

Metro

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



Agenda - Final

Thursday, October 26, 2017

9:00 AM

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

Board of Directors - Regular Board Meeting

*Eric Garcetti, Chair
Sheila Kuehl, Vice Chair
James Butts, 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
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer*

**A written request to address the Board should be submitted to the Board Secretary in person at the meeting prior to the item being called for discussion. Once discussion on an item begins, requests to speak on that item will no longer be accepted.*

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

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



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

CALL TO ORDER**ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 9, 11, 15, 17, 18, 19, 20, 21, 24, 25, 28**, 31, 32, 35, and 36.

**Requires two-thirds vote

CONSENT CALENDAR

2. **SUBJECT: REGULAR BOARD MEETING MINUTES** [2017-0678](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 28, 2017.

Attachments: [MTA Regular Board Minutes - September 28, 2017](#)

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

5. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-118 TO SR-134 (FUNDING AGREEMENT NO. MOU. P0008355/8501A/A6)** [2017-0509](#)

RECOMMENDATION

AUTHORIZE Contract Modifications No. 181 & 189 (CCO 181 and CCO 189) by the California Department of Transportation (Caltrans) for construction contract of the Segment 4 of the I-5 North Capacity Enhancements Project between SR-118 and SR-134 (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$2,886,400 within the project LOP budget.

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

6. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118 TO SR-170** [2017-0572](#)

RECOMMENDATIONS

AUTHORIZE Contract Modification No. 140 (CCO 140) for the construction contract of I-5 North Capacity Enhancement Project between SR-118 and SR-170 (the Project) in the amount not to exceed \$4.0 million under Funding Agreement No. MOU. P0008355/8501A/A6 within the LOP budget.

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

7. **SUBJECT: FEDERAL HIGHWAY ADMINISTRATION ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) PROGRAM - GRANT FUNDING** [2017-0580](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer or his designee to enter into an agreement with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) for the Freight Advanced Traveler Information System (FRATIS) project funds received through the FHWA Advanced Transportation and congestion Management Technologies Deployment (ATCMTD) Program; and
- B. ESTABLISHING a separate Life of Project (LOP) Budget of \$6,000,000 for the FRATIS Project.

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

9. **SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** [2017-0573](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$30.261 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A;
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Imp. in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING time extensions for 7 projects as shown in Attachment B; and
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Project List 9-26-17.pdf](#)
[Attachment B - Extensions.pdf](#)

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

11. SUBJECT: INVESTMENT MANAGEMENT SERVICES FOR THE OPERATING PORTFOLIO

[2017-0597](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award five year, fixed rate contracts to four investment management firms; 1) LM Capital Group, 2) RBC Global Asset Management, 3) Chandler Asset Management and 4) US Bancorp Asset Management, in an amount not to exceed \$3,584,067, effective January 1, 2018, subject to resolution of protest(s), if any.

Attachments: [Attachment C - Extl Mgr Performance.pdf](#)
[Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (4-0):

15. SUBJECT: ORANGE LINE BUS RAPID TRANSIT IMPROVEMENTS

[2017-0413](#)

RECOMMENDATION

APPROVE:

- A. the findings and recommendation resulting from the Orange Line Bus Rapid Transit Improvements Technical Study; and
- B. advancing Orange Line Bus Rapid Transit Improvements into the public engagement, environmental review and engineering design concurrent processes.

AMENDMENT BY DUPONT-WALKER AS AMENDED BY SOLIS

I MOVE THAT the recommendation be amended to carry the seven potential stand-alone grade separations identified in the consultant report* forward into the environmental process for further consideration a project alternatives, and that MTA coordinate closely with LADOT on the environmental, stakeholder, and public review processes to refine and better identify potential traffic delay and other impacts to affected intersections.

*Reseda Blvd., Balboa Blvd., Sepulveda Blvd., Van Nuys Blvd., Woodman Ave., Burbank Blvd., and Laurel Canyon Blvd.

AMENDMENT BY SOLIS: to explore cost-sharing with the City so that we could look at structure that might include the City and the COG.

Attachments: [Attachment A - Orange Line Executive Summary](#)
[Attachment B - MOL Presentation 171004](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 17. SUBJECT: EXTEND A FIVE-YEAR WESTERN/CARLTON, LP,
 LICENSE AGREEMENT AN ADDITIONAL
 TWENTY-FOUR YEARS**

[2017-0595](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amended and restated license agreement with Western/Carlton II, LP, a California Ltd. Partnership (Western/Carlton), extending the term for an additional twenty-four (24) years with an option to extend five years allowing Western/Carlton to use that portion of Metro property situated adjacent to the Western/Carlton's ground-leased premises at the Hollywood/Western Red Line Station, as depicted on Attachment A (License Property), for the operation and use of the ground-leased premises and related improvements.

Attachments: [Attachment A-License Property](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 18. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM**

[2017-0602](#)

RECOMMENDATION

APPROVE the State Active Transportation Program Cycle 4 Priorities Framework.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 19. SUBJECT: PEST AND BIRD CONTROL SERVICES**

[2017-0558](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP852420003367 for pest and bird control services throughout Metro facilities and vehicles, with Pestmaster Services Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$3,906,123.12 for the three-year base period, and \$2,727,946.08 for one, two-year option, for a

combined total of \$6,634,069.20, effective January 1, 2018 through December 31, 2022; subject to resolution of protest(s), if any.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

20. **SUBJECT: TREE TRIMMING SERVICES (EXCLUDING METRO ORANGE LINE)** [2017-0559](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP838450003367 for tree trimming services throughout Metro bus and rail facilities, with Mariposa Landscapes Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$1,133,750 for the three-year base period inclusive of as-needed services, \$408,550 for option year one and \$439,450 for option year two, for a combined total of \$1,981,750, effective January 1, 2018 through December 31, 2022; subject to resolution of protest(s), if any.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

21. **SUBJECT: FOOD SERVICE OPERATOR** [2017-0677](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a seven-year, non-revenue producing Contract No. PS88880000, beginning January 1, 2018, to CulinArt Group for the operation and management of the Union Station Gateway (USG) and Central Maintenance Facility (CMF) cafeterias, catering services and USG vending machine service, subject to resolution of protest(s), if any.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**24. SUBJECT: TRANSIT FACILITIES HARDENING**[2017-0513](#)**RECOMMENDATION**

CONSIDER:

- A. APPROVING Life-Of-Project budget for the capital project, Transit Facilities Hardening, in the amount of \$1,280,800; and
- B. AMENDING the FY18 Budget in the amount of \$885,800

Attachments: [Attachment A - Project summary schedule](#)
 [Attachment B - Financial Forecast](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**25. SUBJECT: OPTION TO OVERHAUL 36 HEAVY RAIL VEHICLES**[2017-0584](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXERCISE Option A to overhaul the remaining 36 of the 74 newest Heavy Rail Vehicles under Contract No. A650-2015, Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) ("A650 Overhaul Program"), to Talgo Inc." in the not-to-exceed amount of \$18,271,818 for a total contract value of \$72,970,494, and to extend the period of performance for 10 months beyond the Base Order;
- B. NEGOTIATE AND EXECUTE with Talgo, Inc. for future contract modifications to Contract No. A650-2015 for a not to exceed amount of \$1,000,000 for each contract modification; and
- C. EXERCISE the option for the consultant Technical and Program Management Support Services under RFP No. A650-2015 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), Contract No. OP30433488, to LTK Engineering Services, in the not-to exceed amount of \$597,238 for a total contract value of \$4,494,837, and to extend the period of performance for an 10 additional months beyond the Base Order.

Attachments: [Attachment A-1 Procurement Summary](#)
[Attachment A-2 Procurement Summary](#)
[Attachment B-Funding & Expenditure Plan \(CP 206038\)](#)
[Attachment C-1 DEOD Summary](#)
[Attachment C-2 DEOD Summary](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

28. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT

[2017-0618](#)

RECOMMENDATION

CONSIDER:

A. FINDING that awarding a design-build contract pursuant to Public Utilities Code Section 130242 (a) will achieve certain private sector efficiencies in the integration of design, project work, and components related to electrification for the Division 20 Portal Widening Turnback Project; and

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

B. AUTHORIZING the Chief Executive Officer to solicit and award a low bid design-build contract for the electrification improvements required for the Division 20 Portal Widening Turnback Project, pursuant to Public Utilities Code Section 130242.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: INSPECTION OF STRUCTURES CONTRACT

[2017-0617](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute a seven-year, firm fixed price Contract No. AE39820000, with Owen Group, Inc. for the inspection of Metro structures, including light rail, roadway, bikeway, and busway bridges, elevated stations, subway tunnels, and retaining walls, comprised of a base term of five years in the amount of \$2,477,273, with two, one-year options, in the amounts of \$510,100 for option year one, and \$512,250 for option year two, for a combined total of \$3,499,623, subject to the resolution of protest(s), if any; and

B. APPROVING Contract Modification Authority specific to Contract No. AE39820000 in the amount of \$699,925 or 20% of the total contract value, to cover any unforeseen issues that may arise during the course of the Contract.

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(4-0-1):**

32. SUBJECT: ALL-DOOR BOARDING EXPANSION STUDY

[2017-0464](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING staff update on the All-Door Boarding (ADB) Expansion Feasibility Study in response to a Motion 10 (February 2017) approved at the Regular Board Meeting;
- B. APPROVING ADB expansion on the Metro Rapid Line 720 (Wilshire) and Metro Rapid Line 754 (Vermont);
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 148 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 405 Bus Mobile Validators and 480 Installation Kits in the amount of \$961,323 and maintenance support services in the amount of \$28,736 through June 30, 2019 for a total modification value of \$990,059. This Modification would increase the total contract value from \$259,959,813 to \$260,949,872; and
- D. ESTABLISHING a life-of-project budget of \$1,128,003 for the purchase of Bus Mobile Validators, installation costs, and services under Capital Project no. 203040.

Attachments: [Attachment A - Board Motion for All-Door Boarding](#)
 [Attachment B - All Door Boarding Feasibility Study](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - Contract ModificationsChange Order Log](#)
 [Attachment E - DEOD Summary](#)
 [Attachment F - LOP](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 35. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT CONSTRUCTION MANAGEMENT
SUPPORT SERVICES**

[2017-0610](#)**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute an eight-year and six-month cost-plus fixed fee contract plus two one-year options, Contract No. AE87192000MC073, to MPPC Partners, a Joint Venture to provide Construction Management Support Services for the Westside Purple Line Extension Section 3 Project in an amount not-to-exceed \$7,009,872 for services through Fiscal Year 2019, subject to resolution of protest(s), if any; and
- B. ESTABLISHING Contract Modification Authority for 15% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

Attachments: [Attachment A - Procurement Summary WPLE Sect 3 CMSS 10.10.17](#)
[Attachment B - DEOD Summary](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION AS AMENDED (4-0):**

- 36. SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

[2017-0715](#)**TRANSPORTATION DEMAND MANAGEMENT**

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM

- application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;
 6. Strategies to promote telecommuting;
 7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early

implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.

8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
 9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in ~~420~~ 150 days.

NON-CONSENT

3. **SUBJECT: REPORT BY THE CHAIR**

[2017-0727](#)

RECOMMENDATION

RECEIVE report by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

[2017-0728](#)

RECOMMENDATION

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

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

8. **SUBJECT: I-605 CORRIDOR IMPROVEMENTS PROJECT**

[2017-0515](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute two separate Modifications to Contract Nos. AE5204200 and AE333410011375 with HDR Engineering, Inc. and Parsons Transportation Group, Inc., respectively, to provide additional professional services for the I-605 Corridor Improvements Project:

- A. Modification No. 1 to Contract No. AE333410011375 with Parsons Transportation Group for the PAED phase of the I-605/I-5 improvements in the firm fixed

price of \$8,026,472, increasing the Total Contract Value for Parsons Transportation Group from \$20,697,227 to \$28,723,699; and extending the contract period from 48 months to 67 months; and

- B. Modification No. 1 to Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605/SR-60 in the firm fixed price of \$4,898,641, increasing the Total Contract Value for HDR Engineering from \$33,660,430 to \$38,559,071; and extending the contract period from 48 months to 58 months.

Attachments: [Attachment A-1 Procurement Summary.pdf](#)
[Attachment A-2 Procurement Summary \(2\).pdf](#)
[Attachment B-1 Contract Mod Log.pdf](#)
[Attachment B-2 Contract Mod Log.pdf](#)
[Attachment C-1 DEOD Summary -HDR.pdf](#)
[Attachment C-2 DEOD Summary.pdf](#)

37. SUBJECT: CALIFORNIA HIGHWAY PATROL ORAL REPORT

[2017-0732](#)

RECOMMENDATION

RECEIVE oral report on California Highway Patrol (CHP) enforcement of ExpressLanes and carpool lane vehicle restrictions.

END OF NON-CONSENT ITEMS

38. SUBJECT: CLOSED SESSION

[2017-0731](#)

RECOMMENDATION

CLOSED SESSION:

- A. Conference with Real Property Negotiator - G.C. 54956.8
1. Property Description: 1940 Century Park East, Los Angeles, CA
Agency Negotiator: Velma Marshall
Negotiating Party: California Bank and Trust
Under Negotiation: Price and Terms
 2. Property Description: 665 La Brea Ave., Los Angeles, CA 90036
Agency Negotiator: Carol Chiodo
Negotiating Party: MHK IMPEX Inc.
Under Negotiation: Price and Terms
 3. Property Description: 1940 Century Park East, Los Angeles, CA 90067
Agency Negotiator: Carol Chiodo

Negotiating Party: Liti Land Reprographics, Inc.
Under Negotiation: Price and Terms

B. Public Employee Performance Evaluations - G. C. 54957

Titles: Chief Executive Officer; Board Secretary; General Counsel; Inspector General; Ethics Officer

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 #: 2017-0678, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 26, 2017**

SUBJECT: REGULAR BOARD MEETING MINUTES HELD SEPTEMBER 28, 2017

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 28, 2017.



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

MINUTES

Thursday, September 28, 2017

9:00 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

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

CALLED TO ORDER AT: 9:09 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 10, 13, 15, 17, 22, 23, 24, 25, 28, 29, 30, 31, 32**, 33**, 34, 37, 38, 39, 44, and 48.

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

Consent Calendar items were approved by one motion except 6, 34 and 48 which were held by a Director for discussion and/or separate action.

**Required two-thirds vote of the Full Board

2. **SUBJECT: REGULAR BOARD MEETING MINUTES** **2017-0539**

RECOMMENDATION

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 27, 2017.

3. **SUBJECT: REPORT BY THE CHAIR** **2017-0660**

RECOMMENDATION

RECEIVED report by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2017-0661**

RECOMMENDATION

RECEIVED report by the Chief Executive Officer.

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

5. **SUBJECT: COOPERATIVE AGREEMENT FOR THE PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT FOR THE I-105 EXPRESS LANES** **2017-0248**

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a Cooperative Agreement with the California Department of Transportation (Caltrans) to prepare the I-105 ExpressLanes Environmental Document in an amount not to exceed \$2.607 million.

6. SUBJECT: MANAGING CONGESTION ON THE FREEWAY SYSTEM

2017-0566

RECOMMENDATION

APPROVED:

- A. RECEIVING AND FILING the update on options to improve and/or expand High Occupancy Vehicle (HOV) Lanes and ExpressLanes; and
- B. AUTHORIZING the CEO to develop a process for the use of interfund borrowing of net toll revenues to support creation of the ExpressLanes network.

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

10. SUBJECT: INTERSTATE 5 HOV ENHANCEMENTS FUNDING AMENDMENT

2017-0507

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. ACKNOWLEDGING completion of construction of the segment of I-5 HOV Enhancements between SR 14 and SR 118 to close this segment of the overall project.
- B. AUTHORIZING the Chief Executive Officer to move the balance of programmed amount up to \$24.3 million from the segment between SR 14 and SR 118 to the remaining segments of I-5 HOV projects between SR 118 and SR 134.
- C. AUTHORIZING retention of the \$2.3 M revenues from the sale of excess land in the segment between SR 118 and SR 134 to remain in the remaining segments of the I-5 HOV Enhancements projects between SR 118 and SR 134 through the completion of the entire project.

13. SUBJECT: TAP FARE COLLECTION EQUIPMENT INSTALLATION SERVICES

2017-0116

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a four-year Contract No. PS40387000 to Robnett Electric, Inc. for the installation of TAP Fare Collection Equipment at regional bus stops and transit centers and other locations on an as-needed, task order basis, for an amount not to exceed \$1,400,000, subject to resolution of protest(s).

14. SUBJECT: PROPOSITION A BONDS

2017-0352

RECOMMENDATION

ADOPTED a resolution, Attachment A, that:

- A. AUTHORIZES the competitive sale of up to \$550 million of Prop A "New Money Bonds" and up to \$135 million of "Prop A Refunding Bonds" (collectively the "Prop A Bonds") in one or more series and one or more transactions through June 30, 2018;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Continuing Disclosure Agreement, Escrow Agreement and Preliminary Official Statement on file with the Board Secretary, all subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Prop A Bonds.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

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

15. SUBJECT: TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR

2017-0512

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 6 to Contract No. PS30203139 with Axiom xCell, Inc. (Axiom) to provide additional functionality enhancements for the use of Mobile Phone Validator (MPV) by fare compliance officers to deduct fares on TAP cards, additional security, and data management improvements for an additional cost of \$567,137, and extend the monthly support services for an additional two years to November 29, 2019, in an amount of \$371,832. This Contract Modification increases the total contract value by \$938,969, from \$1,061,975 to \$2,000,944.

16. SUBJECT: GROUP INSURANCE PLANS

2017-0571

RECOMMENDATION

AUTHORIZED the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees for the one-year period beginning January 1, 2018.

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

*Selected to vote under Rule of Necessity

17. SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY BETWEEN BURBANK AND LANCASTER

2017-0575

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING an update on the stakeholder outreach, timeline, and funding for the Antelope Valley Line Study between Burbank and Lancaster and
- B. AUTHORIZING the transfer of \$500,000 in underruns from the Metrolink Antelope Valley Line fare discount program to fund the Antelope Valley Line Study.

19. SUBJECT: INTRODUCTION TO THE LONG RANGE TRANSPORTATION PLAN UPDATE

2017-0548

RECOMMENDATION

RECEIVED AND FILED this introductory report about the initiation of the Long Range Transportation Plan Update.

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

~~21. SUBJECT: METROLINK SAN BERNARDINO LINE STRATEGIC STUDY~~ 2017-0525

RECOMMENDATION

~~AUTHORIZE the Chief Executive Officer (CEO) to:~~

- ~~A. CONDUCT a study to evaluate the Metrolink San Bernardino Line and future Metro Gold Line Phase 2B services to develop strategies that would enable the two rail services to complement each other; and~~
- ~~B. PROGRAM \$750,000 in Measure R 3% funds for the study.~~

21.1 SUBJECT: REVISED MOTION BY SOLIS, BARGER, FASANA AND NAJARIAN 2017-0649

SAN BERNARDINO LINE STRATEGIC STUDY

APPROVED Revised Motion by Solis, Barger, Fasana, and Najarian (to replace Item 21) directing the CEO and the Regional Rail Unit to:

- A. Prioritize Adjust the scope of the proposed San Bernardino Line Strategic Study to evaluate the benefits and/or impacts related to eliminating removing the Metrolink Claremont Station. At a minimum, the study shall provide a comprehensive understanding of the following:
 - 1. Current and projected ridership growth under existing conditions;
 - 2. Total parking spaces and current parking utilization rate at all co-located stations;
 - 3. Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station;
 - 4. Impacts to Metrolink operations and travel times and fare box revenues;
 - 5. Cost savings associated with the construction of the Gold Line Phase 2B;
 - 6. Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario.
 - 7. Analysis of when Metrolink service would be discontinued in Claremont during Gold Line construction, and length of time during which no rail transit options would be available in Claremont; and

(Continued on next page)

(Item 21.1 - continued from previous page)

8. Analysis of changes to gate operations at all crossings in Claremont if the Metrolink station is eliminated.

B. Include City of Claremont staff in the project team during all phases of the study;

C. Determine the formal process by which to eliminate a Metrolink station; and should that local station city agree;

D. Report back to the board within 60 days with a final report, findings and Recommendations, after presenting the draft to the City of Claremont.

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

22. **SUBJECT: METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT**

2017-0535

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award firm fixed price Contract No. PS42183000 to Innovative TDM Solutions, Inc. (ITS), for a three-year base term in the amount of \$1,767,263.93, with two, one-year options, each in the amount of \$596,590.88, for a total value of \$2,960,445.69 for Metro Rideshare/Shared Mobility Program Support services in Los Angeles County, subject to resolution of protest(s), if any.

23. **SUBJECT: P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL**

2017-0527

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month, indefinite delivery/indefinite quantity Contract No. MA26495 to Dellner Incorporated, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Coupler assemblies, for a not-to-exceed amount of \$2,497,635 for the three year base period; \$24,600 for the first, one year option; and \$24,970 for the second, one year option; for a combined contract total of \$2,547,205, subject to resolution of protest(s), if any.

24. SUBJECT: DIFFERENTIAL ASSEMBLY

2017-0543

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 36-month, indefinite delivery/indefinite quantity Contract no. MA41702000 to America Moving Parts, the lowest responsive and responsible bidder, for Differential Assemblies for a total contract amount of \$1,049,835; subject to resolution of protest(s), if any. The award is for a base year amount of \$343,541, inclusive of sales tax; option year 1 in the amount of \$343,541, inclusive of sales tax; and option year 2 in the amount of \$362,753, inclusive of sales tax.

25. SUBJECT: A650 DC TRACTION MOTOR OVERHAUL

2017-0545

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month indefinite quantity/indefinite delivery Contract No. MA3280700 to Walco Electric Company for the overhaul of direct current (DC) traction motors for a not-to-exceed amount of \$1,188,440, subject to resolution of protest(s), if any.

28. SUBJECT: CALTRANS PARK AND RIDE LOTS

2016-0758

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute amendments to the I-110 and I-105 Operations & Maintenance (O&M) Agreements to allow Metro to provide enhanced maintenance services for 17 Caltrans park & ride locations.

29. SUBJECT: BUS TIRE LEASING AND MAINTENANCE SERVICES

2017-0520

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP83932000-39383 for the lease and maintenance of tires of Metro-operated bus fleet and servicing of non-revenue vehicle tires to The Goodyear Tire & Rubber Company for the period covering October 1, 2017 through September 30, 2022, in an amount not to exceed \$40,908,927, subject to resolution of protest(s), if any.

30. SUBJECT: BUS STOP LIGHTING

2017-0562

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the Los Angeles Department of Public Works-Bureau of Street Lighting (BSL) to execute the design and construction of bus stop security lighting under the Metro Enhanced Bus Stop Lighting project totaling \$750,000.

31. SUBJECT: PARKING ENFORCEMENT SERVICES TRANSITION

2017-0253

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the transition of parking enforcement services from Metro Transit Security and the Los Angeles Sheriff's Department (LASD) to the Parking Management unit; and
- B. AUTHORIZING the Chief Executive Officer to execute a five-year, firm fixed price Contract No. PS37647008 to SP+ Municipal Services, for parking enforcement services at Metro parking facilities serving Metro's transit system in the amount of \$4,599,446, subject to resolution of protest(s), if any.

32. SUBJECT: DIVISION 20 HRV WHEEL PRESS MACHINE REPLACEMENT

2017-0568

RECOMMENDATION

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE that awarding design-build contracts pursuant to Public Utilities Code Section 130242(a) will achieve certain private sectorefficiencies in the integration of the design, project work, and components of the Division 20 Heavy Rail Vehicle (HRV) Wheel Press Machine Replacement Project;

33. SUBJECT: CMF BUILDING 5 AIR SCRUBBER PROJECT

2017-0176

RECOMMENDATION

APPROVED ON CONSENT CALENDAR BY TWO THIRDS VOTE:

- A. FINDING that awarding design-build contracts pursuant to Public Utilities Code Section 130242(a) will achieve private sector efficiencies in the integration of the design, project work, and components related to the construction and installation of an air scrubber system in Metro's Central Maintenance Facility's (CMF) Building 5;

(Continued on next page)

(Item 33 - continued from previous page)

B. AUTHORIZING the Chief Executive Officer to award the competitively bid design-build contract to the lowest price responsive, and responsible bidder, pursuant to Public Utilities Code Section 130051.9(c).

34. SUBJECT: METRO BLUE LINE PEDESTRIAN SAFETY ENHANCEMENTS AT GRADE CROSSINGS

2017-0510

RECOMMENDATION

APPROVED:

- A. TRANSFERRING \$1,250,000 in underruns from Project 204071 (Metro Blue Line Station Refurbishments) into Project 205104 (Metro Blue Line Pedestrian Safety Enhancements at Grade Crossings Project) thereby adjusting the Life of Project (LOP) budget for Project 205104 from \$30,175,000 to \$31,425,000.
- B. INCREASING the Contract Modification Authority (CMA) for Contract C1086 with Icon West Inc. in the amount of \$2,100,000 from \$1,298,000 to \$3,398,000.

34.1 SUBJECT: MOTION BY HAHN, DUPONT-WALKER, AND GARCIA

2017-0675

APPROVED Motion by Hahn, Dupont-Walker, and Garcia, that Metro Staff conduct an assessment, including:

- A. details on Metro's response to the September 13th incident described in the preamble;
- B. Metro's coordination between their Transit Safety and their Operations for both rail and bus;
- C. the existing Bus Bridge protocol as it relates to unanticipated line closures;
- D. Metro's public information distribution protocols; and
- E. ways to reduce the duration of service interruption time, consistent with Metro Transit Safety guidelines.

We request Metro Staff to report back on the above items by the October Board cycle.

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

37. **SUBJECT: LEASE FOR INTEGRATED PROJECT MANAGEMENT OFFICE - WESTSIDE PURPLE LINE EXTENSION PROJECT** **2017-0560**

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to approve a lease amendment to extend the term of the existing sublease with Maguire Properties - 777 Tower, LLC, to extend the term for sixty-two (62) months from May 1, 2018 to June 30, 2023 for the rental of approximately 41,628 rentable square feet of office space in an office building located at 777 Figueroa Street, Los Angeles, at an estimated rental cost of seven million, one hundred twenty-three thousand, nine hundred ninety-seven dollars (\$7,123,997.00) over the term of the lease.

38. **SUBJECT: THIRD PARTY ADMINISTRATION** **2017-0563**

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute annual expenditure budget plan for the FY18 Annual Work Plan for the City of Los Angeles.

39. **SUBJECT: METRO VIDEO BENCH** **2017-0557**

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD four-year, fixed unit rate bench Contract Nos. PS40129001 through PS40129010, with the firms listed in Attachment A, for video production services, for a not-to-exceed amount of \$2,900,000, effective October 1, 2017, through September 30, 2021; subject to resolution of protest(s), if any;
- B. EXECUTE Task Orders, on a rotational basis, under these Contracts for video production services in a total amount not-to-exceed \$2,900,000; and
- C. AUTHORIZE the option to exercise the standard 10% contract authority modification, which in this case would allow an additional \$290,000 for a total contract allowance of up to \$3,190,000.

40. **SUBJECT: STATE AND FEDERAL TRANSPORTATION FUNDING PROGRAMS** **2017-0546**

RECOMMENDATION

RECEIVED AND FILED the state and federal transportation funding program evaluative criteria framework to implement Metro's adopted plans and programs.

40.1 SUBJECT: MOTION BY BUTTS AS AMENDED BY DUPONT-WALKER 2017-0658

STATE AND FEDERAL TRANSPORTATION PROGRAMS

APPROVED Motion by Butts as AMENDED by Dupont-Walker that the Metro Board amend the "Next Steps" portion of the State and Federal Transportation Funding Programs, Receive and File Item Number 40 and request Metro Staff to:

- A. conduct a series of "workshops" for major stakeholders, such as the Policy Advisory Committee and the TAC, outlining the information contained in the funding documents, including specifics on the pending California Transportation Commission (CTC) SB 1 implementation rule making process;
- B. develop "funding targets" for pursuing the discretionary grant funding programs outlined in page 11 of Attachment B;
- C. prepare a series of strategic actions items associated with successfully pursuing and securing State and Federal discretionary funding contained in both SB 1 and the federal FAST Act, e.g. TIGER and INFRA; and
- D. asses the risks in assuming SB 1 funds knowing there is a repeal effort underway.

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

42. SUBJECT: MEASURE M PROJECT ACCELERATION/DECELERATION FACTORS AND EVALUATION PROCESS 2017-0596

RECOMMENDATION

RECEIVED AND FILED the Draft Measure M Project Acceleration/Deceleration Factors and Evaluation Process outlined in Attachment A and DIRECTED staff to prepare draft policy for October Board cycle.

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

44. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL APPOINTMENTS

2017-0564

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. APPOINTING three (3) new business organizations to the Transportation Business Advisory Council; and
- B. RECEIVING oral update from Transportation Business Advisory Council.

48. SUBJECT: STREAMLINING AUDITS FOR SMALL BUSINESSES

2017-0590

RECOMMENDATION

RECEIVED AND FILED AS AMENDED report on streamlining audits for small businesses.

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

DUPONT-WALKER AMENDMENT for Staff to report back at the November/December cycle with recommendation and/or results of the following:

2017-0676

- A. simplifying the indirect cost rates;
- B. reducing the number of multiple audits annually;
- C. implementing the prorated database;
- D. a list of metrics to measure improvements; and
- E. a toolbox for SBE to provide feedback

49. SUBJECT: REVISED MOTION BY GARCIA, GARCETTI, HAHN, SOLIS, AND DUPONT-WALKER

2017-0657

HISTORICAL PRESERVATION EFFORTS FOR TRANSIT VEHICLES

APPROVED Revised Motion by Garcia, Garcetti, Hahn, Solis and Dupont-Walker to direct the CEO to develop an expanded policy for the preservation of some portion of the original rail vehicle and bus fleet for purposes that include, but are not limited to: historical preservation and conservation, ceremonial special service (if feasible), adaptive reuse, and emergency services training. We request a report back to the Metro Board of Directors on this policy, as well as any further considerations, within 60 days.

(Continued on next page)

(Item 49 – continued from previous page)

FURTHER MOVE to direct Metro staff to develop a plan that is consistent with the revised donation policy for the possible storage, donation, and transfer of rail vehicle number 100 to its namesake - the City of Long Beach - to be utilized by the city in a manner that raises the local visibility of the Metro Blue Line and embraces the region's transit history.

FRIENDLY AMENDMENT BY SOLIS:

I FURTHER MOVE, that the CEO's report back include the following:

- A. A high level review of other public transit or transportation museums in the United States.
- B. Determine a pathway by which to further explore creating a Los Angeles County Transportation Museum at Union Station or at other suitable locations;
- C. Identify like-minded or mission-similar organizations that can serve as potential partners in the establishment, curation, maintenance and operation of such museum; and
- D. Report on funding sources that have transportation museums as an eligible use.

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

50. SUBJECT: CLOSED SESSION

2017-0663

RECOMMENDATION

CLOSED SESSION:

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Trinen Pratt v. LACMTA, LASC Case No. BC628919

APPROVED settlement in the amount of \$290,000.

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

(Continued on next page)

(Item 50 – continued from previous page)

2. Dory Yap v. LACMTA, Government Code Claim No. 3215187413

APPROVED settlement in the amount of \$600,000

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

3. LACMTA v. Southern California Gas Company, LASC Case No. BC658988

NO REPORT.

B. Conference with Real Property Negotiator - G.C. 54956.8

- Property Description: 6018/6022 Wilshire Boulevard, and 720/716 Orange Grove Drive, Los Angeles CA
 Agency Negotiator: Velma C. Marshall
 Negotiating Party: Wilshire Sieroty
 Under Negotiation: Price and Terms

Terms will be made available upon execution of the agreement.

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

- Property Description: 6101 Wilshire Boulevard, Los Angeles, CA
 Agency Negotiator: Velma C. Marshall
 Negotiating Party: AU Zone Investments #2
 Under Negotiation: Price and Terms

NO REPORT

- Property Description: 1940 Century Park East, Los Angeles, CA
 Agency Negotiator: Velma C. Marshall
 Negotiating Party: Gillis Family Partnership
 Under Negotiation: Price and Terms

NO REPORT.

4. Property Description: 1950 Century Park East, Los Angeles, CA
 Agency Negotiator: Velma C. Marshall
 Negotiating Party: Meridian Sports Club LA, LLC dba David Barton
 Gym
 Under Negotiation: Price and Terms

Terms will be made available upon execution of the agreement.

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

- C. Public Employee Performance Evaluations - G. C. 54957
 Titles: Chief Executive Officer; Board Secretary; General Counsel;
 Inspector General; Ethics Officer

NO REPORT.

Adjourned at 12:25 p.m.

Prepared by: Deanna Phillips
 Board Specialist


 Michele Jackson, Board Secretary



Board Report

File #: 2017-0573, File Type: Program

Agenda Number: 9.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE OCTOBER 18, 2017

**SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE**

ACTION: APPROVE ADOPTION OF UPDATED SUBREGIONAL PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING \$30.261 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A;
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING time extensions for 7 projects as shown in Attachment B; and
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have already received prior Board approval, as well as proposed changes related to schedules, scope, funding allocation and the addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities
- State Route 138 Capacity Enhancements in North County

These Highway Capital Projects are not fully defined in the Measure R Expenditure Plan. Definition and development of specific projects with independent utility are advanced through collaborative efforts by Metro’s Highway Program staff, the subregional authorities/Councils of Governments for the subfund, the project sponsor, and Caltrans for projects on their facilities.

At the April 2017 Board meeting (File#2017-0098), revised project lists and funding allocations for the Highway Capital were approved. This update recommends changes requested by each subregion.

The changes in this update include \$30,261 million in additional programming for 15 projects which are either new or existing, in three subregions - Arroyo Verdugo, Las Virgenes Malibu and Gateway Cities - as detailed in Attachment A. Highway Program staff will continue to work closely with each subregion and/or lead agency to identify and deliver Highway Operational Improvement Projects.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project list provide highway operational benefits and meet the Highway Operational and Ramp/Interchange definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo

Through Measure R, the subregion has completed 11 projects and expended \$27 million. The subregion has identified 44 projects and currently has agreements executed for 31 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments for 10 existing projects and includes 1 new project recommended by the Subregion.

City of Burbank

- Reprogram funding for MR310.06 - San Fernando Rd/ Burbank Blvd Intersection Improvements Project. \$1,735,000 programmed in FY14 will be reprogrammed into FY18. The project remains unchanged at \$2,325,000. The city has completed design and right of way acquisition for the project, funds are being reprogrammed to align with the construction schedule. It is anticipated that the project will begin construction in early 2018.

City of Glendale

- Deobligate \$909,058 from MR310.19 - Traffic Signals Sync Brand/Colorado-San Fernando/Glendale-Verdugo Project. The revised project budget is \$340,941.29. The project has been completed and audited. The project savings will be deobligated and reprogrammed into another Measure R project.
- Deobligate \$2,744 from MR310.20 - Vergudo Rd/ Honolulu Ave/ Verdugo Blvd Intersection Modifications. The revised project budget is \$397,256.18. The project has been completed and audited. The project savings will be deobligated and reprogrammed into another Measure R project.
- Deobligate \$55,717 from MR310.24 - Construction of Bicycle Facilities. The revised project budget is \$244,283.30. The project has been completed and audited. The project savings will be deobligated and reprogrammed into another Measure R project.
- Deobligate \$276,796 from MR310.42 - Arden Ave. (from Highland Ave. to Kenilworth St.) improvements. The revised project budget is \$623,204. The project has been completed and audited. The project savings will be deobligated and reprogrammed into another Measure R project.
- Reprogram funding for MR310.25 - I-210 Soundwalls Project. \$1,520,000 programmed in FY17 will be programmed in FY18, \$3,000,000 programmed in FY18 will be programmed in FY19. The total project budget remains unchanged at \$4,520,000. Funds are being reprogrammed due to a delay in initiating the Noise Barrier Scope Summary Report by Caltrans for the Project.
- Reprogram funding for MR310.36 - Signalization of SR-2 Freeway Ramps at Holly. \$100,000 programmed in FY17 will be programmed in FY19, and \$500,000 programmed FY18 programmed into FY20. The project budget remains unchanged at \$600,000. Funds are being reprogrammed as the project will be implemented at a later date.
- Reprogram funding for MR310.37 - Verdugo Blvd Traffic Signal Modification at Valihi Way and SR-2. \$50,000 programmed in FY17 will be programmed in FY18, and \$550,000 programmed in FY17 will be reprogrammed in FY19. The project budget remains unchanged at of \$600,000. Funds are being reprogrammed due to the city's request and plan to initiate the project at a later date than originally planned.
- Reprogram funding for MR310.39 - Widening SR-2 Freeway Ramps at Mountain. \$150,000 programmed in FY17 will be reprogrammed to FY19 and the \$1,050,000 programmed in FY18 will be reprogrammed to FY20. The project budget remains unchanged at \$1,200,000. The city wants to initiate the project at a later date than originally planned.
- Program \$1,800,000 for Traffic Signal Modifications & Upgrades on Honolulu Ave. Funds will be programmed as follows, \$150,000 in FY18 and \$1,650,000 in FY19 for a total project budget of \$1,800,000. Signal improvements will be designed and constructed for five intersections on Honolulu Ave and the intersection of Montrose Ave/Pennsylvania Ave. By

updating the traffic signals on Honolulu Ave and at the intersection of Montrose Ave/Pennsylvania Ave, the City will be able to adjust signal timing for varying traffic conditions and I-210 diverted traffic.

