

Metro

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



Agenda - Final

Thursday, September 24, 2015

9:00 AM

Regular Board Meeting

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

Board of Directors

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 2nd Vice Chair

Michael Antonovich

Mike Bonin

James Butts

Diane DuBois

Jacquelyn Dupont-Walker

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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.

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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.

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

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

CALL TO ORDER**ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 8, 10, 11, 19, 20, 21, 22, 23, 24, 25, 35, 36, 37, 38, 39, 44, 47, 48, 50, 51, 59, 60, 61, 64, 66 and 67.

CONSENT CALENDAR

2. APPROVE **Minutes of the Regular Board Meeting held July 23, 2015.** [2015-1446](#)
Attachments: [Attachment A - Regular Board Meeting Minutes on July 23, 2015](#)

FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (3-0):

8. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. PS05312717, with **Carl Warren & Company, for general liability claims administration services**, to exercise the first three-year option in the amount of \$7,721,051 increasing the total contract value from \$10,307,876 to \$18,028,927 and extending the contract term from October 31, 2015 to October 31, 2018. [2015-1104](#)
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)

FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0):

10. AUTHORIZING the Chief Executive Officer to award a one year Firm Fixed Price Contract No. PS1544301142 to Ma and Associates to conduct the fiscal year **FY 2013-2015 independent performance review of all the Los Angeles County transit operators receiving state Transportation Development Act (TDA) Article 4**, and operators receiving Proposition A funds in lieu of TDA funds and Metro as the Regional Transportation Planning Entity (RTPE), for the fixed price of \$588,192. [2015-1261](#)
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - State requirement to conduct the TPR](#)
[Attachment C - Listing of Operator and RTPE Compliance Requirements](#)
[Attachment D - Summary of Progress Made by the operators and Metro](#)

FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) APPROVING:

11. **MOTION by DuBois, Knabe, Butts and Najarian** that the funds derived from advertising receipts be deposited into the Risk Allocation Matrix Internal Savings Account (RISA) along with the Parking Revenues pending further recommendations from the CEO later this year. [2015-1221](#)

CONSTRUCTION COMMITTEE RECOMMENDED (4-0):

19. AUTHORIZING the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years. [2015-1332](#)

Attachments: [Attachment A - Procurement summary - LA County Grade Crossing Program](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0-2):

20. AUTHORIZING the Chief Executive Officer to award and execute a 15-month firm fixed price Contract No. AE322940011372 (RFP No. AE11372) to **JMDiaz, Inc. in the amount of \$2,340,084.08 for Architectural and Engineering (A&E) services to complete the I-710/SR-91 PSR-PDS.** [2015-0575](#)

Attachments: [Attachment A Procurement Summary- AE11372](#)

CONSTRUCTION COMMITTEE RECOMMENDED (4-0):

21. AUTHORIZING the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.** [2015-0576](#)

Attachments: [Attachment A Procurement Summary- AE11375](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0-1):

22. AUTHORIZING the Chief Executive Officer to: [2015-0864](#)

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

Attachments: [Attachment A-1 Procurement Summary.docx](#)
 [Attachment B Contract Modification Log](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0):

23. APPROVING the following actions for **2015 Countywide Call for Projects** (Call), as further described in this report and attachments: [2015-0989](#)

- A. the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2015 Call and additional funding recommendations;
- B. program \$201.9 million in seven modal categories from the fund sources shown in Attachment B. This amount also programs a limited amount of funds from the 2015 Call for Projects Deobligation (\$2.5 million) and the 2015 Call TAC reserve;
- C. all projects in Attachment C for potential nomination to the California Transportation Commission for 2016 State Transportation Improvement Program funds, as necessary;
- D. amend the recommended 2015 Call Program of Projects into the FY 2015-2016 Los Angeles County Regional Transportation Improvement Program by adopting the resolution in Attachment D which certifies that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP and affirms its commitment to implement all of the projects in the program;
- E. administer the 2015 Call as a one-time project-specific grant

program with the requirement that project sponsors bear all cost increases; and

- F. authorize the Chief Executive Officer to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available.

Attachments: [Attachment A - TAC Motions](#)
[Attachment B - Preliminary Fund Estimate](#)
[Attachment C - Project Recommendations](#)
[Attachment D - Resolution 2017 TIP Resolution](#)
[Attachment E - Specific Recommendation Information](#)
[Attachment F - Project Descriptions](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0-1):

24. AUTHORIZING the Chief Executive Officer to award a twelve-month firm fixed price Contract No. PS3362300 (RFP No. PS114943046R) to Walker Parking Consultants in the amount of \$619,589, for the **Supportive Transit Parking Program Master Plan Study**.

