feasibility Study. All deliverables rendered under this contract shall be in accordance with each task description outlined under the Scope of Services.

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PROJECT MILESTONE SCHEDULE

The performance period for the Congestion Pricing Feasibility Study shall be up to 24 months from the Notice to Proceed. The Contractor shall propose a realistic and effective project milestone schedule and timeline that meet the intent and outcome of this scope of services and take into consideration the communications and public engagement work, which is under a separate contract.

Milestone	Anticipated Completion
Start of work/kickoff	Upon contract award
Project Management Plan submitted to Metro	Two weeks after contract award
CEQA compliance plan, with preliminary recommendations (See Task 9)	Two weeks after contract award
Draft Communications and Public Engagement Plan submitted to Metro*	Four weeks after contract award
Final Communications and Public Engagement Plan submitted to Metro*	Six weeks after contract award
Completion of Congestion Pricing Feasibility Study	Up to 24 months after contract award

*This milestone will be the responsibility of the Communications and Public Engagement Contractor and is listed here for informational purposes.

Note: All dates and timelines are tentative and subject to change.

MINIMUM QUALIFICATIONS

Minimum qualifications are required for a Contractor to be eligible to submit a proposal response. Your submittal response must show compliance to these minimum qualifications. Those that are not responsive to these qualifications shall be rejected by Metro without further consideration:

- A project manager with a minimum of five years of experience as a project manager and have demonstrated experience in successful implementation of congestion pricing, tolling, or programs that use pricing to manage demand in transportation.
- Key project team members have demonstrated expertise and a minimum of five years of experience in successful implementation of congestion pricing, tolling or programs that use pricing to manage demand in transportation.
- Key project team members have demonstrated experience and a minimum of two years of experience working with similar technical, policy, political, and equity components.
- Key project team members have demonstrated experience and a minimum of two years of experience in successful compliance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), including familiarity with CEQA's statutory and categorical exemptions and associated evidentiary, written findings, and notice requirements.

SCOPE OF SERVICES

The scope of services for the Congestion Pricing Feasibility Study is divided into two components:

- Technical Services (Under this RFP)
- Communications and Public Engagement Plan and Implementation Services (Under a separate RFP)

The Proposer may offer a response to Metro's Request for Proposal (RFP) for one or both of these project components. While Metro recognizes that selecting one contractor team for both components may provide attractive efficiencies, it also aims to secure the most-qualified assistance for this Project. A

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contractor team proposing a response for both components may be asked to participate in two separate interviews, as appropriate.

Throughout this Project, work activities and analyses shall be coordinated and integrated across the parallel activities related to the two project components: A) Technical Services and B) Communications and Public Engagement Plan and Implementation Services (under a separate contract). The Contractor shall ensure that major overlaps are coordinated. Whether proposing on one or both components, the Contractor shall clearly identify major overlaps and identify how they will be addressed.

Task 1: Project Administration, Management, and Coordination

Task 1.1 General Project Administration, Management, and Coordination

The Contractor shall provide management and any necessary staff to plan, organize, direct, supervise, control, and coordinate the administrative aspects of the Project, including contract and subcontract administration, accounting/invoicing, office services, and personnel administration.

The Contractor shall closely communicate with Metro's Project Manager (PM) and provide updates to the project weekly, biweekly, or as needed and during key milestones; provide dates, times, and locations of upcoming key meetings; identify issues that may impact the Project's implementation or schedule; and recommend and implement actions to keep the Project on schedule and budget.

The Contractor shall establish a method to identify potential cost overruns and maintain project budget. The Contractor shall be responsible for overseeing quality control and ensuring that all deliverables are in line with Metro's requirements. The Contractor may be part of a project team consisting of other outside Contractors, Metro cross-departmental representatives, partner organizations, and third party stakeholders and shall work collaboratively and effectively within this team environment. The Contractor shall anticipate participating in outreach meetings and coordinating with appropriate agencies and stakeholders throughout the duration of the contract period.

The Contractor shall develop a Project Management Plan that includes, at minimum, project meeting schedule, a detailed breakdown of the project costs by task/subtask, a detailed staffing plan by task/subtask, organizational chart, a detailed schedule for each work task/subtask, risk management plan, and an overall work flow chart identifying critical work path items. The Project Management Plan shall provide the basis by which the project status will be measured and shall include methods to identify potential cost overruns and maintain project budget.

All reports, memoranda, and documents identified as deliverables in this and subsequent tasks shall be sent electronically to Metro's PM. The Contractor shall closely communicate with Metro's PM and provide updates, which may include teleconference or in-person meetings with Metro

Deliverables:

- Arrange, schedule, and staff necessary meetings and coordination and provide logistical support where necessary
- Draft and final Project Management Plan

Task 1.2 Project Status Meetings

The Contractor shall participate in project status meetings with Metro and the Communications and Public Engagement Contractor bi-weekly or as needed for the duration of the contract. The Contractor

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shall prepare agendas in consultation with Metro’s PM. Meeting agenda draft shall be provided to Metro’s PM at least two business days prior to the meeting. The Contractor shall provide meeting summary, including action items, to Metro’s PM within two business days after the meeting. The purpose of the meetings shall be to coordinate work activities; refine assessment methodology; identify strategies, as necessary, for CEQA compliance; report and document project status; discuss and identify any unforeseen issues; highlight problems and corrective measures; recommend action plans proposed to keep project on schedule and budget; discuss any work products; prepare for advisory panel and other outreach meetings; and present next steps.

Deliverables:

- a. Meeting agenda and summary, including action items, in electronic Microsoft Word format. Meeting agenda draft shall be provided to Metro’s PM at least two (2) business days prior to meeting. Meeting minutes shall be provided to Metro’s PM within two (2) business days after meeting; and
- b. Project meetings with Metro and the Communications and Public Engagement Contractor.

Task 1.3 Online Electronic Document Repository

The Contractor shall provide a secure online electronic document repository for the duration of the contract. The Contractor shall provide an index file and table of contents for ease of document access. The repository shall be updated within two (2) working days of the distribution of the deliverable. All printed deliverables submitted shall have a corresponding electronic file submitted to this repository as a controlled document, unless otherwise indicated by Metro’s PM. Upon completion of the Project or at the request of Metro, all contents shall be transferred to Metro. The Contractor shall work with Metro’s PM on the organization of the repository and contents to be stored and uploaded. The Contractor shall update and maintain the repository for the duration of the contract. The Contractor shall use existing software or tools that are readily available on the market, rather than creating new software to perform this task.

The purpose and functionality of the repository shall include, but not be limited to:

- Consolidation, search, storage, browsing, retrieval, and version tracking of all deliverables.
- Ability to store related files (e.g., comment/review files, attachments, etc), with no limits on file size.
- Allows Metro to establish accounts for others to view the materials, through a secure system that supports varying levels of privileges, permissions, or other account configuration options as needed to control access rights. Also allows Metro to adjust these privileges, permissions, or other account configuration parameters on demand.
- Allows Metro to provide formal digitally signed acknowledgement of acceptance of those deliverables as instructed by Metro.
- Allows for nested folder structures for file organization.
- Supports the storage and display of extended metadata including: Title/Subtitle, Date, Authors, Contact Information for Authors, Contract number, Type of deliverable (draft, final, etc), Abstract, Distribution Statement (e.g., restricted, unrestricted), number of pages.
- Contain documentation related to this Project, including, but not be limited to, the Contractor’s Project Management Plan, Communications and Public Engagement Plan, key correspondence, reports, maps, photos, videos, graphics, project deliverables, key contacts, etc.

Deliverables:

- a. Set-up and maintain a secure, online repository; training materials; and user guide.

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2: Support Stakeholder and Public Engagement

The objectives of this task include:

- Establish grass-roots and widespread support for a pilot program
- Identify stakeholders, individuals and organizations, to engage
- Establish multiple forums and methods for meaningfully engaging with stakeholders and communities, such as in-person and virtual meetings, pop-ups, social media platforms, surveys, and a variety of other methods specific to the context and needs of different communities
- Inform project development and implementation of a pilot program

Stakeholder and public engagement will be a key component of this project and will be led by a Communications and Public Engagement Contractor (under a separate contract) and Metro. The Contractor shall provide the necessary support to help Metro and the Communications and Public Engagement Contractor prepare and execute a comprehensive strategy to listen, inform, and engage stakeholders and the general public in order to achieve the objectives of the Project. Particular care should be taken to include the traveling public; Metro customers who use the agency's portfolio of services; community-based organizations; faith-based institutions; the business community, including employers and freight industry representatives; labor organizations; transportation and transit advocates; and groups who serve the underrepresented populations in LA County. This would ensure a broad reach as well as obtain the most comprehensive input possible from diverse stakeholders. Attachment D includes the categories of audiences that will be included in this process. The Contractor may recommend additional audiences and individuals.

The Contractor shall work closely, collaboratively, and effectively with the project team to ensure that information, analysis, and findings are closely shared and used iteratively to inform stakeholder and public engagement. The Contractor shall participate in outreach meetings to identify project objectives, principles, key issues, preferences, opportunities, needs and other considerations to help inform the project's approach, strategies, and outcomes. In addition, the Contractor shall provide technical support on advisory panels associated with the Congestion Pricing Feasibility Study, including, but not be limited to: A) Users of the Transportation System and B) Stakeholders. See Attachment E for more information. The Contractor shall lead the preparation of the presentation materials and content for the advisory panel meetings in consultation with the Metro project management team. The Contractor shall translate technical concepts into easy to understand information for the layperson. With support from the Communications and Public Engagement Contractor, the Contractor shall develop presentations, materials, visual information, and activities to help facilitate understanding, comprehension, and engagement with the target audience, to get meaningful input, and to inform the path forward.

The Contractor is encouraged to think creatively and innovatively about how best to present concepts in an engaging way that is easy to understand, helps people identify with lived experiences, and helps participants re-imagine a transformative mobility future that can be enabled by a pricing strategy and complemented by actions laid out in Vision 2028.

Deliverables:

- a. Participation during advisory panel meetings; presentation content; meeting agendas, sign-in sheet, and summaries
- b. Participation in outreach meetings/workshops conducted; meeting agendas, sign-in sheet, and summaries
- c. Presentations, materials, and visual information to help facilitate understanding, comprehension, and engagement with the target audience, to get meaningful input, and to inform the path forward

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Task 3: Conduct Literature Review and Best Practices Research

The Contractor shall identify congestion pricing best practices and current efforts within California, nationally and globally, including pricing model, approach, public acceptance, performance measures, outcomes, and trends over time to inform the Project. In addition, the Contractor shall glean specific information, such as:

- Operational characteristics and policies used in other comparable deployments.
- Outcomes, reactions, and results associated with other comparable deployments.
- Operating and political environments that were conducive to success (or failure) of past deployments.
- Inter-agency arrangements, collaborations, partnerships, and memoranda of understanding that fostered success in past projects (or, conversely, led to challenges).
- Best practices and lessons learned from past deployments

The Contractor shall review research done to date regarding transportation and equity and determine any key gaps in that research that bear on equity issues that would inform the project and recommend a path forward. The Contractor shall build on any existing literature review and best practices research rather than duplicating those efforts. The Contractor shall build upon existing and current studies and initiatives underway at Metro and related efforts undertaken by other local and regional governments. The Contractor shall review background documents, project-related studies underway and other supporting documents, including, but not be limited to, those listed in Attachments B and C.

Deliverables:

- a. Draft and final report(s) that Metro can share with the public, stakeholders, elected officials and the media that highlight key points and summarizes findings and best practices. The report(s) must be well organized, easy-to-read, and include photographs, graphics, and maps, as applicable. The report(s) shall be made available in print and via digital delivery.
- b. Infographics, digital graphics, maps, and visual displays, as applicable, that highlight key points and can be disseminated to interested parties digitally and in print.

Task 4: Develop Equity Strategy

The objectives of this task include:

- Understand population groups, modes (including freight), and geographies that would be affected by different pricing models;
- Assess the potential negative and positive impacts of a congestion pricing strategy on historically underserved or disadvantaged populations, as it affects their mobility access to jobs, housing, and other opportunities; and
- Assist Metro in developing an equity strategy for congestion pricing to improve outcomes for underserved or disadvantaged populations.

See the reference section at the end of this Task for a list of relevant publications, particularly the 2019 study published by TransForm called *Pricing Roads, Advancing Equity*. This task references and will be built upon work in other tasks within this scope of services, in particular Task 2 (Stakeholder and Public Engagement), Task 3 (Literature Review/Best Practices Research), and Task 10 (Financial Plan) that will consider revenues and costs of each congestion pricing approach.

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In collaboration with the stakeholder and public engagement effort, the Contractor shall assess equity impacts and develop an equity strategy for each congestion pricing approach under consideration. These will include looking at both minimizing negative and disproportionate impacts of the proposed congestion pricing approach as well as considering the opportunities to use road pricing to redress systemic inequities across targeted communities. The contractor should consider equity both relative to the status quo scenario and for potential new scenarios relative to one another.

The approach to this analysis is laid out in the Transform Study, but includes the following basic components:

- a. Identify Who, What, and Where
- b. Choose Equity Outcome and Performance Indicators
- c. Determine Benefits and Burdens
- d. Devise Programs to Advance Transportation Equity
- e. Provide Accountable Feedback and Evaluation

For the purposes of this Study, items (a) – (c) are considered the “assessment” of each congestion pricing approach and can be summarized in writing and/or in a matrix format. Below is a summary of the approach to each item as defined by the TransForm study; however, the Contractor may recommend different assessment method and measures that would effectively achieve the objective of this task and intent of the Project, with concurrence from the Metro project management team.

- a. **“Who”** is a comprehensive description of the populations that need to be considered from an equity perspective. This should consider whether and which populations should be given priority, and also ensure that criteria used to define groups is fair and accurate. A key consideration noted in the study is how income brackets are defined and considered when identifying potential equity impacts, and right-sizing income-defined “groups” to match potentially impacted communities and groups.

The **“what”** will be largely defined by the congestion pricing strategies identified in Task 5, but that section should ask and answer whether any strategies not considered would better serve vulnerable communities, and if these strategies were left out, it should be disclosed why. This section should also acknowledge any strategies or priorities identified by the communities in the geographic areas targeted.

Lastly, the **“Where”** must consider if the potential impacts and/or vulnerable populations are within the study area boundaries, or if they visit. It also considers if services used by the relevant populations are within the study areas, and looks at growth projections to understand future implications.

- b. For **equity and outcome performance indicators**, TransForm identifies three key measures: affordability, access to opportunities, and community health. The study further provides detail on the specific indicators for quantifying impacts on these measures. The Contractor may suggest different or additional measures in their response to this task.
- c. **Determine benefits and burdens.** This section is the analysis of the impacts of each congestion pricing option on the identified populations (part a) and across the outcomes and performance indicators (part b). One approach to this analysis could be to compare the outcomes and

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performance indicators' expected performance if the status quo is maintained versus with each congestion pricing strategy in place. The Contractor may also recommend other approaches that would be equally or more effective.

- d. Based on the analysis in part c, this section will provide a general summary of **best practices, programs and strategies that advance transportation equity** for each congestion pricing strategy under consideration. Working closely with the analysis in Tasks 8 (Complementary Multimodal Mobility Services and Improvements) and 10 (Financial Plan), each strategy shall include high level cost estimates for implementation, tracked to the revenues generated by the congestion pricing mechanism in question; meaning there should be a rough order of magnitude estimate of the costs to implement each transportation equity strategy.
- e. Similar to part (d), the Contractor shall recommend approaches to **feedback and evaluation to monitor and assess the equity impacts** of each congestion pricing strategy. These approaches should assume iterative review of the pricing strategy, to assure that impacts are monitored over time as the program matures. The strategies do not have to be fully formed, but rather can be a summary approach that could be further developed should the congestion pricing strategy move to a next stage of development.

Deliverables: Deliverables for this section can be a combination of written text/reports and/or matrices that track each equity consideration for each congestion pricing strategy.

- a. Equity impact assessment that includes:
 - o Definition of impacted/vulnerable communities
 - o Summary of additional congestion pricing strategies that were not being considered, and why
 - o Description of how the boundaries of each pricing strategy relate to vulnerable populations
 - o Impacted populations
 - o Comparative impacts of each strategy in a matrix
 - o Equity outcome performance indicators
 - o Potential benefits and burdens of each congestion pricing strategy, for each identified outcome indicator
 - o Equity strategies for each congestion pricing approach, along with potential costs for implementation
 - o Performance evaluation and feedback measures for each congestion pricing approach

References

- "Pricing Roads, Advancing Equity," by Stuart Cohen and Alan Hoffman. TransForm. 2019. <http://www.transformca.org/transform-report/pricing-roads-advancing-equity>
- San Francisco MUNI: www.sfmta.com/projects/muni-service-equity-strategy
- Seattle: <http://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program>
- "Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox," National Cooperative Highway Research Program (NCHRP). 2018. <https://www.nap.edu/catalog/24991/assessing-the-environmental-justice-effects-of-toll-implementation-or-rate-changes-guidebook-and-toolbox>

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Task 5: Assess Transportation System and Define Congestion Pricing Alternatives

The objective of this task is to assess the current transportation system and develop and screen alternative congestion pricing models (i.e., cordon pricing, VMT pricing, corridor pricing), geographic configurations, operational parameters, and phasing for alternative locations.

The Contractor shall conduct a preliminary assessment to establish a baseline and conduct initial screening to narrow down potential locations, such as identifying traffic congested areas within LA County, and complemented by input from stakeholder and public engagement efforts. The Contractor shall recommend an approach and methodology, based on sound and justifiable rationale, to identify potential pilot areas and to conduct the subsequent assessment that is mentioned within this task. This effort shall be further informed by findings and lessons learned from the Southern California Association of Government’s work on the “Mobility Go Zone & Pricing Feasibility” Study (2019), applicable findings in Task 3 (Literature Review and Best Practices Research), and concurrent and related efforts underway as shown in Attachments B and C.

After the initial screening has been conducted and potential pilot areas identified, the Contractor’s assessment should include, at a minimum, the following components:

- a. Conduct market research to gauge people’s transportation behaviors, attitudes, priorities, and demographic characteristics and identify the different market segments; pricing and willingness to pay; level of acceptability; and other topics to help inform the development and implementation of an effective pilot program.
- b. Assess existing transportation system costs and payments
- c. Assess travel demand and transportation system impacts of the pricing alternatives, including:
 - o auto demand;
 - o transit ridership;
 - o multimodal walk, bicycle, New Mobility;
 - o freight;
 - o capacity of the existing and planned transit and transportation system to accommodate forecast shifts in demand;
- d. Assess the economic, environmental and social/equity impacts of the pricing alternatives including:
 - o user costs,
 - o household cost impacts by location and income, and
 - o Regional accessibility impacts;
- e. Establish goals and objectives for congestion pricing alternatives, informed by feedback from stakeholder engagement and advisory panels
- f. Develop initial list of pricing alternatives using factors such as location; potential variations in zonal systems as appropriate; extent of the highway and arterial network (e.g., to capture through-trips on the highway and arterial network); potential multi-modal enhancements on other modes, such as transit and active transportation; modifications to hours of operation, operating policies, and enforcement; variations in entry/exit charge points or internal movements; and potential variations in complementary measures (transit accessibility and service levels, other improvement initiatives including parking and traffic management projects).
- g. Identify the merits of each alternative at a high level, including, but not be limited to, the potential to improve person throughput, create mode shift, increase transit ridership, reduce congestion, and improve mobility. Additionally, this screening should consider the ease of implementation and likely stakeholder support.
- h. Define pricing structures (toll policy alternatives), including variable rates by location and time of day or time of week, potential discounts or exemptions

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- i. Examine integration with parking pricing policies
- j. Examine integration with other modes and mobility services
- k. Examine integration with Metro’s existing and upcoming portfolio of services (e.g. ExpressLanes, transit, Bike Share, Mobility on Demand, MicroTransit, etc) and those of other public and private mobility providers (e.g., ridehailing service)
- l. Examine existing incentives for employees and private businesses and recommend strategies to incentivize employers to stagger work shifts

The approach, methodology, modeling assumptions shall be sound and justifiable. The Contractor may recommend different or supplemental assessments that would effectively achieve the objective of this task and intent of the Project, with concurrence from the Metro project management team. Technical analysis should be balanced and closely coordinated with stakeholder and public engagement to ensure that the analysis includes input and feedback iteratively and before final detailed analysis is undertaken. Visuals and graphics shall be highly engaging and easy to understand by the general public.

Deliverables:

- a. Draft and final memo that includes the following:
 - Summary of methodology and approach for conducting market research
 - Summary of market research overview, analysis, and findings
- b. Draft and final memo(s)/report(s) summarizing methodology, analysis, and findings from the initial screening and from the subsequent assessment, including b – l above. This shall include model parameters and assumptions, where applicable.
- c. Draft and final report that includes the following:
 - High-level definition of preliminary list of pricing alternatives
 - Detailed definition of at least four alternatives for more detailed evaluation based on high-level screening
 - Documentation of integration approach
- d. Visuals and graphics that are engaging and easy to understand by stakeholders and the general public

Task 6: Develop Technical and Policy Framework for Evaluation and Conduct Performance Evaluation of Congestion Pricing Alternatives

The objectives of this task include:

- Develop and document the policy framework and methodology for evaluating alternatives defined in Task 5 and evaluate those based upon the methodology;
- Reach consensus on a preferred option; and
- Assess the impacts of free or reduced-fare public transit in the same corridor to determine whether that is worth offering as an added benefit.

The evaluation framework must include a policy element and a technical element. The policy element will focus on “what” criteria to include in the evaluation framework, based upon the alternatives defined under Task 5. Examples of evaluation criteria include stakeholder/ public acceptance; community, business, and economic impacts; transportation performance impacts; revenue generation; impacts of free or reduced-fare public transit in the same corridor; and revenue usage, as appropriate. The Contractor may suggest different or additional criteria in their response to this task, with concurrence from the Metro project management team. The technical element will focus on “how” the evaluation will be conducted. This will include the identification of appropriate models to use, measures to be

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produced in the models, and how other evaluation criteria will be addressed. Economic analyses should consider both the regional and localized impacts of alternatives, including impacts on various demographic groups.

The Contractor shall document its proposed evaluation framework, and then discuss it with the project management team, and present it to appropriate stakeholders. The Contractor shall compile the feedback, discuss changes to the proposed framework, and then finalize the framework in a memorandum, which will serve as the blueprint to guide the evaluation process.

The Contractor shall conduct the alternatives analysis in accordance with both the technical and policy evaluation framework and develop a report summarizing the results. As a part of this process, the Consultant shall implement all technical model modifications identified in the evaluation framework, including collection of data as appropriate, to analyze alternatives defined in Task 5. The Contractor may recommend a different method that would effectively achieve the objective of this task and intent of the Project, with concurrence from the Metro project management team.

Deliverables:

- a. Draft and final memo that includes the following:
 - Proposed technical and policy evaluation framework
 - Model enhancement and data collection plan
- b. Draft and final report, include performance evaluation, traffic analysis, economic analysis, and preferred congestion pricing alternative
- c. Project-generated data files and enhanced travel demand model
- d. Visuals and graphics that are engaging and easy to understand by stakeholders and the general public

Task 7: Define Technology Requirements

The objectives of this task include:

- Specify the functional requirements of technology for the pilot program, including toll collection, enforcement, traveler information, and other technology required for implementation.
- Research and identify emerging technologies for gathering data and collecting tolls to identify future options that are less infrastructure-intensive than current options.

System design criteria such as cost, performance, reliability, maintenance and operations, and simplicity will be critical in determining requirements that meet the proposed pricing program goals. Another consideration in developing the toll collection system for the pilot program will be integration with the existing Metro ExpressLanes system to provide a seamless experience for the traveling public. Metro's ExpressLanes System continues to evolve, so the Contractor shall consider opportunities for leveraging emerging technologies for gathering data and collecting tolls to identify future options that are infrastructure-light and more cost-effective. Technology evaluation will include identification of implementation costs and schedules; system deployment requirements, including technology infrastructure needs; institutional, legal, and enforcement requirements, including addressing privacy issues as applicable; and intelligent transportation systems (ITS) architecture requirements.

Deliverables:

- a. Draft and final report that includes:
 - Summary of research findings,

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- Evaluation of technology options,
- Selection criteria and rationale,
- Functional requirements of appropriate technology

Task 8: Define Complementary Multimodal Mobility Services and Improvements

The objective of this task is to identify the types of services, projects, and programs that should be in place before pricing is implemented, including transit service and other multimodal mobility services and infrastructure-light improvements needed to encourage and serve mode shift. The intent is to use the existing transportation system more efficiently rather than to widen roadways to add capacity.

The Contractor shall identify the complementary multi-modal mobility services and infrastructure-light improvements that need to be in place, both within and outside of the pilot area, before pricing is implemented. The multi-modal mobility services shall include a suite of transportation mode options, such as increased transit services (e.g., frequency or new bus routes), increased regional rail services (e.g. frequency), bicycle facilities, pedestrian enhancement, Transportation Network Company partnerships, other shared mobility options, or other innovative strategies to provide high-quality mobility options. The types of service and infrastructure improvements shall be identified based on pricing alternatives identified in Task 5 (Assess Transportation System and Define Congestion Pricing Alternatives) and Task 6 (Develop Technical and Policy Framework for Evaluation and Conduct Performance Evaluation of Congestion Pricing Alternatives) and with input from stakeholders. The program of services should respond to the specific travel demand that will be impacted by each congestion pricing alternative.

Once the pilot program area(s) has been identified, the Contractor shall inventory the existing transit services and other multimodal facilities, and develop a list of location-specific improvements that can be implemented in the short-term time frame of 12 months. These improvements may include, but are not limited to, enhancement to the existing transit services, new bus rapid transit or express bus services, microtransit, transit hub upgrades, bus lanes, signal queue jumpers and other transit priority treatments, bicycle and pedestrian infrastructure improvements, shared bike services, first and last mile connection, etc. Other innovative strategies to provide high-quality mobility options shall also be explored with community input. In addition, the Contractor shall develop a rough-order-of-magnitude cost estimate for each recommended improvement and an estimation of the mode splits with all the improvements combined. The Contractor shall also work with Metro and stakeholders to develop performance measures for the alternative travel modes. The Contractor is encouraged to think creatively and innovatively about how to implement temporary treatments, tactical urbanism, pop-ups, and other approaches that can help the public re-imagine the enhanced streetscape and gain support for such improvements. The Contractor shall work with the affected municipalities, Metro, and community stakeholders in concept development and recommendations.

Deliverable:

- a. Draft and final matrix and/or report summarizing types of service and infrastructure improvements for each pricing alternative.
- b. Draft and final report detailing the complementary multi-modal services, infrastructure-light, and near-term improvements for each of the alternatives and the location specific improvements pertaining to the pilot program area(s) to be implemented within a one year timeframe, should the Metro Board of Directors approve proceeding with implementation of a pilot program.

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Task 9: Assess Institutional and Legislative Requirements for Implementation

The objectives related to this task include working with Metro’s Legal department on:

- Identifying how potential pricing scenarios and implementation of pricing will integrate with existing local, state, and federal legal frameworks, including, tolling, privacy, environmental laws.
- Outlining needed legislative authority at the local, state, and the federal level in order to conduct the pilot, should the Metro Board of Directors approve proceeding with implementation of a pilot program.
- Evaluation of Metro’s institutional arrangements and governance, Metro’s ability to administer and collect fees, issuance of bonds for financing capital expenditures, as needed, and agreements with private entities and government agencies.
- Identifying actions necessary to obtain approvals for: (1) collecting tolls; (2) incurring debt; (3) enforcing tolls; (4) procuring and contracting for design, construction, operation and maintenance; and, (5) financing.
- Clarify and identify strategy to demonstrate CEQA compliance for the pilot program should the Metro Board of Directors approve proceeding with the pilot program. The Contractor shall develop a CEQA compliance plan that includes, at a minimum, a preliminary recommendation, in consultation with Metro staff, and subject to the concurrence of Metro’s legal counsel, as to whether the Project is statutorily or categorically exempt from CEQA compliance. The preliminary recommendation shall be delivered within two (2) weeks after the start of work/kick off. If the preliminary recommendation concludes that the Project is not exempt from CEQA compliance, the Contractor shall make a recommendation as to what type of environmental review document (e.g., environmental impact report or mitigated negative declaration) would be required for the Project.

Deliverables:

- a. Draft and final technical report addressing the legislative and institutional requirements for implementing a pricing program
- b. CEQA compliance plan

Task 10: Develop Investment and Financial Plan

The objective of this task is to develop a comprehensive investment and financial plan for the preferred alternative(s) defined in Task 6 (Develop Technical and Policy Framework for Evaluation and Conduct Performance Evaluation of Congestion Pricing Alternatives).

Infrastructure, equipment, and operational needs

Identify the infrastructure investments and operational needs for each of the congestion pricing alternatives developed for the Study (assuming the alternative is adopted and implemented). The capital investments and other needs should be consistent with the Task 11 implementation plan, and could include toll collection structures, transponders, technology, centralized administrative and operations facilities, improvements to existing transit, infrastructure improvements, etc.

In addition to capital investments, identify the activities needed to operate and maintain the congestion pricing alternative, which may include labor and expenses related to administration, maintenance, enforcement. The work could be performed directly by the assumed congestion pricing entity/enterprise, or privately contracted. If changes to existing transit service or streets and highways are part of the alternative, identify the change in transit operations provided by Metro or local operators, for both bus and fixed-route service, as well as any operational impacts on cities or other governments that could arise from modification to parking, use of street and roads, or other factor.

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Cost and revenue estimates

Estimate the capital and operating costs for the identified infrastructure, equipment, and operational needs for each of the alternatives developed for the study. Include estimates for all significant costs that would be incurred by the congestion pricing entity/enterprise, and any affected transit or other public agency, which would need to be recovered or reimbursed. The cost estimates should be credible and reliable, in order to assess the feasibility of the enterprise.

Based on the identified mechanism or scheme used to charge travelers, provide the rates, number of trips charged, and total estimated revenue from the congestion pricing alternative. Revenue scenarios may be needed depending on the uncertainty of the estimate or to evaluate alternative rates or other aspects of the pricing mechanism.

Financial plan

Using the estimate of costs and revenues, prepare annual sources and uses of funds, covering twenty years, for the entity/enterprise that is assumed to administer and operate the congestion pricing alternative. The costs should include upfront capital and debt costs associated with the identified infrastructure and equipment needs, ongoing operations and maintenance expenses and capital investments, and any payments made to other agencies as a reimbursement. The revenues should include the congestion pricing revenue, and any fines and penalties, parking fees, contributions in-kind or monetary payments from private and government entities, and assumed local, state, or federal grant funding.

Identify any net revenue from the congestion pricing enterprise that would be available for other non-enterprise uses, including transfers in excess of the reimbursement of costs to Metro, regional transit providers, or jurisdictions.

Deliverables:

- a. Draft and final report with accompanying narrative and numerical information for each congestion pricing alternative, including a description of the infrastructure, equipment, and operational needs; cost and revenue estimates; and financial plan.

Task 11: Develop Implementation Plan

The objective of this task is to develop a detailed phasing and implementation plan, a concept of operations (CONOPS), design concepts and functional requirements, and integration with Metro's existing and future mobility portfolio. The implementation plan will draw upon the findings and recommendations from the analyses completed in previous tasks and also include a detailed financial plan.

The CONOPS will include identification of institutional roles/responsibilities in the collection, administration, and distribution of revenues; technology requirements; design concepts; and performance management. Additionally, monitoring plans will be developed to conduct before-and-after assessments of travel time savings, economic, environmental, and safety benefits, as appropriate.

Deliverables:

- a. Draft and final implementation plan, including design concepts, functional requirements, concept of operations, and financial plan for pilot program

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Attachment A: Statement of Work – Communications and Public Engagement Services for Congestion Pricing Feasibility Study

Attachment B: Concurrent Efforts Undertaken by Metro

Title	Description	Access Link
Vision 2028 Strategic Plan	Metro’s 10-year strategic plan to improve mobility in Los Angeles County, adopted in June 2018.	https://www.metro.net/about/metro-vision-2028-plan/
Equity Platform Framework	A multi-point equity platform that provides a basis for Metro to actively lead and partner in addressing and overcoming disparity among neighborhoods and individuals, adopted by Board in May 2018, and in process for developing and adopting performance metrics.	https://boardagendas.metro.net/board-report/2017-0912/
Community-Based Organization (CBO) Partnership Strategy	Metro is developing an agency-wide CBO Partnership Strategy that will inform how Metro works and partners with CBOs on programs, projects, and initiatives. To align with Metro’s Equity Platform Framework, the Strategy includes how Metro provides opportunities to qualify and bid for contracts.	
NextGen Bus Study and World Class Bus Initiatives	Metro’s most recent bus study comes 25 years after its last system-wide overhaul. The purpose of the study is to understand the current transit market demand in LA County and to study Metro’s current bus system and how well it serves current and potential customers.	https://www.metro.net/projects/nextgen/
MicroTransit Pilot	Metro is partnering with private sector teams to develop on-demand technology to increase access to Metro’s transit system and to improve the user experience of our customers.	https://www.metro.net/projects/microtransit/
Long Range Transportation Plan (LRTP) Update and Our Next LA	LRTP’s purpose is to plan and program transportation investments comprehensively and thoughtfully using a participatory process. The LRTP in the process of being updated to incorporate Measure M’s scope.	https://boardagendas.metro.net/board-report/2017-0548/
Bus Rapid Transit Vision and Principles Study	Metro is in the process of conducting a Bus Rapid Transit Vision and Principles study, including development of Bus Rapid Transit design guidelines, performance metrics, and prioritized list of corridors.	http://media.metro.net/projects_studies/brt/report_BRT_VisionandPrinciples_2018-10-17.pdf
Comprehensive transportation system pricing study	Metro will be launching a study that analyzes pricing across all of Metro’s portfolio of services.	

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(future effort)		
Benchmarking modeshare study (to initiate in 2019)	Metro is beginning the process of establishing a baseline mode share for all trips and all purposes to track progress of Vision 2028 implementation	
ExpressLanes “Pay-As-You-Go” Pilot	In January 2019, Metro Board approved a one-year pilot of the “Pay As You Go” model, which allows drivers to use Metro Expresslanes without a FasTrak transponder.	https://boardagendas.metro.net/board-report/2018-0703/
Metro ExpressLanes Low Income Assistance Program	Low Income Assistance Program for ExpressLanes	https://www.metroexpresslanes.net/en/about/plans_lowincome.shtml
I-10 ExpressLanes Busway Pilot Program	Implementation plan for the I-10 ExpressLanes Pilot Program	https://boardagendas.metro.net/board-report/2018-0562/
ExpressLanes Strategic Plan	This Countywide ExpressLanes Strategic Plan builds on the success of the I-110 and I-10 Congestion Reduction Demonstration pilot program (also known as ExpressLanes) by establishing a vision for Metro to deliver a system of Express Lanes for Los Angeles County using a network approach to maximize regional benefits.	http://libraryarchives.metro.net/DB_Attachments/170111_Strategic_Plan_with_Appendices.pdf
ExpressLanes Tier 1 Network	Metro will be working to implement the ExpressLanes Tier 1 network over the next 10 years.	
TAP Card Integration and TapForce	Metro is making progress towards completion of TAP integration across a network of transportation services, including TapForce and TapWallet.	https://boardagendas.metro.net/board-report/2017-0775/
Mobile app with trip information and fare payment for all mobility services	Metro is working on a new app that will allow for customers to plan and pay for trips using the app.	https://boardagendas.metro.net/board-report/2017-0272/
Low Income Fare is Easy (LIFE) Program	Metro launched its LIFE program in early 2018.	https://boardagendas.metro.net/board-report/2017-0813/
Customer Experience Plan and CEO’s Ridership Initiatives Progress Report	On June 21, 2018, the Board of Directors approved Motion 38 requesting staff to develop an Annual Customer Service and Experience Plan. Part of the Plan will include the status, accomplishments, objectives and challenges of Customer Service and Experience projects, beginning with the CEO Ridership Initiatives that were introduced to the Board in May 2018.	https://boardagendas.metro.net/board-report/2018-0668/
First Last Mile	The Plan is an approach for identifying	https://www.metro.net/pr

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Strategic Plan & Planning Guidelines	barriers and planning and implementing improvements for the first/last mile portions of an individual’s journey.	objects/first-last/
Active Transportation Strategic Plan	The Active Transportation Strategic Plan (Plan) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County.	https://www.metro.net/projects/active-transportation-strategic-plan/
Systemwide Station Design Standards Policy and Transfers Design Guidelines	Metro’s Systemwide Station Design Standards guide all current and future Rail and Bus Rapid Transit (BRT) station designs to create a quality customer experience. The Systemwide Station Design raises the bar on station architecture, establishing a distinct unified identity for a world-class transit system.	https://media.metro.net/projects_studies/tod/images/approved_boardreport_systemwide_station_design_standards_policy.pdf
Transit Oriented Communities Demonstration Program and Transit supported planning programs	Metro supports TOCs through a programmatic approach, which includes land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric. TOCs promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency.	https://www.metro.net/projects/transit-oriented-communities/
Other efforts undertaken by local governments, councils of governments, SCAG, and as identified by Metro		

This is a partial list; additional relevant studies and related efforts shall be referenced and incorporated whenever applicable.

Attachment C: Relevant Documents and Related Efforts

Title	Website
“Mobility Go Zone & Pricing Feasibility: Final Report,” SCAG. March 2019.	http://www.scag.ca.gov/Documents/MobilityGoZone_Report_FINAL.pdf
“Falling Transit Ridership: California and Southern California,” UCLA ITS and SCAG. January 2018.	https://www.its.ucla.edu/2018/01/31/new-report-its-scholars-on-the-cause-of-californias-falling-transit-ridership/
Measure M Final Guidelines and Program Management Plan	http://theplan.metro.net/wp-content/uploads/2017/07/guidelines_measurement_2017-0714.pdf
LA Metro Customer Satisfaction Survey 2017 Results	http://media.metro.net/about_us/vision-2028/Report_2017_Customer_Survey_Final_2018-0103.pdf
“Pricing Roads, Advancing Equity,” by Stuart Cohen and Alan Hoffman. TransForm. 2019.	http://www.transformca.org/transform-report/pricing-roads-advancing-equity
Seattle DOT Transportation Equity Program	https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program
San Francisco Muni Service Equity Strategy	www.sfmta.com/projects/muni-service-equity-strategy
“How Fair is Road Pricing? Evaluating Equity in Transportation Pricing and Finance,” Brian Taylor, PhD. Bipartisan Policy Center. 2010.	https://bipartisanpolicy.org/wp-content/uploads/sites/default/files/BPC%20Pricing%20EquityFIN.pdf
“Equity of Evolving Transportation Finance Mechanisms Special Report 303,” Transportation Research Board. 2011.	http://onlinepubs.trb.org/onlinepubs/sr/sr303.pdf
“Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox,” National Cooperative Highway Research Program (NCHRP). 2018.	https://www.nap.edu/catalog/24991/assessing-the-environmental-justice-effects-of-toll-implementation-or-rate-changes-guidebook-and-toolbox

This is a partial list; additional relevant studies and related efforts shall be referenced and incorporated whenever applicable.

Attachment D: Audiences

Metro will inform and engage a diversity of stakeholders with particular care to include the traveling public; Metro customers who use the agency’s portfolio of services; community-based organizations; faith-based institutions; the business community, including employers and freight industry representatives; labor organizations; transportation and transit advocates; and groups who serve the underrepresented populations in LA County. This would ensure a broad reach as well as obtain the most comprehensive input possible from diverse stakeholders. The Contractor may recommend additional audiences. Broadly speaking, the target audience for engagement fall into three categories, which at times may overlap:

- 1) The general public
- 2) Communities, including residents, workers, and businesses, directly affected by a pricing program
- 3) Other key stakeholders, which include, but not limited to:
 - Metro Customers
 - Metro Board of Directors
 - Metro advisory groups, including, but not limited to: Technical Advisory Committee and subcommittees, including Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets and Freeways Subcommittee; Policy Advisory Council; Accessibility Advisory Committee; Citizens Advisory Council; Aging & Disability Transportation Network; Transportation Business Advisory Council (TBAC)
 - Metro Service Councils
 - Advocacy organizations
 - Business associations: Los Angeles Area Chamber, Central City Association, Valley Industry & Commerce Association, San Gabriel Valley Economic Partnership, Local Chambers
 - Business community, including employers and freight industry representatives
 - Civic and governmental organizations, such as Southern California Association of Governments (SCAG), Caltrans, California Transportation Commission (CTC), Federal Highway Administration, departments of public health, auto clubs, academic community, Natural Resources Defense Council (NRDC)
 - Community based organizations
 - Commuter Association
 - Councils of Governments and other related sub-regional agencies
 - Educational institutions: K-12 School Districts, Community Colleges, Universities
 - Faith-Based Institutions and Metro’s Inter-Faith Council
 - Jurisdictions and elected officials (federal, state, county, city)
 - Labor organizations
 - Medical Health Center Providers
 - New mobility providers, such as Uber, Lyft, Bird, Lime
 - News media (print, broadcast, web, social)
 - Partner/Governmental agencies (county, state, and federal organizations)
 - Social equity and environmental justice groups
 - Tourism Related Organizations: LA Visitors and Convention Bureau, Hollywood Chamber
 - Transit providers (municipal and local operators, regional rail, Metrolink, paratransit, DASH, and others)

Attachment E: Proposed Advisory Panels

Metro proposes to develop two advisory panels associated with the Congestion Pricing Feasibility Study (Study). These are as follows:

Panel 1: Users of the Transportation System

This panel is intended to ensure that as Metro conducts the Study, we are bringing users of the system in to learn about it and react to it regularly.

- **Types of Participants:** Comprised of local residents and users of the transportation system, including people who use transit, walk, bicycle, drive, transport goods, use other modes, with representation from across the region.
- **Roles of participants:** Provide ongoing guidance and advice to ensure that the congestion pricing program addresses the needs of the transportation users and maximizes benefits
- **Recruitment:** Established through the Congestion Pricing Feasibility Study Communications and Public Engagement Contractor (Contractor) to ensure the group is representative of the region’s diverse population. The panel may consist of 20-30 representatives. Consideration will be given to age, cultural and gender identity, income, geography, and mode of transportation.
- **Level of commitment:** Participate in workshops, meetings, and in person and online engagements. Participants will be compensated through a stipend and they may choose to waive it.
- **Notes:** If necessary, refreshments, travel, translation/interpretation services, and childcare service will be provided to ensure these participants can conveniently participate in this process.

Panel 2: Stakeholders

This panel would be composed of representatives from major regional stakeholder groups representing organizations across four constituency groups. The categories include the following (numbers approximate):

- 1) **Transportation Consumers** (2 representatives) – Representatives from groups who use or would be impacted by our complex transport system and a congestion pricing program. Consumers comprise a diverse coalition representing the interests of disadvantaged communities; older adults; individuals with disabilities; students; business and small business; labor; social justice organizations; representatives in the social equity community with a focus on social justice, low-income communities and the environment. We encourage Consumer representatives to network and work collaboratively through partnerships with other like organizations in order to maximize participation and input in the process.
- 2) **Transportation Providers** (2 representatives) – Those who supply or regulate transportation infrastructure and services. Providers represent a wide range of agencies and organizations that play a pivotal role in the provision of transportation/transport and planning services. This includes representatives from municipal and local transit operators, ports, airports, private providers (e.g., ridehailing companies), Caltrans, etc. It is important that these

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representatives keep their constituencies informed and seek input from key stakeholders within their organizations and keep their counterparts informed and seek their input.

- 3) **Government** (3 representatives) – Representatives of agencies accountable to the needs of consumer and provider constituencies that directly control public right of way or work on issues that intersect with transportation and a congestion pricing program.
 - 4) **Academia/Nonprofit** (3 representatives) – Researchers and academic professionals with experience in road usage charging, mobility pricing, and specific expertise on equity.
- Roles of participants: Provide ongoing guidance and advice to ensure that the congestion pricing program addresses the needs and concerns across the region’s diverse stakeholder groups, captures the tremendous opportunities and synergies across constituencies and interests, and leverages the participant’s network of contacts to expand the reach of the study. Members do not represent their individual organization on the advisory panel, but rather the constituency related to the seat.
 - Recruitment: Identified and selected through an open application process initially. For categories that are not fully represented through the application process, Metro and its Contractor will reach out to individuals in those categories to invite participation. The panel will consist of approximately 10 representatives. Selection criteria include individuals who can best respond to the following:
 - 1) Describe how you are uniquely qualified to fulfill the responsibilities and requirements of the Advisory Council representative role.
 - 2) State the nature and breadth of the network/outreach at your disposal.
 - 3) Describe your relevant experience and knowledge of the subject matter.
 - 4) Optional: Provide personal/professional references related to your responses from #1-3 above.
 - Level of commitment: Participate in meetings and workshops during the initiation of study, major milestones, and recommendations. The Study Team will also be available to meet one-on-one with participants outside of established meetings and workshops upon request.
 - This advisory panel is convened to provide Metro with a venue to hear and learn diverse perspectives as the Study gets underway. Beyond the advisory panel, Metro anticipates that many additional stakeholder groups and individuals will be interested in participating in this process and will provide additional opportunities for those stakeholders to participate through other means and forums.

OEI Advisory Board

In addition to the panels above, the Office of Extraordinary Innovation (OEI) Advisory Board has already been established. This Board already includes some experts on congestion pricing, but OEI will add to that knowledge by bringing in a few more people from beyond California, and creating a Congestion Pricing subcommittee.

- Comprised of representatives from peer agencies and academia with experience in road usage charging and mobility pricing.

Attachment C: Statement of Work – Technical Services – Congestion Pricing Feasibility Study

- Roles of participants: Provide independent perspectives on the conceptual and practical aspects of proposals under consideration.
- Recruitment: Use existing OEI Advisory Board and add additional members based on Metro's network of contacts of congestion pricing researchers and peer agencies.
- Level of commitment: Participate in meetings during the initiation of study, major milestones, and recommendations.

Note: For participants traveling from out of town, a travel stipend will be provided and they may choose to waive it.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

STATEMENT OF WORK – COMMUNICATIONS AND PUBLIC ENGAGEMENT CONGESTION PRICING FEASIBILITY STUDY

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is seeking a qualified firm to conduct stakeholder and public engagement for a Congestion Pricing Feasibility Study (Study or Project). The Contractor shall support Metro to develop and implement a comprehensive and robust Stakeholder and Public Engagement Plan that supports the goals of the Study. Metro encourages innovative, effective, and creative approaches that engage the diverse communities of Los Angeles County, with special attention to historically underserved and disadvantaged populations. In addition, the approach shall engage targeted stakeholders as well as the general public in re-imagining a transformative, high-quality mobility future. This future will be enabled by a pricing strategy and other actions Metro will be undertaking to create a world-class transportation system, as described in the agency's 10-year strategic plan, Vision 2028. (This document can be accessed at metro.net/vision2028). In addition, the Contractor needs to fully understand the technical work and phases of the tasks involved that will be conducted by the technical contractor, which is under a separate contract. See Attachment A for the Request for Proposal technical scope of services for the Study. The Communications and Public Engagement Plan shall be consistent with Metro's Equity Platform Framework (See Attachment B) and comply with Title VI and environmental justice directives (See Attachment C). The Contractor shall coordinate with concurrent efforts undertaken by Metro, including, but not be limited to, those listed in Attachment D and relevant documents in Attachment E.

Metro serves as regional transportation planner and coordinator, designer, builder, funder, and operator for one of the country's largest, most populous counties and employs approximately 10,000 full-time staff. Approximately 10 million people live, work, and play within its 1,433-square-mile service area. In 2017, LA County welcomed 48.3 million visitors, which was record breaking, and 50 million visitors are anticipated in 2020.

BACKGROUND

Los Angeles County is currently home to more than 10 million people and its population is projected to grow to 10.75 million by 2028. This means that an increasing volume of people and goods will need to travel on a transportation network that is already inadequate in serving their needs. Overall consumption in the region is expected to intensify the conflicts between passenger and goods movement. Optimizing system capacity to accommodate new growth will be necessary to ensure that the region can meet these new demands and remain economically competitive in the global marketplace. Significant investments are needed, both to shore up an aging system of roadway and transit infrastructure, as well as to expand and fully utilize available capacity to ensure continued delivery of safe and reliable transportation services.

Historically, transportation policies and investments in LA County have prioritized single-occupancy travel in private passenger vehicles at the expense of providing other high-quality travel alternatives. The result is an inequitable transportation system that exacerbates the divide between those who have the access and means to drive and those who do not, while providing inadequate options for both groups. This system is not sustainable from an economic or environmental perspective. As more people turn to driving alone for speed and convenience, mobility and air quality for all individuals suffer due to the inefficient use of existing roadway space. Changing this paradigm and raising the quality of multiple transportation options is essential to delivering a system that provides better mobility for everyone. This means investing in high-quality transit options that can carry more people in less space, creating

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

incentives to reduce solo driving, providing other quality multimodal options, and removing incentives that further exacerbate transportation inequities. Metro seeks to align its policies and investments across its portfolio of programs and services to provide more high-quality transportation options for people and, equally important, effectively manage demand from all users.

Metro is studying congestion pricing as a transformational approach to address the widely shared desire to genuinely reduce congestion, improve mobility and air quality, improve equity, and ultimately provide a more sustainable and resilient LA County for all. The Congestion Pricing Feasibility Study will investigate the feasibility and framework for conducting a congestion pricing pilot program with the intent to expand the program in the most traffic-clogged parts of LA County, upon approval of the Metro Board of Directors. The Study will include extensive, comprehensive, and genuine community and public engagement throughout the process.

PROJECT OBJECTIVE

The objectives of the Study include:

- To investigate the feasibility and framework for testing and implementing pricing strategies to reduce traffic congestion and to dramatically improve equity, mobility, and environmental outcomes
- To extensively, comprehensively, and genuinely engage stakeholders and the public in this Study process to help solve the traffic problems in Los Angeles County and develop widespread support for a pilot program
- To identify location(s) for a pilot program and establish an implementation plan

The Contractor shall provide communication services for stakeholder and public engagement for the Congestion Pricing Feasibility Study. All deliverables rendered under this contract shall be in accordance with each task description outlined under the Scope of Services.

PROJECT MILESTONE SCHEDULE

The performance period for the Congestion Pricing Feasibility Study shall be up to 24 months from the Notice to Proceed. The Contractor shall propose a realistic and effective project milestone schedule and timeline that meet the intent and outcome of this scope of services and take into consideration the technical work, which is under a separate contract.

Milestone	Anticipated Completion
Start of work/kickoff	Upon contract award
Project Management Plan submitted to Metro	Two weeks after contract award
Draft Communications and Public Engagement Plan submitted to Metro	Four weeks after contract award
Final Communications and Public Engagement Plan submitted to Metro	Six weeks after contract award
Completion of Congestion Pricing Feasibility Study	Up to 24 months after contract award

Note: All dates and timelines are tentative and subject to change.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

MINIMUM QUALIFICATIONS

Minimum qualifications are required for a Contractor to be eligible to submit a proposal response. Your submittal response must show compliance to these minimum qualifications. Those that are not responsive to these qualifications shall be rejected by Metro without further consideration:

- Key project team members have demonstrated expertise and a minimum of five years of experience working on stakeholder and public engagement strategies that have resulted in successful implementation of congestion pricing, tolling, or programs that use pricing to manage demand in transportation
- Key project team members who understand the local and regional political landscape and the transportation context of Los Angeles County and have stakeholder and public engagement experience in Los Angeles County
- Key project team members with background and experience in conflict resolutions around contentious issues
- Key project team members with knowledge and experience in environmental and social justice issues, with background and experience working in and with environmental justice communities

GUIDING PRINCIPLES

To ensure the Congestion Pricing Feasibility Study process is inclusive of Los Angeles County's diverse communities, needs, and aspirations, Metro has established the following Guiding Principles for this work effort:

- Openness to creativity and innovation.
- Extensive public input and outreach, as directed by Metro, to ensure buy-in and understanding of opportunities and tradeoffs with key decision makers, municipalities, other key stakeholders, and to be inclusive of LA County's diverse communities.
- Acknowledgement of Metro's fiscal constraints and the Agency's role as stewards of public funds.
- Outreach and engagement strategies that reach all nine sub-regions of LA County and reflect the diverse communication needs of the region.
- Materials and engagement opportunities conducted in languages appropriate to the communities we serve.
- Targeted outreach implemented through grassroots organizations and partnering with community-based organizations, faith-based organizations, and other relevant groups.

The Contractor shall ensure that their work plan is reflective of and demonstrates how they will adhere to the above Guiding Principles and integrate them into their proposed work plan.

SCOPE OF SERVICES

The scope of services for the Congestion Pricing Feasibility Study is divided into two components:

- Communications and Public Engagement Plan and Implementation Services (Under this RFP)
- Technical Services (Under a separate RFP)

The Proposer may offer a response to Metro's Request for Proposal (RFP) for one or both of these project components. While Metro recognizes that selecting one contractor team for both components may provide attractive efficiencies, it also aims to secure the most-qualified assistance for this Project. A contractor team proposing a response for both components may be asked to participate in two separate interviews, as appropriate.

Throughout this Project, work activities and analyses shall be coordinated and integrated

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across the parallel activities related to the two project components: A) Communications and Public Engagement Plan and Implementation Services and B) Technical Services (under a separate contract). The Contractor shall ensure that major overlaps are coordinated. Whether proposing on one or both components, the Contractor shall clearly identify major overlaps and identify how those will be addressed.

The performance measures by which the Contractor shall be measured will include the following:

- Number of people engaged over time
- Increasing support from stakeholders/public over time (e.g., letters of support, public sentiment tracking)
- Socio-economic diversity of people and groups engaged throughout the course of the Study

PART 1 – CONGESTION PRICING FEASIBILITY STUDY

Task 1: Project Administration, Management, and Coordination

Task 1.1 General Project Administration, Management, and Coordination

The Contractor shall provide management and any necessary staff to plan, organize, direct, supervise, control, and coordinate the administrative aspects of the Project, including contract and subcontract administration, accounting/invoicing, office services, and personnel administration.

The Contractor shall closely communicate with Metro’s Project Manager (PM) and designee and provide updates to the Project weekly, biweekly, or as needed and during key milestones; provide dates, times, and locations of upcoming key meetings; identify issues that may impact the Project’s implementation or schedule; and recommend and implement actions to keep the Project on schedule and budget.

The Contractor shall establish a method to identify potential cost overruns and maintain project budget. The Contractor shall be responsible for overseeing quality control and ensuring that all deliverables are in line with Metro’s requirements. The Contractor may be part of a project team consisting of other outside Contractors, Metro cross-departmental representatives, partner organizations, and third party stakeholders and shall work collaboratively and effectively within this team environment.

The Contractor shall develop a Project Management Plan that includes, at minimum, project meeting schedule, a detailed breakdown of the project costs by task/subtask, a detailed staffing plan by task/subtask, organizational chart, a detailed schedule for each work task/subtask and an overall work flow chart identifying critical work path items. The Project Management Plan shall provide the basis by which the project status will be measured and shall include methods to identify potential cost overruns and maintain project budget.

All reports, memoranda, and documents identified as deliverables in this and subsequent tasks shall be sent electronically to Metro’s PM. The Contractor shall closely communicate with Metro’s PM and provide updates, which may include teleconference or in-person meetings with Metro.

Deliverables:

- a. Arrange, schedule, and staff necessary meetings and coordination and provide logistical support where necessary
- b. Draft and final Project Management Plan

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Task 1.2 Project Status Meetings

The Contractor shall participate in project status meetings with Metro's PM and representatives from Metro's Communications Department (e.g., Marketing, Community Relations, Public Relations) on a weekly basis during the initial phase of the Study and then on an as needed basis during the remainder of the contract period to discuss and coordinate communication-related activities. The Contractor shall prepare agendas in consultation with Metro's PM. Meeting agenda draft shall be provided to Metro's PM at least two business days prior to the meeting. The Contractor shall provide meeting summary, including action items, to Metro's PM within two business days after the meeting.

The Contractor shall also participate in project status meetings with Metro and the Technical Contractor bi-weekly or as needed for the duration of the contract to coordinate overall project-related activities. The agenda for these meetings shall be prepared by the Technical Contractor, which is under a separate contract, in consultation with Metro's PM.

The purpose of the meetings shall be to coordinate work activities; refine assessment methodology; identify strategies, as necessary, for CEQA compliance; report and document project status; discuss and identify any unforeseen issues; highlight problems and corrective measures; recommend action plans proposed to keep project on schedule and budget; discuss any work products; prepare for advisory panel and other outreach meetings; and present next steps.

Deliverables:

- a. Meeting agenda and summary, including action items, in electronic Microsoft Word format. Meeting agenda draft shall be provided to Metro's PM at least two (2) business days prior to meeting. Meeting summary shall be provided to Metro's PM within two (2) business days after meeting.
- b. Project meetings with Metro
- c. Project meetings with Metro and the Technical Contractor

Task 1.3 Online Electronic Document Repository

The Contractor shall provide a secure online electronic document repository for the duration of the contract. The Contractor shall provide an index file and table of contents for ease of document access. The repository shall be updated within two (2) working days of the distribution of the deliverable. All printed deliverables submitted shall have a corresponding electronic file submitted to this repository as a controlled document, unless otherwise indicated by Metro's PM. Upon completion of the Project or at the request of Metro, all contents shall be transferred to Metro. The Contractor shall work with Metro's PM on the organization of the repository and contents to be stored and uploaded. The Contractor shall update and maintain the repository for the duration of the contract. The Contractor shall use existing software or tools that are readily available on the market, rather than creating new software to perform this task.

The purpose and functionality of the repository shall include, but is not limited to:

- Consolidation, search, storage, browsing, retrieval, and version tracking of all deliverables.
- Ability to store related files (e.g., comment/review files, attachments, etc), with no limits on file size.
- Allows Metro to establish accounts for others to view the materials, through a secure system that supports varying levels of privileges, permissions, or other account configuration options as needed to control access rights. Also allows Metro to adjust these privileges, permissions, or other account configuration parameters on demand.
- Allows Metro to provide formal digitally signed acknowledgement of acceptance of those deliverables as instructed by Metro.

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- Allows for nested folder structures for file organization.
- Supports the storage and display of extended metadata including: Title/Subtitle, Date, Authors, Contact Information for Authors, Contract number, Type of deliverable (draft, final, etc), Abstract, Distribution Statement (e.g., restricted, unrestricted), number of pages.
- Contain documentation related to this Project, including, but not be limited to, the Contractor's Project Management Plan, Communications and Public Engagement Plan, key correspondence, reports, maps, photos, videos, graphics, project deliverables, key contacts, etc.

Deliverables:

- a. Set-up and maintain a secure, online repository; training materials; and user guide.

Task 1.4 Support Metro's Salesforce Customer Relationship Management Tool

The Contractor shall provide support to help Metro manage its Salesforce Customer Relationship Management tool for this Project. Metro already has access to the Salesforce Customer Relationship Management tool. The tool is intended to help coordinate and manage external interactions and relationships, manage large contact lists, send e-blasts to specific groups, conduct data analytics, create customer profiles to develop or target services, and other tasks.

Task 2: Conduct Stakeholder and Public Engagement, Outreach, and Market Research

The objectives of this task include:

- Establish grass-roots and widespread support for a pilot program
- Identify stakeholders, individuals and organizations, to engage
- Establish multiple forums and methods for meaningfully engaging with stakeholders and communities, such as in-person and virtual meetings, pop-ups, social media platforms, surveys, and a variety of other methods specific to the context and needs of different communities
- Inform project development and implementation of a pilot program

The Contractor shall work with Metro to recommend, prepare, and execute a comprehensive strategy to listen, inform, and engage stakeholders and the general public in order to achieve the objectives of the Project. Particular care should be taken to include the traveling public; Metro customers who use the agency's portfolio of services; community-based organizations; faith-based institutions; the business community, including employers and freight industry representatives; labor organizations; transportation and transit advocates; and groups who serve the underrepresented populations in LA County. This would ensure a broad reach as well as obtain the most comprehensive input possible from diverse stakeholders. Attachment F includes the categories of audiences that will be included in this process. The Contractor may recommend additional audiences. When applicable, the Contractor shall provide refreshments, translation/interpretation services, and childcare service to ensure that participants can conveniently participate in the process.