Measure R NEXUS to Highway Operational Definition: This project will design and construct traffic signal improvements on Honolulu Ave and at the intersection of Montrose Ave/Pennsylvania Ave. This project is an eligible project in the traffic signal upgrade category of the Highway Operational Improvements. Honolulu Ave is located south of I-210 and is an east/west paralleling arterial to the freeway. The arterial is two blocks south of the freeway and Montrose Ave/Pennsylvania is two blocks from the I-210 Pennsylvania Ave interchange.

Metro

- Reprogram funding for MR310.29 - NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose. \$300,000 is currently programmed in FY16-17. \$200,000 will be reprogrammed to FY17-18 and \$100,000 will be deobligated from the project. Total programmed dollars in FY17-18 is \$700,000. The project budget has been reduced from \$800,000 to \$700,000. Funds are being reprogrammed due to a delay in initiating the NBSSR by Caltrans.

Highway Operational Improvements in Las Virgenes Malibu Subregion

Through Measure R, the subregion has completed 5 projects and expended \$88 million. The subregion has identified 23 projects and currently has agreements executed for 17 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments to 3 projects currently pursued by the Las Virgenes Malibu Subregion.

City of Agoura Hills

- Program an additional \$7,000,000 for MR311.03 - Palo Comado Interchange. The funds will be programmed as follows, \$2,000,000 in FY18 and \$5,000,000 in FY19. The revised project budget is \$11,000,000. The additional \$7,000,000 is being contributed from the LA County share of the Highway Operational Improvements in the Las Virgenes Malibu subfund. The additional project funds will be used for design and right of way acquisition for the project.

City of Malibu

- Program an additional \$1,000,000 for MR311.24 - Malibu/Civic Center Way Widening Project. The funds will be programmed in FY18. The revised project budget is \$4,000,000. These funds will cover revised construction cost estimates for the project.

City of Hidden Hills

- Program an additional \$2,000,000 for MR311.34 - Long Valley Road/Valley Circle/US101 On-Ramp Improvements. The funds will be programmed in FY19. The revised project budget is \$5,700,000. In July 2017 Board report (2017-0408) approved \$2,700,000. The additional \$2,000,000 is being contributed from the LA County share of the Highway Operational

Improvements in the Las Virgenes Malibu subfund. Additional funds are being programmed to fully fund the project scope.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

Through Measure R, the subregion has completed 11 projects and expended \$61 million. The subregion has identified 66 projects and currently has agreements executed for 32 active projects which are in planning, design or construction phases. The updated subregional project list includes funding adjustments for 13 projects and includes 2 new projects recommended by the South Bay subregion.

Carson

- Deobligate \$1,158,000 from MR312.37 - The Sepulveda Blvd Widening Project from Alameda St. to ICTF Driveway. The city is no longer proceeding with this project at this time and has requested the deobligation of funds and the cancelation of the funding agreement for the project. No expenditures have been incurred to date for this project.

County of Los Angeles

- Deobligate \$8,434,300 from MR312.16 - Del Amo Blvd Improvements Project. The revised project budget is \$15,063,700. The project will soon complete its planning study. Funds are being deobligated from this project as they are not required at this time. Total funds expended for the Project Study Report are \$296,159. The excess funds are being reprogrammed into other projects which will commence work in the coming fiscal year.
- Program \$2,000,000 for the South Bay Arterial System Detection Project. The funds will be programmed over two fiscal years, \$1,000,000 in FY18 and \$1,000,000 in FY19. The total project budget is \$2,000,000. This project will install system detection, video detection and Bluetooth travel time measurement devices on 26 arterials in the South Bay.

Measure R NEXUS to Highway Operational Definition: This project is an eligible Highway Operational Improvement project which will upgrade traffic signals/ timing/ and synchronization. Upon completion, this project will enable real time traffic signal timing changes and responsive operations which will reduce vehicle hours of delay.

Hermosa Beach

- Program an additional \$194,000 for MR312.05 - Pacific Coast Highway (SR-1/PCH) Improvements between Anita St. and Artesia Blvd. The funds will be programmed in FY18. The total project budget is \$498,000. Due to Caltrans design requirement changes, the project construction cost estimate has been revised and increased.

Inglewood

- Program \$205,000 for the Prairie Ave Signal Synchronization project. Funds will be

programmed in FY18. The total project budget is \$205,000. This project will synchronize Prairie Ave from Florence Ave to Imperial Highway. Average daily traffic on Prairie ranges between 33,700 and 35,000 vehicles. Prairie Ave synchronization will establish peak hour coordination as well as event traffic management.

Measure R NEXUS to Highway Operational Definition: This project is an eligible signal synchronization project. This project will reduce am and pm delays on Prairie Ave. Prairie Ave provides direct access to I-105 and major destination centers, the Forum and Hollywood Park. This project is an eligible Highway Operational Improvements.

Lawndale

- Deobligate \$457,000 from MR312.15 - Inglewood Ave Widening from 156th St. to I-405 Southbound on-ramp. The City is no longer moving forward with the project. Some of this project's scope elements have been incorporated into an existing call for projects grant (CFP F1198). Expenditures to-date for the agreement are \$43,034.40. Staff will commence an audit of all project expenditures and close out the agreement.
- Deobligate \$621,682 from MR312.36 - ITS: Lawndale Citywide Improvements Project. The total completed project budget is \$878,318. This project has been completed and project charges have been audited by Metro. Project savings are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.

Lomita

- Program \$606,000 for MR312.43 - Intersection Improvements at Western and Palos Verdes Dr. and PCH/Walnut. The funds will be programmed in FY18. The revised project budget is \$1,506,000. The City advertised the project and bids came in above the engineers estimate. The requested funds are for unanticipated construction costs. The city will start construction in winter of 2017.

Redondo Beach

- Program an additional \$69,000 for MR312.08 - PCH at Palos Verdes Blvd Intersection Improvements (WB right turn lane) project. The funds will be programmed in FY18. The revised project budget is \$389,000. The City has advertised the project and bids came in higher than the engineers estimate.

Torrance

- Program an additional \$7,600,000 for MR312.23 - Torrance Transit Park and Ride Regional Terminal Project. The revised Measure R share of the project is \$25,700,000. The funds will be programmed in FY19. The city is also committing an additional \$3,564,119 to the project. The total revised project budget is \$29,264,119. Due to increased project scope elements not originally included in the projects estimate, the engineers estimate has increased for this project. Additionally, the project has been advertised and bids received are higher than the

initial engineer's estimate.

Metro/Caltrans

- Deobligate \$4,900,000 from MR312.24 - I-110 Aux Lane from SR-91 to Torrance Blvd and I-405/I-110 Connector project. The revised project budget is \$15,100,000 million. This project has completed PA&ED and Design and construction will commence in winter 2017. The remaining funds will be used for future development of other Highway Improvement Projects in the South Bay.
- Program and additional \$4,400,000 for MR312.25 - I-405 at 182nd St./ Crenshaw Blvd Improvements. The revised project budget is \$24,400,000 million. This project is currently in design and the additional funds will fully fund the Plans Specifications Estimates and Right of Way acquisition for the project.
- Program an additional \$200,000 for MR312.30 - Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110. The revised project budget is \$600,000. This project will develop a PSR for improvements on I-405 in the South Bay Subregion.
- Program an additional \$300,000 for MR312.55 - Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110. The revised project budget is \$600,000. This project will develop a PSR for improvements on I-405 in the South Bay Subregion.

I-605 Corridor "Hot Spots" Interchanges

Through Measure R, the Gateway Cities Subregion has expended \$44 million, identified 38 projects and currently has agreements executed for 24 active projects, which are in planning, design or construction phases. The updated subregional project list includes adjustments for 3 project and the addition of 5 new projects recommended by the 91/605/405 Technical Advisory Committee.

Metro

- Program \$500,000 for the Eastbound (E/B) SR-91 Atlantic Ave to Cherry Ave Auxiliary Lane Project. The project will complete Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E). The funds will be programmed over two fiscal years: \$250,000 in FY18 and \$250,000 in FY19. The total programmed for the project is \$500,000. This number will be revised based upon the Board's approval of the upcoming contract.

Measure R NEXUS to Highway Operational Definition: This project will provide an auxiliary lane to allow for additional merging distance for vehicles entering eastbound SR-91 from the I-710 freeway. This project will reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local system interchange operations. This is an eligible Measure R Highway Operational Improvement.

- Program \$500,000 for the SR-91 Central Ave Interchange Improvements Project. The project will complete Approval and Environmental Document (PA&ED) and Plans, Specifications, and

Estimates (PS&E). The funds will be programmed over two fiscal years: \$250,000 in FY18 and \$250,000 in FY19. The total programmed for the project is \$500,000. This number will be revised based upon the Board's approval of the upcoming contract.

Measure R NEXUS to Highway Operational Definition: This project will reconfigure the Central Avenue Interchange on/off ramps at the SR-91 to reduce congestion and improve safety and the local interchange operations. This is an eligible Measure R Highway Operational Improvement.

- Program \$500,000 for the I-605/Peck Road Interchange Project. The project will complete Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E). The funds will be programmed over two fiscal years: \$250,000 in FY18 and \$250,000 in FY19. The total programmed for the project is \$500,000. This number will be revised based upon the Board's approval of the upcoming contract.

Measure R NEXUS to Highway Operational Definition: This project will environmentally clear and design the I-605/Peck Rd interchange to reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local interchange operations. This is an eligible Measure R Highway Operational Improvement.

- Program \$500,000 for the I-605 Valley Blvd Interchange Improvement Project. The project will complete Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) for the local interchange. The funds will be programmed over two fiscal years: \$250,000 in FY18 and \$250,000 in FY19. The total programmed for project is \$500,000. This number will be revised based upon the Board's approval of the upcoming contract.

Measure R NEXUS to Highway Operational Definition: This project will reconfigure the I-605 Valley Blvd Interchange on/off ramps to reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local interchange operations. This is an eligible Measure R Highway Operational Improvement.

City of Downey

- Program \$1,300,000 for MR315.14 - Lakewood Blvd at Firestone Blvd Intersection Improvement. Funds will be programmed as follows: \$1,300,000 in FY18. The revised project budget is \$4,060,000. This project proposes to widen Lakewood Blvd on both directions by adding a SB and NB left turn lane, reducing the queuing during peak periods. This intersection is currently operating at a deficient level of service D or F during peak traffic hours.

City of Long Beach

- Program an additional \$100,000 for MR315.60 - I-605 Soundwall Design Phase (near Spring St) Project. The revised project budget is \$554,300. The funds will be programmed as follows: \$50,000 in Prior Years; \$200,000 in FY18, and \$100,000 in FY19. The increase is for a 3D

digital terrain model (DTM), topo mapping, Caltrans permit inspection fees, and additional potholing not included in the original cost estimate.

City of Santa Fe Springs

- Program an additional \$300,000 for MR315.40 - Rosecrans Ave and Valley View Intersection Improvement Project. The funds will be programmed as follows: \$524,000 in Prior Years and \$300,000 in FY18. The revised project budget is \$824,000. The additional funding is for the right-of-way acquisition, a cost not originally anticipated for the project.
- Deobligate \$300,000 from Prior Years for MR315.41 Valley View - Alondra Ave Intersection Improvements. The revised project budget is \$2,667,000. Project savings were incurred during the right-of-way phase and are not required for construction. The funds are being deobligated and reprogrammed into MR315.40 - Rosecrans Ave and Valley View Intersection Improvement Project.

I-710 South and/or Early Action Projects

Through Measure R, the Gateway Cities subregion has completed 3 projects and expended \$75 million. The subregion has identified 16 projects and currently has agreements executed for 10 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments for 10 projects and includes 5 new projects recommended by the I-710 Technical Advisory Committee.

Metro

- Program \$7,000,000 for Construction and Right-of-Way (ROW) services for the I-710 Early Action Soundwall Package 2. The funds will be programmed over two fiscal years: \$1,000,000 in FY19 and \$6,000,000 in FY20. The total programmed for Construction and ROW is \$7,000,000. This number will be revised upon contract approval from the Board.

Measure R NEXUS to Highway Operational Definition: This is an early action soundwall project of the I-710 Corridor Project, currently in PS&E phase. The improvements are located in Bell Gardens, Compton and unincorporated LA County. This is an eligible Measure R Highway Operational Improvement.

- Program \$200,000 in FY18 for utility relocation design services to Southern California Edison (SCE) in support of the I-710 Soundwall Early Action Package 2. The total programmed for utility relocation design of SCE facilities is up to \$200,000.

Measure R NEXUS to Highway Operational Definition: This funding is for third party support of the I-710 Early Action Soundwall Package 3, currently in PS&E phase. The improvements are located in the City of Long Beach. This is an eligible Measure R Highway Operational Improvement.

- Funding allocation split for MR306.38 - Sustainable Transportation Planning Grant/I-710

Livability initiative. Measure R in an amount of \$64,800 is the local match to a \$500,000 grant provided by Caltrans. Of the \$64,800 match amount, \$28,000 will be provided to the Gateway Cities COG for technical grant assistance/support. The Measure R amount remains the same, however, separate agreements may be necessary to allow the COG to access these funds.

County of Los Angeles

- Program an additional \$59,000 for MR306.16 - staff support for review of the Draft I-710 South EIR/EIS. The revised project budget is \$157,000. Funds will be reprogrammed as follows: \$84,500 in Prior Years, and \$72,500 in FY18. This project's funds are being reprogrammed to align with the review period for the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.

City of Bell

- Reprogram \$136,000 into two fiscal years for MR306.07 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$60,900 in Prior Years, and \$75,100 in FY18. The revised project budget has been reduced from \$150,000 to \$136,000. This project's funds are being reprogrammed to align with the review period of the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.
- Program \$2,240,000 for Gage Avenue Bridge Replacement Project. The funds will be programmed in FY19. The total project budget for Preliminary Engineering phase is \$19,480,000. The funds are a local match to a federal grant the city of Bell secured for the project. The project consists of replacement and widening of existing bridge and widening of roadway approaches.

Measure R NEXUS to Highway Operational Definition: This is a bridge replacement and widening project. The project will address operational deficiencies and provide space for future bike facilities. The improvements are within a mile of I-710 and are consistent with the future improvements. This is an eligible Measure R Highway Operational Improvement.

- Program \$2,040,000 for Slauson Ave Bridge Replacement Project. The funds will be programmed in FY19. The total project budget for Preliminary Engineering phase is \$17,045,000. The funds will be used as the local match to a federal grant the city of Bell secured for the project. The project consists of replacement and widening of existing bridge and widening of roadway approaches.

Measure R NEXUS to Highway Operational Definition: This is a bridge replacement and widening project. The project will address operational deficiencies and provide space for future bike facilities. The improvements are within a mile of I-710 and are consistent with the future improvements. This is an eligible Measure R Highway Operational Improvement.

City of Bell Gardens

- Reprogram \$152,000 into two fiscal years for MR306.08 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$68,113 in Prior Years, and \$84,249 in FY18. The revised project budget has been reduced from \$154,000 to \$152,400. This project's funds are being reprogrammed to align with the review period for the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.
- Program an additional \$873,068 for MR306.30 - Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120. The funds will be programmed as follows: \$659,044 in FY17 and \$562,024 in FY18 for a total project budget of \$1,221,068. This project is a local match to F7120 and funds are being programmed to align with the Call for Projects programmed years.

City of Downey

- Reprogram \$120,000 into two fiscal years for MR306.18 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$9,994 in Prior Years and \$110,000 in FY18. The revised project budget is \$120,000. This project's funds are being reprogrammed to align with the review period for the 2012 I-710 South Draft EIR/EIS review and the 2017 I-710 South DEIR/SDEIS.
- Deobligate \$100,000 from MR306.20 - Paramount Blvd/Firestone Blvd Project. The project was completed with a project savings of \$100,000. The programmed amount for this project will be reduced to \$3,169,492 to \$3,069,492. Project savings will be repurposed into another I-710 South Early Action Project.
- Program an additional \$100,000 for MR306.41 - Firestone Blvd Improvement Project (Old River Road and the west city limit). The funds will be programmed in FY18. The revised project budget is \$323,000. These funds are direct savings from the Paramount Blvd/Firestone Project. The funds will be for the PS&E and construction phases of the project.

City of Long Beach

- Reprogram \$146,009 into two fiscal years for MR306.11 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$46,009 in Prior Years and \$100,000 in FY18. The revised project budget is \$146,000. This project's funds are being

reprogrammed to align with the review period of the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.

City of Lynwood

- Program \$20,000 in FY18 for staff support for the review of the 2017 Recirculated I-710 South RDEIR/SDEIS. Funds will be programmed as follows: \$20,000 in FY17-18.

City of Paramount

- Reprogram \$130,000 into two fiscal years for MR306.13 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$50,000 in Prior Years and \$80,000 in FY18. The revised project budget is \$130,000. This project's funds are being reprogrammed to align with the review period of the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.
- Program an additional \$750,000 for MR306.32 - Garfield Ave Improvements. Funds will be programmed in FY18. The revised project budget is \$2,825,000. Additional funding is needed for additional utility design work which was not anticipated. The additional funds will allow the city to complete design.

City of South Gate

- Reprogram \$184,465 into two fiscal years for MR306.14 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$84,465 in Prior Years and \$100,000 in FY18. The revised project budget is \$184,500. This project's funds are being reprogrammed to align with review period of the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.
- Program an additional \$3,200,000 for MR306.43 construction of the I-710 Soundwall Early Action Projects, Package 1. The total project budget for Package 1 is \$8,900,000. The design is expected to be completed by late 2017 with advertising of the construction contract in early 2018. The funds will be programmed over three fiscal years, \$200,000 in FY18, \$4,500,000 in FY19, and \$4,200,000 in FY20. The total project budget is \$8,900,000.

City of Vernon

- Reprogram \$75,000 into two fiscal years for MR306.15 - staff support for the review of the Draft I-710 South EIR/EIS. Funds will be reprogrammed as follows: \$52,199 in Prior Years and \$18,000 in FY18. The project budget has been reduced from \$75,000 to \$70,199. This project's funds are being reprogrammed to align with the review period of the 2012 I-710 South Draft EIR/EIS and the 2017 I-710 South RDEIR/SDEIS.

State Route 138 Capacity Enhancements

Through Measure R, one project has been completed and the subregion has expended \$27 million and identified and executed 11 agreements for projects which are in planning, design or construction phases. The subregional project list does not include any funding or schedule adjustments.

DETERMINATION OF SAFETY IMPACT

The recertification of the project list and funding allocations will have no adverse impact on the safety Metro's patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in FY18 budget. These three programs are under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for the SR-138 Project Approval and Environmental Document (September 2012 Board Action) is included in the FY18 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in (Project No. 460330), Account 54001 (Subsidies to Others)

Funding for Projects in the I-605 Corridor "Hot Spots" (Project No. 460314) is included in Cost Center 0442, account 54001 (Subsidies to Others), under 461314, task 5.2.100, 462314, task 5.2.100, 463314, task 5.2.100, 463714, task 5.2.100, 468314, task 5.3.100, 469314, task 5.3.100, in cost centers 4720 and 4730, account 50316 (Professional Services); I-710 Early Action Projects (Project No. 460316) in cost center 0442, account 54001 (Subsidies to Others) and also under 462316, task 5.2.100, 463316, task 5.3.100, 463416, Task 5.3.100 and 463516, task 5.3.100 in account 50316 (Professional Services) are all included in the FY18 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Should additional funds be required for FY18, staff will revisit the budgetary needs using the mid-year adjustment process.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for Bus and Rail Operations or Capital expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocation. However, this option is not recommended as it will be inconsistent with Board direction given at the time of the 2009 LRTP adoption and may delay the development and delivery of projects.

NEXT STEPS

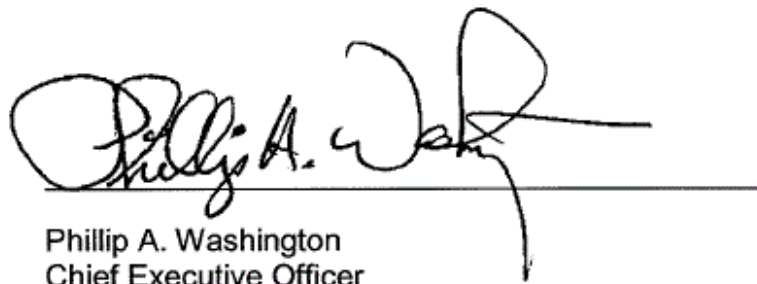
Metro Highway Program Staff will continue to work with the subregions to identify new and deliver existing projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Project List
Attachment B - Attachment B Extension

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects															
<i>(Dollars in Thousands)</i>															
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261			
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21		
Arroyo Verdugo Operational Improvements				67,050.6	455.7	67,506.3	36,586.4	1,350.8	13,805.2	6,850.0	1,550.0	7,364.0			
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection	Chg	2,325.0	0.0	2,325.0	590.0		1,735.0						
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0			250.0					3,717.0	
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements		2,600.0	0.0	2,600.0	2,600.0								
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements		2,975.0	0.0	2,975.0	2,975.0								
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0			250.0					3,647.0	
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		1,600.0	0.0	1,600.0	1,600.0								
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8		185.8	474.0						
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		1,300.0	0.0	1,300.0			1,300.0						
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0			1,400.0						
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		800.0	0.0	800.0			800.0						
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		1,900.0	0.0	1,900.0			500.0	1,400.0					
TOTAL BURBANK				23,423.8	0.0	23,423.8	7,765.0	185.8	6,709.0	1,400.0	0.0	7,364.0			
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7								
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0									
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0								
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0								
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		876.5	0.0	876.5	876.5								
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0								
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification		1,585.5	0.0	1,585.5	1,585.5								
Glendale	MR310.17	Ocean Blvd. Project -- from Verdugo Rd. to N'ly City Boundaries		1,000.0	0.0	1,000.0	1,000.0								
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0								
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)	Chg	1,250.0	(909.1)	340.9	340.9								
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)	Chg	400.0	(2.7)	397.3	397.3								
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0								
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0								

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
<i>(Dollars in Thousands)</i>												
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Glendale	MR310.24	Construction of Bicycle Facilities	Chg	300.0	(55.7)	244.3	244.3					
Glendale	MR310.25	210 Soundwalls Project	Chg	4,520.0	0.0	4,520.0			1,520.0	3,000.0		
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		165.0	0.0	165.0		165.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		400.0	0.0	400.0		400.0				
Glendale	MR310.32	Regional Arterial Performance Measures		100.0	0.0	100.0			100.0			
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.1	0.0	332.1			332.1			
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	Chg	600.0	0.0	600.0				100.0	500.0	
Glendale	MR310.35	Signal Installations at Various Locations		1,500.0	0.0	1,500.0	1,500.0					
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2	Chg	600.0	0.0	600.0			50.0	550.0		
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	Chg	1,200.0	0.0	1,200.0	0.0			150.0	1,050.0	
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements		3,315.0	0.0	3,315.0	3,315.0					
Glendale	MR310.41	Doran St. (From Brand Bold. To Adams St.)		1,200.0	0.0	1,200.0	1,200.0					
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)	Chg	900.0	(276.8)	623.2	623.2					
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		585.0	0.0	585.0	585.0					
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		1,200.0	0.0	1,200.0			1,200.0			
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0			400.0			
Glendale	TBD	Traffic Signal Modifications & Upgrades on Honolulu Ave	Add			1,800.0	1,800.0		150.0	1,650.0		
TOTAL GLENDALE				33,394.8	555.7	33,950.5	22,633.4	565.0	3,752.1	5,450.0	1,550.0	0.0
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0					
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	600.0	600.0	600.0			
TOTAL LA CANADA FLINTRIDGE				6,388.0	0.0	6,388.0	5,188.0	600.0	600.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	1,000.0		2,044.0			
TOTAL LA COUNTY				3,044.0	0.0	3,044.0	1,000.0	0.0	2,044.0	0.0	0.0	0.0
Metro	MR310.29	NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose	Chg/Deob	800.0	(100.0)	700.0	0.0		700.0			
TOTAL METRO				800.0	(100.0)	700.0	0.0	0.0	700.0	0.0	0.0	0.0
TOTAL ARROYO VERDUGO OPS IMPS				67,050.6	455.7	67,506.3	36,586.4	1,350.8	13,805.2	6,850.0	1,550.0	7,364.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Las Virgenes/Malibu Operational Improvements				144,551.0	10,100.0	154,651.0	104,901.0	24,250.0	13,500.0	12,000.0	0.0	0.0	
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		343.7	100.0	443.7	343.7		100.0				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design)		243.7	0.0	243.7	243.7						
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (completed)		3,251.0	0.0	3,251.0	3,251.0						
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,419.0	0.0	9,419.0	8,969.0	450.0					
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Construction)		4,943.6	0.0	4,943.6	4,943.6						
TOTAL WESTLAKE VILLAGE				18,201.0	100.0	18,301.0	17,751.0	450.0	100.0	0.0	0.0	0.0	
Agoura Hills	MR311.03	Palo Comando Interchange	Chg	4,000.0	7,000.0	11,000.0	4,000.0		2,000.0	5,000.0			
Agoura Hills	MR311.04	Agoura Road/Kanan Road Intersection Improvements		1,000.0	0.0	1,000.0	1,000.0						
Agoura Hills	MR311.05	Agoura Road Widening (completed)		36,850.0	0.0	36,850.0	32,000.0	4,850.0					
Agoura Hills	MR311.14	Kanan Road Overpass Expansion -- PSR, PR, PS&E		150.0	0.0	150.0	150.0						
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	0.0	100.0					
TOTAL AGOURA HILLS				42,100.0	7,000.0	49,100.0	37,150.0	4,950.0	2,000.0	5,000.0	0.0	0.0	
Calabasas	MR311.06	Lost Hills Overpass and Interchange		33,000.0	0.0	33,000.0	26,000.0	7,000.0					
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (completed)		4,389.8	0.0	4,389.8	4,389.8						
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening		5,746.2	0.0	5,746.2	5,746.2						
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp		214.0	0.0	214.0	214.0						
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road		500.0	0.0	500.0	500.0						
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (completed)		3,700.0	0.0	3,700.0	3,700.0						
TOTAL CALABASAS				47,550.0	0.0	47,550.0	40,550.0	7,000.0	0.0	0.0	0.0	0.0	

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Malibu	MR311.24	Malibu/Civic Center Way Widening	Chg	3,000.0	1,000.0	4,000.0	2,250.0	750.0	1,000.0				
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	3,050.0	900.0	3,000.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	0.0	1,000.0					
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH (Construction) (completed)		900.0	0.0	900.0	900.0						
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		2,500.0	0.0	2,500.0	500.0	500.0	1,000.0	500.0			
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits		500.0	0.0	500.0	500.0						
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0						
Malibu	MR311.35	Pacific Coast Highway Shoulder Improvements (Various Locations)		3,500.0	0.0	3,500.0	500.0	1,500.0	1,500.0				
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		13,700.0	0.0	13,700.0	300.0	4,000.0	4,900.0	4,500.0			
		TOTAL MALIBU		33,000.0	1,000.0	34,000.0	8,950.0	8,650.0	11,400.0	5,000.0	0.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	Chg	3,700.0	2,000.0	5,700.0	500.0	3,200.0		2,000.0			
		TOTAL HIDDEN HILLS		3,700.0	2,000.0	5,700.0	500.0	3,200.0	0.0	2,000.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		144,551.0	10,100.0	154,651.0	104,901.0	24,250.0	13,500.0	12,000.0	0.0	0.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL					984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps					233,023.9	3.0	233,027.0	138,351.0	25,937.6	36,561.7	24,959.7	7,217.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375.0	0.0	13,375.0	9,764.0	1,900.0	500.0	594.0	617.0		
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	9,764.0	1,900.0	500.0	594.0	617.0	0.0	
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,357.0	0.0	5,357.0	5,000.0	357.0					
Metro/Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector	Chg	20,000.0	(4,900.0)	15,100.0	3,450.0	5,900.0	5,750.0	0.0	0.0		
Metro/Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements	Chg	20,000.0	4,400.0	24,400.0	2,000.0	2,000.0	5,900.0	7,900.0	6,600.0		
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000.0	0.0	9,000.0	9,000.0						
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	0.0			1,000.0			
		TOTAL CALTRANS		55,357.0	(500.0)	54,857.0	19,450.0	8,257.0	11,650.0	8,900.0	6,600.0	0.0	
Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway	Chg	1,158.0	(1,158.0)	0.0							
Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150.0	0.0	150.0	0.0	65.0	85.0				
Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400.0	0.0	1,400.0	0.0	500.0	900.0				
		TOTAL CARSON		2,708.0	(1,158.0)	1,550.0	0.0	565.0	985.0	0.0	0.0	0.0	
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0						
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0						
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350.0	0.0	350.0	350.0						
		TOTAL EL SEGUNDO		3,250.0	0.0	3,250.0	3,250.0	0.0	0.0	0.0	0.0	0.0	
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0						
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0						
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3						
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0		40.0	1,460.0				
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0		80.0	180.0	2,263.0			
		TOTAL GARDENA		11,473.3	0.0	11,473.3	7,450.3	120.0	1,640.0	2,263.0	0.0	0.0	
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0						
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)		3,600.0	0.0	3,600.0	3,600.0						
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0						
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	0.0	200.0	418.0	619.0			
Hawthorne	MR312.54	Intersection widening & Traffic Signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pocket Road; on Crenshaw at Oak North; and on 120th St.		2,000.0	0.0	2,000.0	0.0	1,000.0	1,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.		4,400.0	0.0	4,400.0	0.0	600.0	1,000.0	2,800.0			
		TOTAL HAWTHORNE		20,888.0	0.0	20,888.0	13,251.0	1,800.0	2,418.0	3,419.0	0.0	0.0	

ATTACHMENT A

Measure R Highway Operational Improvements Projects														
<i>(Dollars in Thousands)</i>														
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261	1,014,661		537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project	Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	Chg	304.0		194.0	498.0		304.0		194.0			
Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)		872.0		0.0	872.0		872.0					
Hermosa Beach	MR312.63	PA/ED on PCH from Aviation Blvd to Prospect Ave		1,800.0		0.0	1,800.0		0.0	400.0	1,400.0			
TOTAL HERMOSA BEACH				2,976.0		194.0	3,170.0		1,176.0	400.0	1,594.0	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan		3,500.0		0.0	3,500.0		3,500.0					
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		384.0		0.0	384.0				192.0	192.0		
Inglewood	TBD	Prairie Ave Signal Synchronization Project	Add			205.0	205.0				205.0			
TOTAL INGLEWOOD				3,884.0		205.0	4,089.0		3,500.0	0.0	397.0	192.0	0.0	0.0
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0		0.0	100.0		100.0					
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0		0.0	1,313.0			262.6	1,050.4			
LA City	MR312.32	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		2,875.0		0.0	2,875.0				2,875.0			
TOTAL LA CITY				4,288.0		0.0	4,288.0		100.0	262.6	3,925.4	0.0	0.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	Chg	23,498.0		(8,434.3)	15,063.7		6,900.0	5,000.0	3,000.0	163.7	0.0	
LA County	MR312.52	ITS: Improvements on South Bay Arterials		1,021.0		0.0	1,021.0		0.0		401.0	620.0		
LA County	TBD	South Bay Arterial System Detection Project	Chg			2,000.0	2,000.0		0.0		1,000.0	1,000.0		
TOTAL LA COUNTY				24,519.0		(6,434.3)	18,084.7		6,900.0	5,000.0	4,401.0	1,783.7	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	Chg	500.0		(457.0)	43.0		43.0					
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (completed)	Chg	1,500.0		(621.7)	878.3		878.3					
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3		0.0	1,039.3			273.0	766.3			
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0		0.0	508.0				300.0	208.0		
TOTAL LAWDALE				3,547.3		(1,078.7)	2,468.6		921.3	273.0	1,066.3	208.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	Chg	900.0		606.0	1,506.0		900.0		606.0			
TOTAL LOMITA				900.0		606.0	1,506.0		900.0	0.0	606.0	0.0	0.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5						
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0						
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0						
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0	0.0	980.0	980.0						
Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.		900.0	0.0	900.0	0.0	50.0	850.0				
		TOTAL MANHATTAN BEACH		12,826.5	0.0	12,826.5	11,926.5	50.0	850.0	0.0	0.0	0.0	0.0
Metro/Caltrans	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	Chg	400.0	200.0	600.0			600.0				
Metro/Caltrans	MR312.55	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	Chg	300.0	300.0	600.0			600.0				
Metro/Caltrans	MR312.48	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR		170.0	0.0	170.0		70.0	100.0				
Metro/Caltrans	MR312.32	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR		170.0	0.0	170.0		70.0	100.0				
Metro	30000020331/P S4040-2540-	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0						
Metro	MR312.31	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	260.0	1,240.0					
		TOTAL METRO		2,790.0	500.0	3,290.0	510.0	1,380.0	1,400.0	0.0	0.0	0.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0		30.0	60.0				
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	0.0	30.0	60.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		900.0	0.0	900.0		900.0					
		PORT OF LOS ANGELES		900.0	0.0	900.0	0.0	900.0	0.0	0.0	0.0	0.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0						
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)		586.0	0.0	586.0	586.0						
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	Chg	320.0	69.0	389.0	320.0		69.0				
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0						
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0						
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		847.0	0.0	847.0	847.0						
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0						
		TOTAL REDONDO BEACH		8,380.0	69.0	8,449.0	8,380.0	0.0	69.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects																					
<i>(Dollars in Thousands)</i>																					
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261		1,014,661		537,534		172,669		119,783		97,349		63,484		9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project	Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21							
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		19,600.0	0.0		19,600.0		19,600.0												
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0		319.9		319.9												
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	Chg	18,100.0	7,600.0		25,700.0		18,100.0			7,600.0									
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0		15,300.0		5,300.0	5,000.0	5,000.0										
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0		2,900.0		2,900.0												
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0		852.0		852.0												
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing		500.0	0.0		500.0		500.0												
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - S SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0		3,300.0		3,300.0												
		TOTAL TORRANCE		60,871.9	7,600.0		68,471.9		50,871.9	5,000.0	5,000.0	7,600.0	0.0	0.0							
		TOTAL SOUTH BAY		233,023.9	3.0		233,027.0		138,351.0	25,937.6	36,561.7	24,959.7	7,217.0	0.0							