[2015-1156](#)

Attachments: [Attachment A - Procurement Summary PS114943046R](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0-1) AS CORRECTED:

25. AUTHORIZING the Chief Executive Officer to:
- A. execute Contract Modification No. 5 to Contract No. PS4710-2768 with **HDR Engineering, Inc. (I-710 South Utility North Study - North Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$1,443,082, increasing the total contract not-to-exceed amount from \$6,715,468 to \$8,158,550 and a contract extension of 18 months;
- B. execute Contract Modification No. 8 to Contract No. PS4710-2769 with **Mark Thomas & Company, Inc. (I-710 South Utility Central Study - Central Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$350,521, increasing the total contract not-to-exceed amount from \$5,695,143 to \$6,045,664 and a contract extension of 18 months;
- C. increase Contract Modification Authority (CMA) specific to the two

[2015-0439](#)

contracts to cover the cost of any unforeseen issues that may arise during the performance of the contracts as follows:

1. Contract No. PS4710-2768 in the amount of \$216,462; increasing the total CMA from \$878,700 to \$1,095,162;
2. Contract No. PS4710-2769 in the amount of \$52,579, increasing the total CMA from \$742,845 to \$795,424; and

- D. **execute any necessary agreement(s) with third parties** (e.g. Caltrans, Gateway Cities Council of Governments, Gateway Cities, Southern California Edison (SCE), Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, increasing the total amount from \$3,400,000 to \$7,132,000 for FY12 through FY17, as approved by the Board in the May 2015 meeting.

Attachments: [A1 PS4710-2768 Procurement Summary](#)
 [A2 PS4710-2769 Procurement Summary](#)

CONSTRUCTION COMMITTEE RECOMMENDED (3-1):

35. AUTHORIZING the Chief Executive Officer to:

[2015-1262](#)

- A. execute Contract Modification No. 10 to Contract No. PS-2020-1055 with **Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$802,261, increasing the total contract value from \$1,287,745 to \$2,090,006 and extend the contract from October 1, 2015 to June 30, 2020;
- B. execute Contract Modification No. 7 to Contract No. PS-8510-2416 with **Harvey Parker and Associates, Inc. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$981,465, increasing the total contract value from \$1,611,745 to \$2,593,210, and extend the contract from October 1, 2015 to June 30, 2020; and
- C. execute Contract Modification No. 5 to Contract No. PS-8510-2493 with **Cording, Dr. Edward J. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$764,033, increasing the total contract value from \$1,311,745 to \$2,075,778 and extend the contract from October 1, 2015 to June 30, 2020.

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

CONSTRUCTION COMMITTEE RECOMMENDED UNDER RECONSIDERATION (4-0):

36. APPROVING an interim increase to the Life-of-Project (LOP) budget by \$64 million, increasing the LOP budget from \$1,141.4 million to \$1,205.4 million, subject to availability of \$64 million of **federal Regional Surface Transportation Program funds**. [2015-0214](#)

CONSTRUCTION COMMITTEE RECOMMENDED (4-0):

37. AUTHORIZING the Chief Executive Officer to award a 270 calendar day, firm fixed price contract under Bid Number C1110 to AP Construction, Inc., the lowest responsive and responsible bidder for the **Patsaouras Bus Plaza Paver Retrofit Project** (design-build) for an amount of \$5,526,018 inclusive of sales tax and options. [2015-1229](#)

Attachments: [Attachment A - Procurement Summary C1110](#)
[Attachment B DEOD Summary - C1110](#)

CONSTRUCTION COMMITTEE RECOMMENDED (4-0) APPROVING:

38. AUTHORIZING the Chief Executive Officer to execute annual expenditure budget plan for the **FY16 Annual Work Plan for the City of Los Angeles**. [2015-1253](#)

Attachments: [Attachment A - FY16 Annual Work Plan for City of Los Angeles .doc](#)

CONSTRUCTION COMMITTEE RECOMMENDED (4-0):

39. **MOTION by Knabe** that the MTA Board: [2015-1375](#)

Direct the CEO to report back to the Board in 60 days, and provide a presentation for discussion at the November/December 2015 MTA Board Meeting, on the following items related to the operations of the San Pedro Red Car Line; the historic railcar line operating on a 1.5 mile stretch of the San Pedro Waterfront in the Port of Los Angeles:

- A. A historical summary of operations and funding for the San Pedro Red Car Line, including an analysis of why the line operates only on limited days of the week;
- B. A summary of existing transit services connecting to the Red Car Line, including Metro, municipal providers, and local downtown (PBID) trolley, with an analysis of how transit connections could be improved to service a shorter segment of the line, such as from the

- existing 22nd Street/Marina Station to the Ports O'Call Station, or to relocated stations along the alignment;
- C. An evaluation of the reasons for the proposed closure of the Red Car Line and the identification of options to maintain service on shorter segments, and at relocated stations, including potential funding sources;
 - D. Recommendations for maintaining operations on a shorter line;
 - E. An evaluation of the Waterfront Red Car Line Expansion Feasibility Report and the identification of potential funding sources that may be available for future implementation;
 - F. Send a letter to the Port of LA (POLA), before the September 27th closure date, to request that the closure of the Red Car Line be deferred, at a minimum for the portion of the line that is not immediately needed for the City's roadway improvement project, and to reach out to POLA to discuss options for temporarily suspending the Federal Freight Abandonment Process while Metro's evaluation is being completed and shared with POLA.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (4-0):