2.1 Gauge Public Opinion

The contractor shall conduct public opinion polling at strategic iterations throughout the Project to gauge levels of public awareness and support of congestion pricing and other topics to help inform the development and implementation of an effective pilot program. This may include focus groups, surveys, or other means, which may be conducted by phone, in-person, and/or online. The Contractor may recommend other creative, effective, and innovative strategies to collect information and analyze data to capture the intent of this task.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

2.2 Conduct Stakeholder and Public Engagement

The Contractor shall recommend and conduct, with Metro’s approval, innovative, effective, and creative approaches that engage the diverse communities of Los Angeles County, with special attention to historically underserved communities. In addition, the approach shall engage targeted stakeholders as well as the general public in re-imagining a transformative, high-quality mobility future, one that can be enabled by a pricing strategy and other actions Metro will be undertaking to create a world-class transportation system, as described in Vision 2028. The Contractor is encouraged to think creatively and innovatively about how best to present concepts in an engaging way that is easy to understand and identify with lived experiences. The Contractor shall work closely, collaboratively, and effectively with the project team to ensure that information, analysis, and findings are closely shared and used iteratively to inform stakeholder and public engagement.

Advisory Panels

The Contractor shall help Metro establish, recruit, staff, and facilitate advisory panels associated with the congestion pricing initiatives. See Attachment G for more information. The Contractor may recommend supplemental approaches. The Contractor shall plan and oversee meeting logistics. The Contractor shall be responsible for providing the necessary, travel, translation/interpretation, refreshments, and childcare services to ensure that participants can conveniently participate in this process. The Contractor shall provide support to the Technical Contractor, who will be leading the preparation of the presentation materials and content for the advisory panel meetings. The Contractor shall assist in the development of materials, visual information, and activities to help facilitate understanding, comprehension, and engagement with the target audience, to get meaningful input, and to inform the path forward.

Support Development of Equity Strategy

In collaboration with the Technical Contractor, the Contractor shall support development of an equity strategy to:

- Understand population groups, modes (including freight), and geographies that would be affected by different pricing models;
- Assess the potential negative and positive impacts of a congestion pricing strategy on historically underserved or disadvantaged populations, as it affects their mobility access to jobs, housing, and other opportunities; and
- Assist Metro in developing an equity strategy for congestion pricing to improve outcomes for underserved or disadvantaged populations.

As a reference, see the 2019 study published by TransForm called *Pricing Roads, Advancing Equity*. In collaboration with the Technical Contractor, who will be leading the equity impact assessment, the Contractor shall engage disadvantaged populations and those who represent such groups to seek meaningful input throughout the duration of the Project. These will include looking at both minimizing negative and disproportionate impacts of the proposed congestion pricing approach as well as considering the opportunities to use road pricing to redress systemic inequities across targeted communities. The Contractor shall establish partnerships with community-based organizations (CBOs) throughout the duration of the Project to reach targeted communities. Given the limited staffing and resources of such organizations, the Contractor shall budget for stipends and other necessary compensation to ensure that partnerships with these CBOs are mutually beneficial. When applicable, the Contractor shall coordinate with Metro’s CBO Partnership Strategy, which is currently in the early stages of development.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

2.3 Conduct Public Education and Engagement

The Contractor shall develop and implement a strategic public education campaign to help the public re-imagine a transformative mobility future. The campaign shall be targeted, compelling, resonate with different audiences, and may be informed by information from Tasks 2.1 and 2.2. Such campaign may include, but not be limited to, online strategies, social media, news media, tactical urbanism, visualizations, or other creative means that can reach a wide audience reflective of the diversity of the Los Angeles region.

Deliverables:

- a. Draft and final memo summarizing methodology and approach for conducting public opinion polling, analysis, and findings
- b. Draft and final Communications and Public Engagement Plan
- c. Recruitment plan for advisory panels; participant rosters
- d. Partnership agreements with community-based organizations
- e. List of contact information of individuals, organizations, and targeted audiences
- f. Collateral materials; presentation templates; digital graphics for PowerPoints, newsletters, e-blasts, and webpages; digital communications; project website and social media tools; and other materials and tools
- g. Summary documentation of outreach meetings/workshops conducted
- h. Summary documentation of public comments and feedback at project milestones and decision points
- i. Draft and final Public Education and Engagement Plan, summary of analytics and campaign effectiveness, including performance measures

3: General Support

The Contractor shall provide the following support, as needed:

- **Copywriting, Copying, Printing and Mailing Support** in consultation with Metro PM and Communications staff, the Contractor shall develop copy, messages and text for both print and electronic informational and outreach materials including, but not be limited to, fact sheets, frequently asked questions, take-ones, brochures, posters, blog posts, and flyers.
- **Community meeting logistics, planning, and facilitation**, including public comment tracking for in-person and web-based meetings and supporting Metro's efforts to conduct telephone town hall meetings.
- **Development of Graphic Design, Photography, Digital and Video Production** by providing content for populating Metro-provided templates or develop content consistent with Metro guidelines.
- **Digital, graphical, map, photo and video editing and strategies** to enhance public participation and engagement.
- **Special event planning and outreach** staffing as needed for special events, community events, and festivals.
- **Door-to-door canvassing and literature distribution.**
- **Multi-ethnic/multi-lingual interpretation and translation services.**
- **Targeted outreach support** to community groups and stakeholders to reach and engage diverse audiences.
- **Innovative methods for reaching diverse community stakeholders** with activities and tools to reach a wide spectrum of stakeholders, including historically underserved communities.
- **Opinion research** in the form of public opinion research, focus groups, an online engagement tool, and online polling.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

- **Monitor media and social media** to track public sentiment on relevant issues and reaction to any public events on the topic.

The Contractor shall detail how their team shall perform each of the support services to address the statement of services for the Congestion Pricing Feasibility Study stakeholder and public engagement effort.

PART 2 - OPTIONAL SCOPE ITEMS – IMPLEMENT A ROBUST COMMUNICATIONS AND PUBLIC ENGAGEMENT PLAN FOR A PILOT PROGRAM *Written authorization by Metro is required for this Task.

Task 4: Continuation and Updating of Part 1 Activities

Should the Metro Board of Directors authorize the implementation of a pilot program, the Contractor shall continue activities begun in Part 1. The Contractor shall submit a revised Project Management Plan and Communications and Public Engagement Plan that reflects information and input gathered to date in the Study, including:

- Revised recommendations pertinent to the new phase;
- Key areas of focus for outreach in the new phase;
- Other pertinent information; and
- Rationale for the revised recommendations.

Deliverable:

- Draft and final Project Management Plan Revision
- Draft and final Communications and Public Engagement Plan Revision

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment A: Statement of Work - Technical Services for Congestion Pricing Feasibility Study

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment B: Equity Platform Framework



Board Report

File #: 2017-0912, **File Type:** Policy

Agenda Number: 21.

**REVISED
EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 15, 2018**

SUBJECT: METRO EQUITY PLATFORM FRAMEWORK

ACTION: ~~RECEIVE AND FILE~~ APPROVE METRO EQUITY PLATFORM FRAMEWORK

RECOMMENDATION

APPROVE Metro’s Equity Platform Framework.

ISSUE

Access to opportunity should be a core objective of public decision making, public investment, and public service - and transportation is an essential lever to enabling that access. Unfortunately, there exists vast disparity among neighborhoods and individuals in Los Angeles County in their ability to see and seize opportunity - be it jobs, housing, education, health, safety or other essential facets of thriving in vibrant, diverse communities. A multi-point equity platform provides a basis for Metro to actively lead and partner in addressing and overcoming those disparities.

Metro staff does not approach the subject of equity lightly or uninformed. The adoption of Measure M included performance metrics that were tied to disadvantaged communities. The major revision to the Long Range Transportation Plan has committed to incorporating equity as a crosscutting issue since its introduction to the Board in February 2017. The Policy Advisory Council has flagged this as a major topic of interest. Most importantly, recent and engaged experience with community members with several projects (i.e., First/Last Mile planning, the Transformative Climate Communities grant for Rail to Rail, and a body of innovative workforce development initiatives) all underscore both the timeliness and urgency that equity considerations bring to Metro’s portfolio. In addition, staff informally reached out to representatives from academia, foundations, advocacy organizations and local government in developing this platform. Their demonstrated experience in research and collective action, and their candid feedback on challenges and opportunities in the equity space were invaluable.

DISCUSSION

Metro’s multi-point equity platform is wrapped around four pillars.

First, we need to define a common basis for talking about and building an agenda around equity, and how to improve it.

- Equity holds different perspectives and priorities for everyone and anyone who will be part of

this conversation.

- At its core, *inequity* exists when there are fundamental differences in access to opportunity, not just with respect to where you begin, but in your capacity to improve from that starting position.
- Historically and currently, race and class have largely defined where these disparities are most concentrated: in poor, minority communities throughout LA County. Age, gender, disability, and residency also can expand or constrain opportunities.
- It would be presumptuous to begin a truly inclusive conversation with a pre-determined definition of “equity” and all its facets, but Metro can enter into that conversation committing to the following:
 - Establish meaningful goals around a shared definition of equity and actions to achieve those goals.
 - Define metrics to evaluate outcomes and consider redirected actions if needed. It will be particularly critical to infuse equity-based performance metrics in Metro’s investment decisions. These cannot be the only investment considerations. Transportation is rife with tradeoffs. But equity metrics need to be definable, impactful, measurable, accountable, and at the front end of the analysis, not the back end.
 - Seek and invite the diverse range of voices that must participate with Metro in accomplishing the above. Importantly, we need to proactively reach out to those who have remained on the margins of decision-making in the past. These will include historically underserved communities and organizations that represent them. But we must also reach out and hear voices that may not be aligned with established groups.

Second, Metro needs to establish comprehensive, multiple forums to engage the community meaningfully and actively in pursuit of the first step discussed above. An important opening conversation with LA’s community members would address: a) where they believe achieving equity has been problematic - broadly, and specific to transportation’s role; and b) where improved relationships, partnerships and actions aligned with Metro’s portfolio of responsibility can be defined to advance more equitable transportation outcomes going forward.

- This will be a challenging conversation, insofar as it requires the Metro as Board and staff to invite the community to articulate where it has experienced, in fact deeply felt, inequity in Metro’s past. This isn’t a platform for Metro to defend or be defensive; people feel what they feel, and it is going to be impossible to define a new path and build a different position of trust if past experience is not given voice and legitimacy.
- That said, the main point of this conversation forum should be to learn and move forward based on that acknowledgement. This may require reconciling divergent opinions to arrive at some shared goals and actions. Actions going forward may redress past ills - that is to be determined - but they certainly should not repeat them, if at all possible. It is also an opportunity to discuss with community members those initiatives where Metro has actively tackled disparity gaps, such as its growing portfolio of workforce development initiatives.
- Advice and best practices on how to effectively have these community-driven conversations

will be key.

- Metro can start with lessons learned from other cities across the country. San Francisco, Seattle, Oakland and others all have models to tap.
 - These forums would benefit from professional facilitation. Foundations have established several venues that Metro might pivot from (e.g. the on-going national Strong, Prosperous and Resilient Communities Challenge (SPARCC) Initiative includes Los Angeles as a participating city - LA Thrives coalition is the local lead; the California Endowment and others have underwritten numerous initiatives across the County); or seek new support.
- As noted at the outset, Metro consulted with equity thought leaders whose advice informed the core of this platform. Retaining this cross-sectional consultation will be critical to successfully implementing a platform that requires dedication and time. In particular, the community forums envisioned will benefit from a circle of demonstrated leaders. We certainly don't hold all the keys on issues, and making use of the rich resources around us is essential.
- A key step will be to establish a formal or informal advisory group supporting the equity platform, and to incorporate, as appropriate, the equity agenda into existing advisory groups.
- In addition, the following initiatives are also suggested:
- Actively develop and invest in a Community Based Organization (CBO) oriented public engagement program. This approach may not be applicable to every Metro investment, program or activity located in, or otherwise impacting, LA County's historically underinvested (HU) communities. As stated above, we must be mindful that any single group does not represent all voices in every community. However, this approach should be added to and implemented as part of our public process, if we are going to establish and maintain legitimacy within impacted communities when addressing equity issues that they themselves are experiencing directly.
 - Invest in the transportation technical capacity of local governments that serve HU communities. Metro cannot and should not be the sole partner in all transportation or transportation-impacted decisions, legally or practically. And traditional funding and regulatory programs in particular assume effective participation by local jurisdictions. In short, strengthening cities that are home to equity communities is probably a core requirement for a more equitable County. This assistance can range from delivering transportation improvements swiftly and effectively to competing for discretionary funding more successfully; to better supporting more community-inclusive decision-making around transport investments.

Third, the Long Range Transportation Plan (LRTP) must have a concentrated focus on equity. There are two major arenas for that focus to take root.

Where Metro Leads

- First and foremost, we must tackle impacts of the LA County's transportation system under our

direct responsibility via Metro's role as transportation planner, operator, builder and funder. As such, equity is a "cross cutting" principle that will be applied throughout the LRTP's development, as reported to the Board in prior presentation's on the Plan's design and rollout.

- Critically, what we choose - or do not choose - to invest in that system is paramount. Over the 40-year span of the LRTP, a considerable amount of funding controlled by Metro is legally or legislatively dictated, such as Measure M. It should be noted that equity related factors were considered as part of the 5 performance measures developed to assess and prioritize Measure M's expenditure plan projects. Specifically, the "Economy" and "Sustainability/Quality of Life" themes included metrics attached to investments in disadvantaged communities. But while there are important additional equity considerations Metro can assess as projects are implemented, there are practical limitations to rethinking or redirecting certain funds that are statutorily prescribed.

However, a significant amount of funding in the long range plan is not yet locked down for 40 years, allowing us to reassess current patterns of investment and either reaffirm them or change them.

- These investment decisions should be based on performance outcomes and, as presented here, front and center considerations should be given to those that actively:
 - advance outcomes that promote and sustain opportunities in underserved communities; or
 - avoid outcomes that lead to or aggravate disparities in opportunity in those communities.
- Notably, investments must be made to operate, maintain and rebuild the existing transportation system, in addition to expanding it. The community's ability to access that transportation system - where, when, how, and at what cost - impacts their opportunities to jobs, housing, education and health. Thus, measuring equity against that access, and for whom, is central to our planning process.
 - In this realm, there will be several, discrete transportation activities that will be developed alongside the LRTP where equity will be front and center: any discussion of "right sizing" fares, redesign of the Metro bus system, our continuing work in Work Force Development and small business support, to name a few.
 - The Long Range Transportation Plan will not duplicate analysis and recommendations in these areas. It will incorporate goals, decisions, and any actions attached to all of them, and will likely help facilitate equity-driven discussions in each of them.
 - These issues address critical transportation access concerns, and will be important venues for coordinating community involvement.

Where Metro **Partners**

- Beyond its core transportation responsibilities, there will be an expectation to take on a new, countywide, visible equity challenge: the Metro transport system's interface with gentrification/displacement/affordable housing.

- Neighborhoods throughout the county are facing escalating housing costs, real estate developments that are reshaping community culture, and in both cases, frequently forcing existing residents into painful relocation or transportation decisions. Gentrification/displacement/affordable housing is a common thread of concern among elected officials and advocates. And it hits every corner of the County.
- Metro cannot address this subject by ourselves - it will require active partnerships with others, such as the County, cities, Council of Governments, private sector and business as well as community representatives. Foundations are extremely interested in this arena and could bring valuable resources to the table.
- Among other considerations, these issues underscore the complexity of equity concerns and the necessarily complex response to them. By taking up a big problem - but not Metro's problem alone - it gives us the space to explore, experiment and advance change while building necessary partnerships at the outset.

Fourth, we need to pursue equity training within Metro. Successfully setting and delivering on a new equity agenda requires "top to bottom" ownership throughout the agency.

- In recent years, there has been a growing body of equity training designed for governmental agencies. LA County departments have deployed these programs, among others. We intend to explore options and commit to internal education that would be required at certain levels and positions.
- Training would be in two important areas:
 - Methods to evaluate equity including data collection, measurement and analysis; and
 - Approaches to effectively communicate and work with communities in a manner that recognizes and respects equity issues.

This platform is a starting point, and should be considered a working outline that can be adjusted with experience and feedback. The commitment expressed herein, however, should be a guiding constant - for Metro, our transportation partnerships, and the people we serve.

NEXT STEPS

Staff will proceed to use the Equity Platform as a framework for specific analyses and actions attached to Metro initiatives, as outlined in this report. Progress will be reported periodically to the Board, particularly as it relates to key plans and programs underway, such as the Long Range Transportation Plan.

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

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment C: Compliance with Title VI and Environmental Justice Directives

Metro's 2016 Public Participation Plan, which is currently being updated in 2019, specifies the methods, innovations and measurements of the agency's commitment to not just meet, but exceed the prescribed requirements of U.S. Department of Transportation (USDOT), including Federal Transit Administration (FTA) Circulars C 4702.1B citing recipients' responsibilities to limited English Proficient Persons, FTA Circular C 4703.1, guiding recipients on integrating principles of Environmental Justice into the transportation decision-making process, and Federal Highway Administration's (FHWA) Title VI program. The Plan is also consistent with Title VI, (non-discrimination regulations) of the Civil Rights Act of 1964, Section 162(a) of the Federal-Aid Highway Act of 1973 and The Age Discrimination Act of 1975.

The Contractor shall refer to Metro's current Public Participation Plan to ensure its proposal is consistent with the pertinent laws, regulations, policies and guidelines pertaining to minimum baseline thresholds for public outreach including informational materials, public hearings and meetings, language translations, neighborhood/community sensitivities, online language translation and other outreach activities and tools.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment D: Concurrent Efforts Undertaken by Metro

Title	Description	Access Link
Vision 2028 Strategic Plan	Metro’s 10-year strategic plan to improve mobility in Los Angeles County, adopted in June 2018.	https://www.metro.net/about/metro-vision-2028-plan/
Equity Platform Framework	A multi-point equity platform that provides a basis for Metro to actively lead and partner in addressing and overcoming disparity among neighborhoods and individuals, adopted by Board in May 2018, and in process for developing and adopting performance metrics.	https://boardagendas.metro.net/board-report/2017-0912/
Community-Based Organization (CBO) Partnership Strategy	Metro is developing an agency-wide CBO Partnership Strategy that will inform how Metro works and partners with CBOs on programs, projects, and initiatives. To align with Metro’s Equity Platform Framework, the Strategy includes how Metro provides opportunities to qualify and bid for contracts.	
Public Participation Plan 2019 (in progress)	Metro’s plan guides all of Metro’s outreach to gather important public input on possible changes to bus and rail service, new projects in planning and in construction, fare and other programs.	https://www.metro.net/about/special-projects/public-participation-plan/
Customer Service and Experience Plan and CEO’s Ridership Initiatives Progress Report	On June 21, 2018, the Board of Directors approved Motion 38 requesting staff to develop an Annual Customer Service and Experience Plan. Part of the Plan will include the status, accomplishments, objectives and challenges of Customer Service and Experience projects, beginning with the CEO Ridership Initiatives that were introduced to the Board in May 2018.	https://boardagendas.metro.net/board-report/2018-0668/

This is a partial list; additional relevant studies and related efforts shall be referenced and incorporated whenever applicable.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment E: Relevant Documents and Related Efforts

Title	Website
LA Metro Customer Satisfaction Survey 2017 Results	http://media.metro.net/about_us/vision-2028/Report_2017_Customer_Survey_Final_2018-0103.pdf
“Pricing Roads, Advancing Equity,” by Stuart Cohen and Alan Hoffman. TransForm. 2019.	http://www.transformca.org/transform-report/pricing-roads-advancing-equity
Seattle DOT Transportation Equity Program	https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program
San Francisco Muni Service Equity Strategy	www.sfmta.com/projects/muni-service-equity-strategy
“How Fair is Road Pricing? Evaluating Equity in Transportation Pricing and Finance,” Brian Taylor, PhD. Bipartisan Policy Center. 2010.	https://bipartisanpolicy.org/wp-content/uploads/sites/default/files/BPC%20Pricing%20EquityFIN.pdf
“Equity of Evolving Transportation Finance Mechanisms Special Report 303,” Transportation Research Board. 2011.	http://onlinepubs.trb.org/onlinepubs/sr/sr303.pdf
“Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox,” National Cooperative Highway Research Program (NCHRP). 2018.	https://www.nap.edu/catalog/24991/assessing-the-environmental-justice-effects-of-toll-implementation-or-rate-changes-guidebook-and-toolbox

This is a partial list; additional relevant studies and related efforts shall be referenced and incorporated whenever applicable.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment F: Audiences

Metro will inform and engage a diversity of stakeholders with particular care to include the traveling public; Metro customers who use the agency’s portfolio of services; community-based organizations; faith-based institutions; the business community, including employers and freight industry representatives; labor organizations; transportation and transit advocates; and groups who serve the underrepresented populations in LA County. This would ensure a broad reach as well as obtain the most comprehensive input possible from diverse stakeholders. The Contractor may recommend additional audiences. Broadly speaking, the target audience for engagement fall into three categories, which at times may overlap:

- 1) The general public
- 2) Communities, including residents, workers, and businesses, directly affected by a pricing program
- 3) Other key stakeholders, which include, but not limited to:
 - Metro Customers
 - Metro Board of Directors
 - Metro advisory groups, including, but not limited to: Technical Advisory Committee and subcommittees, including Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets and Freeways Subcommittee; Policy Advisory Council; Accessibility Advisory Committee; Citizens Advisory Council; Aging & Disability Transportation Network; Transportation Business Advisory Council (TBAC)
 - Metro Service Councils
 - Advocacy organizations
 - Business associations: Los Angeles Area Chamber, Central City Association, Valley Industry & Commerce Association, San Gabriel Valley Economic Partnership, Local Chambers
 - Business community, including employers and freight industry representatives
 - Civic and governmental organizations, such as Southern California Association of Governments (SCAG), Caltrans, California Transportation Commission (CTC), Federal Highway Administration, departments of public health, auto clubs, academic community, Natural Resources Defense Council (NRDC)
 - Community based organizations
 - Commuter Association
 - Councils of Governments and other related sub-regional agencies
 - Educational institutions: K-12 School Districts, Community Colleges, Universities
 - Faith-Based Institutions and Metro’s Inter-Faith Council
 - Jurisdictions and elected officials (federal, state, county, city)
 - Labor organizations
 - Medical Health Center Providers
 - New mobility providers, such as Uber, Lyft, Bird, Lime
 - News media (print, broadcast, web, social)
 - Partner/Governmental agencies (county, state, and federal organizations)
 - Social equity and environmental justice groups
 - Tourism Related Organizations: LA Visitors and Convention Bureau, Hollywood Chamber
 - Transit providers (municipal and local operators, regional rail, Metrolink, paratransit, DASH, and others)

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

Attachment G: Proposed Advisory Panels

Metro proposes to develop two advisory panels associated with the Congestion Pricing Feasibility Study (Study). These are as follows:

Panel 1: Users of the Transportation System

This panel is intended to ensure that as Metro conducts the Study, we are bringing users of the system in to learn about it and react to it regularly.

- **Types of Participants:** Comprised of local residents and users of the transportation system, including people who use transit, walk, bicycle, drive, transport goods, use other modes, with representation from across the region.
- **Roles of participants:** Provide ongoing guidance and advice to ensure that the congestion pricing program addresses the needs of the transportation users and maximizes benefits
- **Recruitment:** Established through the Congestion Pricing Feasibility Study Communications and Public Engagement Contractor (Contractor) to ensure the group is representative of the region's diverse population. The panel may consist of 20-30 representatives. Consideration will be given to age, cultural and gender identity, income, geography, and mode of transportation.
- **Level of commitment:** Participate in workshops, meetings, and in person and online engagements. Participants will be compensated through a stipend and they may choose to waive it.
- **Notes:** If necessary, refreshments, travel, translation/interpretation services, and childcare service will be provided to ensure these participants can conveniently participate in this process.

Panel 2: Stakeholders

This panel would be composed of representatives from major regional stakeholder groups representing organizations across four constituency groups. The categories include the following (numbers approximate):

- 1) **Transportation Consumers** (2 representatives) – Representatives from groups who use or would be impacted by our complex transport system and a congestion pricing program. Consumers comprise a diverse coalition representing the interests of disadvantaged communities; older adults; individuals with disabilities; students; business and small business; labor; social justice organizations; representatives in the social equity community with a focus on social justice, low-income communities and the environment. We encourage Consumer representatives to network and work collaboratively through partnerships with other like organizations in order to maximize participation and input in the process.
- 2) **Transportation Providers** (2 representatives) – Those who supply or regulate transportation infrastructure and services. Providers represent a wide range of agencies and organizations that play a pivotal role in the provision of transportation/transport and planning services. This includes representatives from municipal and local transit operators, ports, airports, private providers (e.g., ridehailing companies), Caltrans, etc. It is important that these

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

representatives keep their constituencies informed and seek input from key stakeholders within their organizations and keep their counterparts informed and seek their input.

- 3) **Government** (3 representatives) – Representatives of agencies accountable to the needs of consumer and provider constituencies that directly control public right of way or work on issues that intersect with transportation and a congestion pricing program.
 - 4) **Academia/Nonprofit** (3 representatives) – Researchers and academic professionals with experience in road usage charging, mobility pricing, and specific expertise on equity.
- Roles of participants: Provide ongoing guidance and advice to ensure that the congestion pricing program addresses the needs and concerns across the region’s diverse stakeholder groups, captures the tremendous opportunities and synergies across constituencies and interests, and leverages the participant’s network of contacts to expand the reach of the study. Members do not represent their individual organization on the advisory panel, but rather the constituency related to the seat.
 - Recruitment: Identified and selected through an open application process initially. For categories that are not fully represented through the application process, Metro and its Contractor will reach out to individuals in those categories to invite participation. The panel will consist of approximately 10 representatives. Selection criteria include individuals who can best respond to the following:
 - 1) Describe how you are uniquely qualified to fulfill the responsibilities and requirements of the Advisory Council representative role.
 - 2) State the nature and breadth of the network/outreach at your disposal.
 - 3) Describe your relevant experience and knowledge of the subject matter.
 - 4) Optional: Provide personal/professional references related to your responses from #1-3 above.
 - Level of commitment: Participate in meetings and workshops during the initiation of study, major milestones, and recommendations. The Study Team will also be available to meet one-on-one with participants outside of established meetings and workshops upon request.
 - This advisory panel is convened to provide Metro with a venue to hear and learn diverse perspectives as the Study gets underway. Beyond the advisory panel, Metro anticipates that many additional stakeholder groups and individuals will be interested in participating in this process and will provide additional opportunities for those stakeholders to participate through other means and forums.

OEI Advisory Board

In addition to the panels above, the Office of Extraordinary Innovation (OEI) Advisory Board has already been established. This Board already includes some experts on congestion pricing, but OEI will add to that knowledge by bringing in a few more people from beyond California, and creating a Congestion Pricing subcommittee.

- Comprised of representatives from peer agencies and academia with experience in road usage charging and mobility pricing.

Attachment D: Statement of Work – Communications and Public Engagement – Congestion Pricing Feasibility Study

- Roles of participants: Provide independent perspectives on the conceptual and practical aspects of proposals under consideration.
- Recruitment: Use existing OEI Advisory Board and add additional members based on Metro’s network of contacts of congestion pricing researchers and peer agencies.
- Level of commitment: Participate in meetings during the initiation of study, major milestones, and recommendations.

Note: For participants traveling from out of town, a travel stipend will be provided and they may choose to waive it.

Attachment E: Project Timeline/Milestones

Procurement

May 2019: Issue Requests for Proposals for 1) Technical Services (includes Equity Analysis) and 2) Communications and Public Engagement Services

Summer 2019: Seek Board authorization to award contracts for 1) Technical Services and 2) Communications and Public Engagement Services

Pilot Development (Congestion Pricing Feasibility Study)

Duration of Study: Staff will update and engage the Board during key project milestones, which include, but are not limited to, the following:

- Advisory Panel membership selection criteria
- Summary of findings and best practices from literature review and best practices research
- Development of Equity Strategy
- Summary of stakeholder/public engagement during each round of outreach
- Summary of findings from initial screening to narrow down potential pilot locations to implement a pricing program/transit improvement package
- Summary of findings from detailed assessments of potential pilot locations
- Initial concepts for complementary multimodal mobility services and improvements that would be necessary prior to pilot pricing program implementation
- Summary of findings for legislative and institutional requirements for implementing a pricing program
- Development of Investment and Financial Plan
- Development of Implementation Plan

Pilot Implementation

The following milestones will require Board authorization to proceed:

- Go/No go decision to Implement congestion pricing pilot
- Award contract for system engineering for congestion pricing pilot
- Execute Part 2 of the Communications and Public Engagement Services contract



Board Report

File #: 2019-0176, File Type: Contract

Agenda Number: 37.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 18, 2019

SUBJECT: WEST SANTA ANA BRANCH P3 BUSINESS CASE FINANCIAL ADVISORY SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Task Order No. PS50315-3049000 with Sperry Capital Inc. to finalize the Business Case for West Santa Ana Branch Light Rail Transit Project (“WSAB” or “the Project”) in the amount of \$977,040 increasing the not-to-exceed task order value from \$1,099,970 to \$2,077,010.

ISSUE

Task Order No. PS 50315-3049000 currently provides for P3 Financial Advisory Services to support development of a P3 Business Case for the WSAB. Staff is requesting a modification in the amount of \$977,040 for Task Order No. PS50315-3049000 to finalize the Business Case for WSAB.

BACKGROUND

The P3 Business Case is a comprehensive approach, utilized as a best practice worldwide by public agencies for major capital investments to identify, assess and make a recommendation on the appropriate procurement option for a project that is likely to best achieve the project objectives and maximize value for money. A P3 business case will identify and assess a range of alternative procurement models (i.e., models that are different than the traditional design-bid-build or design-build approaches) and make a recommendation on an optimal procurement model to be pursued along with a credible plan for implementation.

Key tasks in support of a P3 Business Case include:

1. Review and analyze existing project information
2. Shortlist procurement options for assessment
3. Qualitative assessment of procurement options
4. Market soundings and industry engagement
5. Project cost identification and financial modelling
6. Risk assessment and quantification
7. Quantitative Value for Money Assessment

8. Funding and affordability analysis

Key deliverables include:

1. Qualitative Assessment Report
2. Market Sounding Report(s)
3. Project Financial Model
4. Risk Assessment Matrix and Report
5. Value for Money Report
6. Funding and Affordability Report
7. Integrated Procurement Recommendation
8. Preliminary and Final Business Case Report

Based on the review of several Unsolicited Proposals, Metro determined that there was likely value to delivering WSAB through a P3. Metro has undertaken a development of a P3 Business Case to better understand and confirm this expected value.

DISCUSSION

Metro awarded the Task Order to support development of a Business Case Report for WSAB in January 2018. At that time, Metro was considering a defined range of alternatives for the project, and had established a well-developed schedule for further project definition and development through the conceptual engineering and environmental clearance process.

Since then, the project has been rescoped due to community feedback regarding the alignment and configuration. Additionally, a significant amount of additional project information has been developed that has made the project's overall engineering and design process more complicated. As the project has changed and evolved, so has the scope of activities required to support a robust P3 Business Case. Additional market soundings have been conducted to receive industry feedback on a range of key issues. Additional data has been required to examine various alignments and configurations not originally contemplated. Significant additional financial modeling has been undertaken to ensure appropriate examination of all project options and potential risks. Risk assessment experts on the consultant team have been engaged to ensure comprehensive and accurate risk assessment.

Based on the expected schedule for project development, staff anticipates additional tasks and deliverables will be required to support a robust Business Case Report. These have been outlined in a supplemental statement of work.

DETERMINATION OF SAFETY IMPACT

This is a contractual action that effects financial analysis for the planning of a capital project, meaning that it has little to no safety impact.

FINANCIAL IMPACT

This Task Order is allocated to Cost Center 2031 - Public Private Partnerships, account 50316.

Funding of \$14,490,000 was budgeted for P3 Professional Advisory Services under this account in FY 2019. To date in FY 2019, \$5,429,720.00 has been encumbered and \$2,746,632.53 has been expended, with \$9,061,204.00 remaining in the budget.

Impact to Budget

The funding for this is included in the FY19 Budget, in Cost Center 2031, Project 405701. The cost center manager and Deputy Executive Officer, Innovation, will be accountable for budgeting the cost in future years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Vision 2028 Strategic Plan identifies five goals to guide Metro's work and initiatives. This modification supports the following goals.

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Allowing Metro's P3 Financial Consultant to support further P3 Business Case Development for the expanded scope of the WSAB project definition will allow Metro to seek ways to deliver this project faster, to identify potential project savings, and to ensure project performance throughout its lifecycle.

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system. A key benefit of P3 delivery is higher guaranteed project performance (reliability, safety, cleanliness, etc.).

- Goal 5. Provide responsive, accountable, and trustworthy governance within the Metro organization. P3s have been shown to achieve higher levels of schedule and funding certainty, supporting Goal 5.2 to exercise good public policy judgment and sound fiscal stewardship

ALTERNATIVES CONSIDERED

Staff considered limiting analysis to the existing project scope. However, this would have supported a Business Case Report based on spurious project costs, risks, scope, and schedule, and not produced any useful analysis.

Staff also considered moving forward without a full Business Case, but has noted that to execute a high-quality P3 transaction requires the due diligence presented in a robust Business Case. Moving forward with incomplete information would likely undermine the success of a P3 transaction.

Staff's assessment indicated that none of these options were a cost-effective or financially sound option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to Task Order No. PS 5890400-3049 with Sperry Capital Inc. to finalize the Business Case for the WSAB LRT project.

ATTACHMENTS


Attachment A - Procurement Summary

Attachment B - Task Order Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Colin Peppard, Senior Director, Special Project (213) 418-3434

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project/ PS50315-3049000

1.	Contract Number: PS2210-3049-G-06 (Task Order No. PS50315-3049000)		
2.	Contractor: Sperry Capital Inc.		
3.	Mod. Work Description: To finalize the Business Case for the West Santa Ana Branch Light Rail Transit Project (WSAB).		
4.	Work Description: Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project.		
5.	The following data is current as of: 03/21/19		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	02/23/18	Awarded Task Order Amount: \$1,000,000
	Notice to Proceed (NTP):	02/23/18	
	Original Completion Date:	02/28/20	Value of Mods. Issued to Date (including this action): \$1,077,010
	Current Est. Complete Date:	02/28/20	Total Amount (including this action): \$2,077,010
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Colin Peppard		Telephone Number: (213) 418-3434

A. Contract Action Summary

This Board Action is to approve Modification No. 2 to Task Order No. PS50315-3049000 under Contract No. PS2210-3049-G-06 to provide financial advisory services in order to prepare a P3 Business Case for the West Santa Ana Branch Light Rail Transit (WSAB LRT) Project, as well as to assist with other pre-procurement activities, including general strategic advisory on the procurement process for the project to help maximize achievement of Metro's project goals. This Modification will require the Contractor to finalize the Business Case for the West Santa Ana Branch Light Rail Transit Project (WSAB).

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The contract/task order type is firm fixed price. All other terms and conditions remain in effect.

On February 23, 2018, Task Order No. PS50315-3049000 in the firm fixed price of \$1,000,000 was issued to Sperry Capital Inc., a contractor on the Public-Private Partnership Technical Bench, Discipline 6 (Financial Analysis).

Refer to Attachment B – Task Order Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. Metro's ICE underestimated the level of effort required to conduct the value for money assessment and business case development. All labor rates remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$977,040	\$881,875	\$977,040

ATTACHMENT B

**TASK ORDER MODIFICATION/CHANGE ORDER LOG
P3 TECHNICAL BENCH/WSAB BUSINESS CASE FINANCIAL ADVISORY SERVICES
TASK ORDER NO. PS-50315-3049000 VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Provided supplemental market sounding, preliminary financial analysis, project risk analysis and FTA expedited project delivery grant support.	Approved	01/22/19	\$99,970
2	To finalize the Business Case for the West Santa Ana Branch Light Rail Transit Project (WSAB).	Pending	Pending	\$977,040
	Task Order Modification Total:			\$1,077,010
	Original Task Order Amount:		02/23/18	\$1,000,000
	Total:			\$2,077,010

DEOD SUMMARY

Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project/PS2210-3049-G-06

A. Small Business Participation

Sperry Capital, a Small Business Enterprise (SBE) Prime, made a 34.63% SBE commitment. The project is 90% complete and Sperry Capital's current SBE participation is 31.63%, which represents a 3.00% shortfall. According to Sperry Capital, the shortfall is due to the timing of certain activities which necessitated more engagement from their non-SBE subcontractor. Sperry Capital indicated they will increase their current SBE participation through efforts that include augmenting their team's staffing level and revisiting personnel allocation on all remaining scope activities. For this modification, Sperry Capital has proposed they will meet their 34.63% SBE commitment.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that Sperry Capital is on schedule to meet or exceed its SBE commitment. If Sperry Capital is not on track to meet its small business commitment, Metro staff will request that Sperry Capital submit an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	34.63% SBE	Small Business Participation	31.63% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Sperry Capital (SBE Prime)	31.26%	31.33%
2.	NWC Partners, Inc.	3.37%	0.30%
	Total	34.63%	31.63%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

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 #: 2018-0330, **File Type:** Contract

Agenda Number: 12.

**FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 17, 2019**

SUBJECT: TAP SYSTEM SUPPORT SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a modification to Contract No. OP02461010-MAINT, with Cubic Transportation Systems, Inc. (“Cubic”), for TAP System Support Services of all fare collection equipment, in the amount of \$68,220,642 increasing the total contract value from \$295,351,189, to \$363,571,831 and a contract modification extension of five and a half (5.5) years until December 2024.

ISSUE

The current TAP System Support Services contract was approved in 2013 for a period of six (6) years and will expire June 30, 2019.

Staff recommends an extension to maintain continuous support and align the periods of performance with the Board-approved Cubic contract for Mobile App and NextLink services. NextLink allows the integration of third-party programs with the TAP system. Cost for the support services extension has increased due to cost of living increases, Payment Card Industry (PCI) security software updates, real-time communications for upgraded bus fareboxes, security enhancements for Mobile App, Transfer on 2nd Boarding (inter-agency transfers), and internal transfers.

DISCUSSION

The continuation of support services is required to operate and maintain the regional fare collection system to ensure uninterrupted sales, access, and system management of the faregates, TAP Vending Machines (TVM), including TVMs at municipal operator locations, station validators, bus farebox TAP readers, bus mobile validators (BMVs), division and system computers, servers and Metro and Regional TAP partner system software.

Background

The original Contract No. OP02461010 was awarded on March 7, 2002 and the support service contract was renewed by the Board in June 2013 for an additional six (6) years. The current services agreement ensures continuous performance of all TAP equipment data and software including: fare

collection devices, sales units, the central computer system, operational support services, asset management, and back office systems.

TAP has grown significantly over the years. TAP is now accepted on 26 transit agencies including, but not limited to, Culver CityBus, Foothill Transit, Long Beach Transit, Santa Monica Big Blue Bus, and even Angels Flight. TAP can be purchased at over 450 locations throughout Los Angeles County including Los Angeles County Libraries, online at *taptogo.net*, and at 101 rail stations and major bus stops.

In 2018, Metro recorded over 212 million TAP boardings, 133 million on buses and 79 million on the rail system. Bus TAP transactions totaled \$36,677,235 in revenue and TAP Vending Machines (TVM) processed over 23 million transactions resulting in \$98,352,480 in revenue, as well as \$48,707,803 in cash collections, for a total of \$147,060,283. Metro fare revenue accounts for 86% of the annual fare revenue collected from Metro and municipal TAP partners.

Improved and Expanded Scope

This new extension includes 20 additional improvements such as additional key performance indicators (KPI) and assessments, on-site software testing and engineering services, two additional test engineers to assist with software complexity, full responsibility of the database and cooperation with PCI audits as necessary. Details of additional services are provided in Attachment D.

Cubic will also provide 105 bus mobile validators (BMVs) of which 90 will be installed on the bus fleet at Bus Division 13 to support the expanded All-Door Boarding on Metro Rapid Line 720. The City of Glendora has joined TAP and 15 BMVs will be installed on their fleet. Services include back office integration and maintenance.

Cubic Service Agreements

Current Cubic service agreements have different expiry dates as outlined below:

- System Support Services: June 2019
- NextLink Agreement: December 2024

Staff recommends aligning the Support Services Agreement to expire on the furthest expiry date of the NextLink contract in December 2024 to maintain unified support of the entire system.

Disadvantaged Business Enterprise

Cubic made a 5.65% Disadvantaged Business Enterprise (DBE) commitment and has met and exceeded their current commitment with a DBE participation of 7.83%.

DETERMINATION OF SAFETY IMPACT

No adverse safety impacts are anticipated. Increased performance measures within the extended support services contract positively impact safety on the Metro system.

FINANCIAL IMPACT

The funding for this service is included in the proposed FY20 budget in the Revenue Collection Department for contracted maintenance services. Since this is a multi-year contract, the cost center manager and Executive Officer of TAP Operations will be accountable for budgeting funding needs for future years.

The funding source is Proposition C 40%. These funds are eligible for Metro and regional bus and rail operations and capital improvements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports Metro Strategic Plan Goal #2 - Deliver outstanding trip experience for all. With a seamless transition in TAP Support Services, Metro can continue its commitment to improve ease of use and travel for all users of the transportation system.

ALTERNATIVES CONSIDERED

The alternative to the proposed TAP System Support Services is to not renew. This is not recommended as the system is highly complex and requires expert maintenance to ensure its operation.

NEXT STEPS

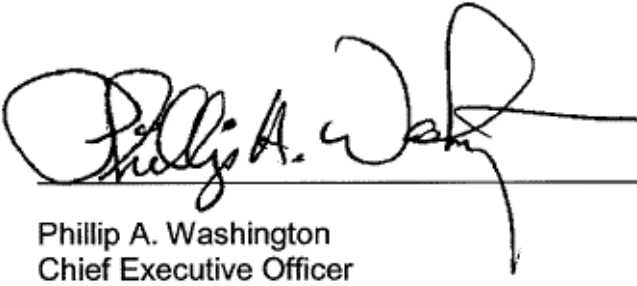
Upon approval by the Board, the CEO or his designee will execute the contract modification to implement the increased performance standards from the TAP System Support Services.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - TAP System Support Services Agreement
- Attachment E - TAP Equipment Maintained Under New Services Agreement

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM, SUPPORT SERVICES/OP02461010-MAINT

1.	Contract Number: OP02461010-MAINT		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Extend Support Services for the Universal Fare System		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: 3/18/19		
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: \$211,347,745
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$68,220,642
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$363,571,831
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.155 issued to extend the Support Services Contract (OP02461010-Maintenance) through December 2024, in order to maintain continuous support of the Universal Fare Collection System.

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

On February 20, 2002, Contract No. OP02461010 was awarded by Metro's Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system and on-going system support to serve Metro's public transit customers. Cubic developed and maintains the NextFare software application and related databases which is the core technology used by Metro to manage the bus and rail equipment and devices that make up the Transit Access Pass (TAP) network. The current System Support Services Contract expires June 30, 2019 and its continuation is critical if Metro is to operate and maintain its integrated fare collection system (sales, access, and system management of the fare gates and Ticket Vending Machines (TVMs)) without interruption.

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 staff's price analysis, technical evaluations and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$69,989,266	\$66,303,365	\$68,220,642

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

ATTACHMENT B

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

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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

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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

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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

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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	Pending	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
	Modification Total:			\$211,347,745
	Original Contract:			\$84,003,444
	Total:			\$363,571,831

DEOD SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a Disadvantaged Business Enterprise (DBE) participation commitment of 5.65%. The project is 88% complete. Cubic Transportation is exceeding its DBE commitment with a current participation of 7.83%.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 7.83%
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.34%
2.	Lows Enterprises	African American	0.13%	0.04%
3.	TechProse	Caucasian Female	0.41%	0.07%
4.	Robnett Electrical	African American	2.53%	6.96%
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%	0.09%
8.	Kormex Metal Craft	Asian Pacific American	1.02%	0.27%
	Total		5.65%	7.83%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

Automatic Fare Collection System



Scope of Work
TAP System Support Services

CONTRACT

15. SYSTEM SUPPORT SERVICES AND WARRANTY PLAN

15.1 Scope of Work

GENERAL STATEMENT

15.1.1 Services

The Contractor shall provide System support services (“System Support Services”) and Warranty Plan described herein for all System Components excluding the bus fare box hardware and software, which are serviced and maintained by LACMTA or its agents from July 1st, 2019 to December 31st, 2024. LACMTA expects to provide its customers with the best possible service from its Fare Collection System. LACMTA expects that all of the System Components will be fully functional at all times subject to scheduled maintenance. However, it is understood that there may be times when System Components may be out of service while waiting for Service hereunder. It is LACMTA and the Contractor’s intention and the objective of the System Support Services and Warranty Plan program to minimize these times by implementing service level agreements (“SLAs”) aimed at keeping the System Components running optimally.

15.1.2 Warranty Plan

Contractor warrants that each System Component as provided under this System Support Services and Warranty Plan shall meet the SLAs indicated in Section 15.7, for the Base Equipment Term for the Base Equipment and for the Gating Term for the fare gates leased under the Master Lease (“Gating Equipment”), and Gating Equipment maintenance after the Master Lease expires (“Warranty”). If these requirements are not met, Contractor shall take immediate corrective action to bring the performance of all System Components into compliance with the SLA requirements of Section 15.7 and the Software KPI requirements in Section 15.7 without additional cost to LACMTA. The Warranty Plan shall include without limitation, all System Components that constitute a part of the System and all labor costs. The Contractor shall be responsible for all Warranty repair costs, including without limitation, the shipping charges to and from the Contractor’s repair facilities, and the costs associated with re-installation. The Contractor shall meet as necessary with LACMTA to determine the schedule of repairs. The necessary personnel, tools and materials shall be at the Contractor’s sole expense. This Section 15 describes the requirements and operating procedures that the Contractor must follow for all Warranty Work and constitutes the Warranty Plan, superseding Section SP-7 of the Special Provisions and Section 19.10 of the Technical Specification of the Base Contract.

The only warranties made by the Contactor are those expressly provided herein and elsewhere in the Contract. THE WARRANTIES SET FORTH HEREIN AND ELSEWHERE IN THE CONTRACT ARE EXCLUSIVE AND NO OTHER WARRANTIES OF ANY KIND, WHETHER EXPRESS OR IMPLIED, INCLUDING ALL WARRANTIES OF

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MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, AND ALL WARRANTIES ARISING FROM THE COURSE OF DEALING OR USAGE OF TRADE, SHALL APPLY. THE REMEDIES SET FORTH IN THIS CONTRACT ARE THE SOLE AND EXCLUSIVE REMEDIES OF THE LACMTA FOR ANY CLAIMS, EXPENSES, OR DAMAGE ARISING OUT OF OR RELATED TO PRODUCTS AND SOFTWARE DELIVERED UNDER THIS CONTRACT. IN NO EVENT SHALL THE CONTRACTOR BE LIABLE IN TORT OR IN CONTRACT FOR ANY INCIDENTAL, SPECIAL, INDIRECT, OR CONSEQUENTIAL DAMAGES.

15.2 Management Services

15.2.1 Out of Scope Work

Prior to the performance of any out-of-scope work, the Contractor shall submit to LACMTA, in writing, a Request for Change as provided for under GC-24, Changes.

15.2.2 Fraud and Vandalism

If during the course of the Systems Support Services and Warranty Plan program, any one of the Contractor's staff detects or identifies any vandalism or misuse to the equipment, attempted fraud, or fraudulent actions by the Contractor's staff, LACMTA employees, or any persons, the Contractor shall immediately notify the appropriate LACMTA staff person as directed by LACMTA and call LACMTA's fraud hotline at 1-800-221-1142, as appropriate. If any System Component is involved, the System Component shall be set aside where possible, and wait inspection and/or direction from LACMTA. Contractor shall address compliance with LACMTA's process for reporting vandalism in the Contractor's Operations Plan.

15.2.3 System Support Service Changes

The Contractor shall perform all maintenance and repair at the Contractor's expense until System Components provided under this System Support Services and Warranty Plan successfully pass their respective Installation Acceptance Test criteria.

15.2.4 Operational Plan

The Contractor shall prepare and submit to LACMTA for Acceptance an updated operational service and maintenance plan annually in accordance with this Section 15.2.4 ("Operational Plan"). This Operational Plan shall be submitted a minimum of thirty (30) days after notice to proceed and shall include at a minimum the following:

- Location of the Contractor's facilities and contact information for agency service requests
- The Contractor's staffing approach, including responsibilities of all personnel
- Plan for conducting the maintenance and other services described throughout this

**System Support Services and Warranty Plan for the
LA Metro TAP Automatic Fare Collection System**

CONTRACT

System Support Services and Warranty Plan including specific reference to the service categories: Management Services, Patron and Business Support Services, Central System Services, Operational Support Services, Asset Management Services, Service Level Agreement and Revised Performance and Warranty Requirements, Cybersecurity and Compliance, and Patching.

- The processes and procedures for responding to LACMTA requests for services hereunder
- The processes and procedures for tracking and documenting activities hereunder
- The processes and procedures for controlling System Component and data access and for responding to LACMTA's requests for data processing activities such as personnel access authorization changes, fare table and display screen message modifications, etc.
- Means of tracking and adjusting service levels hereunder to ensure a high level of service is provided.

15.2.5.1 The Operational Plan will detail all applicable tasks procedures and process flow. Upon approval by LACMTA, the Operational Plan shall be maintained as a controlled document.

15.2.6 Standard of Work

All maintenance work at a minimum must conform to industry standards and in addition shall be in accordance with any Contractor or third-party manufacturers' requirements found in applicable operations and maintenance manuals.

15.2.7 LACMTA Supervised Work

If directed by LACMTA the Contractor shall not perform any service activities, or service activities requiring specific procedures, except in the presence of an authorized LACMTA representative.

15.2.8 Access to Facilities

LACMTA shall have the right to observe any maintenance activity conducted by the Contractor, including work taking place at the Contractor's facility. Staff designated by LACMTA's Project Manager shall have unrestricted access to this facility at all times.

**System Support Services and Warranty Plan for the
LA Metro TAP Automatic Fare Collection System**

CONTRACT

15.2.9 Services and Warranty Plan

The Services and Warranty Plan described in this document shall address the following purchased and/or installed systems or equipment components as of July 1st, 2019:

Device or System	Equipment Quantity*
RCDCS (Regional)	1
CDCS (LACMTA)	1
TVM	495
SAV	305
GATE	467
ESG	154
AFC communications network	1
SOT	50 FFSOT & 1,155 LFSOT
Garage Computer systems (GCs)	17
Bus Mobile Validator (BMV)	515
Special Event Bus Mobile Validator (SEBMV)	20

Station	TVM	SAV	RVG	ECX	SAG	ESG
7th and Metro	16	20	16	5	3	8
Civic Center	6	0	6	2	1	3
Hollywood/Highland	7	0	6	1	1	2
Hollywood/Vine	5	0	5	1	1	2
Hollywood/Western	3	0	5	1	1	2
N. Hollywood	10	0	11	2	2	4
Pershing Square	6	0	11	2	1	6
Union Station	10	0	19	4	2	7
Universal City	5	0	6	1	1	2
Vermont/Beverly	4	0	4	1	1	2
Vermont/Santa Monica	4	0	6	2	2	4
Vermont/Sunset	4	0	5	2	2	4
Westlake/MacArthur	7	0	9	4	1	4
Wilshire/Normandie	2	0	4	1	1	2
Wilshire/Vermont	4	0	8	2	1	3
Wilshire/Western	3	0	5	2	1	3
Norwalk	6	0	5	2	2	4
Lakewood	4	0	4	4	4	4
Long Beach Blvd	4	0	4	4	4	4
Wilmington / Imperial	7	7	14	9	4	10
Avalon	4	0	6	4	2	4
Harbor Freeway	3	0	4	4	2	6
Vermont	4	0	4	4	2	2
Crenshaw	4	0	4	4	2	4
Hawthorne	5	0	4	3	2	3
Aviation	5	0	4	3	1	3
Mariposa	4	0	5	2	1	3
El Segundo	5	0	4	3	2	3
Douglas	4	0	4	2	1	3

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Station	TVM	SAV	RVG	ECX	SAG	ESG
Marine/Redondo Beach	4	0	4	4	2	4
Soto Station	2	0	4	1	1	1
Mariachi Plaza	2	0	8	2	1	3
Lake Avenue Station	4	0	1	2	1	1
Allen Avenue Station	2	0	1	1	1	1
Sierra Madre Villa Station	4	0	3	1	1	1
Union Station	4	7	0	0	0	0
Chinatown Station	6	7	0	0	0	0
Lincoln Heights/Cypress Park	4	6	0	0	0	0
Heritage Square/Arroyo	4	4	0	0	0	0
Southwest Station	2	2	0	0	0	0
Highland Park	4	5	0	0	0	0
Mission Station	8	7	0	0	0	0
Fillmore Station	2	3	0	0	0	0
Del Mar Station	4	4	0	0	0	0
Memorial Park Station	4	5	0	0	0	0
Little Tokyo Station	4	6	0	0	0	0
Pico/Aliso Station	2	2	0	0	0	0
Indiana Station	4	6	0	0	0	0
Maravilla Station	4	6	0	0	0	0
East LA Civic Center Station	4	6	0	0	0	0
Atlantic Station	4	8	0	0	0	0
Warner Center Transit Hub	2	2	0	0	0	0
De Soto	4	2	0	0	0	0
Pierce College	4	2	0	0	0	0
Tampa	4	2	0	0	0	0
Reseda	4	3	0	0	0	0
Balboa	4	3	0	0	0	0
Woodley	4	2	0	0	0	0
Sepulveda	4	3	0	0	0	0
Van Nuys	4	5	0	0	0	0
Woodman	4	3	0	0	0	0
Valley College	4	2	0	0	0	0
Laurel Canyon	4	3	0	0	0	0
No. Hollywood Transit Center	2	5	0	0	0	0
Willow	3	3	0	0	0	0
Pico	6	12	0	0	0	0
Grand Avenue	5	4	0	0	0	0
San Pedro	2	2	0	0	0	0
Washington	2	2	0	0	0	0
Vernon	3	2	0	0	0	0
Slauson	2	0	2	2	1	2
Florence	3	4	0	0	0	0
Firestone	3	0	3	2	1	2
103rd Street	3	2	0	0	0	0
Compton	4	0	3	1	1	2
Artesia	3	0	3	1	1	1
Del Amo	4	0	3	2	1	2
Wardlow	4	4	0	0	0	0

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Station	TVM	SAV	RVG	ECX	SAG	ESG
Pacific Coast Highway	3	2	0	0	0	0
Anaheim	4	4	0	0	0	0
5th Street	4	4	0	0	0	0
1st Street	4	4	0	0	0	0
Transit Mall	3	4	0	0	0	0
Pacific	4	4	0	0	0	0
23rd Street	4	4	0	0	0	0
Expo / Crenshaw	4	5	0	0	0	0
Farmdale	4	6	0	0	0	0
Jefferson	4	2	0	0	0	0
La Brea	4	0	7	5	4	5
La Cienega	4	4	0	0	0	0
USC/EXPO	4	4	0	0	0	0
Expo / Vermont	8	7	0	0	0	0
Expo / Western	4	4	0	0	0	0
Canoga	7	6	0	0	0	0
Sherman Way	4	2	0	0	0	0
Roscoe	4	3	0	0	0	0
Nordhoff	4	2	0	0	0	0
Chatsworth	2	3	0	0	0	0
4th Floor Lab	4	2	2	1	1	0
Baldwin Hills Customer Service Center	1	0	0	0	0	0
East Portal Customer Service Center	1	0	0	0	0	0
East LA Customer Service Center	1	0	0	0	0	0
Cal State University Northridge	0	2	0	0	0	0
Colorado / 17th	4	4	0	0	0	0
Olympic / 26th	6	12	0	0	0	0
Colorado / 4th	7	0	6	2	2	4
Expo / Bundy	4	0	5	4	4	4
Culver City	5	3	8	4	2	4
National / Palms	2	0	5	1	1	2
Expo / Sepulveda	4	0	5	4	4	4
Expo / Westwood	2	3	0	0	0	0
Arcadia	2	3	0	0	0	0
Alameda	4	4	0	0	0	0
Citrus	2	3	0	0	0	0
Duarte	4	4	0	0	0	0
Irwindale	4	4	0	0	0	0
Monrovia	4	4	0	0	0	0
Harbor Gateway	4	0	0	0	0	0
Rosecrans	2	0	0	0	0	0
Manchester	2	0	0	0	0	0
Slauson	1	0	0	0	0	0
37th Street	1	0	0	0	0	0
Patsaouras Bus Plaza	1	0	0	0	0	0
LAC / USC Medical Center	1	0	0	0	0	0
Cal State LA	1	0	0	0	0	0
El Monte Station	6	0	0	0	0	0
Totals	495	305	265	121	81	154

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The Equipment Quantity does not necessarily reflect the System Components being serviced or warranted at any given time. LACMTA does not pay for Services, maintenance or warranties for System Components until they are installed and accepted by LACMTA in accordance with the technical specifications for each one. Any additional equipment that is additive to the quantities listed above will be subject to the same rates for long term maintenance coverage defined for each device type for each year defined in Table A below. Correspondingly, any equipment that is deductive to the quantities listed above will not affect the long-term maintenance coverage rate defined for each device type for each year for the device type quantities that remain in service.

Table A - Device Maintenance Rates

Pricing is per unit per month by calendar year					
2018 & 2019	2020	2021	2022	2023	2024
TVM	TVM	TVM	TVM	TVM	TVM
Price	Price	Price	Price	Price	Price
\$505.69	\$522.12	\$539.09	\$556.61	\$574.70	\$593.38
GATE	GATE	GATE	GATE	GATE	GATE
Price	Price	Price	Price	Price	Price
\$144.48	\$149.18	\$154.03	\$159.03	\$164.20	\$169.54
SAV	SAV	SAV	SAV	SAV	SAV
Price	Price	Price	Price	Price	Price
\$72.24	\$74.59	\$77.01	\$79.52	\$82.10	\$84.77
ESG	ESG	ESG	ESG	ESG	ESG
Price	Price	Price	Price	Price	Price
\$72.24	\$74.59	\$77.01	\$79.52	\$82.10	\$84.77
BMV	BMV	BMV	BMV	BMV	BMV
Price	Price	Price	Price	Price	Price
\$7.46	\$7.70	\$7.95	\$8.21	\$8.48	\$8.75
DCU 4	DCU 4	DCU 4	DCU 4	DCU 4	DCU 4
Price	Price	Price	Price	Price	Price
\$10.90	\$11.25	\$11.62	\$12.00	\$12.39	\$12.79

15.2.10 Contractor’s Management and Organization

The Contractor’s ongoing management responsibilities are:

15.2.10.1 The Contractor shall designate a Senior Corporate Executive to provide general oversight and guidance to the Contractor’s Customer Service Director. This Senior Corporate Executive shall provide an executive point for LACMTA to escalate resolution of problems that have not been satisfactorily dealt with at the local office level, and for identifying and correcting performance issues before they become problems.

15.2.10.2 The Contractor shall designate a Customer Service Director who

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shall be located on-site at the local office and shall be responsible for the overall operation of the Services Program relative to personnel, performance and quality of Work. The Contractor's Customer Service Director shall act as the main point of daily contact between the Contractor and LACMTA.

15.2.10.3 The Contractor shall designate additional assistant managers or supervisors as required for proper operation of the System Support Services and Warranties. A designated manager or supervisor shall be available at all times during transit operating hours.

15.2.10.4 Software Engineer Services. The Contractor shall designate a full time Software Engineer that is a specialist in the Nextfare software environment to be based at LACMTA's premises. This software engineer will work full time at the LACMTA offices alongside LACMTA engineers supporting the system for so long as Contractor provides this System Support Services and Warranty Plan under the Contract. The support provided by this person, or as augmented by additional people, shall include daily assessment of the System, support upon delivery of new software or an upgrade that requires testing and acceptance prior to field deployment. The Contractor's software engineer is to work with LACMTA staff during testing in LACMTA's TAP Test lab as outlined in section 15.7.10.

15.2.10.5 The Contractor will conduct monthly Services review meetings with LACMTA staff and submit a monthly Service Review Report that will contain the Contractor's performance for the relevant period, including the reporting of all applicable Service Level Agreements (SLAs), as well as the other items referenced in this System Support Services and Warranty Plan to be included in such monthly report.

15.2.10.6 The Contractor shall submit the Service Review Report within five (5) business days after the end of each calendar month. The Contractor and LACMTA shall hold a Service review meeting ("Service Review Meeting") five (5) business days thereafter. The Contractor shall thereafter submit in accordance with the Contract its invoice for the calendar month that is the subject of such Service Review Report, which is payable within 30 days in accordance with the Contract. LACMTA will review such invoices within 15 days and should LACMTA dispute the amount or completed work related to the invoice, the parties will work together to reasonably resolve any such issues within the following 15 days.