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				191,712.6	3,420.0		195,132.6	87,774.3	45,723.4	30,364.3	20,039.6	9,516.8	1,714.1
GCCOG	MOU.306.03	GCCOG Engineering Support Services		300.0	0.0		300.0	300.0					
GCCOG	MR315.29	Gateway Cities Third Party Support		100.0	0.0		100.0	100.0					
TOTAL GCCOG				400.0	0.0		400.0	400.0	0.0	0.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0		200.0	200.0					
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier		680.0	0.0		680.0	680.0					
Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Alondra		572.7	0.0		572.7	572.7					
Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, and Cerritos/Alondra		560.7	0.0		560.7	560.7					
Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos, Rosemead, and Artesia: PS&E for Cerritos/Santa Fe Springs and Artesia/Santa Fe Springs		100.0	0.0		100.0	100.0					
Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements		100.0	0.0		100.0	100.0					
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0		6,170.0	6,170.0					
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0		3,121.0	3,121.0					
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS		3,040.0	0.0		3,040.0	3,040.0					
Metro	AE5204200/ AE2259	Professional Services for 605/60 PA/ED		34,000.0	0.0		34,000.0	3,000.0	7,000.0	8,000.0	8,000.0	8,000.0	
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan		10,429.5	0.0		10,429.5	9,339.0	1,090.5				
Metro	AE3334100113 75	Professional Services for the I-605/I-5 PA/ED		20,698.0	0.0		20,698.0	3,000.0	5,000.0	5,000.0	7,698.0		
Metro	AE4761100123 34	Professional Services for the I-605/SR-91 PA/ED		8,026.0	0.0		8,026.0	263.0	3,200.0	3,100.0	1,463.0		
Metro	AE3229400113 72	Professional Services for 710/91 PSR/PDS		2,340.0	0.0		2,340.0	1,590.0	750.0				
Metro	MR315.49	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0		300.0	300.0					
Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)		14,500.0	0.0		14,500.0		14,500.0				
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR & PS&E)		3,000.0	0.0		3,000.0		100.0	2,900.0			
Metro	AE38849000	I-605 from SR-91 to South Street Improvements Project (PR & PS&E)		5,500.0	0.0		5,500.0		100.0	5,400.0			
Metro	TBD	SR-91 Atlantic Ave to Cherry Ave EB Aux Lane	add	0.0	500.0		500.0			250.0	250.0		
Metro	TBD	SR-91 Central Ave Intch Improvements	add	0.0	500.0		500.0			250.0	250.0		
Metro	TBD	I-605/ Peck Road Interchange Improvements	add	0.0	500.0		500.0			250.0	250.0		
Metro	TBD	I-605 Vally Blvd Interchange Improvements	add	0.0	500.0		500.0			250.0	250.0		
TOTAL METRO				113,337.9	2,000.0		115,337.9	32,036.4	31,740.5	25,400.0	18,161.0	8,000.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS		260.0		0.0	260.0	260.0					
Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0		0.0	3,650.0	400.0	850.0	800.0	800.0	800.0	
Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8		0.0	2,069.8	300.0	500.0	500.0	769.8		
Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		802.6		0.0	802.6	26.3	320.0	310.0	146.3		
Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0		0.0	60.0	60.0					
Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0		0.0	234.0	159.0	75.0				
Caltrans	MR315.30	I-605 Beverly Interchange Improvements (Env. Doc.)		500.0		0.0	500.0		100.0	400.0			
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)		500.0		0.0	500.0		100.0	400.0			
		TOTAL CALTRANS		8,076.4		0.0	8,076.4	1,205.3	1,945.0	2,410.0	1,716.1	800.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		7,310.0		0.0	7,310.0	6,210.0	1,100.0				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		644.0		0.0	644.0	644.0					
		TOTAL BELLFLOWER		7,954.0		0.0	7,954.0	6,854.0	1,100.0	0.0	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		292.0		0.0	292.0	292.0					
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,756.0		0.0	1,756.0	1,756.0					
		TOTAL CERRITOS		2,048.0		0.0	2,048.0	2,048.0	0.0	0.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements		2,120.0		0.0	2,120.0	2,120.0					
Downey	MR315.14	Lakewood - Imperial Intersection Improvements	Chg	2,760.0		1,300.0	4,060.0	2,760.0		1,300.0			
Downey	MR315.27	Lakewood - Florence Intersection Improvements		1,310.0		20.0	1,330.0	1,310.0	20.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements		2,740.4		0.0	2,740.4	2,740.4					
		TOTAL DOWNEY		8,930.4		1,320.0	10,250.4	8,930.4	20.0	1,300.0	0.0	0.0	0.0
LA County	MR315.07	Painter - Mulberry Intersection Improvements		2,410.0		0.0	2,410.0	760.0	1,650.0				
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0		0.0	1,640.0	1,640.0					
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0		0.0	2,830.0	1,050.0	1,780.0				
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		1,400.0		0.0	1,400.0	800.0	600.0				
LA County	MR315.22	Norwalk-Washington Intersection Improvements		550.0		0.0	550.0	550.0					
LA County	TBD	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0		0.0	800.0			155.0		645.0	
		TOTAL LA COUNTY		9,630.0		0.0	9,630.0	4,800.0	4,030.0	155.0	0.0	645.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,600.0		0.0	3,600.0	1,000.0	2,600.0				
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		5,504.3		0.0	5,504.3	5,504.3					
		TOTAL LAKEWOOD		9,104.3		0.0	9,104.3	6,504.3	2,600.0	0.0	0.0	0.0	0.0
Long Beach	TBD	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0		0.0	900.0						900.0
Long Beach	TBD	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		800.0		0.0	800.0						800.0
Long Beach	TBD	Park or Ride (Call Match) F9808		212.6		0.0	212.6		14.9	49.3	62.5	71.8	14.1
Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE	Chg	250.0		100.0	350.0	50.0		200.0	100.0		
Long Beach	MR315.61	Lakewood - Spring Intersction Improvements, PSE and Construction		454.3		(0.0)	454.3	454.3					
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8		0.0	492.8	492.8					
		TOTAL LONG BEACH		3,109.7		100.0	3,209.7	997.1	14.9	249.3	162.5	71.8	1,714.1
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0		0.0	1,670.0	1,670.0					
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0		0.0	920.0	920.0					
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0		0.0	1,509.0	1,509.0					
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0		0.0	480.0	480.0					
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4		0.0	3,380.4	3,380.4					
		TOTAL NORWALK		7,959.4		0.0	7,959.4	7,959.4	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		8,474.0	0.0	8,474.0	4,251.0	4,223.0					
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,388.0	0.0	1,388.0	1,388.0						
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		40.0	0.0	40.0	40.0						
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,195.0	0.0	2,195.0	2,195.0						
TOTAL PICO RIVERA				12,097.0	0.0	12,097.0	7,874.0	4,223.0	0.0	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	Chg	524.0	300.0	824.0	524.0		300.0				
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	Chg	2,967.0	(300.0)	2,667.0	2,667.0						
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		600.0	0.0	600.0	0.0	50.0	550.0				
TOTAL SANTA FE SPRINGS				4,091.0	0.0	4,091.0	3,191.0	50.0	850.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction		1,567.9	0.0	1,567.9	1,567.9						
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction		1,760.3	0.0	1,760.3	1,760.3						
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		1,646.2	0.0	1,646.2	1,646.2						
TOTAL WHITTIER				4,974.4	0.0	4,974.4	4,974.4	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL I-605/SR-91/I-405 "HOT SPOTS"				191,712.6	3,420.0	195,132.6	87,774.3	45,723.4	30,364.3	20,039.6	9,516.8	1,714.1	

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421		30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				148,082.5	16,282.0	164,344.5	97,021.8	41,607.4	5,451.9	5,500.0	0.0	183.0	
GCCOG	MOU.306.03	GCCOG Engineering Support Services	Chg	1,700.0	0.0	1,700.0	1,600.0	100.0					
TOTAL GCCOG				1,700.0	0.0	1,700.0	1,600.0	100.0	0.0	0.0	0.0	0.0	
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0						
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development		600.0	0.0	600.0	600.0						
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	16,237.0	8,809.0					
Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS		32,520.9	0.0	32,520.9	18,749.9	13,771.0					
Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development		10,878.4	0.0	10,878.4	8,678.4	2,200.0					
Metro	TBD	I-710 Soundwall Package 2	Add	0.0	7,000.0	7,000.0				1,000.0	6,000.0		
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0						
Metro	TBD	I-710 ITS/Air Quality Early Action (Grant Match)		8,760.0	0.0	8,760.0		8,760.0					
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0			3,000.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8		64.8					
TOTAL METRO				81,220.1	7,000.0	88,220.1	44,615.4	33,604.8	3,000.0	1,000.0	6,000.0	0.0	
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0		240.0					
TOTAL POLA				240.0	0.0	240.0	0.0	240.0	0.0	0.0	0.0	0.0	
Metro	13.01/USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0						
TOTAL USACE				100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,223.0	400.0					
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	0.0	75.0					
Metro	TBD	SCE design support I-710 Soundwall Package 2	Add		200.0	200.0			200.0				
TOTAL SCE				1,698.0	200.0	1,898.0	1,223.0	475.0	200.0	0.0	0.0	0.0	
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0						
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	2,500.0	1,000.0					
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0						
TOTAL CALTRANS				5,050.0	0.0	5,050.0	4,050.0	1,000.0	0.0	0.0	0.0	0.0	

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>		HIGHWAY OPS IMP GRAND TOTAL		984,421		30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg	98.0	59.0		157.0	84.5		72.5			
		TOTAL LA COUNTY		98.0	59.0		157.0	84.5	0.0	72.5	0.0	0.0	0.0
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	0.0		178.6		178.6				
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg/Deob	150.0	(14.0)		136.0	60.9		75.1			
Bell	TBD	Gage Ave Bridge Replacement Project	Add			2,240.0	2,240.0				2,240.0		
Bell	TBD	Slauson Ave Bridge Replacement Project	Add			2,040.0	2,040.0				2,040.0		
		TOTAL BELL		328.6	4,266.0		4,594.6	60.9	178.6	75.1	0.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg/Deob	154.0	(1.6)		152.4	68.1		84.2			
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	0.0		283.4	0.0				100.4	183.0
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120	Chg	348.0	873.1		1,221.1		659.0	562.0			
		TOTAL BELL GARDENS		785.4	871.4		1,656.9	68.1	659.0	646.3	0.0	100.4	183.0
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project		13,500.0	0.0		13,500.0	10,500.0	3,000.0				
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0		75.0	75.0					
		TOTAL COMMERCE		13,575.0	0.0		13,575.0	10,575.0	3,000.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0		35.3	35.3					
		TOTAL COMPTON		35.3	0.0		35.3	35.3	0.0	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg	130.0	(10.0)		120.0	10.0		110.0			
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)	Chg	3,169.0	(100.0)		3,069.0	3,069.0					
Downey	MR306.41	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)	Chg	223.0	100.0		323.0	223.0		100.0			
Downey	MR306.31	Lakewood Blvd Improvement Project		5,000.0	0.0		5,000.0	5,000.0					
		TOTAL DOWNEY		8,522.0	(10.0)		8,512.0	8,302.0	0.0	210.0	0.0	0.0	0.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
<i>(Dollars in Thousands)</i>												
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0					
		TOTAL HUNTINGTON PARK		15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		5,500.0	0.0	5,500.0	4,000.0	1,500.0				
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg	200.0	(54.0)	146.0	46.0		100.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements		300.0	0.0	300.0	300.0					
		TOTAL LONG BEACH		6,000.0	(54.0)	5,946.0	4,346.0	1,500.0	100.0	0.0	0.0	0.0
Lynwood	TBD	Staff Support for the Review of the Draft I-710 South EIR/EIS	Add		20.0	20.0			20.0			
		TOTAL LYNWOOD		0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0					
		TOTAL MAYWOOD		65.0	0.0	65.0	65.0	0.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg	130.0	0.0	130.0	50.0		80.0			
Paramount	MR306.32	Garfield Ave Improvements	Chg	2,075.0	750.0	2,825.0	2,075.0		750.0			
		TOTAL PARAMOUNT		2,205.0	750.0	2,955.0	2,125.0	0.0	830.0	0.0	0.0	0.0
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg	200.0	(15.5)	184.5	84.5		100.0			
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0					
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project		6,000.0	0.0	6,000.0	6,000.0					
South Gate	MR306.43	I-710 Soundwall Project - Package 1 Construction Phase	Chg	5,700.0	3,200.0	8,900.0			200.0	4,500.0	4,200.0	
		TOTAL SOUTH GATE		24,300.0	3,184.5	27,484.5	18,484.5	0.0	300.0	4,500.0	4,200.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	Chg/Deob	75.0	(4.8)	70.2	52.2		18.0			
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	1,220.0	850.0				
		TOTAL VERNON		2,145.0	(4.8)	2,140.2	1,272.2	850.0	18.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		148,082.5	16,282.0	164,344.5	97,021.8	41,607.4	5,451.9	5,500.0	10,300.4	183.0

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
HIGHWAY OPS IMP GRAND TOTAL				984,421	30,261	1,014,661	537,534	172,669	119,783	97,349	63,484	9,261	
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Project Alloc	Prior Yr Program	FY17	FY18	FY19	FY20	FY21	
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	72,900.0	33,800.0	20,100.0	28,000.0	45,200.0		
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0		19,400.0	18,000.0	1,400.0					
Metro/Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0		5,600.0				5,600.0			
		TOTAL METRO		25,000.0	0.0	25,000.0	18,000.0	1,400.0	0.0	5,600.0	0.0	0.0	
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		15,000.0		15,000.0	5,000.0	10,000.0					
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		15,000.0		15,000.0	3,100.0				11,900.0		
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		10,000.0		10,000.0	2,300.0	1,000.0			6,700.0		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		5,000.0		5,000.0	200.0	100.0	900.0		3,800.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0		20,000.0	3,900.0	500.0		15,600.0			
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	14,500.0	11,600.0	900.0	15,600.0	22,400.0	0.0	
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0		25,000.0	25,000.0						
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0		25,000.0	4,100.0	2,500.0		6,800.0	11,600.0		
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0		15,000.0	3,900.0	7,000.0	4,100.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0		25,000.0	6,600.0	8,800.0	9,600.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0		20,000.0	800.0	2,500.0	5,500.0		11,200.0		
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	40,400.0	20,800.0	19,200.0	6,800.0	22,800.0	0.0	
		TOTAL SR-138 CAPACITY ENH		200,000.0		200,000.0	72,900.0	33,800.0	20,100.0	28,000.0	45,200.0	0.0	

**MEASURE R EXTENSION LIST AS OF JUNE 30, 2017
(\$000)**

PROJECT NUMBER	LEAD AGENCY	PROJECT	LAPSING FUNDS	LAPSING PROG YR	TOTAL PROG \$ TO BE LAPSED	TOTAL EXPEN \$ TO DATE	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT	NEW REVISED LAPSED DATE
MR312.05	Hermosa Beach	PCH (SR1) Improvements btwn Anita St and Artesia Ave	Mea. R	2017	304	91	213	1	1	6/30/2018
MR312.06	Redondo Beach	PCH Arterial Impr frm Anita St. to Palos Verdes Blvd	Mea. R	2017	1,400	75	1325	1	1	6/30/2018
MR312.07	Redondo Beach	PCH at Torrance Blvd Intersection Improvements	Mea. R	2017	585	110	475	1	1	6/30/2018
MR312.08	Redondo Beach	PCH at Palos Verdes Blvd Intersection Improvements	Mea. R	2017	320	77	213	1	1	6/30/2018
MR312.20	Redondo Beach	Aviaton Blvd at Artesia Blvd Intersection Improvements	Mea. R	2017	847	147	767	1	1	6/30/2018
MR312.12	Inglewood	Inglewood Intelligent Transportation System Phase IV	Mea. R	2017	300	252	273	1	1	6/30/2018
MR310.16	Burbank	San Fernando Rd./Burbank Blvd Interchange	Mea. R	2017	575	260	315	1	1	6/30/2018
Total					\$4,331	\$1,012	\$3,581			

- | |
|--|
| <p>1. Project delay due to unforeseen and extraordinary circumstances beyond the control of the project sponsor (federal or state delay, legal challenges, third party coordination issues, act of God, etc);</p> <p>2. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only);</p> <p>3. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed.</p> |
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Board Report

File #: 2017-0597, File Type: Contract

Agenda Number: 11.

FINANCE, BUDGET AND AUDIT COMMITTEE OCTOBER 18, 2017

**SUBJECT: INVESTMENT MANAGEMENT SERVICES FOR THE
OPERATING PORTFOLIO**

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award five year, fixed rate contracts to four investment management firms; 1) LM Capital Group, 2) RBC Global Asset Management, 3) Chandler Asset Management and 4) US Bancorp Asset Management, in an amount not to exceed \$3,584,067, effective January 1, 2018, subject to resolution of protest(s), if any.

ISSUE

Our Investment Policy requires that temporarily idle funds of the agency be prudently invested to preserve capital and provide necessary liquidity, while maximizing earnings. The Los Angeles County Metropolitan Transportation Authority (Metro) hires external investment managers to invest part of our operating portfolio in longer term maturities for the benefits of superior portfolio performance, diversification, risk management and to obtain full time professional expertise in the field of fixed income at a reasonable cost. The current investment management services contracts are due to expire on December 31, 2017. We want new contracts for investment management services to be in place prior to that expiration date.

DISCUSSION

Operating funds are the pool of excess working capital used to fund expenses such as salaries, capital project expenditures, fuel and supplies, contract and professional services.

Internal staff manages a separate short-term cash portfolio to meet daily liquidity requirements. The external investment managers invest the balance of our operating fund portfolio to take advantage of higher yields typically available on longer maturities.

The selection process was conducted on the “best value” basis. All proposers were evaluated on their organization, qualifications and experience of their personnel, investment style and their compatibility as investment managers in relation to the total portfolio and proposed fees.

Four investment styles, used to add value to bond portfolios, duration management, sector weighting, issuer selection and yield curve management were selected to complement the portfolio and to reduce risk through diversification.

The investment style of duration management is a strategy which balances the trade-offs of the higher income often generated by longer maturities with the volatility/downside risk in a rising interest rate environment. Duration as it pertains to fixed income securities is the weighted average of the times until fixed cash flows are received. Shortening the duration reduces the time to receive cash flows while increasing the duration lengthens the time to receive these cash flows. In general, the shorter the duration, the lesser the portfolio is exposed to interest rate volatility.

The investment style of sector weighting is a strategy of allocating funds to asset categories (i.e. Agencies, Corporate Notes, Treasuries, Commercial Paper, etc.) poised to provide the best risk/reward profile. As market conditions change, the allocations in various sector categories are adjusted to provide the best risk/reward trade-offs.

Issuer selection is an investment style that focuses on the underlying characteristics of the fixed income security (bond issuer). This style takes into consideration the many factors (i.e. credit rating, balance sheet strength, revenue stream, etc.) and price in deciding whether the fixed income investment has potential and should be included in the portfolio.

The investment style of yield curve management strives to maximize portfolio values by utilizing the shape of the yield curve and minimizing adverse impacts to the portfolio when interest rates change. Firms utilizing this style employ strong macro-economic research and focus on determining interest rate trends.

The portfolio sizes will be based upon the firms' total assets under management and fees charged. Subsequent account contributions and/or withdrawals will be determined by our liquidity needs, market conditions and the investment manager's performance relative to their benchmark. Staff reviews and discusses performance and compliance matters with the external managers during quarterly meetings and as necessary.

The four firms recommended are our current external managers, who were selected through a competitive process in late 2012 and currently manage \$719.2 million, or 66% of the total operating fund portfolio as of June 30, 2017. As shown in Attachment C, for the contract period, the managers outperformed the benchmark and earned \$64 million in interest income during the same time period. The portfolios are managed in accordance with the guidelines in our Investment Policy approved by the Board on January 26, 2017.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of our patrons or employees.

FINANCIAL IMPACT

Total proposed fees of \$3,584,067 over the five year contract period are based on a fixed rate applied

to estimated average assets under management of \$843.5 million, assuming growth in the portfolio over time.

Funding of \$853,000 for this service in FY18 is included in the budget under Investment Income for Government Funds and Enterprise Funds with accounting code 1102 0000 40711 00000 00000. These multi-year contracts will be managed by the Treasury department Senior Investment Manager and Assistant Treasurer; the Treasurer will be accountable for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board could elect not to select any external investment managers and rely solely upon staff to invest the operating funds. This alternative is not recommended because the depth of resources of each investment firm enables them to identify and analyze the opportunities and the risks associated with a wider range of investments. The external firms provide broader issuer coverage across permitted asset categories, professional portfolio diversification, duration and risk management.

NEXT STEPS

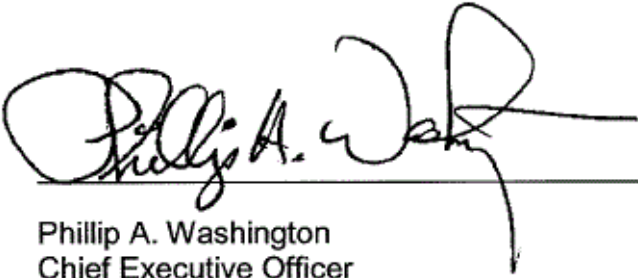
Upon Board approval, staff will execute contracts to the listed investment management firms for fixed income management services for the operating portfolio, effective January 1, 2018.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - External Managers Performance

Prepared by: Marshall M. Liu, Sr. Investment Manager, (213) 922-4285
Mary E. Morgan, Assistant Treasurer, (213) 922-4143

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

FIXED INCOME MANAGEMENT SERVICES FOR THE OPERATING PORTFOLIO /
PS41161A, PS41161B, PS41161C, PS41161D

1.	Contract Number: PS41161A; PS41161B; PS41161C; PS41161D	
2.	Recommended Vendors: A. Chandler Asset Management, Inc. B. LM Capital Group, LLC C. RBC-Global Asset Management (U.S.) Inc. D. US Bancorp Asset Management, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 7, 2017	
	B. Advertised/Publicized: May 31, 2017	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: July 17, 2017	
	E. Pre-Qualification Completed: September 25, 2017	
	F. Conflict of Interest Form Submitted to Ethics: September 25, 2017	
	G. Protest Period End Date: October 21, 2017	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 8
6.	Contract Administrator: James A. Nolan	Telephone Number: 213-922-7312
7.	Project Manager: Marshall Liu	Telephone Number: 213-922-4285

A. Procurement Background

This Board Action is to approve four, five-year Contract Nos. PS41161A, PS41161B, PS41161C, and PS41161D issued to provide fixed income investment management services for Metro's Operating Fund Portfolios that are administered by the Treasury Department. The goal in the selection of firms was to maximize the value of the total operating portfolio by considering the blending of investment managers' styles to maximize strategic diversification. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued June 7, 2017, in accordance with Metro's Acquisition Policy and the contract types are Fixed Fee. A detailed Questionnaire was utilized to ascertain Proposers' qualifications and applicable experience in providing Fixed Income Investment Management Services of the type required by Metro.

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

A total of eight proposals were received on July 17, 2017, and are listed in alphabetical order as follows:

1. Chandler Asset Management, Inc.
2. Garcia Hamilton & Associates, LP

3. LM Capital Group, LLC
4. RBC Global Asset Management (U.S.) Inc.
5. Reams Asset Management (Div. of Scout Investments)
6. Standish Mellon Asset Management Company LLC
7. US Bancorp Asset Management, Inc.
8. Western Asset Management Company

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Treasury Department and an outside consultant was convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were first evaluated according to minimum qualifications contained in the RFP. Two proposers were eliminated from further consideration because one declined to provide required reference information and the other firm did not meet the minimum qualifications regarding California government code clients.

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

- | | |
|--|------------|
| • Organization | 15 percent |
| • Qualifications of Firm and Key Personnel/Related Experience | 20 percent |
| • Investment Philosophy and Process for Managing LACMTA’s Investment Portfolio | 25 percent |
| • Proposed Fee Structure | 20 percent |
| • Compatibility and/or Comparability of Proposer’s Relation to the Total Operation Portfolio | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Treasury procurements. Several factors were considered when developing these weights, giving the greatest importance to investment philosophy and process for managing LACMTA’s investment portfolio.

The six responsive proposals firms are listed below ranked in descending order:

1. Chandler Asset Management, Inc.
2. LM Capital Group, LLC
3. RBC Global Asset Management (US) Inc.
4. U.S. Bancorp Asset Management, Inc.
5. Western Asset Management Company
6. Standish Mellon Asset Management Company LLC

During the week(s) of August 1, through September 11, 2017, the PET met and evaluated the firms in accordance with the applicable evaluation criteria. The PET's recommendation is to award multiple, i.e. four, contracts to the highest rated firms.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Chandler Asset Management				
3	Organization	100.00	15.00%	15.00	
4	Qualifications of Firm and Key Personnel/Related Experience	96.66	20.00%	19.33	
5	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	97.33	25.00%	24.33	
6	Proposed Fee Structure	100.00	20.00%	20.00	
7	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	96.66	20.00%	19.33	
8	Total		100.00%	97.99	1
9	LM Capital Management, LLC				
10	Organization	97.66	15.00%	14.65	
11	Qualifications of Firm and Key Personnel/Related Experience	96.66	20.00%	19.33	
12	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	95.66	25.00%	23.92	
13	Proposed Fee Structure	85.00	20.00%	17.00	
14	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	96.66	20.00%	19.33	
15	Total		100.00%	94.23	2
16	RBC Global Asset Management				
17	Organization	97.66	15.00%	14.65	
18	Qualifications of Firm and Key Personnel/Related Experience	95.00	20.00%	19.00	
19	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	89.66	25.00%	22.41	
20	Proposed Fee Structure	95.00	20.00%	19.00	
21	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	88.33	20.00%	17.67	
22	Total		100.00%	92.73	3
23	U.S. Bancorp Asset Management, Inc.				

24	Organization	95.66	15.00%	14.35	
25	Qualifications of Firm and Key Personnel/Related Experience	95.00	20.00%	19.00	
26	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	79.33	25.00%	19.83	
27	Proposed Fee Structure	90.00	20.00%	18.00	
28	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	91.66	20.00%	18.33	
29	Total		100.00%	89.51	4
30	Western Asset Management Company				
31	Organization	76.66	15.00%	11.50	
32	Qualifications of Firm and Key Personnel/Related Experience	76.66	20.00%	15.33	
33	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	70.00	25.00%	17.50	
34	Proposed Fee Structure	80.00	20.00%	16.00	
35	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	61.66	20.00%	12.33	
36	Total		100.00%	72.66	5
37	Standish Mellon Asset Management Company				
38	Organization	89.66	15.00%	13.45	
39	Qualifications of Firm and Key Personnel/Related Experience	68.33	20.00%	13.67	
40	Investment Philosophy and Process for Managing LACMTA's Investment Portfolio	52.66	25.00%	13.16	
41	Proposed Fee Structure	100.00	20.00%	20.00	
42	Compatibility and/or Comparability Of Proposer's Relation to the Total Operation Portfolio	56.66	20.00%	11.33	
43	Total		100.00%	71.61	6

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition and price analysis. All four firms proposed a competitive fee structure. Actual fee amounts will fluctuate based on portfolio values.

D. Background on Recommended Contractors

Chandler Asset Management

Chandler Asset Management (Chandler), located in San Diego, California, was founded in 1988 by Catherine (Kay) Chandler. They are a 100% employee owned firm with approximately 127 public sector clients managing approximately \$10 billion in short duration fixed income or intermediate duration fixed income portfolios. The firm's investment philosophy is to select securities in sectors that are poised to outperform the market and avoid those they expect will underperform. Chandler achieves this goal with macro-economic analysis and securities research that leads to their selection of high quality issuers.

As of March 31, 2017, Chandler had 133 public clients with \$10.2 billion in Assets Under Management (AUM) and 42 private clients with \$2.8 billion in AUM.

LM Capital Group, LLC

LM Capital Group (LM) was founded in 1989 by Luis Maizel and John Chalker. The firm is an employee owned minority business located in San Diego, CA that provides fixed income investment management services. LM has successfully managed the operating portfolio of Metro since 1990. Today, LM employs 17 investment professionals that manage approximately \$4.7 billion of assets for 22 public sector clients. Their investment style is top-down macro-economic analysis with a focus on duration management. Their economic research identifies global trends based on the worldwide flow of funds. From that analysis, they choose issuers and sectors that are primed for superior performance. Their selection is based on investment metrics such as average maturity, duration, and allocation to sectors permitted by investment policy.

As of 2016, LM Capital had 22 public clients with \$4.7 billion in AUM and 6 private clients with \$274.3 million in AUM.

RBC Global Asset Management (US) Inc.

RBC Global Asset Management (US) Inc. (RBC), is the US subsidiary of the ultimate parent company Royal Bank of Canada founded in 1869 that currently employs over 80,000 full and part time employees worldwide. As of December 31, 2016, RBC has 74 public sector clients with \$9.6 billion of AUM, and 150 private sector clients with \$30.7 billion of AUM. Their investment philosophy is to employ fundamental investment processes to construct diversified, customizable portfolios of high quality fixed income securities that deliver consistent excess returns with low volatility. Their

bottom-up, fundamental process is combined with robust, top-down risk management tools designed to meet the objectives of principal preservation, liquidity and consistent excess returns over the long term. RBC's approach is to diversify portfolio income sources from high quality issuers in undervalued sectors.

US Bancorp Asset Management, Inc.

US Bancorp Asset Management (USBAM) is a wholly owned subsidiary of parent company US Bank National Association. USBAM was formed in 2001 with the merger of First American Asset Management and Firststar Investment Management Company. They have approximately 92 investment professionals managing \$4 billion in assets for 14 public sector clients, and \$64 billion in assets for 44 private sector clients, respectively. Their investment philosophy focuses on generating superior returns over time with active management of yield curves. They also consider duration management, sector diversification as well as security selection. This successful process is further enhanced with strong risk management and operation controls. They adapt their strategy to the best risk-adjusted return opportunities available. As of March 31,2017, US Bancorp had 14 public clients with \$4.0 billion in AUM and 44 private clients with \$63.7 billion in AUM.

All of the recommended firms are incumbents having satisfactorily provided Metro Treasury Department with these services.

DEOD SUMMARY

**FIXED INCOME MANAGEMENT SERVICES FOR THE OPERATING PORTFOLIO /
PS41161A, PS41161B, PS41161C, and PS41161D**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a small business participation goal for this procurement. As confirmed by the Project Manager, the procurement for fixed income investment management services does not offer subcontracting opportunities as the relationship between the Prime Contractors and Metro would be a fiduciary relationship.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not required on these Contracts.

C. Prevailing Wage Applicability

Prevailing wage is not required on these Contracts.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to these Contracts.

External Manager Performance FY13 - FY17

	6/30/2013	6/30/2014	6/30/2015	6/30/2016	6/30/2017	1/2/13 to 6/30/17	
						Returns	Benchmark
LM Capital Group *	0.51%	1.42%	0.89%	2.53%	0.13%	1.03%	0.96%
RBC Global Asset Mgmt	0.43%	1.73%	1.02%	2.88%	0.10%	1.19%	0.96%
Chandler Asset Mgmt **	-0.21%	1.20%	0.99%	2.57%	0.03%	1.01%	0.96%
US Bancorp Asset Mgmt **	-0.08%	1.03%	0.94%	2.50%	0.18%	1.01%	0.96%
External Manager Composite	0.27%	1.20%	0.94%	2.62%	0.11%	1.00%	0.96%
Benchmark - BofA ML US Govt/Corp ***	0.86%	1.25%	0.63%	2.57%	-0.17%	0.96%	
Over / (Under) performance	-0.59%	-0.05%	0.31%	0.05%	0.28%	0.04%	

* LM Capital Group is a Minority Business Enterprise (MBE)

** 6/30/13 results begins on their start date of January 2, 2013 through June 30, 2013

*** Benchmark was 1-3 year BofA ML through 1/31/15 and the 1-5 year BofA ML effective 2/1/15 and forward

Average Balance External Portfolio (in mil)	\$ 1,096	\$ 1,145	\$ 955	\$ 769	\$ 749	
Interest Income Earned (in mil)	\$ 14.7	\$ 12.7	\$ 13.0	\$ 11.6	\$ 12.4	\$ 64.4



Board Report

File #: 2017-0413, File Type: Project

Agenda Number: 1.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2017

SUBJECT: ORANGE LINE BUS RAPID TRANSIT IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. the findings and recommendation resulting from the Orange Line Bus Rapid Transit Improvements Technical Study; and
- B. advancing Orange Line Bus Rapid Transit Improvements into the public engagement, environmental review and engineering design concurrent processes.

AMENDMENT BY DUPONT-WALKER AS AMENDED BY SOLIS

I MOVE THAT the recommendation be amended to carry the seven potential stand-alone grade separations identified in the consultant report* forward into the environmental process for further consideration a project alternatives, and that MTA coordinate closely with LADOT on the environmental, stakeholder, and public review processes to refine and better identify potential traffic delay and other impacts to affected intersections.

*Reseda Blvd., Balboa Blvd., Sepulveda Blvd., Van Nuys Blvd., Woodman Ave., Burbank Blvd., and Laurel Canyon Blvd.

AMENDMENT BY SOLIS: to explore cost-sharing with the City so that we could look at structure that might include the City and the COG.

DISCUSSION

Overview of Metro Orange Line

The MOL is a multi-modal transportation corridor. MOL provides a vital high-capacity transit link for San Fernando Valley and extends nearly 18 miles in length from the North Hollywood Metro Red Line station to Chatsworth, with a spur to Warner Center. It is a highly successful transit line in Metro’s network, with approximately 25,000 daily riders.

Technical Study Analysis

A Technical Study was authorized by the Board in January 2016. Improvements studied included grade separations, minor street closures, better transit signal priority technology, electronic bus connectivity to facilitate bus platooning and a four quadrant gating system. The core goal is to improve operating speeds/reduce bus travel times to move customers more efficiently and safely. Six alternatives were packaged together out of numerous individual, potential improvements. Four alternatives studied a different mix of grade separations. One alternative studied solely using gating at all intersections. Another alternative evaluated a mix of grade separations and gating.

Technical Study Key Findings

Details of the Technical Study are outlined in Attachment A. Key findings are as follows:

- The gating system accomplished the highest benefit for the least cost relative to the other improvements. It allows buses to travel much faster than the current average of 21 miles per hour through roadway intersections while also improving safety by lowering the risk of vehicle intrusions into the busway.
- Gating is a cost-effective approach to providing an equitable distribution of safety improvements along the busway, which allows for a time saving that is cumulatively substantial. With gating, there is far less benefit to closing minor roads in the MOL corridor, as gating would reduce uncertainty for bus drivers at the crossings and improve travel times and safety.
- Grade separations of major arterial roadways did not achieve the hoped-for benefit in time savings because the stations located at these intersections required buses to stop anyway and are costly. Grade separations provide an equivalent or superior safety improvement but, due to the cost, the safety improvement is limited to those grade separated intersections, versus a busway-length deployment of safety gating.
- In general, the minor roads identified as high candidates for closure were found to be important for local access, complicating closures as a solution.

The alternative that studied a mix of gating and grade separation performed substantially better in all measures compared to the other alternatives and fits within the Measure M budget.

- Travel time is reduced by 16 minutes between the North Hollywood station and Chatsworth stations (12 minutes to Canoga Park station) when combined with enhanced bus operations.
- Daily ridership could be increased by over 10,000. Vehicular cross-traffic wait time is longer when the gates are down as compared to existing road traffic signal condition, but the gates only come down to stop traffic when needed for a bus crossing and all other times will be open for the cross traffic. Also, the gates will be coordinated for bicycle and pedestrian users of the Class I bike path, in certain circumstances.
- Preliminary analysis indicates a change in cross-vehicle travel time to be a few seconds different during peak periods and is significantly improved during off-peak than without this Project. As the project advances further into the design and technical study processes, the

results from these performance metrics may change.

Recommended Alternative

The recommended alternative addresses all modes along and crossing the corridor in a manner that will be more efficient and enhances safety. It is found to be consistent with the project in the Measure M Ordinance.

The recommended alternative involves a package of capital improvements:

- A new single-grade separation structure would span from Van Nuys to Sepulveda Boulevards and the existing stations at these locations would be relocated vertically to the new structure with side-loading station platforms. The new structure would also span three intersecting streets in between. The grade separation structure and stations would be designed to accommodate the long-term plan to convert MOL to light rail transit (LRT).
- All other intersections along the busway between North Hollywood and Chatsworth stations would receive four quadrant safety gates of the type used for LRT.
- The Class I bike path adjacent to the span of the busway grade separation structure would, at a minimum, be grade separated at Van Nuys and Sepulveda Boulevards; another design option would grade separate the same span as the busway structure.
- All the existing Class I bike path intersections with roadways would retain signalization, including at Van Nuys and Sepulveda Boulevards for local access.
- One minor street, Tyrone Avenue, would be closed to accommodate the busway grade separation structure.
- Other operational improvements to MOL may be implemented, which do not involve significant capital improvements.

Reasoning for Recommended Alternative

This alternative is recommended because:

- It achieves superior and significant travel time savings for MOL of up to 16 minutes/29 percent each direction;
- Ridership could be increased by approximately 39 percent;
- It readies the transportation corridor for LRT conversion;
- Safety is markedly improved by nearly eliminating vehicular intrusions into the busway; and
- It fits within the Measure M budget, based on the conceptual engineering done to date.

Moreover, this alternative provides commensurate improvements to the adjacent regionally-significant active transportation facility, in furtherance of first-last mile connectivity to transit. It also accommodates two other planned, intersecting transit: East San Fernando Valley and Sepulveda

Pass Transit Corridors. This alternative would be designed to support the creation of Transit-oriented Communities (TOC). Therefore, it does not preclude or complicate a potential, future update of the land use plan and zoning to support the creation of TOC at this mobility hub by the City of Los Angeles, should the City decide to do so.

Measure M Consistency Finding

The Measure M ordinance identifies the capital investment as “Orange Line BRT Improvements” with a groundbreaking date of FY2019 and an opening date of FY2025. Footnote “n” states, “Critical grade separation(s) will be implemented early through Operation Shovel Ready.” The Operation Shovel Ready Initiative was transmitted to the Board in January 2016 as an informational memorandum. The approach of the Initiative is to bring projects to a “Shovel-Ready” state that enables Metro to take advantage of potential opportunities, which may develop and allow the projects to advance into the engineering design and construction stage sooner than planned. While assumptions were made for the purposes of preparing the Measure M Expenditure Plan, all Measure M project descriptions are finalized after planning study, public engagement and environmental review. The final project description must be consistent with the project identified in the Measure M ordinance.

The recommended alternative is consistent with the Measure M ordinance. It allows for a faster build because it is less intense to construct overall. It allows for the fastest ride and greatest travel time improvements of all the alternatives studied, including a fiscally unconstrained alternative with five arterial roadway grade separations. And it is future ready because the improvements are designed to accommodate LRT to the extent feasible now. Measure M provides for converting MOL to LRT, with an opening date of FY2057. Because Measure M identifies the groundbreaking date for this project as FY2019, the recommendation is also consistent with Operation Shovel Ready, since the planning, environmental and design work must occur promptly to allow this early action project to be developed on schedule.

Additionally, the alternative accommodates the integration with two other planned Measure M projects: the East San Fernando Valley and Sepulveda Pass Phase 2 Transit Corridors. Importantly, the proposed combined grade separation and gating improvements allow MOL to be grade separated from these other two planned transit corridors.