44. **APPROVING nominees for membership on Metro's San Gabriel Valley, South Bay, and Westside Central Service Councils.** [2015-1224](#)
- Attachments:* [Attachment A - New Appointees Biographies and Listing of Qualifications](#)
[Attachment B - Appointing Authority Nomination Letters](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (4-0):

47. **AUTHORIZING the Chief Executive Officer to:** [2015-1265](#)
- A. **cancel the Private Security Services Invitation for Bid PS-14199;**
 - B. execute Contract Modification No. 16 to **extend Contract No. PS26102156 with RMI International, Inc. for up to 12 months** (October 1, 2015-September 30, 2016) in an amount not to exceed \$8,119,674, thereby increasing the total contract value from \$37,938,383 to \$46,058,057; and
 - C. amend the FY16 Budget for System Security and Law Enforcement in the amount of \$3,019,674.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification/Change Order Log](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (5-0):

48. AUTHORIZING the Chief Executive Officer to execute Modification No. 8 [2015-1166](#)
to Contract OP30002227 for **Uniform Rental services with Prudential Overall Supply** in the amount of \$780,000 increasing the contract value from \$3,735,029 to \$4,515,029. This modification also extends the period of performance through June 30, 2016.

This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats.

Attachments: [ATTACHMENT A - PROCUREMENT SUMMARY OP3000227](#)
 [ATTACHMENT B - CONTRACT MOD LOG](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (5-0):

50. AUTHORIZING the Chief Executive Officer to award a sole source firm [2015-1226](#)
fixed price Contract No. PS92403277 to **Xerox Transport Solutions, Inc. for the integration of a Countywide Signal Priority (CSP) software module into Metro's Advanced Transportation Management System (ATMS)** for an amount of \$952,000.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (5-0):

51. AUTHORIZING the Chief Executive Officer to award a 5-year firm fixed [2015-0366](#)
price Contract No. PS15360111323, to **FRS Environmental Inc., for parts washer services** in an amount not-to-exceed \$1,223,820 for a 5-year period.

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

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (4-0):

59. A. ADOPTING the attached **Parking Ordinance, as set forth in [2015-1264](#)**
 Attachment A ("Metro Parking Ordinance"), enacting a new **Title 8 to Metro's existing Administrative Code;**
- B. ADOPTING the attached Fee Resolution, as set forth in

Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;

- C. AUTHORIZING the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. AUTHORIZING the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

Attachments: [Attachment A - Metro Parking Ordinance](#)
 [Attachment B - Metro Parking Fee Resolution](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (3-0):

60. AUTHORIZING the Chief Executive Officer to: [2015-1288](#)

- A. negotiate and execute an **Amended and Restated Parking License** (“Amended License”) for transit patron parking for an initial term of five years at 3500 Crenshaw Boulevard, Los Angeles, California with West Angeles Church of God In Christ (WA COGIC) for an amount not to exceed an annual lease payment of \$323,100 plus applicable real estate taxes;
- B. exercise options contained in the lease at his discretion; and
- C. deposit cost savings into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

Attachments: [Attachment A - Summary of Expo Boarding & Alightings](#)
 [Attachment B - Summary of License Amendment](#)
 [Attachment C - WA COGIC Term Sheet](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (5-0):

61. A. APPROVING the **upgrade of a vacant position to Chief Innovation Officer**, pay grade CC (\$222,476 - \$273,894 - \$325,353); and [2015-1342](#)
- B. AUTHORIZING the Chief Executive Officer to negotiate a salary

within the pay grade for the position.

Attachments: [Attachment A - Job Specification for Chief Innovation Officer.docx](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (5-0):

64. AUTHORIZING the Chief Executive Officer to: [2015-1228](#)

- A. Increase the Life of Project (LOP) budget for the **900 bus buy project to include funding for Option 1 price escalation; retrofit of operator safety barriers; and Live Video Monitoring System (LVMS)** in the amount of \$3,617,152 from \$503,442,500 to \$507,059,652; and

- B. Approve Contract Modifications 9 and 10 for Contract OP33202869 to New Flyer of America, in the amount of \$6,043,492, for Option 1 price escalation and for retrofit of operator safety barriers and LVMS, increasing the total Contract value from \$498,652,341 to \$504,695,833.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification](#)
 [Attachment C - Funding/Expenditure Plan](#)
 [Attachment D - Transit Agencies Using Operator Barriers](#)

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0):