15.2.10.7 The Contractor shall maintain a quality assurance (QA) program including visit and inspection of location and systems where Services work is being performed. The QA Program will include documented corrective action to any non-conformity.

15.2.10.8 The Contractor will inform the LACMTA project manager reasonably in advance of specific resource requirements to facilitate and

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coordinate timely access. The Contractor will cooperate with LACMTA to minimize disruptions to LACMTA's normal business operations.

15.2.11 Education and Background

15.2.11.1 All Contractor technical personnel shall be subject to an intensive training program, conducted by the Contractor at its own facility and at its own expense prior to placement at LACMTA. Training shall be conducted in subjects such as component or module repair, Preventive Maintenance, revenue handling equipment (vault, cashbox, cart, and related System Components as appropriate) maintenance, and Data System operations. At the conclusion of the training, each technical person shall be subject to testing to assure competency in the required task(s).

15.2.11.2 Each technical person shall have, as a minimum, the following background: high school diploma, electronic engineering associate's degree or equivalent military school.

15.2.11.3 Each technician must be able to speak, read and write in the English language and have had courses in AC and DC electrical circuits, reading schematic diagrams, electrical/electronic measurements and electronic repairs. The Contractor shall provide written Certification that the above requirements have been met, and upon request provide supporting documentation.

15.2.12 On-Going Training and Testing

15.2.12.1 If it is necessary to replace employees for any reason during the Term, the new employees shall be subject to the same requirement as established by this article. Performance review and testing shall be conducted by the Contractor to determine the technical staff's level of comprehension and competency. Periodic training and testing of the technical staff shall be conducted by the Contractor to maintain a high level of technical competency. LACMTA shall be provided documentation that the above requirements are being met. Contractor staff that supports this System Support Services and Warranty Plan shall attend all required LACMTA Rail Safety Training meetings/seminars as required by LACMTA.

15.2.12.2 Certification/Training: Contractor shall employ an adequate number of technician(s) and other personnel to support all System Support Services and Warranty Plan activities hereunder and Specifications as mentioned in section 15.2.13 "Staffing Levels". All Contractor System Support Services and Warranty Plan personnel shall be Certified by Contractor (and as may be necessary, by third-party manufacturers) to perform all Remedial Maintenance and Preventive Maintenance tasks hereunder. Contractor, at LACMTA's request, shall provide evidence of certification (i.e., original diplomas, original letters of certification from OEM, etc.) and resumes that detail the experience of each employee who

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shall be utilized in performance of the Contract. System Support Services and Warranty Plan personnel who are not qualified to perform the necessary Work requirements shall not be permitted to work.

15.2.13 Staffing Identification and Reporting

15.2.13.1 Employee Identification Badges: All Contractor System Support Services and Warranty Plan personnel (including employees of Subcontractors) who perform Work at LACMTA locations shall have a picture identification badge, provided by LACMTA. Such personnel must wear their identification badge, in a clearly visible manner, at all times when on LACMTA property. At LACMTA's option, the identification badge shall be the same smart card used for access to System Components. If the identification badges are lost or stolen, the Contractor shall notify LACMTA immediately in writing of such an event. Badges shall be secured by the Contractor, or its subcontractor, upon termination of employment of any employee. These badges shall be promptly returned to LACMTA.

15.2.13.2 Contractor shall submit a comprehensive staffing plan, which shall include field technicians scheduling during system peak hours, Monday thru Friday and special event days. LACMTA will be responsible to provide the special event days, and any changes to such days, to Contractor in sufficient time to submit the staffing plan.

15.2.14 Security

15.2.14 The Contractor shall cooperate fully with LACMTA in establishing a secure repair process that provides the optimal protection against losses of revenue consistent with the provisions of this System Support Services and Warranty Plan.

15.2.14.1 LACMTA shall receive all keys for the System Components from the Contractor and in turn issue such keys as may be required to the Contractor's personnel. The Contractor's personnel shall be responsible for the safeguarding of any and all keys issued for the purpose of System Component and System Warranty maintenance. If a maintenance key is lost by one of the Contractor's staff, the Contractor shall immediately notify LACMTA's Project Manager and the Revenue Operations Service Desk ("ROSD"). Failure by the Contractor or its staff to follow these procedures will be considered by the LACMTA as a serious breach of the Contract. In the event that a specific key is missing for more than eight (8) hours, LACMTA shall review the matter. If LACMTA determines that the combination to that lock has been compromised LACMTA may direct the Contractor to replace all keys/locks (or recode tumblers, if possible) in the System of the same combination with corresponding new combinations. LACMTA will also obtain new keys associated with the new combinations. The Contractor will be responsible for all costs associated with changing the lock combination in addition to the cost of new keys.

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15.2.14.2 LACMTA shall establish procedures for safeguarding of revenues, including tickets with encoded value or rides. The Contractor shall be required to comply, in full, with these procedures. If during the process of repairing or maintaining the System Components it is noted by a Contractor's employee that the System Component contains revenue, the employee shall notify the appropriate LACMTA personnel so that arrangements can be made to remove the revenue prior to completing the repair or maintenance, or to provide a witness during the repair process.

15.2.14.3 It is to be expressly understood that the Contractor's personnel shall not be in contact with cashboxes or vault containers unless under the specific supervision of a designated LACMTA employee.

15.2.14.4 Revenue found in System Components is the property of LACMTA. The Contractor shall cooperate with LACMTA's requirements for accounting for revenue so that it is properly returned or credited to LACMTA.

15.2.14.5 The Contractor shall be responsible for providing secured storage areas for parts, spare units and other security sensitive items, satisfactory to LACMTA.

15.2.14.6 Contractor shall obtain background checks for all Contractor personnel involved in System Support Services and Warranty Plan Work with access to revenue, fare media, spare parts, or Data Systems.

15.2.14.7 The Contractor shall cooperate fully with the proper authorities during investigations or inquiries into problems as may be identified by the Contractor or LACMTA. The Contractor is required to submit all personnel and records to examination by LACMTA or personnel designated by LACMTA, and to allow observation of procedures, inspection and search of facilities and vehicles owned by or provided by the Contractor for purposes of this System Support Services and Warranty Plan. The Contractor's personnel shall be subject to polygraph tests at the request of LACMTA, consistent with applicable State and Federal law.

15.3 Patron and Business Support Services

15.3.1 Patron Support Services

Though Patron support services are primarily the responsibility of LACMTA or a LACMTA contractor, there may be occasions when the Contractor shall be called upon to assist in the resolution of specific issues related to Patron back office support.

In the event that a patron inquiry requires resolution or detailed investigation at the

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Software application or equipment level, the Contractor will provide assistance as requested. Should the Contractor fail to respond to a request generated via a formal LACMTA ticket within five business days with a reasonable solution or plan of action, the Contractor will be levied an assessment of \$500.00 per day beginning the day after LACMTA notifies Contractor it intends to assess and ending once the reasonable response is provided. This request will be processed via the ROSD.

15.3.2 Business Support Services

The Contractor shall be responsible to provide the following services:

- Support to LACMTA fare policy planning analysis.
- Fare change management, consisting of the implementation of three (3) updated fare schedules within a three-year period, starting upon execution of the services extension, as part of the Contract baseline. Additional fare change requests by LACMTA beyond the three (3) allotted for the three (3) year period will be covered by GC-24, CHANGES.
- A total of three (3) non-software modifications to update text and/or parameters within a three (3) year period starting upon execution of the services extension as part of the Contract baseline. Any additional requests by LACMTA beyond the three (3) allotted for the three (3) year period will be covered by GC- 24, Changes.
- If the Base Equipment Term is extended by contract modification, or new System device introduction or muni contractor added, Contractor shall provide one fare table change and one software build for changing controlled text/parameters, including ticket layout changes for each extended year which may be utilized at any time during the extended term. For fare table and software build changes for controlled text/parameter and ticket layout changes greater than the number of years in an extended term during the extended term, Contractor shall submit a cost proposal for each change in accordance with GC-24, CHANGES.
- Assistance with report issues.
- Degraded mode support.
- Assistance to resolve business related issues (settlement, recovery, card stock, card loading).
- Ongoing support as required to deal with day-to-day business-related issues such as reporting, report interpretation, business analysis, and program expansion.

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15.3.3 Software Recommended Changes

The Contractor shall make timely software upgrade recommendations related to emerging technologies and System improvement, including RCDCS/CDCS and NCS applications. The Contractor shall be responsible to provide an upgrade plan, however, LACMTA shall make the determination whether to proceed with a recommended change. The Contractor shall work with LACMTA staff to categorize and prioritize the upgrade process, if adopted. Any decision by LACMTA not to proceed with recommended change shall not impact the Contractor's obligation hereunder. RCDCS/CDCS upgrades included in the System Support Services and Warranty Plan are described in Section 15.4.13.

Should LACMTA request changes to the System outside the scope of Work, the Contractor will advise LACMTA about the feasibility of such change and options for implementation of such changes. Any implementation of such change shall be covered by GC-24, CHANGES.

15.4 Central Systems Services

15.4.1 Central System Computers and Operators

Central Systems is defined as the Regional Central Data Collection System (RCDCS), the LACMTA Central Data Collection System (CDCS) and the Participant NCS Systems as defined in Contractor submittal 8200-62213.C.00 dated August 1, 2006, ("Central Systems") for the following current Affiliated Agencies:

- Antelope Valley Transit Authority
- Culver City Bus
- Foothill Transit
- Gardena Transit
- LA DOT
- Pasadena (BMV)
- Santa Monica (BMV)
- South LA (BMV)
- Redondo Beach (BMV)
- East LA (BMV)
- Long Beach Transit (BMV)
- Montebello Transit
- Norwalk Transit
- Santa Clarita Transit
- Torrance Transit
- Glendale (BMV)
- Burbank (BMV)
- LAWA (BMV)
- Palos Verdes (BMV)
- LA County DPW (BMV)

If any additional Affiliated Agencies, other than those listed in this Section above, elect to become TAP-enabled and therefore require the System Support Services as described in this document, the Contractor may be required to extend such System Support Services to the additional Affiliated Agencies. The Contractor shall be compensated for such System Support Services over and above the amount(s) due under the terms of this System Support Services and Warranty Plan. Payment shall be made as required under GC-24, CHANGES.

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15.4.2 Central System Maintenance

The Contractor shall provide various support functions to the Central Systems installed at LACMTA, including, but not limited to:

- Ensure that established security levels are maintained, including Contractor maintained firewalls and Contractor responsibilities per Attachment (A) Patching Modification 152.00 to the Base Contract, which Modification is extended to cover the term of this System Support Services and Warranty Plan.
- Ensure financial reports and management information is maintained and updated as required by LACMTA.
- Maintain on-line database access to CDCS from all workstations in support of the daily operations.

15.4.3 Database Administration

While LACMTA reserves the right to perform database administration, Contractor shall perform primary database administration responsibilities, with the exception of tape management of the database backups and restore procedures for the backups. Contractor shall troubleshoot database issues, maintain the database configuration and monitor database performance.

15.4.4 Capacity Monitoring and Management

The Contractor shall provide LACMTA with performance monitoring and maintenance services related to the Central System. The Contractor will monitor the system and alert appropriate groups (as designated by LACMTA) in case of any abnormal trend.

The Contractor shall also ensure that services are monitored continuously and will provide ad-hoc or automated, schedule reports to LACMTA.

15.4.5 Recommendations for Hardware Upgrade

The Contractor shall periodically recommend hardware upgrades to best take advantage of emerging technologies, facilitate extensions to the system, or to ensure compatibility with other changes to the Central System or other systems. The Contractor shall be responsible to provide an upgrade plan, however, LACMTA shall make the determination whether to proceed with a recommended change, issue a Change Order if proceeding, and will be responsible to purchase any related hardware and/or software as set forth in the Change Order. The Contractor shall work with LACMTA staff to categorize and prioritize the upgrade process, if adopted.

15.4.6 Perform Hardware Upgrades (Information Technology)

The Contractor shall assist LACMTA with best practices, tips, and techniques for executing each upgrade step, critical success factors for upgrade planning and the latest

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upgrade tools and resources. The Contractor shall assess the compatibility of various software/ hardware combinations and with other existing systems.

15.4.7 Scheduled Maintenance

LACMTA shall support the Contractor during the scheduled maintenance of the Nextfare Central System (NCS) by providing the Contractor the opportunity to troubleshoot and fix issues, apply patches, apply new configurations and release new updates in an orderly fashion.

15.4.8 Table Maintenance

The Contractor shall provide the Table Maintenance Services pertaining to the Central System as described below.

15.4.10.1 Fare Table Maintenance

LACMTA is responsible for modification and testing of the Fare Tables and Fare Table settings, provided that should LACMTA require assistance, Contractor shall assist and/or perform the necessary work. Fare Table Maintenance shall address fare instrument creations/updates, transfer logic, use controls, purchase controls and all modules listed in the Nextfare GUI under "Fare Table Settings". The Contractor will require access to LACMTA's test facility to provide the necessary assistance.

15.4.10.2 Device Table Maintenance

LACMTA is responsible for modification and testing of the Device Table, provided that should LACMTA require assistance, Contractor shall assist and/or perform the necessary work. The Contractor will require access to LACMTA's test facility to provide the necessary assistance.

15.4.10.3 Facility Table Maintenance

The Contractor shall maintain the Facility Tables associated with each LACMTA facility.

15.4.11 Device Status

The Contractor shall monitor error and warning events and conditions. This will include the configuration management of the System Devices (or groups of devices), tables, software versions and data files.

15.4.12 Application Maintenance

The Contractor shall provide the following services as part of Application Support pertaining to the Central System:

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15.4.12.1 Monitor Data Latency

The Contractor shall monitor the data latency coming to the Central System and report operational concerns to LACMTA within 24 hours of any data latency incident.

15.4.12.2 Data Accuracy Monitoring

The Contractor shall monitor data correctness and assist in the reprocessing of transactions that are rejected by the Central System.

15.4.12.3 Application Tuning and Monitoring

The Contractor shall establish the System schedule, based on the needs of the LACMTA departments for reporting.

15.4.12.4 End of Day (EOD) Completion Monitoring

The Contractor shall be responsible to schedule and sequence various processes to ensure they do not interfere with business operations. The Contractor shall also monitor the EOD processes to ensure they are completed, and report the results to LACMTA. In case of problems, the Contractor shall notify LACMTA. If the problem is related to Contractor's Work, the Contractor shall initiate corrections.

15.4.12.5 Suspended Data Monitoring

The Contractor shall monitor suspended data transactions to ensure they are not lost and take steps, if necessary, to reprocess these transactions once system connection is reestablished. The Contractor shall publish a report that will identify the number of suspended transactions to both LACMTA and Regional Hummingbird server, and schedule this report for weekly delivery to LACMTA staff. Suspended transactions that are caused by system issues will be processed within two business days of re-establishment of system connections. Suspended transactions that are caused by human error will be processed within two weeks of the municipal operator or LACMTA correcting the issue (typically forgetting to add a device ID to the system).

15.4.12.6 Recommend Application Changes

The Contractor shall review organizational needs/objectives and providerecommendations to LACMTA to modify or extend the current functionality to address these needs. LACMTA is responsible to authorize the requisite changes and funding for such additional functionality.

15.4.13 RCDCS/CDCS Software Management and Change Control

The Contractor shall implement the RCDCS/CDCS NCS application upgrades within 30 calendar days after a) a major upgrade is available, b) it contains applicable

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functionality, c) it has been tested and d) it has been approved by LACMTA as suitable. Additional upgrade requests by LACMTA beyond functionality included in then-available upgrades will be covered by Section 15.3.3 and GC-24, Changes. At the time of an application upgrade, the Contractor shall provide LACMTA with upgraded APIs, a list of changes, as well as documentation on modifications.

15.4.14 Application Troubleshooting

The Contractor shall troubleshoot and escalate any problems to LACMTA identified during the evaluation. If a problem item pertains to fare tables, reporting system or databases, the Contractor will continue to support until corrections are complete.

15.4.15 Health Check – System Audit

The Contractor will examine the system logs routinely each day. The Contractor shall be responsible for noting the differences in operating time and monitor the trends for any degradation. Any stop and restart of a system process shall be investigated to determine if there is any conflict for a system resource or other timing issues that must be eliminated. Upon determination, a report will be generated and submitted to LACMTA within five business days. The report shall include an explanation and resolution process for any unscheduled stop and restart incidence. Contractor will include in the Operational Plan a procedure for who, how, and how often to inform based on severity of the incident.

15.4.15.1 System Dashboards

The Contractor shall provide system dashboards that monitor the health checks of SolarWinds and AFCMS for the covered System Equipment excluding CPOS and MPOS but including the covered garage computers. LACMTA will have direct network access to these dashboards which will display real time events and status of the health of the System, along with indicators showing system degradation and failure warnings. The System visibility will be at the device level which LACMTA will be able to access and monitor on a daily basis. The Contractor shall schedule quarterly review meetings with LACMTA to discuss status of dashboards and evaluate any required improvements. These meetings will be documented by the Contractor and provided in the monthly Service Review Report including details of all discussed improvements made which will be covered under this System Support Services and Warranty Plan.

15.4.16 Communication Network Performance

The Contractor will provide and maintain connectivity between:

- LACMTA CDCS and all connected AFC devices,
- LACMTA CDCS and RCDCS,
- Third party retail network and RCDS,
- CGS and on onboard bus devices via RFLAN, and
- RCDCS and debit/credit network.

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- The Contractor will monitor these connections twenty-four (24) hours a day and will immediately notify LACMTA of any connectivity issues that impact the performance of the network.

15.4.17 Central System Operations

System Operations addresses the operation and management of the Central System. The Contractor shall be responsible for performing all activities required to maintain the Central System Services and Warranty requirements through the duration of this System Support Services and Warranty Plan.

15.4.17.1 CDCS & RCDCS System Network Maintenance

CDCS and RCDCS system network maintenance shall include all equipment associated with the CDCS and RCDCS system network including the communication lines and associated components. Upon learning that a communication line has a problem, the ROSD operator will immediately take the appropriate steps to ensure that the communications are restored within the time requirements as specified in this System Support Services and Warranty Plan.

15.4.17.2 System Monitoring and Tuning

The Central Systems shall be operational 24/7 with no unscheduled downtime. The Contractor shall maintain the system uptime within the SLAs as defined in this System Support Services and Warranty Plan. The Contractor shall specifically be responsible for the following:

- System monitoring,
- Performance tuning and management, and
- Network monitoring and troubleshooting

15.4.17.3 AFC Table and File Download Management

The Contractor shall monitor the download of tables and files. These include fare table updates, delivery of benefits, autoload, hotlists, etc. The Contractor shall perform this monitoring as part of daily system health checks.

15.4.17.4 Job Scheduling

The Contractor will be responsible to oversee the scheduling of various jobs, including end of day processing and autoload/hotlist table delivery to devices. The Contractor shall configure various scheduled jobs and system-wide timing. Contractor is also responsible for monitoring the scheduled jobs as part of overall system monitoring. The Contractor shall send a daily notification of any scheduled job that failed to run.

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15.4.17.5 Backup and Recovery

The basic database administration shall be performed by LACMTA database administrators. Basic database activities performed by LACMTA shall include:

- Backup tapes rotation

The Contractor shall be responsible to perform the following database activities:

- Monitoring table size,
- Monitoring performance of the archiving process,
- Monitoring Oracle log files, and
- Provide a schedule for database backups, migration, and recovery process in the Operational Plan.
- Perform database backups per schedule.
- Complete Data restoration process.
- Complete Data migration.

The Contractor shall include a section in the Operational Plan outlining all backup and recovery process and procedures.

15.4.17.6 Monitor Table and File Download

The Contractor will support LACMTA to monitor the system table sizes (hotlist, autoload, offender, line/route, stopping and employee) as part of the daily health check to make sure the devices in the system receive no more than the load they are designed to handle. If necessary, the Contractor shall recommend applications of filters at the RCDCS/CDCS level to LACMTA for their review to ensure the capacity is not exceeded. The filters will allow only the specified amount of records to be transmitted to the devices.

15.4.18 Reports System Management

Reports system management pertains to the reports provided as part of the System based upon data housed in the Central System.

The Contractor shall provide reporting based upon the CDCS and RCDCS. Reporting will be provided for the Affiliated Agencies listed in Section 15.4.1. The Contractor shall provide the following support with respect to reports:

15.4.18.1 Troubleshoot Problems Within Reports

The Contractor shall troubleshoot and resolve report problems in the event that report setup is not functioning properly. Contractor shall notify LACMTA of report problems and resolutions.

Report issues resulting from factors outside the scope of the Contractor's System Operations responsibilities (such as network connectivity disruption, including those caused by LACMTA and/or its agents, etc.) shall be covered by GC-24, Changes.

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15.4.18.2 Schedule Reports

The Contractor shall support and/or schedule the reports on behalf of LACMTA.

15.4.19 Software Support

Contractor shall provide, license and maintain all covered system software as outlined in Attachment (A) Patching Modification 152.00. LACMTA shall have the right to sublicense such system software pursuant to the terms and conditions as stated in GC-11. Contractor shall maintain for LACMTA's review a complete listing of all System Software and copies of all current licenses, including third party licenses. .

15.4.19.1 The Contract price includes the cost of all software licenses, and maintenance thereof, supplied by the Contractor, including third-party software, to support the following System software and any other System Software for the Term, as summarized below:

Base Hardware	Communications Hardware	Base and Regional Software
<ul style="list-style-type: none">• ASA Firewalls• Cisco Switches• RSA Appliance• Raritan Console Switch• KVM	<ul style="list-style-type: none">• MX2800 MUX• 4500 Switches• CISCO 2960• AS5350 Router• LACMTA Garage Computers• Bus Mobile Validators	<ul style="list-style-type: none">• Hummingbird BIWEB• Hummingbird BIAdmin• Hummingbird BIQuery• MacAfee• Shavlik Patching app• Nextfare• RedHat Linux• SolarwindsVeritas

15.5 Operational Support Services

15.5.1 Telephone Support

Contractor shall provide telephone support for technical-related problems and questions. Telephone support shall be available during normal business hours (Monday through Friday, 8:00 am to 5:00 pm), and evening and weekends on an as-needed basis.

15.5.2 Engineering Support

This service activity provides for ongoing engineering resources to monitor and improve reliability, manage system life cycle and address obsolescence issues.

The Contractor shall provide the following Engineering Support services:

- Manage device software updates/upgrades (develop, test, certify and deliver device software to LACMTA for LACMTA installation).

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- Manage Central System updates/upgrades (develop, test, certify and delivery Central System software to LACMTA for LACMTA installation).
- Provide support with Nextfare Central System (NCS) application issues.
- Support third party software updates and evaluate impacts on the NCS System.
- Support Asset Management and Revenue services with device application or hardware issues.
- Provide telephone support for technical-related problems and questions. Telephone support shall be available during normal business hours, and evening and weekends on an as-needed basis.

15.5.3 Revenue Operations Service Desk (ROSD)

The Contractor shall provide a Revenue Operations Service Desk that operates seven days a week, 24 hours per day. The ROSD operator shall manage all AFC System alarms and handle all calls.

On a day-to-day basis the ROSD is the central point of contact for all technical and business support services. The Contractor currently utilizes the Metrix Service Management Application as the monitoring and workflow tool to track and manage all incoming calls or service work assignments. All calls are logged and assigned work orders. The orders are then assigned, either to an individual resource, or, in the case of asset maintenance calls, to a dispatcher.

In addition, the ROSD shall perform the following duties:

- Real-time monitoring of all System components, data and alarms that are automatically created by the System.
- Determine the priority level of each alarm or data anomaly and proceed appropriately in accordance with the Operational Plan approved by LACMTA.
- Manage repair calls made to the ROSD by LACMTA staff or by automated means. These calls shall be entered into a database log and dispatched to field support staff for action.
- Handle all calls from the field support staff and maintain a database of actions taken.
- Provide analysis of asset maintenance reports including report summaries as well as ad hoc reports and report summaries on system performance as may be requested by LACMTA.
- Track all asset maintenance activities for each Field Service person including repairs, routine and Remedial Maintenance, vandalism, and problems found and repaired by field service personnel.
- Provide reports covering all service support actions, including the individual performance of asset maintenance activities and responsiveness to calls of each Field Service person.
- Provide monthly asset maintenance and Contractor performance reports.
- Handle and/or dispatch any calls as prescribed by LACMTA that pertain to the

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GCS and wireless system.

- Handle and/or dispatch any calls as prescribed by LACMTA that pertain to LACMTA treasury operations and equipment revenue servicing, with the exception of those related to specific fareboxes, which will be handled by LACMTA radio dispatchers and/or LACMTA farebox maintenance staff – except for a service deficiency or failure attributable to Contractor-built software operating on fareboxes referenced here.
- Maintain contact with both Contractor and LACMTA supervisory personnel as directed by LACMTA.
- Coordinate closely with LACMTA rail and bus operations control centers to provide information and respond to requests from operations control personnel relating to operation of the AFC System.
- Securely handle keys and other security related items as directed by LACMTA in emergency, overtime, and normal situations, in accordance with the Operational Plan.

15.6 Asset Management Services

15.6.1 Preventive and Remedial Management Responsibilities

The Contractor shall be responsible for damage, repair or replacement of System Component parts and consumables due to any acts, omissions, misuse including forcing entry via paddle or gate manipulation, damage, vandalism, or other use of the system that exceeds Contractor's or OEM's documented recommended MCBF, or external events not subject to coverage hereunder (such as fire or water damage and/or accident), or wear and tear that is less than \$1000 per incident. Bezel replacement for any and all reasons, including solar-induced damage, is capped at \$10,000 per year in material costs for the term of the System Services and Warranty Plan.

The Contractor is not responsible for damage, repair or replacement of System Component parts and consumables due to any acts, omissions, misuse including forcing entry via paddle or gate manipulation, damage, vandalism, or other use of the system that exceeds Contractor's or OEM's documented recommended MCBF, or external events not subject to coverage hereunder (such as fire or water damage and/or accident), or wear and tear unless such a) is not or are not a direct consequence of a failure to provide Preventive Maintenance and/or Remedial Maintenance and b) cost at least \$1000 per incident. LACMTA shall compensate the Contractor under GC-24, Changes for repairs or replacements in such instances.

15.6.2 Replacement Parts and Consumables

The Contractor shall be responsible for all costs associated with the securing of necessary consumables, hardware and supplies to perform all levels of maintenance and repair to the System to include all System Components. The consumables used, such as greases, solder, flux remover, PCB sealer, solvents, lubricants, cleaners, etc., shall be approved by the System Components manufacturer for their use. The Contractor shall strive to repair or replacement System Components with parts that are identical to those originally specified

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with the installed System Components. If repair/replacement by an identical part is not possible, the repaired/replaced System Component part shall be comparable in both quality and performance to the part originally installed or delivered. Only approved OEM upgrades shall be allowed. No substitute, after-market or nonconforming materials shall be allowed. All materials are subject to inspection and Acceptance by LACMTA's Project Manager.

15.6.2.1 Spare Parts and Inventory Control

The Contractor shall be responsible for providing, storing, controlling and securing all spare parts and consumables required for asset maintenance of the LACMTA system.

Contractor shall be responsible for the security and control of any spare parts inventory provided by LACMTA as well as advising on obsolescence issues that could impact performance of System Components. It is understood that over time, model numbers and versions may change. Any replacement or substitution of listed spare parts must be fully compatible with the System Component it is intended to replace. All materials, spare parts and consumables associated with this System Support Services and Warranty Plan and as supplied by LACMTA shall be the sole property of LACMTA. The Contractor shall be responsible for the proper maintenance of all furnished System Components for the duration of the Support Services Contract and any options. The Contractor shall maintain an auditable inventory of Spare Parts, System Components, consumables and tools necessary for all maintenance hereunder, which shall be readily available if requested by LACMTA.

The Contractor shall maintain an appropriate inventory of spares to meet SLA levels identified in this System Support Services and Warranty Plan at Contractor's cost. On-site Contractor staff will monitor consumption and reorder at Contractor's cost as required, and those spares will be the property of the Contractor.

At the conclusion of the Contract, all spare parts that are not the property of Contractor as described above will be turned over to LACMTA at no additional cost.

15.6.2.2 Serial Numbers

The Contractor shall permanently imprint all fare collection, computer, repair, diagnostic and any other LRUs supplied with serial numbers. The serial number shall be entered into the computer database for purposes of tracking inventory, repair reporting and tracking, and the System Support Services and Warranty Plan. System Components designated by LACMTA shall have a LACMTA inventory number and label applied.

15.6.3 Field Support

The Contractor shall provide sufficient field support so as to meet the requirements as stated herein. Field Support staff will perform all repairs and Remedial Maintenance. Once the maintenance action is performed, the maintenance person will notify the ROSD of the action taken and the time when the System Component was placed back into full

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service. In addition, the maintenance person will record the details of the

maintenance action, which will include maintenance person's name, badge, date, time, station, System Component number, and action taken. This information will be entered into a database for historical records and analysis.

Field Support Staff shall perform the following:

- All preventive maintenance of Fare Gates, Swing Gates, TVMs, SAVs, LACMTA Fourth Floor Lab SOTs, LACMTA Division Garage Computers and network System Components.
- Communicate with the ROSD Operators in administering service calls.
- Remedial Maintenance including bezel replacement due to solar-induced fading, cleaning, fingertip clearing of jams of all the above System Components as required.
- Periodic diagnostic checks between Gating Equipment, Swing Gates, TVMs, SAVs, and the CDCS & RCDCS and the Financial Clearing Service.
- Record-keeping of all maintenance work performed and generation of weekly and monthly report.
- Field Support staff will log on to a TVM or other System Component capable of accepting the log-on at the beginning and end of their shift in addition to once every hour during their shift. If over time is needed the maintenance person shall log on at the beginning and end of the over time-period.
- All malfunctioning parts or subassemblies removed from the equipment must be properly tagged by the Field Support Staff prior to being sent to the Shop for re- pair. The tag shall include the Field Support person's name, time and date re- moved, machine number part was removed from, and a description of the defect.
- Field Support Staff will notify the service desk when a maintenance action is completed, whether by phone or over the System.

15.6.4 Repair Shop Operations

15.6.4.1 The Contractor shall staff and operate a shop that will coordinate all mechanical and electronic repairs of all elements of the system. This includes all subassemblies, components, bill and coin cashboxes and cassettes. All repairs will be performed according to the manufacturers' guidelines.

15.6.4.2 Repair Shop Operations will include:

- An area for equipment repair and testing.
- A secure area for storage of supplies, parts, subassemblies, spare equipment, and unit exchange items.
- An additionally secured and restricted area where repairs are made to the bill handling unit assembly, and bill cassettes.
- An additional restricted area for mechanical repairs to security related equipment.
- Maintaining an Auditable inventory control system and current files/databases for spare units, spare parts, maintenance items/tools, and consumables procured by

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LACMTA under this System Support Services and Warranty Plan.

- Furnishing any spare parts in addition to LACMTA inventory, test System Components, and consumables needed for maintenance.

15.6.4.3 Repair Shop Operations will include a Unit Exchange program where components coming from the field and going to the field will be tracked, repaired, and tested. Once repaired in the Shop, the Unit Exchange items will be placed in a holding area to be reissued to the Field Support Staff. The Contractor will also implement a Quality Control area where all Unit Exchange items are tested after repair, to ensure adherence to the Manufacturers' requirements.

15.6.5 Maintenance

15.6.5.1 Personnel and Organization

15.6.5.1.1 The Contractor shall provide all the necessary personnel to operate the System Support Services and Warranty Plan successfully. Personnel shall meet minimum standards outlined herein.

15.6.5.1.2 All Contractor personnel will follow and conform to all LACMTA operating rules and regulations. Contractor shall screen and factory train all participants. The employees shall be professional and experienced personnel in the management and supervision of the program. All personnel shall wear distinctive uniforms for easy identification. All the Contractor's personnel are subject to polygraph testing.

15.6.6 Contractor's On-Site and Support Staff

15.6.6.1 The Contractor shall provide a full complement of technical, clerical, inspection, repair and supervisory personnel to perform all tasks associated with the Work as indicated herein.

15.6.6.2 In addition to the required complement of on-site personnel, the Contractor shall provide the services of competent, professional and experienced staff of computer programmers, who shall provide all of the required programming support in the development of the specialized reports and data gathering requirements, and to respond to and analyze programs relating to the operations of the fare collection System electronics and the Data System installed.

15.6.7 Reporting

15.6.7.1 In addition to the System requirements in this System Support Services and Warranty Plan, the Contractor shall utilize a computer-based system to track the maintenance, inventory and performance of the fare collection System ("Metrix"). This system shall be capable of tracking both Rail and Bus System Components. The computer systems shall be used to log repairs and analyze the

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status of the Support services Program. The system shall be on Contractor's LAN/WAN, and Contractor shall provide reports "as required" to LACMTA's Management.

15.6.7.2 Reports shall include, without limitation:

- Daily 10:00AM morning system status report or "dashboard" including current events or projects impacting the LACMTA system.
- Preventive maintenance schedules for all System Components and modules.
- System Components maintenance performed.
- Projected Preventive maintenance.
- Date installed, System Component or module.
- Date removed, System Component or module.
- Employee identification to work performed.
- System Component history.
- Module history.
- Retired System Components.
- Retired modules.
- System Components, LRUs, or other materials replaced or repaired under warranty.
- Hours, days or cycles of operation by System Component and major module.
- Labor hours, warranty.
- Labor hours, support services program.
- Warranty repair work, System Components.
- Preventive maintenance work performed, by unit, employee, etc.
- Repair maintenance work performed, by unit, employee, etc.
- Problems by type, affected module, quantity, frequency.
- Data System history files.
- Key assignments.
- Personnel assignments, hours and cost.
- Expenditure of parts, warranty - type, quantity, dollar value.
- Expenditures of parts, Preventive maintenance program - type, quantity dollar value.
- Expenditures of parts, repair maintenance program - type, quantity dollar value.
- Comparison between division locations to highlight common or isolated problems.

15.6.7.3 Metrix shall also have the capability of providing database searches and relational analysis as required by LACMTA.

15.6.7.4 All data generated by Metrix shall be the property of LACMTA and shall be made available by the Contractor within twenty-four (24) hours of any request by LACMTA in either hard copy or machine readable form. Data shall be treated by the Contractor as proprietary and confidential to LACMTA and shall

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not be released to any other organization without express written authorization by LACMTA.

15.6.7.5 Appropriate support System Components shall also be provided for all computers.

15.6.7.6 If directed by LACMTA Contractor field personnel shall be required to generate accountancy tickets for transmittal to LACMTA.

15.6.8 Remedial and Preventive Maintenance Services

15.6.8.1 Remedial Maintenance

15.6.8.1.1 Remedial Maintenance shall consist of the unscheduled maintenance of System Components (and any specific assemblies, components, parts or subsystems thereof) performed to return the failed item to full operational status. Remedial Maintenance shall include repairs and maintenance necessary due to wear and tear and damage as the result of normal usage. Such maintenance services shall be considered part of standard maintenance and LACMTA shall incur no additional charge therefore.

15.6.9 Work Authorization

LACMTA shall supply Contractor with a list of the titles of all individuals authorized to request Preventive Maintenance, special maintenance on equipment in service, repair of equipment, or relocation of equipment. Thereafter, LACMTA shall give written notification of any changes to such list. Contractor shall not be required to respond to any requests from personnel not on said list for the above types of Work. Contractor shall, however, respond to any LACMTA employee who is reporting System Components out of service.

15.6.10 Unscheduled Preventive or Remedial Maintenance

If during Remedial Maintenance, it is apparent that a Preventive Maintenance procedure is required to ensure sustained operation of the System Components, the Contractor must complete the required Preventive Maintenance and notify LACMTA of this condition and action. In addition, if during Preventive Maintenance it is apparent that Remedial Maintenance is required, the Contractor must complete the required Remedial Maintenance and notify LACMTA of this condition and action. If field staff finds defects while performing their normal duties, these defects are to be repaired immediately.

15.6.11 Reporting

For each Remedial Maintenance call the Contractor shall complete a Contractor Maintenance/Repair Report in a form as Accepted by LACMTA. Contractor shall provide LACMTA these reports in an Approved database format. All diagnostic reports, either hard

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copy or electronic files (as preferred by LACMTA), obtained from System Components as part of any Remedial Maintenance activity shall be given to LACMTA representative at the time of service.

15.6.12 Return to Service

Contractor shall be responsible to ensure that all Malfunctioning Assemblies, Components or parts removed from System Components are repaired and function properly when they are returned to service. All Assemblies, Components or parts shall be repaired by a technician Certified by the Contractor and/or the OEM for such repair, and for diagnostics. Replacement parts shall be either new parts or parts equivalent in performance to new parts when used with the System Components. Parts removed from the System Components shall become Contractor's property. The cost of replacement parts (where not covered by warranty) shall be included in the cost of the Maintenance Services, unless specifically otherwise provided herein. It shall be the responsibility of the Contractor to repair all parts and assemblies as expeditiously as possible, so as to adhere to the Contract's Availability and Response Time requirements. All Malfunctioning parts must be properly tagged when removed from the System Components.

15.6.13 Preventive Maintenance

Preventive Maintenance shall consist of regularly scheduled maintenance activities, required to ensure optimal performance of all System Components. Preventive Maintenance tasks, and the intervals at which they are to be performed, shall be submitted for LACMTA review and Acceptance. In no event shall Preventive Maintenance intervals be greater than any Contractor or manufacturer recommendations applicable to the System Components. Preventive Maintenance intervals shall not be changed without the prior Acceptance of LACMTA. Details of the Contractor's Preventive Maintenance practices shall be detailed in the Operational Plan.

15.6.14 Asset Management Services

The objective of the Asset Management service is to minimize system component downtime, asset maintenance costs, spare parts inventory, and consumable costs. An important function is to assure asset life for Gating Equipment, swing gates, TVMs, SAVs and LACMTA Division Garage Computers for the Term of this System Support Services and Warranty Plan. The Contractor shall provide all labor, equipment, materials and consumables to ensure proper asset maintenance and the highest feasible availability for all System Components covered by the Asset Maintenance responsibility. The inventory of LACMTA-owned spares used or consumed in the performance of the Services under this System Support Services and Warranty Plan shall be replenished by the Contractor at the conclusion of the term.

All asset maintenance work must conform to contractual standards and specifications at a minimum and shall comply with any Contractor or third-party manufacturers' requirements

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found in applicable operations and asset maintenance manuals.

At LACMTA's option, and if so directed by LACMTA, the Contractor shall not perform any asset maintenance activities including asset maintenance activities requiring specific procedures, except in the presence of an authorized LACMTA representative.

15.6.15.1 Contractor's Asset Management Responsibilities

- The Contractor must maintain a working business office that is staffed by Supervisory personnel, 5:00 a.m.–5:00 p.m. weekdays (subject to change by LACMTA). During time periods when this office is not staffed or Supervisory personnel are not physically present, there must be an automated message paging service available to pass on service requests to responsible supervisory personnel. During off-hours, Contractor shall assign an On-Call Duty Supervisor who will be available to provide supervision to Contractor field staff.
- The Contractor shall provide all parts (exclusive of LACMTA-owned spares), materials, labor (including adequate staffing levels to handle all asset maintenance demands), testing System Components, tools, vehicles, asset maintenance facilities and all other items required to perform the asset maintenance services to be provided hereunder. The Contractor must maintain a readily available inventory of parts, components and tools necessary for all asset maintenance hereunder.
- The Contractor shall furnish any spare parts in addition to LACMTA inventory, test System Components, and consumables needed for asset maintenance.
- The Contractor shall maintain an auditable inventory control system and current files/databases for spare units, spare parts, asset maintenance items/tools, and consumables procured by LACMTA under this System Support Services and Warranty Plan.
- LACMTA shall have the right to observe any asset maintenance activity conducted by the Contractor, including work taking place at the Contractor's facility. Staff designated by LACMTA's project manager shall have unrestricted access to this facility at all times.
- The Contractor shall staff and operate a shop that will coordinate mechanical and electronic repairs of all elements of the system. This includes subassemblies, components, bill and coin cashboxes and cassettes. All repairs will be performed in accordance with manufacturer's guidelines.
- Field support staff shall travel from station to station using LACMTA rail service as long as their response time can be achieved. If not, the Contractor will provide other means for traveling to each asset maintenance call. Contractor shall utilize a Warranty tracking system, using commercially available software for the acknowledgment of beginning and ending of Warranty dates by product and sub-product.

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- Field support staff shall utilize Contractor provided service vehicles for each asset maintenance call at any and all non-rail equipment locations such as Regional Muni and customer service centers. These vehicles will be marked for security identification and will be reasonably stocked by Contractor with spare parts for proper maintenance of non-rail and rail equipment. LACMTA will allow Contractor's continued use of LACMTA field storage lockers in place as of May 2018.

15.6.15.2 Scope of Services – Asset Maintenance

The equipment types that are subject to Asset Maintenance are as defined in the Table below.

The Contractor shall also be responsible for asset maintenance and service for the garage computer and wireless LAN.

Asset Maintenance shall include the functions shown below.

		LACMTA			Bus Systems	SOT	BMV	DCU 4
	Central Systems	Gating Equipment	TVM	SAV	Wireless LAN and LACMTA Garage Computers			
Level 1 Maintenance (or cleaning)		√	√	√	√			
Level 2 Maintenance	√	√	√	√	√			
Depot		√	√	√	√	√	√	√
Asset Life Cycle Management		√	√	√	√		√	√

15.6.15.3 Level 1 & 2 Maintenance

The Contractor shall be responsible to provide Level 1 and 2 asset maintenance to the equipment. Level 1 and Level 2 asset maintenance is defined as follows:

- Level 1 - Preventive
- Level 2 - Corrective/Remedial.

Dependent on the type of asset maintenance required, Level 1 and/or 2 asset maintenance actions may require removal of parts/equipment from the location for repair at the Contractor's facility.

Field Support staff shall perform the following:

- All Preventive Maintenance of TVMs, Gating Equipment, Swing Gates, SAVs,

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LACMTA Fourth Floor Lab SOTs, and LACMTA Division Garage Computers.

- Communicate with the ROSD operators in administering service calls.
- Remedial asset maintenance, which includes cleaning, fingertip clearing of jams of all the above System Components as required. All such repairs shall be performed by the Contractor in a timely fashion.
- Periodic diagnostic checks between TVMs, Gating Equipment, Swing Gates, SAVs, MPVs, LACMTA Division Garage Computers and the Central System.
- Recordkeeping of all asset maintenance work performed, and generation of weekly and monthly reports.

15.6.15.3.1 Preventive Maintenance (Level 1)

Preventive Maintenance shall be performed on relevant system elements at regular intervals, based on the manufacturer's recommendations, and with sufficient frequency to support the availability targets set forth in this System Support Services and Warranty Plan. In addition, the Contractor shall regularly clean the interiors and exteriors of all units as needed. The Contractor shall specifically provide a Preventive Maintenance schedule for the following system elements:

- Preventive Maintenance tasks, and the intervals at which they are to be performed, shall be submitted for LACMTA review and approval. In no event shall Preventive Maintenance intervals deviate or change from the Contractor's or manufacturer's recommendations applicable to the System Components without the prior approval of LACMTA. Contractor shall be responsible for the determination of Preventive Maintenance interval rates and shall communicate any rate deviation or adjustment to LACMTA prior to performance.

15.6.15.3.2 Preventive Maintenance Schedule

The Contractor shall develop a Preventive Maintenance schedule for all System Components, which shall be included in the Operational Plan.

Performance of Preventive Maintenance shall be coordinated with LACMTA. For example, LACMTA may require that Preventive Maintenance shall only be performed on certain days of the week (including weekends), or restricted from certain days of the month (such as the last three and first two days of the month), or days before or following certain holidays.

In the event that Preventive Maintenance personnel are unable to perform scheduled asset maintenance due to any actions attributable to LACMTA, the Contractor must be afforded a re-schedule opportunity to complete deferred Preventive Maintenance tasks within seventy-two (72) hours of the originally scheduled time.

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15.6.15.3.3 Preventive Maintenance Checklists

Contractor will use mobile devices that track Preventive Maintenance (“Preventive Maintenance” or “PM”) as they are performed and will be recorded in a Metrix PM service report. The Metrix PM service reports will be stored in the Contractor’s database.

Contractor will maintain a Preventive Maintenance checklist for each device, outlining all Preventive Maintenance work to be performed at each device on a monthly basis. This checklist format will be included in the Operational Plan.

Preventive Maintenance tasks that are not completed as scheduled must be specifically identified on a separate checklist, including an explanation for non- completion of the task.

15.6.15.3.4 Corrective/Remedial Maintenance (Level 2)

Corrective/remedial asset maintenance shall consist of the unscheduled asset maintenance of System Components (and any specific assemblies, components, parts or subsystems thereof), upon notice of failure of such System Components to return the failed item to full operational status. Corrective/Remedial Maintenance shall include repairs and asset maintenance necessary due to wear and tear as the result of normal usage. Such asset maintenance services shall be considered part of standard asset maintenance and LACMTA shall incur no additional charge.

15.6.16 Non-Fair Wear & Tear (NFWT)

In the event of damage to the System Components or portions thereof due to abnormal wear and tear defined here as direct and intentional misuse of the system (such as forcing entry via paddle or gate manipulation), or use of the system that exceeds Contractor’s or OEM’s documented recommended MCBF or external events not otherwise covered hereunder, Contractor shall provide notification to LACMTA of a NFWT condition and upon receiving approval from LACMTA to proceed, replace or repair the affected portions of the System Component, treating such action as a Remedial Maintenance action, except that the work shall be covered by GC-24, Changes.

NFWT items will be classified as non-chargeable in terms of equipment availability until such time as NFWT item has been replaced or repairs where applicable.

15.6.17 Work Authorization

LACMTA shall supply the Contractor with a list of all individuals (and their titles) authorized to request Preventive Maintenance, special asset maintenance on equipment in service, repair of equipment, or relocation of equipment. Thereafter, LACMTA shall give written notification of any changes to such list. Contractor shall not be required to respond to any requests from persons not on the LACMTA list for the above types of Work. Contractor shall, however, respond to any LACMTA employee who is reporting System Components out of service.

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15.6.18 New Currency

The baseline Contract scope does not encompass the introduction of new or modified currency. All hardware/software modifications necessary due to the introduction of new or modified currency will be covered by GC-24, CHANGES.

15.6.19 Depot Maintenance

Depot maintenance refers to all asset maintenance and Warranty activities that are performed at the Contractor's facility. These activities may be performed on machines, components, etc. and includes all depot maintenance personnel to provide these services, as well as pick-up, repair, testing, delivery and redeployment.

Limited Function Sales Office Terminals (LFSOTs) and BMVs shall be maintained as Depot repair. LACMTA and/or its agents shall notify Contractor of a faulty LFSOT, or MPV/MPE, or BMV and the Contractor shall provide a return material authorization (RMA) number. The LFSOT, BMV shall then be delivered to the Contractor and Contractor shall provide a fully functional LFSOT, BMV in exchange the same day.

The Contractor shall maintain a sufficient inventory of LFSOTs, and BMVs to accommodate typical Corrective/Remedial Maintenance activities. This inventory does not cover maintenance required as a result of accident, vandalism, criminal activity including cybercrime, and/or natural disasters, or damage caused by LACMTA third party agents' actions.

The Depot operations will include:

- An area for equipment repairs and testing.
- A secure area for storage of supplies, parts, subassemblies, spare equipment, and unit exchange items.
- An additionally secured and restricted area where repairs are made to the bill handling unit assembly, and bill cassettes.
- An additional restricted area for mechanical repairs to security related equipment.
- An auditable inventory control system and current files/databases for spare units, spare parts, asset maintenance items/tools, and consumables procured under this System Support Services and Warranty Plan.

Provision of any additional spare parts over and above LACMTA-supplied spare parts inventory, test system components, and consumables needed for asset maintenance and to meet defined SLA levels. Contractor shall be responsible for all shipping charges for replacement System Components, parts and other material.

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15.6.20 Asset Life Cycle Management

Asset life cycle management is intended to ensure the equipment is supportable during the term of Contractor's provision of this System Support Services and Warranty Plan. The Contractor is responsible to manage the asset life cycle applicable to each component of the equipment so designated in this System Support Services and Warranty Plan. The asset life cycle management includes Asset Refresh, the identification and proposed resolution of any component obsolescence issues, and periodic recommendations for the upgrade/replacement of specific components to ensure required performance targets are maintained.

The objective of asset life cycle management is to ensure that failure rates do not increase due to component fatigue or obsolescence during the life of this System Support Services and Warranty Plan. The Contractor will be responsible for asset life cycle management on all System Components.

15.6.21 Principle of Planned Asset Renewals/Overhauls

"Asset Refresh" is the replacement or overhaul of modules that will be carried out in advance of the module displaying an increased failure rate and is provided as part of the Warranty provided by Contractor hereunder. The modules serviced by Asset Refresh shall be TVMs, Gating Equipment, SAVs and LACMTA Garage Computers. The driving factor behind Asset Refresh and overhaul of AFC and associated equipment is to ensure that failure levels do not increase over time. In addition, consideration is given to items that may become "life expired" through obsolescence. A pre-planned schedule will be implemented to maintain the health of the assets to ensure that performance and service level requirements are met. Contractor shall be responsible for all shipping charges for replacement or overhaul of System Components, parts and other material.

In addition to Corrective/Remedial Maintenance, the Contractor will coordinate with LACMTA to recommend any separate overhaul requirements during the Term of the System Support Services and Warranty Plan. If LACMTA opts to not fund/implement a recommended change, the Contractor and LACMTA will mutually agree on revised performance parameters, which shall be reflected in the appropriate SLA categories shown in Section 15.7.

This System Support Services and Warranty Plan includes Asset Refresh provisions relating to LACMTA RCDCS hardware. Details of such refresh are included in Contractor's Asset Refresh plan.

15.6.22 Preliminary Asset Refresh Schedule

The Contractor will submit on an annual basis, the Asset Refresh and Asset Overhaul Plan for the remaining term of this System Support Services and Warranty Plan. The first of such plans shall be delivered within thirty (30) days of execution of this Amendment.

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15.7 Service Level Agreement and Revised Performance and Warranty Requirements

15.7.1 Purpose

This Section defines the Service Level Agreements (SLAs) for the LACMTA System under the Warranty provided by Contractor. In particular, it addresses the following key areas:

- The levels of performance to be achieved for each equipment and system type, and for each Operational Service.
- The methodology to be used for performance measurement.
- The units of measurement of performance.
- The formulation of Service Levels to be applied to Services and Warranty charges according to Contractor's actual performance against the SLAs.

The SLA Service Level structure should create an incentive to achieve superior performance. Reporting calculations and determinations shall occur monthly. In addition to the data and sources listed in each of sections 15.7.2 through 15.7.6 and 15.7.9, LACMTA may utilize and make available to Contractor a variety of data, systems, databases, and network reporting and monitoring mechanisms, inclusive of the Nextfare system, database and network tools, as well as LACMTA, databases and network tools and data sources, to validate Contractor's availability reports. In the event LACMTA determines a lesser availability than the Contractor's reports, LACMTA shall deliver notice of such determination of lesser availability to Contractor and LACMTA's determined availability percentage shall establish such availability for the purposes of calculation of payment. If Contractor disputes the determination of lesser availability Contractor shall have the burden of proof to justify higher percentage availability, with supporting data delivered to LACMTA within thirty (30) days after LACMTA's determination of lesser availability.

The applicable Service Level, if any, will be assessed against the monthly payment due for Services and Warranty in the following calendar months. If the performance of any component falls below Level 1, the payment shall be calculated as the availability percentage times the payment for the lowest acceptable service level.

e.g., If Service Level 1 requires 98% availability, and results in a payment of 80%, then an availability of 90% would result in a payment of 90% x 80%, or 72% of the total. The dollar amount of each level of payment as utilized herein has been agreed to by LACMTA and Contractor for the period from commencement of the Base Equipment Term for the Base Equipment and from January 15, 2010 for the Gating Equipment, as set forth in the LACMTA/Contractor System Support Services Warranty Plan and Gate Maintenance Monthly Payment Forecast, dated January 13, 2010 incorporated herein.

by reference, and as may be modified from time to time through invoice submissions from Contractor to LACMTA once such modifications are accepted and approved in

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writing by LACMTA.

At the end of each contract year, LACMTA and the Contractor may reassess the SLA figures based on actual field data. However, LACMTA shall not retroactively reassess SLA figures or weightings to any previous month in which Contractor has previously provided Warranty and Services as described herein. LACMTA and the Contractor shall mutually discuss and agree on the schedule of any forthcoming SLA figure or weighting reassessment or change.

Contractor shall provide all labor and material to replace, during the period of this Warranty, without additional expense to LACMTA, all System Components that may be damaged due to defects in, or failure of such System Components or of any other System Component furnished under this System Support Services and Warranty Plan. Contractor shall be solely responsible for all materials and workmanship, including all specialties and accessories, whether manufactured by it or others, used in the construction of the System and for adequate installation and connection of all System Components constituting the System. Under no condition shall Contractor delegate this responsibility to Suppliers or other sources without express pre-approval of LACMTA. Contractor shall, at no additional charge, correct any Deficiency in the System or any System Component, including without limitation, defect repair, programming corrections, and remedial programming, and provide such Work required to maintain the System so that it operates properly and in accordance with the System Specifications and these SLAs. Environmental conditions, as defined in the technical specifications for each System Component, shall be considered normal operating conditions for the System and all System Components in the System.

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SLA 1 Central Systems – Function Availability

Function	Required Availability Over Period	Period Svc Chg Apportionment	Level 1 Payment	Level 2 Payment	Level 3 Payment	Level 4 Payment
Reports Available	99.5%	5%	97.50 - 97.99%	98.00 - 98.99%	99.00 - 99.49%	Equal/ Greater than 99.5%
Customer Service Interface	99.5%	5%	97.50 - 97.99%	98.00 - 98.99%	99.00 - 99.49%	Equal/ Greater than 99.5
Credit/Debit Payment Interface	99.5%	20%	97.50 - 97.99%	98.00 - 98.99%	99.00 - 99.49%	Equal/ Greater than 99.5
Transactions Processed	99.5%	20%	97.50 - 97.99%	98.00 - 98.99%	99.00 - 99.49%	Equal/ Greater than 99.5
System Communication Network	99.5%	30%	97.50 - 97.99%	98.00 - 98.99%	99.00 - 99.49%	Equal/ Greater than 99.5
Data Reconciliation Accuracy	99.73%	20%	See Bullet #5 in Section 15.7.2.1			Equal/ Greater than 99.73%

What Is Measured

- **Reports Available:** Ability for LACMTA or operators to access Central System reports.
- **Customer Service Interface:** Ability for the Patron Call Centre representatives to access the NCS GUI in order to support patron enquiries.
- **Credit/Debit Payment Processing:** Ability for patrons to use credit and debit cards at the TVMs, and the Central System to process credit/debit transactions.
- **Transactions Processed:** All transactions transmitted to the Central System are processed and available for reporting or viewing on-line.
- **Data Reconciliation Accuracy:** All data, financial and otherwise throughout the entire System shall reconcile with an accuracy rate of 99.73%. If accuracy falls below this threshold, and the anomaly persists after 72 hours, the availability metric is unmet.

15.7.2.1 How Is It Measured

- **Reports Available:** Reports availability will be determined by monitoring the status of the Hummingbird and Oracle Database server using monitoring software, as well as any reported and verified outages from users to the ROSD. Downtime will be

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calculated from the reported downtime until functionality is restored. This period downtime will be applied to the formula and criteria detailed in Section 15.7.7.

- **Nextfare GUI:** Nextfare GUI availability will be determined by monitoring the status of the GUI URL using system and network monitoring software, as well as any reported and verified outages from users. Downtime will be calculated from the reported downtime until functionality is restored. This period downtime will be applied to the formula and criteria detailed in Section 15.7.7.
- **Credit/Debit Payment Processing:** Credit/Debit Payment Processing availability will be determined by monitoring the status of the Debit Credit Switch URL using system and network monitoring software, as well as any reported and verified system wide outages to the ROSD. Downtime will be calculated from the reported downtime until functionality is restored. This period downtime will be applied to the formula and criteria detailed in Section 15.7.7.
- **Transactions Processed:** The End-of-Day (EOD) process will be monitored to ensure it has completed successfully by the start of business
- **System Communication Network:** The Communication equipment including Switches and Routers will be monitored using network and communication equipment monitoring software and tools. Downtime from the monitoring systems or downtime due to user reports to the ROSD will be applied to the formula detailed in Section 15.7.7 to calculate the period availability. It is assumed that the Contractor will have 24-hour access to LACMTA's or it's agent's facilities where various communication equipment is situated.
- **Data Reconciliation Accuracy:** Data reconciliation accuracy shall be determined by reconciling any or all data elements across any or all reports and device transaction, for all data financial and otherwise. After completion and acceptance of the Contractor SIT, LACMTA will measure the accuracy on a quarterly basis using reports and/or device data and will work with the Contractor to determine if the accuracy requirement is met for that period.

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15.7.3 SLA 2: Operation Support Services

Service	Target periodic Availability Requirement	Period Svc Chg Apportionment	Level 1 Payment	Level 2 Payment	Level 3 Payment	Level 4 Payment
Support Call Centre (ROSD)	100% / 24 Hour Availability	50%	97.50 - 97.99%	98.00 - 99.79%	99.80 - 100%	100%
Call Answer Rate	25 second average	10%	Greater than 45 seconds average	45 -30 seconds average.	29-26 seconds average	Less than or equal to 25 seconds average
Engineering Support	100% / 8am - 6pm weekdays	40%	Less than 80.00%	Less than 90.00%	90 - 99.99%	100%

15.7.3.1 What is measured

- **Support Call Centre:** Percent availability of ROSD 24x7 during each period.
- **Call Answer Rate:** Average length of time it takes for the Support Call Centre representatives to answer the phone during the reporting period.
- **Call Abandoned Rate:** Percent of calls that disconnect without being answered by a Support Call Centre representative.
- **Engineering Support:** Percent availability of engineering support during normal business operating hours.

15.7.3.2 How is it measured

- The IVR system is configured to capture and report on all relevant call data, including the ROSD availability and Call Answer Rate.
- The Service Management System will capture the immediate assignment of Service Calls passed to Engineering Support for resolution.
- Reports used
 - IVR System Reports
 - Metrix Service Management System reports applying the Period Availability report detailed in section 15.7.7

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15.7.4 SLA 3: Asset Management Services – LACMTA Rail Device Availability

Fixed Device	Equipment Quantity ²	Target periodic Availability Requirement	Period Svc Chg Apportionment	Payment Level					
				Level 1 Payment	Level 2 Payment	Level 3 Payment	Level 4 Payment	Level 5 Payment	Level 6 Payment
TVM	496	99.5%	40%	98.50 - 98.99%	99.00- 99.39	99.40- 99.44	99.45- 99.50	99.51- 99.70	Equal/ Greater than 99.71
SAV	305	99.8%	10%	98.50 - 98.99%	99.00- 99.39	99.40- 99.69	99.70- 99.80	99.81- 99.90	Equal/ Greater than 99.91
Gating Equipment	323 aisles	99.7%	50%	98.50 - 98.99%	99.00- 99.39	99.40- 99.59	99.60- 99.70	99.71- 99.80	Equal/ Greater than 99.81

Notes

¹The availability targets for the above equipment groups will remain unchanged should quantities increase.

² Due to the remote location and service hours of the Metro Customer Service Centers, Contractor will only respond to service calls for the three Customer Service Center TVMs between Monday – Saturday, 9:00AM – 6:00PM. All service calls generated or received after 4:00PM will be responded to on the next customer service business day. Contractor’s respond and repair time will be no more than four (4) hours for these three TVMs. Due to the unique location and service hours of these devices, the three Customer Service TVMs are not included in this document’s Availability agreement or SLA-3 TVM Equipment Quantity count, but shall be maintained by the aforementioned agreement. However, Contractor shall still track and include its monthly performance for the three Customer Service Center TVMs in the Monthly Service Report.

15.7.4.1 What is measured

- **For all devices:** Percentage of time the devices are available during hours of operation.