Staff finds that each feature of the recommended alternative is distinctly consistent with Measure M:

- The busway grade separation structure provides for the critical separation set forth in footnote “n” of Measure M.
- It is critical because it separates the busway from two sub-regional arterial roadways with high peak period traffic volumes and accommodates future planned regional transit corridors by eliminating incompatible crossings of transit lines.
- Safety gating of all other intersections with the busway is a critical MOL corridor improvement because the safety benefits directly correlate with reducing bus travel times, while having a minimal effect on vehicular cross-traffic when combined with enhanced bus operations.
- The Class I bike path grade separation adjacent to the busway grade separation improves first -last mile connectivity by providing safer and faster active transportation crossings of

Sepulveda and Van Nuys Boulevards, which is an MOL corridor improvement.

- Closure of Tyrone Avenue is necessary to accommodate the busway grade separation structure and does not significantly affect access or negatively impact traffic.
- The gating and project design also accommodates future LRT service, with the stations also being designed to accommodate LRT to the extent feasible now.

Considerations

While a good solution, every proposed capital improvement comes with its own set of issues to consider and address. The recommended alternative introduces safety gating that includes the standard warning bell sound. Some stakeholders may have hoped that the grade separations would have a substantial benefit to reducing vehicular travel times across the valley. Because this is an investment in MOL improvements, as set forth in Measure M, improving sub-regional roadway travel congestion was outside the scope of the this capital investment, but was a consideration when evaluating the effect of the project on vehicular cross-traffic. Measure M provides local return and Multi-year Sub-regional Funds that may be used for improving local and sub-regional roadway travel times. Construction impacts will occur, mostly associated with the grade separation component. The construction plan will need to maintain bus, bicycle, pedestrian and vehicular access and service to the maximum extent that is reasonably feasible. Detailed engineering design has not yet been done. This additional step in the pre-development process may result in value engineering. Also, the project cost estimate will continue to be updated as the engineering advances. If any significant changes are identified that affect the future project description, the Board will be notified and provided with options for consideration.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro's employees and patrons. The Board is only authorizing additional study and engagement; no operational changes or construction result from this Board action.

FINANCIAL IMPACT

The FY 2017-18 budget includes \$750,000 in Cost Center 4370 (Transit Corridors Planning), Project 471405 (Orange Line Grade Separation) to support the environmental phase for the Metro Orange Line Grades Separations/Other Improvements project. Since work on this project would be multiyear, it will be the responsibility of the cost center manager and Chief Planning Officer to budget funds in future years.

In addition, FY 2017-18 budget includes \$8,200,000 in Cost Center 8510, Project 471405 (Orange Line BRT Improvements) for engineering support and advanced utility relocation designs. Since work on this project would be multiyear, it will be the responsibility of the Project Manager and Chief Program Management Officer to budget funds in future years.

In June 2017, the Board of Directors authorized the CEO to execute a contract for Supplemental Engineering Services for Engineering Design of Rail and Highway Transportation Projects on a task

order basis in the amount of \$15,000,000 with options for a total contract value not to exceed \$20,000,000, and execute individual Task Orders and changes within the Board approved contract amount. Since this is a multi-year project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting for costs of future task orders related to this contract.

Measure M provides \$286 million in 2015 dollars for MOL improvements. A preliminary estimate suggests that the recommended project fits within that budget. A refined cost estimate will be determined during the preliminary engineering phase. The source of funds for this recommendation is Measure M 35% funds earmarked for MOL Improvements, which is not eligible for bus and rail operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider:

1. Selecting another alternative from the Technical Study as the preferred alternative;
2. Identifying multiple alternatives from the Technical Study to be advanced further into the design process, without selecting a preferred alternative now; or
3. Directing staff to study alternatives that were not previously considered.

These alternative Board actions are not recommended because of the reasons staff discussed in reaching its recommendation. Alternatives that exceed the Measure M budget are infeasible and based on the technical study are unlikely to achieve the goal of improving MOL. Declining to move the study forward is inconsistent with the Measure M ordinance and is therefore not an alternative considered.

NEXT STEPS

Environmental Review

Staff is currently evaluating the applicable environmental determination on the future project, ranging from a statutory exemption to an Environmental Impact Report. Additional design, study and public engagement will determine the appropriate environmental clearance for the future project. Should it be found exempt from California Environmental Quality Act (CEQA), thorough documentation will justify that determination.

Areas of Coordination

In addition to the public and stakeholder engagement process, special coordination is required to implement the recommended alternative. As it is entirely within the City of Los Angeles, the City of Los Angeles Department of Transportation (LADOT) will need to approve gating of its streets, since the Public Utilities Commission does not regulate gating for buses. The application of gating for buses, while not inconsistent with the California Manual on Uniform Traffic Control Devices, will require further coordination and possibly formal approval from the Federal Highway Administration and review by the California Traffic Control Devices Committee.

Public and Stakeholder Engagement

No formal public engagement occurred as part of the Technical Study. The Technical Study created and analyzed alternatives, which gives the public feasible options to consider, in addition to the recommended alternative. This approach was taken because MOL is not a blank slate; it is an existing facility. Therefore, the Technical Study facilitated the focus necessary as a prerequisite to public engagement. Informal stakeholder engagement did occur, primarily with LADOT.

Metro will conduct a robust public engagement program to share information and gather input from key stakeholders. In addition to coordinating with LADOT, the public engagement will target a range of stakeholders and general public with a potential interest in the project. This recommended project is subject to further consideration following the public engagement process.

In conclusion, following the Board's action, staff would simultaneously initiate the public and stakeholder engagement process, initiate the environmental review process, along with conducting engineering design to advance the future project and remain on schedule. Staff will report back on the outcomes from public engagement, environmental review and design development in 2018.

ATTACHMENTS

Attachment A - Metro Orange Line Grade Separations/Other Improvements Technical Study Executive Summary

Attachment B - Presentation

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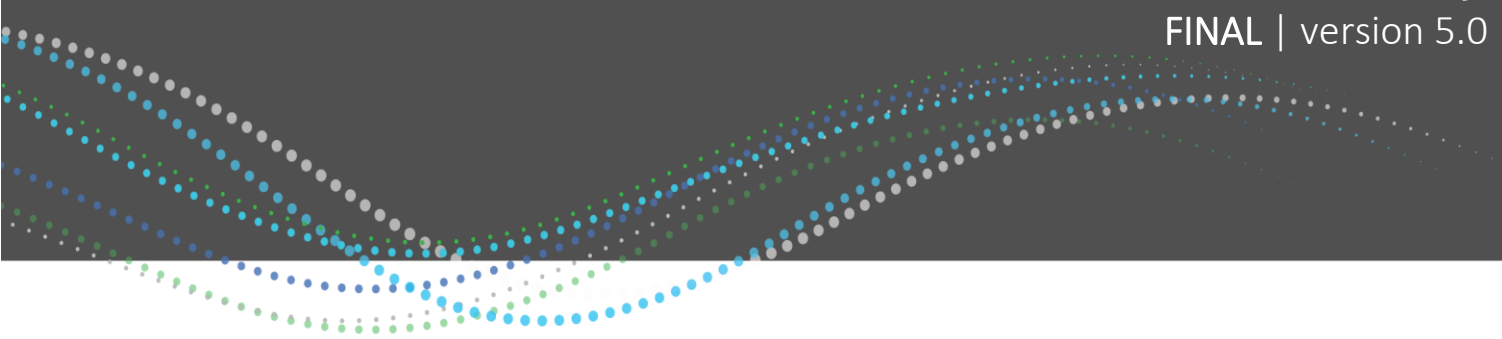


Phillip A. Washington
Chief Executive Officer



Metro Orange Line Grade Separation Analysis and
Operational Improvements Technical Study
Task 10.0 Executive Summary

FINAL | version 5.0



September 19, 2017

Submitted to:



17117-0750 | Prepared by Iteris, STV, TransLink, and WSP

Innovating Through Informatics™

DOCUMENT VERSION CONTROL

DOCUMENT NAME	SUBMITTAL DATE	VERSION NO.
Task 10.0 Executive Summary Draft	June 7, 2017	1.0
Task 10.0 Executive Summary Draft	June 13, 2017	2.0
Task 10.0 Executive Summary Final	August 25, 2017	3.0
Task 10.0 Executive Summary Final	September 14, 2017	4.0
Task 10.0 Executive Summary Final	September 19, 2017	5.0

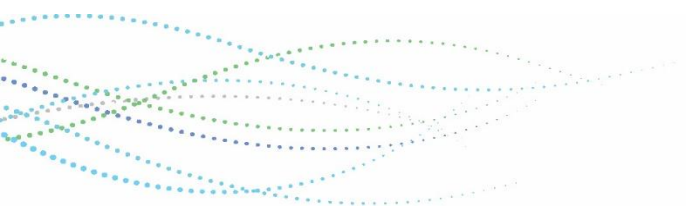


TABLE OF CONTENTS

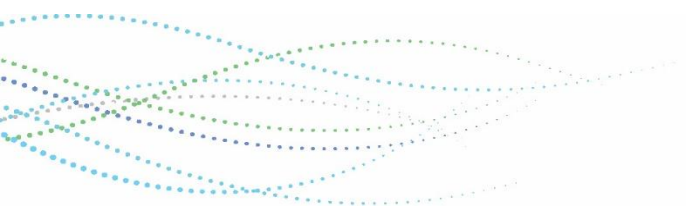
1.0	Introduction.....	4
2.0	Project Purpose and Need.....	4
3.0	Evaluation, Screening, and Recommended Improvements	9
4.0	Potential Four Quadrant Gate Systems.....	15
5.0	Recommended Base Alternative	16
6.0	ALternative Options.....	20
7.0	Travel Demand Forecasting Model Summary	24
8.0	Future LRT COnversion Considerations	24
9.0	Parking Impacts	25
10.0	Funding Summary.....	25
11.0	Next Steps.....	26

TABLES

Table 1 –	Evaluation Criteria and Performance Measures.....	9
Table 2 –	Needs Analysis Matrix: Initial Improvement Based on Needs Analysis Findings	10
Table 2 –	Needs Analysis Matrix: Initial Improvement Based on Needs Analysis Findings (continued).....	11
Table 3 –	Summary of Potential Improvements and Associated Technical Analysis Findings.....	13
Table 4 –	Recommended MOL Corridor Improvements.....	19
Table 5 –	Bike Path Grade Separation Alternatives	19
Table 6 –	Summary of Potential Alternative Options (MOL North Hollywood to Canoga Segment)	21
Table 7 –	Summary of Ridership Forecasts	24
Table 8 –	Summary of Temporary Parking Loss.....	25
Table 9 –	MOL Measure M Expenditure Plan	25

FIGURES

Figure 1 –	MOL Travel Time Comparison (North Hollywood to Chatsworth).....	5
Figure 2 –	Key Operational Highlights.....	6
Figure 3 –	Study Area	7
Figure 4 –	Potential Improvement at Each Crossing.....	14
Figure 5 –	Recommended Base Alternative (Package A-1).....	17



1.0 INTRODUCTION

The Metro Orange Line Grade Separation Analysis and Operational Improvements Technical Study evaluated the feasibility of grade separation improvements at key intersections and other improvements that would enhance existing bus service, performance, and ridership. Other improvements considered included minor street closures, better transit signal priority technology, improved bus signal communication, and a four quadrant gating system. This study covers approximately 12.7 miles of the MOL from the North Hollywood station to the Canoga station, and it does not include the Warner Center or the Chatsworth extensions.

At the conclusion of the feasibility study, several packages of improvements were identified to be brought to the Metro Board. Among the packages of improvements, a single recommended option was developed for the Board's consideration. This alternative would address the operational needs of Orange Line buses and passengers, and improve safety at all the intersections while also falling within the budget allocated in the Measure M Expenditure Plan for Orange Line Bus Rapid Transit (BRT) improvements. This document further details the technical analysis and ultimate recommendation.

2.0 PROJECT PURPOSE AND NEED

To improve operations, address safety concerns, minimize environmental and community impacts, and ensure cost effectiveness, several types of improvements were evaluated throughout this technical study. The purpose of the project is to identify the optimal improvements to address specific goals, as described further below:

- **Improve Operating Speeds** - Improving operating speeds addresses current public complaints of excessive cross-Valley travel times and delays at intersections. Year 2015 intersection crossing speed for MOL buses was 10 miles per hour (mph). In 2016, intersection crossing speeds were increased to 15/25 mph. When the MOL is modeled with improved intersection crossing speeds of 25 mph (crossings adjacent to stations) and 35 mph (at all other crossings) and at the posted speed limit between stations, travel time savings of nearly four minutes may be achieved. **Figure 1** shows the MOL modeled travel time savings with the implementation of higher intersection crossing speeds. Travel time savings may likely be higher with additional enhancements such as grade separations or gate systems, to reduce the potential for unsafe behaviors by cross street traffic (vehicles, pedestrians, and bicycles) crossing the busway.

Figure 1 – MOL Travel Time Comparison (North Hollywood to Chatsworth)

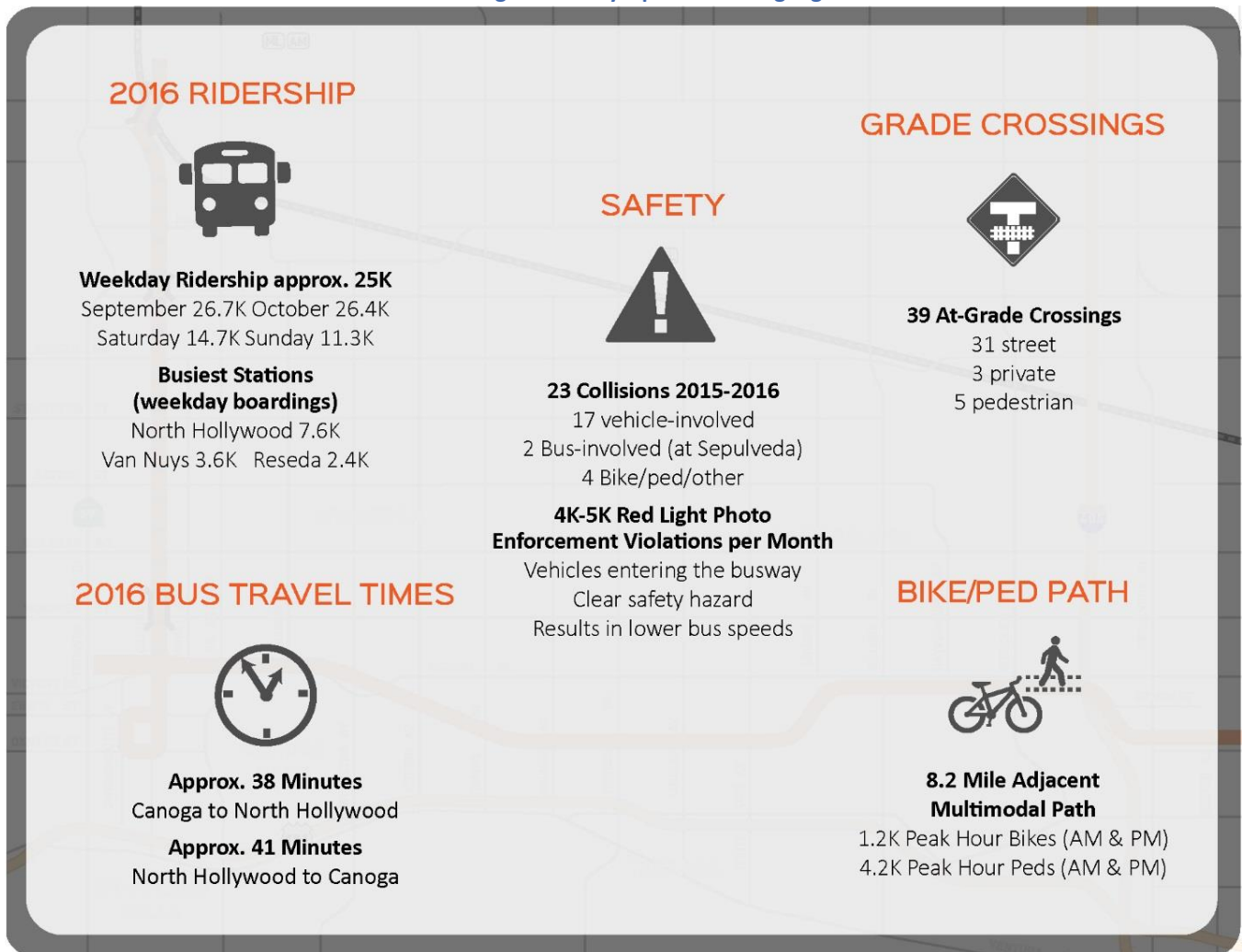


- Address Safety Concerns** - Given current incident data, there are key locations that would benefit from improvements along the MOL corridor to reduce conflicts between MOL buses, vehicles, bicyclists, and pedestrians. In particular, grade separations at key intersections can minimize conflicts and prevent incidents by physically separating the MOL corridor, potentially including the adjacent bike path, from the crossing roadways. Controlled crossings (e.g., gate controls) would address safety concerns by managing and restricting vehicle and bicycle/pedestrian interactions with MOL operations. Overall, the MOL corridor experienced 23 bus-involved collisions between 2015 and 2016, and these collisions would likely be reduced by additional crossing improvements analyzed as a part of this project.
- Benefit the Surrounding Community** – Improvements to the MOL corridor can increase bus speeds, decrease end-to-end travel times, increase ridership, improve safety conditions, and provide better overall mobility options for the San Fernando Valley. However, any improvements along the MOL corridor will need to consider impacts during construction and on existing and planned transportation facilities during operation. This includes effects and potential impacts to existing circulation (vehicular, bicycle and pedestrians), land use impacts, effects to transit connectivity, changes to roadway and intersection configurations, effects to parking supply, minimizing pedestrian and bicycle impacts, and any degradation to traffic operations on adjacent streets. It would not be desirable to significantly delay existing MOL riders during construction, as this could reduce ridership by creating lengthy off-corridor detours for the MOL buses. The 2012 Orange Line BRT Sustainable Corridor Implementation Plan (Implementation Plan) called for substantial investment in the corridor including additional housing in station areas and improved active transportation access to/from stations. The Implementation Plan also described the need for short- and long-term operational improvements along the corridor, such as better signal timing, crossing gates, and grade separation at specific intersections. It is important that improvements to the MOL corridor incorporate and reflect these plans and programs, and consider any impacts/effects to San Fernando Valley neighborhoods and communities.

- Ensure Cost Effectiveness** - The MOL is a successful system as it has an estimated ridership of 25,090 weekday daily boardings (2016 year to date) through the San Fernando Valley. As a Bus Rapid Transit (BRT) facility, the MOL has delivered cost-effective service with an estimated \$10 cost per new daily transit trip compared to a light rail service of around \$25 per new rider. Improvements to the MOL corridor must ensure costs are commensurate with benefits to continue the overall cost effectiveness of the system. This goal is to ensure financial feasibility in order for the project to achieve reasonable benefits today and in the long term. Short-term improvements must be designed to not preclude conversion to LRT in the future.

Key operational highlights of the existing busway are as shown in **Figure 2**

Figure 2 – Key Operational Highlights



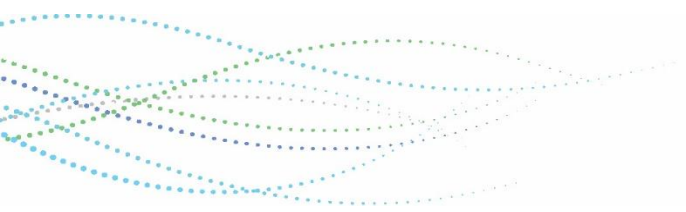
The project study area is shown in **Figure 3**.

Figure 3 – Study Area



Since the project began in September 2016, the project team has conducted the following tasks: Developed a clear purpose and need statement, conducted a review of existing conditions, developed screening criteria to identify improvements and alternatives for further evaluation, conducted detailed technical analyses of a variety of improvements, prepared a preliminary environmental checklist, performed travel demand modeling, developed a matrix of recommended solutions, identified a series of improvement packages for consideration as a part of an identified Measure M expenditure, and identified a recommended base alternative with other options as alternatives for further consideration and study. All these tasks were conducted in order to further document and evaluate the criteria specified in the project's **purpose and need statement**, as shown below:

The Metro Orange Line Grade Separation and Operational Improvements Technical Study seeks to provide safe and cost-effective strategies to improve operating speeds, capacity, and safety, while addressing passenger needs and minimizing disruption to the San Fernando Valley residents.



3.0 EVALUATION, SCREENING, AND RECOMMENDED IMPROVEMENTS

Based on the factors described in the purpose and need statement, the project team identified the following goals, criteria, and performance metrics:

Table 1 – Evaluation Criteria and Performance Measures

GOAL	CRITERIA	PERFORMANCE MEASURE
Improve Operating Speeds	<ul style="list-style-type: none"> Reduce bus delays from red lights Reduce overall person-delay Improve consistency of bus speeds across the corridor 	<ul style="list-style-type: none"> Average bus speed at crossing Red light delay for buses at crossing Total rider delay Average bus speed per segment Stop-to-stop travel time
Address Safety Concerns	<ul style="list-style-type: none"> Decrease modal conflicts at crossings Improve pedestrian and bicyclist safety 	<ul style="list-style-type: none"> Collisions with buses Collisions from right-turn-on-red violations Visibility restrictions Near-miss collisions Bicycle/pedestrian collisions
Benefit the Surrounding Community	<ul style="list-style-type: none"> Serve surrounding community Preserve/enhance pedestrian and bicycle connections Reduce delays for cross-traffic 	<ul style="list-style-type: none"> Population & employment density Traffic volumes of cross-streets Level-of-service of cross-streets Per-lane volumes of cross-streets
Ensure Cost Effectiveness	<ul style="list-style-type: none"> Maximize cost-effectiveness 	<ul style="list-style-type: none"> Capital costs Operations and maintenance costs Annual cost/ridership added

The evaluation criteria and performance metrics were used to screen all crossings to identify the need for potential improvements, as shown in **Table 2** below. The specific improvements for each crossing, as identified via the needs analysis summarized in **Table 2**, are shown on **Figure 6**.

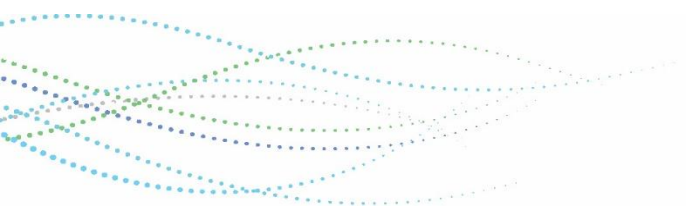


Table 2 – Needs Analysis Matrix: Initial Improvement Based on Needs Analysis Findings

Crossing	Need for Improvement			Key Issues	Initial Improvement	Proposed
	Improve Operating Speeds	Address Safety Concerns	Benefit Surrounding Community			
Laurel Canyon Blvd	HIGH	MED	HIGH	<ul style="list-style-type: none"> - High impacts on average bus speeds - High numbers of collisions - Visibility restrictions - High cross-traffic volumes 	Grade Separation	
Woodman Ave	HIGH	HIGH	HIGH			
Sepulveda Blvd	HIGH	HIGH	HIGH			
Balboa Blvd	HIGH	HIGH	MED			
Reseda Blvd	HIGH	HIGH	HIGH			
Tujunga Ave	HIGH	LOW	LOW	<ul style="list-style-type: none"> - Impacts on average bus speeds - Red light delay - Presence of current collisions or near misses - Varying levels of cross-traffic volumes 	Other Improvements (Minor Capital, Operational, and/or Closure)	
Colfax Ave	HIGH	LOW	LOW			
Corteen Pl	MED	LOW	MED			
Whitsett Ave	MED	LOW	MED			
Coldwater Canyon Ave	HIGH	LOW	MED			
Chandler Blvd	HIGH	LOW	LOW			
Fulton Ave/Burbank Blvd	HIGH	LOW	MED			
Oxnard St	HIGH	LOW	MED			
Hazeltine Ave	MED	LOW	MED			
Tyrone Ave	LOW	MED	MED			
Van Nuys Blvd	MED	MED	HIGH			
Kester Ave	MED	HIGH	MED			
Sepulveda Station (ped Xing)	MED	LOW	MED			
Woodley Ave	HIGH	MED	MED			
White Oak Ave	MED	LOW	MED			

Table 2 – Needs Analysis Matrix: Initial Improvement Based on Needs Analysis Findings (continued)

Crossing	Need for Improvement				Key Issues	Initial Proposed Improvement
	Improve Operating Speeds	Address Concerns	Safety	Benefit Surrounding Community		
Lindley Ave	LOW	MED		MED	<ul style="list-style-type: none"> - Impacts on average bus speeds - Red light delay - Presence of current collisions or near misses - Varying levels of cross-traffic volumes 	Other Improvements (Minor Capital, Operational, and/or Closure)
Wilbur Ave	HIGH	LOW		LOW		
Tampa Ave	MED	MED		MED		
Corbin Ave	MED	MED		LOW		
Victory Blvd	HIGH	LOW		MED		
Winnetka Ave	MED	LOW		MED	<ul style="list-style-type: none"> - Impacts on average bus speeds - Red light delay - Presence of current collisions or near misses - Varying levels of cross-traffic volumes 	Other Improvements (Minor Capital, Operational, and/or Closure)
Mason Ave	LOW	HIGH		LOW		
De Soto Ave	LOW	MED		HIGH		
Agnes Ave (ped Xing)	MED	LOW		LOW	<ul style="list-style-type: none"> - Limited impacts on average bus speeds - Limited red light delay - Low numbers of collisions - Low levels of visibility restrictions - Low volumes of cross-traffic - High level of service (LOS) performance for cross-streets 	No Change
Bellaire Ave	LOW	LOW		MED		
Goodland Ave (ped Xing)	LOW	LOW		MED		
Ethel Ave	MED	LOW		LOW		
Vesper Ave	LOW	LOW		MED		
City of LA (private Xing)	LOW	LOW		LOW		
Densmore Ave (gated driveway)	LOW	LOW		LOW		
Driveway (private)	LOW	LOW		LOW		
Hayvenhurst Ave (ped Xing)	LOW	LOW		LOW		
Zelzah Ave (ped Xing)	LOW	LOW		LOW		

Note: Crossings listed in **bold** indicate the presence of a MOL station.

Detailed technical analyses were completed for the following aspects of each identified improvement alternative, for each selected location:

- Potential minor street closures
- Conceptual design and cost estimates
- Operating plans
- Traffic impacts
- Traffic management and construction staging plans
- Parking impacts
- Right-of-way survey and maps
- Conceptual geotechnical investigation
- Utility investigation
- Conceptual hydraulics and hydrology study
- Four quadrant gate system feasibility

A number of detailed technical studies were prepared to address specific aspects and improvements. The results of these technical studies are documented in independent technical memoranda. A summary of the technical analyses is presented in **Table 3** and shown in **Figure 4**.

Additional improvements are currently planned for the MOL, and include the following:

- **Canoga shortline operations** – In order to provide improved service for the portions of the MOL experiencing the highest passenger loads, Metro conducted public outreach for potential implementation of a new shortline service at Canoga. This new service will provide a shortline turnaround loop for buses and operate between the North Hollywood and Canoga and /or other stations, adding additional capacity.
- **Electric buses** – Metro is planning on operating 100% electric buses on the MOL in the near future, following Board approval of new electric buses for the MOL corridor in July 2017. These buses will be significantly quieter than existing buses, which should improve adverse noise levels along the corridor. It is anticipated that the new buses will be delivered and in operation along the MOL corridor by 2020.
- **On-board WiFi** – Metro is currently exploring means for providing on-board WiFi service on MOL buses. This service would improve the quality of a rider’s experience, and could potentially increase ridership.
- **Canoga Transit Hub** – Metro is considering a new Transit Hub at the Canoga Station to better coordinate with other local services and possibly a new Warner Center shuttle service that would provide more stops along the way to the Transit Center at Owensmouth Avenue.

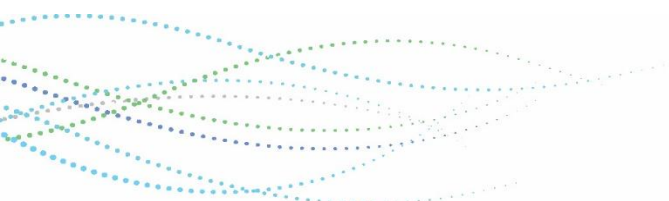


Table 3 – Summary of Potential Improvements and Associated Technical Analysis Findings

Improvement	Bus Travel Time Change	Change in Cross-Street Traffic Delays	Safety Benefit	Cost ¹	Other Issues
Grade Separation	<ul style="list-style-type: none"> • Reduction of approx. 1 min per bus per grade separation 	<ul style="list-style-type: none"> • Reduction in average peak hour delay of approximately 5 seconds per vehicle per grade separation • Note that the reduction in delay is directly related to adjacent traffic signals, and is greatest in those locations where the existing MOL crossing is adjacent to other traffic signal controlled intersections 	<ul style="list-style-type: none"> • Removes potential for bus/vehicle/bike/ped conflicts for buses within the MOL corridor 	<ul style="list-style-type: none"> • \$50 M - \$100 M per grade separation 	<ul style="list-style-type: none"> • Potential interruption of existing bus/bike path operations • Potential reduction of Metro-owned parking • Potential utility conflicts
Improved Transit Signal Priority (TSP)	<ul style="list-style-type: none"> • Reduction of less than 1 min per bus for the entire corridor 	<ul style="list-style-type: none"> • Increase in average peak hour delay of approximately 1-2 seconds per vehicle per crossing 	<ul style="list-style-type: none"> • Reduced potential for short stops by bus vehicles 	<ul style="list-style-type: none"> • \$50 K per crossing • Note that costs could increase if additional communication links are required 	<ul style="list-style-type: none"> • Maintenance/deployment challenges with in-vehicle transponders
Improved Bus-Signal Communication ²	<ul style="list-style-type: none"> • Reduction of less than 1 min per bus for the entire corridor 	<ul style="list-style-type: none"> • Increase in average peak hour delay of approximately 1-2 seconds per vehicle per crossing 	<ul style="list-style-type: none"> • Reduced potential for short stops by bus vehicles 	<ul style="list-style-type: none"> • \$50 K per crossing 	<ul style="list-style-type: none"> • Accuracy of real-time traffic signal information
Minor Street Closures	<ul style="list-style-type: none"> • Reduction of approx. 40 sec per bus per closure 	<ul style="list-style-type: none"> • N/A (no cross traffic movements) 	<ul style="list-style-type: none"> • Removes potential for bus/vehicle/bike/ped conflicts for buses within the MOL corridor 	<ul style="list-style-type: none"> • \$25 K - \$100 K per closure (or higher) 	<ul style="list-style-type: none"> • Interruption of direct walking/bicycling paths in residential neighborhoods • Reduced access for public safety vehicles
Four Quadrant Gate Systems	<ul style="list-style-type: none"> • Reduction of approx. 48 sec per bus per gate system 	<ul style="list-style-type: none"> • Increase in average peak hour delay of approximately 7-8 seconds per vehicle per gate system location • Note that gates would only operate when a bus is present, and changes in bus operations – such as platooning vehicles or operating at increased headways – could reduce the overall average delay experienced 	<ul style="list-style-type: none"> • Virtually removes potential for bus/vehicle/bike/ped conflicts for buses within the MOL corridor 	<ul style="list-style-type: none"> • \$1.3 M per gate system (or higher) 	<ul style="list-style-type: none"> • May require further coordination with regulatory agencies, as the application of gates for a BRT system is unique • Implementation challenges for fail-safe operation

Notes:
1. Costs do not include ongoing operations and maintenance costs. Capital costs only
2. This improvement is being pursued as a separate initiative from the Office of Extraordinary Innovation.

Figure 4 – Potential Improvement at Each Crossing



4.0 POTENTIAL FOUR QUADRANT GATE SYSTEMS

As a part of the study, an additional analysis was conducted to evaluate the potential application of railroad-type gate systems as an additional traffic control and safety feature at MOL busway crossing intersections. This improvement would consist of the deployment of railroad-style four quadrant gate systems at at-grade intersection crossings along the MOL corridor. This improvement is considered technically feasible, and would require clear policy direction from Metro in regards to corridor access for non-bus vehicles. This improvement would result in the replacement of existing traffic signals controlling the buses at MOL intersection crossings with four-quadrant gate systems. The gate systems would require additional warning time, which would increase delays for cross-street traffic; however, the gates would only be activated when a bus is present, so the overall number of activations would potentially offset any travel delays over the course of a day. The analysis has identified the following factors that will determine the potential feasibility of such a system:

- A four quadrant gate system is technically feasible, utilizing existing technologies.
- Application of a four quadrant gate system on a BRT corridor would be unique, and it is recommended that Metro pursue formal discussions with the California Traffic Control Devices Committee (CTCDC) during development. It is unclear if the CTCDC would require formal approval of a gate system deployment for BRT.
- It is recommended that the gate system conform with existing guidelines, including and not limited to the California Manual on Uniform Traffic Control Devices (CA MUTCD), to the greatest extent possible.
- In order to comply with the CA MUTCD, application of a gate system at MOL crossings would require the removal of existing traffic signals currently controlling the bus movements at each crossing; traffic signals controlling vehicular movements on crossing streets would be modified or remain, consistent with traffic signal installations adjacent to other Metro rail crossings.
- With the removal of existing traffic signals controlling the buses and replacement with gate systems, it is recommended that Metro restrict access to the MOL busway to only authorized bus vehicles; any other vehicles would be subject to the right-of-way restrictions currently in-place on other Metro rail facilities throughout Los Angeles County.

Any gate system would require fail-safe operations, consistent with current rail systems. For the MOL corridor, fail-safe operations would be ensured by the following key principles:

1. Only Metro buses would be allowed to operate along the MOL corridor, consistent with current rail operations. All other vehicles (e.g., maintenance, public safety) would be required to adhere to Metro policies regarding access to Metro-owned rights-of-way.
2. Existing traffic signals controlling bus movements at street crossings would be removed and replaced with gate systems, in accordance with CA MUTCD requirements for light rail transit (LRT) signals. The gate systems would employ train signals to notify approaching buses of gate status – displaying a solid light when the gate system is activated and displaying a flashing light when the gate arms are down and the crossing is secured.
3. A combination of redundant vehicle detection systems would be required, to both activate the gate system when a bus was approaching, and to provide the required “check-in/check-out” functionality to ensure a bus has crossed the intersection. Additional features may be required at certain

locations, such as in-vehicle mounted equipment or a secured external control mechanism (similar to a “police key” on a traffic signal controller cabinet), to ensure that bus operators could trigger gate operations in the event of detector failure and/or extended loading/unloading time at adjacent station platforms.

In order to operate in a manner least impactful to cross-street traffic, it is recommended that the four quadrant gate systems fail in the upright position. Should a gate system fail to detect an approaching bus and not activate or if a vehicle were to stall on the crossing, the gate status signal would notify the bus operator that the gates were in the upright position, and the bus operator would then be required to stop before proceeding through the crossing. Approaches described under item 3 above could be used as an alternate gate activation technique.

5.0 RECOMMENDED BASE ALTERNATIVE

Initially four packages of improvements were developed for consideration, reflecting different combinations of grade separations and other operational improvements. An additional package was added, in order to consider the deployment of gate systems at all crossings. When these five packages were discussed with Metro staff during the course of recurring project meetings, it was ultimately determined that a hybrid package combining a variety of improvement measures would provide the maximum benefit and address the stated purpose and need to the greatest extent. Therefore, Package A-1 was developed as presented below.

Package A-1: Hybrid Solution (Grade Separations + Gate Systems)

Package A-1 (shown in **Figure 5**) proposes aerial grade separations at the Van Nuys and Sepulveda stations. The busway would be elevated the entire length from Van Nuys Station to Sepulveda Station, including the pedestrian crossing at Sepulveda Station and the station would be relocated over Sepulveda Boulevard. All roadway crossings between the Van Nuys and Sepulveda stations would remain open. Tyrone Avenue is the only roadway proposed to be closed. No changes are proposed to the other four pedestrian-only crossings located along the study segment, and the remaining 27 crossings would have gate systems installed.

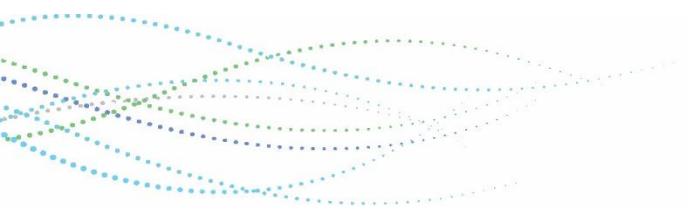


Figure 5 – Recommended Base Alternative (Package A-1)



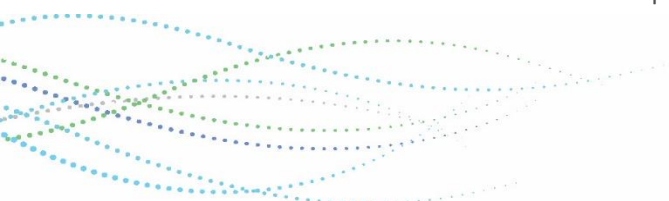
The recommended base alternative, Package A-1, assumes that the majority of busway crossings along the 12.7-mile study segment would be protected by gate systems, as described previously in **Section 4**. As the gate systems require additional advance warning time, the recommended base alternative also assumes changes to busway operations to minimize cross-traffic delays. The recommended base alternative assumes that during peak periods, buses would operate in two-vehicle platoons at eight-minute headways. This operation would allow the busway to carry the same amount of peak period riders at increased headways, thereby reducing the frequency of gate activation and reducing associated potential cross traffic delays. It should be noted that the eight-minute headway needs to be further evaluated and approved by Metro Operations department. The recommended base alternative also assumes that bus vehicles would operate at the maximum civil speed allowed by Metro operations, when traveling within the busway. With the increased protection of the crossings provided by the gate systems and grade separations, bus operators will be able to operate at higher speeds at the crossings, and will therefore be able to operate at higher speeds on busway segments between crossings.