66. A. EXECUTING contract modifications to **16 existing Freeway Service Patrol contracts** as delineated in Attachment B, in an amount not to exceed \$7,696,000, and authorize reallocation of funds to meet unanticipated operational issues. [2015-1277](#)
- Beat No. 3, Navarro's Towing, Inc., Contract No. FSP12-3, for \$475,000 for 8 months
 - Beat No. 5, Neighborhood Towing 4 U, Inc., Contract No. FSP12-5, for \$450,000 for 8 months
 - Beat No. 6, Mighty Transport, Inc. dba Frank Scotto Towing, Contract No., FSP-12-6, for \$420,000 for 8 months
 - Beat No. 7, South Coast Towing, Contract No. FSP12-7, for \$335,000, for 5 months,
 - Beat No. 9, Classic Two, Inc. dba Tip Top Tow, Contract No. FSP12-9, for \$486,000, for 8 months
 - Beat No. 11, J&M Towing, Contract No. FSP12-11, for \$270,000, for 5 months
 - Beat No. 17, Sonic Towing, Inc., Contract No. FSP12-17 for \$495,000 for 9 months
 - Beat No. 23, Navarro's Towing, Contract No. FSP12-23, for \$305,000 for 5 months
 - Beat No. 27, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-27, for \$455,000 for 5 months
 - Beat No. 29, Platinum Tow & Transport, Inc., Contract No. FSP12-29, for \$480,000, for 6 months
 - Beat No. 31, Sonic Towing, Inc., Contract No. FSP12-31, for \$460,000, for 6 months
 - Beat No. 39, J&M Towing, LLC, Contract No., FSP12-39, for \$385,000, for 9 months
 - Beat No. 43, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-43, for \$560,000 for 9 months
 - Beat No. 50, Girard & Peterson, Inc., Contract No. FSP12-50, for \$610,000, for 6 months
 - Beat No. 70, Sonic Towing, Inc., Contract No. FSP12ELTS-70, for \$755,000, for 4 months
 - Beat No. 71, Bob & Dave's Towing, Inc., Contract No. FSP12ELTS-71, for \$755,000 for 4 months
- B. EXERCISING option year 2 of two FSP Big Rig Contract for a total value of \$1,512,000.
- Beat No. 60, Hadley Towing, Inc., Contract No. FSP10BR-60, for \$765,000, for 12 months
 - Beat no. 61, Hadley Towing, Inc., Contract No. FSP10BR-61, for \$765,000, for 12 months

Attachments: [FSP11857 - procurement summary](#)
[Attachment B - Contract Modification Summary](#)
[Attachment C - FSP Beat Map](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (5-0) APPROVING:

67. **MOTION by Kuehl and Butts** that the Metro Board of Directors instruct the CEO to prepare a plan to dedicate the 26th Street/Bergamot Station along the Expo line in memory of Private Joe Gandara. The dedication should coincide with the opening of the Expo line to Santa Monica and include a plaque to be placed at the station recognizing Private Gandara's heroism and sacrifice for our country.

[2015-1435](#)

END OF CONSENT CALENDAR

NON-CONSENT

3. Chair's Report [2015-1477](#)
4. Report of the Chief Executive Officer. [2015-1478](#)
- Scroll presentations in honor of their retirements:
 - Linda Wright
 - Marc Littman
 - Enhanced Security Program

FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED UNDER RECONSIDERATION (3-0-1):

9. A. ADOPTING a resolution: [2015-1227](#)
1. authorizing **the issuance of refunding bonds by negotiated sale to refund the 2004 General Revenue Refunding Bonds** (the "2004 GRRBs") in one or more transactions through June 30, 2016, consistent with the Debt Policy;
 2. approving the forms of the supplemental trust agreement, preliminary official statement and such other documents as required and all as subject to modification as set forth in the Resolution;
 3. authorizing 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 2015 General Revenue Refunding Bonds (the "2015 GRRBs"), and approves related documents on file with the Board Secretary; and
 4. prohibiting the subsequent issuance of General Revenue Bonds or Parity Debt under the General Revenue Trust Agreement except for refunding bonds.
- B. **APPOINTING the underwriter team** selected for the 2015 GRRBs transaction(s) as shown in Attachment B.
- C. **ESTABLISHING an underwriter pool**, as shown in Attachment B, that will be used to select underwriters for all future negotiated debt issues through June 30, 2019.

(REQUIRES SEPARATE SIMPLE MAJORITY VOTE OF THE BOARD)

- Attachments:** [Attachment A - Authorizing Resolution](#)
[Attachment B - Summary of Underwriter Selection](#)
[Attachment C - Form of 7th Supplemental Trust Agreement\(draft\)](#)

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

28. RECEIVING AND FILING the status report on the operations of **Metro's Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) and Metro's Pilot Business Interruption Fund (BIF)**. [2015-1323](#)

- Attachments:** [Attachment A – Motion 79](#)
[Attachment B – Motion 57](#)
[Attachment C – Metro BSC Performance and Utilization Report](#)
[Attachment D – Metro BIF Bi-Monthly Status Report](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (5-0):

49. INCREASING the life of project budget for the **Blue and Green Lines Transit Passenger Information System**, capital project 212010, by \$3,842,533, increasing the life of project from \$5,987,180 to \$9,829,713 and amend the FY16 annual budget by \$3,842,533. [2015-1290](#)

- Attachments:** [Attachment A - Funding Expenditure Plan](#)
[Attachment B - Timeline for TPIS Installation](#)

- 49.1 **MOTION by Ridley-Thomas** that the Board of Directors direct the Chief Executive Officer to provide a report in 60 days on the current College TAP Program, including the usage, marketing and outreach efforts to community colleges, as well as an assessment of the feasibility of piloting a Universal Community College Student Transit Pass Program. [2015-1497](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (4-0) APPROVING:

58. **MOTION by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl** directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows: [2015-1479](#)
- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects)that leverages

Metro's financial contribution, as previously approved by the Board in March 2015, and return to the Board for approval of the final terms and conditions;

- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

65. AUTHORIZING the Chief Executive Officer to:

[2015-1164](#)

- A. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 1 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), Inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1**, for a not-to-exceed

amount of \$16,542,520 for the three-year base period, \$5,462,340 for the first option year, and \$5,462,340 for the second option year, for a combined total of \$27,467,200, effective October 1, 2015 through September 30, 2020.