15.7.4.2 How is it measured

- Metrix has an inherent function to calculate and report on cumulative downtime. This period downtime will be applied to the formula and criteria detailed in section 15.7.7.
- Reports used
 - Metrix availability by device type

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15.7.5 SLA 4: Asset Management Services – Maximum Repair Times

Minimum Requirement per event	LACMTA Rail Equipment	Requirement	Assessment charge per event	Assessment charge for each additional 4-hour period
Max shall not exceed four hours	TVM, SAV, Gate	98%	\$1,000	\$1,500
Max shall not exceed 90 minutes	TVM, SAV, Gate If 50% or more at any station becomes OOS	98%	\$1,000	\$1,500
Max shall not exceed 90 minutes	TVM, SAV, Turnstile During peak service hours (6-9am, 3- 6pm).	98%	\$1,000	\$1,500
Max shall not exceed 90 minutes	ADA Gate	98%	\$1,000	\$1,500

WHAT IS MEASURED

All relevant failures of LACMTA Rail Equipment as determined in the monthly Service Review Meetings in the second column of SLA 4 shall be repaired and the equipment returned to service within the not to exceed period stated in the first column (Minimum Requirement per event) of SLA 4.

- **How is it measured**

Metrix has an inherent function to calculate and report on individual response time and repair time.

- Reports used
- Metrix response and repair time per incident

15.7.6 SLA 5: FFSOT Availability/LFSOT, or BMV Exchange

Device or System	Equipment Quantity	Repair Returns	Period Svc Chg Apportionment	Payment Levels					
				Level 1 Payment	Level 2 Payment	Level 3 Payment	Level 4 Payment	Level 5 Payment	Level 6 Payment
FFSOT	50	N/A	20%	98.50 - 98.99%	99.00 - 99.39%	99.40 - 99.59%	99.60 - 99.69%	99.70 - 99.79%	Equal/ Greater than 99.80%
LFSOT or BMV	1220	98%	80%	_____	93.00 – 93.99%	94.00 – 95.99%	96.00 – 98.00%	98.01 – 99.00%	Equal/ Greater than 99.01%

15.7.6.1 What is measured

- Onsite repair of an FFSOT by Contractor: Upon notification to the ROSD

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of a failed FFSOT unit located in Southern California, a Contractor technician shall be dispatched for an onsite repair and the unit shall be returned to service the same day. Availability of the FFSOTs wherever located is measured in accordance with the first line of this SLA 5 chart.

- One-for-one exchange by the drop-off of an LFSOT or BMV by LACMTA or its agent for repair: Upon notification for an RMA exchange to the ROSD, a full functional LFSOT or BMV unit shall be exchanged the same day.

The availability calculation for depot maintenance items (e.g. LFSOT, BMV) shall be the percentage of spare devices exchanged the same day for faulty devices at the ROSD.

15.7.6.2 How is it measured

For FFSOTs:

- Metrix has an inherent function to calculate and report on cumulative downtime. This period downtime will be applied to the formula and criteria detailed in Section 15.7.7.

Reports used:

- Metrix availability by device type

For LFSOT or BMVs:

- Metrix has the inherent function to raise RMAs and log the date and time of when the individual RMA was raised and when the replacement unit was dispatched.

Reports used:

- Metrix RMA fulfillment report

15.7.7 Availability Calculation

Availability will be calculated for each Period for each device or system type using the following formula:

$$\text{Period Availability}^4 = \frac{\text{Period Operational Hours}^1 - \text{Period OOS Hours}^{2, 3}}{\text{Period Operational Hours}^1}$$

Notes:

1. Period Operational Hours = mean equipment quantity (monthly period) x Daily Operating Hours (24 hours x period days)
2. Period Out of Service (OOS) hours shall exclude hours for predefined scheduled

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- equipment and system maintenance, LACMTA funded or requested upgrades/enhancements provided in the Period Operational Hours by agreement, non-chargeable, and any delays resulting from access not being provided.
3. Period OOS Hours for TVMs, Gating Equipment and SAVs shall include the aggregate time elapsed from the time of the reported failure until the Contractor has fixed or remedied such failure. Failures and Period Availability shall be subject to LACMTA concurrence and shall be reviewed every month in the Service Review Meeting.

 4. The precision of the calculation of Period Availability shall be limited to 3 decimal places (the value of the 4th decimal place shall be used to increment or decrement the value of 3rd decimal place as follows:
 - a. If the Period Availability to 4 decimal places is less than the Required Availability, then the 3rd decimal place shall be incremented.
 - b. If the Period Availability to 4 decimal places is greater than the Required Availability, then the 3rd decimal place shall be decremented).

The Contractor’s performance in terms of the applicable Service Level payment adjustment shall be assessed monthly.

15.7.8 Repair Time, System Component

"Repair Time" is defined as the elapsed time from the time a maintenance-required condition is reported (either automatically or manually) and established to the time the System Component is restored to full service level and the maintenance person calls the Revenue Operations Service Desk to report that the problem is fully repaired and the System Component is back in full use.

Problems associated with communications lines not included in the Contractor’s scope or provided by a subcontractor will not be included in the calculation of Response Time once the problem has been reported to the provider of the communications lines.

SLA 6: Software Key Performance Indicator (KPI)

Table 1

Priority	CARDS AFFECTED TOTAL IMPACT ASSESSMENT		Grace Period (Calendar days before abatement is assessed)	DAILY ABATEMENT
	From	To		
1	1	9,999	180 Days	\$150.00
2	10,000	999,999	60 Days	\$150.00
3	1,000,000	1,999,999	45 Days	\$300.00
4	2,000,000	+	0 Days	\$600.00

The Software KPI applies to all System Components and software detailed in the Contract with the exception of Modification 145 to the Contract for NextLink Services & Mobile Solutions,

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which provides stand-alone KPIs and service credits. This section outlines the process for all other existing and new software releases from Contractor. Part of this process will include onsite engineering support from Contractor for each new software release. The assigned onsite personnel must be familiar with the LACMTA TAP environment, specializing in working through LACMTA TAP function testing and LACMTA TAP business logic. The Contractor engineering support will work with LACMTA to correct software, run tests, and remain onsite until LACMTA deems the new software release acceptable for field testing and final system wide deployment based on conformity to LACMTA business rules outlined in original software release request.

The Software KPI shall be eligible for assessment upon deviations from, or non-conformity of, the software requirements as defined in the Contract, including changes thereto in accordance with GC-24, and as otherwise specified in this Section 15.7.

15.7.10.1 Software Deliverable Process

In order to streamline the software release process and have minimal impact to patrons, the following software deliverable process will be followed for every new software release the Contractor provides LACMTA:

- LACMTA requests new software build based on a reported software bug or other deviation from, or non-conformity of, the software requirements as defined in the Contract, including changes thereto in accordance with GC-24, or an executed Change Notice
- Contractor software engineering receives new request tracked through a generated metrix ticket number and informs LACMTA of request through metrix report ticket number process generation which includes test plan and test plan execution process for each software build.
- When Contractor is prepared to release new software build LACMTA is contacted via the ROSD “Metrix” report process.
- A “software deliverable date” is agreed upon and new certified software release is delivered to LACMTA which includes same day onsite software engineering support specializing in LACMTA function testing and LACMTA business rules.
- Contractor engineering support works with LACMTA engineering support onsite as necessary throughout function and business testing until LACMTA deems the new software build bug free, and ready for system wide deployment based on conformity to LACMTA business rules outlined in original software release request.

15.7.11 What Is Measured

The Software Key Performance Indicator is comprised of three elements of assessment: Qualitative Impact, Quantitative Impact and Time-To-Fix. The Total Impact is derived by multiplying the Qualitative Impact by the Quantitative Impact. The Total Impact Assessment will determine the priority, allowable grace period, and daily abatement value as defined in Table 1. The Total Impact Assessment and abatement value will be determined after the

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software issue has been Corrected and is based upon the total number of calendar days Contractor required to fix the problem after the applicable grace period. "Corrected" is defined as Contractor notice and delivery of software that specifically resolves an issue documented by an established Software Incident Report (SIR) to a shared eRoom (or equivalent) for subsequent LACMTA download and test.

15.7.12 How Is It Measured

Qualitative Impact (QLI) is broken down into four areas: patron loss, patron unearned gains, data corruption or loss, and the required effort of both TAP and non-TAP LACMTA departments to identify, mitigate and/or analyze the software problem. Each of these qualitative areas is further broken down into a series of yes/no questions that are weighted depending upon the level of impact. An Excel spreadsheet calculates the overall qualitative score.

1. Patron Loss – this category is weighted at fifty percent (50%) and attempts to capture the qualitative impact of loss on LACMTA and/or its patrons. Loss is defined by the following types:
 - a. Citation potential (30%)
 - b. Loss of dollar amount or pass (10%)
 - c. Prevent boarding (10%)
 - d. New card required (10%)
 - e. Inconvenience (5%)
 - f. Limit payment types (5%)
 - g. Limit number of devices accepting (5%)
 - h. Limit use time by hours (10%)
 - i. Limit use time by days (15%)
2. Patron unearned gains – this category is weighted at twenty five percent (25%) and attempts to capture the impact of LACMTA lost dollar values:
 - a. Give away dollar amount or pass (40%)
 - b. Extra use time by hours (20%)
 - c. Extra use time by days (40%)
3. Data – this category is weighted at fifteen percent (15%) and attempts to capture the impact caused by potential data corruption or the result of corrupted data.
 - a. Data corruption temporary (5%)
 - b. Data corruption permanent (25%)
 - c. Data loss temporary (10%)
 - d. Data loss permanent (40%)
 - e. Reports effected (20%)
4. General – this category is weighted at ten percent (10%) and attempts to capture the impact of the required involvement of TAP and/or non-TAP LACMTA departments to identify mitigate and/or analyze a software problem.

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- a. TAP involvement beyond identification of problem (65%)
- b. Other department involvement (25%)
- c. High management level of involvement (10%)

Quantitative impact (QNI) measures the effect based upon the number of cards affected or incidents that occurred during the time period from when the KPI clock begins and ends.

15.7.12.1 Impact Assessment Calculation

LACMTA TAP formula impact spreadsheet automatically calculates the impact based on a series of defined incident types as such:

Qualitative Impact (QLI, patron impact) x Quantitative Impact (QNI, tap card impact)
Total impact (TI) = (QLI x QNI)

15.7.13 Software Incident Reporting Process

1. LACMTA formally submits via email, a completed Software Incident Report (SIR) to the ROSD, which for this purpose, shall be assigned to the Contractor Project Manager, the Procurement Manager and the Maintenance and Operations Manager at the Contractor's Norwalk facility.
2. A one-day evaluation and data sharing period commences for the purpose of diagnosing the software issue.
3. Once the software issue is identified by the SIR, it is subject to the impact assessment criteria defined in section 15.7.11 and 15.7.12. At this moment the KPI clock shall commence and Contractor begins work to resolve the issue.
4. The KPI clock ends when Contractor delivers an updated version of software that resolves the issue.
5. Qualitative and Quantitative impact will be reconciled after a software fix has been delivered to LACMTA.
6. The Qualitative Impact score will be mutually agreed to between delegates from both LACMTA and Contractor based upon analysis of all reasonably available data.
7. Only the number of cards or documented incidents that occurred during the period between when the KPI clock begins and ends will be used to determine the Quantitative Impact score.

15.8 Patching, Cybersecurity and Compliance

Contractor responsibilities are as identified in Reference (A) Patching Modification 152.00 and Reference (B) PCI Modifications 108.00, 108.01, 108.02 and 146.00.

CONTRACT

15.9 Disentanglement

Contractor agrees that in the event of termination of all or any part of this System Support Services and Warranty Plan for any reason during the Term, or in the event LACMTA elects to discontinue use of Contractor Services at the end of the Term, including but not limited to if LACMTA decides to establish an in-house maintenance program or awards the maintenance function to a successor contractor, Contractor shall fully cooperate with LACMTA in the transition of LACMTA to a new provider of goods and services, toward the end that there be no interruption of day-to-day Services operations. Contractor will assist LACMTA in developing a potential Transition Plan at 24 months prior to the end of the Term.

The Transition Plan will be mutually agreed upon by the parties and include the following "wind down" operations on the part of the Contractor:

- One week of Preventive Maintenance procedure train-the-trainer training for System Components.
- Turning applicable records over to a LACMTA Manager.
- Providing a "closeout" audit of all System Components, materials, supplies, storage cabinets, doors, security systems, structures and other locks and/or devices and items, as applicable.
- Providing a recommended listing of future Work to be done which is required to keep the System in full operations.

**System Support Services and Warranty Plan for the
LA Metro TAP Automatic Fare Collection System**

CONTRACT

15.10 Revised Performance Requirements (Service Level Agreements)

The following Sections from the Technical Specification of Base Contract shall not be applicable or enforceable with regard to the Contractor's delivery, performance and requirements pertaining to Services, as described within the entirety of this document:

- 2.10.2a,
- 2.10.2b
- 2.10.2c
- 2.10.2d
- 2.10.2e
- 2.10.2f
- 2.10.2g
- 2.10.2h
- 2.10.2i
- 2.10.2j
- 2.10.4a
- 2.10.4b
- 2.10.4c
- 2.10.4d
- 2.10.4e
- 2.10.5a
- 2.10.8.2a
- 2.10.8.2b
- 2.10.8.2c
- 2.10.9a
- 2.11.2a
- 2.11.3a
- 2.11.3b
- 2.11.3c
- 2.11.3d
- 2.11.3e
- 2.11.3f
- 19.8
- 19.11a-k

Additionally, Sections 8.0 - Maintenance and 9.0 – Warranty of Change Order 25 (The Regional Central Data Collect System), and SP-5 and SP-7 of the Base Contract, are now superseded in their entirety by the terms and conditions of this Section 15.

###

TAP Assets Maintained
TAP System Support Services -Contract OP-02-4610-10

Equipment	No. of Assets Maintained
Regional Central Data Collection System *	1
Metro Central Data Collection System **	1
Faregate Gating Equipment	467
Swing Gate Equipment	154
Stand Alone Validators ("SAV")	305
TAP Vending Machines ("TVM")	495
Automated Fare Collection Communication Network	1
Full Functional Sales Office Terminals ("SOT")	50
Limited Functional Sales Office terminals	1,155
Garage Computer	17
Bus Mobile Validator (BMV)	515
Special Event Bus Mobile Validator (SEBMV)	20

* Regional CDCS – The RCDCS is the final repository for all Tap transactions across the region. Tap is a store-and-forward system in which each subsystem, garage computer and sales device, sends its full set of transactions to the RCDCS. All Tap data is derived from the information stored and managed on the RCDCS.

** Metro CDCS – The Metro CDCS handles all of the data created on Metro devices including TVMs, SAVs, SOTs, Bus Mobile Validators, as well as Metro's garage computers and Fare Gates.

TAP Vision

David Sutton
Executive Officer, TAP
Regular Board Meeting
April 25, 2019



Where are we today?



- Contactless, chip-based smart card system
- 26 TAP agencies including 3800 regional buses, 123 rail stations (growing exponentially!) + paratransit
- 29M regional transactions/month
- Over 750 different products on fare table
- Over 1.5M passes and \$12M of Stored Value sold/month
- 440 LA county outlets selling \$16M/month
- Website sales of over \$1M/month
- 20 Terabytes of data/month

TAP Supports 26 Transit Agencies



Proprietary equipment & software covered by the Support Services contract

2973
Fare Boxes



1000 +
Compact
Point of Sales



1339 Bus
Mobile
Validators



305 Station
Validators



367 Gates
154 Emergency Gates



495 Ticket
Vending
Machines

100+ Servers
34 Garage computers

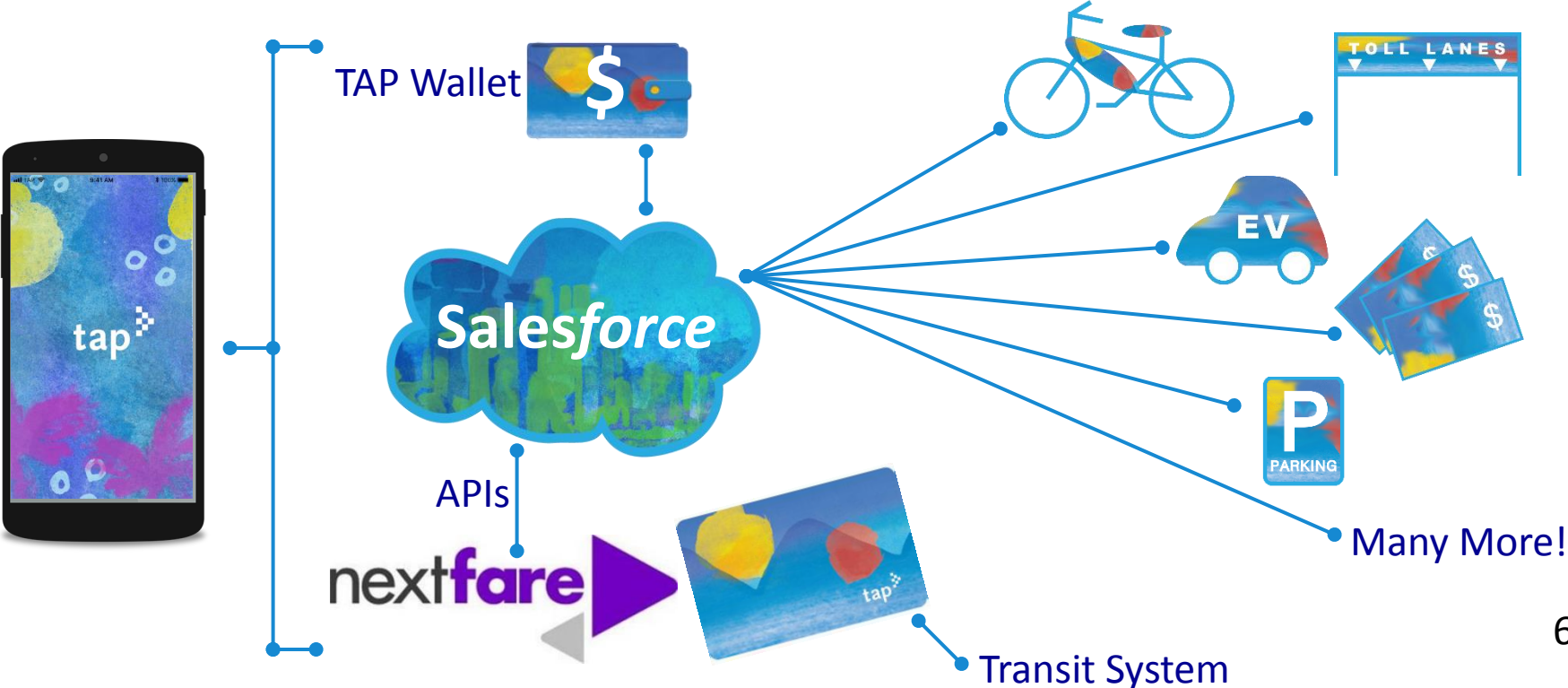


Non-Cubic TAP Integration



Vendor	Equipment/Service
Axiom xCell, Inc.	Fare Enforcement Devices
CA Signs	Bus Farebox Decals
Conduent, Inc.	TAP – ATMS connection
Genfare SPX, Inc.	Farebox hardware upgrade components
Golden Star Technology, Inc.	Bus Driver Control Units
PAX Technology, Inc.	Retail Sales Devices
PSI Repair, Inc.	Repair of bus farebox control boards
Publicis Sapien	Salesforce integrator for account-based Customer Relationship Management System
Robnett Electric, Inc.	Installation of TAP fare collection equipment
Salesforce	New system for customer relationship management and web
TBD (developing scope)	Regional data warehouse to store TAP
In-house Metro labor	Farebox repair and maintenance

What are the plans for the future?



5-year Vision



- Continue Support Services Contract
 - Closely monitor technology trends
 - Compare our hybrid system with systems being built by Cubic
 - NY (\$500M+)
 - Boston (\$750M)
 - Chicago (\$500M+)
 - San Francisco (\$461M +)
 - In two years do comparative analysis to choose:
 - Go out to bid
- Or
- Stay with current hybrid system

TAP System Support Services

Board of Directors Meeting

April 25, 2019



Proprietary Cubic Services

This is what Cubic maintains:

- Metro Hardware
 - 495 TAP Vending Machines (TVMs)
 - 305 Station Validators
 - 467 Turnstiles and ADA Gates
 - 154 Emergency Swing Gates
 - 17 Garage Computers (at bus divisions)
 - 535 Bus Mobile Validators
- Muni Hardware
 - 17 Garage Computers
 - 804 Bus Mobile Validators
 - 1,337 TAP Readers
- Other Cubic Support
 - Regional farebox software and hardware upgrade
 - Nextlink for TAP Mobile and Merchant app

Support Services Agreement Summary

- Cubic's 5.5 year proposal is in alignment with NextLink and the TAP Mobile App contract end date (December 2024)
 - 20 additional improvements including more KPIs, more engineers & maintenance staff
 - 105 mobile validators for Metro Rapid All-Door Boarding, and the City of Glendora
- Funding is from Prop C 40%
- Cubic has exceeded their DBE goal by 2.18% for a total of 7.83%
- Staff's recommendation is to approve this agreement

**Board Report**

File #: 2018-0801, **File Type:** Contract

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

SUBJECT: REGIONAL RAIL ON-CALL SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six task order based on-call Contracts for Regional Rail Planning and Environmental services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:
1. Gensler, Contract Number AE56752000
 2. HDR Engineering, Inc., Contract Number AE56752001
 3. Jacobs/CH2M Hill, Contract Number AE56752002
 4. Mott MacDonald, LLC, Contract Number AE56752003
 5. STV Inc., Contract Number AE56752004
 6. WSP USA, Contract Number AE56752005
- B. AWARD five task order based on-call Contracts for Regional Rail Engineering and Design services to the firms listed below for a five-year base period in an amount not-to-exceed \$11 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$15 million, subject to resolution of protest(s) if any. The following firms are recommended for award:
1. AECOM Technical Services, Inc, Contract Number AE56750000
 2. HDR Engineering, Inc., Contract Number AE56750001
 3. Mott MacDonald, LLC, Contract Number AE56750002
 4. Pacific Railway Enterprises, Inc., Contract Number AE56750003
 5. RailPros, Contract Number AE56750004
- C. AWARD four task order based on-call Contracts for Regional Rail Project Management services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options in an amount not-to-exceed \$2 million each year, for a not-to-

exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE5664300001
2. RPA Joint Venture, Contract Number AE5664300102
3. Stantec, Contract Number AE5664300202
4. WSP USA, Contract Number AE5664300302

- D. EXECUTE individual task orders for planning and environmental on-call services in a total amount not-to-exceed \$14,000,000; for engineering and design on-call services in a total amount not-to-exceed \$15,000,000; and for project management on-call services in a total amount not-to-exceed \$14,000,000.

ISSUE

Metro's Regional Rail Engineering and Planning Bench expired on April 25, 2018 for professional services for railroad infrastructure engineering and related services. Due to the diversity and complexity of Metro's Regional Program integrating commuter rail, intercity rail, high speed rail, freight trains along with light rail in the right-of-way corridor, Regional Rail expanded the scope of services into three separate on-call solicitations with task orders that will be issued to the selected contractors on a rotating basis.

BACKGROUND

In partnership with LOSSAN, California High Speed Rail Authority, Southern California Regional Rail Authority (also known as Metrolink) and its five member joint powers authority including the San Bernardino County Transportation Authority, Riverside County Transportation Authority, Orange County Transportation Authority and Ventura County Transportation Commission, Metro Regional Rail is responsible for planning and environmental studies, programming, designing and constructing regional rail projects that serve the commuter, intercity, freight and high speed rail systems in Los Angeles County to enhance the regional rail mobility in Southern California. Metro owns approximately 150 route miles of Class 1 commuter rail right-of-way with 152 at-grade crossings in Los Angeles County spanning across up to Lancaster in the North, Chatsworth station in the west and Claremont in the East.

The Regional Rail bench contract expired April 2018 and generated eight task orders totaling \$4.9 million that included five prime engineering consultants only. Staff was successful in using all five consultants on a rotating basis. The Regional Rail bench scope of work was limited to \$1 million per task and since most of the Regional Rail work exceeded \$1 million per task, staff used the standard Request for Proposal (RFP) procurement which takes at least 3 to 4 months longer. Regional Rail work using the RFP procurement exceeded a total of \$100 million.

DISCUSSION

The Regional Rail program has grown up to \$5 billion and, with the exception of the grade separation

projects, most of these projects are consistent with Metrolink's Southern California Optimized Rail Expansion Plan (SCORE). Some of these projects, such as the Link Union Station, Rosecrans Marquardt Grade Separation, Doran Street Grade Separation Active Transportation Projects, etc. have been awarded state funding or received financial commitment totaling over \$1.1 billion. In addition, Metro Regional Rail is working with Metro Planning, Metrolink and partner agencies in actively pursuing grants for the capital program so staff anticipates there are additional new Regional Rail projects that will be added over the term of the contract.

Due to the complicated engineering and planning analysis of integrating commuter rail, intercity rail, light rail, freight rail, future high speed rail systems along with light rail in the same right-of-way corridor coupled with transit oriented developments, the Regional Rail on-call services aligns the diversity and complexity of the planning, designing and constructing the regional rail program for specific phases of a projects life. The three separate on-call service solicitations widened the diversity of the Regional Rail consultants and allowed staff to unbundle the work in discrete phases in lieu of the former method of one bigger Request for Proposals. In addition, the three separate on-call service solicitations added approximately 50 percent new consultants to the Regional Rail program compared to only the five prime engineering firms.

Regional Rail has a proven track record of using all five consultants in the Regional Rail Bench. However, due to conflicts with other Metro and non-Metro projects, of the five consultants on the Regional Rail bench, there were instances when only one proposal was received and staff was only able to use some of the consultants once during the prior contract term. Therefore, the three on-call contracts, which include four to six consultants each, are needed to support the diverse work of the Regional Rail program. With a busy construction market with several large transit, airport, and real estate developments of up to \$2 billion for each project and due to the size of the projects, there are many of the consultants working on multiple projects. With the number of consultants under each on-call contract, Metro should avoid potential conflicts that the consultants may have with their other projects.

In order to support this work, staff is recommending the total funding value of \$14 million for planning and environmental, \$15 million for engineering and design, and \$14 million for project management contracts over the next five years. An on-call program will expedite the task order procurement process for small- or mid-scale projects since all qualified consultants are chosen through this award approval process. The task order assignments issued under these on-call contracts are tasks that will require specialized services and must be initiated and completed in a relatively short period of time.

DETERMINATION OF SAFETY IMPACT

The approval of these on-call contracts will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of Regional Rail on-call contracts would have no impact on the existing FY19 budget. Funding for FY19 task orders will come from existing Regional Rail budgets for other 2415 cost

center projects. Each task order awarded to a contractor will be funded with source of funds identified at the time of project initiation. Since this is a multi-year contract, the cost center senior executive officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for each task order varies for each specific project that includes California High Speed Rail Prop 1A, California State Transit Intercity Rail Program, Senate Bill 1 Active Transportation Program, Transportation Investment Generating Economic Recovery Grant (TIGER) Discretionary Grants (renamed to Better Utilizing Investments to Leverage Developments), State Transportation Improvement Program, Measure R 3% and other funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Metro Board could choose not to approve the recommendations. This is not recommended as the awards of these on-call services is needed to support the Regional Rail program to deliver projects on-time and within budget and support Regional Rail's ability to respond quickly to Board direction. In addition, the on-call services will create new contracting opportunities.

NEXT STEPS

Upon Board approval, staff will establish and execute the on-call contracts. As needed, staff will prepare individual task orders from specific on-call contracts and begin working with the consultants on a rotating basis to agree on scope of work and a cost estimate. SBE and DVBE goal requirements will be upheld for each individual task order. The Regional Rail team will report on an annual basis to the Board on the usage of the on-call contracts.

ATTACHMENTS

File #: 2018-0801, **File Type:** Contract

Agenda Number:

Attachment A - Procurement Summaries

Attachment B - DEOD Summaries

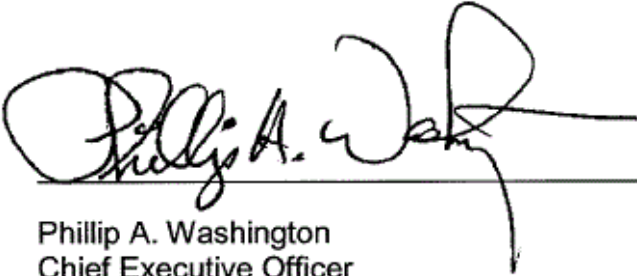
Prepared by: Brian Balderrama, Senior Director, Project Engineering, Regional Rail, (213) 418-3177

Jeanet Owens, Senior Executive Officer, Project Management/Regional Rail, (213) 418-3189

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

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ENGINEERING AND DESIGN ON-CALL ADVISORY SERVICES
AE56750000 through AE56750004**

1.	Contract Number: AE56750000, AE56750001, AE56750002, AE56750003, AE56750004	
2.	Recommended Vendor: AECOM Technical Services Inc., HDR Engineering Inc., Mott MacDonald LLC, Pacific Railway Enterprises Inc., RailPros, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 01/16/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/ Downloaded: 243	Proposals Received: 11
6.	Contract Administrator: Mark Penn	Telephone Number: 213-922-1455
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56750000, AE56750001, AE56750002, AE56750003, and AE56750004 issued to AECOM Technical Services, Inc., HDR Engineering, Inc., Mott MacDonald LLC, Pacific Railway Enterprises, Inc., and Rail Pros, Inc., respectively, in support of engineering and design on-call advisory services for rail projects in Los Angeles County. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 28% (SBE 25% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 47 questions asked and responses were released prior to the proposal due date.

A total of 243 firms downloaded the RFP and were included in the plan holders list. A total of 11 proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 8, 2018, the PET completed its independent evaluation of the proposals. The PET determined that four firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

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

1. AECOM Technical Services Inc.
2. HDR Engineering, Inc.

3. Mott MacDonald, LLC
4. Pacific Railway Enterprises, Inc.
5. RailPros, Inc.
6. Regional Rail Engineering Team
7. TY Lin International

On November 16, 2018, the PET interviewed the seven firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc.

HDR was founded in 1917 and since 1973, has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. Locally, HDR has 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services.

In its proposal and during oral presentation, HDR provided a clear and concise program management plan (PMP) that included resource allocation and project controls. One key element in resource allocation was that HDR would leverage staff in various offices if necessary, locally and nationally. A clear stakeholder coordination and community support plan was also presented. HDR also identified a list of technical approaches for work tasks and identified projects on where that same approach may have been previously used on other HDR projects.

RailPros, Inc.

RailPros, Inc. is a rail and freight rail consultant in Southern California. The company has 125 California staff with the local staff providing a full range of expertise with project managers, disciplinary engineers, project controls, construction management, inspection, and flagging staff.

In their proposal and during oral presentations, RailPros, Inc. displayed a clear understanding of the requirements of the program in addition to the challenges that would be encountered. A six-step approach to success was presented in the proposal; and during oral presentation, the company demonstrated extensive experience in designing and building regional rail systems while maintaining service at the same time. The PMP was clear and well thought out. Personnel designated as key would be dedicated for the duration of the contract.

The team's collective areas of expertise as highlighted in the proposal and during oral presentations include railroad crossings, track work, quiet zones, signaling, PTC, traffic engineering, structures, fiber optics, station communications, civil, utilities, third party coordination, construction phasing, public finance, and procurement support.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a Southern California local business that provides program management, civil engineering, right-of-way engineering, and signal and communications design to its clients.

In their proposal and during oral presentation, PRE demonstrated extensive experience with freight and commuter rail lines. An overview of some basic overriding aspects that are key to delivering a successful project was provided in the proposal. The PMP was clear and emphasized that PRE was positioned to provide responses in a timely manner. A schedule was provided in the proposal which helped provide clarity in understanding anticipated work.

AECOM Technical Services Inc.

AECOM is a global provider of transportation planning, engineering, urban design, architecture, technical support, and management services to a broad range of markets, including the transit industry.

AECOM presented a clear and concise PMP. Six task focus areas were identified as being the core concentration of the project: Rail Corridor and Track Design; Grade Separations; Grade Crossings; Stations and Facilities; Systems; and Specialty Services and Support. In addition, AECOM and its team outlined a detailed approach in providing a comprehensive utility investigation and design application that could be applied to any variation of transit projects, large or small.

Mott MacDonald, LLC

Mott MacDonald LLC provides rail engineering services that range from corridor planning and feasibility studies to preliminary and final engineering design, construction management, commissioning, and asset management.

The proposal and oral presentation showed the company being able to balance working with railroads and relevant stakeholders on commuter rail projects without disrupting operations. The company demonstrated a good understanding of the statement of work and how work should be processed. In addition to a good explanation regarding how coordination with public and private stakeholders was provided, drone technology and its capability was also discussed as a means of addressing general project challenges.

Following is a summary of the PET evaluation scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	HDR				
2	Skill and Experience of the Team	90.00	40.00%	36.00	
3	Project Management Plan	84.66	35.00%	29.63	
4	Project Understanding	86.67	25.00%	21.67	
5	Total		100.00%	87.30	1
6	Rail Pros, Inc.				
7	Skill and Experience of the Team	82.23	40.00%	32.89	
8	Project Management Plan	85.33	35.00%	29.87	
9	Project Understanding	87.33	25.00%	21.83	
10	Total		100.00%	84.59	2
11	Pacific Railway Enterprises, Inc.				
12	Skill and Experience of the Team	82.23	40.00%	32.89	
13	Project Management Plan	82.00	35.00%	28.70	
14	Project Understanding	71.33	25.00%	17.83	
15	Total		100.00%	79.42	3
16	AECOM Technical Services Inc.				
17	Skill and Experience of the Team	77.78	40.00%	31.11	
18	Project Management Plan	78.66	35.00%	27.53	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.64	4
21	Mott MacDonald LLC				
22	Skill and Experience of the Team	81.10	40.00%	32.44	
23	Project Management Plan	78.00	35.00%	27.30	
24	Project Understanding	75.32	25.00%	18.83	

25	Total		100.00%	78.57	5
26	Regional Rail Engineering Team				
27	Skill and Experience of the Team	77.78	40.00%	31.11	
28	Project Management Plan	70.67	35.00%	24.73	
29	Project Understanding	72.68	25.00%	18.17	
30	Total		100.00%	74.01	6
31	TY Lin International				
32	Skill and Experience of the Team	68.83	40.00%	27.53	
33	Project Management Plan	72.00	35.00%	25.20	
34	Project Understanding	73.28	25.00%	18.32	
35	Total		100.00%	71.05	7

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Nationally, HDR is supported by nearly 10,000 employee owners in over 200 locations world-wide and has completed projects in 60 countries. Other clients include Metrolink, SBCTA, RCTC, OCTA, SANDAG, NCTD, Amtrak, UPRR, BNSF, and Alameda Corridor-East Construction Authority. In addition, HDR Engineering, Inc. has extensive experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, engineering design, architecture, grant programs, and Right of Way.

Their proposed Project Manager has more than 23 years of experience and has conducted transportation planning studies for Southern California public agencies since 1980. Other key HDR staff members average over 24 years in the industry.

RailPros, Inc.

RailPros, Inc. is focused on rail infrastructure and their stated mission is to provide complete railroad project delivery services from concept through completion characterized by technical excellence and outstanding service that creates long term

value to its customers. Their proposed Project Manager has over 20 years' experience on railroad projects and has managed railroad track and structures projects as well as led and performed railroad structures engineering work. Other key personnel average over 18 years of experience.

The company currently has contracts with Metrolink, Metro, UPRR, BNSF, the Ports, LOSSAN, private clients and related public agencies respectively. Current business includes active projects such as, but not limited to, Van Nuys North Platform, Vista Canyon Multi-Modal Center, SCRRA On-Call, SMART Larkspur Extension, and ACE Grade Crossings.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a local business in operation since 1994. The company's experience is in providing program management, civil engineering, right-of-way engineering, and signal and communications design. Offices are located in Riverside, CA and San Diego, CA. Recently completed projects include Metrolink's Perris Valley Line and the San Bernardino Downtown Passenger Rail Project, as well as work on the Orange County and Valley Ventura Lines and Positive Train Control (PTC) interfaces with rail vehicles. PRE is also providing final signal design for the Redlands Rail Passenger Project.

The proposed Project Manager has over 34 years of experience on railroad projects.

AECOM

Headquartered in Los Angeles, California, AECOM and its legacy companies have been providing technical services for commuter and intercity rail and freight rail for over 75 years and has worked with nearly every major transit agency and every Class 1 railroad in the US and Canada. AECOM has a long history of working with Metro and SCRRA beginning with engineering assistance in the early 1990's and continuing today. The experience includes corridor planning and track, grade crossing, station, bridge, and systems design and construction management on high-traffic rail corridors with compressed construction windows.

Other projects include the Empire Avenue Grade Separation, Perris Valley Extension, City of Glendale Grade Crossing Improvements, Orange Line/Chatsworth Metrolink Station, and LA County Grade Crossing and Corridor Study. AECOM is staffed globally and nation-wide, with 300 of its total personnel located in Los Angeles. The project manager has 36 years of experience. Other key personnel average over 26 years of experience.

Mott MacDonald, LLC

Mott MacDonald is an employee owned global planning, engineering, management, and development consultancy with a long history of serving public and private sector

clients with a broad and diverse range of professional services. For the past 30 years, the company has been actively delivering rail engineering projects in the LA County. Clients have and presently include OCTA, SBCTA, NCTD, CHSRA, and Metro. Projects include, but are not limited to, shared corridor design with CHSRA; OCTA's Grade Separation Program; delivering a program of track and station upgrades for NCTD; and prime consultant on the Crenshaw/LAX project for Metro.

The proposed project manager has over 29 years of railroad engineering project experience. Other proposed key personnel average over 26 years of experience in rail services ranging from project management, support facilities, utilities, grade crossings, structures, station planning, feasibility studies, engineering design, construction management, third party stakeholder management, and commissioning.

PROCUREMENT SUMMARY

**PLANNING AND ENVIRONMENTAL ON-CALL SERVICES
AE56752000 through AE56752005**

1.	Contract Number: AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, AE56752005	
2.	Recommended Vendor: HDR Engineering, Inc., STV Inc., WSP USA, Inc., Mott MacDonald, LLC, M. Arthur Gensler Jr. and Associates, Inc. (Gensler), and Jacobs/CH2M Hill, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 12/21/18	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/ Downloaded: 211	Proposals Received: 10
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, and AE56752005 issued to HDR Engineering, Inc., STV, Inc., WSP USA, Inc., Mott MacDonald, LLC, Gensler, and Jacobs/CH2M Hill, Inc., respectively, in support of planning and environmental on-call services. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 27% (SBE 24% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date;
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date;
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 76 questions asked and responses were released prior to the proposal due date.

A total of 211 firms downloaded the RFP and were included in the plan holders list. A total of ten proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the week of October 11, 2018, the PET completed its independent evaluation of the ten proposals received and determined that eight were determined to be within the competitive range and are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. ICF Jones & Stokes, Inc.
3. Jacobs/CH2M Hill, Inc.
4. Kimley-Horn and Associates, Inc.
5. M. Arthur Gensler Jr. & Associates, Inc. (Gensler)
6. Mott MacDonald, LLC
7. STV Incorporated
8. WSP USA, Inc.

Two firms were determined to be outside the competitive range and not included for further consideration as proposals were not clear in addressing the requirements.

During the week of November 16, 2018, the PET interviewed the eight firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, project requirements, manage stakeholder interests, and experience with planning and environmental services.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc. (HDR)

HDR is an architectural, engineering and consulting firm. HDR's proposal showed expertise in a wide range of services including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, construction management services, and a skilled team of project personnel.

HDR's proposal and oral presentation demonstrated experience in transportation planning work that includes corridor studies, transit alternatives analysis, strategic plan development, policy development, project prioritization and financial analysis. Their planning expertise covers the full range of rail modes, including urban streetcar, heavy rail, hybrid rail, commuter rail and intercity rail. In addition, their staff is familiar with both the Federal Transit Administration and the Federal Railroad Administration.

Jacobs/CH2M Hill, Inc. (Jacobs)

Jacobs, is a global engineering firm that specializes in consulting, design, construction and operation services. The Jacobs proposal showed expertise in a wide range of services across a broad spectrum of transit, rail and technology

services, including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, and construction management services.

The proposal demonstrated experience in all phases of planning support services, environmental services, multi-modal operations and planning analysis, policy and planning, technology and community support. In addition, Jacobs identified projects involving project reports, feasibility studies, corridor studies, technology studies and environmental studies to further demonstrate their qualifications.

M. Arthur Gensler Jr. & Associates (Gensler)

Gensler is a global architecture, design, and planning firm. Gensler has been recognized as a leader in the development of transit and transportation facilities, including large-scale city and community master plans, and development projects for both the private and public sectors.

Gensler's proposal and oral presentation demonstrated experience in phases in planning and professional services. Gensler identified projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, tunneling, project approval/environmental document services, public outreach, landscaping services, site assessments, and geotechnical services.

Mott MacDonald, LLC (Mott)

Mott is a global planning, engineering, management, development and consulting firm. The Mott proposal and oral presentation showed expertise in a wide range of transportation and planning services that include corridor planning, station planning, feasibility studies to preliminary and final engineering design, construction management, commissioning and asset management.

In their proposal and oral presentation, Mott referenced projects they performed over the last five years. Some of the projects performed were the Los Angeles – Glendale – Burbank Corridor study, Metrolink Station Location Study, Station Assessment Study, and the design of the Burbank Airport South Station.

STV Inc. (STV)

STV is a leader in providing architectural, planning, environmental, and construction management services for transportation systems, infrastructure, buildings, energy, and other facilities. STV's proposal and oral presentation demonstrated expertise in design, planning, environmental, community outreach, and familiarity with regional rail.

STV offered strong project management support with extensive experience in handling and working on a number of complex light and heavy rail projects. In

addition, STV provided a list of project experience that demonstrated the qualifications of their team and firm.

WSP USA, Inc. (WSP)

WSP is a leading engineering, environmental, design and professional services firm. WSP’s proposal and oral presentation showed expertise in many disciplines such as effective project management, quality control and risk management, planning, community support, public engagement, and environmental and technical studies.

The proposal demonstrated relevant on-call experience and substantial local stakeholder experience with the Los Angeles area including Metro, Metrolink, cities, and municipalities. WSP provided detailed management plans, quality control reviews, technical reviews, management planning, monitoring, and solutions for personnel changes.

Following is a summary of the PET evaluation scores:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	HDR Engineering, Inc.				
2	Skill and Experience of the Team	86.68	40.00%	34.67	
3	Project Management Plan	80.00	35.00%	28.00	
4	Project Understanding	83.32	25.00%	20.83	
5	Total		100.00%	83.50	1
6	STV Incorporated				
7	Skill and Experience of the Team	81.10	40.00%	32.44	
8	Project Management Plan	82.51	35.00%	28.88	
9	Project Understanding	85.00	25.00%	21.25	
10	Total		100.00%	82.57	2
11	WSP USA, Inc.				
12	Skill and Experience of the Team	80.00	40.00%	32.00	
13	Project Management Plan	80.86	35.00%	28.30	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	80.72	3
16	Mott MacDonald, LLC				
17	Skill and Experience of the Team	82.23	40.00%	32.89	
18	Project Management Plan	76.69	35.00%	26.84	

19	Project Understanding	75.00	25.00%	18.75	
20	Total		100.00%	78.48	4
21	M. Arthur Gensler Jr. & Assoc.				
22	Skill and Experience of the Team	75.55	40.00%	30.22	
23	Project Management Plan	75.83	35.00%	26.54	
24	Project Understanding	78.32	25.00%	19.58	
25	Total		100.00%	76.34	5
26	Jacobs/CH2M Hill, Inc.				
27	Skill and Experience of the Team	76.68	40.00%	30.67	
28	Project Management Plan	75.00	35.00%	26.25	
29	Project Understanding	76.68	25.00%	19.17	
30	Total		100.00%	76.09	6
31	ICF Jones & Stokes, Inc.				
32	Skill and Experience of the Team	75.55	40.00%	30.22	
33	Project Management Plan	74.17	35.00%	25.96	
34	Project Understanding	71.68	25.00%	17.92	
35	Total		100.00%	74.10	7
36	Kimley-Horn and Associates, Inc.				
37	Skill and Experience of the Team	73.33	40.00%	29.33	
38	Project Management Plan	70.00	35.00%	24.50	
39	Project Understanding	73.32	25.00%	18.33	
40	Total		100.00%	72.16	8

C. Cost

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Since 1973, HDR Engineering, Inc., has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. In the Southern California region, they have 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services. HDR has worked with the Riverside Transportation Commission, Orange County Transportation Authority, San Bernardino County Transportation Authority, State of California, and Federal agencies.

Their proposed Project Manager has almost 40 years' experience and has conducted transportation planning studies for Southern California public agencies since 1980. In addition, HDR Engineering, Inc. demonstrated experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, architecture, grant programs, and right of way.

Jacobs/CH2M Hill, Inc.

For over 30 years, Jacobs/CH2M Hill, Inc. has experience implementing comparable regional rail planning and environmental services, along with an understanding of local geography, stakeholders, and community challenges. They possess experience in a diverse range of complex projects and worked with Metro and other key agencies such as Metrolink, San Bernardino County Transportation Authority, Orange County Transportation Commission, Riverside County Transportation Commission, and North County Transit District.

The proposed project manager has nearly 40 years of experience in public transportation and is a former Chief Executive Officer of Metrolink. In addition, the project manager is familiar with local issues and has worked with local, state and federal agencies to evaluate projects and service development plans for passenger rail.

M. Arthur Gensler Jr. & Associates (Gensler)

Founded in San Francisco in 1965, Gensler is a global architecture, design, and planning firm, and is a California Corporation with over 48 offices. Gensler has over 600 planners, architects and designers with experience working for projects in Los Angeles. Gensler's proposed staff average over 20 years of experience with capital projects, transit service operations, public, and environmental planning, environmental documents, architecture, transportation planning, and feasibility studies.

The proposed project manager has 20 years' experience in organizational development, leadership, management training, and marketing research. The project manager is currently the project principal for the Metro Integrated Station Design Solutions project. In addition, he has worked on a wide range of projects for major transit agencies and governments, including BART, Los Angeles World Airports and the County of Los Angeles.

Mott MacDonald, LLC

Mott MacDonald is a global planning, management, and development consultancy with a long history of serving public and private sector clients with a broad and diverse range of professional services. Mott MacDonald, LLC, has 16,000 employees globally and their work comprises of approximately 60 percent of it deals with transportation services.

The proposed project manager has 12 years of experience in planning and managing commuter rail, hybrid rail, high-speed rail, light rail, and station area planning projects for public agencies. In addition, the project manager has experience in coordinating with the various government agencies that will be involved in projects pertaining to the new contract and is currently leading the Los Angeles-Glendale-Burbank Corridor Study Project for Metro.

STV Incorporated

Founded in 1912, STV Inc., is an industry leader in environmental planning and documentation, and has been engaged by many transportation agencies to perform task order based contracts.

The proposed program manager has 15 years of experience in the preparation of feasibility studies, alternatives analysis, and National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) clearances for transportation projects. In addition, the program manager is overseeing the environmental compliance strategy and community outreach efforts for the Metro Brighton to Roxford Project.

WSP USA, Inc.

WSP USA provides engineering and professional services worldwide. It designs solutions in the areas of building, transportation, energy, water, and environment sectors.

Since the 1980's, they have been involved in Metro projects and has knowledge of the Southern California regional rail system and first-hand experience with regional rail and its stakeholders. WSP USA, Inc. has performed work with Riverside County

Transportation Commission, Metrolink, California High-Speed Rail Authority, and San Diego Association of Governments.

The proposed program manager has more than 30 years of experience in transportation management, project management, environmental and public outreach efforts. In addition, the program managers served as a Deputy Director of Capital Programs for the Port Authority of New York and New Jersey.

PROCUREMENT SUMMARY

**PROJECT MANAGEMENT ON-CALL SERVICES
AE5664300102, AE5664300302, AE5664300001, AE5664300202**

1.	Contract Numbers: AE5664300102, AE5664300302, AE5664300001, AE5664300202	
2.	Recommended Vendor: Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., Stantec Consulting Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: 01/17/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked up/Downloaded: 216	Proposals Received: 9
6.	Contract Administrator: DeValory Donahue	Telephone Number: 213-922-4726
7.	Project Manager: Brian B. Balderrama	Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 issued to Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., and Stantec Consulting Services, respectively, in support of project management on-call services for rail projects in Los Angeles County. Board approval of contract awards are subject to the resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 26% (SBE 23% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work for each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018, and was attended by 230 participants representing 124 companies. There were 55 questions asked and responses were released prior to the proposal due date.

A total of 216 firms downloaded the RFP and were included in the planholders' list. A total of nine proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink), was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 19, 2018, the PET completed its independent evaluation of the proposals. The PET determined that three firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

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

1. AECOM
2. Arcadis/RailPros
3. Metro Regional Rail Partners
4. Rail Surveyors and Engineers
5. Stantec Consulting Services
6. WSP USA, Inc.

On November 30 and December 17, 2018, the PET interviewed five firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

Arcadis/RailPros (RPA)

RPA is a unique joint venture that brings together the strengths of two firms-Arcadis and RailPros. Both firms are expert providers of project and construction management and engineering support for California transit and railroad clients.

Their proposal showed extensive knowledge of what is required for task order management and execution. Arcadis/Rail Pros referenced direct regional rail experience with Metro. The project manager and key personnel demonstrated strong local experience and understanding of the scope of work.

WSP USA, Inc. (WSP)

WSP has extensive knowledge of the Southern California regional rail system with specific experience pertaining to Metro and SCCRA. They completed work on several large-scale Metro projects such as West Santa Ana Branch, Purple Line Extension, Gold Line Extension and the Airport Metro Connector.

The proposal reflected good resource allocation, understanding of the scope of work and the key issues in executing projects. They will provide a team of senior commuter and heavy rail system managers that understand the complexities and challenges of implementing mobility programs.

AECOM Technical Services, Inc. (AECOM)

AECOM brings to Metro the experience gained from managing local, regional, and national rail programs. In addition to work with Metro, AECOM has effectively managed on-call rail projects with SCRRA for over 25 years and SANDAG for more than 10 years.

The proposal submitted by AECOM documented direct regional rail experience with Metro and other rail entities. Their project approach showed understanding of project

controls, budgets, and training. Key personnel showed strong and current field experience.

Stantec Consulting Services (Stantec)

Stantec has extensive experience with railroad and other regulatory entities. They have routinely collaborated with Metro personnel to deliver projects that adhere to fundamental requirements and avoid unwarranted impacts.

Their proposal included resolutions in risk management and stakeholder relationships. The project manager has over 20 years of rail experience that includes track and station design. They proposed a diverse team that is able to identify, prioritize, and resolve issues in a timely manner.

Following is a summary of the PET evaluations scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Arcadis/Rail Pros				
2	Skill and Experience of the Team	89.97	40.00%	35.99	
3	Project Management Plan	85.48	35.00%	29.92	
4	Project Understanding	86.66	25.00%	21.66	
5	Total		100.00%	87.57	1
6	WSP USA, Inc.				
7	Skill and Experience of the Team	86.65	40.00%	34.66	
8	Project Management Plan	80.83	35.00%	28.29	
9	Project Understanding	83.33	25.00%	20.83	
10	Total		100.00%	83.78	2
11	AECOM				
12	Skill and Experience of the Team	87.78	40.00%	35.11	
13	Project Management Plan	80.00	35.00%	28.00	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	83.53	3
16	Stantec Consulting Services				
17	Skill and Experience of the Team	76.66	40.00%	30.67	
18	Project Management Plan	80.00	35.00%	28.00	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.67	4
21	Rail Surveyors and Engineers				
22	Skill and Experience of the Team	82.22	40.00%	32.89	
23	Project Management Plan	67.51	35.00%	23.63	
24	Project Understanding	65.00	25.00%	16.25	
25	Total		100.00%	72.77	5
26	Metro Regional Rail Partners				
27	Skill and Experience of the Team	66.68	40.00%	26.67	
28	Project Management Plan	74.17	35.00%	25.96	
29	Project Understanding	71.68	25.00%	17.92	
30	Total		100.00%	70.55	6

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

Arcadis/RailPros (RPA)

As a joint venture, RPA is a recognized firm in providing project and program management, planning and design consulting, construction management services, project controls, claims mitigation, risk mitigation, rail engineering, environmental assessment services, and utility relocation. Metrolink and RCTC have been clients for the past 5 years. Projects have included Positive Train Control (PTC), Los Angeles, CA; PTC, Rancho Cucamonga, CA; PTC, Technical & Construction Support, Irvine, CA; San Diego Quiet Zone, San Diego, CA; and Perris Valley Line, Perris CA.

The proposed program manager has over 40 years of experience in managing, planning, design, and construction of freight and commuter railroad projects.

WSP USA, Inc.

WSP USA brings a deep knowledge of Southern California regional rail system experience to the on-call services project. Noted expertise includes transportation project management, construction, planning, environmental, and communications, and public involvement. Their clients include SCRRA, California High Speed Rail Authority, LOSSAN Rail Corridor Agency, Amtrak, and freight railroads. Key projects include Metrolink project management, construction management, Alameda Corridor-East Grade Separation program, Caltrain 25th Avenue grade separation, California High Speed Rail Program Management, and the San Bernardino County Transit Authority on-call rail services.

The team assigned to on-call services has multidisciplinary experience and the assigned project manager has 35 years of experience in delivering transportation infrastructure programs.

AECOM Technical Services, Inc.

AECOM has effectively managed rail projects with on-call contracts for SCRRA for over 25 years and SANDAG for more than 10 years. For over 40 years, AECOM has provided project management, engineering support services during construction, and community support services for rail projects in Southern California. Local rail work has included diverse management and support services for programs and on-call project assignments for grade crossing safety improvements, large railroad

grade separations, structures, track work, stations, maintenance facilities, and PTC. Other clients include UPRR, BNSF, ACTA, ACE, OCTA, BART, and SBCTA.

The proposed program manager has more than 8 years of managing complex teams with AECOM and each of the 3 project managers working under the program manager have more than 15 years of experience in regional rail projects. AECOM has delivered rail services to other agencies both in Los Angeles County and San Diego.

Stantec Consulting Services

Stantec brings 50 years of multidisciplinary project management services for complex rail projects for commuter, Class I, intercity and HSR nationwide. Clients have included Metrolink, LADWP, LACDPW, BNSF, UPRR Amtrak, and LOSSAN. Projects include CHSR design/build, construction management services, Alameda Corridor-East Project, and BNSF consulting services.

The proposed program manager has over 25 years of railroad and program management experience. Other key personnel average over 29 years of railroad experience.

DEOD SUMMARY

REGIONAL RAIL ON-CALL ADVISORY SERVICES
Engineering and Design Services

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Five (5) firms were selected as prime consultants (**AECOM Technical Services; HDR Engineering; Mott MacDonald, LLC; Pacific Railway Enterprises, Inc. and RailPros**) and each firm met or exceeded the 25% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	Armand Consulting Inc.	X	
4.	BA Inc.	X	
5.	Coast Surveying Inc.	X	
6.	Connetics Transportation Group Inc.	X	
7.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
8.	D'Leon Consulting Engineers	X	
9.	Earth Consultants International Inc.	X	
10.	Fariba and Associates Inc.	X	
11.	FPL and Associates	X	
12.	Intueor Consulting Inc.	X	
13.	Kal Krishnan Consulting Services Inc.	X	

14.	Lenax Construction Services Inc.	X	
15.	Lynn Capouya Inc.	X	
16.	MA Engineering		X
17.	McLean & Schultz Inc.	X	
18.	MGE Engineering Inc.	X	
19.	PacRim Engineering Inc.	X	
20.	Pacific Railway Enterprises Inc.	X	
21.	Ramos Consulting Services Inc.	X	
22.	Rail Surveyors and Engineers Inc.	X	
23.	Systems Consulting	X	
24.	Wagner Engineering & Survey Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: HDR Engineering, Inc.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	2R Drilling	X	
2.	Amheart Solutions		X
3.	Anil Verma Associates Inc.	X	
4.	A P Engineering & Testing Inc.	X	
5.	Arellano Associates	X	
6.	BA Inc.	X	
7.	CWE (California Watershed)	X	
8.	Geo-Advantec Inc.	X	
9.	Harris Miller Miller & Hanson Inc.	X	
10.	Intueor Consulting Inc.	X	
11.	Leland Saylor Associates		X
12.	MA Engineering		X
13.	Media Beef Inc.	X	
14.	Pacific Railway Enterprises Inc.		
15.	Paleo Solutions Inc.	X	
16.	Rail Surveyors and Engineering Inc.	X	
17.	STC Traffic Inc.	X	
18.	The Alliance Group Enterprises Inc.	X	
19.	V&A Inc.	X	
20.	VCA Engineers Inc.	X	
21.	VN Tunnel and Underground Inc.	X	
22.	Zephyr UAS Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	BA Inc.	X	
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
3.	FPL and Associates	X	
4.	Intueor Consulting Inc.	X	
5.	Leland Saylor Associates		X
6.	MBI Media	X	
7.	McLean & Schultz Inc.	X	
8.	Rail Surveyors and Engineering (RSE) Inc.	X	
9.	Terry A. Hayes Associates Inc.	X	
10.	Virginkar & Associates	X	
11.	Wagner Engineering & Survey Inc.	X	
12.	Watearth Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

Prime: PACIFIC RAILWAY ENTERPRISES (SBE Prime)

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	50% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Alta Vista Solutions		X
2.	Anil Verma Associates Inc.	X	
3.	Atwell Consulting Group	X	
4.	Casamar Group LLC		X
5.	Cornerstone Studios	X	
6.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
7.	Guida Surveying Inc.	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	MGE Engineering Inc.	X	
12.	STC Traffic Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	50%	3%

Prime: RailPros

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
4.	Leland Saylor Associates		X
5.	MBI Media	X	
6.	Pacific Railway Enterprises Inc.	X	
7.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

**REGIONAL RAIL ON-CALL SERVICES
Planning and Environmental Services**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Six (6) firms were selected as prime consultants (**M. Arthur Gensler Jr. & Associates; HDR Engineering; Jacobs/CH2M Hill; Mott MacDonald, LLC; STV Incorporated** and **WSP USA Inc**) and each firm met the 24% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: M. Arthur Gensler Jr. & Associates, Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Kilograph	X	
3.	Metropolitan Research and Economics	X	
4.	MLA Green Inc. dba Studio-MLA	X	
5.	Leland Saylor Associates		X
6.	Turner Engineering Corporation	X	
7.	Ultra Systems Environmental	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: HDR Engineering

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	AMMA Transit Planning	X	
2.	Amheart Solutions		X
3.	Arellano Associates	X	
4.	Gibson Transportation Consulting Inc	X	
5.	Intueor Consulting Inc.	X	
6.	Harris Miller Miller & Hanson Inc.	X	
7.	Leland Saylor Associates		X
8.	MA Engineering		X
9.	Paleo Solutions Inc.	X	
10.	Rail Surveyors and Engineering Inc.	X	
11.	Terry A. Hayes Associates, Inc.	X	
12.	Translutions Inc.	X	
13.	Zephyr UAS Inc.	X	
14.	ZMassociates Environmental Corporation		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Jacobs/CH2M Hill

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Blackhawk Environmental Inc		X
2.	Connectics Transportation Group	X	
3.	David Engineering LLC	X	
4.	Effect Strategies LLC	X	
5.	FPL and Associates Inc.	X	
6.	GPA Consulting	X	
7.	Geospatial Professional Solutions Inc.	X	
8.	Here Design Studio dba Here LA	X	
9.	Kal Krishian Consulting Services Inc.	X	
10.	MA Engineering		X
11.	Pacific Railway Enterprises Inc.	X	
12.	Terry A. Hayes Associates, Inc.	X	
13.	The Robert Group	X	
14.	TransLink Consulting LLC		
15.	Urban Strategy Group Inc.	X	

16.	Virtek Company		X
17.	Wagner Engineering & Survey Inc.	X	
18.	Yunsoo Kim Design (YKD) Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	D R Consultants & Designers Inc.	X	
2.	Engineering Solutions Services	X	
3.	MBI Media	X	
4.	McLean & Schultz Inc.	X	
5.	Paleo Solutions Inc.	X	
6.	Ross Infrastructure Development LLC		X
7.	Rail Surveyors and Engineering Inc.	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	TransLink Consulting LLC	X	
10.	Watearth Inc.	X	
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: STV Incorporated

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
3.	Here Design Studio dba Here LA	X	
4.	Lenax Construction Services, Inc	X	
5.	LIN Consulting Inc.	X	
6.	Lynn Capouya Inc.	X	
7.	Sanchez/Kamps Association Design dba SKA Design	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	The LeBaugh Group Inc.		X
10.	TranLink Consulting LLC	X	
11.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: WSP USA Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Cogstone Resource Management Inc.	X	
3.	Continental Interpreting Services Inc.		X
4.	Diaz Consultants Inc dba Diaz Yourman & Associates	X	
5.	GCM Consulting Inc.	X	
6.	General Technologies and Solutions (GTS) LLC	X	
7.	MA Engineering		X
8.	MBI Media	X	
9.	OhanaVets Inc.		X
10.	Pacific Railway Enterprises Inc.	X	
11.	Peak Consulting Group LLC	X	
12.	Rail Surveyors and Engineering Inc.	X	
13.	Raw International	X	
14.	Redhill Group Inc.	X	
15.	Ruth Villalobos & Associates Inc.	X	
16.	Tatsumi and Partners Inc.	X	
17.	Terry A. Hayes Associates Inc.	X	
18.	The Arroyo Group	X	
19.	Virtek Company		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

REGIONAL RAIL ON-CALL SERVICES
Project Management Services

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Four (4) firms were selected as prime consultants (**AECOM Technical Services; Arcadis/RailPros, A Joint Venture, Stantec Consulting Services Inc., and WSP USA Inc.**) and each firm met or exceeded the 23% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	D'Leon Consulting Engineers	X	
4.	Ghirardelli Associates Inc.	X	
5.	MA Engineering		X
6.	Ramos Consulting Services Inc.	X	
7.	RT Engineering & Associates Inc.	X	
8.	V&A Inc.	X	
9.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: RailPros/Arcadis Joint Venture

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Berg & Associates Inc.	X	
4.	Dakota Communications	X	
5.	Destination Enterprises Inc.	X	
6.	Khoury Consulting	X	
7.	Leland Saylor Associates		X
8.	LKG-CMC Inc.	X	
9.	MTGL Inc.	X	
10.	NSI Engineering Inc.		X
11.	Padilla & Associates Inc.	X	
12.	RELM	X	
13.	Urban Strategy Group Inc.	X	
14.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: Stantec Consulting Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3.40% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Fryman Management		X
3.	JM Diaz Inc. dba JMD	X	
4.	Joshi PMCM Inc.	X	
5.	Kevin Scott Tunnel Consultants LLC	X	
6.	Lenax Construction Services Inc.	X	
7.	Safework Inc. dba SafeworkCM	X	
8.	Susan Hafner Multimodal Solutions	X	
9.	Tricertus LLC	X	
10.	USA EPC Group Inc.		X
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3.40%

Prime: WSP USA, INC.