Under Package A-1, bus travel times would decrease by approximately 12.6 minutes (average for both directions), and average cross street traffic delays due to gate activations during peak periods would reduce by approximately 1.6 seconds per vehicle. Daily vehicle miles travelled (VMT) would decrease by about 81756, and the change in O&M costs would decrease by approximately 6.4 percent. The recommended base alternative assumes that the adjacent bike path would remain operational, and associated traffic signal controls for bike path crossings would be maintained. The signals controlling the bike path crossings would be connected to the busway crossings and gate systems, so that bikes could operate a push button to receive a signal to cross the intersecting streets, independent of gate system activation by MOL buses. This means that cross traffic would potentially face red lights due to bike crossings, assumed to be consistent with current levels of activation.

In terms of overall safety benefits, the hybrid package A-1 would provide the maximum potential improvement for the entire MOL corridor, as it allows for additional features that restrict and limit potential conflicting vehicular, pedestrian, and bicycle movements across the busway at the highest number of crossings. The combination of grade separations and gate systems would significantly impede the ability of cross-street traffic and pedestrians to illegally cross the busway while a bus was approaching or within the crossing, which would result in a significant reduction of bus-involved collisions.

It is important to note that although the focus of this feasibility study is the 12.7-mile east-west segment (from North Hollywood to Canoga), Metro seeks to provide improvements for the entire 18-mile MOL corridor, (from North Hollywood to Chatsworth). Recognizing this, **Table 4** below presents a summary of the recommended improvements and associated performance metrics for all segments of the MOL corridor. As noted on the table, performance metrics and costs for improvements for the segments not included in this current feasibility study were developed using information provided by Metro. Additional evaluations and refinements will likely occur during subsequent environmental clearance and design phases.

From a cost/benefit standpoint, the recommended base alternative would provide improvements at 33 MOL crossings at an average cost of \$8.5 M per crossing. By increasing protections at 33 crossings, Package A-1 provides the maximum potential reduction for the 23 bus-involved collisions that occurred along the MOL corridor between 2015 and 2016. Compared to the other alternative packages described in the next section, the recommended base alternative provides greater improvements at more crossings, at nearly half the cost



per crossings.

Table 4 – Recommended MOL Corridor Improvements

Segment	Recommended Improvements & Performance Metrics
East-West Segment (North Hollywood to Canoga)	<ul style="list-style-type: none"> • Hybrid Solution <ul style="list-style-type: none"> ○ 5 Grade separated crossings ○ 27 Gated crossings ○ 1 roadway crossing closures ○ \$273 M (2017 \$)¹ ○ Average 12.6-minute travel time decrease • Maintain existing bike path
North-South Segment (Canoga to Chatsworth)	<ul style="list-style-type: none"> • Gates only (Not included in current study) <ul style="list-style-type: none"> ○ 7 Gated crossings ○ \$10 M² (2017 \$) ○ Average 3.4-minute travel time decrease² • Maintain existing bike path
Entire Corridor (North Hollywood to Chatsworth)	<ul style="list-style-type: none"> • Hybrid Solution (Not included in current study) <ul style="list-style-type: none"> ○ 5 Grade separated crossings ○ 34 Gated crossings ○ 1 roadway crossing closure ○ Bike path grade separation ○ \$283 M² (2017 \$) ○ Average 16-minute travel time decrease² • Maintain existing bike path

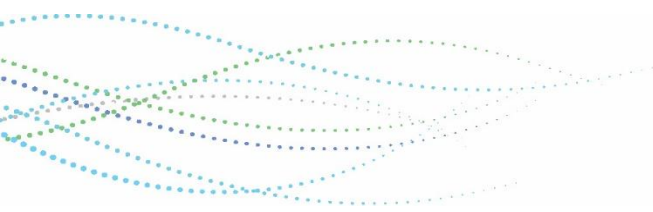
Note:

1. Cost estimates include elevated bike path (described below) as well as side platform station configurations.
2. Cost estimates and performance metrics presented are rough estimates, due to the preliminary nature of the feasibility analysis. Subsequent environmental clearance and design phases will require further evaluation and analysis.

As an optional component of the recommended base alternative, a preliminary feasibility analysis of potential grade separations for the adjacent bike path was conducted, so that bike path users could cross over the busiest cross streets – Sepulveda and Van Nuys. The results of the preliminary feasibility analysis are presented below in **Table 5**. It is important to note that these results address only the engineering and operational feasibility, with a goal of identifying improvements that could be incorporated into the recommended base alternative to provide improved facilities for additional modes besides only buses and vehicles. There are many conceptual benefits of providing grade separations for the adjacent bike path over two of the most congested crossings along the MOL corridor, including safety and travel time benefits. There are also concerns regarding the feasibility of constructing, maintaining, and ensuring ongoing safety and security for separate grade separated bike path crossings. Therefore, additional evaluations and refinements will likely occur during subsequent environmental clearance and design phases.

Table 5 – Bike Path Grade Separation Alternatives

Alternative	Cost (2017 \$)
Grade Separated bike path from Sepulveda to Van Nuys (No local access between these crossings) – Long Bike Path option	\$22.7M
Grade separated bike path at Sepulveda crossing and Van Nuys crossing only – Short Bike Path option	\$12.8M



6.0 ALTERNATIVE OPTIONS

Using the findings of the detailed technical analyses, the project team identified feasible improvements for further consideration. The improvements were then compared to the preliminary environmental checklist and travel demand modeling results, in order to arrive at a group of recommended improvements. These recommended improvements were then grouped together into potential packages for further study and potential implementation. The improvement packages for the east-west segment portion of the MOL are summarized in **Table 6** and described further below, and shown in **Appendix A**.

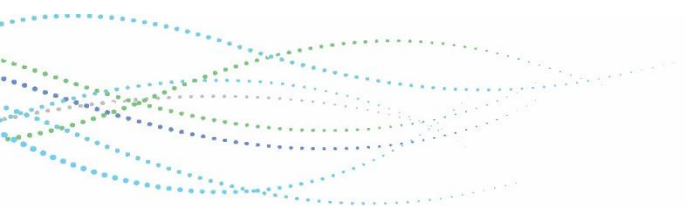
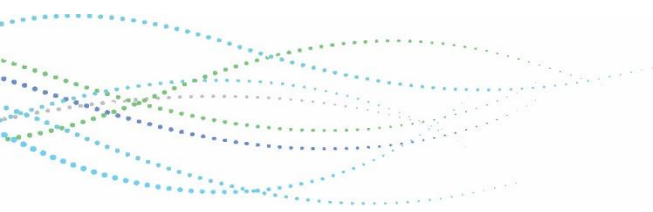


Table 6 – Summary of Potential Alternative Options (MOL North Hollywood to Canoga Segment)

Improvement / Benefit	Package A: Van Nuys & Sepulveda + Reseda	Package B: Valley College & Woodman + Reseda	Package C: Woodman + Sepulveda + Reseda	Package D: Valley College & Woodman + Van Nuys & Sepulveda + Reseda (Fiscally Unconstrained)	Package E: Gate Systems (Current operating speeds)	Package A- 1 (Hybrid) Van Nuys + Sepulveda + Gates Systems (with platooning & higher speeds & increased headways) ⁶
# of Grade Separated Crossings	6	4	4	9	0	5
# of Permanent Closures	1	1	1	1	0	1
LA City Council Districts with Grade Separations	CD 3; CD 6	CD 2 & CD 4; CD 3	CD 2; CD 3; CD 6	CD 2; CD 3; CD 4; CD 6	-	CD 6
Existing Bus Travel Time (Average) ²	Eastbound (EB - Canoga to North Hollywood): 40.3 mins Westbound (WB - North Hollywood to Canoga): 42.7 mins					
Change in Bus Travel Time (Between Canoga and North Hollywood) ²	EB: -4.2 mins WB: -3.8 mins	EB: -2.5 mins WB: -2.3 mins	EB: -2.7 mins WB: -2.4 mins	EB: -6.3 mins WB: -4.2 mins	EB: -12.1 mins WB: -12.7 mins	EB: -12.3 mins WB: -12.9 mins
Existing Cross Street Traffic Delay ³ (PM Peak Hour, Average per Vehicle)	Northbound: 24.4 sec/veh Southbound: 22.2 sec/veh Average: 23.3 sec/veh					
Change in Cross Street Traffic Delay ³ (PM Peak Hour, Average per Vehicle)	NB: -0.3 sec/veh SB: -0.4 sec/veh AVG: -0.4 sec/veh	NB: -0.7 sec/veh SB: -0.9 sec/veh AVG: -0.8 sec/veh	NB: -0.6 sec/veh SB: -0.8 sec/veh AVG: -0.7 sec/veh	NB: -0.7 sec/veh SB: -1.6 sec/veh AVG: -1.1 sec/veh	NB: +9.6 sec/veh SB: +4.9 sec/veh AVG: +7.3 sec/veh	NB: -1.7 sec/veh SB: -1.4 sec/veh AVG: -1.6 sec/veh
Existing Ridership ⁴ (Weekday daily passengers)	24,500					
Change in Ridership, Year 2025 (Weekday daily passengers)	+1,000 (+4%)	+1,400 (+5%)	+900 (+3%)	+3,400 (+13%)	+10,100 (+39%)	+10,100* (+39%)
Change in VMT, Year 2025 (Daily)	-11,120	-13,202	-8,765	-29,159	-81,756	-81,756*
% Change in O&M Costs ⁵	-2.5%	-1.4%	-1.4%	-1.9%	-6.4%	-6.4%*
Estimated Capital Cost of Grade Separations	\$259M	\$262M	\$223M	\$453M	-	\$191M
Estimated Capital Cost of Permanent Closures	\$0.08M	\$0.08M	\$0.08M	\$0.08M	-	\$0.08M
Estimated Capital Cost of Improved Bus-Signal Communications	\$0.2M	\$0.4M	\$0.4M	\$0.2M	-	-
Estimated Capital Cost of Signal Improvements	\$1.3M	\$1.4M	\$1.4M	\$1.2M	-	-
Estimated Capital Cost of Gate Systems	-	-	-	-	\$40.3M	\$35.1M
Estimated Capital Cost of Side Platform Locations	\$15M	\$10M	\$10M	\$20M	-	10M
Estimated Capital Cost of Elevated Bike Path (Van Nuys to Sepulveda)	\$23M	\$13M	\$13M	\$23M	-	\$23M
Additional Overall Contingency (5.5%) ⁷	\$16.4M	\$15.8M	\$13.6M	\$27.4M	\$2.2M	\$14.3
Estimated Total Capital Costs (2017 \$)	\$315M	\$303M	\$261M	\$525M	\$43M	\$273M

Notes:

- Grade separations at certain locations will require additional grade separations for adjacent crossings due to the proximity of roadways and design requirements for grade separations.
 - Does not include station dwell time, as dwell time is highly variable per station and time of day.
 - Average for all signalized crossings between North Hollywood and Canoga, and not indicative of specific crossings.
 - Travel demand model derived ridership; actual existing (Year 2016) ridership averages 25,090 daily passengers on weekdays.
 - O&M costs are rough estimates; see Appendix B for additional details.
 - Under Package A-1, buses are assumed to travel at the maximum civil speed authorized by Metro within the corridor, further reducing end-to-end travel times. Buses are also assumed to operate in two-vehicle platoons at increased headways (8-minute headways assumed for purposes of analysis). Last, gate systems would only operate when a bus is present, which would result in an overall decrease in gate activations throughout the course of a typical day.
 - A 5.5% contingency was added to all cost estimates, on top of individual contingencies for specific elements, to account for the preliminary nature of this technical study.
- * Travel Demand Model results are preliminary in nature, due to the preliminary nature of this technical study. Since changes in ridership and VMT are related to increased bus travel speeds, it is assumed that the estimates of Ridership and VMT change would change slightly from what is currently shown with further refinements to the proposed alternatives. Similarly, O&M costs for Package A-1 were not provided. These items would be refined in subsequent environmental clearance and design phases.



Package A: Van Nuys & Sepulveda + Reseda

Package A (shown in **Figure 6a**) proposes aerial grade separations at the Van Nuys, Sepulveda, and Reseda stations. The busway would be elevated the entire length from Van Nuys Station to Sepulveda Station, which is proposed to be relocated over Sepulveda Boulevard. All roadway crossings between the Van Nuys and Sepulveda stations would remain open. Tyrone Avenue is proposed to be closed as it required for the grade separation ramp structure. The package also includes bus-signal communication systems at pedestrian crossings (Agnes Avenue, Goodland Avenue, Hayvenhurst Avenue, and Zelzah Avenue). These crossings do no significant impact bus operations and could be good opportunities to pursue a bus-signal communications pilot program. The remaining crossings in the corridor would receive TSP improvements.

Under Package A, bus travel times would decrease by approximately six minutes (combined in both directions), and cross street traffic delays would decrease by an average of 0.4 seconds per vehicle. Daily VMT would decrease by about 11,100, and the change in O&M costs would decrease by approximately 2.5 percent.

Package B: Valley College & Woodman + Reseda

Package B (shown in **Figure 6b**) proposes two undercrossing grade separations at the Valley College and Woodman stations, and an aerial grade separation at Reseda Station. The Valley College and Woodman stations are proposed to be below-grade stations, and the busway would be lowered from at-grade to travel below-grade between the stations, crossing under Oxnard Avenue as well. Tyrone Avenue is proposed to be closed. The remaining crossings would receive the same bus-signal communication systems and signal improvements as recommended in Package A. In addition, the City of Los Angeles Bureau of Street Maintenance, Van Nuys District Yard driveway (referred in this document as City of Los Angeles driveway), located just east of the Sepulveda Boulevard crossing, would receive bus-signal communication system improvement.

Under Package B, bus travel times would decrease by approximately four minutes (combined in both directions), and cross street traffic delays would decrease by an average of 0.8 seconds per vehicle. Daily VMT would decrease by about 13,200, and the change in O&M costs would decrease by approximately 1.4 percent.

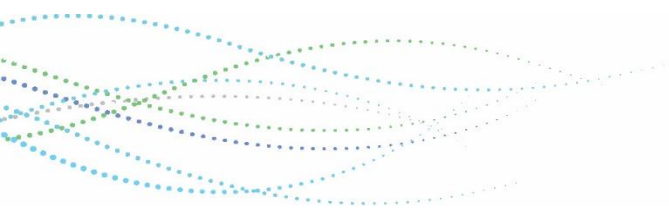
Package C: Woodman + Sepulveda + Reseda

Package C (shown in **Figure 6c**) proposes an undercrossing grade separation at Woodman Station and aerial grade separations at the Sepulveda and Reseda Stations. The Woodman Station is proposed to be a below-grade, station and the busway would be lowered from at-grade to travel below-grade in this area, crossing under Oxnard Street as well. Similar to Package A, the existing Sepulveda Station would be relocated to be over Sepulveda Boulevard. Tyrone Avenue is proposed to be closed. The remaining crossings would receive the same bus-signal communication systems and signal improvements as recommended in Package B.

Under Package C, bus travel times would decrease by approximately four minutes (combined in both directions), and cross street traffic delays would decrease by an average of 0.7 seconds per vehicle. Daily VMT would decrease by about 8,800, and the change in O&M costs would decrease by approximately 1.4 percent.

Package D: Fiscally Unconstrained (All Priority Grade Separations)

Package D (shown in **Figure 6d**) is fiscally unconstrained, and would grade separate all five priority grade



separations identified in Measure M. Tyrone Avenue is proposed to be closed. The remaining crossings would receive the same bus-signal communication systems and signal improvements as recommended in Package A.

Under Package D, bus travel times would decrease by approximately six minutes (combined in both directions), and cross street traffic delays would decrease by an average of 1.1 seconds per vehicle. Daily VMT would decrease by about 29,100, and the change in O&M costs would decrease by approximately 1.9 percent.

Package E: Gate Systems

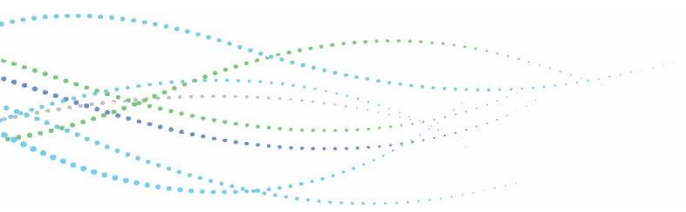
This alternative (shown in **Figure 6e**) proposes deploying railroad-style four quadrant gated systems at all crossings along the corridor, except for the City of Los Angeles driveway and pedestrian crossings, which would receive bus signal improvements. No crossings are proposed to be closed.

Under this alternative, bus travel times would decrease by 12 minutes (per direction), and cross street traffic delays would increase by an average of 7.3 seconds per vehicle. Daily VMT would decrease by about 82,000, and the change in O&M costs would decrease by approximately 6.4 percent.

Detour Routing

The technical evaluation also included an analysis of potential detour routes for buses, bicycles, and pedestrians during construction of any of the grade separation alternatives. For bicycle and pedestrian routes, including the adjacent multi-modal bike path, the detours would route users to adjacent surface streets and signalized intersections. The goals for potential bus detours include:

- Maintain bus service during the construction period
- Maintain convenient passenger access to MOL service and connecting bus routes
- Avoid bus operations in construction zones
- Keep MOL service as close to the current ROW as possible
- Provide safe and efficient bus service operation during construction



7.0 TRAVEL DEMAND FORECASTING MODEL SUMMARY

Preliminary travel demand model forecasts were developed to determine potential ridership and VMT changes that would result from potential grade separations. Metro’s travel demand model was used to develop forecasts for the opening year of potential grade separations, anticipated as the year 2025 (based on the most recent Measure M funding plan). The project team reviewed detailed model inputs for accuracy and correctness, running the model stream and comparing the results to existing conditions for the modeling area. Changes were made in the model code to reflect current conditions and the 2025 horizon year, including modifications to socioeconomic data and updated transit information. Ridership forecasts were prepared for potential combinations of grade separations, and the results are presented on **Table 7**. The majority of the growth is forecast to occur during peak periods, with additional growth forecast in the off-peak periods. Maximum passenger loads are forecast for the Sepulveda station, consistent with current ridership.

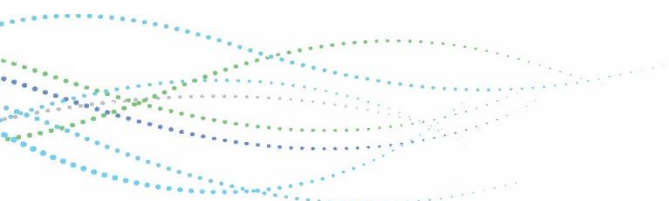
Table 7 – Summary of Ridership Forecasts

Forecast Scenario	Ridership			Change			Growth		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off Peak	Total
Base Year 2012	16,200	8,300	24,500	-	-	-	-	-	-
Year 2025 (No Build)	18,200	7,700	25,900	-	-	-	12%	-7%	6%
Year 2025 Package A	18,900	8,000	26,900	700	300	1,000	4%	4%	4%
Year 2025 Package B	19,200	8,100	27,300	1,000	400	1,400	5%	5%	5%
Year 2025 Package C	18,900	7,900	26,800	700	200	900	4%	3%	3%
Year 2025 Package D	20,900	8,400	29,300	2,700	700	3,400	15%	9%	13%
Year 2025 Gate Systems	26,100	9,900	36,000	7,900	2,200	10,100	43%	29%	39%

8.0 FUTURE LRT CONVERSION CONSIDERATIONS

As the Measure M Expenditure Plan identifies future conversion of the MOL corridor to rail, stations at the proposed grade crossing locations would be designed to be convertible to future light rail transit (LRT) requirements. A feasibility study was conducted to evaluate the potential for temporarily raising the busway during BRT operations, and then lowering the guideway for future LRT operations, and this was determined to be infeasible. Other considerations regarding conversion of stations to LRT requirements include:

- Center platform design implemented for BRT operation (requires cross-over, similar to El Monte Busway)
- Platforms would be extended to three-car LRT length
- Platforms would be raised
- Canopies would be adjusted
- Escalators would be modified



9.0 PARKING IMPACTS

Existing Metro-owned parking facilities adjacent to proposed grade separations would be impacted both during construction and after, with the addition of new structures. Currently there are approximately 1,500 spaces available in Metro-owned parking facilities within the study area, and a total of 1,073 would potentially be lost if all proposed grade separations were constructed simultaneously. A summary of temporary parking losses by grade separation location is shown on **Table 8**.

Table 8 – Summary of Temporary Parking Loss

Location	Inventory	Temporary Loss
Reseda	401	371
Sepulveda	531	249
Van Nuys	594	431
Woodman	22	22
TOTAL	1,548	1,073

10.0 FUNDING SUMMARY

Potential grade separations are included in the Measure M Expenditure Plan, as well as ultimate conversion of the MOL corridor to LRT. Funding is summarized in **Table 9**.

Table 9 – MOL Measure M Expenditure Plan

Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$ ('000s)	Measure M Funding 2015\$ ('000s)	Most Recent Cost Estimate 2015\$** ('000s)	Modal Code
		Ground- breaking Start Date	Expected Opening Date (3 year range)					
Expenditure Plan Major Projects			1st yr of Range					
Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T

Notes:

n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.

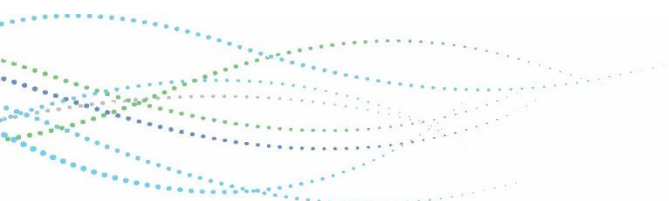
* Subregion Abbreviations: sf = San Fernando Valley

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Source:

Los Angeles County Transportation Expenditure Plan – Fiscal Year 2018-2057

(http://theplan.metro.net/wp-content/uploads/2016/09/measurem_ordinance_16-01.pdf)

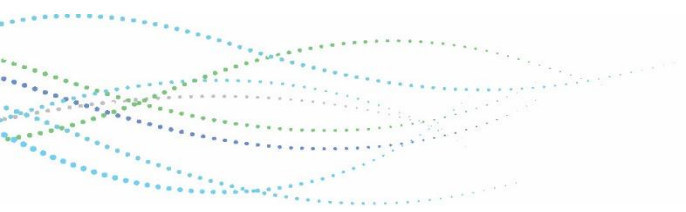


11.0 NEXT STEPS

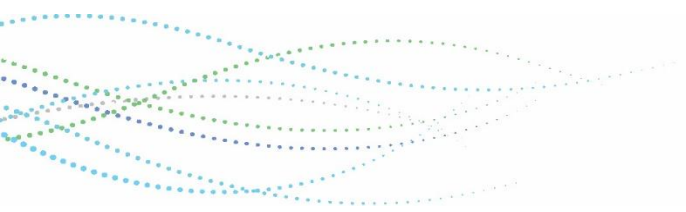
Following completion of this technical study, Metro staff will initiate an environmental process and preliminary engineering design. Concurrently, Metro is pursuing a pilot study of potential gate systems to reduce the frequency of right-turn on red (RTOR) violations and collisions, and will be deploying new equipment at four intersections along the north-south segment between Canoga and Chatsworth to test the efficacy of gates to deter motorists from making illegal right hand turns across the busway.

A number of key issues will require further attention and analysis during subsequent project phases. The issues include:

- **Project-specific transportation and parking impacts** – Refined transportation and parking analyses should be conducted for the recommended base alternative, as a part of subsequent environmental clearance and design efforts.
- **Real estate/Right-of-way impacts** - Metro may need to initiate negotiations for right-of-way acquisitions included as a part of the recommended base alternative.
- **Utility impacts** - Further utility investigations should be conducted to confirm potential conflicts for the recommended base alternative, as a part of subsequent environmental clearance and design efforts.
- **Ridership impacts** – Forecast ridership increases indicate continued crowding of buses during peak periods, particularly for stations between Sepulveda and North Hollywood. The Reseda (or Canoga) Shortline operation may address these issues, and Metro should continue to monitor peak bus loads to ensure bus capacity can meet ridership demand.
- **Ongoing operations** – Metro will continue to monitor and adjust bus operations to address issues related to bus speeds and safety.
- **Multi-agency coordination** – Metro will continue to coordinate with LADOT and other stakeholder agencies to ensure potential improvements along the corridor are integrated into other concurrent projects.
- **Public outreach** – Metro will continue to reach out to community stakeholders, to ensure this vital transportation link continues to meet the mobility needs of the San Fernando Valley.



Appendix A



Potential Improvement Package A



Potential Improvement Package B



Potential Improvement Package C



Potential Improvement Package D



Potential Improvement Package E - Gate Systems



Orange Line BRT Improvements

Planning and Programming Committee

October 18, 2017



Metro

Measure M Project

PROJECT SCHEDULE

- Groundbreaking Date: FY2019
- Opening Date: FY2025

PROJECT DESCRIPTION:

- “Orange Line BRT Improvements”
- “Critical grade separation(s) will be implemented early through Operation Shovel Ready”

PROJECT GOAL:

- Move Orange Line customers efficiently and safely



Comparisons

North Hollywood to Canoga

Improvement / Benefit	Fiscally Constrained with 3 Grade Separations	Fiscally Unconstrained with 5 Grade Separations	Grade Separation from Van Nuys to Sepulveda + Gates
BUS TRAVEL TIME REDUCTION 	-4 min	-5.3 min	-12.6 min
RIDERSHIP 	+1,000	+3,400	+10,100
CAPITAL COST 	\$261 M	\$455 M	\$273 M

Study Findings

- Gating
 - Provides the highest benefit for the least cost
 - Provides an equitable distribution of safety improvements along the busway
- Grade separations of major arterial roadways
 - Good safety improvement but financially infeasible to spread safety benefits across the entire corridor
 - Did not achieve the hoped-for benefit in time savings
- Effect on roadway cross traffic travel times
 - Ranges from minimal to improved
 - Further study and coordination with LADOT ongoing

About Gating

- Gates approved as a traffic control device
- Same as LRT gates
- Regulatory approval may be required for BRT
- Discussion with regulatory agencies to occur
- Each gated intersection is about 100th the cost of a grade separation structure



Recommended Alternative

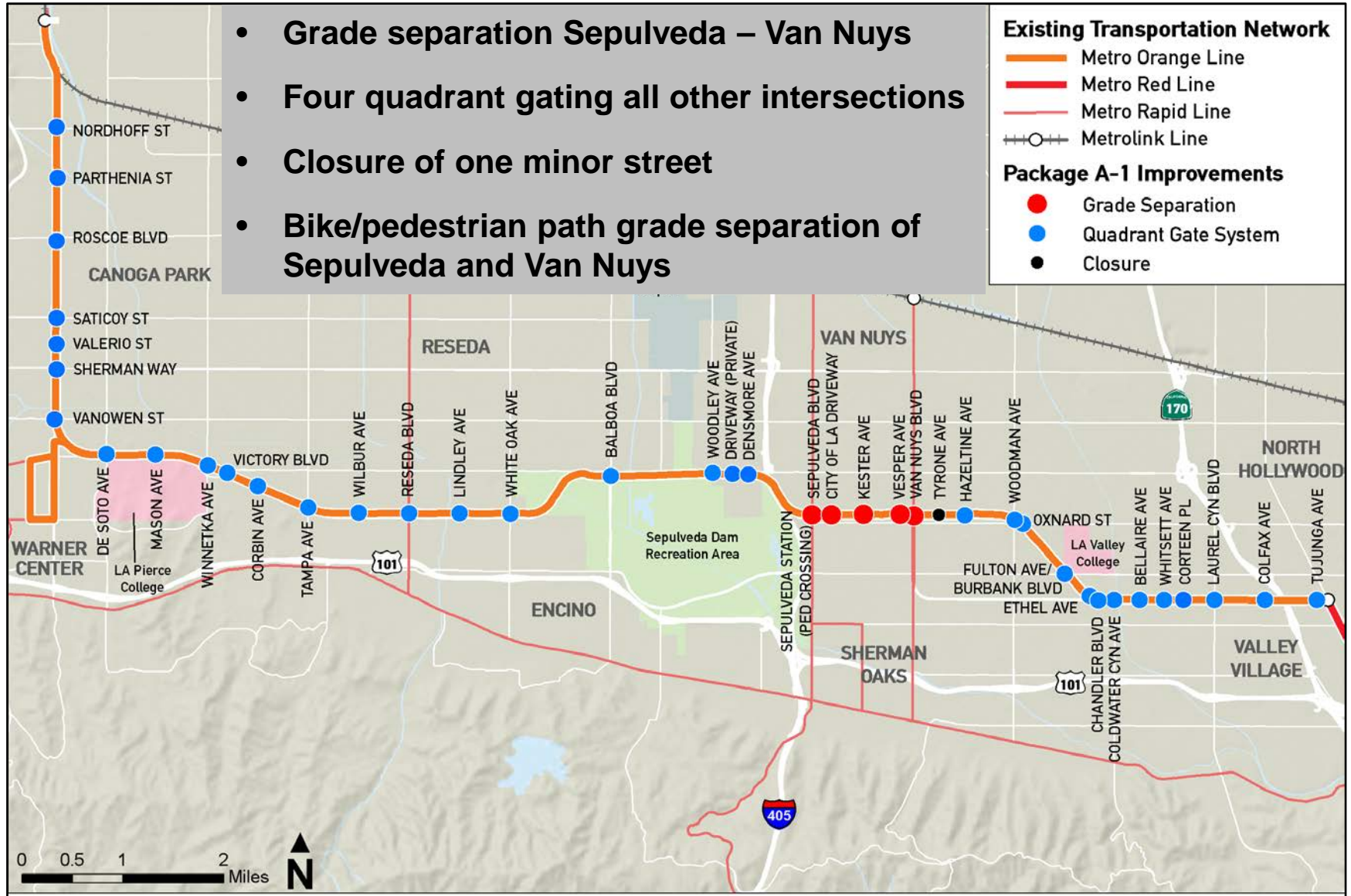
- **Grade separation Sepulveda – Van Nuys**
- **Four quadrant gating all other intersections**
- **Closure of one minor street**
- **Bike/pedestrian path grade separation of Sepulveda and Van Nuys**

Existing Transportation Network



- Metro Orange Line
- Metro Red Line
- Metro Rapid Line
- Metrolink Line

Package A-1 Improvements

- Grade Separation
- Quadrant Gate System
- Closure



Recommended Alternative

Segment	Performance Metrics	
		
East-West Segment (North Hollywood to Canoga)	-12 min	\$273 M
North-South Segment (Canoga to Chatsworth)	-3 min	\$10 M
Entire Corridor (North Hollywood to Chatsworth)	-16 min	\$283 M

Recommendation

Board **action** to consider:

- APPROVING the findings and recommendation resulting from the Orange Line Bus Rapid Transit Improvements Technical Study; and
- APPROVING advancing Orange Line Bus Rapid Transit Improvements into the public engagement, environmental review and engineering design concurrent processes.

**Board Report**

File #: 2017-0595, **File Type:** Agreement**Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2017****SUBJECT: EXTEND A FIVE-YEAR WESTERN/CARLTON, LP,
LICENSE AGREEMENT AN ADDITIONAL
TWENTY-FOUR YEARS****ACTION: APPROVE EXTENDED LICENSE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amended and restated license agreement with Western/Carlton II, LP, a California Ltd. Partnership (Western/Carlton), extending the term for an additional twenty-four (24) years with an option to extend five years allowing Western/Carlton to use that portion of Metro property situated adjacent to the Western/Carlton's ground-leased premises at the Hollywood/Western Red Line Station, as depicted on Attachment A (License Property), for the operation and use of the ground-leased premises and related improvements.

ISSUE

In June 2016, Western/Carlton and Metro entered into a five-year license agreement for Metro property situated adjacent to Western/Carlton's ground-leased premises so that one of Western/Carlton's tenants, the Thai Community Development Center (Thai CDC) could make use of the area. Thai CDC is a non-profit organization that has started construction on an employment generator and food retail incubator project it wishes to operate, in part, on the License Property, which has garnered City of Los Angeles' support. Thai CDC has secured grants and other economic development funding for the tenant improvements within their leased space. One funding source, a New Market Tax Credits loan, requires that Western/Carlton and Metro have a 24-year license agreement (with a five-year option to extend). Metro policy requires Board approval for any license agreement over a five-year term.

DISCUSSION

In December 2013, Thai CDC approached Metro regarding use of the License Property, which is situated immediately adjacent to Western Carlton's ground-leased premises, and interior space they intended to lease inside the mixed-use building Western/Carlton constructed thereon. Thai CDC was securing seed funding to develop a food retail incubator in the leased space that would train local entrepreneurs in running and managing restaurants, and wanted to use the License Property in conjunction with this use. To allow Thai CDC to use the License Property and keep the license and

the ground lease with the same party, Metro licensed this area to Western/Carlton and allowed Western Carlton to sublicense it to Thai CDC. Thai CDC, Western/Carlton and Metro executed a 5-year license, sublicense and related documents in June 2016. As a result of these transactions, several grants and loans were approved by the City of Los Angeles. More recently, Thai CDC informed Metro of the need for the New Market Tax Credits loan and its requirement for a longer term license between Metro and Western/Carlton.

This project has strong support from the City of Los Angeles Economic and Workforce Development Department and the Office of Councilmember Mitch O'Farrell as well as state legislators and the local community. Further, this proposed use is in support of Metro's Transit Oriented Communities efforts, as it allows for community-serving uses at a Metro station and supports local economic development.

DETERMINATION OF SAFETY IMPACT

This action will have no impact on safety standards for Metro.

FINANCIAL IMPACT

Adoption of the 24-year license would bring an estimated one hundred forty-two thousand dollars (\$142,000.00) in revenue to the agency over its 24-year term. This amount equals the initial annual fee of \$3,366.48 which is increased annually by the Consumer Price Index (CPI).

Impact to Budget

This action provides additional revenue to Metro's annual budget for the next twenty-four years.

ALTERNATIVES CONSIDERED

The Board could consider not extending the license. We do not recommend this as we have already granted a license in support of the project, the project has strong support from elected officials and community stakeholders, and the proposed use is in furtherance of Metro's efforts to support the creation of Transit Oriented Communities.

NEXT STEPS

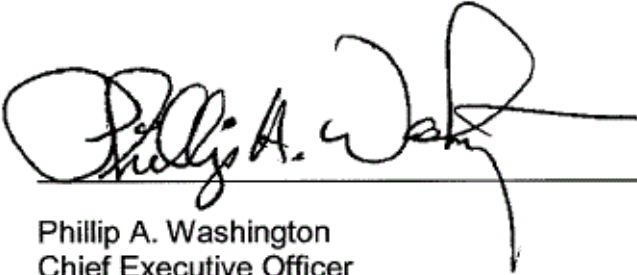
Upon Board approval, staff will execute an amended and restated license agreement with Western/Carlton for twenty-four years with a five-year option to extend.