- B. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 2 to **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2**, for a not-to-exceed amount of \$12,599,235 for the three-year base period, \$4,352,459 for the first option year, and \$4,568,300 for the second option year, for a combined not-to-exceed total of \$21,519,994, effective October 1, 2015 through September 30, 2020.
- C. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 3 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo I), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3**, for a not-to-exceed amount of \$16,863,892 for the three-year base period, \$5,575,764 for the first option year, and \$5,575,764 for the second option year, for a combined total of \$28,015,420, effective October 1, 2015 through September 30, 2020.
- D. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 4: **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4**. This contract amount consists of \$11,996,937 for the three-year base period, \$4,141,657 for the first option year, and \$4,346,958 for the second option year, for a combined total of \$20,485,552, effective October 1, 2015.
- E. Amend the FY16 budget to add funds to CC3367 in the amount of \$14,625,000 to ensure sufficient funding and service continuity for the four regions under RFP No. PS11654.

Attachments: [Attachment B - Four \(4\) Regions' Maps](#)
 [Attachment A Procurement Summary](#)

- 69. MOTION by Fasana** that staff report back to the System Safety, Security and Operations Committee in 60 days with the following information:

[2015-1480](#)

- A. Usage data of the current APT system, including the average wait during peak times and the total daily usage;
- B. How to best determine the restroom usage and capacity needs, both near and long term;
- C. The feasibility of adding additional restrooms at the station either via APT's, stand-alone restrooms, retail opportunities, or other ideas;
- D. Cost estimates for addition of additional restrooms and potential locations, and;
- E. Timelines for installing additional restrooms.

END OF NON-CONSENT ITEMS

- 70. CLOSED SESSION:**

[2015-1498](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1):
 - 1. Kiewit Infrastructure West Company v. LACMTA
Arbitration Case No. A-0011-2015
 - 2. Today's IV, Inc., v. LACMTA, LASC Case No. BS137540
 - 3. Adelaido Hernandez, et al. v. LACMTA, LASC Case No. BC511068
 - 4. Luis Martinez, Sr., et al. v. LACMTA, LASC Case No. TC027205
 - 5. Kevork Terzian v. LACMTA, LASC Case No. BC486704
- B. Conference with Real Property Negotiator - G.C. 54956.8:
Property Description: 3839 Wilshire Boulevard, Los Angeles, CA 90010
Agency Negotiator: Carol Chiodo
Negotiating Party: Caju Naneng Myon Co., Tenant
Under Negotiation: Price and Terms
- C. Public Employee Performance Evaluation - G.C 54957(b)(1):
Title: Chief Executive Officer

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 #: 2015-1446, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
SEPTEMBER 24, 2015**

SUBJECT: REGULAR BOARD MEETING MINUTES HELD JULY 23, 2015

APPROVE Minutes of the Regular Board Meeting held July 23, 2015.

ATTACHMENT

Attachment A - Regular Board Meeting Minutes on July 23, 2015



MINUTES

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

Thursday, July 23, 2015

9:00 AM

Board of Directors Present:

Mark Ridley-Thomas, Chair
John Fasana, 1st Vice Chair
Eric Garcetti, 2nd Vice Chair
Michael Antonovich
Mike Bonin
Diane DuBois
Jacquelyn Dupont-Walker
Don Knabe
Paul Krekorian
Sheila Kuehl
Ara Najarian
Hilda Solis

Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT 9:20 A.M.

ROLL CALLED

1. APPROVED Consent Calendar Items: 2, 24, 23, 28, 34, 35, 36, 37, 39**, 55, 58**, 59, 61, 69, 70, 70.1, 72 and 74

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y

Consent Calendar items were approved by one motion except 21 and 69 which were held by a Director for discussion and/or separate action.

**Items required 2/3 vote

2. APPROVED ON CONSENT CALENDAR **Minutes of the Regular Board Meeting held June 25, 2015.**

3. RECEIVED Chair's Report

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
P	P	P	A	P	P	P	A	P	P	P	P	P

4. RECEIVED Report of the Chief Executive Officer.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
P	P	P	A	P	P	P	A	P	P	P	P	P

11. ADOPTED the **FY16 Proposed Audit Plan.**

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	A	Y	Y	A	Y	Y	Y	Y

MA = M. Antonovich	MB = M. Bonin	DD = D. DuBois	AN = A. Najarian
PK = P. Krekorian	JF = J. Fasana	JDW = J. Dupont-Walker	
JB = J. Butts	EG = E. Garcetti	HS = H. Solis	
SK = S. Kuehl	MRT = M. Ridley-Thomas	DK = D. Knabe	