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Alta Vista Solutions		X
3.	Geo-Advantec Inc.	X	
4.	Guida Surveying Inc.	X	
5.	IEM	X	
6.	Jenkins/Gales & Martinez Inc.	X	
7.	Kewo Engineering Corporation	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	Pacific Rail Enterprises Inc.	X	
12.	Tatsumi and Partners Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2019-0205, File Type: Project

Agenda Number: 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study;
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review;
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study;
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process; and
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

(CARRIED OVER FROM MARCH)

ISSUE

The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028. This project is also included in the Twenty-Eight by '28 Initiative adopted by the Board in January 2018. In order to meet the Measure M and Twenty-Eight by '28 schedule, a project for the corridor needs to be identified and environmentally cleared through an environmental review study.

At the March 23, 2017 Board meeting, the Board approved a motion (Attachment A) directing staff to take a number of actions, including proceeding with the Vermont Bus Rapid Transit (BRT) project as a near-term transit improvement, while also initiating a study looking at future potential rail. This report addresses that motion. The study concluded that the BRT concepts recommended to advance into environmental review are not in conflict with future conversion to rail.

BACKGROUND

The existing Metro bus service along the Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard south to 120th Street. The Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County with approximately 45,000 daily boardings and connections to four Metro rail lines. The corridor serves numerous key activity centers including Koreatown, Kaiser Permanente Los Angeles Medical Center, University of Southern California, and Exposition Park. Attachment B shows a map of the corridor and study area, which includes one-half mile to either side of Vermont Avenue.

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study. The study evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts are an end-to-end side-running BRT and a combination side- and center-running BRT.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Legistar File No. 2016-0835). At that meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/Vermont Red Line Station to the Exposition/Vermont Expo Line Station as a first phase. Based on ridership demand, future potential conversion to rail on the Vermont Corridor after FY 2067 is projected in Measure M.

In July 2017, staff provided the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study has been to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro Red Line along Vermont Avenue.

DISCUSSION

In December 2017, staff initiated work on the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Attachment C-Executive Summary). In addition to re-evaluating the design of the initial BRT concepts to ensure they would not preclude a future conversion to rail, six preliminary rail concepts were identified. The initial rail concepts included evaluating and comparing multiple rail modes (Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Streetcar/Tram), alignments, and configurations, including:

- 1) LRT High Floor, Center-Running

- 2) LRT Low-Floor, Side-Running
- 3) Streetcar/Tram, At-Grade Side-Running
- 4) HRT with Direct Connection to Purple Line
- 5) HRT with Direct Connection to Red Line
- 6) HRT Stand-Alone Alignment (beginning/ending at Vermont/Wilshire)

Screening criteria were then applied to these six (6) initial rail concepts to identify the three (3) most technically feasible concepts for further detailed analysis. The screening criteria included: customer experience; system connectivity; system operability and reliability; passenger capacity/person-throughput; capital costs; operating and maintenance costs; construction impacts; and transit service disruption. The three rail concepts determined to be the most technically feasible are: 1) LRT, Center-Running; 2) HRT with Direct Connection to Red Line; and, 3) HRT with Stand-Alone Alignment.

While the HRT connection to the Metro Red Line would provide a one-seat ride from 120th Street to North Hollywood, it would have significant construction and service impacts to the existing rail service for up to two years. The LRT and the HRT stand-alone options, which would not significantly impact service during construction, would require passengers to transfer at the Wilshire/Vermont Station to either the Metro Red or Purple Line.

The table below shows a comparison of the capital and operating and maintenance cost estimates, as well as the projected corridor ridership, for each of the BRT and rail concepts.

	BRT Side-Running	BRT Combo Side-/Center-Running	LRT Center-Running	HRT Connecting to Red Line	HRT w/ Stand-Alone Alignment
Capital Costs (2018)	\$236 - \$310 M	\$241 - \$310 M	\$4.4 - \$5.2 B	\$7.1 - \$8.4 B	\$5.9 - \$6.9 B
Annual O & M Costs	13.4 M	13.4 M	\$28.8 to 53 M	\$53.8 to 80.5 M	\$35.1 to 70.0 M
Daily Corridor Ridership (2042)	82,000	82,000	91,000	116,000-144,000	103,000-131,000
At-Grade	12.4 miles	12.4 miles	4.6 miles	N/A	N/A
Grade Separated	N/A	N/A	5.2 miles	10.3 miles	9.8 miles

Currently, a total of \$522 million, including \$25 million in Measure M, \$5 million in Cap and Trade funds, and \$492 million in other local funds, are allocated for this BRT project.

Summary of Rail Concepts Feasibility

In developing the rail concepts, not only were the various technologies considered but also the vertical and horizontal configuration of each. The vertical profile of rail on the corridor included at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. The biggest challenges associated with the at-grade options were the obvious ROW constraints on the corridor. The existing ROW is 50- to 55-foot wide (curb to curb) in the northern two-thirds of the corridor, while south of Gage Avenue, the ROW widens significantly to 180 to 200 feet. In considering Metro’s LRT Grade Crossing & Safety Policy, it was

determined that the LRT option would need to operate below grade north of Gage Avenue. South of Gage Avenue, where the ROW widens significantly, the LRT could operate at grade. The two remaining HRT options would be fully underground.

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. As part of the phasing analysis, potential Maintenance and Storage Facility (MSF) locations were also considered. However, given the challenges in locating, environmentally clearing and acquiring land for a suitable MSF in the northern segment of the corridor, which is predominately commercial and/or residential, a first segment, or minimum operable segment (MOS), along Vermont Avenue between the Red/Purple and Expo Lines was determined infeasible.

Staff also confirmed that none of the existing MSFs will be able to accommodate new rail vehicles as part of the Vermont Transit Corridor project in terms of storage and everyday maintenance. While Metro Division 20 is currently being expanded to accommodate the future Metro Purple Line extension, it will not be large enough to serve the Vermont Line even under the MOS scenario. Therefore, the first segment would need to extend further south to Slauson Avenue or the I-105 Freeway to access potential MSF sites.

Implications for Future BRT Conversion to Rail

Since the LRT option would substantially be underground and the two HRT options fully underground, it was determined that the implementation of BRT along the Vermont Corridor would not preclude a future conversion to rail. The end-to-end side-running BRT would operate in a travel lane adjacent to a parking lane. The end-to-end combination side- and center-running BRT would do primarily the same with an exception south of Gage Avenue. South of Gage Avenue, the BRT would operate within the two center lanes. Should light rail be constructed in the future, the two center BRT lanes could be converted to rail.

Recommendation

Overall, the Rail Conversion/Feasibility Study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand until 2042 and beyond; several rail alternatives were determined feasible for future implementation; cost of rail alternatives far exceeds Measure M funding; and some useful rail features can be installed and used as part of BRT. Additionally, there are some unique urban design opportunities south of Gage Avenue, such as the reprogramming of the underutilized median to one side of the street in order to make the open space more useful and accessible to the community. The study also identified opportunities to integrate on-street amenities to improve first-last mile connectivity and help foster the creation of transit oriented communities.

Given the importance of the Vermont Transit Corridor and the need to improve the overall quality of transit service, staff recommends advancing the two BRT concepts into environmental review. With some minor engineering refinements, the refined BRT concepts will not preclude a future potential conversion to rail. Additionally, staff recommends conducting additional study of an end-to-end center-running BRT facility and/or a similar high performing dedicated BRT facility that is feasible to be delivered per the Measure M expected opening date. This additional study would supplement the 2017 Vermont BRT Technical Study and be completed prior to commencing environmental review of

any BRT concept.

These BRT improvements can be delivered more immediately and at a fraction of the cost of rail, while further building corridor ridership. This is necessary in order to address the March 23, 2017 Board motion, meet the Measure M opening date, and address the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

In both spring and fall 2018, staff completed two sets of key targeted stakeholder meetings along the corridor. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. Staff also provided individual project briefings to all affected City of Los Angeles Council Districts as well as at other community group meetings. The purpose of the outreach was to discuss and solicit further feedback on the two BRT concepts and any potential future rail concepts. There was overall broad support for BRT on Vermont, with a small group still in favor of rail being delivered much earlier.

Public and stakeholder engagement will continue and be broadened throughout the additional study and environmental process to solicit valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, will be conducted as part of the process.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor project will provide new benefits of enhanced mobility and improved regional access for transit-dependent, minority and/or low-income populations within the study area. Should the Board approve advancing the project into the environmental review phase, the project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$400,000 is included in the FY20 budget request in Cost Center 4240, Project 471402 (Vermont Transit Corridor) to initiate the additional study and environmental review, pending budget adoption. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the Vermont Transit Corridor project is to identify and implement strategies for improving bus service along Vermont Avenue. These strategies, including dedicated bus lanes, improved passenger amenities at stations, and enhanced lighting, will enhance the customer experience by reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security. The Vermont Transit Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Vermont Transit Corridor project to the environmental review phase. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendations, staff will proceed immediately to procure consultant services for the additional study and environmental review of the corridor in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

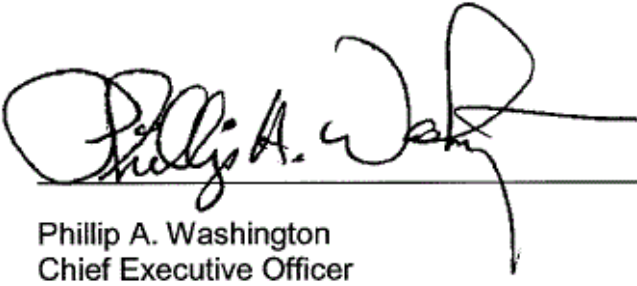
Attachment A - March 23, 2017 Board Motion

Attachment B - Map of Vermont Corridor

Attachment C - Executive Summary - Vermont Transit Corridor Rail
Conversion/Feasibility Study

Prepared by: Annelle Albarran, Manager, (213) 922-4025
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Phillip A. Washington
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Metro

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



Board Report

File #:2017-0213, File Type:Motion / Motion
Response

Agenda Number:

**REGULAR BOARD MEETING
MARCH 23, 2017**

Motion by:

Directors Garcetti, Ridley-Thomas and Dupont-Walker

March 23, 2017

Relating to Item 9, File ID 2016-0835; Vermont Transit Corridor

Vermont Avenue has the second-highest number of transit boardings of any corridor in Los Angeles County, behind only Wilshire Boulevard.

In February 2017, the Vermont Avenue Rapid and Local bus lines combined for over 43,000 average weekday boardings, higher than the Green, Orange, and Silver Lines.

Recognizing the need for additional transit investment along Vermont Avenue, the 2009 Long Range Transportation Plan included a "Vermont Corridor Subway" in the list of Strategic Unfunded projects.

Since then, MTA staff has worked diligently to advance transit on Vermont Avenue. Vermont was listed as the number-one corridor for Bus Rapid Transit investment in the 2013 Countywide Bus Rapid Transit Study.

In 2014, MTA initiated technical studies for a Vermont Avenue Bus Rapid Transit project and is proceeding with Alternatives Analysis, including providing for a future conversion to light rail.

Bus service improvements on Vermont Avenue are vital, and MTA should proceed with Bus Rapid Transit improvements as quickly as possible. However, the Measure M Expenditure Plan anticipated future conversion to light or heavy rail. Given Vermont Avenue's intense transit ridership, MTA needs to pursue a path now for future rail options to serve this corridor.

Motion by Garcetti, Ridley-Thomas and Dupont-Walker that the Board direct the CEO to:

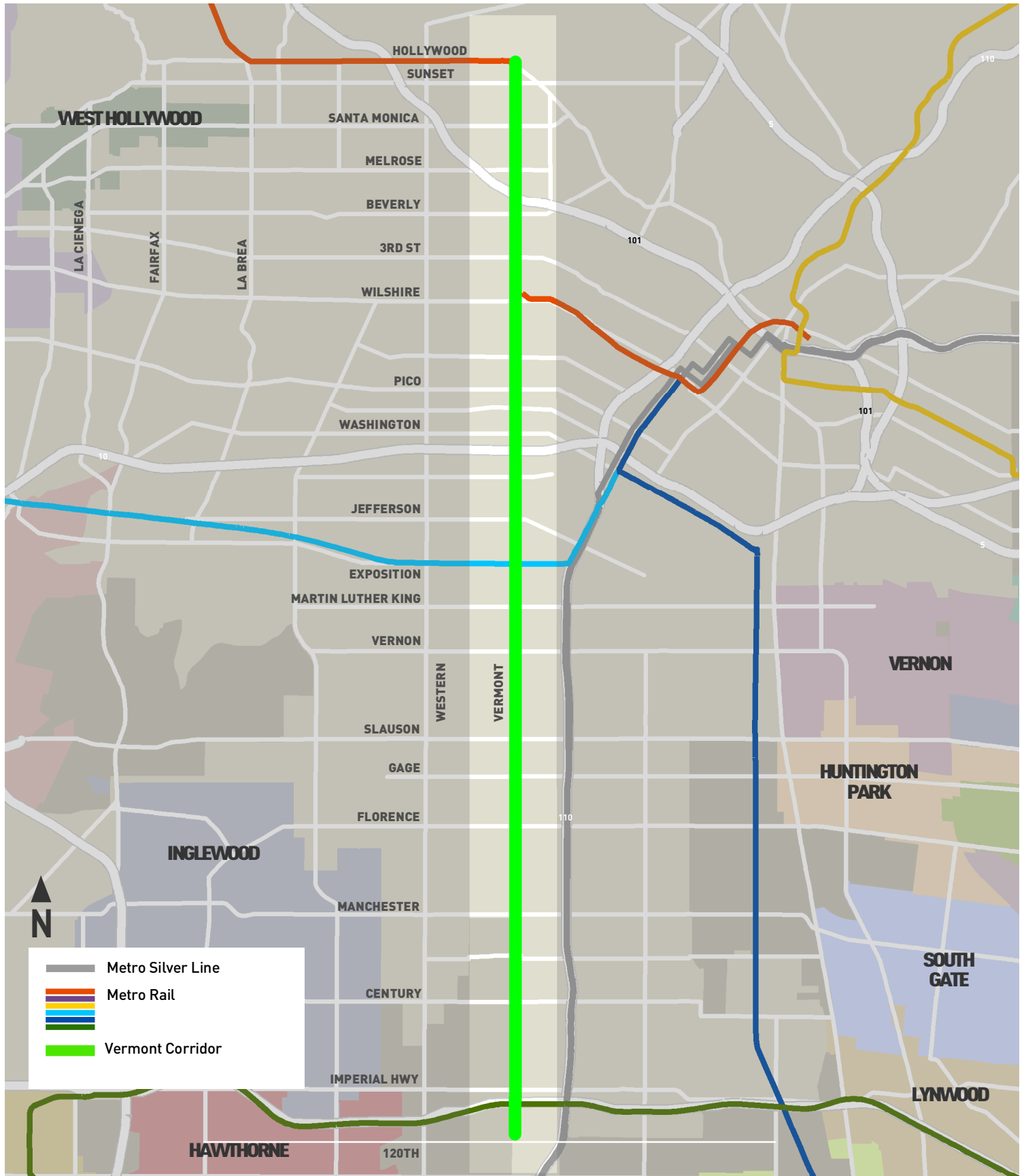
- A. Proceed with the Vermont Bus Rapid Transit project as a near-term "Phase 1" transit improvement along the Vermont Avenue Corridor;
- B. Initiate the study of extending the Red Line along Vermont Avenue to 125th Street, specifically

focusing on connecting the Wilshire/Vermont Red Line Station to the Expo/Vermont Expo Line Station as a "Section 1";

- C. Include a heavy rail alternative in the Alternative Analysis and Environmental Studies for the Measure M Vermont Transit Corridor; and
- D. Report back on all the above to the Planning and Programming Committee during the July 2017 Board cycle.

###

Map of Vermont Corridor



Vermont Transit Corridor – Rail Conversion/Feasibility Study

EXECUTIVE SUMMARY



Prepared by:

IBI Group
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Los Angeles County Metropolitan Transportation Authority

FEBRUARY, 2019

EXECUTIVE SUMMARY

Study Background

The funding for Bus Rapid Transit (BRT) on Vermont Avenue was put in place in November 2016 when voters of Los Angeles County passed Measure M, a half-cent sales tax initiative that funds a number of transportation projects and programs. The Vermont BRT Transit project is slated for a ground-breaking date of Fiscal Year (FY) 2024 and an opening date of FY 2028. Additionally, the expenditure plan for Measure M identifies a potential conversion of BRT service on Vermont to rail after FY 2067 based on ridership demand.

In March 2017, the Metro Board of Directors directed staff to proceed with the implementation of the Vermont BRT Transit project as a near term transit improvement along the corridor, and to initiate a study which identifies and evaluates rail alternatives for the Vermont corridor to ensure that the implementation of any BRT project on Vermont Avenue does not preclude a future conversion to rail. In response to the Metro Board's directive, staff conducted the Vermont Transit Corridor - Rail Conversion/ Feasibility Study.

Study Purpose

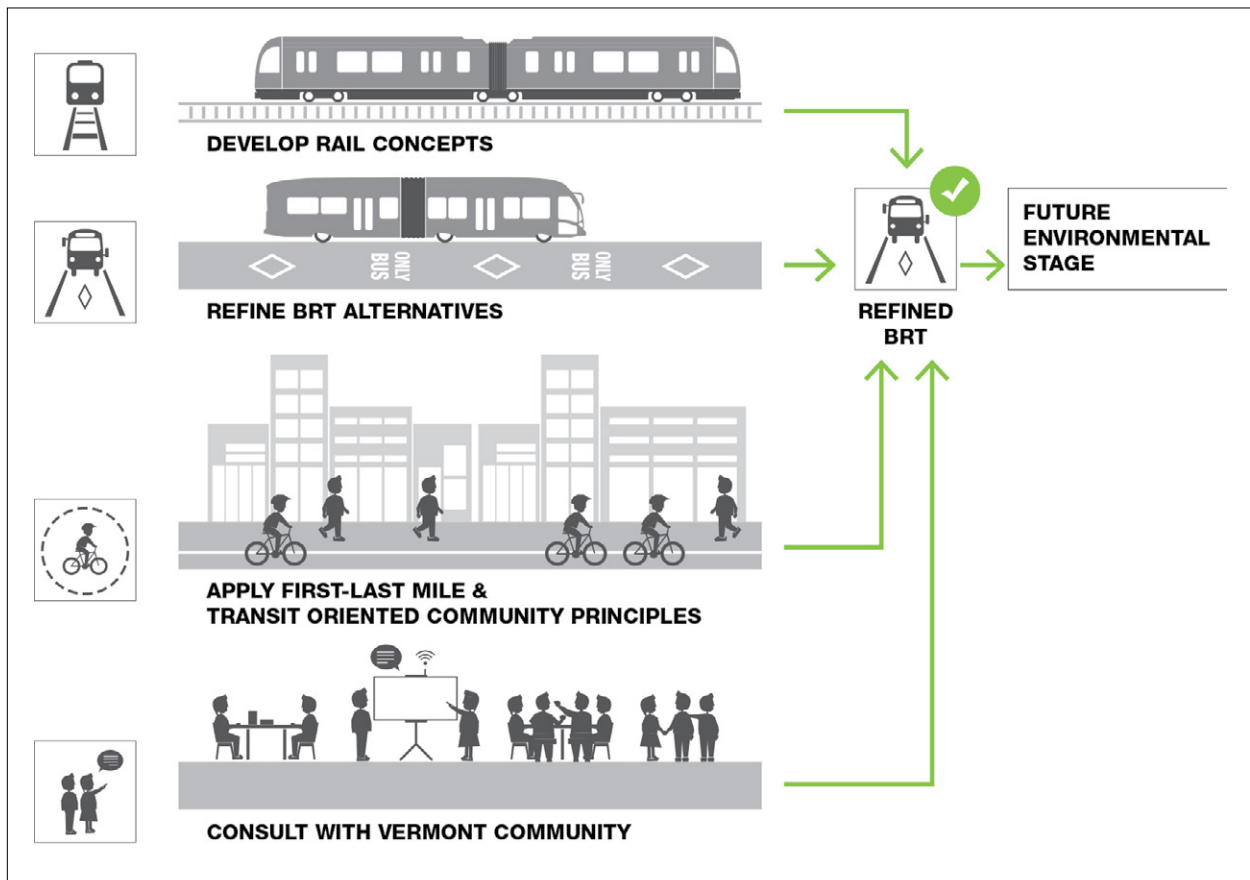
The purpose of the Vermont Transit Corridor - Rail Conversion/Feasibility Study was to further evaluate the two promising BRT concepts developed earlier as part of the Vermont BRT Technical Study (February 2017) to ensure that their implementation would not preclude a potential conversion to rail in the future. The study was to also look at and assess the feasibility of potential future rail alternatives for the Vermont corridor. To this end, there were six key study objectives:

- 1 Define a range of potential future rail transit options, including light rail, heavy rail, and streetcar/ tram, and a possible phased implementation (such as a potential rail connection between the Wilshire/Vermont Red/Purple Line Stations to the Expo/Vermont Expo Line Station);
- 2 Analyze the feasibility of the potential future rail options in terms of engineering feasibility, constructability, junction operability, cost effectiveness, environmental issues/concerns, and consistency with community goals and priorities;
- 3 Develop operating scenarios corresponding to each rail option to identify planning-level capital and operating costs;
- 4 Review and update the two recommended BRT concepts from the earlier BRT study and identify considerations that should be included in the design of BRT;
- 5 Reassess the project benefits and impacts of the two refined BRT concepts including ridership forecasts, cost estimates, preliminary traffic impacts, and parking loss; and
- 6 Evaluate opportunities to facilitate and promote Transit Oriented Community and First-Last Mile opportunities along corridor.

As shown below in Figure ES-1, the study was carried out along four parallel but connected streams:

1. Development of Rail Concepts;
2. Refinement of BRT Alternatives;
3. Application of First-Last Mile & Transit Oriented Communities Principles; and
4. Consulting with the Key Community Stakeholders

Figure ES-1: Vermont Transit Corridor - Rail Conversion Feasibility Study Process



Study Main Conclusions

Overall, the study found that:

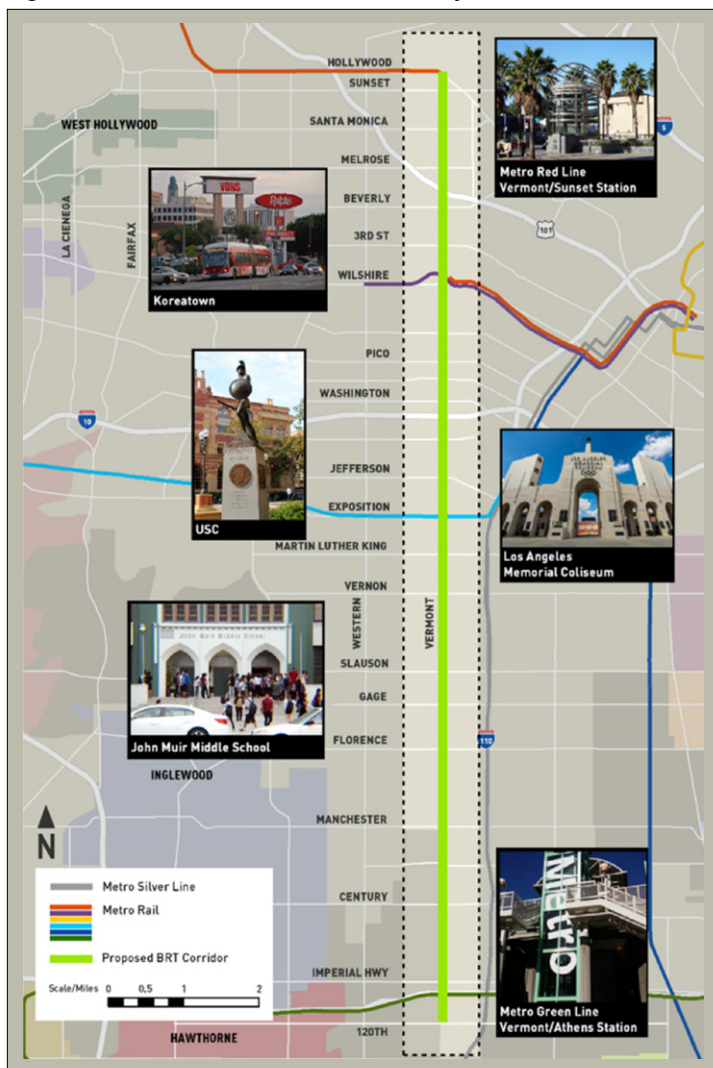
- BRT continues to be feasible in the Vermont Corridor;
- BRT does not preclude conversion to rail transit later;
- BRT can provide the needed people-carrying capacity until 2042 and beyond;
- Several rail alternatives are feasible for later implementation;
- Feasible rail alternatives have major costs; and
- Some useful rail features can be installed and used as part of BRT, and used in any later rail conversion.

Study Area

Figure ES-2 shows a map of the study area, which includes one half-mile to either side of Vermont Avenue. The Vermont Corridor is approximately 12.4 miles, extending from Hollywood Boulevard (near the Sunset/Vermont Metro Red Line Station in Hollywood) south to 120 Street (just south of the Vermont/Athens Metro Green Line Station). Most of the corridor falls within the City of Los Angeles with approximately 2.5 miles at the south end (west side of Vermont only) in the County of Los Angeles.

The corridor is one of the densest communities in Los Angeles County with approximately 150,777 residents. It is also the second busiest bus corridor in Los Angeles County carrying approximately 45,000 weekday boardings. It connects to dozens of other local bus and Metro Rapid lines, and four Metro Rail lines. It provides access to a number of major key activity centers, including the University of Southern California (USC), Exposition Park, Los Angeles City College and Children’s Hospital Los Angeles. The majority of the corridor falls within the City of Los Angeles with approximately 2.5 miles on the south end (the west side of Vermont only) in the County of Los Angeles.

Figure ES-2: Vermont BRT Corridor Study Area



Right of Way

The right-of-way (ROW) along Vermont Avenue varies significantly between Hollywood Boulevard and 120th Street. In particular, the corridor’s character changes completely near Gage Avenue. North of Gage Avenue, the corridor ranges between 80’ and 90’ in width, with pavement widths of 56’- 80’ and sidewalks generally 10’- 15’ wide. South of Gage Avenue, the corridor widens dramatically to between 150’ and 200’ wide, with pavement widths of 150’-160’ and sidewalks generally 10’- 15’ wide.

Initial BRT Concepts

The Rail Conversion/Feasibility Study builds upon the work undertaken in the 2017 Vermont BRT Technical Study. The purpose of the Vermont BRT Technical Study was to evaluate the feasibility of implementing BRT along Vermont Avenue, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts included an end-to-end side running BRT and a combination side and center running BRT.

End-to-End Side-Running BRT

This concept features a dedicated bus lane along the entire 12.4 mile corridor within the existing ROW. Room for the bus lanes would be made available by converting the general purpose lane (one in each direction) adjacent to the curbside parking lanes to a dedicated bus lane. BRT stations with a number of passenger amenities including shelters, bus benches, trash cans, next bus information, and lighting, would be located on the sidewalks and, in most cases, far side of the intersections, as shown in Figure ES-3.

Figure ES-3: End-to-End Side-Running BRT



Combination Side and Center-Running BRT

This concept features 4.2 miles of center-running dedicated BRT lanes south of Gage Avenue, where the ROW widens significantly, and 8.2 miles of side-running dedicated BRT north of Gage Avenue. South of Gage Avenue, the corridor widens to three travel lanes in each direction and includes sufficient ROW to accommodate center-running BRT lanes. The center bus lanes would be accommodated by converting the two center traffic lanes to bus lanes as shown in Figure ES-4. Because the ROW is generally narrower north of Gage Avenue, center-running BRT lanes would require considerable ROW acquisition. Therefore, side-running dedicated bus lanes are proposed north of Gage Avenue.

Figure ES-4: Center-Running BRT



Development of Preliminary Rail Concepts

Four different rail technologies were considered for the Vermont Corridor. It is important to consider the various rail technologies to properly understand how to feasibly connect or integrate the technologies to the existing rail lines and to technologies on or near the corridor. The four different rail technologies are discussed briefly below:

- 1 Light Rail Transit (LRT) High-Floor** is Metro's standard and has been deployed on all Metro LRT lines to-date including the Metro Expo Line at Exposition Boulevard and Metro Green Line at I-105.

*Figure ES-5: LRT High-Floor
Example: Metro Gold Line*



- 3 Tram/Streetcars** are the most similar rail technology to BRT. These vehicles are low-floor, similar in length and have similar passenger capacities of approximately 100 people per vehicle.

*Figure ES-7: Tram/Streetcar
Example: Portland Streetcar*



- 2 LRT Low-Floor** is another form of LRT similar to Metro's current standards in terms of vehicle length and alignment characteristics, but it uses low-floor vehicles similar to the Trams/Streetcar alternative. This is not currently Metro's standard vehicle and the fleet (and associated maintenance facilities) would not be interoperable, meaning that a LRT Low-Floor vehicle on Vermont would not be able to operate on or share tracks for revenue service with the Metro Expo or Metro Green Line.

*Figure ES-6: LRT Low-Floor
Example: San Diego Trolley*



- 4 Heavy Rail Transit (HRT)** is the technology used on the Metro Red and Purple Lines and would be compatible with the existing HRT fleet and vehicle maintenance yards.

*Figure ES-8: HRT
Example: Metro Red Line*



In developing the preliminary rail concepts, the various technologies were paired with possible vertical and horizontal configuration options. When looking at the potential rail alignments, the vertical profile of rail on the corridor could be at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. For at-grade systems, the guideway and stations may be positioned in the center of the street (center-running) or on both edges of the street (side-running). From all the possible combinations of technology, vertical and horizontal configurations, the study team selected an initial set of six combinations that represent a likely and reasonable sampling of the combinations that Metro might build within the Vermont Corridor.

Table ES-1: Preliminary Rail Concepts

Concepts	Rail Technology	Alignment Configuration
1	LRT High-Floor	<ul style="list-style-type: none"> At-Grade and Grade-Separated Center-Running
2	LRT Low-Floor	<ul style="list-style-type: none"> Primarily At-Grade¹ Side-Running
3	Tram/Streetcar	<ul style="list-style-type: none"> Primarily At-Grade¹ Side-Running
4	HRT Purple Line Connection	<ul style="list-style-type: none"> Fully Below-Grade Connect to Metro Purple Line
5	HRT Red Line Connection	<ul style="list-style-type: none"> Fully Below-Grade Connect to Metro Red Line
6	HRT – Stand-Alone Alignment	<ul style="list-style-type: none"> Fully Below-Grade No Connection to Existing Metro Lines

1. Metro Rail Design Criteria Section 10.3.3.1 does not allow two rail lines to intersect (“no face to face train meets shall be permissible in the normal direction”) and, therefore, a grade separation will be required at the Metro Expo Line.

Initial Screening of Preliminary Rail Concepts

The six preliminary rail concepts were then analyzed against the key criteria included in Table ES-2, in order to arrive at a short-list of the three most promising and prototypical concepts. Based on the screening analysis, the following three concepts were selected as the most promising and representative of what a rail system along Vermont might be like:

- **Light Rail Transit, High-Floor, Center Running**, on Vermont Avenue from Wilshire Boulevard south to 120th Street. It is anticipated that the LRT line would not continue north along Vermont Avenue to Hollywood Boulevard, as it would for BRT, because the LRT would provide duplicate rail service to the existing Metro Red Line along this segment of the corridor. This concept would use high-floor vehicles, consistent with Metro's current LRT vehicle fleet. In the narrow portion of the corridor north of Gage Avenue, this concept would operate below-grade. South of Gage Avenue, an at-grade center-running system is proposed because there is sufficient right-of-way to operate at-grade here, and LRT systems operate more efficiently in the center of a roadway with two mainline tracks running near each other, allowing trains to easily transfer between tracks via closely spaced crossovers.
- **Heavy Rail Transit with Metro Red Line Connection**, fully grade-separated and connecting directly to the existing Metro Red Line near Vermont Avenue and 3rd Street. It would then continue south under Vermont Avenue to 120th Street. The existing Metro Red Line and the Vermont Line could run together between the Metro North Hollywood and Vermont/Beverly stations before branching off as two separate lines: one continuing into Downtown Los Angeles and into Union Station, and the other continuing along Vermont Avenue to South Los Angeles. This could provide passengers a one-seat ride between North Hollywood and South Los Angeles.
- **Heavy Rail Transit, Stand-Alone Alignment**, fully grade-separated and terminating at a new station near the existing Wilshire/Vermont station. This concept would serve the same alignment and stations as the HRT with Red Line Connection concept. A potential underground passenger connection could be constructed from the new station to the existing Wilshire/Vermont station for easy transfers to the existing Metro Red and Purple Lines.

Table ES-2: Preliminary Rail Concepts Screening Summary









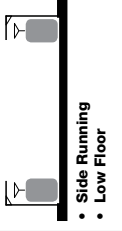

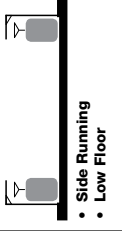


Rail Alternatives Screening Summary		1 High Floor LRT	2 Low Floor LRT	3 Tram/Streetcar	4 Heavy Rail - Purple Line Connection	5 Heavy Rail - Red Line Connection	6 Heavy Rail - Stand-alone
 Rail Technology	 Configuration	 • Center Running • High Floor	 • Side Running • Low Floor	 • Side Running • Low Floor	 • Connect to Purple Line	 • Connect to Red Line	  • Do Not Connect - Transfer Only
 Customer Experience	 System Connectivity	✓ • Fast and reliable service, subject to some disruption due to at-grade running	✓ • Reliability issues due to side-running (see System Operability below)	✓ • Slowest of the three rail technologies • Reliability issues due to side-running (see System Operability below)	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway
 System Operability & Reliability	 System Connectivity	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services, except one-seat ride to/from the Westside	✓ • Requires passengers to transfer between all rail services, except one-seat ride to/from North Hollywood	✓ • Requires passengers to transfer between all rail services
 System Operability & Reliability	 System Operability & Reliability	✓ • At-grade running is subject to service disruption due to traffic incidents and other events	✗ • Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking events • Does not meet Metro reliability goals	✗ • Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking events • Does not meet Metro reliability goals	✓ • Most reliable of Metro's rail services • Interlining with the Purple Line poses considerable challenges to efficient operations and scheduling	✓ • Most reliable of Metro's rail services • Interlining with the Red Line poses considerable challenges to efficient operations and scheduling	✓ • Most reliable of Metro's rail services • Lack of connections with Purple and Red Lines makes for efficient operations and scheduling
 Passenger Capacity	 Passenger Capacity	✓ • Second-highest capacity in Metro's rail fleet • 133 passengers/car	✓ • 25% less passenger cabin space and capacity than high-floor LRT • 100 passengers/car	✗ • Capacity is severely limited by vehicle size • Capacity is not sufficient for projected passenger demand • 100 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car
<div style="display: flex; justify-content: space-between; align-items: center;"> ✗ EXTREMELY LOW ✗ VERY LOW ✓ LOW ✓ MEDIUM ✓✓ HIGH </div>							

Table ES-2 (continued): Preliminary Rail Concepts Screening Summary

Rail Alternatives Screening Summary		6 Heavy Rail - Stand-alone		5 Heavy Rail - Red Line Connection		4 Heavy Rail - Purple Line Connection		3 Tram/Streetcar		2 Low Floor LRT		1 High Floor LRT	
Rail Technology	Configuration												
		• Do Not Connect - Transfer Only		• Connect to Red Line		• Connect to Purple Line		• Side Running • Low Floor		• Side Running • Low Floor		• Center Running • High Floor	
\$		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Construction Impacts & Service Disruption	• Highest cost relative to other rail alternatives	• Highest cost relative to other rail alternatives	• Highest cost relative to other rail alternatives	• Highest cost relative to other rail alternatives	• Highest cost relative to other rail alternatives	• Highest cost relative to other rail alternatives	• Light infrastructure footprint coupled with limited need to relocate utilities results in a faster, less disruptive construction period	• Medium cost relative to other rail alternatives	• Medium cost relative to other rail alternatives	• Medium cost relative to other rail alternatives	• Medium cost relative to other rail alternatives	• Medium cost relative to other rail alternatives
		• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• Significant and costly right-of-way needed to build the Red Line connection	• Significant and costly right-of-way needed to build the Purple Line connection	• Significant and costly right-of-way needed to build the Purple Line connection	• Significant and costly right-of-way needed to build the Purple Line connection	• No or very limited service disruptions to other Metro rail lines during construction	• Highest potential for community disruption during construction	• Highest potential for community disruption during construction	• Highest potential for community disruption during construction	• Highest potential for community disruption during construction	• Highest potential for community disruption during construction
		• Need to build standalone maintenance and control facility	• During construction, Red Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer	• During construction, Purple Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer	• Requires taking property to construct under building(s)	• Requires taking property to construct under building(s)	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction	• No or very limited service disruptions to other Metro rail lines during construction

✗ EXTREMELY LOW
 ✗ VERY LOW
 ✓ LOW
 ✓✓ MEDIUM
 ✓✓✓ HIGH

Phasing Options for the Three Rail Concepts

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. Given the length of the corridor, and past Metro experience with constructing rail systems, it is likely that any rail constructed on Vermont Avenue would be built in phases.

As part of the phasing analysis, a Minimum Operating Segment (MOS) analysis was conducted for the three rail concepts. Consideration was given to cost effectiveness (identifying segments that generate the most new ridership per dollar invested), logical endpoints (terminal stations at points of connection to other Metro services and/or at high-activity centers), and the ability to find suitable land for a Maintenance and Storage Facility (MSF). Siting the MSF is the largest driving force for phasing due to the very limited industrial-zoned land within the corridor and lack of capacity at existing rail facilities.

The phasing analysis validated that Exposition Boulevard would be an appropriate location to terminate the first segment. This location is both a significant transfer point to the Expo Line and an important destination given that USC and Exposition Park are immediately adjacent. This segment also contains over half of the total corridor ridership. The analysis, however, also determined that it would be very challenging to locate and environmentally clear and acquire land for a suitable MSF in the northern segment of the corridor.

This northern segment of the corridor is predominately commercial and/or residential, therefore, the viability of building a MOS along Vermont between the Red/Purple and Expo Lines would be very challenging. Consequently, the project could either be extended further south to Slauson Avenue; this location is the third-highest ridership location on the corridor, or be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

Slauson also provides a multimodal connection to the future Rail to Rail Active Transportation Corridor. Additionally, the industrial properties located along the Metro-owned former rail corridor along Slauson Avenue may be candidates for the MSF.

Table ES-3 outlines the recommended phasing along with the capital costs associated with each.

Table ES-3: Recommended Phasing

	Segment 1	Segment 2
LRT High-Floor	Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.7 – 3.2B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$1.7 – 2.0B</i>
HRT Red Line Connection	3rd St. to Exposition Blvd. * <i>Capital Cost (2018): \$3.7 – 4.4B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>
HRT Stand-Alone Alignment	6th St./Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.5 – 2.9B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>

* Southern terminus may need shift south if no feasible MSF site can be found between Wilshire and Exposition. This is a higher risk for the HRT Metro Red Line Connection because it requires the largest fleet size and MSF site.

Assessment of the Three Rail Concepts

As shown in Table ES-4, the three rail concepts were further evaluated as to grade crossings and traffic impacts; junction feasibility; physical aspects of the corridor; potential maintenance and storage facilities; phasing options; environmental issues; ridership and cost.








Based on the analysis completed, all three concepts are physically and operationally feasible. With the three exceptions noted below, the Vermont Corridor does not pose unusually difficult or unique environmental or engineering conditions relative to other rail projects Metro has delivered in similar built-up urban areas. The three exceptions are as follows:

- **Potential Section 4(f) Resources (LRT High-Floor Concept):** From Gage Avenue to 120th Street, there are median park spaces which would potentially be affected by the LRT concept which would likely be at-grade and in the median in this segment.
- **Connection to the Red Line (HRT Red Line Connection Concept):** Creating a new underground junction with the Metro Red Line is a significant construction challenge that could pose significant property impacts adjacent to the junction, and would result in prolonged service interruptions on the Metro Red Line during construction.
- **Locating a Maintenance and Storage Facility (MSF) for a Minimum Operating Segment (All 3 Concepts):** The viability of building a Minimum Operating Segment along Vermont between the Metro Red/Purple and Metro Expo Lines will likely hinge on finding, environmentally clearing and acquiring land for the MSF in this predominately residential and commercial area. If this proves to be impractical, the project will need to extend further south to Slauson Avenue, or perhaps be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

These three concepts and doubtless other variations would be subjected to full technical and community review during future environmental phases. They serve to illustrate a reasonable range of feasible rail configurations for the Vermont Corridor, and have been used to review the BRT alternatives to ensure that neither BRT concept precludes a future potential conversion to rail.

Table ES-4: Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary






		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	Grade Crossings and Traffic Analysis	✓ <ul style="list-style-type: none"> All intersections feasible or possibly feasible at-grade per Metro Grade Crossing Safety Policy Required grade separation at Vermont/Expo due to MRDC requirements Possible impacts to left-turn movements on Vermont Avenue 	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade
	Junction Constructability	✓✓✓ <ul style="list-style-type: none"> Feasible non-revenue track connection to the Metro Expo Line to allow access to existing maintenance facility for occasional heavy vehicle service 	✓ <ul style="list-style-type: none"> Feasible revenue connection to the Metro Red Line north of Wilshire Blvd. would impact adjacent properties for the junction construction. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed 	✓✓✓ <ul style="list-style-type: none"> No junction included in this alternative. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed.
	Corridor Fit & Constructability	✓✓ <ul style="list-style-type: none"> ROW widths are not sufficient for at-grade north of Slauson. Requires below-grade north of Slauson which would use twin bored tunnels between stations and cut-and-cover construction at stations in Phase 1 from Wilshire/Vermont to Slauson/Vermont. ROW widths are sufficient for the at-grade alignment between Slauson and 120th Street 	✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. If this alignment crosses below the existing Metro Red and Purple Lines, the depth could result in relatively higher station construction costs. Temporary closures of the northbound and southbound Metro Red Line tracks of at least one year would be required for construction. 	✓✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. The northern tail tracks of this alignment may need to be located below the existing Metro Red Line and the added depth could result in relatively higher construction costs.
	Vehicle MSF	✓✓ <ul style="list-style-type: none"> LRT Alternative would have access to existing facilities if a non-revenue connection is built to the Metro Expo Line. However, none of the existing MSFs have the capacity to fully serve a new LRT line. A new MSF would be required for the storage and maintenance of LRT vehicles. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 60 LRT vehicles. 	✓✓ <ul style="list-style-type: none"> A new maintenance facility would be required, but the Metro Red Line junction north of Wilshire/Vermont would allow for access to the existing Division 20 facility. However, even with the planned expansion, Division 20 would not have the capacity to serve a new HRT line. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 162 HRT vehicles. 	✓ <ul style="list-style-type: none"> With no physical access to existing heavy rail facilities; a new facility would be required. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 90 HRT vehicles.

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Table ES-4 (continued): Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary



	ROW Impacts	<p>✓✓</p> <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints. 	<p>✓</p> <ul style="list-style-type: none"> Right-of-way required for construction of the junction with the Metro Red Line, maintenance facility, and station footprints. 	<p>✓✓</p> <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints.
	Phasing	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/Wilshire to the Expo/Vermont station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue. 	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/3rd Street to the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue or even to the ultimate terminus at 120th Street. 	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between West 6th Street and Wilshire Boulevard on Vermont Avenue and the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would extend south to 120th Street. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue.
	Environmental	<p>✓✓</p> <ul style="list-style-type: none"> Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique resources relative to other Metro rail projects, however the landscaped median south of Gage Avenue could pose Section 4(f) parkland challenges. 	<p>✓✓</p> <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects 	<p>✓✓✓</p> <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects.
	Ridership	<p>✓</p> <ul style="list-style-type: none"> Lowest boardings due to limited station stops and transfer time needed for at-grade rail to below-grade rail connection or connection to local bus Approx. 91,000 corridor boardings (2042) 	<p>✓✓✓</p> <ul style="list-style-type: none"> Highest boardings due to one seat ride from north of Wilshire Approx. 116,000 - 144,000 corridor boardings (2042) 	<p>✓✓</p> <ul style="list-style-type: none"> Low-medium boardings relative to the other concepts due to transfer time needed for rail-to-rail connection Approx. 103,000 - 131,000 corridor boardings (2042)
	Cost	<p>✓✓✓</p> <ul style="list-style-type: none"> \$4.4 - \$5.2B (2018\$), Capital \$18 - \$21.1B (2067\$), Capital \$28.8 - \$53.0M (2018\$), Annual Operating & Maintenance Lowest cost relative to other concepts 	<p>✓✓</p> <ul style="list-style-type: none"> \$7.1 - \$8.4B (2018\$), Capital \$29.4 - \$34.7B (2067\$), Capital \$53.8 - 80.5M (2018\$), Annual Operating and Maintenance Highest cost relative to other concepts 	<p>✓</p> <ul style="list-style-type: none"> \$5.9 - \$6.9B (2018\$), Capital \$24.1 - \$28.4 (2067\$), Capital \$35.1 - \$70.0M (2018\$), Annual Operating & Maintenance Medium-high cost relative to other alternatives

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Refinements to BRT Concepts

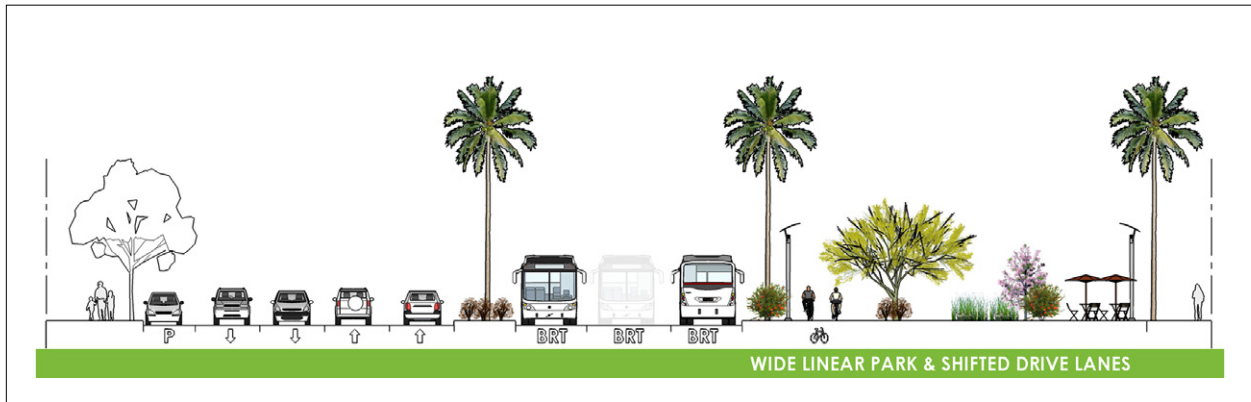
Information gained from developing and assessing the rail alternatives, as well as current best-practices in BRT design and Metro's First-Last mile policies, were used to refine the conceptual engineering plans previously produced during the Vermont BRT Technical Study. This process led to refinements in three areas:

- Adjust the BRT running way per the Metro Rail Design Criteria to maximize the opportunities for the BRT alignment to be reused for future rail. This was done primarily by adjusting the horizontal curves of the BRT running way, and the position of left-turn lanes, to be more compatible with a future rail alignment. This also benefits BRT patrons by providing a smoother ride and potentially faster travel times;
- Reflect best-practices and lessons-learned from recent on-street BRT implementations in an effort to ensure the future Vermont BRT provides a high-quality, rail-like experience to Metro's patrons. This included adjustments to right-turn lanes to minimize conflicts with the BRT, reducing the degree of lane-shifting through intersections necessary to accommodate left-turn lanes, restricting u-turns at narrow intersections, and adding bulb-outs to sidewalks to reduce crossing distances for pedestrians; and
- Consider opportunities to integrate on-street amenities to improve First-Last Mile connectivity and help foster the creation of Transit Oriented Communities

With respect to the last point, a unique urban design opportunity exists in the wider portion of the corridor south of Gage Avenue. The refined BRT alternatives include either side or center-running configurations created by reusing an existing travel lane. In both cases, the collector roads to the outside and the landscaped median are mostly undisturbed except for some necessary reconfigurations at intersections. Some community members and agency representatives have noted that the median is an underutilized community resource, partly because it is in the middle of the street and access is a challenge. This provides an opportunity to "reprogram" the entire street width to focus the open space on one side where it is easier to access.

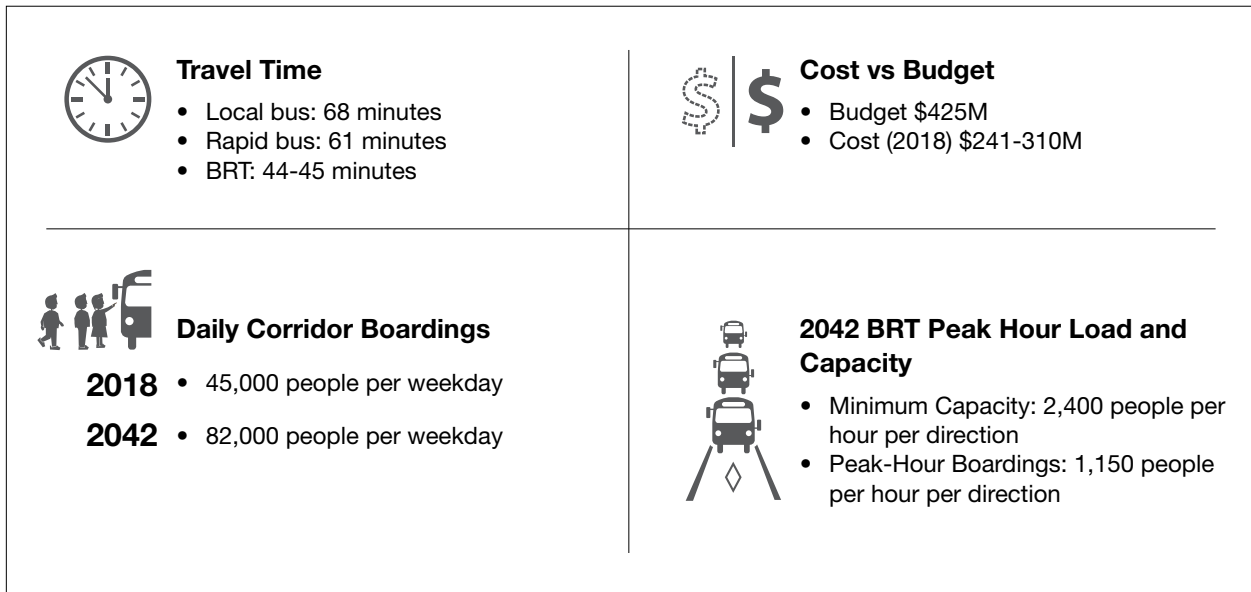
This concept would essentially create a linear park along one side of Vermont Avenue south of Gage Avenue, as seen in Figure ES-9. Such a concept would need significant community input and agency support beyond Metro to become a realization. It is recommended that this concept be further explored during the Environmental Phase of the Vermont BRT project, in partnership with City of Los Angeles, Los Angeles County and the Vermont Community.

Figure ES-9: Vermont Avenue South of Gage Avenue Potential Concept



The refinements made to the BRT concepts improve upon the prior conceptual design and provide for a significant and cost-effective contribution to transit service along Vermont Avenue, as shown in Figure ES-10.

Figure ES-10: Vermont BRT Project Benefits



STAKEHOLDER AND AGENCY INPUT

Metro initiated an early and sustained key stakeholder outreach process involving key public and partner agency stakeholders. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. The purpose of the outreach was to discuss and solicit early feedback on the initial six rail concepts, discuss the screening criteria used in refining the rail concepts, and the refinements to the BRT concepts. The process included a wide range of opportunities for feedback, designed to be transparent and inclusive.

The study process included a Technical Working Group (TWG), which consisted of representatives from a number of Metro departments as well as staff from the City of Los Angeles and County of Los Angeles, who have jurisdiction over the corridor. This group met four times over the course of the project and was instrumental in providing critical technical support and input on both the rail concepts and the refined BRT alternatives.

In April/May 2018, Metro staff initiated the first set of project briefings and key stakeholder meetings. The purpose of these initial briefings and/or meetings was to provide a general overview and schedule of the study, solicit initial stakeholder input on the preliminary rail concepts, and to discuss next steps. In October 2018, a second set of project briefings and key stakeholder meetings were held. The purpose of this second round of briefings/meetings was to provide a study update and solicit further input on the refined rail and BRT concepts. The project team recorded all community feedback and concerns for each meeting.

The project team also offered other convenient means for the community to receive information about the project and provide comment. Online engagement included a special project e-mail box and project website. A total of 349 comments were collected via email, public comments, and comment cards from the meetings.

FINDINGS AND RECOMMENDATIONS

The objective of this study was to evaluate the feasibility of a variety of potential rail concepts for the Vermont Corridor and to further refine the two BRT concepts developed earlier as part of the Vermont BRT Technical Study to ensure that their implementation would not preclude a potential conversion to rail in the future. Initial opportunities to facilitate transit-oriented community outcomes and first last mile amenities were also evaluated. Figure ES-11 contains some key findings and recommendations from the study.

Figure ES-11: Key Findings and Recommendations

1

Improvements to Metro's 2nd busiest corridor are needed

Further work undertaken on transit needs in the corridor, new ridership forecasts, and further input from the Vermont Community all underscore the pressing need to improve services in this critical transit corridor.

2

BRT has community support, as does future rail

While technical concerns exist about specific means of implementation, there is community support for high-quality transit improvements in the corridor, both BRT and future rail.

3

BRT will in no way preclude rail

- For the two most likely rail technologies, there is very little physical overlap between the BRT project and the likely future rail footprint.
- HRT would be fully underground, with no physical conflict with the at-grade BRT.
- In the narrow portion north of Gage Avenue, LRT will also most likely be underground.
- In the wider portion south of Gage Avenue, there is an opportunity to reuse a median-running BRT running way for LRT, and the BRT alignment has been reconfigured to rail standards to facilitate this.

4

Potential opportunity to work with the Vermont Community, the County and the City of LA to revitalize the open-space median at south end of corridor

- While such a project falls outside Metro's mandate and would require financial and project implementation lead from the City, it should be explored with the community during the environmental clearance phase.

5

BRT has capacity to serve the Vermont Corridor to 2042 and beyond

- New ridership forecasting conducted for this study has verified that the Vermont BRT will have the people-carrying capacity to serve the Vermont Corridor into the 2040's and likely beyond.



Next stop: a new kind of bus ride on Vermont.