ATTACHMENTS

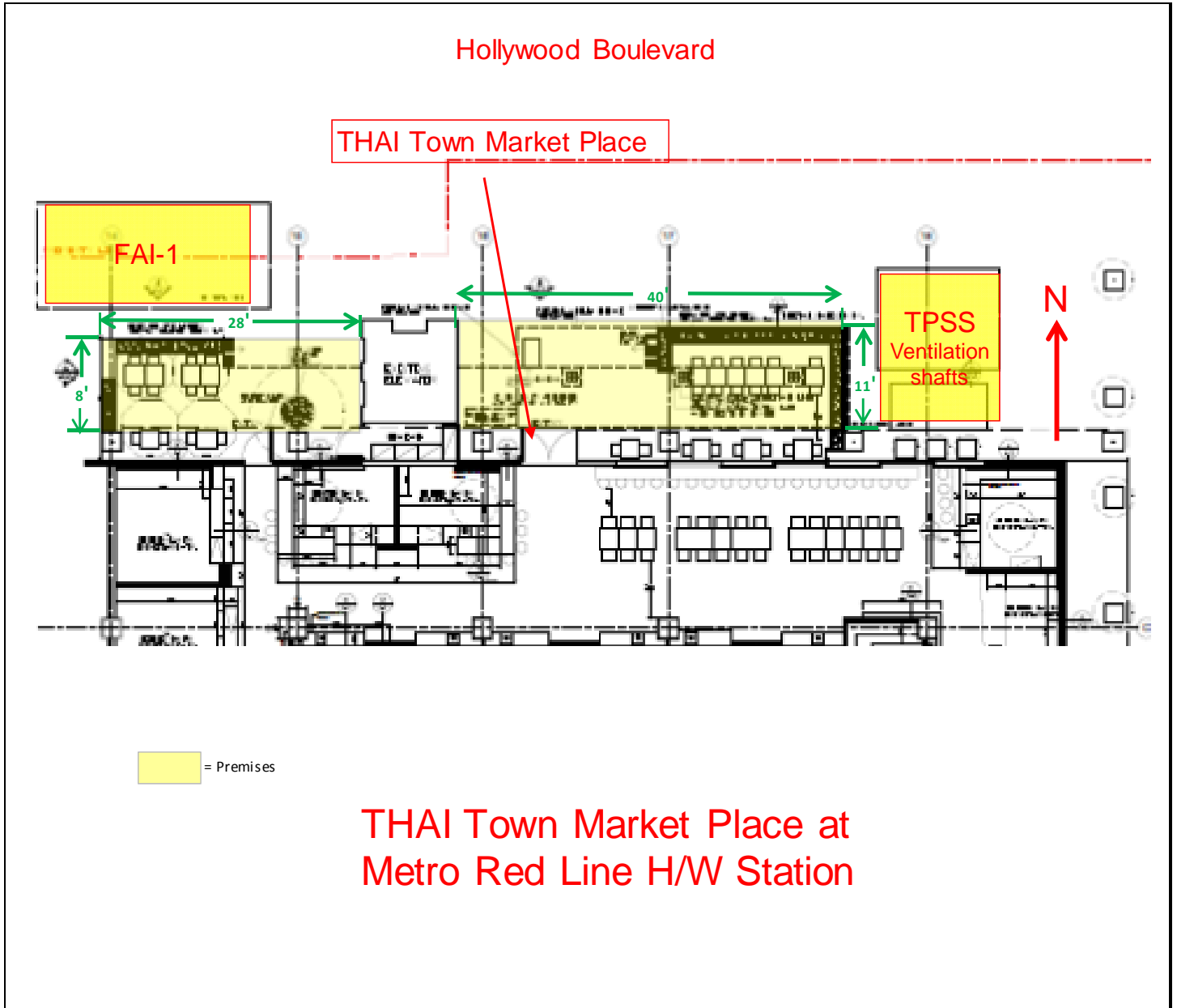
Attachment A - License Property

Prepared by: Linnea Berg, Senior Manager Transportation Planning (213) 922-2815
Jenna Hornstock, Executive Officer, Transit Oriented Communities, (213) 922-7437
Calvin Hollis, SEO, Countywide Planning & Development, (213) 922-7319

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




Phillip A. Washington
Chief Executive Officer



APN: 5544021911, 5544021910

Lessee/Licensee

	Branch/Line	Map Reference	Mile Post	EXHIBIT 'A'	Thai Community Development Center		
	Metro Red Line	N/A	N/A				
	Engineers Station	Community	City	Los Angeles Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2952		MTA File No.	
	County	Nearest Cross St.	Thomas Guide Grids			Scale	Date
Los Angeles	Western/Hollywood		Area	Use	Legend	Not to Scale	09/13/13 Lberg
	664 sq. ft.	Outdoor Seating			N/A		



Board Report

File #: 2017-0558, File Type: Contract

Agenda Number: 19.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE OCTOBER 19, 2017

SUBJECT: PEST AND BIRD CONTROL SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP852420003367 for pest and bird control services throughout Metro facilities and vehicles, with Pestmaster Services Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$3,906,123.12 for the three-year base period, and \$2,727,946.08 for one, two-year option, for a combined total of \$6,634,069.20, effective January 1, 2018 through December 31, 2022; subject to resolution of protest(s), if any.

ISSUE

The existing contract to perform pest and bird control services is due to expire December 31, 2017.

To continue providing safe, quality, regularly scheduled and as-needed pest and bird control services throughout Metro facilities and vehicles, excluding buses covered under a separate maintenance contract, a new contract award is required effective January 1, 2018.

DISCUSSION

Under this new Contract, the contractor is required to provide regularly scheduled and as-needed pest and bird control services throughout Metro facilities, rail cars, non-revenue vehicles, and service vehicles, excluding buses covered under a separate maintenance contract. Services include treatment of pest infestations, pest and bird waste clean-up, installation of pest and bird deterrent applications, animal trapping and dead animal removal.

An ongoing pest and bird control service is necessary to ensure providing safe and clean facilities and vehicles for Metro employees and patrons.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards providing the necessary regularly scheduled and as-needed pest and bird control services with prompt response time to

deliver safe, quality, on-time, and reliable services.

FINANCIAL IMPACT

Funding of \$651,021 is included in the FY18 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various operating projects.

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP852420003367 to Pestmaster Services Inc., effective January 1, 2018, to provide the necessary pest and bird control services throughout Metro facilities, rail cars, non-revenue vehicles, and service vehicles, excluding buses covered under a separate maintenance contract.

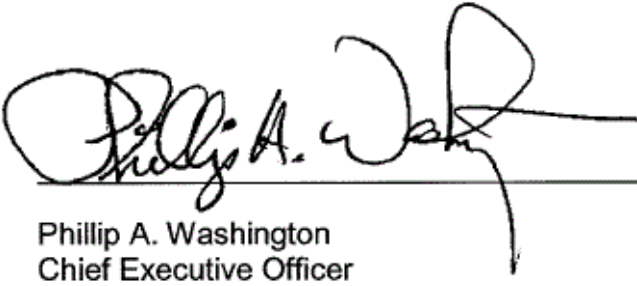
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BIRD AND PEST CONTROL SERVICES / OP852420003367

1.	Contract Number: OP852420003367	
2.	Recommended Vendor: Pestmaster Services, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 31, 2017	
	B. Advertised/Publicized: May 31, 2017	
	C. Pre-proposal/Pre-Bid Conference: June 12, 2017	
	D. Proposals/Bids Due: July 12, 2017	
	E. Pre-Qualification Completed: August 28, 2017	
	F. Conflict of Interest Form Submitted to Ethics: August 23, 2017	
	G. Protest Period End Date: October 23, 2017	
5.	Solicitations Picked up/Downloaded: 13	Bids/Proposals Received: 5
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Alberto Garcia	Telephone Number: (213) 922-6760

A. Procurement Background

This Board Action is to approve a contract award in support of Facilities Maintenance for pest and bird control services. Services shall include, but are not limited to, the treatment of pest infestations, bird and pest waste clean-up, installation of pest and bird deterrent measures/systems, trapping of animals, and removal of dead animals from Metro facilities, rail cars, non-revenue vehicles, and service vehicles (excluding buses) as outlined in Invitation for Bid (IFB) No. OP41535. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. OP41535 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit rate.

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

- Amendment No. 1, issued on June 14, 2017, provided pre-bid conference material including sign-in sheets and planholder's list.
- Amendment No. 2, issued on June 26, 2017, extended the bid due date.

A pre-bid conference was held on June 12, 2017 and was attended by 21 people. Five bids were received on the due date of July 12, 2017 as follows, in alphabetical order:

1. Innovative Pest Solutions
2. Isotech Pest Management
3. Orkin Services of California, Inc.
4. Pestmaster Services, Inc.
5. Terminix International Company, LP

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro’s Acquisition Policy for a competitive sealed bid.

Pestmaster Services, Inc. was the only bidder determined to be responsive and responsible, based on meeting the mandatory 3% DVBE goal as required by the solicitation.

C. Cost/Price Analysis

The bid from Pestmaster Services, Inc. has been determined to be fair and reasonable based upon price analysis that included comparison with submitted bid prices, historical pricing, and technical review by the Program Manager.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Pestmaster Services, Inc	\$6,634,069.20	\$9,060,920	\$6,634,069.20
* Orkin Services of California, Inc.	\$5,049,695.76		
* Terminix International Company, LP	\$6,754,440.00		
* Isotech Pest Management	\$12,467,480.00		
* Innovative Pest Solutions	\$14,947,740.00		

*Firms deemed non responsive for not meeting the 3% DVBE requirement.

D. Background on Recommended Contractor

Pestmaster Services, Inc. started as a one man operation out of a garage in Bishop, California in April of 1979 and has grown into a regional company that now includes 33 franchises covering 16 states including California. It is currently ranked number 75 on Pest Control Technology Magazine’s top 100 pest control companies in America. Pestmaster Services started to see growth during 1981 and 1982 by identifying different opportunities and expanding services beyond pest and termite control to include vegetation management including lawn applications and tree services, as well as bare ground applications to prevent growth of plants in areas like right of ways.

DEOD SUMMARY

PEST AND BIRD CONTROL SERVICES / OP852420003367

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal, inclusive of a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Pestmaster Services, Inc. met the goal by making a 12% SBE and 3% DVBE commitment to Willow Street Enterprise, Inc. (WSEI) which is SBE and DVBE certified. Pestmaster listed WSEI to perform two distinct scopes of work and are counted separately under the SBE and DVBE commitments.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	12% SBE 3% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------

	SBE Subcontractors	% Committed
1.	Willow Street Enterprise, Inc. (Bird Control)	12%
	Total Commitment	12%

	DVBE Subcontractors	% Committed
1.	Willow Street Enterprise, Inc. (Pest Control)	3%
	Total Commitment	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0559, File Type: Contract

Agenda Number: 20.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE OCTOBER 19, 2017

**SUBJECT: TREE TRIMMING SERVICES (EXCLUDING METRO
ORANGE LINE)**

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP838450003367 for tree trimming services throughout Metro bus and rail facilities, with Mariposa Landscapes Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$1,133,750 for the three-year base period inclusive of as-needed services, \$408,550 for option year one and \$439,450 for option year two, for a combined total of \$1,981,750, effective January 1, 2018 through December 31, 2022; subject to resolution of protest(s), if any.

ISSUE

The existing contract to perform tree trimming services throughout Metro facilities, excluding Metro Orange Line (MOL) covered under a separate maintenance contract, is due to expire December 31, 2017.

To continue providing safe, quality and on-time services performing proactive and as-needed tree trimming services throughout Metro facilities, a new contract award is required effective January 1, 2018.

DISCUSSION

Under this new Contract, the contractor is required to provide tree trimming services for trees over thirteen (13) feet tall throughout Metro bus and rail facilities, excluding MOL stations and its Right-Of-Way (ROW) covered under a separate maintenance contract.

An ongoing tree trimming maintenance contract is necessary to ensure providing safe travel path with a clear line of visibility for bus and train operators, and mitigate falling tree hazards and service delays. The contractor is also required to provide as-needed services as directed by Metro staff, such as clearing Metro ROW from any fallen trees due to vandalism or vehicular accidents.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards providing the necessary tree trimming services with prompt response time to deliver safe, quality, on-time, and reliable services.

FINANCIAL IMPACT

Funding of \$188,959 is included in the FY18 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various operating projects.

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

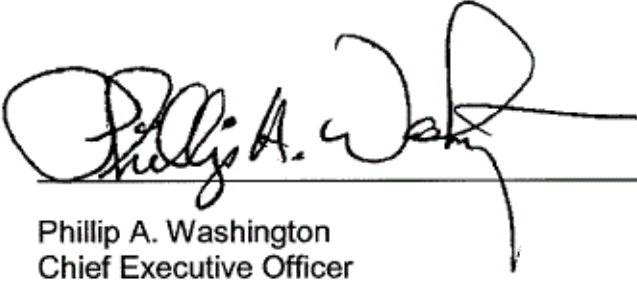
NEXT STEPS

Upon Board approval, staff will execute Contract No. OP838450003367 to Mariposa Landscapes Inc., effective January 1, 2018, to provide the necessary tree trimming services throughout Metro facilities, excluding MOL covered under a separate maintenance contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765
Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**TREE TRIMMING SERVICES (EXCLUDING METRO ORANGE LINE) /
OP838450003367**

1.	Contract Number: OP838450003367	
2.	Recommended Vendor: Mariposa Landscapes Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 1, 2017	
	B. Advertised/Publicized: May 1, 2017	
	C. Pre-proposal/Pre-Bid Conference: May 10, 2017	
	D. Proposals/Bids Due: May 30, 2017	
	E. Pre-Qualification Completed: June 28, 2017	
	F. Conflict of Interest Form Submitted to Ethics: June 29, 2017	
	G. Protest Period End Date: October 23, 2017	
5.	Solicitations Picked up/Downloaded: 13	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Ruben Cardenas	Telephone Number: (213) 922-5932

A. Procurement Background

This Board Action is to approve a contract award in support of Facilities Maintenance to provide tree trimming services throughout Metro bus and rail facilities, excluding the Metro Orange Line (MOL) and its right-of-way, as outlined in Invitation for Bid (IFB) No. PS2195315131-4. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. PS2195315131-3 was previously issued as a Small Business Set Aside; however, Metro received less than three bids. In accordance with the California Public Utilities Code Section 130232, the minimum requirement of three bids received from certified small business entities was not met. Therefore, the solicitation was cancelled on April 3, 2017 and reissued as IFB No. PS2195315131-4.

IFB No. PS2195315131-4 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit rate.

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

- Amendment No. 1, issued on May 19, 2017, provided pre-bid conference material including sign-in sheets, planholder's list, and living wage information.

A pre-bid conference was held on May 10, 2017 and was attended by 11 people. A total of three bids were received on May 30, 2017.

B. Evaluation of Bids

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

1. International Environmental Corporation
2. Mariposa Landscapes Inc.
3. Parkwood Landscape Maintenance, Inc.

All three firms were determined to be responsive and responsible, and were deemed qualified to perform the services based on the IFB's minimum requirements and the Project Manager's review of each bidder's technical qualifications. Further analysis was conducted to review appropriate labor classifications and wage rates for each bid, and all were deemed responsive to the IFB requirements.

C. Cost/Price Analysis

The bid from Mariposa Landscapes Inc. has been determined to be fair and reasonable based upon adequate competition, comparison with Metro's independent cost estimate, historical pricing, and technical evaluation.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Mariposa Landscapes Inc.	\$1,981,750	\$2,309,532	\$1,981,750
International Environmental Corporation	\$2,546,586		
Parkwood Landscape Maintenance, Inc.	\$3,875,550		

D. Background on Recommended Contractor

Mariposa Landscapes Inc. is one of the largest landscape providers in Southern California. The firm has been providing services for public and private properties for over 40 years. Their specialties are landscape maintenance, construction, and tree care for commercial, municipal and private clients. For their tree care service, the firm employs certified arborists on staff to provide supervision, evaluation and Geographic Information Systems mapping.

DEOD SUMMARY

**TREE TRIMMING SERVICES (EXCLUDING METRO ORANGE LINE)/
OP838450003367**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal, inclusive of a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mariposa Landscapes, Inc. met the goal by making a 12% SBE and 3% DVBE commitment.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	12% SBE 3% DVBE
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	SBE Subcontractors	% Committed
1.	International Environmental Corp.	12%
	Total Commitment	12%

	DVBE Subcontractors	% Committed
1.	IECLT, Inc.	3%
	Total Commitment	3%

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$17.26 per hour (\$12.08 base + \$5.18 health benefits), including yearly increases of up to 3% of the total wage. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0677, File Type: Contract

Agenda Number: 21.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE OCTOBER 19, 2017

SUBJECT: FOOD SERVICE OPERATOR

ACTION: AWARD SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a seven-year, non-revenue producing Contract No. PS88880000, beginning January 1, 2018, to CulinArt Group for the operation and management of the Union Station Gateway (USG) and Central Maintenance Facility (CMF) cafeterias, catering services and USG vending machine service, subject to resolution of protest(s), if any.

ISSUE

The current contract with California Dining expires on December 31, 2017. The firm has operated and managed the Metro Café and CMF facility since February 7, 2011.

DISCUSSION

The USG contains a full-service cafeteria (Metro Café), operated by an outside vendor. Metro Café customers include Metro and USG tenants' employees, Board members, and other guests, including the general public. Metro Café also provides vending and catering services inside the USG Building.

CMF contains a smaller cafeteria, also operated by the vendor, which serves breakfast and lunch to employees from CMF and Division 13, as well as a small number of visitors.

Metro's Living Wage/Services Contract Worker Retention Policy applies to employees that work 50% or more of their total working hours on this contract.

CulinArt Group has proposed an initial capital investment of up to \$200,000 for equipment and other facility improvement.

DETERMINATION OF SAFETY IMPACT

Awarding this Contract will have a neutral impact on safety.

FINANCIAL IMPACT

Since this is a non-revenue contract, there will be no cost to Metro.

ALTERNATIVES CONSIDERED

Alternatives to awarding this new contract that have not been recommended include:

1. Removing café services in both locations and repurposing spaces. This has not been recommended as having on-site dining facilitates keeps productivity high by keeping most employees on-site for lunch.
2. Leasing the spaces out to retail food service companies. This has not been recommended because it eliminates Metro's ability to control service quality.
3. Hiring in-house Metro employees to operate the cafeterias. This has not been recommended because Metro would assume all liability in an area that is not our core competency. Food service should be provided by people expert in food service and food safety.

NEXT STEPS

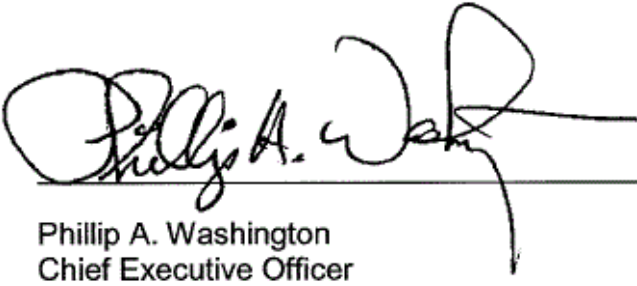
Upon Board approval, staff will execute the new contract with CulinArt Group and work with the incumbent and new cafeteria operator to facilitate a seamless operational transition.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: John Flores, Facilities Maintenance Supervisor, (213) 922-2770
Steve Jaffe, DEO, General Services, (213) 922-6284

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer, (213) 418-3088
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FOOD SERVICES OPERATOR / PS88880000

1.	Contract Number: PS88880000	
2.	Recommended Vendor : CulinArt Group	
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 10, 2017	
	B. Advertised/Publicized: April 11, 2017	
	C. Pre-proposal/Pre-Bid Conference: May 2, 2017	
	D. Proposals/Bids Due: June 21, 2017	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: September 25, 2017	
	G. Protest Period End Date: October 23, 2017	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 6
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: John Flores	Telephone Number: (213) 922-2770

A. Procurement Background

This Board Action is to approve a contract award in support of General Services to provide cafeteria, catering, and vending machine services to the Union Station Gateway (USG) Building and Central Maintenance Facility (CMF) cafeterias as outlined in Request for Proposal (RFP) No. PS25924. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The new contract does not require any payment from Metro.

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

- Amendment No. 1, issued on May 8, 2017, provided pre-proposal documents including agenda, sign-in sheets, and planholder's list;
- Amendment No. 2, issued on May 17, 2017, provided 2016 net sales information for USG and CMF cafeterias;
- Amendment No. 3, issued on May 24, 2017, extended the proposal due date from May 31, 2017 to June 21, 2017;
- Amendment No. 4, issued on June 1, 2017, restated proposal submittal requirements.

A pre-proposal conference was held on May 2, 2017. A total of nine participants representing six firms were in attendance. On June 21, 2017, Metro received six proposals.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from General Services, the Office of the CEO, Environmental Compliance/Sustainability, and the Central Maintenance Facility, reviewed proposals based on the technical criteria consistent with the experience and resources necessary to meet the requirements of the RFP. Proposals were evaluated according to the criteria established in the RFP and in compliance with Metro’s Acquisition Policy.

- Skills and Experience 25%
- Operating Plan 20%
- Menus and Pricing 20%
- Staffing Plan 20%
- Site Visit and Food Tasting 15%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar RFPs. Several factors were considered when developing these weights, giving the greatest importance to skills and experience.

The six proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Aramark
2. California Dining Services
3. Company Kitchen
4. CulinArt Group
5. Fooda
6. High Rise Goodies Restaurant Group (Trimmana)

Site visits for all proposing firms were conducted by the PET at local sites operated and managed by the proposers in order to observe operations and taste the food. Site visits were scheduled and completed between August 14 and August 23, 2017.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	CulinArt Group				
3	Skills and Experience	97.6	25%	24.4	
4	Operating Plan	93.5	20%	18.7	

5	Menus and Pricing	90.0	20%	18.0	
6	Staffing Plan	90.5	20%	18.1	
7	Site Visit and Food Tasting	98.7	15%	14.8	
8	Total		100.00%	94.0	1
9	Trimmana				
10	Skills and Experience	85.2	25%	21.3	
11	Operating Plan	80.0	20%	16.0	
12	Menus and Pricing	79.0	20%	15.8	
13	Staffing Plan	79.0	20%	15.8	
14	Site Visit and Food Tasting	94.0	15%	14.1	
15	Total		100.00%	83.0	2
16	Company Kitchen				
17	Skills & Experience	95.2	25%	23.8	
18	Operating Plan	71.5	20%	14.3	
19	Menus and Pricing	76.5	20%	15.3	
20	Staffing Plan	76.5	20%	15.3	
21	Site Visit and Food Tasting	89.3	15%	13.4	
22	Total		100.00%	82.1	3
23	Aramark				
24	Skills and Experience	82.4	25%	20.6	
25	Operating Plan	77.5	20%	15.5	
26	Menus and Pricing	81.0	20%	16.2	
27	Staffing Plan	76.5	20%	15.3	
28	Site Visit and Food Tasting	93.3	15%	14.0	
29	Total		100.00%	81.6	4
30	Fooda				
31	Skills and Experience	82.4	25%	20.6	

32	Operating Plan	82.0	20%	16.4	
33	Menus and Pricing	57.5	20%	11.5	
34	Staffing Plan	66.5	20%	13.3	
35	Site Visit and Food Tasting	75.3	15%	11.3	
36	Total		100.00%	73.1	5
37	California Dining				
38	Skills and Experience	82.0	25%	20.5	
39	Operating Plan	60.0	20%	12.0	
40	Menus and Pricing	66.6	20%	13.3	
41	Staffing Plan	64.5	20%	12.9	
42	Site Visit and Food Tasting	80.7	15%	12.1	
43	Total			70.8	6

C. Cost/Price Analysis

There are no costs associated with this contract that will be incurred by Metro. However, it should be noted that the recommended contractor, CulinArt Group, has committed up to \$200,000 in capital improvements for the Metro Café.

D. Background on Recommended Contractor

CulinArt Group is a dining services management company, headquartered in Plainview, NY, with regional offices in Malvern, PA, North Haven, CT, Orange County, CA and Scottsdale, AZ. The firm brings a “Food First” approach to their clients’ dining programs, allowing them to develop menus specifically for their facility. They provide full-scale dining services management — including café, catering, office coffee service and vending — as well as dietary consulting and nutritional services.

CulinArt Group provides dining services at reputable corporate dining accounts such as Intuit, Synaptics, TE Connectivity, TD Ameritrade, Jet Propulsion Laboratory, Thermo Fisher Scientific, Allergan, Pacific Life, Con Edison, Entergy, National Grid, The McGraw Hill Companies, Parker Hannifin, General Atomics, Carefusion, Solar Turbines, Gibson Dunn & Crutcher LLP, Pitney Bowes and Oakley, among others.

DEOD SUMMARY

FOOD SERVICES OPERATOR / PS88880000

A. Small Business Participation

For this non-revenue generating procurement, the Diversity and Economic Opportunity Department (DEOD) determined that a goal is not applicable to this multi-year food services Contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$17.26 per hour (\$12.08 base + \$5.18 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0513, File Type: Project

Agenda Number: 24.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE OCTOBER 19, 2017

SUBJECT: TRANSIT FACILITIES HARDENING

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING Life-Of-Project budget for the capital project, Transit Facilities Hardening, in the amount of \$1,280,800; and
- B. AMENDING the FY18 Budget in the amount of \$885,800

ISSUE

For Metro's safety and security services to be effective, the continuous assessment of threats against our personnel and assets must be conducted. As the assessments are conducted, the upgrade of existing physical security equipment and procedures must occur due to the changing threat, equipment life cycle and the increased operational requirements.

Staff has anticipated the changing environment by requesting funding from DHS through the Transit Security Grant Program (TSGP) for improving the physical security equipment at five Divisions. Staff is requesting approval of the Life-Of-Project for the capital project with the grant from DHS, the Mass Transit Passenger Screening and Facilities Hardening for \$1,280,800. This approval will authorize staff to proceed with providing additional cameras, fencing and security kiosks at five critical Metro facilities that are in need of an upgrade, or "hardening."

DISCUSSION

In FY16, staff submitted an Investment Justification Application under FY16 DHS Transit Security Grant Program (TSGP) to secure funding for physical security equipment hardening. DHS awarded Metro \$1,130,800 to complete the project, and the period of performance is September 1, 2016 to August 31, 2019. The fund allocation was developed through conducting physical security surveys at the listed divisions, and the staff determined that the divisions that were assessed are in the greatest

need for improvement in their physical security posture. The surveys included determining the number of CCTV cameras that were in each location, and the view of each camera, the number of security kiosks for the contract guard force, the number and location of access control devices on doors, and the condition of the perimeter walls and lighting at the facilities. The hardening of Metro facilities will encompass the following:

- The divisions that were assessed by the Metro staff are mission essential areas which significant deficiencies were found in the current physical security posture to warrant improvement.
- These locations will have additional high definition CCTV cameras installed at yard locations where visibility is lacking. The increased number of cameras will improve the situational awareness of the personnel monitoring the cameras.
- Security kiosks will be installed at entrance and exit locations with viewing of property with CCTV cameras to detect any intrusion. These locations are very large, and the increased presence will be effective in deterring threats to our personnel and equipment.
- Enhance and add access control devices to secure employee access and egress points. Additional access control devices will protect our employees and equipment from unauthorized entry.
- Build walls with perimeter lighting to prevent theft and vandalism. Several locations need improved perimeter walls and lighting to present a hard target effect of our facilities and to deter unauthorized access.

Staff is anticipating the completion of the construction and implementation of the additional devices in August 2019.

DETERMINATION OF SAFETY IMPACT

This capital project expenditure will provide a positive safety impact to Metro employees, contractors and the public by providing enhanced safety and security against threats as well as provide better situational awareness and promote better behaviors from all.

FINANCIAL IMPACT

Staff is requesting to amend the FY18 budget in the amount of \$785,800, and \$100,000 in labor for this capital project, in cost center 2610, System Security and Law Enforcement. Since this is a multi-year project, the executive officer of System Security and Law Enforcement is responsible for budgeting in future years.

Impact to Budget

The DHS Grant funds of \$1,130,800 of this project, are eligible for bus and rail operating and capital improvements, although the grant award is for this specific project. The \$150,000 for Direct Labor ATU will be funded with TDA Article 4 funds, which are eligible for bus and rail operating and capital improvements.

ALTERNATIVES CONSIDERED

An option considered would be not to approve the funding from the Department of Homeland Security Grant Program. This alternative is not recommended because the hardening of Metro facilities is a necessary step to continue to improve our physical security posture at our facilities through threat evaluation and the life cycle of deployed equipment.

NEXT STEPS

Upon approval of recommendation, staff will set up the LOP and the FY18 annual budget for the capital project and commence work.

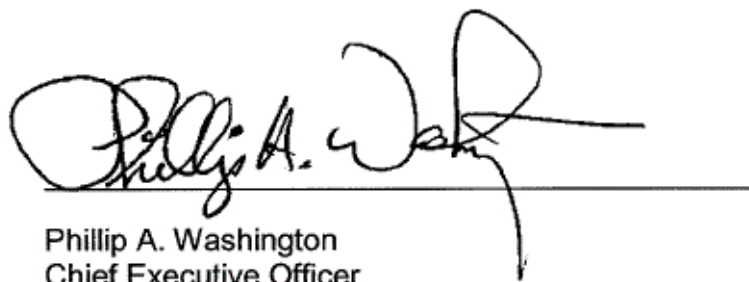
ATTACHMENTS

Attachment A - Project Summary Schedule

Attachment B - Financial Forecast

Prepared by: Susan Walker, Director of Physical Security, System Security and Law Enforcement,
(213) 922-7464

Reviewed by: Alex Wiggins, Chief Systems Security and Law Enforcement Officer, (213) 922-4433



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY SCHEDULE

HARDENING OF BUS AND RAIL FACILITIES

Projects Include:

- CCTV camera additions and replacement
- Security Kiosks
- Access control
- Intrusion protection

	START DATE	COMPLETION DATE
Scope of Work and Stakeholders Coordination	1-Sep-16	30-Sep-17
Procurement	1-Nov-17	1-Apr-18
Contract Awards	15-Apr-18	15-Jun-18
Equipment Delivery and installation	15-Jun-18	1-Jul-19
Project Acceptance	1-Jul-19	1-Aug-19
Contract Closeout	1-Aug-19	31-Aug-19

ATTACHMENT B

FINANCIAL FORECAST

PROJECT / COSTS	FY 18	FY19
Equipment/Contract Services	\$785,800	\$345,000
Metro Labor	\$100,000	\$50,000



Board Report

File #: 2017-0584, File Type: Contract

Agenda Number: 25.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE OCTOBER 19, 2017

SUBJECT: OPTION TO OVERHAUL 36 HEAVY RAIL VEHICLES

ACTION: EXERCISE THE OPTION TO OVERHAUL THE REMAINING 36 NEWEST HEAVY RAIL VEHICLES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXERCISE Option A to overhaul the remaining 36 of the 74 newest Heavy Rail Vehicles under Contract No. A650-2015, Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) (“A650 Overhaul Program”), to Talgo Inc.” in the not-to-exceed amount of \$18,271,818 for a total contract value of \$72,970,494, and to extend the period of performance for 10 months beyond the Base Order;
- B. NEGOTIATE AND EXECUTE with Talgo, Inc. for future contract modifications to Contract No. A650-2015 for a not to exceed amount of \$1,000,000 for each contract modification; and
- C. EXERCISE the option for the consultant Technical and Program Management Support Services under RFP No. A650-2015 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), Contract No. OP30433488, to LTK Engineering Services, in the not-to exceed amount of \$597,238 for a total contract value of \$4,494,837, and to extend the period of performance for an 10 additional months beyond the Base Order.

ISSUE

The seventy-four newest A650 vehicles are experiencing reduced reliability and service availability due to parts obsolescence issues, lack of vendor support and outdated technology. In October 2016 the Metro Board awarded Contract No. A650-2015 to Talgo Inc. to overhaul and replace critical components on 38 of Metro’s 74 newest A650 HRVs in order to maintain a State of Good Repair. The contract includes an option to overhaul the remaining 36 HRV’s.

Approval of Recommendations A and C allows the exercise of the Contract Option and permits the remaining 36 newest A650 HRV’s to be overhauled. This ensures a consistent fleet configuration and ensures the fleet is maintained in a State of Good Repair.

Recommendation B will allow Metro and the Contractor to negotiate future change orders in a timely

manner to ensure that the maximum cost and schedule benefits can be realized. The A650-2105 delivery schedule for the base and option buy is very aggressive. This added delegation of authority will allow staff to mitigate impacts to the program schedule that may arise from change orders currently contemplated. The request for an increase in CMA from \$500,000 to \$1,000,000 for individual changes is consistent with Board authorized CMA's for other Rolling Stock programs, such as Contracts P3010 and P2550, Light Rail Vehicles, and the 45-foot CNG Composite Buses under Contract OP33202082. Staff does not seek any changes to the CMA for aggregate changes, which is 10% of the total Contract value.

DISCUSSION

The primary objective of the project is to deliver safe, reliable, high quality, overhauled HRV's on-time and within budget, and to create new jobs for Los Angeles County that can be tied directly to the Overhaul Program. The exercise of the Option for the remaining 36 vehicles within a 12 month period of the original contract award saves Metro all escalation costs for the Option vehicles. One year of escalation, at a 2% rate of annual inflation, amounts to a \$365,000 savings to Metro.

Metro operates the Metro Red Line (MRL) with a fleet of 104 Vehicles, consisting of the original 30 (DC propulsion) HRV's and newest 74 (AC propulsion) HRV's manufactured by Breda Costruzioni-Ferrovie between 1992 and 2000. The original 30 HRVs have an average age of 24.5 years and average mileage of 790,000 miles per vehicle. The 74 newest HRVs have an average age of 18.6 years with average mileage greater than 1.3 million miles per vehicle.

The newest fleet is the heaviest used fleet on Metro's Red and Purple Lines. Many of the HRV's critical systems and components; specifically the propulsion, friction brake, signaling, communication, and trainline systems and components, suffer from parts obsolescence, lack of vendor support and outdated technology. These deficiencies diminish the performance and maintainability of the fleet. By overhauling and replacing these vital systems and components this Project will ensure the continued safety, reliability, availability, and maintainability of the fleet for full revenue service and maintain the fleet's State of Good Repair.

Further, performing the overhaul program is in accordance with Metro's Rail Fleet Management Plan FY2015 - FY2040 (Draft, September 13, 2016). The plan anticipates a need to expand each rail fleet to accommodate anticipated growth in ridership, line extensions and to replace vehicles reaching the end of their useful revenue service life. The overhaul program will also support the Maintenance department with revenue ready vehicles and reasonable spare ratios.

To support the project, the Consultant shall provide Metro with expert professional engineering, technical, and program management oversight services as directed and required by Metro's Project Manager and Rail Vehicle Acquisition staff to ensure the Vehicle Contractor's performance is consistent with the delivery requirements of the OCCRP Contract. Subject to Metro's direction, the Consultant shall apply appropriate technical and engineering support services and resources to ensure the timely overhaul and delivery of the overhauled Vehicles and associated deliverables.

The Scope of Services include, but are not limited to, document control, review and preparation of correspondence in response to technical submissions, oversight of the Vehicle Contractor's supply chain process, support of Project Reviews, oversight of testing and inspection activities, and other

technical support services as directed by Metro.

The Consultant shall provide, on an as needed basis, highly experienced and qualified passenger heavy rail transit engineers with demonstrated expertise in all subject areas listed in the Statement of Qualifications for the duration of the Contract.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Talgo Inc. has established a 6.51% DBE goal under the FTA TVM goal.

The Diversity and Economic Opportunity Department (DEOD) completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. LTK Engineering Services exceeded the goal by making a 30.74% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The execution of the Contractor and Consultant Options, Recommendations A and B, respectively, will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The A650 Overhaul Program will permit Metro to maintain the State of Good Repair on the A650 newest fleet.

FINANCIAL IMPACT

The approved Project LOP includes funds for the HRV Overhauls; \$72,970,493. There are also funds allocated for Professional Services, Metro Labor, and Project Contingency. The Base Order Contract value for the 38 HRV's is \$54,698,676 while the Option Contract value for the remaining 36 HRV's is \$18,271,817. The Base Order overhaul program is currently scheduled to be completed in FY21. The \$18,271,817 needed for the balance of 36 HRV's, as well for professional services, Metro labor and project contingency will be budgeted upon reassessment of project cash flows and programming of additional funds. These resources will be programmed during Metro's annual budget process.

Project funding of \$9,920,833 is included in the FY18 budget in Cost Center 3043 - Rail Vehicle Acquisition CP206038, Heavy Rail Vehicle Midlife Overhaul.

Since this is a multi-year contract, the cost center Manager, Project Manager, and Senior Executive Officer, Vehicle Acquisition will be responsible for ensuring that Project costs are budgeted in future fiscal years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and local funding sources that are eligible for Rail Capital Projects. These funding sources will maximize fund use given funding eligibility provisions.

ALTERNATIVES CONSIDERED

The Board may choose not to exercise these Options. However, this alternative is not recommended as it adds unnecessary escalation costs that are avoidable should Metro choose to move forward with the exercise of the Options at this time. Additionally, Metro Operations may end up with three (3) types of A650 HRV fleet, severely restricting the ability by Maintenance and Operation's to make-up trains to support revenue service: Original fleet, newest fleet that is overhauled and newest fleet that is not overhauled.

NEXT STEPS

Upon Board approval, the Options will be exercised with Talgo, Inc. and LTK Engineering Services.

ATTACHMENTS

Attachment A-1 and A-2 - Procurement Summary

Attachment B - Funding and Expenditure Plan

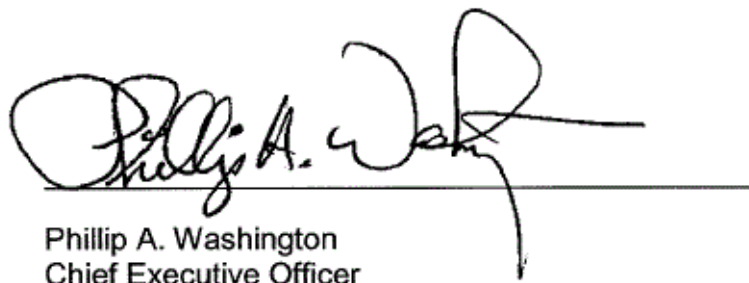
Attachment C-1 and C-2 - DEOD Summary

Prepared by: Andrew Kimani, Senior Project Control Manager, (213) 922-3221

Jesus Montes, Sr. Executive Officer, Vehicle Acquisition, (213) 418-3277

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

OPTION TO OVERHAUL 36 A650 HEAVY RAIL VEHICLES/A650-2015

1.	Contract Number: A650-2015		
2.	Contractor: Talgo, Inc.		
3.	Mod Work Description: Exercise Option to Overhaul Remaining 36 Heavy Rail Vehicles		
4.	Contract Work Description: A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program		
5.	The following data is current as of: 09.29.17		
	Contract Award:	10.5.16	Contract Award Amount: \$54,698,676
	Notice to Proceed:	01.16.17	Total Mods Approved: 0
	Original Completion Date:	11.16.19	Pending Mods (with this action): \$18,271,818
	New Estimated Completion Date (with this action):	09.16.20	Current Contract Value (with this action): \$72,970,494
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213) 922-7466	
7.	Project Manager: Andrew Kimani	Telephone Number: (213) 922-3221	

A. Procurement Background

This Board Action is to exercise the option to overhaul the remaining 36 A650 Heavy Rail Vehicles under Contract No. A650-2015. The option was included as part of the initial evaluation process.