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

12. APPROVED:

- A. supporting the establishment of the **proposed Central Avenue Historic Business Improvement District (“BID”) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by LACMTA; and
- B. authorizing the Chief Executive Officer or his delegate to sign any necessary petition and cast any subsequent ballots in support of the BID and property assessments.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	A	Y	Y	A	Y	Y	Y	Y

13. AUTHORIZED the Chief Executive Officer to:

- A. **establish an IT Services Bench**, through (RFIQ) No. PS92403383, consisting solely of vendors who have been deemed qualified to participate in future IT task order work for technical disciplines 1 through 16 below. The qualified vendors recommended in Attachment B for a five-year period will openly compete to perform individual professional service task orders for a cumulative total value of \$17 million. Individual task orders will be awarded based on a competition via the Request for Proposal (RFP) process.

1. Platform / End User Computing Systems

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

2. Database Services / Data Management

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

3. Storage Services

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

4. Telecom and Network Communication Services

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

(Continued on next page)

(Item 13 – continued from previous page)

5. Applications and Web Development

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

6. Business Intelligence and Analytics

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

7. Content Management

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

8. Mobile Solutions

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

9. Oracle E-business Suite

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

10. Transit Operations and Automated Fare Collection Systems

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

11. Asset Material and Management Systems

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

12. Intelligent Transportation/Transit services

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

(Continued on next page)

(Item 13 – continued from previous page)

13. Project/Program Management

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

14. IT Strategy Planning / Enterprise Architecture / Governance

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

15. Agency-Wide Information Security and Compliance

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

16. SCADA Control Systems Cyber Security

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	C	Y	Y	Y

B. execute individual task orders under the ITS Services Bench Contract for up to \$1,000,000 per task order.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	Y	A	Y	Y	Y	Y

14. AUTHORIZED the Chief Executive Officer to **negotiate and award excess liability insurance policies** with up to \$250 million in limits at a cost not to exceed \$3.65 million for the 12-month period effective August 1, 2015 to August 1, 2016.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	C	Y	A	Y	Y	Y	A	Y

21. ADOPTED the locally developed **2016-2019 Coordinated Public Transit-Human Services Transportation Plan** for Los Angeles County (see Attachment A for Executive Summary) to comply with the requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	A	A	A	Y	A	Y	Y	Y	Y	Y	Y	Y

22. RECEIVED AND FILED potential financial impacts of June 2015 Item 14 Board motions on **Metro Countywide Bikeshare**.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
P	P	P	A	P	P	P	P	P	P	P	P	P

22.1 APPROVED **Ridley-Thomas Motion** that the Metro Board of Directors instruct the Chief Executive Officer to proceed as follows:

- A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;
- B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro’s selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for Metro’s Sponsor (including branding, color, and ad space on baskets, skirt guards and bike frame) and agree to meeting the other Interoperability Objectives, consistent with the agreement developed between Metro and the City of Los Angeles for the pilot phase of Metro’s Countywide Bikeshare Program. Such cities shall also agree to participate in and provide data for the evaluation study described in Directive 8 below;
- C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.
- D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro’s, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.
- E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital or operations and maintenance expenses must commit to using Metro’s selected vendor and Title Sponsorship, and other Interoperability Objectives;

(Continued on next page)

23. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute a **grant agreement with the South Bay Cities Council of Governments (SBCCOG) to implement a ride share demonstration project for events.** Amount of funding to be granted to SBCCOG is not to exceed \$250,000.

26. AUTHORIZED the Chief Executive Officer (CEO) to:

A. award a seven-year cost-plus-fixed fee Contract No. PS298340011486 (RFP No. PS11486), to Gruen Associates for the **Airport Metro Connector (AMC) 96th Street Transit Station** for a not-to-exceed amount of \$17,789,897 for architectural and engineering services to design the AMC 96th Street Transit Station and provide design support services during construction; and

B. approve Contract Modification Authority specific to Contract No. PS298340011486 in the amount of \$3,557,979 to cover the cost of any unforeseen issues that may arise during the course of the contract.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	C	A	Y	Y	Y	Y

27. AUTHORIZED AS AMENDED the Chief Executive Officer to:

A. execute Contract Modification No. 12 for Contract No. PS4320-2003, **Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services, with CDM Smith/AECOM**, Joint Venture, in the amount of \$2,898,336 to address post-Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/EIR) Cooperating Agency comments and investigate refinements as directed by the Metro Board in November 2014, increasing the total contract value from \$15,548,379 to \$18,446,715;

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	C	A	Y	C	Y	C	Y	C	Y	Y	Y

B. increase Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services in the amount of \$580,000, increasing the total CMA amount from \$1,952,711 to \$2,532,711;

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	C	A	Y	C	Y	C	Y	C	Y	Y	Y

(Continued on next page)