VERMONT TRANSIT CORRIDOR



Vermont Rail Conversion/Feasibility Study
Planning and Programming Committee
April 17, 2019

Legistar file # 2019-0205

Background

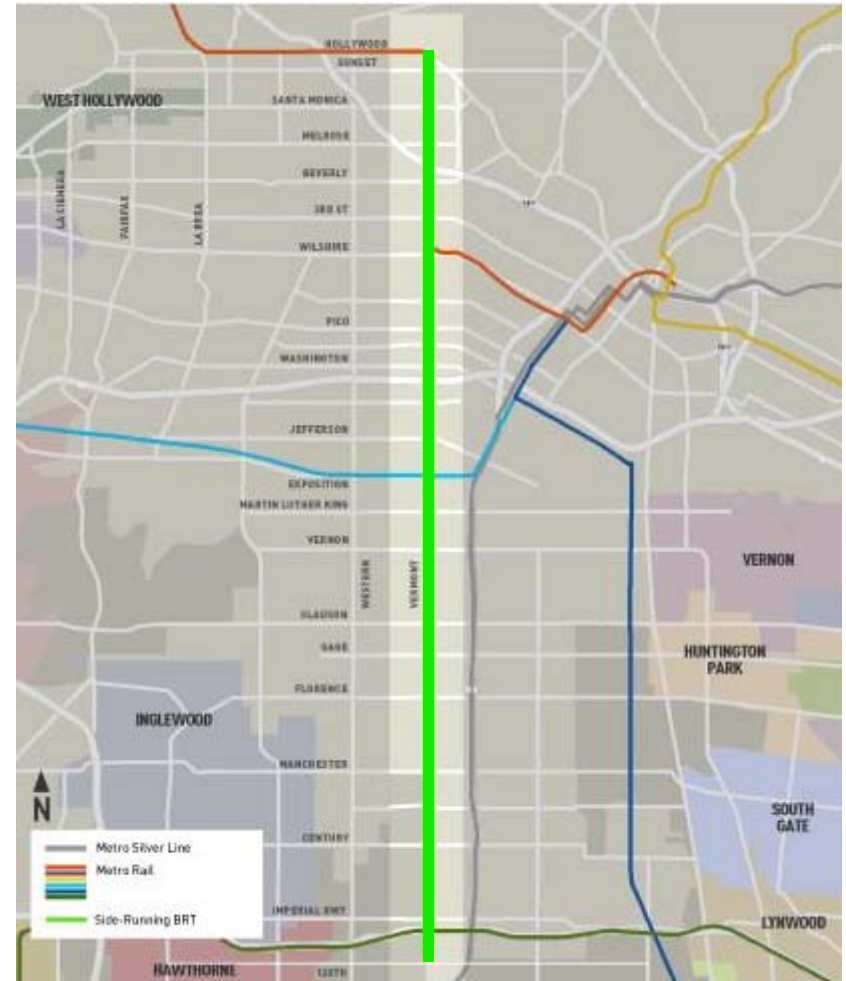
- > Measure M and Twenty-Eight by '28 project
 - Anticipated BRT opening FY28
- > February 2017 - Vermont BRT Technical Study completed
- > March 2017 - Board directed staff to:
 - Proceed with BRT as near term improvement
 - Initiate study of rail concepts to ensure BRT doesn't preclude future rail conversion



Example of Side-Running BRT

BRT Concept 1 - End-to-End Side-Running

- > 12.4 miles of end-to-end side-running BRT
 - Hollywood to 120th St.
- > Converts traffic lanes next to parking to bus lanes



BRT Concept 2 – Combination Side/Center-Running

- > 8.2 miles of side-running north of Gage
- > 4.2 miles of center-running south of Gage
- > Converts two center traffic lanes to bus lanes



Side-Running North of Gage



Center-Running South of Gage



Evaluation of Rail Concepts

- > Six initial rail concepts identified
 - At-grade, elevated and underground alignments
- > ROW constraints limited at-grade options
- > Most feasible concepts (based on initial screening and community input):
 - High-floor Light Rail
 - Heavy Rail connecting to Red Line
 - Separate Heavy Rail line with transfer at Wilshire/Vermont

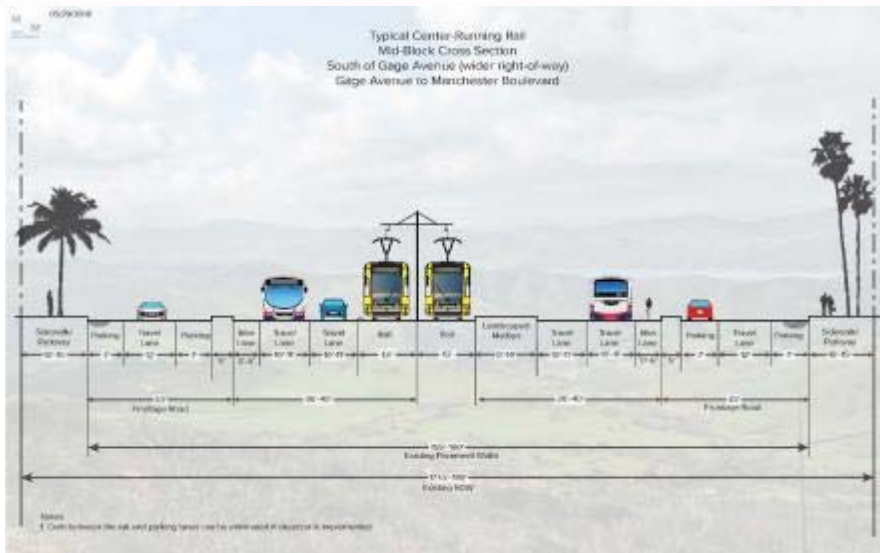


High-Floor LRT

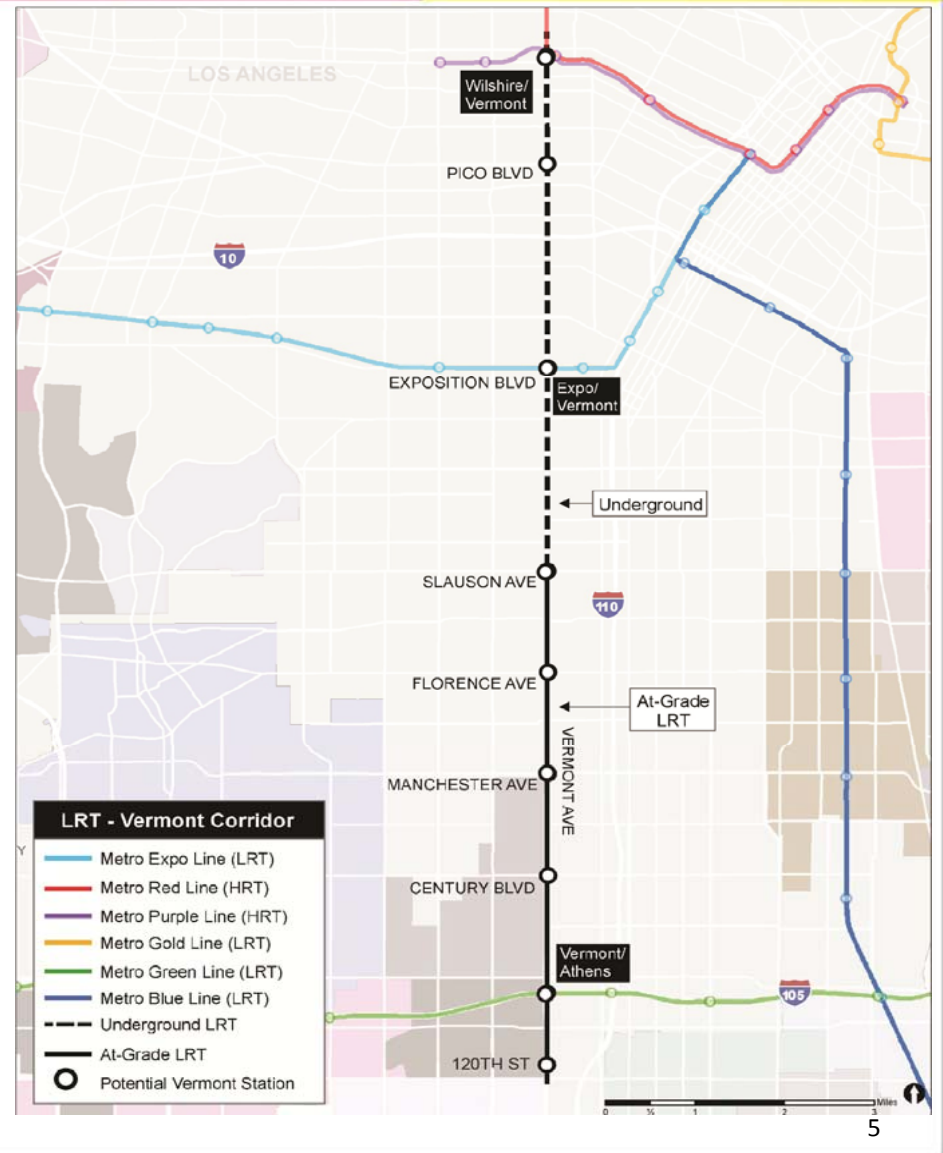


Heavy Rail

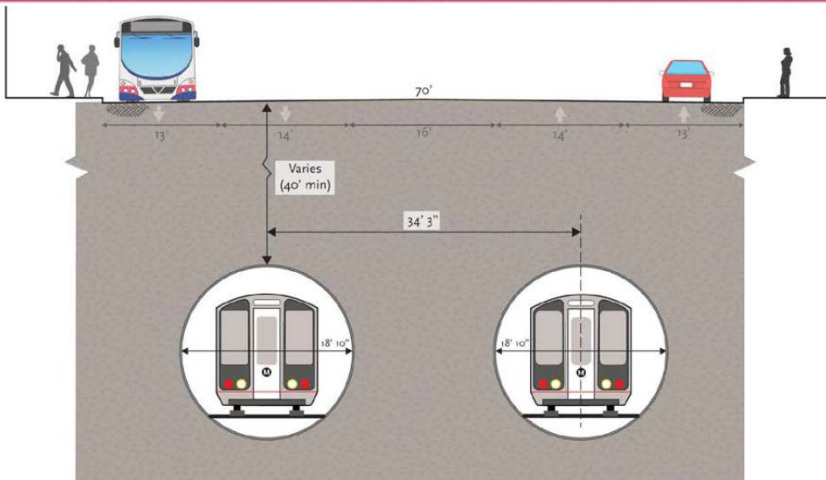
High-Floor LRT – Center Running



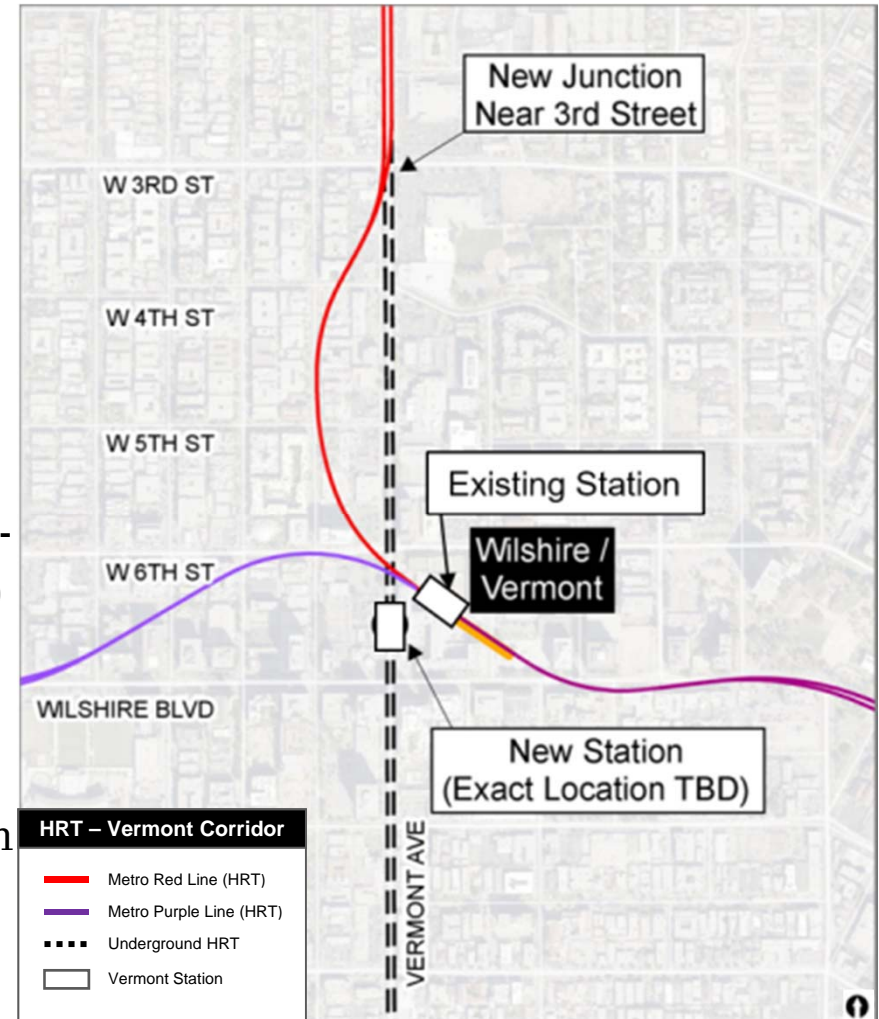
- Lowest cost – \$4.4 - \$5.2B (2018)
- Lowest daily corridor ridership (2042) – 91,000 (44,000 rail)
- Over 50% underground (5.2 miles)
- Remaining 4.6 miles at-grade
- Biggest challenge: identifying site for new maintenance/storage facility



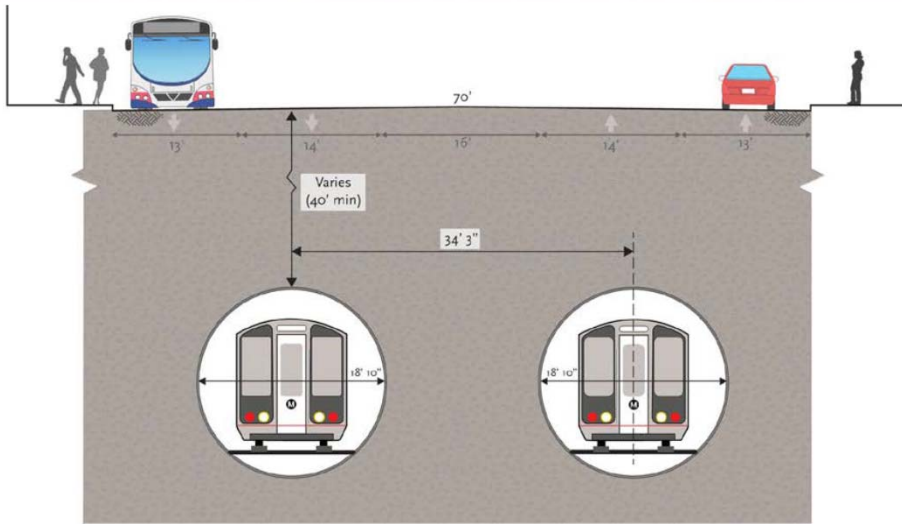
Heavy Rail – Connection to Red Line



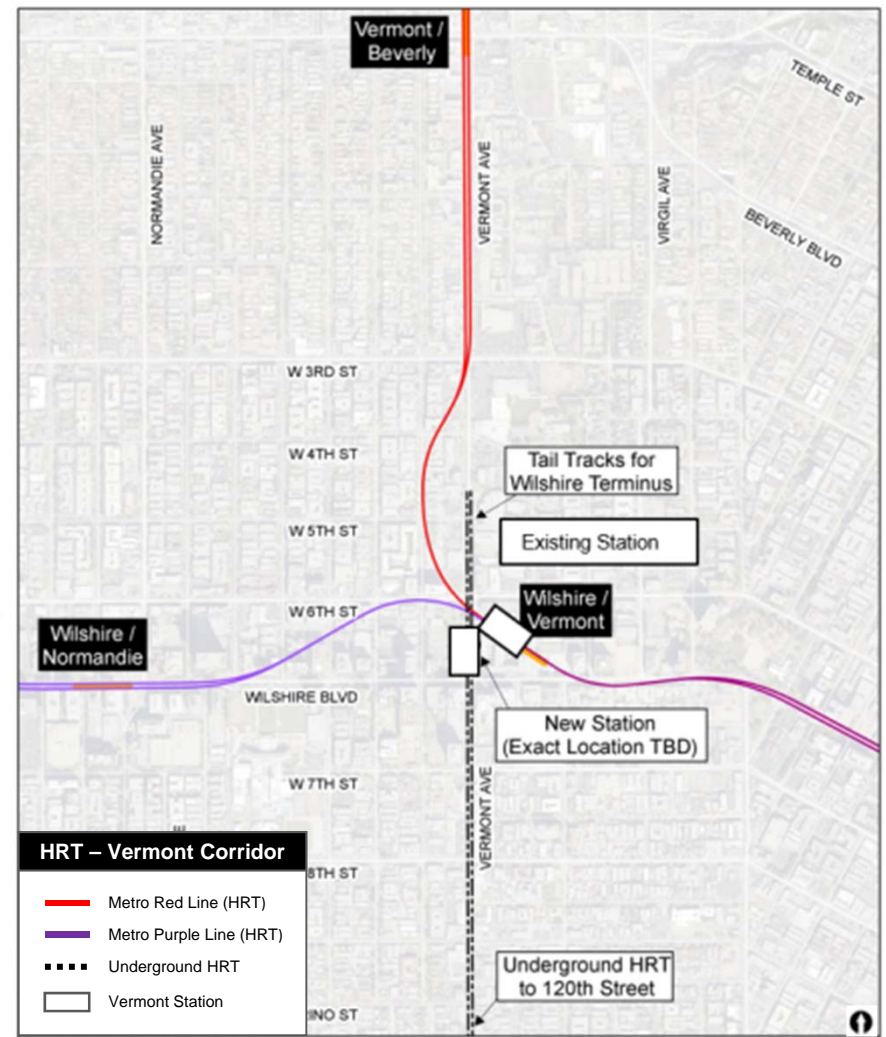
- Highest cost – \$7.1 - \$8.4B (2018)
- Highest daily corridor ridership (2042) - 116,000 - 144,000 (81,000 - 117,000 rail)
- Significant impacts to existing service during construction (up to 2 years)
- 10.3 miles underground
- Biggest challenge: building the junction with Red Line



Heavy Rail – Stand Alone



- Medium cost – \$5.9 - \$6.9B (2018)
- Medium daily corridor ridership (2042) - 103,000 - 131,000 (51,000 - 83,000 rail)
- 9.8 miles underground
- Biggest challenge: identifying a site for new maintenance facility



Key Study Findings

- > Broad support for BRT
- > BRT can provide more immediate improvements at fraction of rail costs (approximately \$310 M)
- > BRT will not preclude future rail
- > Little to no physical overlap with LRT (two-thirds underground) or HRT options (100% underground)
- > Center-running BRT lanes can be used later for LRT south of Gage



Recommendations

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study.
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process.
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

Next Steps

- > April 2019 – Initiate procurement for consultant services to perform supplemental study and environmental review
- > Early 2020 – award contract for environmental review and begin supplemental study of BRT concepts





Board Report

File #: 2019-0148, File Type: Project

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE APRIL 17, 2019

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. RECEIVING AND FILING the North Hollywood to Pasadena BRT Corridor Alternatives Analysis (AA) Study Report; and
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR).

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor is a Measure M project with a projected opening date of Fiscal Year (FY) 2022 to FY 2024. Currently, \$267 million in Measure M funds are allocated for this project. This project is also included in the Twenty-Eight by '28 Initiative, adopted by the Board in January 2018. In order to meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternatives Analysis (AA) and environmental review study, respectively. This report includes the findings from the initial AA phase and a recommendation to advance the Refined Street-Running Alternative with Route Options into environmental review.

BACKGROUND

The North Hollywood to Pasadena BRT Corridor study area (Attachment A) extends approximately 18 miles from the North Hollywood Metro Red/Orange Line Station to Pasadena City College and serves as a key regional connection between the San Fernando and San Gabriel Valleys. It traverses the communities of North Hollywood and Eagle Rock, in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. It has a dense residential population with many cultural, entertainment, shopping, and employment areas distributed throughout.

Of the 700,000 daily trips entering the study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for

just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

In February 2017, the North Hollywood to Pasadena BRT Corridor Technical Study was completed, which explored the feasibility of implementing BRT, including dedicated bus lanes and other key BRT features. The study identified two promising BRT concepts, a street-running BRT (Attachment B) and a freeway-running BRT (Attachment C), with multiple route options throughout the corridor. At the March 23, 2017 Board Meeting, staff presented the findings and recommendations from the North Hollywood to Pasadena BRT Corridor Technical Study and the Board approved advancing the two BRT concepts into environmental review.

In May 2018, the Board authorized the CEO to award and execute Contract No. AE49369000 to Kimley-Horn and Associates, Inc., to complete the Planning and Environmental Study (Legistar File No. 2018-0129) for the North Hollywood to Pasadena BRT Corridor. As a first phase of this study, an AA was included to evaluate the initial two BRT concepts further and identify a refined set of alternatives to advance into environmental review.

DISCUSSION

In July 2018, staff initiated work on the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study. The Study began with an initial screening of the two earlier BRT concepts developed as part of the North Hollywood to Pasadena BRT Technical Study. Combined with feedback received from the various communities, several of the initial route options were eliminated from further consideration. A storyboard map (Attachment D) was then developed to show the refined route options and to illustrate how the project would serve the various communities along the corridor. Further analysis resulted in a refined list of three (3) distinct alternatives recommended to carry forward into the AA (Attachment E - Executive Summary). These alternatives include:

- 1) Street-Running
- 2) Freeway-Running
- 3) Hybrid Street/Freeway-Running

Each of the three alternatives is approximately 18 miles in length and would extend from the Metro Red/Orange Line Station in North Hollywood to Pasadena City College in Pasadena.

Street-Running Alternative

The Street-Running Alternative includes the greatest number of stations, maximizing ridership potential, service to disadvantaged communities, connectivity to local and regional transit service, and access to land uses along the corridor. Furthermore, it's the only alternative among the three that would provide connections to both the Burbank Media District and downtown Burbank, as well as serve most of Glendale's key activity centers. Projected ridership is up to 30,000 riders per day.

Freeway-Running Alternative

The Freeway-Running Alternative would have the fastest end-to-end travel time following primarily SR-134, with street-running segments in Pasadena, the Burbank Media District, and North Hollywood. It includes the fewest stations of the three alternatives and would be expected to attract the fewest riders due to bypassing downtown Burbank, the community of Eagle Rock, and most key destinations in Glendale. In addition, the Freeway-Running Alternative includes multiple stations located adjacent to the freeway, which are generally considered by transit users to be relatively undesirable locations for stations. Projected ridership is up to 23,000 riders per day.

Hybrid Street/Freeway-Running Alternative

The Hybrid Street/Freeway-Running Alternative was evaluated for the purpose of testing a blend of on-street and freeway operations. The end-to-end travel time would be faster than the Street-Running Alternative but with fewer stations and a freeway portion that bypasses the majority of destinations in Glendale and downtown Burbank. Projected ridership is up to 26,000 riders per day.

Evaluation of Alternatives

Once the alternatives were identified, a set of evaluation criteria was then applied to each in order to determine the highest performing alternative(s) for advancement into environmental review pursuant to the California Environmental Quality Act (CEQA). The evaluation criteria used included projected ridership, travel time and reliability, cost effectiveness, environmental benefits, land use connectivity, equity, economic development effects, and public support.

Based on the results of the analysis, it was determined that the Street-Running Alternative best met the project purpose and need. However, select high-performing segments of the other two alternatives were also recommended to be carried forward resulting in a Refined Street-Running Alternative with Route Options (Attachment F).

Recommendation

Given the importance of the North Hollywood to Pasadena BRT Corridor, including the need to improve the overall quality of transit service in the corridor, staff recommends advancing the Refined Street-Running Alternative with Route Options into CEQA environmental review, along with a No Project Alternative.

The Refined Street-Running Alternative with Route Options is the most promising alternative in terms of ridership potential, improved service reliability, opportunities for Transit Oriented Communities, and regional connectivity. Moving forward with this alternative allows us to easily transition into the environmental phase in order to meet the Measure M opening date and the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

Beginning in August 2018, staff launched an extensive public outreach effort. This effort included five community meetings, as well as twenty-five individual project briefings to all the affected cities' elected officials and other community, business and neighborhood groups. In order to broaden the outreach efforts to reach historically underserved communities, staff also attended several neighborhood events such as street fairs, farmers markets, and music festivals and shared project information at the North Hollywood Transit Station. The public could also access project updates

and/or provide comments through the project website or the special e-mail and telephone number established for the project. Staff has also briefed the Burbank and Glendale City Councils, as well as the Pasadena Municipal Services Committee, which includes the City's Mayor and several of its Council Members.

The purpose of this initial outreach effort was to update the public on the project and to solicit feedback on the original BRT concepts developed during the earlier North Hollywood to Pasadena BRT Technical Study. This was necessary in order to narrow the number of potential alternatives to be further evaluated and analyzed as part of the AA. Staff received a total of 630 comments. In general, there was broad community support for BRT on the corridor. There was also a strong public preference for a street-running alternative over an alternative that would run primarily on the SR-134 freeway.

Public and stakeholder engagement will continue throughout the environmental review process to solicit valuable feedback that will further inform and define the project. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, are planned for the environmental review phase. The public scoping meetings are planned for May/June 2019.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a competitive travel option for the approximately 4% of households within the study area that currently do not own an automobile. The lack of an automobile is one of several characteristics usually associated with transit dependency. This project will look at opportunities to provide a premium BRT service through the implementation of BRT elements to lower travel time, increase service reliability and enhance the customer experience for the corridor's transit-dependent/low income communities, as well as enhance mobility and improve regional access, particularly to the key employment centers within the project corridor.

Community outreach efforts will continue to include innovative and comprehensive approaches to engage historically underserved communities and project decisions will be made with the intention of producing outcomes that promote and sustain opportunities and avoid increasing disparity. The project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$2.3 million is included in the FY20 budget request in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor) to continue with the Planning and Environmental Study

and on-going community outreach. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget/contract.

Impact to Budget

The funding source for the North Hollywood to Pasadena BRT Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the North Hollywood to Pasadena BRT Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the North Hollywood to Pasadena BRT Corridor project is to identify and implement strategies for improving bus service along the corridor. These strategies include dedicated bus lanes, reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security while on transit and at stations. As a BRT service, the North Hollywood to Pasadena BRT Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the North Hollywood to Pasadena BRT Corridor alternatives to the next phase of environmental review. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will continue with the next phase of environmental review, including public scoping meetings and initiation of the Draft EIR in accordance with CEQA. Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - Map of North Hollywood to Pasadena BRT Corridor Study Area

Attachment B - Map of Initial BRT Option 1 - Primary Street Alignment

Attachment C - Map of Initial BRT Option 2 - Primary Freeway Alignment

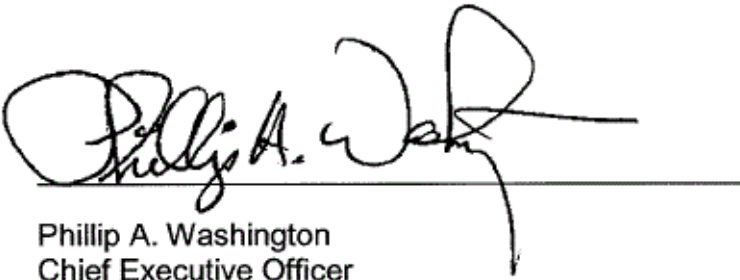
Attachment D - North Hollywood to Pasadena BRT Corridor Project Storyboard

Attachment E - Executive Summary - North Hollywood to Pasadena BRT Corridor Alternatives Analysis

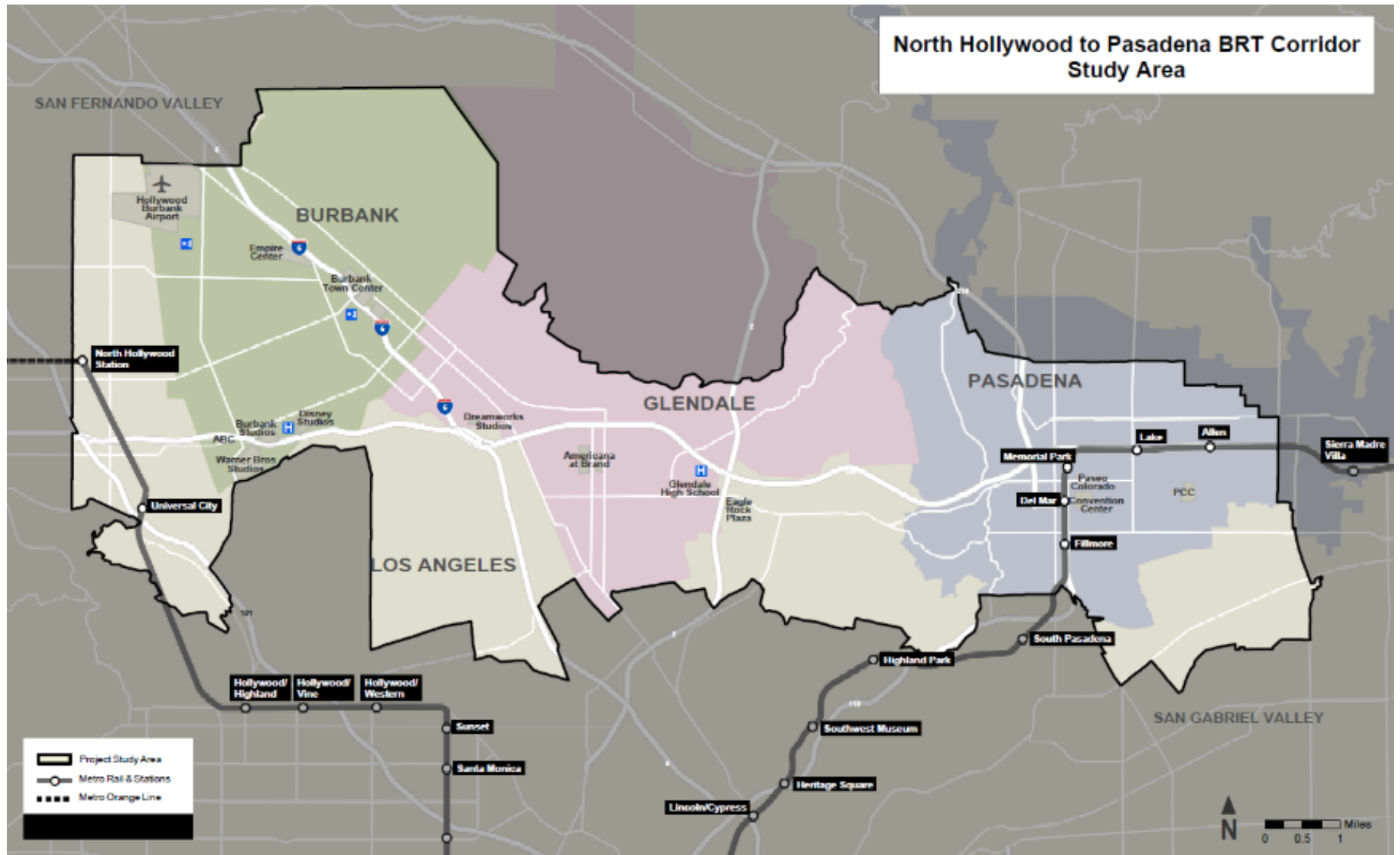
Attachment F - Map of Refined Street-Running Alternative with Route Options

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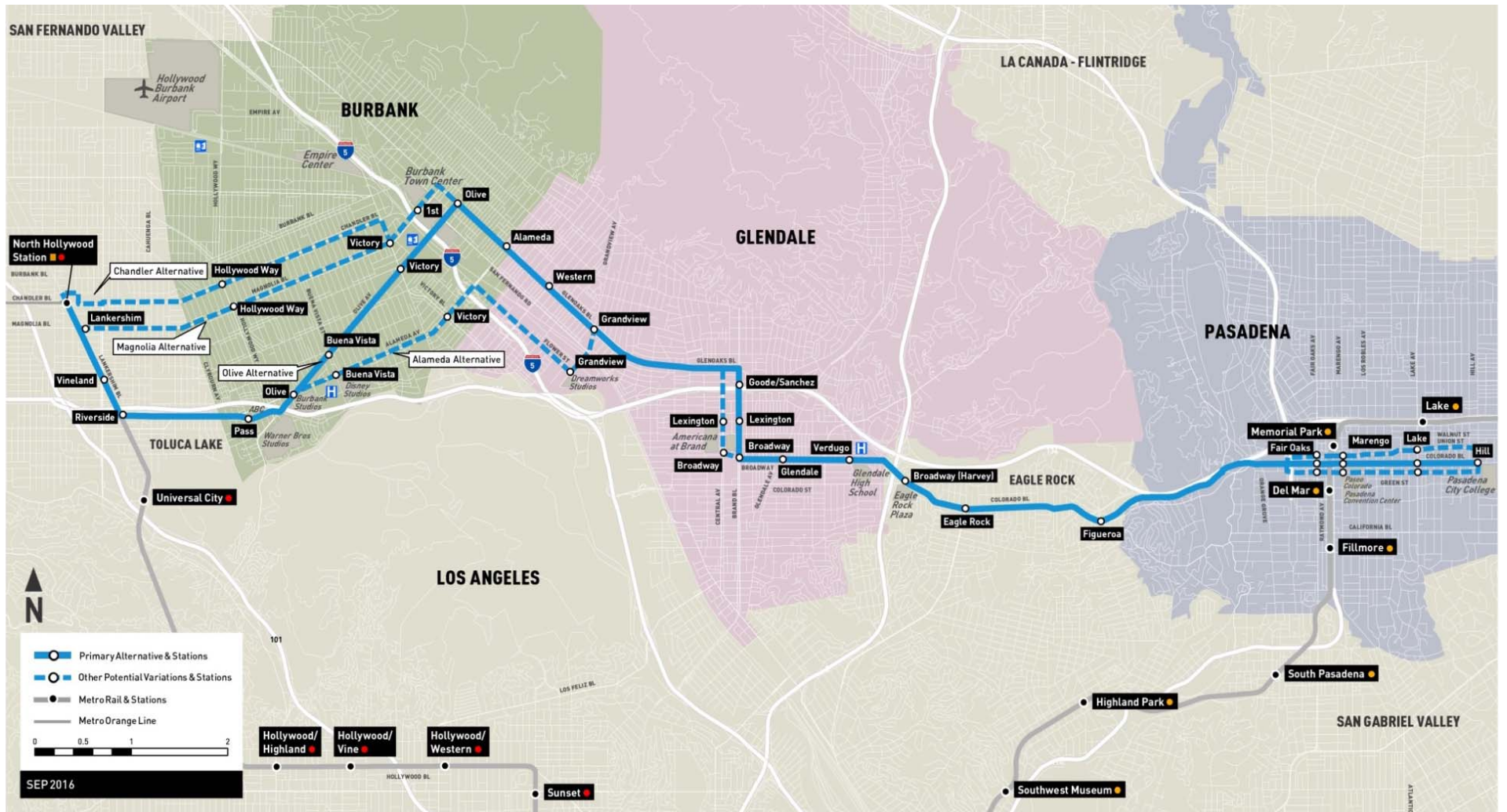
Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



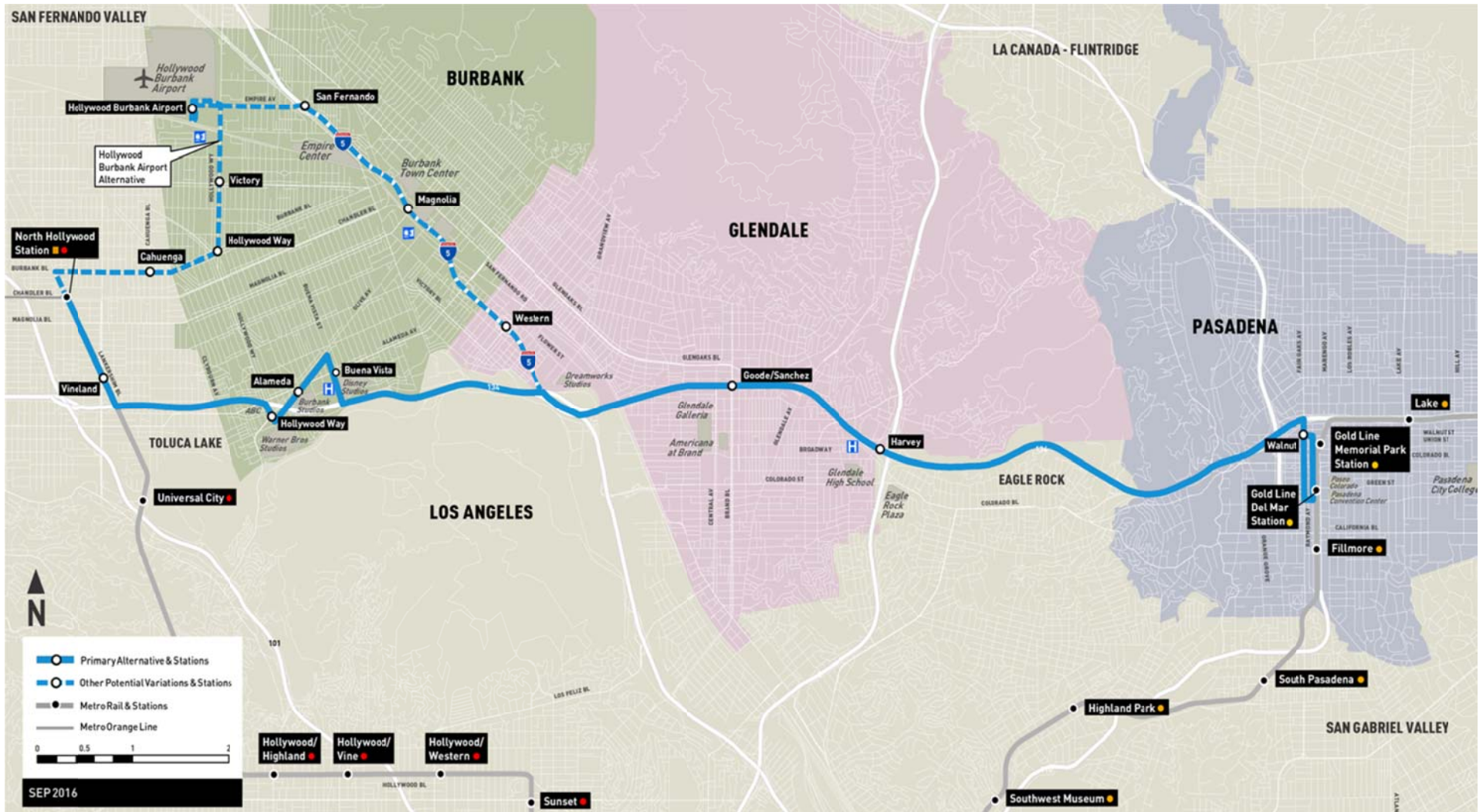
Phillip A. Washington
Chief Executive Officer



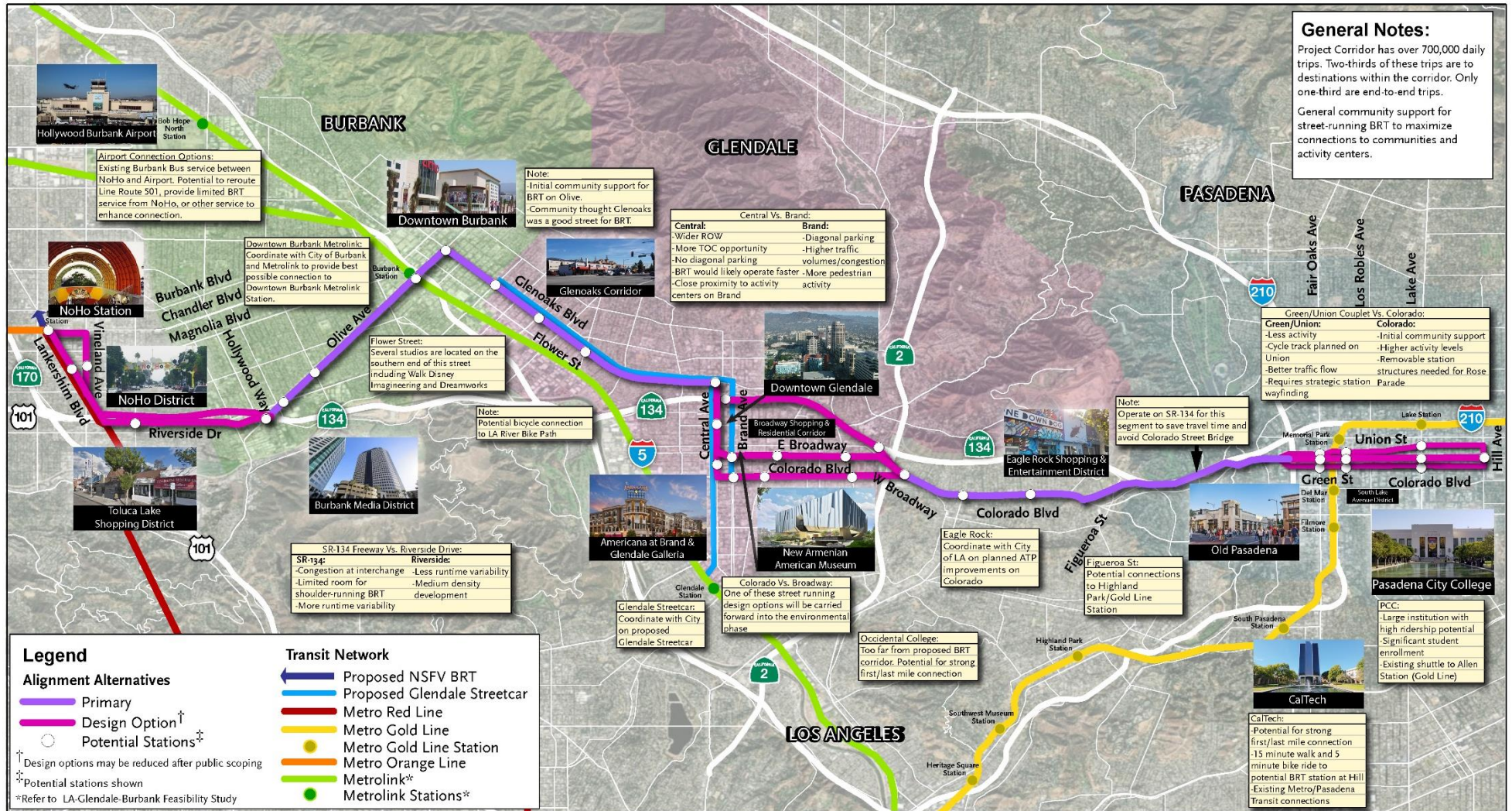
MAP OF INITIAL BRT OPTION 1 – PRIMARY STREET ALIGNMENT



MAP OF INITIAL BRT OPTION 2 – PRIMARY FREEWAY ALIGNMENT



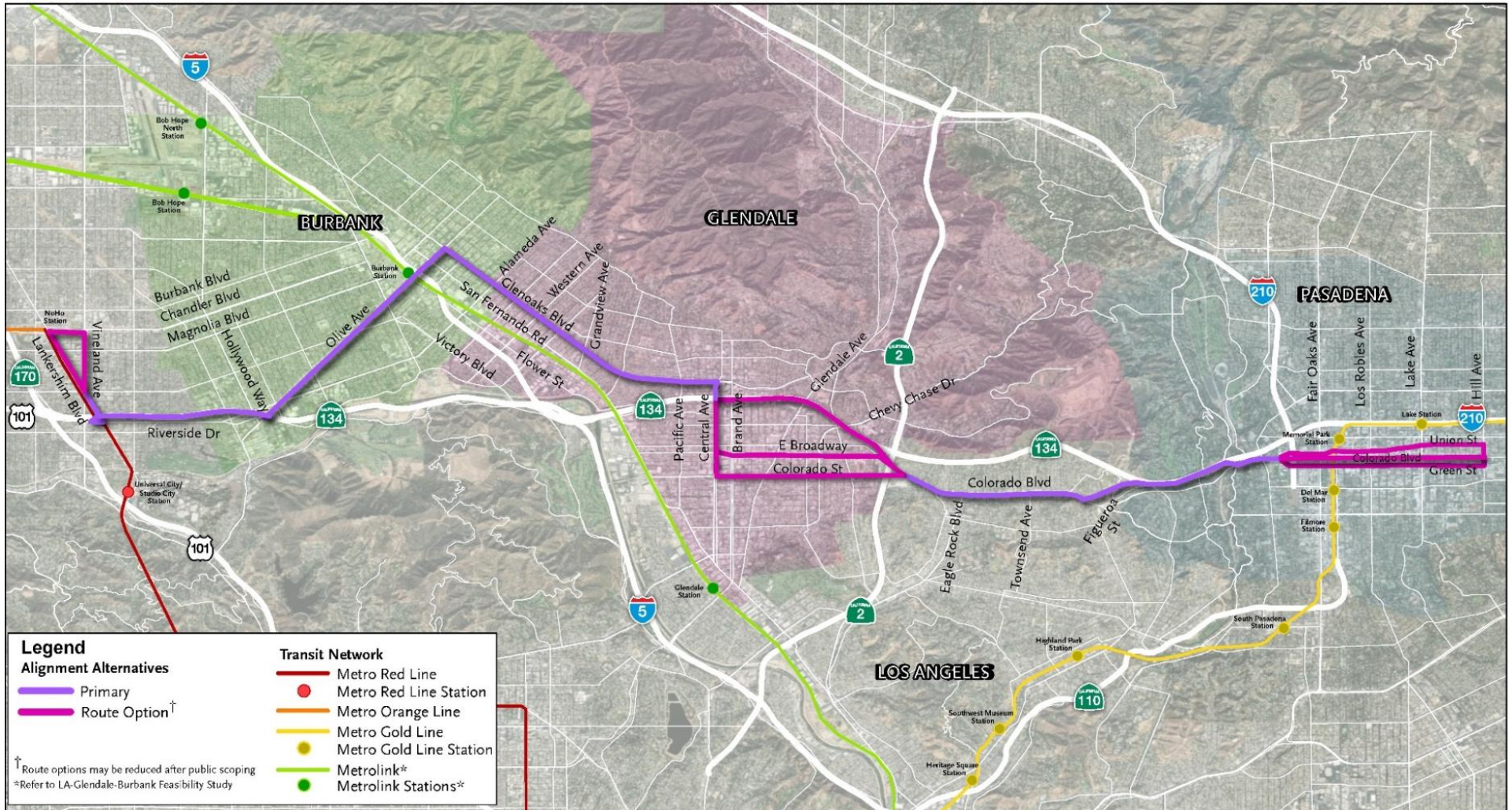
NORTH HOLLYWOOD TO PASADENA BRT CORRIDOR PROJECT STORYBOARD



Attachment E

http://libraryarchives.metro.net/DB_Attachments/2019-0148_Attachment_E_Alternatives_Analysis_Executive_Summary.pdf

MAP OF REFINED STREET-RUNNING ALTERNATIVE WITH ROUTE OPTIONS





Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor

Planning & Programming Committee Meeting

April 17, 2019



Recommended Board Action

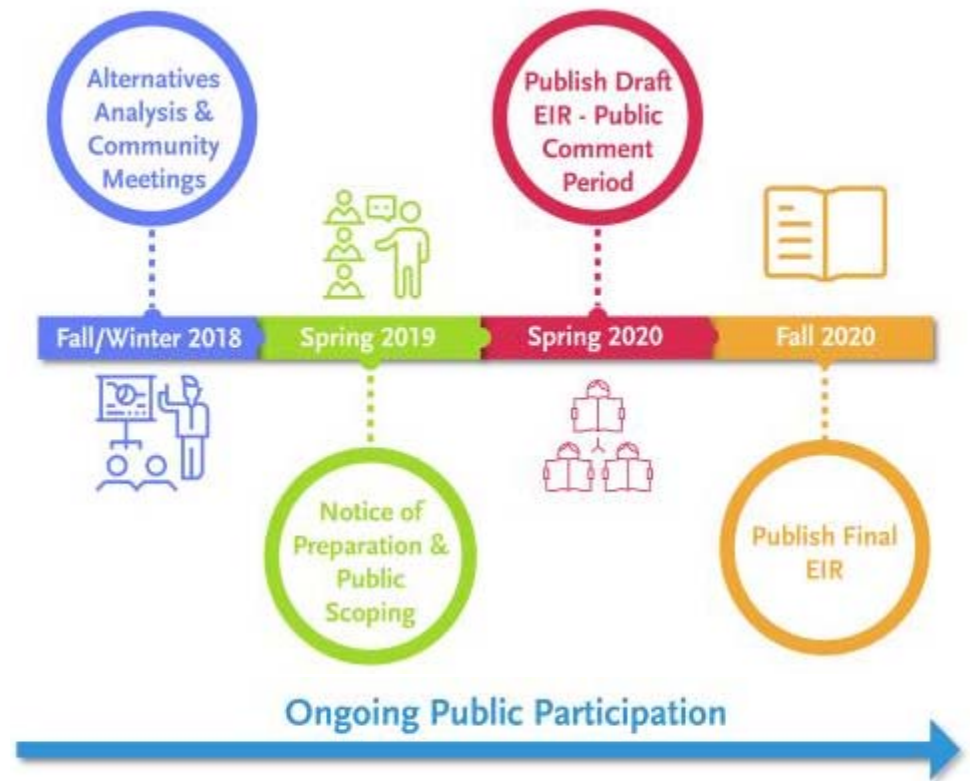
- > Measure M project
 - \$267 million in Measure M & SB1 Funds (Transit and Intercity Rail Capital Program)
 - Projected opening by FY 2024 to meet Measure M and Twenty-Eight by '28 schedule

- > Action Requested
 - Receive and File Alternatives Analysis (AA) report
 - Authorize CEO to initiate Draft Environmental Impact Report (DEIR)



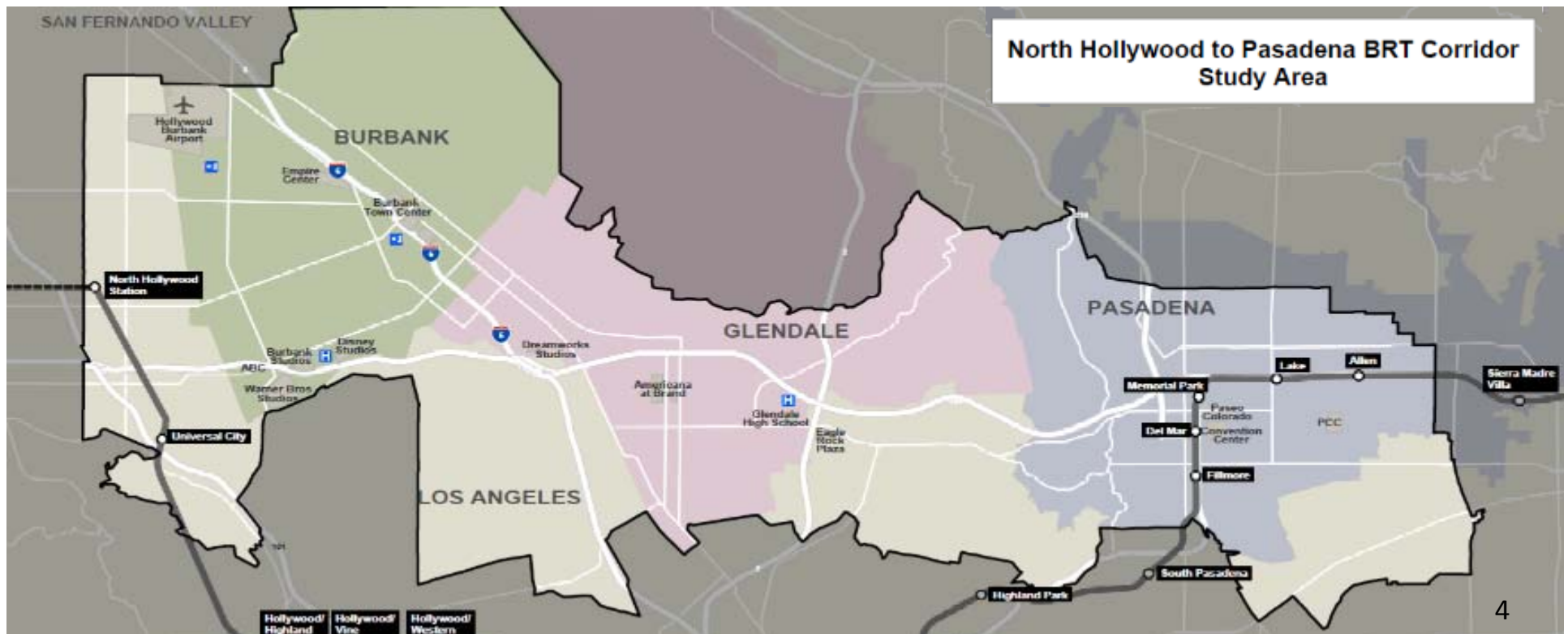
Upcoming Milestones

- > **May/June 2019** – Release Notice of Preparation and begin public scoping meetings
- > **Spring 2020** – Release Draft Environmental Impact Report (DEIR) for public comment
- > **Fall 2020** – Metro Board adopts Proposed Project and certifies Final EIR
- > **Ongoing** – Collaboration and outreach with corridor cities and communities

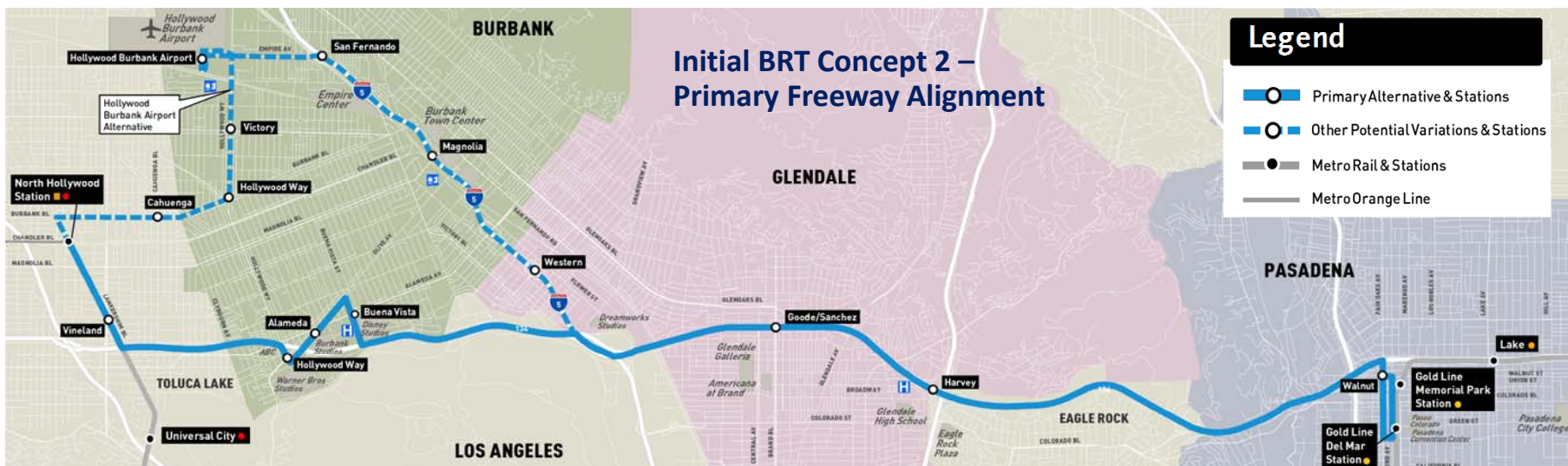
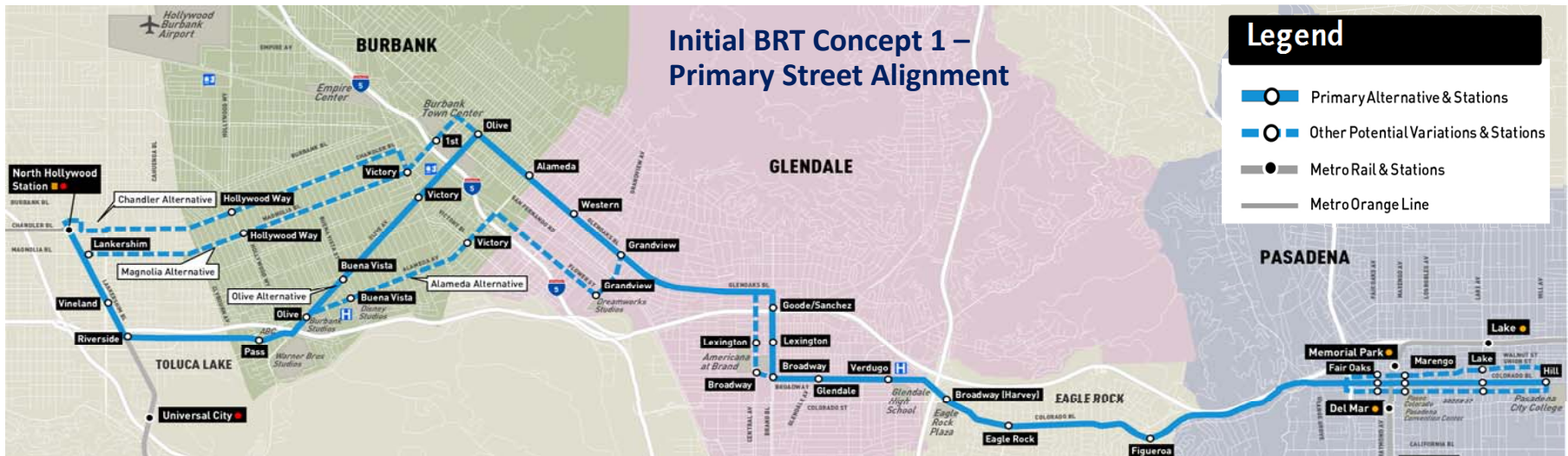


NoHo to Pasadena Study Area

- > Spans 18 miles, 4 cities, includes several key activity centers
- > 700,000 daily trips enter the study area
 - Most trips go to destinations within the corridor; only about one-third of the trips are end-to-end



Initial BRT Route Options



AA Process

- > Conducted outreach to share project information and receive initial feedback
- > Narrowed down initial alternatives/route concepts to three refined alternatives that were evaluated



Alternatives Analyzed in AA

1. Street-Running

- Provides most connectivity within corridor
- End-to-end travel time: approx. 65 minutes
- Projected ridership up to 30,000 daily riders

2. Freeway-Running

- Fastest end-to-end travel time but least connectivity
- End-to-end travel time: approx. 43 minutes
- Projected ridership up to 23,000 daily riders

3. Hybrid Street/Freeway-Running

- More connectivity than Freeway-Running but bypasses Downtown Burbank and majority of Glendale
- End-to-end travel time: approx. 56 minutes
- Projected ridership up to 26,000 daily riders



What We Heard During AA Process

- > Broad community support for project including need for:
 - Frequent and reliable service
 - First/last mile connections
 - Convenient station locations
- > Preference for street-running BRT
 - Serves most key destinations within corridor
 - Better station access, more pleasant stations
- > Concerns over impacts of dedicated bus lanes to parking/traffic

Refined Street-Running Alternative with Route Options

- > Alternative provides:
 - Highest ridership potential
 - Best regional connectivity
 - Better opportunities for Transit Oriented Communities
- > Will be studied further in the Draft EIR
 - Identify potential environmental impacts (e.g. traffic, parking, air quality, visual, etc.)
 - Develop mitigation measures to reduce/eliminate impacts
 - Refine cost, ridership, travel time estimates

Refined Street-Running Alternative with Route Options





Board Report

File #: 2019-0153, File Type: Contract

Agenda Number: 31.

CONSTRUCTION COMMITTEE APRIL 18, 2019

SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. An increase to the total authorized funding for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), for pending and future Contract Work Orders to provide Program Management Support Services (PMSS) in the amount of \$65,838,110, increasing the authorized funding limit from \$24,970,960 to \$90,809,070, consistent with previous action taken by the Board in June 2017 for the remaining five years of the contract, which includes exercising the option to extend the PMSS contract by two years; and
- B. The Chief Executive Officer or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board approved contract funding amount.

SOLIS AMENDMENT: that the Board amends Agenda Item No. 31 to authorize funding for two years and direct Metro staff to return in April 2021 with the next request for authorization as well as a report on the contractor's performance.

ISSUE

In June 2017, the Board approved awarding a five-year cost reimbursable fixed fee Contract No. AE35279, plus one two-year option, to KTJV, a DBE Prime Joint Venture, for Program Management support services for a not-to-exceed amount of \$24,970,960 through Fiscal Year 2019. The Board action provided initial funding through the end of FY19 as part of a multiyear contract with an anticipated five-year base contract value of \$63,347,705 plus \$27,461,365 for the two-year option, for a combined total amount not-to-exceed \$90,809,070 for seven years.

BACKGROUND

To date, staff has awarded CWO/Modifications totaling \$24,120,732.10 and has approximately \$850,227.90 of the authorized funding remaining. Attachment B lists the CWO/Modifications executed over the initial two-year funded duration of the PMSS contract. Staff is now seeking the remaining funding in the amount not-to-exceed \$65,838,110 to support PMSS for the next five years of the Contract.

DISCUSSION

Metro is currently undertaking the largest transportation construction program in the nation. This creates an unprecedented challenge to project delivery. Recognizing that staffing is a key factor in project delivery, Program Management is committed to developing strengths in its capacity and capability to ensure the multi-billion dollar capital program can be successfully managed. Attachment D lists the projects that we expect to support over the duration of the PMSS contract.

The PMSS Contract is utilized to assist Program Management in securing sufficient qualified resources across a broad spectrum of disciplines in a timely manner needed to manage and support delivery of Board approved projects. Metro staff works with KTJV to scale staff up or down depending on Metro's transit, highway, regional rail and other capital improvement program needs. Currently, there is a greater reliance on consultants due to the size of Metro's capital program. The Contract terms allow Metro to efficiently and effectively augment Program Management staff to ensure proper resources necessary to manage a project are available to Metro in terms of additional staff and technical expertise.

Scope

To support the aggressive project implementation schedule for delivering Metro's Capital Program, close coordination and expertise across multiple disciplines are required in the following eight key functions: project management, program management, project delivery development support, project control, estimating, configuration management, project management and other technical training, and Project Management Information System (PMIS) support services. In addition, the scope has allowed for contract administration and small business contract compliance support, assisting Vendor/Contract Management (V/CM) to efficiently provide sufficient staffing needed to perform V/CM support activities.

Combining all the above functions together into one contract has allowed for a better coordinated and more efficient allocation of resources for Metro than would be possible under a series of separate contracts. To date, the PMSS contract has succeeded in fulfilling the consultant staffing demand on a program-wide level on various transit, regional rail, highway, and other capital improvement projects.

Contract funds are authorized by issuing separate CWOs for various projects using labor classifications and rates set forth in the contract, with funding solely supported through the Life of Project budget. This method of contracting results in more efficient cost and schedule management, since CWOs and modifications to existing CWOs are negotiated and issued as additional work is identified. For each CWO or modification, Metro prepares a scope of work and an estimate of hours, and KTJV subsequently provides a proposal. Metro and KTJV will fact-find and negotiate the hours if

there is a discrepancy. After agreement, the CWO is issued and the work proceeds.

Consultant Services

To date, KTJV has completed and is continuing assignments on project staff augmentation (WPLE Sections 1, 2, and 3; Crenshaw/LAX; Regional Connector; Blue Line Improvements; West Santa Ana Branch, East San Fernando Valley; Eastside Access; Regional Rail; and State of Good Repair projects support), Metro Gateway staff augmentation (Program Management and Control; Environmental; Disadvantaged Business Enterprise and Small Business Enterprise Contract Compliance; and WinLA support), specialty assignments (constructability review; risk assessment support; procedure writing and training; PMIS; lessons learned/Best Management Practices implementation; and P3 capability development support), and other projects as necessary. KTJV has been responsive and works with Metro staff to provide sufficient qualified resources necessary for Program Management to meet the aggressive implementation schedule for delivering Metro's Capital Program.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's capital projects.