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

On September 22, 2016, Metro's Board of Directors approved Board Agenda Item 2016-0538 to Talgo, Inc. in the amount of \$54,698,676 for the overhaul of 38 A650 Heavy Rail Vehicles, with the option to overhaul the remaining 36 vehicles of the newest A650 fleet. The intent of this overhaul program is to replace vital systems and components and update relevant technology to ensure the continued safety, reliability, availability, and maintainability of the fleet for full revenue service and maintain the fleet's State of Good Repair.

The recommended Contract Modification is to exercise the option to overhaul the remaining 36 Heavy Rail Vehicles for the amount of \$18,271,818; increasing the Contract price to \$72,970,494. By exercising the option within a 12 month period from Notice to Proceed (NTP), Metro saves all escalation costs on the option price. The estimated savings to Metro, based on an escalation rate of 2% is \$365,000. A

survey of the proposers has determined that there would be no expected changes to market prices.

B. Cost/Price Analysis

The recommended price for the option has been determined to be fair and reasonable for the exercise of the option for 36 A650 Heavy Rail Vehicles based upon adequate price competition attained during the initial solicitation. The negotiated fixed price for the option vehicles was inclusive of any escalation as long as the option was exercised within 12 months from Notice to Proceed and this action is within that designated period.

PROCUREMENT SUMMARY

OPTION FOR CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF 36 A650 HEAVY RAIL VEHICLES/OP30433488

1.	Contract Number: OP30433488		
2.	Contractor: LTK Engineering Services		
3.	Mod Work Description: Exercise Option for Technical and Program Management Support Services for the Overhaul of the Remaining 36 Heavy Rail Vehicles		
4.	Contract Work Description: Consulting Services for the A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program		
5.	The following data is current as of: 09.29.17		
	Contract Award:	11.1.16	Contract Award Amount: \$3,897,599
	Notice to Proceed:	11.23.16	Total Mods Approved: 0
	Original Completion Date:	09.23.20	Pending Mods (with this action): \$597,238
	New Estimated Completion Date (with this action):	07.23.21	Current Contract Value (with this action): \$4,494,837
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466	
7.	Project Manager: Andrew Kimani	Telephone Number: (213)922-3221	

A. Procurement Background

This Board Action is to exercise the option to provide technical and program management support services for the overhaul of the remaining 36 A650 Heavy Rail Vehicles under Contract No. OP30433488. The option was included as part of the initial evaluation process.

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

On October 27, 2016, Metro's Board of Directors approved Board Agenda Item 2016-0554 to LTK Engineering Services in the amount of \$3,897,599 for technical and program management services related to the overhaul of 38 A650 Heavy Rail Vehicles, with the option to support the overhaul of the remaining 36 vehicles of the newest A650 fleet. The intent of the consultant services is to provide Metro with expert professional engineering, technical oversight, and program management support to ensure the overhaul contractor's performance is consistent with the delivery requirements of the contract.

The recommended Contract Modification is to exercise the option to provide technical and program management support services for the overhaul of the remaining 36 Heavy Rail Vehicles for the amount of \$597,238 increasing the

Contract not to exceed price to \$4,494,837. By exercising the option within a 12 month period Metro saves all escalation costs on the option rates. The estimated savings to Metro, based on an annual escalation rate of 2% and the current level of effort is \$12,000. A survey of the proposers has determined that there would be no expected changes to market prices.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable for the exercise of the option for technical and program management services supporting the additional 36 A650 Heavy Rail Vehicles based upon adequate price competition attained during the initial solicitation. The negotiated unit rates for the option services was inclusive of any escalation as long as the option was exercised within 12 months from Notice to Proceed and this action is within that designated period.

ATTACHMENT B - Funding & Expenditure Plan (CP 206038)

	From Inception to Date (ITD) thru FY16 Jun	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22			
		FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Project	
1	Use of Funds									
2	Overhaul 38 Option-Buy Vehicles	\$0	\$7,925,747	\$6,002,193	\$16,108,077	\$19,985,362	\$3,827,358	\$849,940	\$54,698,676	83.2%
3	Professional Services	\$798,715	\$265,954	\$980,667	\$990,667	\$1,000,667	\$659,645	\$0	\$4,696,314	7.1%
4	MTA Administration	\$722,000	\$377,903	\$420,000	\$475,000	\$542,000	\$310,382	\$0	\$2,847,285	4.3%
5	Contingency	\$0	\$0	\$0	\$0	\$0	\$3,490,864	\$0	\$3,490,864	5.3%
6	38 Option Vehicle Summary	\$1,520,715	\$8,569,604	\$7,402,859	\$17,573,744	\$21,528,029	\$8,288,249	\$849,940	\$65,733,139	100.0%
9	Overhaul 36 Option Vehicles	\$0	\$0	\$1,966,807	\$0	\$0	\$13,604,426	\$2,700,585	\$18,271,818	87.3%
10	Professional Services (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$498,318	\$98,920	\$597,238	2.9%
11	MTA Administration (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$364,755	\$72,407	\$437,162	2.1%
12	Contingency (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$1,622,643	\$0	\$1,622,643	7.8%
13	Option Order Summary	\$0	\$0	\$1,966,807	\$0	\$0	\$16,090,142	\$2,871,912	\$20,928,861	100.0%
14	Overhaul 74 Option-Buy Vehicles	\$0	\$7,925,747	\$7,968,999	\$16,108,077	\$19,985,362	\$17,431,784	\$3,550,525	\$72,970,494	84%
15	Professional Services	\$798,715	\$265,954	\$980,667	\$990,667	\$1,000,667	\$1,157,963	\$98,920	\$5,293,552	6%
16	MTA Administration	\$722,000	\$377,903	\$420,000	\$475,000	\$542,000	\$675,137	\$72,407	\$3,284,447	4%
17	Contingency	\$0	\$0	\$0	\$0	\$0	\$5,113,507	\$0	\$5,113,507	6%
18	Total Order Summary Total	\$1,520,715	\$8,569,604	\$9,369,666	\$17,573,744	\$21,528,029	\$24,378,391	\$3,721,852	\$86,662,000	100.0%
19	Sources of Funds	FY17	FY18	FY19	FY20	FY21	FY21	Total Sources	%	
20	Measure R 2% (206038)	\$1,520,715	\$0	\$0	\$0	\$0	\$0	\$1,520,715	1.8%	
21	PropA 35% Bonds/Cash	\$8,569,604	\$9,369,666	\$17,573,744	\$0	\$0	\$0	\$35,513,013	41.0%	
22	Cap and Trade; Other State & Federal sources (206038)*				\$21,528,029	\$24,378,391	\$3,721,852	\$49,628,272	57.3%	
23	<i>* Future Local, State & Federal Funds to be identified as they become available.</i>									
24	Total Funding Sources	\$1,520,715	\$8,569,604	\$9,369,666	\$17,573,744	\$21,528,029	\$24,378,391	\$3,721,852	\$86,662,000	100.0%

* Staff will pursue additional funding sources to supplement Project 206038 budget which may become available through MAP-21 or other federal sources for this project and also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.

DEOD SUMMARY

OPTION TO OVERHAUL 36 HEAVY RAIL VEHICLES/A650-2015

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. The Federal Transit Administration (FTA) requires that each Transit Vehicle Manufacturer (TVM) submit for approval an annual percentage overall goal. In accordance with 49 Code of Federal Regulations (CFR) Part 26.49, only those transit vehicle manufacturers listed on FTA's certified list of Transit Vehicle Manufacturers, or that have submitted a goal methodology to FTA that has been approved or has not been disapproved, at the time of solicitation are eligible to bid. Talgo is listed in the FTA's Eligible TVMs List.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

**OPTION FOR CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF 36
A650 HEAVY RAIL VEHICLES/OP30433488**

A. Small Business Participation

LTK Engineering Services made a 30.74% DBE commitment. The project is in its early stages at 5.40% completion. Current DBE participation is 8.33%. DEOD will continue to monitor the contract for DBE compliance.

SMALL BUSINESS COMMITMENT	30.74% DBE	SMALL BUSINESS PARTICIPATION	8.33% DBE
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	DBE Subcontractors	Ethnicity	% Committed	% Participation
1.	Virginkar & Associates	Sub-Continent Asian American	18.35%	0.00%
2.	Ramos Consulting Services	Hispanic American	12.39%	8.33%
	Total Commitment		30.74%	8.33%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0617, **File Type:** Contract

Agenda Number: 31.

**CONSTRUCTION COMMITTEE
OCTOBER 19, 2017**

SUBJECT: INSPECTION OF STRUCTURES CONTRACT

ACTION: AWARD PROFESSIONAL SERVICE CONTRACT

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute a seven-year, firm fixed price Contract No. AE39820000, with Owen Group, Inc. for the inspection of Metro structures, including light rail, roadway, bikeway, and busway bridges, elevated stations, subway tunnels, and retaining walls, comprised of a base term of five years in the amount of \$2,477,273, with two, one-year options, in the amounts of \$510,100 for option year one, and \$512,250 for option year two, for a combined total of \$3,499,623, subject to the resolution of protest(s), if any; and
- B. APPROVING Contract Modification Authority specific to Contract No. AE39820000 in the amount of \$699,925 or 20% of the total contract value, to cover any unforeseen issues that may arise during the course of the Contract.

ISSUE

Metro owns and operates structures that require periodic inspection to ensure public safety, and maintain reliability of the bus and rail system. There are approximately 241 structures that require on-going professional evaluation. Currently, Metro's existing staff is fully engaged and does not have the resources or specialized technical skills to carry out these tasks.

Award of this Contract will enable Metro to supplement internal resources for the work detailed above, and to ensure that our inspection frequency meets the guidelines established by the National Bridge Inspection System, and the National Rail Transit Tunnel standards.

DISCUSSION

Metro executive management identified State of Good Repair as a priority for the agency. In order to ensure that the assets required for safe operation of the rail and bus system are kept in good repair, it is necessary to provide periodic inspections of each asset on a rolling schedule. Contract No. PS85103002 Supplemental Engineering Consultant Services Task Order 2, awarded in March of

2013, was the previous authority for the provision of this service. At the conclusion of that contract, the total asset list to be inspected was increased to accommodate structures that were previously not included or those that were brought into service after the date of award. The national standard for bridge inspection frequency recommends evaluation every three (3) years, and the federal guidelines for rail transit tunnels recommend inspection every five (5) years. This Contract is of sufficient duration to ensure that all required inspections are performed under the scope of this authority.

Findings

Professional engineering staff is required to perform structural evaluations, identify defects and provide recommendations to mitigate any flaws identified as well as provide condition assessments for Metro's Transit Asset Management Program. The firm selected demonstrated a high level of competence and experience in the technical requirements of the services described above. Owen Group, Inc. has put together a team of employees and expert subcontractors with the documented ability to provide Metro with ratings of the structures consistent with our State of Good Repair reporting guidelines.

DETERMINATION OF SAFETY IMPACT

In order to comply with Federal regulations, Metro must evaluate the condition of all structures that have a potential safety impact. The structures identified in the statement of work will all be inspected, assessed, and given a condition rating consistent with the Federal Transit Administration Transit Economic Requirements Model (TERM) rating scale. The ratings and identified defects will be utilized to determine the need for targeted repairs to ensure safety and continuing State of Good Repair.

FINANCIAL IMPACT

The funding for eight months of \$334,000 for this action is included in the FY18 budget in cost center 6821, Enterprise Transit Asset Management under projects 300022 (Rail Operations - Blue Line), 300033 (Rail Operations - Green Line), 300044 (Rail Operations - Red Line), 300055 (Gold Line), 300066 (Rail Operations - Expo Line), 301012 (Metro Orange Line) and 306001 (Operations Transportation).

Since this is a multi-year contract, the Chief Risk, Safety and Asset Management Officer will be responsible for budgeting this expense in future years.

Impact to Budget

Approval of this action has no impact on the FY18 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 since the structure inspections exclusively support rail and bus operations.

ALTERNATIVES CONSIDERED

Staff considered performing this work in-house; however, it was determined that Metro does not

currently have available staff with experience and expertise in the specific disciplines required to perform this work as required.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE39820000 with Owen Group, Inc. to provide inspection services of Metro structures.

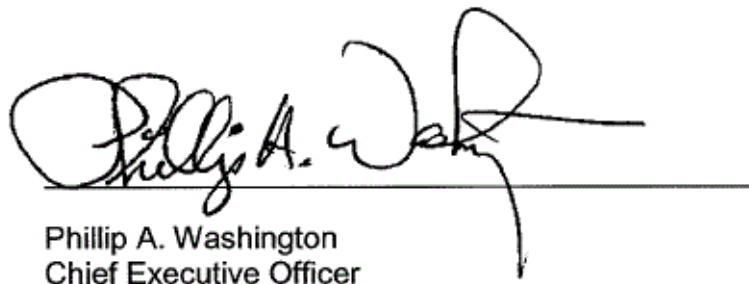
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Stephen Toms, Project Manager, Transit Asset Management, (213) 617-6261
Denise Longley, Deputy Executive Officer, (213) 922-7294

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

INSPECTION OF METRO STRUCTURES/AE39820000

1.	Contract Number: AE39820000	
2.	Recommended Vendor: Owen Group, 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: 3/30/2017	
	B. Advertised/Publicized: 3/30/2017	
	C. Pre-Proposal Conference: 4/10/2017	
	D. Proposals Due: 5/5/2017	
	E. Pre-Qualification Completed: 7/7/2017	
	F. Conflict of Interest Form Submitted to Ethics: 8/30/2017	
	G. Protest Period End Date: 10/23/2017	
5.	Solicitations Picked up/Downloaded: 73	Proposals Received: 5
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Stephen Toms	Telephone Number: (213) 617-6261

A. Procurement Background

This Board Action is to approve Contract No. AE39820000 for the inspection of Metro structures, including busway bridges, subway tunnels, subway stations, aerial structures and stations within the Metro Rail line system. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposals (RFP) No. AE39820 was issued under the Small Business Set-Aside program in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on April 21, 2017, extended the RFP due date to May 5, 2017 and clarified accessibility for underwater tunnel segments.

A pre-proposal conference was held on April 10, 2017, and was attended by 23 participants representing 20 firms. There were ten questions submitted and responses were released prior to the proposal due date.

A total of 73 firms downloaded the RFP and were included on the plan holders list. Five proposals were received on May 5, 2017 from the following firms listed in alphabetical order:

1. Anil Verma Associates, Inc.
2. Falcon Engineering Services, Inc.
3. Innovative Inspection Solutions, JV
4. Joshi PMCM, Inc.
5. Owen Group, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Enterprise Transit Asset Management department and Major Capital Projects Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Past Experience and Technical Expertise 60 percent
- Work Plan and Approach 40 percent

Several factors were considered when developing these weights, giving the greatest importance to Past Experience and Technical Expertise.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

The PET began its independent evaluation of the proposals on May 8, 2017. All five proposals were determined to be within the competitive range.

The PET conducted interviews with the firms between May 19 and May 30, 2017. The firms had the opportunity to present their team's qualifications and their understanding of the requirements of the RFP. The firms also responded to the questions posed by the PET which required the firms to expand on, and demonstrate, their knowledge of the national bridge and tunnel rating systems, their ability to meet the required schedule for final inspection reports for each structure, their Quality Assurance and Quality Control (QA/QC) process, and their proposed innovative inspection techniques.

The final scoring, after interviews, determined Owen Group, Inc. to be the highest qualified proposer.

Qualifications Summary of Recommended Firm:

Owen Group, Inc. is a multidisciplinary design and construction services firm that provides professional engineering and construction management services to metropolitan agencies, government, and educational organizations. Owen Group's proposal delivered a detailed and thorough approach which displayed their firm's experience and demonstrated an understanding of the key engineering and inspection issues as well as an effective management plan to inspect the more than 200 structures outlined in the scope of services while managing the extremely limited track allocation during non-revenue hours.

Owen Group's team includes three subcontractors who are specialists in bridge, retaining wall, and tunnel inspections. Each of the subcontractor teams includes structural engineers, inspectors and professionals with high levels of technical understanding of structures, transportation platforms, tunnels, and bridge behavior and performance. All the firms in the team have over 20 years of experience in their respective fields.

During their interview, the Owen team was able to fully explain their knowledge of the various bridge and tunnel rating systems, their proposed approach, schedule, and use of innovative techniques. The Owen Group team responded well to the questions from the

PET especially when asked regarding the use of innovative techniques. Their response was that innovative techniques, if approved by Metro, would be used as a tool to assist and enhance the physical inspection of structures but not as the primary means of detecting structural defects. In addition, the proposed project manager is a California registered Civil Engineer with 38 years of experience and has a wide range of experience conducting inspections, program management, design and construction of bridges, and transportation projects.

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

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Owen Group, Inc.				
3	Past Experience and Technical Expertise	88.00	60%	52.80	
4	Effectiveness of Management Plan	79.47	40%	31.79	
5	Total		100%	84.59	1
6	Falcon Engineering Services, Inc.				
7	Past Experience and Technical Expertise	86.00	60%	51.60	
8	Effectiveness of Management Plan	75.86	40%	30.34	
9	Total		100%	81.94	2
10	Innovative Inspection Solutions, a Joint Venture				
11	Past Experience and Technical Expertise	81.33	60%	48.80	
12	Effectiveness of Management Plan	77.79	40%	31.12	
13	Total		100%	79.92	3
14	Joshi PMCM, Inc.				
15	Past Experience and Technical Expertise	82.33	60%	49.40	
16	Effectiveness of Management Plan	63.63	40%	25.45	
17	Total		100%	74.85	4
18	Anil Verma Associates, Inc.				
19	Past Experience and Technical Expertise	68.67	60%	41.20	
20	Effectiveness of Management Plan	67.77	40%	27.11	
21	Total		100%	68.31	5

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon Metro’s Management Audit Services’ audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, clarifications and negotiations.

The negotiated amount of \$3,499,623 is higher than Metro’s independent cost estimate due to an underestimation of the amount of time that it would take to conduct a thorough inspection of each structure, and the costs associated with constrained availability as a result of Metro’s operations.

Owen Group originally submitted a cost proposal based on performing inspections on all Metro structures on a yearly basis rather than over the course of the contract term. A cost savings of \$9,233,458 was achieved through clarifications, discussions, audit findings and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Owen Group, Inc.	\$12,733,081	\$2,531,775	\$3,499,623

D. Background on Recommended Contractor

The recommended firm, Owen Group, Inc., is located in Irvine, California, and has been in business for 36 years. Founded in 1981, Owen Group provides professional architectural, engineering, and construction services to both public and private clients. Owen Group has successfully completed similar past projects including the inspection, condition assessment, and A&E design services on the Metro Blue Line for the refurbishment of 21 stations, the County of Los Angeles Department of Public Works, Bridge Inspection and Retrofit Program, as well as the Caltrans Statewide Inspection, Condition Assessment and A&E Design Support services project for Caltrans facilities.

DEOD SUMMARY

INSPECTION OF STRUCTURES
CONTRACT NO. AE39820000**A. Small Business Participation**

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

Owen Group, Inc., an SBE Prime, is performing 61.46% of the work with its own workforce and made a 77.34% SBE commitment. The prime listed Brieley Associates, Inc. as a non-SBE subcontractor on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractors	% Committed
1.	Owen Group, Inc. (Prime)	61.46%
2.	BRG Engineering (Subcontractor)	6.10%
3.	MGE Engineering (Subcontractor)	9.78%
	Total Commitment	77.34%

B. 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).

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0464, File Type: Contract

Agenda Number: 32.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 19, 2017

SUBJECT: ALL-DOOR BOARDING EXPANSION STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING staff update on the All-Door Boarding (ADB) Expansion Feasibility Study in response to a Motion 10 (February 2017) approved at the Regular Board Meeting;
- B. APPROVING ADB expansion on the Metro Rapid Line 720 (Wilshire) and Metro Rapid Line 754 (Vermont);
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 148 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 405 Bus Mobile Validators and 480 Installation Kits in the amount of \$961,323 and maintenance support services in the amount of \$28,736 through June 30, 2019 for a total modification value of \$990,059. This Modification would increase the total contract value from \$259,959,813 to \$260,949,872; and
- D. ESTABLISHING a life-of-project budget of \$1,128,003 for the purchase of Bus Mobile Validators, installation costs, and services under Capital Project no. 203040.

ISSUE

At the February 2017, Regular Board Meeting, the Board adopted Motion 10 (Attachment A) which directed staff to report back on the following items within 90-120 days:

- A. Prepare a plan evaluating alternatives to implement ADB on the Vermont Av Metro Rapid Line 754; and
- B. Prepare and report on a strategic plan to roll-out ADB to all lines which meet ADB criteria and include what other lines are heavily impacted.

This report responds to the Board directive outlined in the motion as adopted. Pursuant to completion of the feasibility study for ADB expansion, staff recommends that the Board approve expansion to

two Metro Rapid Lines, and approve funding for the LOP expansion of ADB.

DISCUSSION

Background

February 2017, the Board directed staff to continue ADB indefinitely on the Metro Silver Line beyond the initial 6-month pilot period. At that time, a motion was introduced and approved directing staff to return within 90-120 days with a plan to implement ADB on the Vermont Av Metro Rapid Line 754. In addition, staff was to develop a strategic plan to implement ADB to other lines which meet the ADB criterion.

All-door boarding is a strategy for improving speed and reliability of transit service through faster boarding and efficient fare collection. Payment of bus fare in the traditional way (at the front door, with cash or tokens) can be time consuming and extend dwell time. Recent ADB implementation on the Metro Silver Line has shown to reduce boarding times and improve on time performance (from 69% to 81%). The benefits of implementing ADB will be realized on the busiest lines as they typically have transit demand, dedicated bus lanes and signal prioritization. The system's most heavily utilized lines are impacted by a slow and cumbersome boarding process. On lines that experience higher average daily boardings, slower boarding can affect service reliability and performance.

Staff initiated a study to:

1. Identify the routes where ADB policy could be implemented; and
2. Identify and define the project delivery strategy for the expansion of ADB.

1. All-Door Boarding Route Identification Process and Recommendation

To identify potential routes for expansion, staff conducted a thorough review of existing service and the underlying markets served by specific routes.

In this study, Metro's entire bus network was analyzed to identify the route(s) with the highest potential for successful ADB expansion. To measure the success of potential expansion of ADB on routes in Metro's system, the following criteria were used as the basis for the study:

- Service Frequency - In order to maximize resource savings the amount of dwell time saved must equal or exceed the scheduled headway. Therefore, any future candidate for ADB should maintain a peak hour average headway of less than 10 minutes.
- Stop Activity - Maximum benefits of ADB are derived at stops with heavy passenger activity. Therefore, new ADB lines should have more than 10 boardings and alightings per trip at stops that account for at least 50% of the trip's total boardings and alightings.
- Transit Priorities - To minimize the external factors influencing dwell time, any near side stop at a signalized intersection on a candidate line should have transit priorities. In addition, utilization of an exclusive or partially exclusive Right of Way is preferable.
- Other Considerations - Other factors that would improve the candidacy of a line for ADB include high wheelchair boardings, articulated buses, and a high percentage of cash paying

customers.

As a result of the feasibility study the list of candidate routes was reduced to two initial ADB routes through the application of these criteria. Staff is recommending the Board approve expansion of the ADB program on Metro Rapid Lines 720 (Wilshire) and 754 (Vermont) as these routes best meet the criteria for ADB and maximized mobility, operational efficiency and customer convenience. The scoring results are outlined in the feasibility study (Attachment B).

2. Project Delivery Strategy for the Expansion of All-Door Boarding

The objective of ADB is to expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. The expansion of ADB onto the Metro Rapid System involves the installation of bus mobile validator (BMV) devices at the front, middle and rear doors of the proposed lines to process TAP fare payments. Access to all doors means there may be a more even distribution of the passenger load, a reduction of boarding-related safety hazards and fewer opportunities for customer injuries.

Upon Board approval, Metro will roll out ADB to two (2) Rapid Lines utilizing BMVs. Staff anticipates starting ADB on the 754 Rapid Line in late June 2018 followed by the 720 Rapid Line at the end of 2018. To achieve the expansion schedule will require Metro to increase its BMV inventory and acquire additional installation kits. TAP will contract with Cubic to supply hardware and Metro's Bus Maintenance will prepare the vehicles.

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

Accompanying the rollout of ADB expansion will be a countywide public information campaign to communicate the changes in boarding and TAP only fare payment. Advertisements on shelters, vehicles, social media, billboards and traditional media will be used to convey the new boarding process and benefits of ADB. Blue Shirt Staff will assist with customer education and training component on an ongoing basis to guarantee customer satisfaction.

The following enhancements to the ADB program include:

- BMV Procurement and Installation
- Farebox Software Modifications
- Operator and Maintenance Employee Training
- Customer Education and Training

- Bus Service Adjustments

Staff anticipates the ADB expansion Lines will result in resource savings that can result in true dollar cost savings. The more significant benefit of ADB is the delivery of better service, which heavily influences the decision to use transit. Reduced variability in dwell time helps to improve the line's overall reliability and headway regularity. Based on previous customer feedback, the overwhelming majority were in favor of the program.

Also, Operator and Supervisor feedback indicates that they believe the ADB project is good for the system as it would help reduce:

- Dwell time at high usage stops
- Disputes regarding fares
- Assaults against operators

The perceived benefits of the program should be considered equally important, given its influence on service quality and ridership.

Title VI Review

The introduction of ADB on Lines 720 and 754 will require customers to use a TAP only method of fare payment. Operator supervision of fare payment is not possible for passengers that board through the rear doors. Therefore, a proof of payment method must be employed in conjunction with on vehicle fare compliance inspections. Customers will be asked to use a validated TAP card when boarding lines permitting all door boarding. Modifying fare payment to TAP only constitutes a fare change pursuant to Metro's Administrative Code Section 2-50-015.

In March 2016, a Title VI/Environmental Justice Fare Equity Analysis was received and filed by the Board of Directors. This document assessed the potential of an adverse disparate impact on minority passengers and/or a disproportionate burden on low-income customers arising from the change in acceptable fare payment methods. The findings of the Title VI analysis of TAP only fare payment are as follows:

- There would be no Disparate Impact to Minorities by changing the fare payment to TAP only; and
- There would be a Disproportionate Burden on low-income riders who currently use cash and/or tokens to pay their fare.

To mitigate the burden on cash and token customers and eliminate any barriers, staff has developed a number of options for customers to access TAP prior to and during the boarding process.

Customers may purchase and reload TAP cards via the mobile app, ticket vending machines at rail stations or utilize the "top-off" feature aboard the coach. Utilizing TAP will allow for quick boarding and accurate fare compliance checks. Since ADB allows boarding at front and rear doors, additional

equipment will be purchased to accommodate the TAP method of fare payment on the prospective lines.

Customers may purchase TAP cards and fare products at 415 retail vendor locations, 93 Metro Rail stations, 18 Orange Line Stations, 10 Silver Line Stations, online at taptogo.net, by calling 866.TAPTOGO, onboard bus and at Metro Customer Centers.

TAP is working to expand TAP vendor locations throughout Los Angeles County to support ADB. Recently, 35 County Libraries were added and up to 52 additional county libraries may be added in the future. TAP is also working with 7-Eleven on a 16 location pilot. If this proves successful, 7-Eleven may choose to expand to hundreds of their stores in Los Angeles. TAP is also proposing new technology initiatives that will increase TAP card and fare media access within communities and along ADB corridors. These initiatives include a mobile fare payment app and distributing TAP cards at gift card kiosks in major chain stores.

FINANCIAL IMPACT

Total LOP funding in the amount of \$1,128,003 will be included in Cost Center 3151- Service Planning & Scheduling in project 203040. For FY18 \$1,055,003 of the \$1,128,003 will be transferred from FY18 project cash flow reforecasts based on revised schedule and corresponding expenditure plans. After completing the capital project, staff currently estimates annual operating costs of \$253,948. This amount will fluctuate as implementation and ADB operation progresses. A schedule of capital and estimated operating costs are included in Attachment F of this report.

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

Impact to budget

The source of funds for this project will come from Federal, State and local funding sources including sales tax and fares that are eligible for Bus Operating or Capital Projects. They will maximize fund use given funding allocation provisions.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, staff will prioritize the implementation of ADB expansion on Lines 720 and 754.

Staff will initiate the implementation plan that will include the procurement and installation of equipment, revised schedules reflecting shorter dwell times, fare enforcement deployment plan, and public outreach. Staff will provide periodic updates to the Board on future plans for expanding ADB.

ATTACHMENTS

Attachment A - February 2017 Board Motion on Item #10

Attachment B - All-Door Boarding Feasibility Study

Attachment C - Procurement Summary

Attachment D - Contract Modification/Change Order Log

Attachment E - DEOD Summary

Attachment F - LOP and Operating Budget Summary

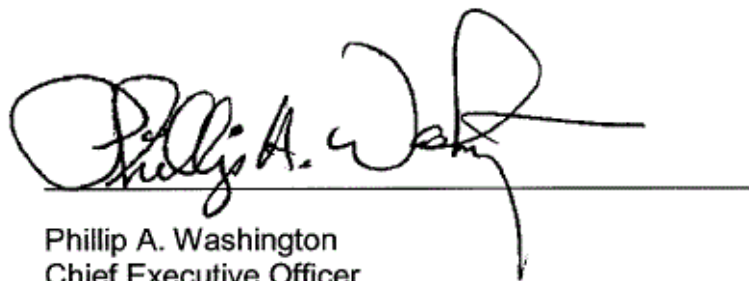
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Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

File #:2017-0100, **File Type:**Motion / Motion Response

Agenda Number:10.1

REVISED
REGULAR BOARD MEETING
FEBRUARY 23, 2017

Motion by:

**Director Dupont-Walker
As amended by Director Solis**

Relating to Item 10; File ID 2016-0767 All-Door Boarding Expansion

Metro strives to be the nation's leader in transit innovation.

All-Door Boarding (ADB) pilot program intends to reduce bus stop dwell times and variability, by allowing customers with valid TAP cards to enter at all doors.

The 6 month Silver Line All-Door Boarding (ADB) pilot program has proven to be successful that results in faster boarding through more efficient fare collection.

The Silver Line All-Door Boarding pilot serves as a great example for innovation and evidence-based results throughout the agency.

With the evaluation from the pilot program, Metro now has the framework on expanding All-Door Boarding to new lines across Los Angeles County.

CONSIDER **Motion by Dupont-Walker as amended by Solis** that the Board direct the CEO to:

- A. Prepare a plan evaluating alternatives within 90 to 120 days to implement permanent all-door boarding on the Vermont Avenue Rapid 754, which is LA County's second highest-ridership bus corridor; and
- B. Prepare and report back in 120 days on a strategic plan to roll-out all-door boarding to all lines which meet all-door boarding criteria and include what other lines are heavily impacted.

Feasibility Analysis Methodology & Results

All Door Boarding Expansion and Proposed Program August 2017

Service Planning and Scheduling

Introduction

Today, most Metro bus routes require front-door boarding and fare verification by the operator in order to increase fare compliance. However, front-door boarding also extends dwell times at stops with high passenger activity, lengthens overall travel times and uses already scarce resources less efficiently.

Previously available on Metro Rail and Metro Orange Line, Metro recently expanded all-door boarding (ADB) to the Silver Line. Customers with valid TAP cards may enter through any door of the bus at any time. TAP card customers must validate their cards by tapping bus mobile validators (BMV) which were adjacent to every door.

The general aim of this study is to determine the feasibility of expanding the ADB at the route-level. All-door boarding policy can be implemented in three ways:

1. System-level implementation - Applying ADB policy to all the routes in Metro's bus network
2. Route-level implementation - Applying ADB policy on individual routes
3. Stop-level implementation - Applying ADB policy at individual stops

A system-level policy would allow passengers to board any bus in the network through any door. This would allow for a consistent policy across all buses, and would be easiest for passengers to understand. Conversely, it is unlikely that all routes in the network would see sufficient running-time improvements to offset installing new fare-collection machines on all buses in the system. Prior to moving towards a system-level implementation, expanding the policy at the route-level is recommended to capture the most cost-efficient implementation scenario.

This study is not intended to be a detailed alternatives analysis, but rather seeks to evaluate the long-range feasibility for the proposed expansion of all-door boarding policy and to provide guidance to be used in the decision making process.

Route Selection

In this section, the methodology used to determine which bus routes would benefit from ADB policy is explained. More specifically, this paper uses Metro bus data to develop a methodology which evaluates the performance of ADB policies at the route-level. Four quantitative methodologies are presented for selecting the routes that would perform best under route-level implementation. The list of candidate routes was filtered through the application of a 4-phase process. Each phase in the evaluation process focused the analysis on progressively fewer candidates. From this process emerged a picture of future ADB utilization and potential routes identified for service. To determine the viability of expanding the ADB program, the study considered service frequency, stop activity, and transit priorities amongst other criteria.

Phase 1: Service Frequency

Metro analyzed each route in its bus network to identify the routes with the highest potential for successful ADB service. It was determined that the best time periods of focus were the AM and PM peaks (6:00am – 9:00am and 3:00pm – 6:00pm, respectively). Since these periods have the greatest number of passenger boardings, they will also stand to benefit the most from an ADB policy. Additionally, it was decided that both travel directions on a route (inbound and outbound) should be examined separately, as some routes might have a higher frequency in one direction, but not in the other. The ideal route would maintain average peak hour headways of less than 10 minutes in both peak periods and directions.

Results of Phase 1

Based on the analysis of the transit criteria, routes highlighted in yellow demonstrated suitable service frequency and were considered viable candidates for ADB in a short timeframe. These routes were carried forward to Phase 2 of the selection process.

The table below summarizes the results of phase 1.

Phase 1: High Frequency Lines (based on average peak hour headway of less than 10 minutes in both directions)

	AM Peak		PM Peak		Line
	Inbound	Outbound	Inbound	Outbound	
					Line 2
					Line 10
					Line 14
					Line 16
					Line 18
					Line 20
					Line 30
					Line 33
					Line 45
					Line 51
					Line 53
					Line 55
					Line 60
					Line 66
					Line 78
					Line 81
					Line 108
					Line 115
					Line 152
					Line 165
					Line 166
					Line 200
					Line 204
					Line 212
					Line 224
					Rapid 720
					Rapid 745
					Rapid 754
					Rapid 757
Total	3	3	4	4	

Phase 2: Passenger Activity

Two main criteria were chosen to identify which routes would excel under route-level implementation. First, for ADB to result in significant dwell-time savings, high numbers of passenger must board at each stop; as such, the best routes will have a high average number of boardings across all stops. Secondly, in order to achieve significant time savings over the course of a day, a route must have a high number of total boardings. A high total boarding count can be attained by either having many stops on each bus trip, or by having many bus trips in a given time period.

It was also necessary to determine how often routes connect with the Metro Rail network. The most suitable routes would be ones that have significant connection(s). Regional connectivity was also considered in evaluating and selecting the routes to be part of Metro's ADB network.

Results of Phase 2

The following table summarizes the results of Phase 2 analyses. A yellow highlight identifies routes with high transit demand and connects different sub-regions of Metro's service area.

Phase 2: Transit Demand and Stop Level Activity

	Line 14	Line 16	Line 30	Line 51	Line 60	Line 108	Line 200	Rapid 720	Rapid 754
Major Stops (Stops with avg. daily boardings greater than 10)		•		•				•	•
Corridor form important connection to regional fixed guide way transit system	•	•	•	•	•	•	•	•	•
High existing corridor transit demand offers opportunity for service improvement (Avg. daily boardings greater than 15,000)	•	•		•	•	•		•	•
Corridor serves large proportion of people who depend on transit	•	•	•	•		•	•	•	•
Total	3	4	2	4	2	3	2	4	4

Phase 3: Transit Priorities

A route with many bus stops near side of an intersection with traffic lights can eliminate savings from faster passenger boarding. If a bus stop is at a traffic light, then there is the potential for boarding-time savings to be lost when the light turns red. Thus, ADB would work best when stops are on the far side of an intersection, past the traffic light. To minimize the external factors influencing dwell time, any near side stop at a signalized intersection on a candidate line should have transit priorities. The stops with an average of 300 or more weekday boardings were identified as major stops. In addition, planned roadway improvements or current use of an exclusive or partially exclusive Right of Way (ROW) for the majority of the line is preferable.

Results of Phase 3

Based on ROW characteristics and transit signal priority utilization, it was determined that achieving travel time savings on Lines 16 and 51 would be a challenge for an ADB policy. These two routes were not carried forward for further evaluation. Based on ongoing Bus Rapid Transit (BRT) studies in the Vermont corridor, Line 754 transit service is expected to be enhanced and was carried forward as it planned to utilize the ADB policy once upgraded to a full BRT. Line 720 current ROW has no impediment for travel time savings and was also carried forward for further evaluation in Phase 4.