28. APPROVED UNDER RECONSIDERATION:

- A. the recommended **federal Section 5310 funding awards totaling \$4,713,220 for Traditional Capital Projects and up to \$1,615,177 for Other Capital and Operating Projects**, shown as in Attachments A and B, respectively;
- B. amending the fiscal year (FY) 2016 Budget to add the necessary revenues and expenses for the recommended and previously approved Section 5310 funded projects, once the Federal Transit Administration (FTA) awards grant funds (see Attachment C for the Allocation Process);
- C. authorizing the Chief Executive Officer or his designee to negotiate and execute pass-through agreements with agencies as sub-recipients approved for funding once the FTA awards Section 5310 grant funds;
- D. certifying that the Section 5310 funds were fairly and equitably allocated to eligible sub-recipients and that to the maximum extent feasible, Section 5310 funded services are coordinated with transportation services assisted by other federal departments and agencies; and
- E. certifying that all projects recommended for Section 5310 funding are included in the locally developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers and other members of the public.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	ABS	A	Y	C	C	A	Y	C	Y	Y	Y

34. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to amend the FY16 budget to add 33 non-contract full-time equivalent (FTE) positions:

- A. 18 non-contract FTE positions (with 7 non-contract FTE positions already accounted in the FY 16 budget) by converting new Construction Management Support Services(CMSS)/consultant positions to support Measure R transit projects for Engineering & Construction (E&C) Department;
- B. 2 non-contract FTE positions by converting consultant positions to support Environmental Compliance and Sustainability projects for E&C Department (Refer to Appendix 1);
- C. 3 non-contract FTE positions to support capital transit projects for E&C Department (refer to Appendix 2);

(Continued on next page)

(Item 34 – continued from previous page)

- D. 4 non-contract FTE positions by converting new CMSS/consultant positions to support Measure R transit projects for Program Management Office (Refer to Appendix 3);
- E. 4 non-contract FTE positions by converting new CMSS/consultant positions to support Measure R transit projects for Vendor/Contract Management Department (Refer to Appendix 4); and
- F. 2 non-contract FTE positions to support Measure R transit projects for Countywide Planning and Development Department (Refer to Appendix 6).

It should be noted that the positions A through F are project related positions that can be terminated upon completion of the projects.

35. AUTHORIZED ON CONSENT CALENDAR:

- A. an increase to the total contract value for Contract No. MC069, with Stantec Consulting, Inc., to provide **Construction Management Support Services** in an amount not-to-exceed \$10,953,136 for the FY16 six-month Work Program Funding from \$86,459,000 to \$97,412,136; and
- B. the Chief Executive Officer to execute individual Contract Work Orders and Modifications within the Board approved contract value.

36. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. MC070, to ARCADIS U.S., Inc., to **continue providing Construction Management Support Services (CMSS) through December 31, 2015 for the Regional Connector Transit Corridor Project**, in the amount of \$5,955,000, increasing the total contract value from \$11,180,690 to \$17,135,690.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
					C							

37. AUTHORIZED the Chief Executive Officer (CEO) to execute Change Modification No. 2 to Contract No. MC071, Westside Extension Support Team (WEST), to continue providing **Construction Management Support Services (CMSS) for six months of FY16 for the Westside Purple Line Extension Section 1 Project**, in an amount not-to-exceed \$6,487,628, increasing the total contract value from \$14,513,451 to \$21,001,079.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
		C			C				C			

38. APPROVED:

- A. authorizing an increase to the total authorized funding for Contract No. PS100800-2641 with MARRS Services, Inc., for **pending and future task orders to provide Construction Management Consultant (CMC) Support Services**, in an amount not to exceed \$2,144,000, increasing the total contract value from \$7,744,000 to \$9,888,000; and
- B. authorizing the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	A	C	A	Y	Y	Y	Y

39. 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 energy efficient lights in Metro's Gateway Headquarters Building;
- B. authorizing the Chief Executive Officer to award the competitively bid design-build contract to the lowest responsive, responsible bidder, pursuant to Public Utilities Code Section 130051.9 (c); and
- C. an increase of Contract Modification Authority (CMA) for Contract No. PS07643022 with Control Technologies to provide Building Management System upgrades in the amount of \$1,000,000, increasing the CMA from \$100,000 to \$1,100,000.

40. AUTHORIZED the Chief Executive Officer to award a 28 month firm fixed price contract, under Invitation for Bid No. C1078, with Clark Construction Group, the lowest responsive and responsible bidder for the **final design and construction of the Maintenance of Way/Non-Revenue Vehicle Maintenance Building** to be constructed as part of the Division 20 Yard and Shops expansion for a firm fixed price of \$52,830,310.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	Y	Y	Y	Y	Y	Y	Y

40.1 APPROVED Motion by Directors Dupont-Walker and Solis that the Board instruct the CEO to:

- A. direct staff to establish a design advisory working group that includes representatives from the following entities:
 - 1. Metro Operations
 - 2. Metro Construction
 - 3. Metro Arts
 - 4. Metro Planning
 - 5. MOW Design-Build Team
 - 6. City of Los Angeles 6th Street Bridge Design-Build Team
 - 7. Arts District Community