FINANCIAL IMPACT

The not-to-exceed funding amount is based on the anticipated level of services. Funding for these services is included in the adopted FY19 and proposed FY20 budget for the various Metro projects. The individual CWOs will be funded from the associated life-of-project (LOP) budgets that are approved by the Board. The project managers, cost managers and Chief Program Management Officer will be accountable for budgeting the cost in future years, including cost associated with exercising the option.

Impact to Budget

There will be no impact to the FY20 Budget as funds for this action will be included in the budget for each project. Most of the projects are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by providing program-wide support services to assist in delivering multiple capital projects on time and on budget while increasing opportunities for small business development and innovation.

ALTERNATIVES CONSIDERED

The Board may elect to discontinue using KTJV for PMSS. Staff does not recommend this alternative as the Program Management capital projects are in various degrees of completion and the loss of staff would cause these projects to be significantly impacted.

Another alternative would be to hire Metro staff to perform the required services. This alternative is also not recommended since the intent of the PMSS is to augment Metro staff in terms of technical expertise and availability of personnel. PMSS are typically required on a periodic or short-term basis to accommodate for peak workloads or specific tasks over the life of the projects. Further, for some projects, the specific technical expertise required may not be available within the ranks of Metro staff, whereas the KTJV consultant can provide the technical expertise on an as-needed basis.

NEXT STEPS

Upon Board approval, staff will issue a Contract Modification exercising the two-year option, and issue Contract Work Orders, as needed.

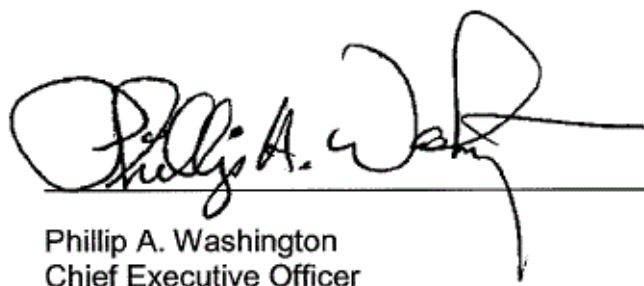
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Work Order/Modification Log
- Attachment C - DEOD Summary
- Attachment D - Current and Anticipated List of Projects

Prepared by: Brian Boudreau, Sr. Executive Officer, Program Control, (213) 922-2474

Reviewed by:

Richard F. Clarke, Chief Program Management Officer, (213) 922-7447
Debra Avila, Chief Vendor/Contracts Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAM MANAGEMENT SUPPORT SERVICES (PMSS)

1.	Contract Number: AE35279		
2.	Contractor: Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV)		
3.	Mod. Work Description: Funding for additional Contract Work Orders for projects listed in Attachment D – Current and Anticipated List of Projects		
4.	Contract Work Description: Program Management Support Services		
5.	The following data is current as of: March 20, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	June 22, 2017	Original authorized funding limit: \$ 24,970,960.00
	Contract Executed Date:	August 18, 2017	Total of Contract Work Orders and Modifications Approved: \$ 24,120,732.10
	Original Completion Date:	August 18, 2022	Proposed and Pending Contract Work Orders and Modifications (including this action): \$ 66,688,337.90
	Current Est. Completion Date:	August 18, 2024	Total authorized funding limit (with this action): \$ 90,809,070.00
7.	Contract Administrator: Robert Romanowski		Telephone Number: (213) 922-2633
8.	Project Manager: Mayumi Lyon		Telephone Number: (213) 922-4020

A. Procurement Background

On June 22, 2017, the Board approved award of Contract No. AE35279 to Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV) for five years with funding approval through FY2019 in the amount of \$24,970,960.00, for the Scope of Work included in the Program Management Support Services (PMSS) Contract.

Attachment B shows that 28 Contract Work Orders and their Modifications have been issued to date to authorize and/or delete work, totaling \$24,120,732.10.

This Board Action is to approve an increase to the total authorized funding for Contract No. AE35279 in support of additional Program Management Support Services (PMSS) needs and to exercise the two-year option to extend the period of performance through August 18, 2024.

B. Cost/Price Analysis

All direct labor rates as modified by the annual economic price adjustment and the negotiated fixed fee factor for this cost reimbursable plus fixed fee contract remain unchanged from the original contract.

A fair and reasonable price for all future Contract Work Orders will be determined based upon fact finding, scope definition, technical evaluation, cost analysis, and negotiations before issuing work to the Consultant. Contract Work Orders will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

CONTRACT WORK ORDER / MODIFICATION LOG



Metro Professional Services Agreement Status Report by
CWO Date
Project Listing

Page: 1 of 2
Date: 03/20/2019 10:50 am

Contract: AE35279		Program Management Support Services		To: KKCS/TRIUNITY JV			COST: \$24,970,960				
Project Number	CWO No.	Approval Date	Description	Total Cost	Apprvd Changes	Pending Changes	Revised Contract Sum	Start Date	Completion Date	Revised Date	Status
APP											
460324	AE35279-001	08/31/2017	Program-wide Management Support Services	\$0.00	\$57,879.72	\$0.00	\$57,879.72	08/21/2017	06/30/2018	06/30/2018	APP
205108	AE35279-001	08/31/2017	Program-wide Management Support Services	\$0.00	\$28,839.28	\$0.00	\$28,839.28	08/21/2017	06/30/2018	06/30/2018	APP
210151	AE35279-001	08/31/2017	Program-wide Management Support Services	\$0.00	\$28,851.22	\$0.00	\$28,851.22	08/21/2017	06/30/2018	06/30/2018	APP
100800	AE35279-001	08/31/2017	Program-wide Management Support Services	\$645,684.71	\$833,984.87	\$0.00	\$1,479,669.58	08/21/2017	06/30/2018	06/30/2018	APP
205115	AE35279-001	08/31/2017	Program-wide Management Support Services	\$0.00	\$28,839.28	\$0.00	\$28,839.28	08/21/2017	06/30/2018	06/30/2018	APP
212121	AE35279-002	09/18/2017	Constructability Evaluation and Risk Assessment Review	\$114,797.62	\$0.00	\$0.00	\$114,797.62	09/18/2017	11/17/2017	11/17/2017	APP
100800	AE35279-002	09/18/2017	Constructability Evaluation and Risk Assessment Review	\$0.00	\$20,836.95	\$0.00	\$20,836.95	09/18/2017	11/17/2017	11/17/2017	APP
865523	AE35279-003	09/12/2017	Project Delivery Development Support	\$196,000.00	\$204,561.00	\$0.00	\$400,561.00	08/28/2017	06/30/2018	06/30/2018	APP
865522	AE35279-003	09/12/2017	Project Delivery Development Support	\$84,000.00	\$10,000.00	\$0.00	\$94,000.00	08/28/2017	06/30/2018	06/30/2018	APP
100800	AE35279-003	09/12/2017	Project Delivery Development Support	\$20,000.00	\$10,000.00	\$0.00	\$30,000.00	08/28/2017	06/30/2018	06/30/2018	APP
865512	AE35279-004	09/15/2017	Crenshaw/LAX & Southwestern Yard Projects - Program	\$846,196.05	\$1,359,409.11	\$0.00	\$2,205,605.16	08/28/2017	06/30/2018	06/30/2018	APP
860003	AE35279-004	09/15/2017	Crenshaw/LAX & Southwestern Yard Projects - Program	\$211,549.01	\$1,029,737.35	\$0.00	\$1,241,286.36	08/28/2017	06/30/2018	06/30/2018	APP
100058	AE35279-005	09/29/2017	Project Management Information System (PMIS) Ongoing	\$0.00	\$74,826.00	\$0.00	\$74,826.00	09/01/2017	12/31/2017	12/31/2017	APP
100800	AE35279-005	09/29/2017	Project Management Information System (PMIS) Ongoing	\$451,825.10	\$721,921.27	\$0.00	\$1,173,746.37	09/01/2017	12/31/2017	12/31/2017	APP
865518	AE35279-006	09/19/2017	Westside Purple Line Extension Section 1 - Program Con	\$919,952.06	\$703,774.42	\$0.00	\$1,623,726.48	09/01/2017	06/30/2018	06/30/2018	APP
865522	AE35279-007	09/19/2017	Westside Purple Line Extension Section 2 - Program Con	\$627,112.16	\$262,197.39	\$0.00	\$889,309.55	09/05/2017	06/30/2018	06/30/2018	APP
450001	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.69	\$98,168.17	\$0.00	\$174,402.86	08/28/2017	06/30/2018	06/30/2018	APP
450002	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.70	\$98,168.18	\$0.00	\$174,402.88	08/28/2017	06/30/2018	06/30/2018	APP
450003	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.69	\$98,168.18	\$0.00	\$174,402.87	08/28/2017	06/30/2018	06/30/2018	APP
450004	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.69	\$98,168.18	\$0.00	\$174,402.87	08/28/2017	06/30/2018	06/30/2018	APP
300012	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.70	\$98,168.17	\$0.00	\$174,402.87	08/28/2017	06/30/2018	06/30/2018	APP
202212	AE35279-008	09/13/2017	Environmental Compliance and Sustainability - Program	\$76,234.71	\$98,168.17	\$0.00	\$174,402.88	08/28/2017	06/30/2018	06/30/2018	APP
860228	AE35279-009	09/19/2017	Regional Connector Transit Project - Program Control Su	\$368,983.64	\$307,565.00	\$0.00	\$676,548.64	09/01/2017	06/30/2018	06/30/2018	APP
100800	AE35279-010	09/21/2017	Project Management Information System (PMIS) - Unifier	\$245,165.16	\$0.00	\$0.00	\$245,165.16	09/01/2017	12/31/2017		APP
865523	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$0.00	\$344,196.00	\$0.00	\$344,196.00	10/16/2017	06/30/2018	06/30/2018	APP
865518	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$196,750.28	\$242,965.50	\$0.00	\$439,715.78	10/16/2017	06/30/2018	06/30/2018	APP
865512	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$104,722.00	\$138,892.00	\$0.00	\$243,614.00	10/16/2017	06/30/2018	06/30/2018	APP
860228	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$114,242.13	\$120,373.00	\$0.00	\$234,615.13	10/16/2017	06/30/2018	06/30/2018	APP
860003	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$104,722.00	\$138,892.00	\$0.00	\$243,614.00	10/16/2017	06/30/2018	06/30/2018	APP
865522	AE35279-011	10/13/2017	Contract Compliance Monitoring Support Services	\$114,242.13	\$122,592.50	\$0.00	\$236,834.63	10/16/2017	06/30/2018	06/30/2018	APP
100058	AE35279-012	11/01/2017	Program Management Support Services	\$0.00	\$379,785.00	\$0.00	\$379,785.00	12/01/2017	12/31/2018		APP
860228	AE35279-012	11/30/2017	Project Management Information System Enhancement I	\$0.00	\$78,609.00	\$0.00	\$78,609.00	12/01/2017	12/31/2018	12/31/2018	APP
100055	AE35279-012	11/30/2017	Project Management Information System Enhancement I	\$0.00	\$78,609.00	\$0.00	\$78,609.00	12/01/2017	12/31/2018	12/31/2018	APP
100800	AE35279-012	11/30/2017	Project Management Information System Enhancement I	\$1,919,948.74	\$499,224.00	\$0.00	\$2,419,172.74	12/01/2017	12/31/2018	12/31/2018	APP
865523	AE35279-012	11/30/2017	Project Management Information System Enhancement I	\$0.00	\$78,609.00	\$0.00	\$78,609.00	12/01/2017	12/31/2018	12/31/2018	APP
100800	AE35279-013	11/15/2017	Los Angeles Construction Market Analysis	\$266,134.23	\$0.00	\$0.00	\$266,134.23	11/17/2017	04/30/2018	04/30/2018	APP
460201	AE35279-014	12/28/2017	West Santa Ana Branch (WSAB) P3 Technical Advisory	\$0.00	\$2,310,838.15	\$0.00	\$2,310,838.15	01/02/2018	03/15/2018	03/15/2018	APP
405701	AE35279-014	12/28/2017	West Santa Ana Branch (WSAB) P3 Technical Advisory	\$203,546.08	\$11,322.06	\$0.00	\$214,868.14	01/02/2018	03/15/2018	03/15/2018	APP
460324	AE35279-015	12/13/2017	Program Control Support Services on Bus & Rail Capital	\$48,036.10	\$66,794.00	\$0.00	\$114,830.10	12/18/2017	06/30/2018	06/30/2018	APP
202317	AE35279-015	12/13/2017	Program Control Support Services on Bus & Rail Capital	\$48,036.11	\$66,794.00	\$0.00	\$114,830.11	12/18/2017	06/30/2018	06/30/2018	APP

CONTRACT WORK ORDER / MODIFICATION LOG



Metro Professional Services Agreement Status Report

Page: 2 of 2
Date: 03/20/2019 10:50 am

Contract: AE35279		Program Management Support Services			To: KKCS/TRIUNITY JV			COST: \$24,970,960			
Project Number	CWO No.	Approval Date	Description	Total Cost	Apprvd Changes	Pending Changes	Revised Contract Sum	Start Date	Completion Date	Revised Date	Status
APP											
405523	AE35279-016	12/27/2017	I-405 Widening Project Closeout Support	\$391,957.37	\$481,192.00	\$0.00	\$873,149.37	01/02/2018	12/31/2018	12/31/2018	APP
865523	AE35279-017	01/18/2018	Westside Purple Line Extension Section 3 Project - Proje	\$286,495.87	\$1,039,735.00	\$0.00	\$1,326,230.87	01/18/2018	06/30/2018	06/30/2018	APP
100001	AE35279-018	01/29/2018	Workforce Initiative Now - Los Angeles (WINLA) Technic	\$111,514.88	\$173,096.67	\$0.00	\$284,611.55	02/01/2018	06/30/2018	06/30/2018	APP
205108	AE35279-019	02/08/2018	Project Management Support on State of Good Repair an	\$56,487.33	\$100,000.00	\$0.00	\$156,487.33	02/12/2018	06/30/2018	06/30/2018	APP
205115	AE35279-019	02/08/2018	Project Management Support on State of Good Repair an	\$0.00	\$100,000.00	\$0.00	\$100,000.00	02/12/2018	06/30/2018	06/30/2018	APP
405509	AE35279-019	02/08/2018	Project Management Support on State of Good Repair an	\$10,946.20	\$32,665.00	\$0.00	\$43,611.20	02/12/2018	06/30/2018	06/30/2018	APP
210151	AE35279-019	02/08/2018	Project Management Support on State of Good Repair an	\$45,541.12	\$75,000.00	\$0.00	\$120,541.12	02/12/2018	06/30/2018	06/30/2018	APP
100800	AE35279-020	09/21/2018	Risk Management Support Services	\$99,436.00	\$0.00	\$0.00	\$99,436.00	09/21/2018	06/30/2019		APP
860228	AE35279-021	10/12/2018	Schedule Claims Avoidance Support Services	\$50,205.05	\$0.00	\$0.00	\$50,205.05	10/10/2018	12/31/2018		APP
460066	AE35279-022	09/24/2018	Regional Rail - Program Control Support Services	\$31,865.00	\$0.00	\$0.00	\$31,865.00	09/24/2018	06/30/2019		APP
212121	AE35279-022	09/24/2018	Regional Rail - Program Control Support Services	\$31,865.00	\$0.00	\$0.00	\$31,865.00	09/24/2018	06/30/2019		APP
460089	AE35279-022	09/24/2018	Regional Rail - Program Control Support Services	\$31,865.00	\$0.00	\$0.00	\$31,865.00	09/24/2018	06/30/2019		APP
210151	AE35279-023	09/24/2018	Program Management Support Services (PMSS) for New	\$213,349.00	\$0.00	\$0.00	\$213,349.00	09/24/2018	06/30/2019		APP
205108	AE35279-023	09/24/2018	Program Management Support Services (PMSS) for New	\$213,349.00	\$0.00	\$0.00	\$213,349.00	09/24/2018	06/30/2019		APP
205115	AE35279-023	09/24/2018	Program Management Support Services (PMSS) for New	\$213,349.00	\$0.00	\$0.00	\$213,349.00	09/24/2018	06/30/2019		APP
460300	AE35279-024	09/25/2018	Program Management Support Services for Eastside Acc	\$237,268.00	\$0.00	\$0.00	\$237,268.00	09/25/2018	12/30/2019		APP
465521	AE35279-025	11/09/2018	East San Fernando Valley Project (ESFV) Project Techni	\$428,282.00	\$0.00	\$0.00	\$428,282.00	11/09/2018	06/30/2019		APP
100800	AE35279-026	01/09/2019	Program Wide Activities - Contract Submittal Review Req	\$99,436.00	\$99,668.00	\$0.00	\$199,104.00	01/09/2019	06/30/2019		APP
865518	AE35279-027	01/18/2019	WPLE Section 1 PMSS - DRB Preparation and Presentat	\$52,250.00	\$0.00	\$0.00	\$52,250.00	01/14/2019	09/28/2019		APP
460305	AE35279-028	02/27/2019	Sepulveda Corridor Project P3 Technical Advisory Suppo	\$154,133.00	\$0.00	\$0.00	\$154,133.00	02/27/2019	06/30/2019		APP
Totals:				\$11,068,648.31	\$13,052,083.79	\$0.00	\$24,120,732.10				
Totals:				\$11,068,648.31	\$13,052,083.79	\$0.00	\$24,120,732.10				
Grand Totals:				\$11,068,648.31	\$13,052,083.79	\$0.00	\$24,120,732.10				

DEOD SUMMARY

PROGRAM MANAGEMENT SUPPORT SERVICES (PMSS)

A. Small Business Participation

Kal Krishnan Consulting Services/TriunityJoint Venture (KTJV), a Disadvantaged Business Enterprise (DBE) Prime Joint Venture, made a 73.31% DBE commitment. The project is currently in the first two years of funding on a five-year base contract or 20% complete and KTJV's current DBE participation is 72.98%, which represents a 0.33% shortfall. The current Contract Modification is seeking an increase to the total authorized funding and extending the period of performance through 2024. KTJV forecasts that the additional scopes of work to be performed by DBE's are expected to grow and will increase KTJV's level of DBE participation. KTJV anticipates meeting its DBE commitment over the life of the Contract.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that KTJV is on schedule to meet or exceed its DBE commitment. Metro staff will request that KTJV submit an updated mitigation plan if KTJV is not on track to meet its small business commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	73.31% DBE	Small Business Participation	72.98% DBE
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	DBE Contractors	Ethnicity	% Committed	% Participation
1.	KKCS (JV Partner / DBE Prime)	Subcontinent Asian	TBD	32.20%
2.	Triunity (JV Partner / DBE Prime)	African American	TBD	13.95%
3.	Armand Resource Group, Inc.	African American	TBD	7.16%
4.	Lenax Construction	Caucasian Female	TBD	7.86%
5.	LKG-CMC, Inc.	Caucasian Female	TBD	1.59%
6.	MBI Media	Caucasian Female	TBD	0.00%
7.	Ogx Consulting	African American	TBD	0.00%
8.	Ramos Consulting	Hispanic American	TBD	2.35%
9.	Stellar Services, Inc.	Asian Pacific American	TBD	1.43%
10.	Destination Enterprises, Inc.	Caucasian Female	TBD	6.44%
Total			73.31%	72.98%

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 Modification.

D. Project Labor Agreement/Construction Careers Policy

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

CURRENT AND ANTICIPATED LIST OF PROJECTS

Program-wide Support

Measure M Program Support
 Policy/Procedure Streamlining
 Project Management Information System
 Implementation of Construction Management Best Practices

Major Transit Construction

Crenshaw/LAX Light Rail Transit: Construction
 Regional Connector: Construction
 Westside Purple Line Extension Section 1 Project
 Westside Purple Line Extension Section 2 Project
 Westside Purple Line Extension Section 3 Project
 Gold Line Foothill Extension Phase 2B Project
 Orange Line Bus Rapid Transit Improvements
 West Santa Ana Branch Transit Project
 East San Fernando Valley Transit Project

Misc. Capital Projects

Patsaouras Bus Plaza Paver Retrofit
 Division 20 Portal Widening Turnback Facility
 Division 22 Paint and Body Shop
 Rail to Rail Corridor Active Transportation Connector
 Metro Eastside Access Improvements Project
 Airport Metro Connector Project

Security/Safety

Metro Gold Line I-210 Barrier Replacement Phase I
 Metro Emergency Security Operations Center

Rail Facilities Improvements

Southwestern Maintenance Yard
 Systemwide Elevator Installations (Vertical Systems)
 Light Rail Transit Freeway Stations Sound Enclosures
 Metro Red Line Civic Center Station Escalator/Elevator Modernization
 Willowbrook/Rosa Parks Station Improvement

Wayside Systems

Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings
 Metro Blue Line Track and System Refurbishment
 Metro Blue Line Signal System Rehabilitation

Bus Facilities Improvements

Bus Rapid Transit Freeway Station Sound Enclosure
 Metro Silver Line Improvements & Upgrades
 Division 1 Improvements
 Bus Facility Maintenance Improvements & Enhancements Phase II & Phase III
 Patsaouras Plaza Bus Station Construction

Regional Rail

LINK Union Station Project
 Doran Street and Broadway/Brazil Safety and Access Project
 Brighton to Roxford Double Track Project
 Rosecrans/Marquardt Grade Separation Project
 Lone Hill to White Double Track Project

Soundwall Projects

Soundwall Package 10
 Soundwall Package 11

Highway

I-5 South – Valley View Interchange
 I-5 South – Shoemaker, Rosecrans, Bloomfield
 I-5 South – San Antonio, Imperial Hwy and Orr Day
 I-5 South – Florence
 I-5 North – North of Buena Vista-South of Magnolia Blvd
 I-5 North – Magnolia Blvd to SR 134
 I-5 North HOV Project SR 14 to Parker Road
 I-605 Corridor Hot Spots – I-605/I-5 Interchange Improvement
 I-605 Corridor Hot Spots – I-605/SR 60 Interchange Improvement
 I-605 Corridor Hot Spots – SR-91 Westbound Widening at I-605 Interchange
 I-605 – Beverly Interchange Improvement Project
 I-605 from SR-91 to South St. Improvements Project
 I-405 Crenshaw Blvd On and Off Ramp Improvements
 I-710 (South) Corridor Improvement Projects
 I-710 (South) Early Action Projects - Soundwall Projects
 I-710 (North) Corridor EIR/EIS
 I-605/Valley Boulevard Interchange Improvements
 SR-60/7th Avenue Interchange Improvements
 EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvements
 I-405 Auxiliary Lanes - Artesia Blvd to I-105
 SR-710 (North) TSM/TDM
 SR-710 (North) Mobility Improvement Projects
 SR 57 and SR 60 Mixed Flow Interchange
 SR 71: Interstate 10 to Mission Blvd
 SR 71: Mission Blvd to Rio Rancho Road

Environmental Compliance Program

Fuel Storage Tank Program
 Soil Remediation
 Energy Conservative Initiative Project
 Sustainability Environmental Compliance
 Carbon Emissions Greenhouse



Board Report

File #: 2019-0048, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 33.

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2019

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

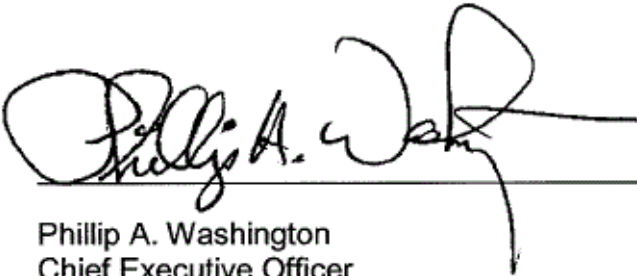
- A. Senate Bill 43 (Allen) - Carbon Taxes **WORK WITH AUTHOR**
- B. Senate Bill 7 (Portantino) - State Highway Route 710 **SUPPORT**
- C. Assembly Bill 29 (Holden) - State Highway Route 710 **SUPPORT**
- D. Senate Bill 152 (Beall) - Active Transportation Program **WORK WITH AUTHOR OPPOSE UNLESS AMENDED**
- E. Assembly Bill 1402 (Petrie-Norris) - Active Transportation Program **OPPOSE UNLESS AMENDED**
- F. Assembly Bill 752 (Gabriel) - Public Transit: Transit stations: Lactation rooms **WORK WITH AUTHOR**

ATTACHMENTS

- Attachment A - SB 43 (Allen) Legislative Analysis
- Attachment B - SB 7 (Portantino) Legislative Analysis
- Attachment C - AB 29 (Holden) Legislative Analysis
- Attachment D - SB 152 (Beall) Legislative Analysis
- Attachment E - AB 1402 (Petrie-Norris) Legislative Analysis
- Attachment F - AB 752 (Gabriel) Legislative Analysis

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Reviewed by: Yvette Rapose, Interim Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: SENATE BILL 43

AUTHOR: SENATOR BEN ALLEN (D-SANTA MONICA)

SUBJECT: CARBON TAXES

STATUS: SENATE ENVIRONMENTAL JUSTICE COMMITTEE
APPROVED 5-2

SENATE GOVERNANCE AND FINANCE COMMITTEE
HEARING SCHEDULED: APRIL 24, 2019

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Senate Bill 43 (Allen).

ISSUE

This bill was introduced to evaluate a new sales tax structure, based on taxing goods based on their carbon impacts or “carbon intensity.”

Specifically the bill would:

- Require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products; and
- Require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan.

DISCUSSION

Senator Ben Allen (D-Santa Monica) has introduced Senate Bill 43 which would direct the California Air Resources Board and California Department of Tax and Fee Administration to evaluate and consider an innovative approach to sales tax collection based on a product’s carbon impacts. Senator Allen states that the proposal will encourage consumers to positively contribute to reducing greenhouse gas emissions in their product choices, much like the state’s cap and trade program incentivizes businesses to reduce their emissions.

The state has aggressive Greenhouse Gas Reduction Goals which a number of programs aim to meet. The state also monitors compliance carbon emissions through CARB's administration of the cap-and-trade program. SB 43 aims to provide incentives for consumers in the form of sales tax and cost savings for choosing products with a small carbon intensity. The bill does not establish the carbon tax structure, and per the Senate Committee on Natural Resources analysis, it allows the CDTFA and CARB to review and identify "product types that would provide the greatest carbon emission reduction benefit if taxed differently, and ensure that if the State was to pursue such an approach it would be effective, efficient and practical" could have potential impacts on the state's collection of sales tax revenues.

Staff is currently reviewing the bill for potential impacts to Metro's collection of sales tax revenues to support the agency's projects and programs. A WORK WITH AUTHOR position will allow staff the flexibility to ensure that Metro's priorities for GHG reduction efforts and protecting and ensuring stable fund sources are incorporated in the study of the feasibility of the carbon tax.

The bill is supported by a number of environmental and climate action organizations. Opposition includes a number of automotive, agricultural and manufacturing associations. The bill was approved by the committee on a party line vote. Staff will continue monitoring the legislation as it moves through the legislative process.

Staff therefore recommends that the Board adopt a WORK WITH AUTHOR position on the measure SB 43 (Allen).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting an oppose position on the bill. An oppose position would be inconsistent with metro's board approved 2019 State Legislative Program Goal #6: coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: SENATE BILL 7

AUTHOR: SENATOR ANTHONY PORTANTINO (D-LA CANADA)

SUBJECT: STATE HIGHWAY ROUTE 710

STATUS: SENATE TRANSPORTATION COMMITTEE
APPROVED 11 – 1

SENATE APPROPRIATIONS COMMITTEE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Senate Bill 7 (Portantino).

ISSUE

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code and provide additional protections for non-profit tenants that currently lease homes owned by Caltrans along the corridor.

Specifically the bill would:

- Require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city; and
- Prohibit the department from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210.

DISCUSSION

Senator Anthony Portantino introduced Senate Bill 7 with the intent of preventing a freeway from being constructed along the State Route 710 corridor and protecting the non-profits that operate in Caltrans-owned properties along the alignment. By doing so, Caltrans will not have the authority to construct a freeway or expressway along the SR 710 North corridor, between the I-10 in Los Angeles and SR 210 in Pasadena.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has worked to study the congestion along the corridor and engage the

community collectively in programming investments to implement each jurisdiction's priority projects.

Staff finds that SB 7 (Portantino) has a similar goal to Metro's recently adopted TSM/TDM preferred alternative, and takes it a step further, to prevent Caltrans from constructing a freeway along the SR 710 North corridor. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders. Stakeholders along the corridor include a number of entities, including six non-profit schools and other organizations that operate in Caltrans owned properties. This bill would provide recourse for the current tenants, allowing them the option to purchase the properties at the "current use value" which is a more affordable alternative to the fair market value of the properties.

State law also identifies the various state highways in California and identifies their boundaries and limits. SB 7 would prohibit Caltrans from constructing a tunnel or surface freeway along the segment of the SR 710 North corridor between Interstate 10 and Interstate 210. Staff understands that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document. Caltrans certified its environmental impact report in November 2018, and concluded that the TSM/TDM was the final preferred alternative – which eliminates the other alternatives that were under consideration.

Staff therefore recommends that the Board adopt a SUPPORT position on the measure SB 7 (Portantino).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goals to support efforts to implement the Board adopted Long Range Transportation Plan.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: ASSEMBLY BILL 29

AUTHOR: ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

SUBJECT: STATE HIGHWAY ROUTE 710

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
APPROVED 11 – 0

ASSEMBLY APPROPRIATIONS COMMITTEE
APPROVED 12 – 1

ASSEMBLY FLOOR

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 29 (Holden).

ISSUE

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code.

Specifically the bill would:

- Remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.

DISCUSSION

Assemblymember Chris Holden introduced Assembly Bill 29 with the intent of removing the State Route 710 from the Streets and Highways Code. By doing so, it is assumed that Caltrans will not have the authority to construct a freeway or expressway along the SR 710 North corridor, between the I-10 in Los Angeles and SR 210 in Pasadena.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has worked to study the congestion along the corridor and engage the community collectively in programming investments to implement each jurisdiction's priority projects.

Staff finds that AB 29 (Holden) has a similar goal to Metro's recently adopted TSM/TDM preferred alternative, and takes it a step further, to prevent Caltrans from constructing a freeway along the SR 710 North corridor. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders.

State law also identifies the various state highways in California and identifies their boundaries and limits. AB 29 would limit the definition of 710 freeway to that section generally from Long Beach to Interstate 10. The bill would eliminate the segment of the 710 corridor generally between Interstate 10 and Interstate 210. If that segment of the freeway is eliminated, then it would remove any authorization to complete that segment. Staff understands that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document. Caltrans certified its environmental impact report in November 2018, and concluded that the TSM/TDM was the final preferred alternative – which eliminates the other alternatives that were under consideration.

Staff therefore recommends that the Board adopt a SUPPORT position on the measure AB 29 (Holden).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goals to support efforts to implement the Board adopted Long Range Transportation Plan.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: SENATE BILL 152

AUTHOR: SENATOR JIM BEALL (D-SAN JOSE)

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

STATUS: SENATE TRANSPORTATION COMMITTEE
APPROVED 10-1

SENATE APPROPRIATIONS COMMITTEE

ACTION: OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~

RECOMMENDATION

Staff recommends that the Board of Directors adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on Senate Bill 152 (Beall).

ISSUE

This bill was amended to include provisions that would modify the state's administration of the Active Transportation Program.

Specifically the bill would:

- Modify Active Transportation Program funding allocations by distributing 75% to Metropolitan Planning Organizations (SCAG, in Southern California), 15% to small urban and rural regions and 10% to projects of a transformative nature. Funds for small/urban regions and transformative projects are to be distributed by CTC;
- Require the CTC to adopt separate guidelines for MPOs, as specified;
- Authorize an MPO to perform its own competitive project selection process using regional guidelines adopted by CTC, or allow MPOs to request CTC to perform the competitive project selection process on the MPO's behalf, as specified; and
- For the funds made available to MPOs, require CTC to allocate these funds to each MPO as a lump sum, unless the MPO requests CTC to conduct the competitive selection process on behalf of the MPO, as specified.

DISCUSSION

Senator Jim Beall (D-San Jose) has amended Senate Bill 152 to include provisions which would substantially change the administration of the state's Active Transportation Program (ATP). The ATP was recently given an infusion of \$100 million in SB 1 funding. With this additional SB 1 funding, the CTC programs over \$230 million in annual ATP awards and formula allocations. The ATP was established in 2013 with the goal of investing in alternative "active" transportation projects around the state to encourage biking and walking.

Los Angeles County is home to over 45 percent of the state's disadvantaged communities. With the passage of SB 535 (de Leon, 2012), the state prioritized investment in these areas. These communities suffer severe health impacts due to high levels of air pollution and congestion. Los Angeles County also experiences high levels of bike and pedestrian accidents and fatalities.

Staff finds the provisions of the bill to be problematic and there stands to be significant and disproportionate impacts to the disadvantaged communities in Los Angeles County and throughout the state. The provisions outlined in SB 152 would lead to a significant reduction in funding that would go towards impactful pedestrian, bike and Safe Routes to Schools infrastructure projects in the state's regions that suffer the most from air pollution and congestion.

SB 152 would change how the state administers the ATP by reducing the competitive share of the funding the CTC awards and increasing the population-based distribution formula for Metropolitan Planning Organizations (MPOs) to administer the programs in their respective regions – using their own guidelines and potentially removing accountability and commitment to disadvantaged communities.

The provisions outlined in SB 152 would substantially reduce the CTC's ability to fund projects in the state's most disadvantaged regions by shifting 75 percent of the funding to a population-based formula and guidelines that will be determined by the MPO. The bill is also problematic in that it allows an MPO to determine if it receives a lump sum amount of funding to allocate at their discretion or if the region would be subject to a competitive process, administered by the CTC. This process would prove to be confusing to project sponsors and applicants.

The CTC has long committed to funding projects that reduce GHGs in the state's most polluted areas in Southern California, the Central Valley and other impacted areas of the state. The CTC staff has also involved active transportation stakeholders in a robust public engagement process to establish guidelines and fund the projects that the active transportation community cares about most. Stakeholders in opposition to the measure have expressed that this bill, if approved, would be counter to the sponsor's goals of streamlining and improving the ATP.

Staff is currently reviewing the bill for potential impacts to the County's active transportation program. A OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position will allow staff the flexibility to ensure that Metro's priorities for funding active transportation and protecting and ensuring stable fund sources are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on the measure SB 152 (Beall).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff previously transmitted a letter of opposition to the author and the Senate Transportation Committee pursuant to our Board-adopted 2019 State Legislative Program. Due to the commitments to amend the legislation made by the author and bill sponsor during the Senate Transportation Hearing held on April 9, 2019 – staff has determined that the agency would be best positioned to adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on the measure moving forward.

NEXT STEPS

Should the Board decide to adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: ASSEMBLY BILL 1402

AUTHOR: ASSEMBLYMEMBER COTTIE PETRIE-NORRIS
(D-LAGUNA BEACH)

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 1402 (Petrie-Norris).

ISSUE

This bill was amended to include provisions that would modify the state's administration of the Active Transportation Program.

Specifically the bill would:

- Require the department, instead of the commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories;
- Require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis;
- With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO;
- Authorize MPO's to adopt their own guidelines, or use part or all of the guidelines developed by the commission; and
- Authorize specified county transportation commissions to create their own set of guidelines that govern the funding distribution for their jurisdiction and would require those guidelines to be accepted and incorporated into the MPO guidelines.

DISCUSSION

Assemblymember Cottie Petrie-Norris (D-Laguna Beach) has amended Assembly Bill 1402 to include provisions which would substantially change the administration of the state's Active Transportation Program (ATP). The ATP was recently given an infusion of \$100 million in SB 1 funding. With this additional SB 1 funding, the CTC programs over

\$230 million in annual ATP awards and formula allocations. The ATP was established in 2013 with the goal of investing in alternative “active” transportation projects around the state to encourage biking and walking.

Los Angeles County is home to over 45 percent of the state’s disadvantaged communities. With the passage of SB 535 (de Leon, 2012), the state prioritized investment in these areas. These communities suffer severe health impacts due to high levels of air pollution and congestion. Los Angeles County also experiences high levels of bike and pedestrian accidents and fatalities.

AB 1402 would change how the state administers the ATP by reducing the competitive share of the funding the CTC or Caltrans awards and increasing the population-based distribution formula for Metropolitan Planning Organizations (MPOs) to administer the programs in their respective regions – using their own guidelines and potentially removing accountability and commitment to disadvantaged communities.

Staff finds the provisions of the bill to be problematic and there stands to be significant and disproportionate impacts to the disadvantaged communities in Los Angeles County and throughout the state. The provisions outlined in AB 1402 would shift the responsibility for administering, overseeing and allocating funding to the ATP from the CTC to Caltrans. Historically, the CTC has adhered to strict deadlines and project milestone performance metrics to streamline project funding allocation and delivery. Under the new model proposed under the provisions of AB 1402, Caltrans would be required to establish and implement a similar structure to maintain project schedules and allocate funds. MPOs would also be authorized to use ATP funds for their administration of the program. Staff finds that diverting critical ATP funding towards program administration would further diminish funding that could go to the design and construction of much-needed active transportation projects.

The bill also calls for geographic equity in the statewide competitive funding portion of the ATP. This would cause undue burden on Caltrans or the CTC to distribute such a small proportion of the funding evenly across the state. These provisions would lead to a significant reduction in funding that would go towards impactful and potentially transformative pedestrian, bike and Safe Routes to Schools infrastructure projects in the state’s regions that suffer the most from air pollution and congestion.

The provisions outlined in AB 1402 would substantially reduce the state’s ability to fund projects in the state’s most disadvantaged regions by shifting 75 percent of the funding to a population-based formula and guidelines that will be determined by the MPO or county transportation commission. The bill is also problematic in that it does not require consideration for disadvantaged communities in guideline development and adoption. Staff finds that currently 93% of all awards to date under the ATP program guidelines have been awarded to projects that benefitted disadvantaged communities, and under AB 1402, only 25% of the funding would be subject to provisions requiring direct benefits to disadvantaged communities.

Staff is currently reviewing the bill for potential impacts to the County's active transportation program. An **OPPOSE UNLESS AMENDED** position will allow staff the flexibility to ensure that Metro's priorities for funding active transportation and protecting and ensuring stable fund sources are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt an **OPPOSE UNLESS AMENDED** position on the measure AB 1402 (Petrie-Norris).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

The Board could consider adopting a **SUPPORT** or **NEUTRAL** position on the measure; however that would be counter to the goals outlined in the Board approved 2019 State Legislative Program Goals.

NEXT STEPS

Should the Board decide to adopt an **OPPOSE UNLESS AMENDED** position on this legislation; staff will communicate the Board's position to the author and policy committees. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT F

BILL: ASSEMBLY BILL 752

AUTHOR: ASSEMBLYMEMBER JESSE GABRIEL (D-VAN NUYS)

SUBJECT: TRANSIT STATIONS – LACTATION ROOMS

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: APRIL 22, 2019

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Assembly Bill 752 (Gabriel).

ISSUE

This bill was introduced to require lactation rooms in multi-modal transit stations.

Specifically the bill would:

- Require a multimodal transit station that has a public restroom and that commences operations or a renovation on or after January 1, 2021, to include a lactation room.

DISCUSSION

Assemblymember Jesse Gabriel (D-Van Nuys) has introduced AB 752 as a measure to encourage transit agencies to consider the needs of transit users in the operation and amenities offered at transit stations. In the recent past, a number of airport operators and Amtrak have taken strides to introduce lactation rooms to their facilities, either by state mandate or stakeholder engagement.

In 2018, the California State Legislature passed AB 1976, which requires employers to provide a separate lactation room in workplaces. The Federal Aviation Administration included language in its re-authorization bill that requires airports to provide public lactation rooms in their facilities. Amtrak has installed lactation “pods” in five major stations, Washington DC’s Union Station, Baltimore’s Penn Station, Philadelphia’s 30th Street Station, Chicago’s Union Station and New York’s Penn Station.

The author states that the intent of AB 752 is to provide accessible lactation rooms at transit stations for new and nursing mothers. The provisions of the bill would require a multimodal transit station facility to include a lactation room – separate from a public restroom – that features at least, a chair and electrical outlet.

Staff finds that the bill has provisions include the definition of “transit station” that would potentially apply to the Los Angeles Historic Union Station and El Monte Busway Facility. This bill was reviewed by Metro’s System, Safety and Security, Operations,

Facilities Maintenance and Property Management staff for potential impacts. Staff found that a number of challenges regarding safety, cleanliness and operations were presented by the bill. The primary concern for the agency in providing transit service on the Metro system is safety. Providing a safe, secure and clean facility for mothers would be a priority for Metro.

Due to the potential impacts on Metro's facilities and the safety concerns expressed by our System Security, Facilities Maintenance and Union Station Property Management, staff would like to work with the author to refine the proposal.

Staff is currently reviewing the bill for potential impacts to Metro's operations and security. A WORK WITH AUTHOR position will allow staff the flexibility to ensure that Metro's priorities for providing safe and efficient service are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt a WORK WITH AUTHOR position on the measure AB 752 (Gabriel).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff could elect to take not adopt a position on the legislation; however, that would preclude Metro from participating in the legislative process to amend the bill to strengthen the provisions that affect the agency's operations and service.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2019-0169, **File Type:** Informational Report

Agenda Number: 34.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2019**

SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Los Angeles Aerial Rapid Transit Project.

ISSUE

After evaluating the Los Angeles Aerial Rapid Transit Project (Project) under the unsolicited proposal process, Metro is negotiating with Aerial Rapid Transit Technologies LLC (ARTT) to be the CEQA lead agency for ARTT's aerial tram project between Union Station and Dodger Stadium. The Project will be completely funded by ARTT, including Metro staff time.

BACKGROUND

ARTT, a private developer, submitted an Unsolicited Proposal to Metro in April 2018 to fund/finance, design, construct, operate, and maintain the Los Angeles Aerial Rapid Transit gondola connecting Union Station and the Dodger Stadium. After reviewing the Phase 1 submittal, Metro requested a Phase II of ARTT's Unsolicited Proposal for the Project. In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT.

DISCUSSION

Metro as CEQA Lead Agency

ARTT has requested that Metro be the CEQA lead agency for the Project. California PUC 130252 states that "All plans proposed for the design, construction and implementation of public mass transit systems or projects, including exclusive public mass transit guideway systems or projects, and federal-aid and state highway projects, shall be submitted to the commission [Metro] for approval." Lead agency, as defined under CEQA, is the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. Cities and counties are the CEQA lead agencies for private real estate developments, but this is the first time Metro is proposing to be a CEQA lead agency for a private transit developer. As lead agency,

the Metro Board would determine whether or not to approve the Project.

The Project will be funded completely by ARTT. No Metro funds will be used in the design, construction or operation of the Project and all of Metro's staff and consultant time will be paid by ARTT.

Memorandum of Agreement

Staff and ARTT have been in negotiations for a Memorandum of Agreement (MOA) to cover the CEQA process. The agreement is anticipated to include the following terms:

- ARTT will be responsible for development of the CEQA report and all underlying reports necessary to obtain approvals to proceed with the Project. Metro will act in an oversight manner and will be the CEQA lead agency.
- Metro will not fund, subsidize or otherwise financially contribute in any manner toward the development of the Project.
- ARTT will make an initial deposit of \$100,000 to pay for Metro staff and consulting time. When Metro has incurred approximately 75% of that amount, additional deposits will be made.
- Use of Metro's property will be in compliance with Metro property management procedures.
- Metro has the right to review and approve the community outreach plan.
- Insurance and indemnification provisions in adherence with Metro's risk management requirements including indemnification of Metro for any challenges to the environmental reports.
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA.
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.

Although this is a privately-funded Project and does not utilize any Metro funds, ARTT has voluntarily agreed to:

- Conduct CEQA and community outreach consistent with Metro's Equity Platform.
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project.
- Utilize a competitive procurement process of Metro's already established bench, to the extent the needed skillsets are available on Metro's bench.

Steering Committee and Working Groups

A Steering Committee and working groups have been established with representatives from both

Metro and ARTT to provide input and oversight throughout the project development process.

- Steering Committee - the decision-making body for ARTT and Metro issues.
- Legal working group - negotiate all agreements between ARTT and Metro, with input from other departments, as needed.
- LA Union Station (LAUS) working group - focus on the location of the ARTT project at or near LAUS, access to and from the Project and LAUS, and any aspects involving Metro property that may require leaseholds, pedestrian access or other easements, etc.
- CEQA working group - oversee the CEQA process, consultant retention, work flow, timing, internal reviews, circulation, and other aspects of the environmental review for the Project.
- Community Relations working group - approve communications regarding the Project, including outreach, community meetings, project communications, press releases, media requests, etc. In addition to ARTT and Metro staff, representatives from the Dodgers will participate in this working group.

All Metro staff time for the working groups will be paid for by ARTT. The working groups will meet as needed to address issues and execute project tasks.

EQUITY PLATFORM

Metro will be the CEQA oversight agency, and that role includes defining impacts on the surrounding communities and addressing mitigations for any adverse impacts. ARTT has voluntarily agreed to adopt Metro's Equity Platform and Metro staff will provide its oversight and review through the parameters of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Any potential adverse safety impacts to our employees, patrons or security will be addressed and mitigated through the CEQA process. The Project has the ability to improve air quality around the Union Station/Dodger area by eliminating car travel in those areas.

FINANCIAL IMPACT

There is no financial impact to Metro for the CEQA process as all costs will be paid for by ARTT. Any construction, operation, security, parking, etc. impacts to Metro will be addressed in future agreements between Metro and ARTT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project aligns with Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The Project has the potential to provide an efficient

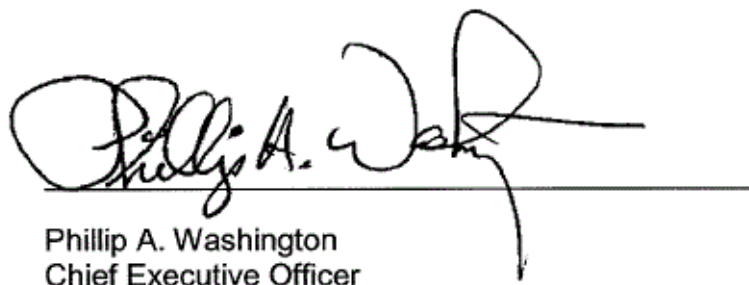
mobility alternative for people to travel to the Dodger Stadium car-free.

NEXT STEPS

Staff will continue negotiations with ARTT on the MOA. Upon execution of the MOA, the CEQA oversight process will begin. Staff will report back to the Board at key milestones for further discussion and to obtain Board input. Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project.

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Phillip A. Washington
Chief Executive Officer



Los Angeles Aerial Rapid Transit

Executive Management Committee

File# 2019-0169



Project Background

- In April 2018, Aerial Rapid Transit Technologies LLC (ARTT) submitted an Unsolicited Proposal to fund, construct, operate, and maintain the Los Angeles Aerial Transit gondola connecting Union Station to Dodger Stadium
- In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT for Metro to be the CEQA lead agency for the Project
- PUC confers to Metro the duty to approve all transit guideway project plans in LA County, including design, construction, and implementation plans
- These statutory responsibilities support Metro assuming the role of lead agency for CEQA purposes
- As lead agency, the Metro Board would determine whether or not to approve the Project



CEQA MOA

- ARTT will be responsible for development of the CEQA report
- Metro will not fund, subsidize or otherwise financially contribute in any manner
- ARTT will make deposits upfront to pay for Metro staff and consulting time
- Metro has the right to review and approve the community outreach plan
- Insurance and indemnification provisions in adherence with Metro's risk management
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.



Voluntary ARTT Commitments

- Conduct CEQA and community outreach consistent with Metro's Equity Platform
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project
- Utilize Metro's already established bench, to the extent the needed skillsets are available on Metro's bench



Next Steps

- Finalize negotiations with ARTT on the CEQA MOA
- Staff will report back to the Board at key milestones for further discussion and to obtain Board input
- Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project



Thank you.

**Board Report**

File #: 2019-0196, **File Type:** Contract**Agenda Number:** 38.

**REGULAR BOARD MEETING
APRIL 25, 2019****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91
ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

(CARRIED-OVER FROM MARCH BOARD MEETING)

ISSUE

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of the State Route 91 improvements between Acacia Court and Central Avenue to reduce congestion and improve freeway and local interchange operations as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the Project location.

BACKGROUND

The SR-91 freeway experiences significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements to the facility. Within the limits of this project, improvements are needed to resolve the current operational and safety-related deficiencies associated with the closely-spaced interchanges of Central Ave., Wilmington Ave., and Acacia Ct. These interchanges have created a vehicle weaving conflict at ramp locations due to congestion on the general purpose lanes and frontage road. Additionally, the off ramp intersections at Wilmington Ave and Central Ave converge onto a 3-phase intersection with deficient truck turning radii that impede left turn truck movements. The Project consists of improvements on the SR-91 mainline, on/off ramps, Artesia Blvd, Acacia Ct, Wilmington Ave, and Central Ave in the City of Compton. This project has been identified as a subregional priority project by Metro and the GCCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study to identify congestion “Hot Spots” along those freeways and develop preliminary improvement concepts.

Metro continued with a Project Study Report-Project Development Support (PSR-PDS) for the SR-91 and I-710 Interchange (SR-91 Central Avenue to Paramount Boulevard PSR-PDS) that Caltrans approved in July 2017. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phases. A total of eight independent Early Action Projects (EAP) were identified for SR-91 between Central Avenue and Paramount Boulevard including the Project.

Caltrans is the lead agency for NEPA/CEQA compliance. Metro will be responsible for managing completion of the PA&ED for the Project. Upon approval by Caltrans, the Project will be ready for final design and construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$300,000 has been budgeted in Highway Program Cost Center 4720, in SR-91 Acacia Court to Central Avenue Improvement Project 460350, Tasks 5.2.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and Caltrans to identify the needed improvements and take the lead in development and implementation of the project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R and Measure M.

NEXT STEPS

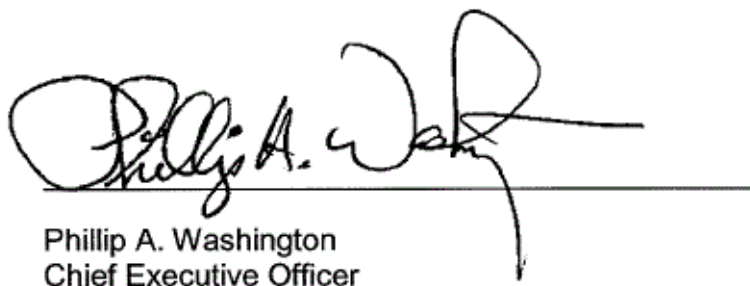
Upon Board approval, staff will execute Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for A&E services for completion of PA&ED for the SR-91 Acacia Court to Central Avenue Improvement Project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Location Map

Prepared by: Julio Perucho, Principal Transportation Planner (213) 922-4387
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR91/ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000

1.	Contract Number: AE57645000	
2.	Recommended Vendor: HNTB Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/10/18	
	B. Advertised/Publicized: 10/12/18	
	C. Pre-Proposal Conference: 10/18/18	
	D. Proposals Due: 11/13/18	
	E. Pre-Qualification Completed: 3/5/19	
	F. Conflict of Interest Form Submitted to Ethics: 12/6/18	
	G. Protest Period End Date: 3/25/19	
5.	Solicitations Picked-up/Downloaded: 103	Proposals Received: 5
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Carlos Montez	Telephone Number: 213-418-3241

A. Procurement Background

This Board Action is to approve Contract No. AE57645000 issued to provide an improvement plan to address traffic issues that occur along SR91/Acacia Court to Central Avenue. Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

A pre-proposal conference was held on October 18, 2018. There were 21 people from 18 companies who attended the pre-proposal meeting. There were 11 questions asked and responses were released prior to the proposal due date.

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

A total of 103 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on November 13, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs, and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Firm/Team Qualifications 35 percent
- Project Manager, Key Staff & Subconsultants Qualifications 35 percent
- Project Understanding and Approach 15 percent
- Work Plan 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm/Team Qualifications and Project Manager, Key Staff & Subconsultants Qualifications.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On November 19, 2018 the PET completed its independent evaluation of the proposals. All five firms were invited to be interviewed and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. HNTB Corporation
3. Mark Thomas & Company, Inc.
4. Parsons Transportation Group, Inc.
5. TranSystems Corporation

During the week of December 3, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, the firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

Qualifications Summary of Recommended Firm:

HNTB Corporation

Founded in 1914, HNTB has been involved in planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB Corporation has numerous offices across the United States and has designed many roads, airports bridges, tunnels, rail and transit systems.

In their oral presentation, HNTB Corporation described their experience with transportation projects including highway improvements. They demonstrated how they will create a management structure to assist Metro and Caltrans in engaging stakeholders. In addition, HNTB has worked on multiple Los Angeles County projects such as SR710/North Study Alternatives Analysis, I-605 /Beverly Boulevard Interchange Improvements, and I-105 Express Lanes PA/ED.

Final scoring determined that HNTB Cooptation is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	HNTB Corporation				
2	Firm/Team Qualifications	89.05	35.00%	31.17	
3	Project Manager, Key Staff, Subconsultants Qualifications	86.66	35.00%	30.33	
4	Project Understanding & Approach	73.33	15.00%	11.00	
5	Work Plan	80.00	15.00%	12.00	
6	Total		100.00%	84.50	1
7	TranSystems Corporation				
8	Firm/Team Qualifications	80.00	35.00%	28.00	
9	Project Manager, Key Staff, Subconsultants Qualifications	78.37	35.00%	27.43	
10	Project Understanding & Approach	70.00	15.00%	10.50	
11	Work Plan	79.33	15.00%	11.90	
12	Total		100.00%	77.83	2
13	Parsons Transportation Group				

14	Firm/Team Qualifications	73.34	35.00%	25.67	
15	Project Manager, Key Staff, Subconsultants Qualifications	66.66	35.00%	23.33	
16	Project Understanding & Approach	76.46	15.00%	11.47	
17	Work Plan	79.80	15.00%	11.97	
18	Total		100.00%	72.44	3
19	AECOM Technical Services				
20	Firm/Team Qualifications	73.34	35.00%	25.67	
21	Project Manager, Key Staff, Subconsultants Qualifications	65.06	35.00%	22.77	
22	Project Understanding & Approach	76.67	15.00%	11.50	
23	Work Plan	78.47	15.00%	11.77	
24	Total		100.00%	71.71	4
25	Mark Thomas & Company				
26	Firm/Team Qualifications	63.34	35.00%	22.17	
27	Project Manager, Key Staff, Subconsultants Qualifications	61.71	35.00%	21.60	
28	Project Understanding & Approach	75.13	15.00%	11.27	
29	Work Plan	78.46	15.00%	11.77	
30	Total		100.00%	66.81	5

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Staff negotiated a cost savings of \$816,334 for the agency.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
HNTB Corporation	\$5,823,233.76	\$5,619,170	\$5,006,899.68

D. Background on Recommended Contractor

The recommended firm, HNTB Corporation is an architecture, civil engineering consulting and construction management firm that was founded in 1914. The firm has

numerous offices across the United States, and has designed many roadways, airports, bridges, tunnels, and rail and transit systems across the United States and around the world. HNTB Corporation has 175 employees in the Southern California region.

The proposed project manager has over 17 years of project manager experience and 26 years working with Caltrans. The knowledge and experience the project manager brings will benefit Metro by providing expedited approvals to avoid costly rework and delays. In addition, the project manager has completed more than 30 projects for Metro, Caltrans and the City of Los Angeles. These projects include the SR-710 North Study Alternatives Analysis and PA/ED and the Sixth Street Viaduct Replacement Project for the City of Los Angeles.

Key personnel average over 20 years of experience. Project experience include SR-710 North Study Alternatives Analysis PA/ED, I-605/Beverly Boulevard Improvements PA/ED and PS&E, I-405 Sepulveda Pass Widening Design-Build, I-105 ExpressLanes PA/ED, and I-10/Jackson Street PA/ED for Riverside County Transportation Department.

DEOD SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR-91/ACACIA
COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) goal a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HNTB Corporation exceeded the goals with a 21.83% SBE commitment and a 3.21% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	21.83% SBE 3.21% DVBE
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	SBE Subcontractors	% Committed
1.	FPL and Associates, Inc.	3.16%
2.	Geo-Advantec, Inc.	4.11%
3.	Galvin Preservation Associates Inc. dba GPA Consulting	7.66%
4.	Paleo Solutions, Inc.	0.37%
5.	Tatsumi and Partners, Inc.	0.85%
6.	Value Management Strategies, Inc.	0.70%
7.	Wagner Engineering & Survey, Inc.	4.98%
	Total SBE Commitment	21.83%

	DVBE Subcontractors	% Committed
1.	Calvada Surveying, Inc.	2.60%
2.	FMF Pandion	0.61%
	Total DVBE Commitment	3.21%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2019-0197, **File Type:** Contract

Agenda Number: 39.

REVISED
REGULAR BOARD MEETING
APRIL 25, 2019

SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER REPLACEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and
- B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

(CARRIED-OVER FROM MARCH BOARD MEETING)

ISSUE

Since the opening of the Metro Gold Line, there have been ten accidents in which mostly high profile vehicles, traveling on the 210 Freeway, have entered into Metro's operating Right-of-Way. The latest incident occurred on Thursday, November 22, 2018. During the incident, a tractor trailer breached the existing concrete barrier causing damage to the Gold Line system and resulting in a major disruption. Staff has been working on developing a design for barrier improvements for the Pasadena Gold Line to effectively mitigate the risks of future breaches into Metro's Gold Line Right-of-Way. Once the barrier improvements design is completed and approved by Caltrans, Metro will procure a construction contract for installation of the improvements.

The Design LOP budget was approved at the May 2016 board for an amount of \$11,078,366. The original design contract was awarded to CH2M Hill Inc. (now a part of Jacobs) for an initial value of

\$4,799,967. Two modifications to this contract were made that brought the total value of the contract to \$5,233,277.

The environmental impact and disruption to Metro Gold Line operations during construction of this project are much larger than initially anticipated. To effectively address all the environmental issues and provide a complete design that accounts for Metro rail operation, an adjustment to the initial LOP funding needs to be made to cover the increased costs through final design.

BACKGROUND

The original project was initially scoped and considered as a relatively simple and straightforward barrier replacement project. It was assumed that this project would be easily cleared environmentally because all the anticipated work was going to be within the prism of the roadway on State or public right-of-way. Also, no significant impacts or resource agency permits were expected. However, as the design development phase proceeded, information from the field began to greatly complicate the project.

For the majority of the project limits, the tight spatial constraint of the project site will require the closure of the HOV lane on the I-210 freeway and single tracking of the Gold Line during the removal and replacement of the existing median barrier. The non-standard features of the existing freeway had to be reviewed and current mitigation measures needed to be reevaluated to determine if they were still effective. For example, some portions of the I-210 freeway currently do not meet the standard stopping site distance requirement. This non-standard feature is currently being mitigated by tail light requirements (a requirement that following vehicles can observe the tail lights on a preceding vehicle to ensure adequate braking distance). By increasing the height of the median barrier, the project would no longer meet the current tail light requirement and a new mitigation measure for stopping site distance must be studied and implemented. Also, the design was obliged to comply with some of the new code requirements and where possible add new features such as lighting at each HOV egress and ingress locations.

Since the HOV lane of the I-210 freeway will be closed for a significant length of time during construction of this project, traffic diverting from I-210 mainline onto local streets is expected. To better understand the traffic and environmental impacts imposed by this project, a specialized microsimulation traffic analysis and a focused air quality study during construction were added to the project's scope of work. The tight spatial constraints and the need to design the barriers for the highest crash worthiness required the development of more complicated non-standard barrier details which will require Caltrans' approval.

DISCUSSION

We have presented a Board Box dated November 16, 2018 detailing the project progress. In that

progress report, we also outlined the next steps necessary to successfully complete the project. There are various factors that contributed to contract changes and increased costs and the need to increase the design LOP. The project was initially scoped for somewhat simple barrier replacement. The scope of design and environmental studies were well coordinated with Caltrans prior to establishing a LOP.

Neither Metro nor Caltrans foresaw the environmental issues and design difficulties that the project is currently facing. These difficulties include, large freeway traffic disruptions during construction that give rise to delays beyond acceptable limits, resulting in diversion of traffic onto the local streets which causes issues with air quality and noise, addressing existing non-standard freeway features, obtaining approval for use of stronger non-standard barriers, and impacting Metro's operations during construction of the project.

Metro and Caltrans have agreed to divide the project into two pieces. This will allow the portion with lesser environmental issues to move forward at a faster pace towards final design while the environmental issues on the other portion are being addressed. Due to the urgency of the project, the design has been moving forward at risk, meaning that the environmental studies and the final design are being done concurrently. Therefore, now that the project is divided into two pieces, some of the work that has already been done needs to be revised, impacting the cost of the project.