The table below summarizes the result of Phase 3.

Phase 3: Transit Priorities

	Line 16	Line 51	Rapid 720	Rapid 754
Major far side stop	•	•	•	•
Transit Signal Priority			•	•
Roadway configuration presents opportunity for travel time savings			•	
Planned roadway improvements offer potential for travel time savings				•
Total	1	1	3	3

Phase 4: Other Considerations

The two remaining routes were further evaluated in this phase of the study with the goal of selecting the appropriate route(s) for ADB policy. These routes were further evaluated by the following additional measures:

- Wheelchair boardings
- Cash boardings
- Vehicle assignment

Under the front-door boarding policy, this means that passengers must board buses via the front door only; the second doors of standard buses and the third doors of articulated buses are only to be used for alighting. Front-door boarding coupled with the “pay the operator” system slow boarding times.

Use of ADB, where passengers can board through any door of the bus with a valid TAP card allows for multiple passenger-boarding streams, which can not only reduce boarding time per passenger, but also reduce the total in-vehicle travel time for all passengers. Furthermore, reductions in boarding time can result in significant improvements to running times, in the overall efficiency of the bus route, and improved customer satisfaction.

With this in mind, the other factors to consider are routes with high numbers of wheelchair boardings and cash paying customers. Routes with articulated buses assigned to them were also identified as the additional door has the potential to generate additional time savings.

Results of Phase 4

Phase 4 concludes that the potential cost savings and related passenger-satisfaction improvements resulting from ADB on Lines 720 and 754 are significant, and are worth pursuing.

The table below summarizes the findings of Phase 4.

Phase 4: Customer Enhancements

	Rapid 720	Rapid 754
Wheelchair boardings	•	
Cash paying customers		•
Articulated bus assignment	•	•
Total	2	2

PROCUREMENT SUMMARY

ALL-DOOR BOARDING EXPANSION STUDY / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Procurement, Installation, and Maintenance of Bus Mobile Validators (BMV)		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: September 22, 2017		
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: \$175,956,369
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$990,059
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$260,949,872
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. 148 with Cubic Transportation Systems for the procurement of 405 Bus Mobile Validators (BMV), 480 BMV installation kits, and maintenance of BMVs through June 30, 2019.

Upon Board approval, Metro will roll out All-Door Boarding (ADB) to two Rapid Lines, 720 and 754 utilizing BMVs. To achieve the expansion schedule, Metro is required to increase its BMV inventory and acquire additional installation kits and provide maintenance.

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

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection

devices including BMVs which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide the necessary BMVs as well as maintain them.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, independent cost estimate, and negotiations. Negotiated amount is inclusive of a volume discount for BMVs.

Proposal Amount	Metro ICE	Negotiated Amount
\$990,059	\$1,363,504	\$990,059

CONTRACT MODIFICATION/CHANGE ORDER LOG
UNIVERSAL FARE SYSTEM / OP02461010

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

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

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

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

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

	Expo 2			
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$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	Procurement, Installation, and Maintenance of Bus Mobile Validators (BMVs)	Pending	-	\$990,059
	Modification Total:			\$175,956,369
	Original Contract:			\$84,003,444
	Total:			\$260,949,872

DEOD SUMMARY

ALL-DOOR BOARDING EXPANSION STUDY / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. (Cubic) made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. Cubic is exceeding their current commitment with a DBE participation of 8.81%.

Small Business Commitment	5.65% DBE	Small Business Participation	8.81% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.26%	0.37%
2.	J-Tec Metal Products	Hispanic American	0.15%	0.04%
3.	KLI, Inc.	Asian Pacific American	0.26%	0.11%
4.	Kormex Metal Craft, Inc.	Asian Pacific American	1.00%	0.30%
5.	Lows Enterprise, Inc.	African American	0.14%	0.04%
6.	Priority Manufacturing, Inc.	Caucasian Female	0.93%	0.05%
7.	Robnett Electric, Inc.	African American	2.49%	7.82%
8.	Techprose – The Natchez Group	Caucasian Female	0.42%	0.08%
Total			5.65%	8.81%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

The PLA/CCP is not applicable to this Project.

LOP and Operating Expenditures

LOP	FY18 (adopted)	FY 19	FY 20	Total
LABOR				
Metro Non-Represented Labor (Training)	\$ 13,680	\$ -	\$ -	\$ 13,680
Metro Represented Labor	\$ 40,000	\$ 38,000	\$ -	\$ 78,000
Labor Total	\$ 53,680	\$ 38,000	\$ -	\$ 91,680
NON-LABOR				
Acquisition - Equipment & Parts	\$ 961,323	\$ -	\$ -	\$ 961,323
Professional & Technical Services	\$ 40,000	\$ 35,000	\$ -	\$ 75,000
Non-Labor Total	\$ 1,001,323	\$ 35,000	\$ -	\$ 1,036,323
Total Project Cost	\$ 1,055,003	\$ 73,000	\$ -	\$ 1,128,003

Operating Expenditures	FY18 (adopted)	FY 19	FY 20*	Total
LABOR				
Metro Non-Represented Labor	\$ -	\$ 177,840	\$ 177,840	\$ 355,680
Labor Total	\$ -	\$ 177,840	\$ 177,840	\$ 355,680
NON-LABOR				
Equipment Maintenace	\$ -	\$ 28,736	\$ 28,736	\$ 57,472
Equipment Mobile Cell Service (T-Mobile)	\$ -	\$ 42,372	\$ 42,372	\$ 84,744
Professional & Technical Services	\$ -	\$ 5,000	\$ 5,000	\$ 10,000
Non-Labor Total	\$ -	\$ 76,108	\$ 76,108	\$ 152,216



Board Report

File #: 2017-0610, **File Type:** Contract

Agenda Number: 35.

**CONSTRUCTION COMMITTEE
OCTOBER 19, 2017**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT CONSTRUCTION MANAGEMENT
SUPPORT SERVICES**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute an eight-year and six-month cost-plus fixed fee contract plus two one-year options, Contract No. AE87192000MC073, to MPPC Partners, a Joint Venture to provide Construction Management Support Services for the Westside Purple Line Extension Section 3 Project in an amount not-to-exceed \$7,009,872 for services through Fiscal Year 2019, subject to resolution of protest(s), if any; and

- B. ESTABLISHING Contract Modification Authority for 15% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

Construction management support services are required to assist Metro Project staff in overseeing and managing the work through each phase of the Westside Purple Line Extension Section 3 Project from the start of pre-construction activities throughout construction, revenue operations and contract close-out.

The recommended Board action will provide initial funding through the end of FY19 as part of a multi-year Contract with an anticipated contract value on the order of \$77 million based on the current Capital Cost Estimate. Future work will be funded on an annual work program, year-to-year basis. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs. The Contract would be awarded to the joint venture of MPPC Partners (MPPC). MPPC consists of Mott MacDonald, LLC, PGH Wong Engineering, Inc. and two DBE firms, Cornerstone Transportation Consulting, Inc. and PMCSA Group, Inc.

DISCUSSION

Westside Purple Line Extension Section 3 (WPLE 3) is a \$3.5 billion project that consists of 2.59 miles of twin-bored tunnels and includes two underground stations located at Westwood/UCLA and the Westwood/VA Hospital.

The WPLE 3 Project is being constructed under three contracts. An Invitation for Bids was issued in May 2017 for Contract C1153, Advanced Utility Relocations at Westwood/UCLA, and the recommendation for contract award is scheduled for October 2017. For advanced utility work, Metro has pre-award authority that was granted by the Federal Transit Administration (FTA) as part of the Record of Decision that was received in August 2012. Request for Qualifications/Request for Proposals were issued in April 2017 for Contract C1151, Tunnels. A Letter of No Prejudice (LONP) was requested of the FTA in September 2017, and Metro anticipates the FTA to issue the LONP by December 31, 2017, which will allow Metro to award Contract C1151 by the planned date of March 2018. The third contract is C1152, Stations, Trackwork and Systems. The Request for Qualifications/Request for Proposals were issued in September 2017, prior to the execution of a Full Funding Grant Agreement (FFGA) that is expected to occur in December 2018. The FFGA will allow Metro to award Contract C1152 by the planned date of February 2019.

The Construction Management Support Services (CMSS) consultant will provide administration, inspection services and technical support during the final design, construction, pre-revenue operations and closeout phases of the Project. The primary role of the CMSS is to provide highly skilled and qualified individuals to assist Metro with the construction management of the Project by becoming part of a fully-integrated construction management team residing in the project field office, under direction of Metro Project Management. Staff augmentation by the CMSS consultant is necessary to efficiently provide resources and technical expertise that will vary throughout each phase of the WPLE 3 Project.

Expenditures from the CMSS contract will be initially limited to activities required to support Advanced Utility Relocations. Subsequent to receiving the LONP, construction management support activities will be increased to include support for Contract C1151. Support for Contract C1152 will be added after the FFGA is executed.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects. The CMSS contract will provide services that support Metro's internal safety staff on the WPLE 3 Project. The scope of services for the CMSS contract includes provisions for staff members to follow the direction of the Metro construction safety policies and procedures to ensure that safety is the highest priority during oversight of all phases of construction.

FINANCIAL IMPACT

Funding for the CMSS contract is included in the FY18 budget under Project 865523 (Westside

Purple Line Section 3 Project), Cost Center 8510 (Construction Project Management), and Account 50316 (Professional Services). Since this is a multiyear contract, the Chief Program Management Officer and the Project Manager will be accountable to budget the cost for future years, including the exercise of any options for future phases.

Impact to Budget

The sources of funds for the actions under Recommendations A and B are Measure R and Measure M funds. The approved FY18 budget is designated for the Westside Purple Line Extension Section 3 Project and does not have an impact to operations funding sources. These funds were assumed in the LRTP for the Westside Purple Line Extension Section 3 Project. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Metro Board may reject the recommended action and direct staff to perform all construction management tasks with in-house resources. This alternative is not practical or cost effective because Metro would have to hire a large workforce and attract high-paid expertise whose need vary throughout the life of the Project. The use of CMSS consultant staff provides flexibility of hiring staff with appropriate experience and background that are needed for specific activities and durations throughout the life of the Project.

NEXT STEPS

After the recommended Board actions are approved, staff will complete the process to award Contract No. AE87192000MC073.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Michael McKenna, Executive Officer, Project Manager (213) 312-3132

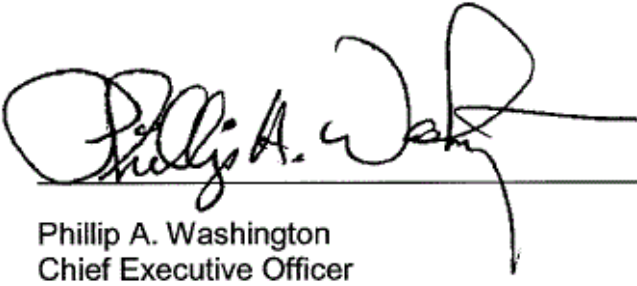
Rick Wilson, Executive Officer, Program Control (213) 312-3108

Kenneth Stewart, Director, Contract Administration (213) 922-7687

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

**WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT
CONSTRUCTION MANAGEMENT SUPPORT SERVICES/
AE87192000MC073**

1.	Contract Number: AE87192000MC073	
2.	Recommended Vendor: MPPC Partners, a Joint Venture	
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: April 10, 2017	
	B. Advertised/Publicized: April 7, 2017	
	C. Pre-proposal/Pre-Bid Conference: April 25, 2017	
	D. Proposals/Bids Due: May 25, 2017	
	E. Pre-Qualification Completed: August 29, 2017	
	F. Conflict of Interest Form Submitted to Ethics: June 14, 2017	
	G. Protest Period End Date: Est. 10/28/2017	
5.	Solicitations Picked up/Downloaded: 163	Bids/Proposals Received: 4
6.	Contract Administrator: Dianne Sirisut	Telephone Number: 213-922-2737
7.	Project Manager: Michael McKenna	Telephone Number: 213-312-3132

A. Procurement Background

This Board Action is to approve the award of Contract No. AE87192000MC073 issued in support of Section 3 of the Westside Purple Line Extension Project. The Construction Management Support Services (CMSS) consultant is required to assist Metro Project staff in overseeing and managing the work through each phase of the Westside Purple Line Extension Section 3 Project from the start of pre-construction activities throughout construction, system testing, system activation, revenue operations and contract close-out. The primary role of the CMSS consultant is to provide highly skilled and qualified individuals to assist Metro with the construction management of the Project by becoming part of a fully-integrated construction management team residing in the project field office, under the direction of Metro Project Management. Staff augmentation by the CMSS consultant is necessary to efficiently provide resources and technical expertise that will vary throughout each phase of the Project. Board approval of the contract award is subject to resolution of all properly submitted protests.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and Procedures and California Government Code §4525 – 4529.5 for Architects and Engineers. The contract type is a cost plus fixed fee.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on May 2, 2017, clarified the Letter of Invitation Supplement, the Special Provisions, Compensation and Payment Provisions, revised the Scope of Work, DBE Instructions, Submittal Requirements, Evaluation Criteria;
- Amendment No. 2, issued on May 5, 2017, clarified the Scope of Work;
- Amendment No. 3, issued on May 17, 2017, clarified the Submittal Requirements and Proposal Letter.

A total of four proposals were received on May 25, 2017.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff members from Metro Construction Management and Metro Transportation Planning was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|----------|
| • Experience and Qualifications of the Firms on the Team | 35% |
| • Skill and Experience of Project Personnel | 30% |
| • Project Understanding and Approach | 35% |
| • Incentive Evaluation Criteria for the Voluntary Payment to Subcontractors Initiative | Bonus 5% |

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) solicitations. Several factors were considered when developing these weights, giving the greatest importance to the Experience and Qualifications on Firms on the Team and Project Understanding and Approach.

This is an A&E, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

All four proposals were determined to be in the competitive range and are listed below in alphabetical order:

1. MPPC Partners, a Joint Venture (MPPC), made up of Mott MacDonald, LLC, PGH Wong Engineering, Inc., Cornerstone Transportation Consulting, Inc., and PMCS Group, Inc.
2. PL3 Partners, a Joint Venture (PL3), made up of HNTB Corporation, Jacobs Project Management Co., Jenkins/Gales & Martinez, Inc., and Safework, Inc.

3. Westside CM ConneX, a Joint Venture (WCMC), made up of Stantec Consulting Services, Inc., Arcadis U.S., Inc., Ramos Consulting Services, Inc., LKG-CMC, Inc., and Acumen Building Enterprise, Inc.
4. Westside CM Partners, a Joint Venture (WCMP), made up of Anil Verma Associates, Inc., MARRS Services, Inc., and SENER Engineering and Systems, Inc.

During the months of May and June of 2017, the PET reviewed the four technical proposals and on June 21 and 22, 2017, the evaluation committee met with all four Proposers for oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the Proposal Evaluation Team's questions. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management (V/CM), the most qualified proposer's cost proposal was opened. V/CM commenced its cost analysis and engaged in negotiations with the recommended proposer.

Potential Organizational Conflict of Interest issues were addressed in a Round Table with Ethics and County Counsel for some subconsultants and resolutions were reached in accordance with Metro procedures, where all were able to participate in their respective proposals.

Qualifications Summary of Recommended Firm:

The Proposal Evaluation Team (PET) ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The evaluation performed by the PET determined MPPC as the most qualified firm to provide the construction management support services, as provided in the RFP. What distinguished MPPC was that they offered a team that has more extensive technical experience managing construction projects of a similar nature that strongly demonstrated the necessary experience required for all phases of this contract. MPPC showed that it is very familiar with the project context and potential issues and mitigations, which are critical to the project's success. Therefore, the PET recommended MPPC as the most qualified firm to provide construction management support services for Section 3 of the Westside Purple Line Extension Project.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	MPPC, a Joint Venture				
3	Experience and Qualifications of Firms on the Team	87.00	35%	30.45	

4	Skill and Experience of Project Personnel	89.33	30%	26.80	
5	Project Understanding and Approach	89.33	35%	31.27	
6	*Voluntary Payment to Subcontractors Initiative Evaluation	100.00	5%	5.00	
7	Total		105.00%	93.52	1
8	WCMC, a Joint Venture				
9	Experience and Qualifications of Firms on the Team	87.00	35%	30.45	
10	Skill and Experience of Project Personnel	87.33	30%	26.20	
11	Project Understanding and Approach	87.67	35%	30.68	
12	*Voluntary Payment to Subcontractors Initiative Evaluation	100.00	5%	5.00	
13	Total		105.00%	92.33	2
14	PL3, a Joint Venture				
15	Experience and Qualifications of Firms on the Team	86.00	35%	30.10	
16	Skill and Experience of Project Personnel	82.00	30%	24.60	
17	Project Understanding and Approach	85.00	35%	29.75	
18	*Voluntary Payment to Subcontractors Initiative Evaluation	100.00	5%	5.00	
19	Total		105.00%	89.45	3
20	WCMP, a Joint Venture				
21	Experience and Qualifications of Firms on the Team	79.00	35%	27.65	
22	Skill and Experience of Project Personnel	73.67	30%	22.10	
23	Project Understanding and Approach	79.00	35%	27.65	
24	*Voluntary Payment to Subcontractors Initiative Evaluation	100.00	5%	5.00	
25	Total		105.00%	82.40	4

C. Cost/Price Analysis

The recommended total estimated cost and fee has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms offering the same services; an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its invoices. Metro negotiated and established provisional overhead rates plus a fixed fee based on the total estimated cost to

compensate the consultant. Audit requests have been submitted to Metro MASD for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs in accordance with Federal Acquisition Regulation (FAR) Part 31.

	Proposal Amount	Metro ICE	Negotiated or NTE amount
FY '18 – FY '19	\$19,885,561 ⁽¹⁾	\$10,857,298 ⁽²⁾	\$7,009,872 ⁽³⁾
Total Contract	\$118,232,332	\$102,012,981	Est. \$77,000,000⁽⁴⁾

- (1) Proposal included a comprehensive list of services and additional value added resources beyond the initial solicitation requirements for Metro's consideration.
- (2) The amount of \$10,857,298 is V/CM's extraction from the Independent Cost Estimate for the first 20-months of project activity.
- (3) The amount of \$7,009,872 is the negotiated amount for the 20-month period of November 2017 through June 2019. Future work will be funded according to an Annual Work Program, on a year-to-year basis.
- (4) The Project anticipated level of expenditure is \$77 million. The total contract amount will be the aggregate value of all funding periods negotiated with the contractor through the term of the contract.

D. Background on Recommended Contractor

MPPC Partners (MPPC) is a joint venture of Mott MacDonald, LLC, PGH Wong Engineering, Inc. and two DBE firms, Cornerstone Transportation Consulting, Inc. and PMCS Group, Inc.

Mott MacDonald is a global management, engineering and development consultancy with a very strong presence in North America. It has extensive technical resources from which to draw support personnel. Mott MacDonald has provided significant support to major transportation infrastructure projects throughout the country.

PGH Wong Engineering, Inc. was established in 1985 and is a full service engineering and architecture consulting firm with a strong West Coast presence that has extensive experience in the implementation of large, complex infrastructure and transit projects.

Cornerstone Transportation Consulting, Inc. was incorporated in 1998 and provides key architectural and engineering support to major infrastructure projects with contributions in transit design and engineering, facilities planning, and operations assessment.

PMCS Group, Inc. is a local full service project and construction firm providing their services to many local municipalities and government agencies since 2005.

DEOD SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT
 CONSTRUCTION MANAGEMENT SUPPORT SERVICES
 AE87192000MC073

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 38% Disadvantaged Business Enterprise (DBE) goal. Mott MacDonald, LLC, PGH Wong Engineering, Inc. and DBE firms PMCS Group, Inc. and Cornerstone Transportation Consulting, Inc. formed MPPC Partners, a Joint Venture (MPPC), exceeding the goal by making a 39.43% DBE commitment.

SMALL BUSINESS GOAL	38% DBE	SMALL BUSINESS COMMITMENT	39.43% DBE
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	DBE Contractors	Scope of Work	NAICS Codes	Ethnicity	% Committed
1.	PMCS Group, Inc. (JV Partner)	Project Management, Construction Administration and Document Control	541611 - Administrative Management and General Management Consulting 561110 – Office Administrative Services	Caucasian Female	6.90%
2.	Cornerstone Transportation Consulting, Inc. (JV Partner)	Construction Management Support Services	236220 – Commercial and Institutional Building Construction (Construction Management) 541611 – Administrative Management and General Management Consulting Services	African American	16.44%
3.	Inspection Services, Inc.	Quality Assurance Materials Testing	541380 - Testing Laboratories	Asian Pacific American Female	1.67%
4.	Kevin Scott Tunnel Consultants, LLC	Tunnel Safety/ Inspection	237990 – Other Heavy and Civil Engineering (Construction Management)	African American	1.53%
5.	Kroner Environmental Services, Inc.	Environmental Monitoring, Hazardous Materials Management	541620 – Environmental Consulting Services	Caucasian Female	3.01%

6.	LENAX Construction Services, Inc.	Cost/Schedule Analysis	541611– Administrative Management and General Management Consulting Services 541618 – Other Management Consulting Services 541499 – All Other Business Support Services	Caucasian Female	1.28%
7.	Morgner Construction Management	General Construction Management/ Field Instrumentation	237110 – Water and Sewer Line and Related Structures Construction (Construction Management) 237310 – Highway, Street and Bridge Construction (Construction Management) 541350 – Building Inspection Services	Hispanic American Female	1.12%
8.	Paleo Solutions, Inc.	Paleontological and Archeological Consulting Services	541620 – Environmental Consulting Services	Caucasian Female	0.79%
9.	Quality Engineering, Inc.	Quality Engineering	541618 – Other Management Consulting Services 561110 – Office Administrative Services 541350 – Building Inspection Services	African American	2.65%
10.	Wagner Engineering & Survey, Inc.	Land Surveying, Mapping, Right-of-Way Engineering	541370 Surveying and Mapping (except Geophysical) Services 541360 – Geophysical Surveying and Mapping Services 541330 – Engineering Services	Caucasian Female	4.04%
Total Commitment					39.43%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor four (4) DBE firms for protégé development. MPPC selected to mentor the following DBE firms: 1) PMCS Group,

Inc., JV Partner, 2) Cornerstone Transportation Consulting, Inc., JV Partner, 3) Inspection Services, Inc., and 4) Quality Engineering, Inc.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractor's 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. Living Wage Service Contract Worker Retention Policy Applicability

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

E. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2017-0515, **File Type:** Contract**Agenda Number:** 8.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
OCTOBER 18, 2017****SUBJECT: I-605 CORRIDOR IMPROVEMENTS PROJECT****ACTION: AUTHORIZE TWO CONTRACT MODIFICATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute two separate Modifications to Contract Nos. AE5204200 and AE333410011375 with HDR Engineering, Inc. and Parsons Transportation Group, Inc., respectively, to provide additional professional services for the I-605 Corridor Improvements Project:

- A. Modification No. 1 to Contract No. AE333410011375 with Parsons Transportation Group for the PAED phase of the I-605/I-5 improvements in the firm fixed price of \$8,026,472, increasing the Total Contract Value for Parsons Transportation Group from \$20,697,227 to \$28,723,699; and extending the contract period from 48 months to 67 months; and
- B. Modification No. 1 to Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605/SR-60 in the firm fixed price of \$4,898,641, increasing the Total Contract Value for HDR Engineering from \$33,660,430 to \$38,559,071; and extending the contract period from 48 months to 58 months.

ISSUE

The Contract Modifications for AE5204200 and AE333410011375 are required to complete the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-605 Freeway Corridor Improvements Project (CIP). Due to the Metro Board adopted ExpressLane strategic plan (File #2016-0999), regulatory agency requirements from Environmental Protection Agency (EPA), and Caltrans direction, contract modifications are required to cover new work not included in the original scopes of work. The Contract Modifications will fund additional studies associated with the consideration of ExpressLanes as new build alternatives on I-605, and direct connectors at I-605/I-105 and I-605/I-10.

DISCUSSION

The I-605 CIP study encompasses a 21-mile long corridor that extends from I-105 to I-10. I-605 is one of the most congested freeways in the Los Angeles Metropolitan Area, especially between I-105 and I-10. As a result of continued growth in the region's population and goods movement, further traffic demand along the corridor will continue to degrade freeway operations.

In order to ease congestion, plan for further growth and address operational and safety improvements needed along the corridor, Metro awarded two PAED contracts for improvements on I-605.

Contract No. AE333410011375, PAED services for the I-605/I-5 Interchange was issued in October 2015 to Parsons Transportation Group. The limits of the I-605/I-5 project were set to be between I-105 and Slauson Ave on I-605, and from Florence Blvd to Paramount Blvd on I-5.

Contract No. AE5204200, PAED services for the I-605/SR-60 Interchange was issued in September 2016 to HDR Engineering, Inc. The limits of the I-605/SR-60 project were to be between Telegraph Rd and the I-10 interchange on I-605, and from Santa Anita Ave to east of Turnbull Canyon Rd on SR-60.

Both of these projects were funded via line 35 of the Measure R expenditure plan, "Interstate 605 Corridor "Hot Spots" Interchanges." The scope of services of each of these two contracts was independent of each other with the exception of coordination at the shared termini at Slauson Ave. The limits of each project were identified in the scopes of work for the two contracts. Two contracts were awarded to develop two separate EIR/EISs for I-605/I-5 and I-605/SR-60.

After the contracts were awarded, Caltrans District 7 determined that due to logical termini, the two projects had to be combined. The combined scopes would be pursued as one EIR/EIS. The project title has been revised to the I-605 Corridor Improvements Project (I-605 CIP).

In November 2016, during the public scoping process for the I-605 CIP, comments were received from regulatory agencies on the project. The EPA requested the consideration of "additional High Occupancy Vehicle Lane and Toll Lanes (HOT) on Northbound and Southbound I-605." These improvements were not originally included in the scope of the contracts.

In January 2017, Metro's Congestion Reduction Department, in response to the November 6, 2014 Board Motion Item 59, presented the ExpressLanes Strategic Plan which the Board approved. This Board action authorized the initiation of planning studies for Tier 1 ExpressLane projects (File 2016-0999) which included ExpressLanes on I-605 from the Los Angeles/Orange County line to I-10.

Due to Caltrans' determination to move forward with one EIR/EIS for I-605 from I-105 to I-10, EPA's request to evaluate HOV and HOT Alternatives, and Metro's Board direction to Implement Tier 1 of the ExpressLane Strategic Plan, the two existing contracts must be modified. The Contract Modifications will cover the following: added coordination efforts between the two firms to produce one EIR/EIS not included in their original contracts; the evaluation of HOT/HOV alternatives on I-605; and design and environmental clearance of the HOT/HOV Direct connectors at I-605/I-10 and I-605/I-

105 interchanges.

DETERMINATION OF SAFETY IMPACT

The I-605 Corridor Improvements Project scope, schedule, and budget will have no impact to the safety of Metro's patrons, employees or the general public.

FINANCIAL IMPACT

Funding for the scope elements to be added to Contract No. AE333410011375 (I-605/I-5) and AE5204200 (I-605/SR-60) for the I-605 CIP are included in the FY18 budget. For the I-605/I-5, FY18 budget of \$4.0M is included in the Highway Program, Cost Center 4730, under Project 461314, task 5.2.100, Account 50316 (Professional Services). For I-605/SR-60, FY18 budget of \$4.0M is also included in Highway Program, Cost Center 4730, under Project 463314, task 5.2.100, in Account 50316 (Professional Services).

Since this is a multiyear project, the Project Manager, the cost center manager and the Senior Executive Officer of the Highway Program or designee will continue to be responsible for budgeting costs in future fiscal years.

Impact to Budget

At this time, a total of \$8.0M is available in FY18 to fund the recommendations and address project invoicing activities. If by mid-year, Highway project management anticipates cashflow expenditures to exceed the current FY18 budget, staff will revisit the budgetary needs using the mid-year budget adjustment process.

The source of funds for this project is Measure R (20%) Highway funds and local Measure Administrative funds. These funds are solely planned for highway related projects as identified in the Measure R Ordinance. It is not eligible for bus and rail operations or non Highway capital project expenditures. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed Contract Modifications. This option is not recommended. Completing the environmental document for the project is a necessary step in developing improvements included in the Measure R expenditure plan. Additionally, Board direction to develop Tier 1 of the ExpressLane Strategic Plan could not be undertaken. Board approval would allow the project to move forward.

NEXT STEPS

Upon approval by the Board, staff will execute the Contract Modifications with HDR Engineering and Parsons Transportation Group.

ATTACHMENTS

Attachment A-1 - Procurement Summary, HDR Engineering, Inc.

Attachment A-2 - Procurement Summary, Parsons Transportation Group, Inc.

Attachment B-1 - Contract Modification/Change Order Log, HDR Engineering, Inc.

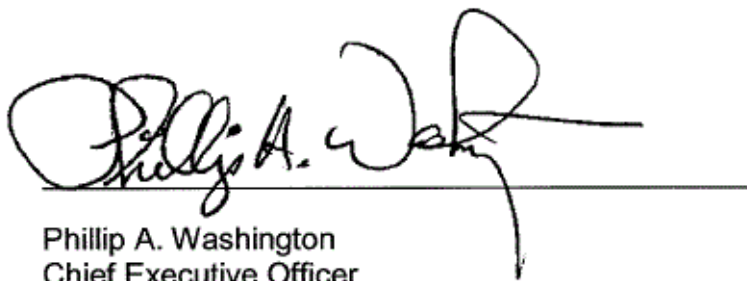
Attachment B-2 - Contract Modification/Change Order Log, Parsons Transportation Group, Inc.

Attachment C-1 - DEOD Summary, HDR Engineering, Inc.

Attachment C-2 - DEOD Summary, Parsons Transportation Group, Inc.

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY – HDR ENGINEERING, INC.

CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR I-605/SR-60, AND I-605/I-5 INTERCHANGES/AE5204200

1.	Contract Number: AE5204200		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Additional tasks to support I-605/SR-60 project new build alternatives, direct connectors, and combined EIR/EIS.		
4.	Contract Work Description: Project Approval and Environmental Document for the I-605/SR-60 Interchange		
5.	The following data is current as of: 09/20/17		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	06/23/16	Contract Award Amount: \$33,660,430
			Total of Modifications Approved: \$0
	Original Complete Date:	07/07/20	Pending Modifications (including this action): \$4,898,641
	Current Est. Complete Date:	05/30/21	Current Contract Value (with this action): \$38,559,071
7.	Contract Administrator: Adrian Ziemer		Telephone Number: 213-922-1109
8.	Project Manager: Isidro Panuco		Telephone Number: 213-418-3208

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued in support of combining the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) within the PAED phases of the I-605/SR-60 segment and the I-605/I-5 segment into one report as directed by Caltrans.

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

On June 23, 2016, the Board approved award of firm fixed price Contract No. AE5204200 to HDR Engineering, Inc., in the amount of \$33,660,430, for Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605 & State Route 60 (I-605/SR-60) Interchange.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Metro's ICE overestimated the level of effort required for certain environmental and design tasks. All direct labor rates and fee remain unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$5,425,291	\$6,347,868	\$4,898,641

PROCUREMENT SUMMARY – PARSONS TRANSPORTATION GROUP, INC.

CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR I-605/SR-60, AND I-605/I-5 INTERCHANGES/AE333410011375

1.	Contract Number: AE333410011375		
2.	Contractor: Parsons Transportation Group, Inc.		
3.	Mod. Work Description: Additional tasks to support I-605/I-5 project new build alternatives, direct connectors, and combined EIR/EIS.		
4.	Contract Work Description: Project Approval and Environmental Document for the I-605/I-5 Interchange		
5.	The following data is current as of: 09/20/17		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/24/15	Contract Award Amount: \$20,697,227
			Total of Modifications Approved: \$0
	Original Complete Date:	09/01/19	Pending Modifications (including this action): \$8,026,472
	Current Est. Complete Date	05/30/21	Current Contract Value (with this action): \$28,723,699
7.	Contract Administrator: Adrian Ziemer		Telephone Number: 213-922-1109
8.	Project Manager: Isidro Panuco		Telephone Number: 213-418-3208

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued in support of combining the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) within the PAED phases of the I-605/SR-60 segment and the I-605/I-5 segment into one report as directed by Caltrans.

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

On September 24, 2015, the Board approved award of firm fixed Contract No. AE333410011375 to Parsons Transportation Group, Inc. in the amount of \$20,697,227, for Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) for the I-605/I-5 Interchange.

Refer to Attachment B-2 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Metro's ICE overestimated the level of effort required for certain environmental and design tasks. All direct labor rates and fee remain unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$9,303,481	\$9,454,995	\$8,026,472

CONTRACT MODIFICATION/CHANGE ORDER LOG – HDR ENGINEERING, INC.

CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR I-605/SR-60, AND I-605/I-5 INTERCHANGES/AE5204200

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	I-605/SR-60 project new build alternatives, direct connectors & combined EIS/EIR.	Pending	Pending	\$4,898,641
	Modification Total:			\$4,898,641
	Original Contract:	6/23/16		\$33,660,430
	Total:			\$38,559,071

ATTACHMENT B-2

**CONTRACT MODIFICATION/CHANGE ORDER LOG -
PARSONS TRANSPORTATION GROUP, INC.**

**CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND
ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR I-605/SR-60, AND I-605/I-5
INTERCHANGES/AE333410011375**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	I-605/I-5 project new build alternatives, direct connectors, and combined EIR/EIS.	Pending	Pending	\$8,026,472
	Modification Total:			\$8,026,472
	Original Contract:	09/24/15		\$20,697,227
	Total:			\$28,723,699

DEOD SUMMARY

CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR THE I-605/SR-60, AND I-605/I-5 INTERCHANGES/AE5204200

A. Small Business Participation

HDR Engineering (HDR) made a 34.24% SBE and 3.06% DVBE commitment. HDR is exceeding their current commitment with an SBE participation of 34.31%; HDR's current DVBE participation is 1.72%, a shortfall of 1.34%. HDR explained that the DVBE shortfall resulted from Caltrans' direction to eliminate scope that Global Environmental Network had initially been contracted to perform. Metro's Project Manager confirmed that this work would be postponed until the next phase of work on a separate future contract. HDR is actively interviewing additional qualified DVBE firms to meet or exceed the SBE/DVBE commitments with the scope that remains for this Contract.

Small Business Commitment	34.24% SBE 3.06% DVBE	Small Business Participation	34.31% SBE 1.72% DVBE
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	SBE Subcontractors	% Committed	% Participation
1.	Arellano Associates, LLC	1.45%	1.48%
2.	Civil Works Engineers, Inc.	0.27%	0.00%
3.	D'Leon Consulting Engineers	0.19%	0.00%
4.	Earth Mechanics	0.58%	0.43%
5.	GPA Consulting	10.87%	7.29%
6.	Geo-Advantec, Inc.	0.41%	1.60%
7.	Guida Surveying Inc.	2.04%	10.30%
8.	Intueor Consulting	0.40%	0.75%
9.	T&T Public Relations Inc.	0.77%	0.63%
10.	Tatsumi and Partners	0.52%	0.01%
11.	WKE Inc.	16.74%	11.82%
	Total Commitment	34.24%	34.31%

	DVBE Subcontractors	% Committed	% Participation
1.	Calvada Surveying Inc	0.78%	1.61%
2.	Global Environmental Network Inc.	1.20%	0.00%
3.	ZMassociates Environmental	1.08%	0.11%
	Total Commitment	3.06%	1.72%

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). 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.

DEOD SUMMARY – PARSONS TRANSPORTATION GROUP, INC.**CONTRACT MODIFICATIONS FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENT (PAED) SERVICES FOR I-605/SR-60, AND I-605/I-5 INTERCHANGES/AE333410011375****A. Small Business Participation**

Parsons Transportation Group, Inc. (PTG) made a 27% SBE and 3% DVBE commitment. PTG is exceeding their SBE commitment with an SBE participation of 31.04%, and has a current DVBE participation of 0%, a DVBE shortfall of 3%. PTG was contacted to ascertain the reason behind their DVBE shortfall. According to PTG, their DVBE subcontractors, Global Environmental Network, Inc. and ZMassociates Environmental Corp., both have scopes that are yet to be utilized; however, they expect to begin work on the project in late 2017. PTG is projected to meet their SBE and DVBE commitments.

Small Business Goal	SBE 27% DVBE 3%	Small Business Commitment	SBE 27% DVBE 3%
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	SBE Subcontractors	% Committed	% Participation
1.	Arellano Associates, LLC	1.67%	1.32%
2.	D'Leon Consulting Engineers	0.47%	0.16%
3.	Earth Mechanics, Inc.	1.92%	0.56%
4.	Guida Surveying Inc.	5.75%	11.53%
5.	Value Management Strategies	0.19%	0.00%
6.	WKE Inc.	16.16%	16.22%
7.	Wagner Engineering & Survey	0.84%	1.25%
	Total Commitment	27.00%	31.04%

	DVBE Subcontractors	% Committed	% Participation
1.	Global Environmental Network Inc.	1.50%	0.00%
2.	ZMassociates Environmental Corp.	1.50%	0.00%
	Total Commitment	3.00%	0.00%

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). 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.