Currently about \$3.9 million is still remaining from the original LOP. This contract was awarded to CH2M as an on-call contract (Contract No. PS4730-3070) and has since expired. No additional change orders can be issued to CH2M through this contract. Staff recommends utilizing the On-Call Highway Program Project Delivery Support Services contract (Contract No. AE30673001) approved by the Board on 06/27/2017. CH2M is one of the consultants that competed and was selected to perform engineering services under that contract. In order to be responsive to this high priority and urgent project and provide continuity to the project, we elected to use this Metro contract with CH2M to continue the design.

DETERMINATION OF SAFETY IMPACT

This Board's decision to approve this Project is paramount to ensuring public safety along the Metro Gold Line I-210 corridor.

Completion of this project will be an important step in improving safety and reducing the likelihood of future breaches into Metro's Gold Line Operational Right-of- Way. The improvements described in this project are necessary for public safety.

FINANCIAL IMPACT

The funds for FY19 is included in cost center 8510 - Construction Procurement, under project number 405581 - I-210 Barrier Replacement. Since this is a multi-year project, the Project Manager,

the cost center manager and Chief Program Management Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding source for this action will come from Proposition C 25% (PC25%) as a result of work scope aligned with highway related improvements. This fund source is not eligible for operating or capital improvements on bus and rail. No other fund sources were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By supporting the recommendation to increase the LOP budget of the I-210 Barrier Replacement Project, the Board is supporting Metro's strategic plan goal 1 which promotes trip reliability, reduces trip disruptions as well as delivery of world-class transit service by ensuring our transit assets are in a state of good repair. Each time the median barrier was breached, Metro's Gold Line operations and ridership were affected. The I-210 Barrier Replacement Project will eliminate the likelihood of a freeway vehicle breaching the median barrier and affecting Gold Line operations in the future.

ALTERNATIVES CONSIDERED

The following alternatives were considered:

1. Keeping the value of LOP at current level will not provide the necessary funds to complete the design of this project. The existing barrier, which does not prevent intrusion of high profile vehicles, will remain in place. This alternative is not recommended since, on an average basis, we experience two vehicle intrusions per year into Metro operating right of way.
2. Awarding the remaining portion of the work to a firm other than CH2M/Jacob or issuance of a new contract other than the Highway Program On-Call Services Contract. This will require procurement of a new contract. This alternative is not recommended because it will delay the project considerably either because of the time that it will take to procure a new contract or the time it would take for a new team to learn about the project before continuing with the current design.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services contracts with CH2M Hill, AECOM and Parsons Transportation Group and issue a Task Order to CH2M Hill to continue design of the project and obtain Caltrans approval for the replacement the existing barrier along the median of I-210. Staff will report monthly project progress to the Board.

ATTACHMENTS

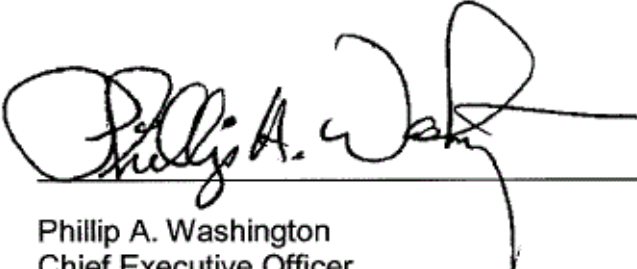
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding/Expenditure Plan

Prepared by:

Androush Danielians, Executive Officer (213) 922-7598

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ON-CALL HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES

AE30673000/AE30673001/AE30673002

1.	Contract Number: AE30673000/AE30673001/AE30673002		
2.	Contractor: AECOM, CH2M Hill Inc., Parsons Transportation Group		
3.	Mod. Work Description: Replace existing I-210 non-standard barriers with taller barriers capable to withstanding crash loads equivalent to TL-5 load rated barriers.		
4.	Contract Work Description: On-Call Highway Program Project Delivery Support Services		
5.	The following data is current as of: March 7, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	June 27, 2017	Contract Award Amount: \$30,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0.00
	Original Complete Date:	June 21, 2020	Pending Modifications (including this action): \$11,000,000
	Current Est. Complete Date:	June 21, 2020	Current Contract Value (with this action): \$41,000,000
7.	Contract Administrator: Mark T. Penn		Telephone Number: 213.922.1455
8.	Project Manager: Androush Danielians		Telephone Number: 213.922.7598

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services contracts issued in support of the I-210 Barrier Replacement Program.

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

On June 27, 2017, the Board awarded three contracts where work will be authorized through the issuance of separate FFP task orders. The Board approved cumulative total value of the three contracts combined is not-to-exceed \$30,000,000. The contracts were awarded to AECOM Technical Services Inc. (Contract No.

AE30673000), CH2M Hill Inc./Jacobs (Contract No. AE30673001), and Parsons Transportation Group, Inc. (Contract No. AE30673002). CH2M Hill Inc. was the prime contractor on the I-210 Barrier Replacement Program and has, to date, provided a 60% complete design drawing package on the project.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

ON-CALL HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES

AE30673000/AE30673001/AE30673002

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Replace existing I-210 non-standard barriers with taller barriers capable of withstanding crash loads equivalent to TL-5 load rated barriers.	Pending	03/28/19	\$11,000,000
	Modification Total:			\$11,000,000
	Original Contract(s):			\$30,000,000
	Total:			\$41,000,000

DEOD SUMMARY

I-210 Barrier Replacement/AE30673000/AE30673001/AE30673002

A. Small Business Participation

CH2M Hill Inc./Jacobs made a 27% SBE and 3% DVBE commitment. The project is 17% complete and CH2M Hill Inc./Jacobs current SBE/DVBE participation is 0%. CH2M Hill Inc./Jacobs has a current shortfall of 27% SBE and 3% DVBE. CH2M Hill Inc./Jacobs explained that their shortfall is due to only receiving three small task orders to date. CH2M Hill Inc./Jacobs projects that the task order currently being processed will increase their SBE/DVBE participation. The value of these task orders is approximately 3.5% of the total potential value of this overall contract, and CH2M Hill Inc./Jacobs indicated that they would be able to meet the SBE/DVBE commitment with future work. The value of these task orders is approximately 3.5% of the total potential value of this overall contract. CH2M Hill Inc./Jacobs has made a 36.31% SBE and 3.10% DVBE commitment on the pending modification which is projected to increase their SBE/DVBE participation. CH2M Hill Inc./Jacobs indicated that they will meet their SBE/DVBE commitment.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that CH2M Hill Inc./Jacobs is on schedule to meet or exceed its DBE commitment. If CH2M Hill Inc./Jacobs is not on track to meet its small business commitment, Metro staff will ensure that CH2M Hill Inc./Jacobs submits an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro’s tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	27% SBE 3% DVBE	Small Business Participation	0% SBE 0% DVBE
----------------------------------	----------------------------	-------------------------------------	---------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	ACT Consulting Engineers, Inc.	TBD	0.00%
2.	AP Engineering & Testing, Inc.	TBD	0.00%
3.	Arrellano Associates, LLC	TBD	0.00%
4.	Epic Land Solutions, Inc.	TBD	0.00%
5.	Geo- Advantec, Inc.	TBD	0.00%
6.	Hout Construction Services, Inc.	TBD	0.00%
7.	Martini Drilling Corporation	TBD	0.00%
8.	Minagar & Associates, Inc.	TBD	0.00%
9.	Pac Rim Engineering, Inc.	TBD	0.00%
10.	Rincon Consultants, Inc.	TBD	0.00%
11.	System Metrics Group, Inc.	TBD	0.00%

12.	Tatsumi & Partners, Inc.	TBD	0.00%
13.	Wagner Engineering & Surveying, Inc.	TBD	0.00%
	Total	27.00%	0.00%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Virtek Company	3.00%	0.00%
	Total	3.00%	0.00%

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

FUNDING/EXPENDITURE PLAN

Project 405581 – Metro Gold Line Interstate 210 Median Barrier Replacement

Use of Funds	Expended Through FY18	FY19	FY20	Total	Total
Professional Services:					
Final Design Consultant	\$ 4,503,600	\$ 6,676,000	\$ 5,088,700 \$ 5,012,700	\$ 16,268,300 \$ 16,192,300	72%
Reviews/Coordination (Caltrans)	\$ 962,000	\$ 700,000	\$ 1,030,500	\$ 2,692,500	12%
CMA		\$ 700,000	\$ 456,000	\$ 1,156,000	5%
Total Professional Services	\$ 5,465,600	\$ 8,076,000	\$ 6,575,200 \$ 6,499,200	\$ 20,116,800 \$ 20,040,800	89%
Metro Engineering & Administration	\$ 379,300	\$ 400,000	\$ 670,392	\$ 1,449,692	6%
Contingency	\$ -	\$ 600,000	\$ 450,900	\$ 1,050,900	5%
Total Project Cost	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492 \$ 7,620,492	\$ 22,617,392 \$ 22,541,392	100%
Sources of Funds	Funded Through FY18	FY19	FY20	Total	Total
Prop C 25%	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492 \$ 7,620,492	\$ 22,617,392 \$ 22,541,392	100%
Total Project Funding	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492 \$ 7,620,492	\$ 22,617,392 \$ 22,541,392	100%

Los Angeles County Metropolitan Transportation Authority



Gold Line I-210 Barrier Replacement Project

March 28, 2019 Board Presentation



Gold Line I-210 Barrier Replacement - Project Limits

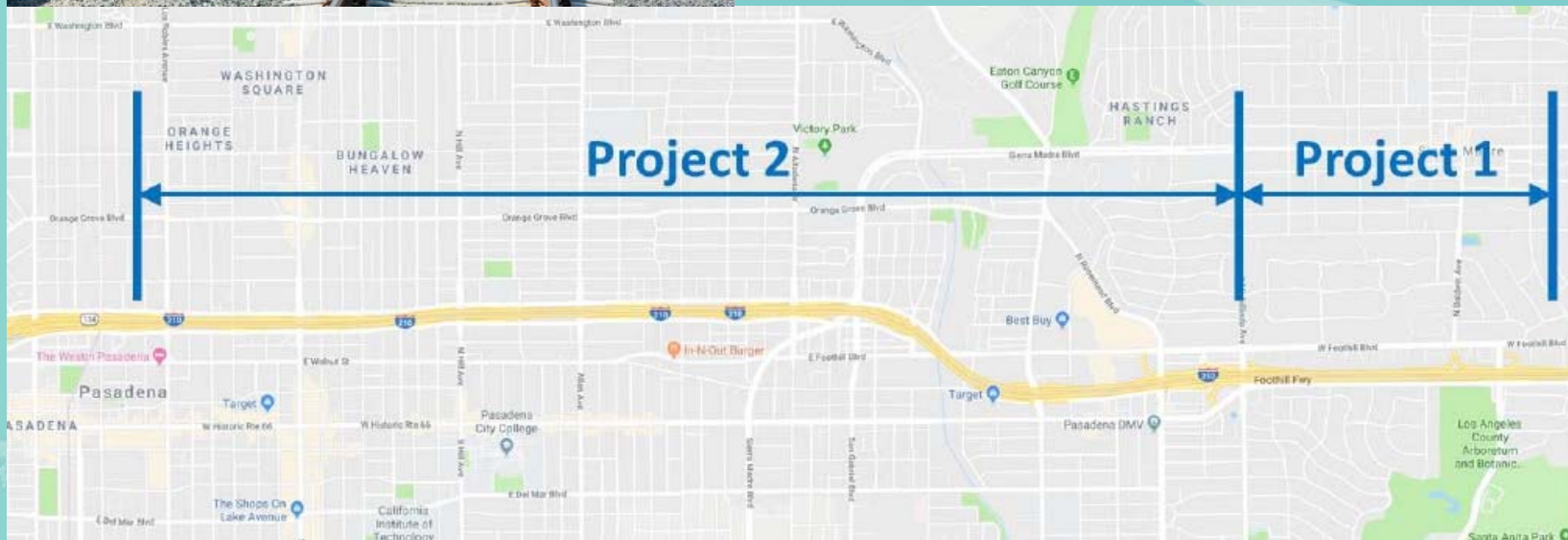


Split into 2 Projects for Expediency

Total Project: Marengo Tunnel to Iconic Bridge

Project 1: Michillinda Avenue to Iconic Bridge

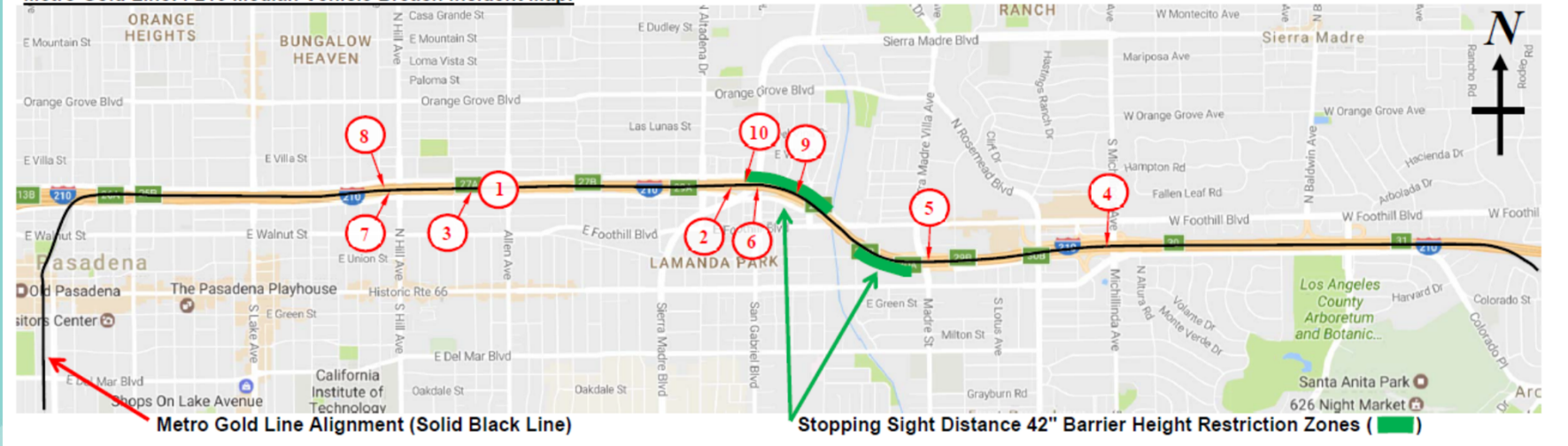
Project 2: Marengo Tunnel to Michillinda Ave.



Gold Line I-210 Barrier Replacement - A Safety Project



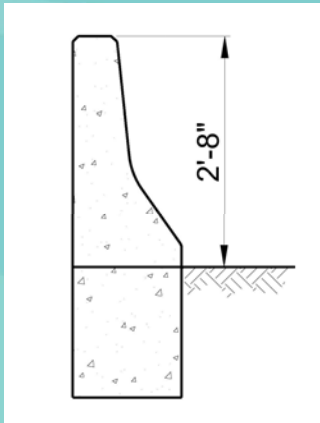
Metro Gold Line I-210 Median Vehicle Breach Incident Map:



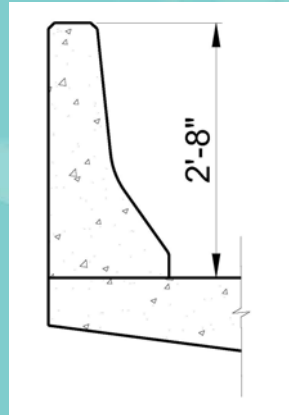
Gold Line I-210 barriers are being replaced to prevent this from occurring in the future.



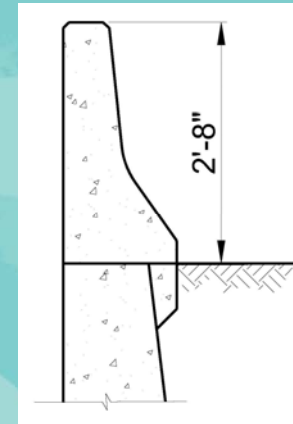
Gold Line I-210 Barrier Replacement – Existing and Proposed Barrier Configurations



On Ground

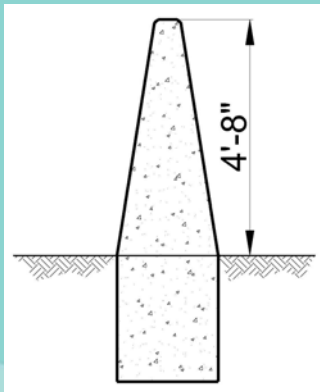


On Bridge

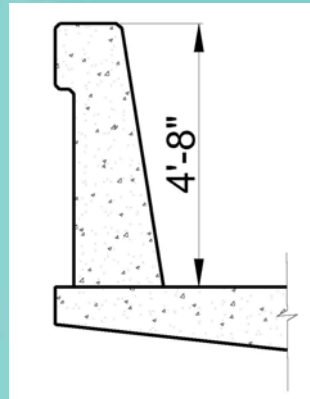


On Retaining Wall

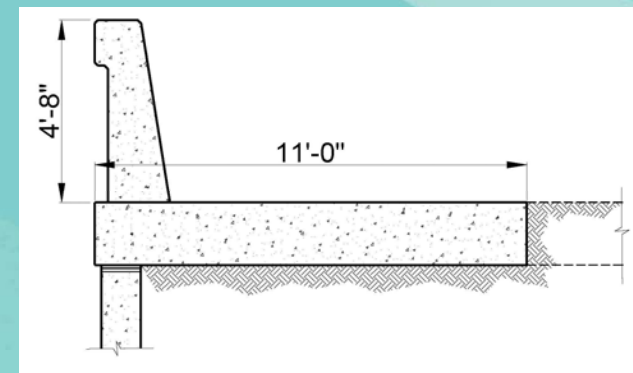
Existing Barrier Configurations



On Ground



On Bridge



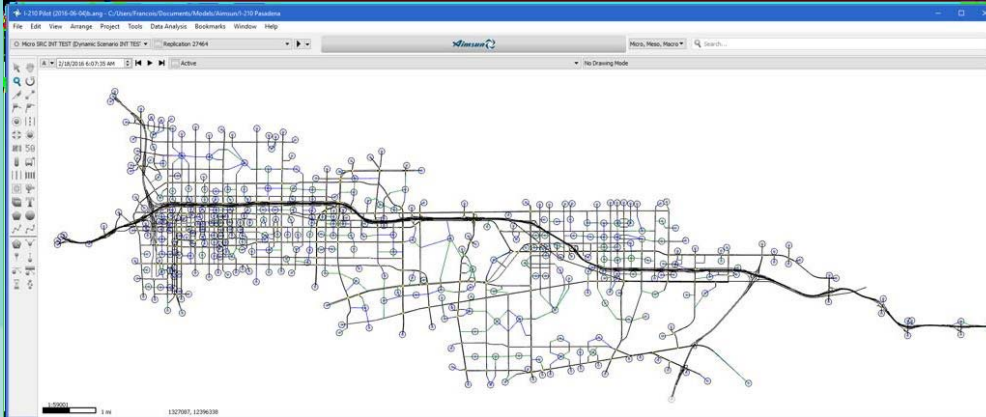
On Retaining Wall



Metro

Proposed Barrier Configurations

Gold Line I-210 Barrier Replacement – Addressing the Challenges



Optimized Solutions:

- Extremely tight workspace causing HOV lane closure and single tracking for the construction of Project 2; complicating environmental clearance
- Complex traffic study underway to quantify traffic impacts to the freeway and city streets



Thank you



**Board Report**

File #: 2019-0209, **File Type:** Contract**Agenda Number:** 40.

**REGULAR BOARD MEETING
APRIL 25, 2019****SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER APS/LVPS OVERHAUL****ACTION: CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul of the Static Inverter APS/LVPS equipment for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability the Static Inverter requires overhaul at the eighth year or the six-hundred thousand (600,000) mileage interval as defined by the OEM. The Static Inverter equipment consists of low and high power electronics that drive the inverter modules, transduce voltages, and convert direct current voltages to power the various vehicle systems. The static inverter equipment consists of capacitors, resistors, relays, and circuit boards that degrade and drift over time. This is an integral component of the vehicle systems that provides regulated power to the vehicle inverter systems therefore it is critical to maintain the Static Inverter equipment in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in December of 2017. Metro is requesting the approval of the Static

Inverter APS/LVPS overhaul contract which is the ninth and final component overhaul procurements requiring board approval for this project. This procurement is for the professional services to complete the overhaul of fifty kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The condition assessment suggested that by performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, it is expected that the vehicles can reach their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the Static Inverter APS/LVPS overhaul based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The Static Inverter overhaul supports the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546. Funding of \$357,356 for this Contract will be included and proposed in the FY20 budget in cost center 3944, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act Article 4 (TDA). Use of this funding source currently maximizes project funding allocations within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 2, Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the static inverter operational until such time it will be a candidate for replacement during the Modernization overhaul. The static inverter is a safety critical device that, if not properly maintained, could result in equipment failures and events due to loss of vehicle 'house power' to door systems, interior lighting, and battery charging. The static inverter provides control power to all vehicle systems and upon failure, poses a high risk to passenger safety, negative impact to vehicle availability and reliability.

NEXT STEPS


Overhaul of the P2550 Light Rail Vehicle Static Inverter APS/LVPS will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in August 2019.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,
(323) 224-4042

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000**

1.	Contract Number: MA51966000	
2.	Recommended Vendor:	
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: April 17, 2018	
	B. Advertised/Publicized: April 23, 2018	
	C. Pre-Proposal Conference: May 1, 2018	
	D. Proposals Due: July 20, 2018	
	E. Pre-Qualification Completed: December 5, 2018	
	F. Conflict of Interest Form Submitted to Ethics: July 26, 2018	
	G. Protest Period End Date: March 25, 2019	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 3 conforming proposals plus an alternate proposal
6.	Contract Administrator: Mona Ismail	Telephone Number: 213-922-7376
7.	Project Manager: Richard Lozano	Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve Contract No. MA51966000 issued to perform overhaul services for the Gold Line P2550 Light Rail Vehicle (LRV) Static Inverter APS/LVPS. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Quantity, Indefinite Delivery (IDIQ).

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

- Amendment No. 1, issued on May 21, 2018 provided details from pre-proposal and job walk, clarified technical specification, and extended the due date;
- Amendment No. 2, issued on June 7, 2018 extended the due date;
- Amendment No. 3, issued on July 10, 2018 extended the due date.

A Pre-Proposal Conference and job walk was held on May 1, 2018 and 20 questions were received and answered by Metro. A total of three (3) proposals and one (1) alternate proposal were received on July 20, 2018.

B. Evaluation of Proposals

The procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP procurement process. Three (3) proposals were received but the Proposal Evaluation Team (PET) deemed only two (2) proposals were technically acceptable to perform static inverter APS/LVPS overhaul. One (1) proposal was deemed technically unacceptable by the PET and was excluded from further consideration.

The alternate proposal received was not evaluated due to the proposer's conforming proposal was deemed technically unacceptable. Per the RFP, proposers submitting conforming proposals may submit alternate proposals to this RFP as complete separate offers, if the alternate proposals offer technical improvements or modifications that are to the overall benefit of Metro. The alternate proposal was returned unopened.

The two (2) technically acceptable proposals are listed below in alphabetical order:

	Proposer Name
1.	AmePower
2.	PSI Repair Services, Inc.

The PET evaluated each proposal to determine technical compliance and acceptability on a pass/fail basis against the evaluation criteria and posed questions that were answered by the proposers. Both firms met the technical acceptability requirements and the award recommendation was made to the lowest priced technically acceptable firm. AmePower was found to be the lowest price proposer in full compliance with the RFP and technical requirements.

C. Price Analysis

This procurement was a TALP. AmePower offered the lowest total price proposal. The recommended total price from AmePower has been determined to be fair and reasonable based upon Metro's review and adequate price competition, in accordance with TALP RFP requirements. AmePower's price proposal exceeded Metro's Independent Cost Estimate (ICE) due to unknown variables that Metro Engineering did not account for in their original ICE, such as Contractor efforts to obtain certain obsolete parts and updating other parts to extend life of the unit through the contractual warranty period; thus, causing a variance between the ICE and the lowest price proposal.

	Proposer Name	Proposal Amount	Metro ICE
1.	AmePower	\$2,714,220.00	\$1,365,000
2.	PSI Repair Services, Inc.	\$3,427,323.78	\$1,365,000

D. Background on Recommended Contractor

The recommended firm, AmeTrade, Inc., dba AmePower, located in Miami, FL, has been in business since 2002 and is a leader in the insulated-gate bipolar transistor (IGBT) system upgrades and custom converters for Light Rail Vehicles, including overhaul, retrofit and manufacturing services for rolling stock systems such as Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers. Amepower evolved as a leading supplier of power electronic components in the South East, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry.

AmePower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years. Amepower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. AmePower's contract performance with Metro has been satisfactory.

DEOD SUMMARY

**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
	Total Commitment	100.00%

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.

**Board Report**

File #: 2019-0226, **File Type:** Policy**Agenda Number:** 41.

**REGULAR BOARD MEETING
APRIL 25, 2019****SUBJECT: I-710 SOUNDWALL PACKAGE 3 PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) and site improvements within the TCE area from the properties identified as Parcels: CPN-80901 (APN: 7401-023-009); CPN-80914 (APN: 7401-008-010); CPN-80945 (APN: 7312-022-004); CPN-80983 (APN: 7312-008-018); CPN-80982 (APN: 7312-008-017); CPN-81000 (APN: 7311-009-014); CPN-80899 (APN: 7401-023-007).

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Acquisition of the TCE and site improvements within the TCE area, referred to herein as Property, is required for the construction and operation of the I-710 Soundwall Package 3 Project (Project). The TCEs are required to construct new soundwalls that will improve the noise levels of the residents living next to the I-710 freeway and will be built in the ultimate location of the Project.

A written offer to purchase was delivered to the Owners of Record (Owners) as required by California Government Code Section 7267.2. The Owners have not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the parties have not reached a negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has timely prepared and mailed notice

of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owners, or the offer has not been made because the Owners cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA's Board from all interested parties at the hearing, LACMTA's Board must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA's Board must, based on the evidence before it, and by a vote of two-thirds of all of its members, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

For FY19, \$2,234,000 is budgeted in Highway Program Cost Center 4720, in the I-710 South Soundwall Package 3 Project 463516, Tasks 5.3.100 and 5.4.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the project in future fiscal years.

Impact to Budget

The source of funds for this effort will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The recommended Board action is consistent with Metro Vision 2028 Goal #3: Enhancing communities and lives. Acquisition of property is a required step for the ultimate construction of the I-710 Soundwall Package 3 Project which will provide noise attenuation benefits to the residents living next to the I-710 freeway as part of this segment.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law, as necessary.

ATTACHMENTS

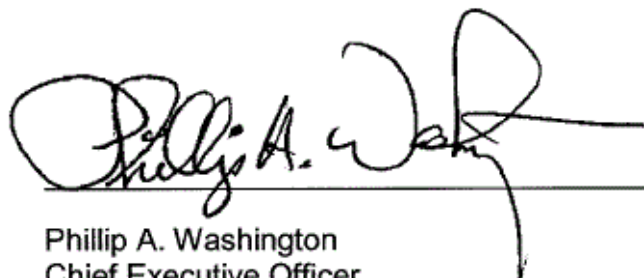
Attachment A - Staff Report

Attachment A-1- Summary of Property Owners and Property Requirements

Attachment B - Resolutions of Necessity

Prepared by: Craig Justesen Director of Real Property Management & Development, (213) 922-7051
Velma C. Marshall, Deputy Executive Officer - Real Estate (213) 922-2415
Holly Rockwell, Sr. Executive Officer - Real Estate, Transit Oriented Communities and Demand Transportation Management, (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A-1

SUMMARY OF PROPERTY OWNERS AND PROPERTY REQUIREMENTS

Assessor's Parcel Number (APN)	Project Parcel Number (CPN)	Physical Address	Owners	Purpose of Acquisition	Property Interest(s) Sought
7401-023-009	80901	2328 Gale Ave, Long Beach CA 90810	CARDENAS,LYN AND REY	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7401-008-010	80914	2412 Gale Ave, Long Beach CA 90810	RAMIREZ, EDWARD T	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7312-022-004	80945	3076 Gale Ave, Long Beach CA 90810	DE VIVAR,RAMON P AND LUZONIA AND DE VIVAR,RAMON N	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7312-008-018	80983	3340 Gale Ave, Long Beach CA 90810	NATURAL SEQUENCE LLC AND PLATINUM FINANCE PROPERTIES INC	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7312-008-017	80982	3346 GALE AVE	MANUEL,ROBERT B III AND PHILESA M	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7311-009-014	81000	3400 Gale Ave, Long Beach CA 90810	SKELTON,ROSET TA	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area
7401-023-007	80899	2340 Gale Ave, Long Beach CA 90810	ORTIZ, GRACIELA & ORELLANA, DIMAS	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF
PROPERTY FOR THE I-710 SOUNDWALL PACKAGE 3 PROJECT**

BACKGROUND

The Property is required for the construction of the I-710 Soundwall Package 3 Project (Project). The address, record owners, as indicated by a title report, Owners, physical description, and nature of the property interest sought to be acquired for the Project are summarized on Attachment A-1.

A written offer for acquisition of a Temporary Construction Easement (TCE) and site improvements within the TCE area was mailed to the respective Property Owners by letters dated May 31, 2018, June 4, 2018, June 14, 2018, and June 21, 2018. The parcels are identified as CPN-80901 (APN: 7401-023-009); CPN-80914 (APN: 7401-008-010); CPN-80945 (APN: 7312-022-004); CPN-80983 (APN: 7312-008-018); CPN-80982 (APN: 7312-008-017); CPN-81000 (APN: 7311-009-014); CPN-80899 (APN: 7401-023-007), (hereinafter the "Property").

A. The public interest and necessity require the Project.

The purpose of the Project is to build sound walls early (or in advance) of the ultimate planned improvements to the I-710 freeway and reduce traffic noise levels at noise-sensitive areas adjacent to the freeway. These "early action" sound walls will be built in their planned ultimate location. Also, existing sound walls that are in conflict with the future I-710 improvements and cannot be rebuilt "early" will be aesthetically treated to provide a uniform aesthetic theme as detailed in the I-710 Aesthetic Master Plan.

Noise measurements taken between June 2007 and June 2011 resulted in Equivalent Noise Levels (L_{eq}) ranging from 58 decibals (dBA) to 82 dBA within the project limits. L_{eq} is the Equivalent Noise Level used by Caltrans to address the maximum noise hour. Noise levels at several of the measured locations exceed the Noise Abatement Criteria (NAC) for residential areas (Activity Category B) of 67 dBA, L_{eq}(h) given in Figure 2, Section 2, Chapter 30 of the Project Development Procedure Manual (PDPM 2009). The proposed noise abatement mitigation measure is projected to lower some noise levels within the study limits below the 67 dBA L_{eq} threshold. In general, the proposed noise barriers also achieve the minimum attenuation criteria of 5 dBA

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

Consistent with Noise Barrier Scope Summary Report dated December, 2016 the I-710 Corridor has some of the highest population and proportion of traffic in the Southern California region. During various community meetings, the residents of the Corridor area expressed their concerns with increased traffic noise. While the project has no permanent impacts, it is planned in a manner that addresses noise attenuation related to future expansion of existing freeway and street networks.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Temporary Construction Easement (TCE) is required for the construction of the I-710 Soundwall. The TCE will allow the contractor to build the sound wall on the Caltrans right-of-way line; in this case it is right up against the residents' properties.

It is recommended that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;
3. Determined the Owners of the Property by examining the County assessor's records, preliminary title reports, and occupancy of the Property;
4. Made a written offer to purchase to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act (CEQA)

As per CCR 15061 [b] [3] of CEQA, this project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. The Categorical Exemption was given November 20, 2013 from the California State Department of Transportation (Caltrans).

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENTS

Attachment A-1 – Summary of Property Owners and Property Requirements

Attachment B1 – B7 – Resolutions of Necessity for each Parcel

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80901 (APN 7401-023-009)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

(a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;

(b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THAT PORTION OF LOT 4 IN BLOCK 3 OF SHORE ACRE TRACT NO. 2, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 8, PAGE 56 OF MAPS, DESCRIBED IN DEED RECORDED MAY 01, 2006 AS INSTRUMENT NO. 06-0950829, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINS: 410 SQUARE FEET, MORE OR LESS.

APN: 7401-023-009

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

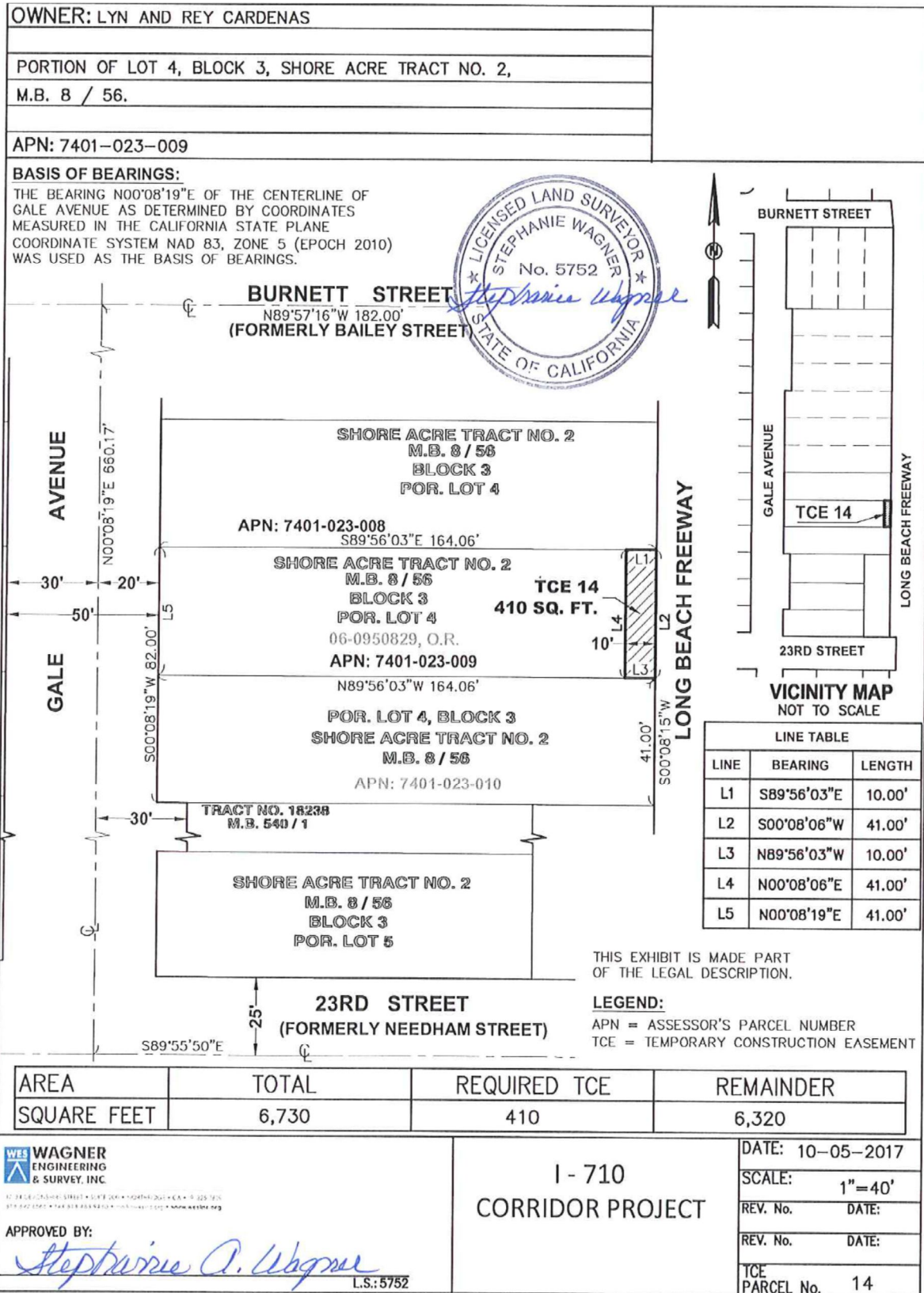
Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

October 5, 2017
DATE



EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80914 (APN 7401-008-010)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10 FEET OF THAT PORTION OF LOT 4 IN BLOCK 2 OF SHORE ACRE TRACT NO. 2, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 8, PAGE 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID PORTION BEING THE NORTH 40.00 FEET OF THE SOUTH 42.00 FEET OF THE WEST 65.00 FEET OF SAID LOT 4, AS DESCRIBED IN DEED RECORDED AUGUST 14, 2017 AS INSTRUMENT NO. 20170912740, IN OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

CONTAINS: 400 SQUARE FEET, MORE OR LESS.

APN: 7401-008-010

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

October 5, 2017
DATE



EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement

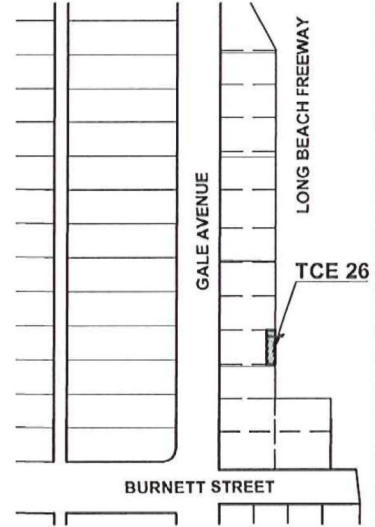
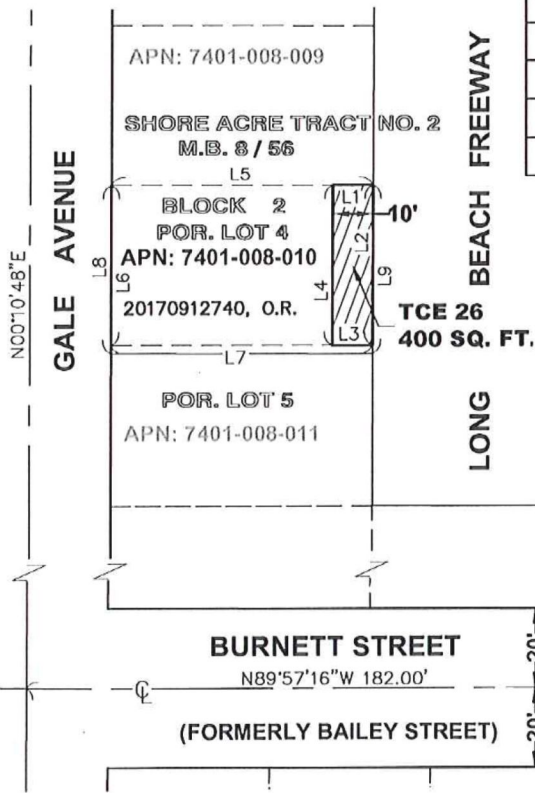
OWNER: MARY S. RAMIREZ	
PORTION OF LOT 4, IN BLOCK 2 OF SHORE ACRE TRACT NO. 2, M.B. 8/56.	
APN: 7401-008-010	

THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION.

BASIS OF BEARINGS:

THE BEARING N00°10'48"E OF THE CENTERLINE OF GALE AVENUE AS DETERMINED BY COORDINATES MEASURED IN THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83, ZONE 5 (EPOCH 2010) WAS USED AS THE BASIS OF BEARINGS.

LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°56'22"E	10.00'
L2	S00°10'48"W	40.00'
L3	N89°56'22"W	10.00'
L4	N00°10'48"E	40.00'
L5	N89°56'22"W	65.00'
L6	S00°10'48"W	40.00'
L7	S89°56'22"E	65.00'
L8	S00°10'48"W	42.00'
L9	S00°10'48"W	42.00'



LEGEND:

APN = ASSESSOR'S PARCEL NUMBER
 TCE = TEMPORARY CONSTRUCTION EASEMENT

AREA	TOTAL	REQUIRED TCE	REMAINDER
SQUARE FEET	2,601	400	2,201

17 34880170-001 STREET • SUITE 200 • 10241-RIVERS • CA • 9 225 7416
 916 222 0262 • FAX 916 453 9652 • info@wesinc.com • www.wesinc.com

APPROVED BY:

 L.S.: 5752

I - 710
 CORRIDOR PROJECT

DATE: 10-05-2017
 SCALE: 1"=40'
 REV. No. DATE:
 REV. No. DATE:
 TCE
 PARCEL No. 26

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80945 (APN 7312-022-004)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THOSE PORTIONS OF PARCELS 317 AND 318 OF LICENSED SURVEYOR'S MAP, IN RANCHO LOS CERRITOS, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 12, PAGE 38, OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED IN DEED RECORDED SEPTEMBER 13, 2016 AS INSTRUMENT NO. 20161101030, IN OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

CONTAINS: 500 SQUARE FEET, MORE OR LESS.

APN: 7312-022-004

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

Nov. 20, 2017
DATE



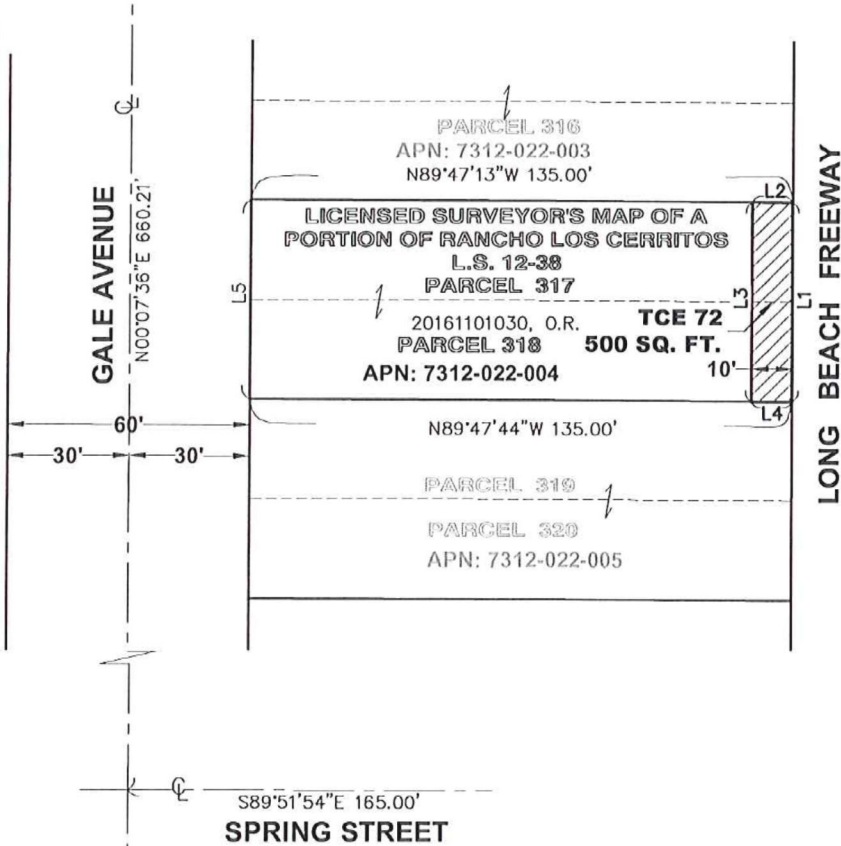
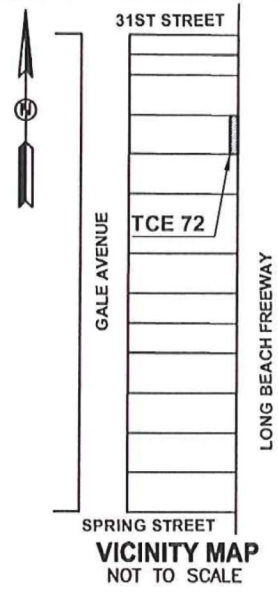
EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement

OWNER: RAMON P. DE VIVAR & LUZONIA DE VIVAR AND RAMON N. DE VIVAR	
PORTIONS OF PARCELS 317 AND 318, LICENSED SURVEYORS MAP, L.S. 12-38.	
APN: 7312-022-004	

BASIS OF BEARINGS:
 THE BEARING N00°07'36"E AT THE CENTERLINE OF GALE AVENUE AS DETERMINED BY COORDINATES MEASURED IN THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83, ZONE 5 (EPOCH 2010) WAS USED AS THE BASIS OF BEARINGS.

LEGEND:
 APN = ASSESSOR'S PARCEL NUMBER
 TCE = TEMPORARY CONSTRUCTION EASEMENT



THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION.

LINE TABLE		
LINE	BEARING	LENGTH
L1	S00°07'36"W	50.00'
L2	S89°47'13"E	10.00'
L3	N00°07'36"E	50.00'
L4	N89°47'44"W	10.00'
L5	N00°07'36"E	50.02'

AREA	TOTAL	REQUIRED TCE	REMAINDER
SQUARE FEET	6,751	500	6,251

WES WAGNER ENGINEERING & SURVEY, INC.
1728 E. 15th Street • Suite 200 • Long Beach, CA • 90802
 562-592-7207 • Fax: 562-592-7208 • www.weswagner.org

APPROVED BY:
Stephanie A. Wagner
 L.S.: 5752

I - 710
CORRIDOR PROJECT

DATE:	11-20-2017
SCALE:	1" = 40'
REV. No.	DATE:
REV. No.	DATE:
TCE PARCEL No.	72

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80983 (APN 7312-008-018)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THAT PORTION OF LOT 39 OF THE RANCHO LOS CERRITOS, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 2, PAGES 203 THROUGH 205, INCLUSIVE OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THAT VACATED ALLEY EAST OF GALE AVENUE, AS SHOWN ON TRACT NO. 8912, RECORDED IN BOOK 118, PAGES 38 AND 39 OF MAPS, IN SAID OFFICE OF THE COUNTY RECORDER, BOUNDED NORTHERLY AND SOUTHERLY BY THE EASTERLY PROLONGATIONS OF THE NORTHERLY AND SOUTHERLY LINES, RESPECTIVELY, OF LOT 25 OF SAID TRACT NO. 8912.

CONTAINS: 500 SQUARE FEET, MORE OR LESS.

APN: 7312-008-018

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

December 12, 2017
DATE



EXHIBIT B

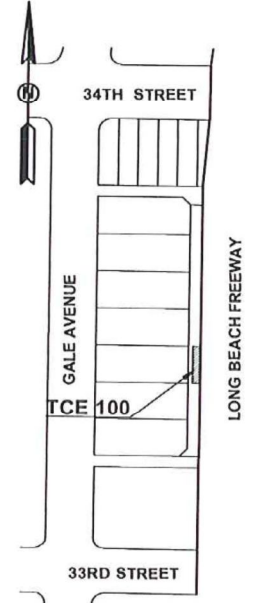
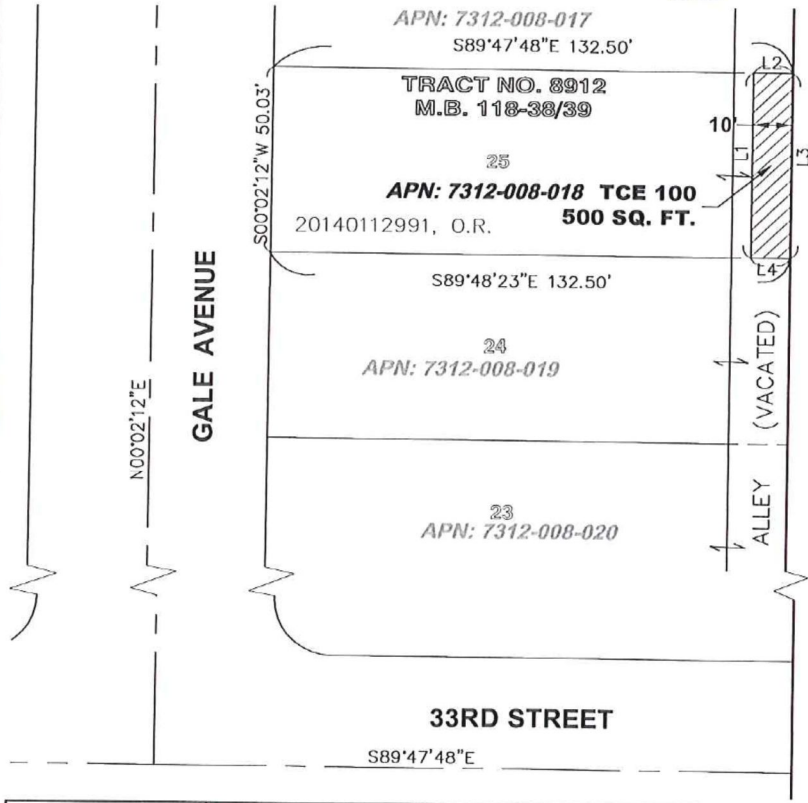
Plat Map of the Required Parcel – Temporary Construction Easement

OWNER: PLATINUM FINANCE PROPERTIES INC. 40% INTEREST,
 NATURAL SEQUENCE LLC 60% INTEREST
 THAT PORTION OF LOT 39 OF THE RANCHO LOS CERRITOS, P. 2/203-205
 LYING WITHIN THAT ALLEY EAST OF GALE AVENUE, AS SHOWN ON
 TRACT NO. 8912, M.B. 118/38-39.
APN: 7312-008-018

BASIS OF BEARINGS:
 THE BEARING N00°02'12"E AT THE CENTERLINE OF GALE AVENUE AS DETERMINED BY COORDINATES MEASURED IN THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83, ZONE 5 (EPOCH 2010) WAS USED AS THE BASIS OF BEARINGS.



LEGEND:
 APN = ASSESSOR'S PARCEL NUMBER
 TCE = TEMPORARY CONSTRUCTION EASEMENT



THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION.

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°02'12"E	50.03'
L2	S89°47'48"E	10.00'
L3	S00°02'12"W	50.03'
L4	N89°48'23"W	10.00'

AREA	TOTAL	REQUIRED TCE	REMAINDER
SQUARE FEET	6,630	500	6,130

WES WAGNER ENGINEERING & SURVEY, INC.
12345 GARDEN STREET • SUITE 200 • DUBLIN, CA 94568
 916-832-4567 • FAX 916-832-4568 • www.weswagner.com

APPROVED BY:

L.S.: 5752

**I - 710
 CORRIDOR PROJECT**

DATE: 12-12-2017
 SCALE: 1" = 40'
 REV. No. DATE:
 REV. No. DATE:
 TCE
 PARCEL No. 100

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80982 (APN 7312-008-017)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THAT PORTION OF LOT 39 OF THE RANCHO LOS CERRITOS, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 2, PAGES 203 THROUGH 205, INCLUSIVE OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THAT VACATED ALLEY EAST OF GALE AVENUE, AS SHOWN ON TRACT NO. 8912, RECORDED IN BOOK 118, PAGES 38 AND 39 OF MAPS, IN SAID OFFICE OF THE COUNTY RECORDER, BOUNDED NORTHERLY AND SOUTHERLY BY THE EASTERLY PROLONGATIONS OF THE NORTHERLY AND SOUTHERLY LINES, RESPECTIVELY, OF LOT 26 OF SAID TRACT NO. 8912.

CONTAINS: 500 SQUARE FEET, MORE OR LESS.

APN: 7312-008-017

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

Jan. 5, 2018
DATE



EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement

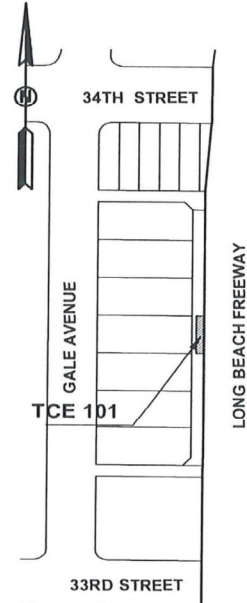
OWNER: ROBERT B. MANUEL III AND PHILESA MORRIS MANUEL
THAT PORTION OF LOT 39 OF THE RANCHO LOS CERRITOS, P. 2/203-205
LYING WITHIN THAT ALLEY EAST OF GALE AVENUE, AS SHOWN ON
TRACT NO. 8912, M.B. 118/38-39.
APN: 7312-008-017

BASIS OF BEARINGS:

THE BEARING N00°02'12"E AT THE CENTERLINE OF GALE AVENUE AS DETERMINED BY COORDINATES MEASURED IN THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83, ZONE 5 (EPOCH 2010) WAS USED AS THE BASIS OF BEARINGS.

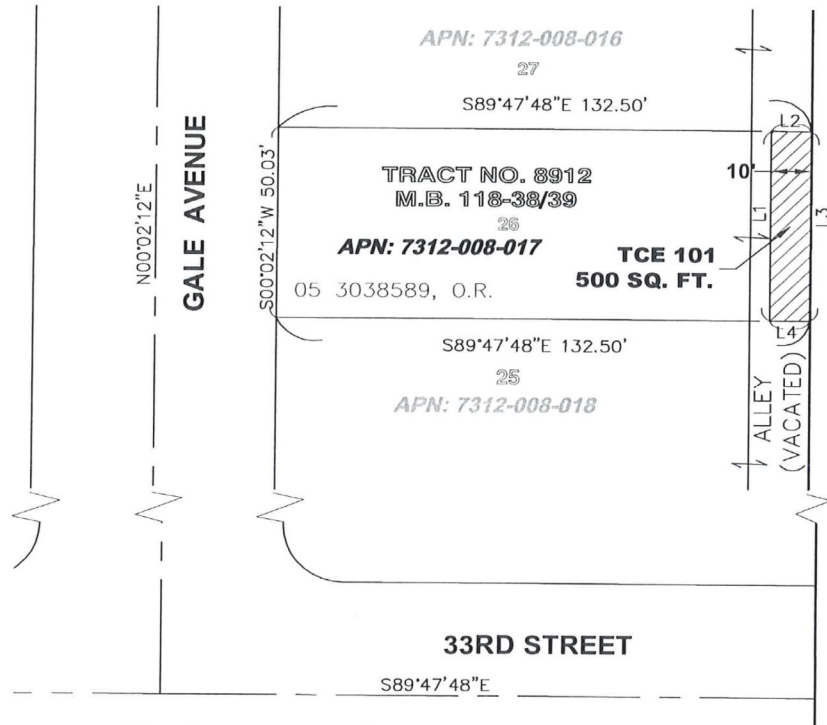
LEGEND:

APN = ASSESSOR'S PARCEL NUMBER
TCE = TEMPORARY CONSTRUCTION EASEMENT



VICINITY MAP
NOT TO SCALE

THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION.



LONG BEACH FREEWAY

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°02'12"E	50.03'
L2	S89°47'48"E	10.00'
L3	S00°02'12"W	50.03'
L4	N89°47'48"W	10.00'

AREA	TOTAL	REQUIRED TCE	REMAINDER
SQUARE FEET	6,630	500	6,130

WES WAGNER ENGINEERING & SURVEY, INC.
1234 BISHOPSHIRE STREET • SUITE 200 • NORTHridge, CA • 91325-3418
 818.642.5565 • FAX 818.642.9450 • info@weswi.com • www.weswi.com

APPROVED BY:
Stephanie A. Wagner

L.S.: 5752

**I - 710
CORRIDOR PROJECT**

DATE:	01-05-2018
SCALE:	1"=40'
REV. No.	DATE:
REV. No.	DATE:
TCE PARCEL No.	101

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 81000 (APN 7311-009-014)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

(a.)The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;

(b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF LOT 41 OF TRACT NO. 13031, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 258, PAGES 32 THROUGH 36, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINS: 417 SQUARE FEET, MORE OR LESS.

APN: 7311-009-014

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

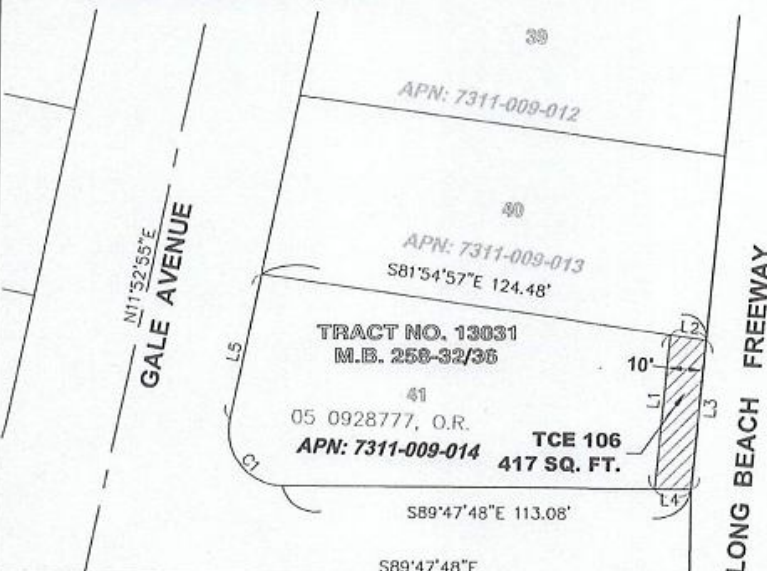
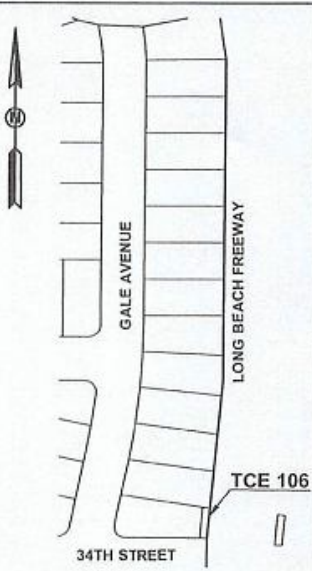

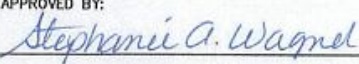
Jan. 5, 2018
DATE



EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement

EXHIBIT "B"

OWNER: ROSETTA SKELTON																																							
THAT PORTION OF LOT 41 OF TRACT NO. 13031, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BK. 258, PAGES 32-36 OF MAPS.																																							
APN: 7311-009-014																																							
<p>BASIS OF BEARINGS: THE BEARING N11°52'55"E AT THE CENTERLINE OF GALE AVENUE AS DETERMINED BY COORDINATES MEASURED IN THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83, ZONE 5 (EPOCH 2010) WAS USED AS THE BASIS OF BEARINGS.</p> <p>LEGEND: APN = ASSESSOR'S PARCEL NUMBER TCE = TEMPORARY CONSTRUCTION EASEMENT</p>																																							
		 <p style="text-align: center;">VICINITY MAP NOT TO SCALE</p>																																					
		<p>THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION.</p>																																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">AREA</th> <th style="width: 20%;">TOTAL</th> <th style="width: 20%;">REQUIRED TCE</th> <th style="width: 20%;">REMAINDER</th> </tr> </thead> <tbody> <tr> <td>SQUARE FEET</td> <td style="text-align: center;">6,279</td> <td style="text-align: center;">417</td> <td style="text-align: center;">5,862</td> </tr> </tbody> </table>		AREA	TOTAL	REQUIRED TCE	REMAINDER	SQUARE FEET	6,279	417	5,862	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">LINE TABLE</th> </tr> <tr> <th>LINE</th> <th>BEARING</th> <th>LENGTH</th> <th></th> </tr> </thead> <tbody> <tr> <td>L1</td> <td>N05°28'50"E</td> <td>42.38'</td> <td></td> </tr> <tr> <td>L2</td> <td>S81°54'57"E</td> <td>10.01'</td> <td></td> </tr> <tr> <td>L3</td> <td>S05°28'50"W</td> <td>41.00'</td> <td></td> </tr> <tr> <td>L4</td> <td>N89°47'48"W</td> <td>10.04'</td> <td></td> </tr> <tr> <td>L5</td> <td>S11°52'55"W</td> <td>40.70'</td> <td></td> </tr> </tbody> </table>		LINE TABLE				LINE	BEARING	LENGTH		L1	N05°28'50"E	42.38'		L2	S81°54'57"E	10.01'		L3	S05°28'50"W	41.00'		L4	N89°47'48"W	10.04'		L5	S11°52'55"W	40.70'	
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**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80899 (APN 7401-023-007)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of April, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THAT PORTION OF LOT 3 IN BLOCK 3 OF SHORE ACRE TRACT NO. 2, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 8, PAGE 56 OF MAPS, DESCRIBED IN DEED RECORDED APRIL 6, 2017 AS INSTRUMENT NO. 20170379125, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINS: 410 SQUARE FEET, MORE OR LESS.

APN: 7401-023-007

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

October 5, 2017
DATE



EXHIBIT B

Plat Map of the Required Parcel – Temporary Construction Easement

EXHIBIT "B"