- B. direct staff to report back to the board on a monthly basis on progress that is made with the advisory group to explore the following objectives:
 - 1. Site placement of the MOW Facility is placed the farthest distance from Santa Fe as allowed by operational functionality and applicable building codes.
 - 2. Parking on the site is optimized
 - 3. Adoption of architectural design that reflects Metro's most recent efforts

- C. direct staff to report back in 60 days with a detailed outreach and engagement process for incorporating art into the Maintenance of Way Facility including the following elements:
 - 1. Forming a selection panel including Downtown-based art professionals to select the artist to work on the Maintenance of Way Facility.
 - 2. Soliciting larger arts district and community feedback for consideration in artist selection from the existing MTA pre-approved artist pool.
 - 3. Coordination with the aforementioned design advisory group.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	A	A	Y	A	Y	Y	Y	Y	Y	Y	Y

41. AUTHORIZED the Chief Executive Officer to award and execute a five year contract, Contract No. PS84203243, with Cumming Construction Management, Inc. for **Sustainability Program Assistance Services on Task Orders** for a total amount not-to-exceed \$12,481,230 inclusive of three base years (not to exceed \$7,339,981) with two one-year options (year one = \$2,545,173 and year two = \$2,596,076.)

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	A	Y	C	A	Y	Y	Y	Y

42. AUTHORIZED the Chief Executive Officer to award and execute a five year contract, Contract No. PS84203274, with Kleinfelder, Inc. for **Environmental Engineering and Consulting services on Task Orders**, inclusive of three base years and two one-year option years with a total not-to-exceed amount of \$12,000,000.00. Base year contract value is \$7.2 million; Option year one contract value is \$2.4 million; and Option year two contract value is \$2.4 million.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	C	A	Y	A	Y	C	A	C	Y	Y	Y

43. APPROVED:

- A. authorizing a Contract Modification No. 40 (a.k.a. Contract Change Order, CCO 40) by Caltrans for **Segment 3 construction contract of the I-5 North Capacity Enhancements from SR-134 to SR-118** under the Funding Agreement No. MOU.P0008355/8501 A/A5, in the amount of \$1,000,000 without an increase in the project budget or contract value. The contract value of this project remains \$405,575,000; and
- B. authorizing a Contract Modification No. 74 (a.k.a. Contract Change Order, CCO 74) by Caltrans for Segment 3 construction contract of the I-5 North Capacity Enhancements from SR-134 to SR-118 under the Funding Agreement No. MOU.P0008355/8501 A/A5, in the amount of \$1,500,000 without an increase in the project budget or contract value. The contract value of this project remains \$405,575,000.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y

44. APPROVED an increase in the Contract Modification Authority (CMA) to Contract No. PS0933432406A with STV Incorporated (STV) in the amount of \$250,000, increasing the total CMA from \$500,000 to \$750,000 for the **design support during construction for the Patsaouras Plaza Busway Station.**

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	C	Y	A	Y	C	Y	A	Y

45. AUTHORIZED:

A. the Chief Executive Officer (CEO) to **continue issuing task orders within the previously Board approved total contract not-to-exceed amount of \$38,000,000 for Contract EN077, with ARCADIS U.S., Inc.,** for the life of the contract, of which only \$21,200,000 the Board had authorized for expenditure in FY12 through FY14; and

B. the CEO to exercise Option Year One for FY16.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	C	Y	A	Y	Y	Y	A	Y

46. APPROVED an increase in the Contract Modification Authority (CMA) to Contract No. OP33402180 with Maintenance Design Group (MDG) in the amount of \$350,000, increasing the total CMA from \$1,350,000 to \$1,700,000 for **design support during construction for the Division 13 Bus Maintenance and Operations Facility.**

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y

47. AUTHORIZED the Chief Executive Officer (CEO) to execute Contract Modification No. 39 to Contract No. E0117 with Hatch Mott MacDonald (HMM), to **continue Phase III Design Services During Construction (DSDC) support,** in the amount of \$6,656,000, increasing the total contract value from \$54,414,652 to \$61,070,652.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	C	C	A	Y	Y	Y	A	Y

48. AUTHORIZED the CEO to execute Contract Modification No. 22 to Contract No. E0119 with The Connector Partnership Joint Venture (CPJV) Inc. to continue providing **Design Support Services During Construction through FY16 for the Regional Connector Transit Corridor Project,** in the amount of \$8,283,594, increasing the total contract value from \$54,770,985 to \$63,054,579. This action does not increase Life of Project Budget.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	C	Y	A	C	C	Y	A	Y

49. AUTHORIZED the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. PS2415-3412 with STV, Inc. for the **Brighton to Roxford Double Track Project** in the amount of \$12,500,000 inclusive of all design phases. This contract is for three years.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	A	C	Y	C	C	C	Y	Y	Y

50. APPROVED:

- A. adopting Life-of-Project (LOP) budget for Project 205104 (**Metro Blue Line (MBL) Pedestrian Active Grade Crossing Improvements Installation**) of \$30,175,000;
- B. increasing the Fiscal Year 2016 Budget for Project 205104 in Cost Center, 3960 - Rail Transit Engineering, by \$12,897,000 to fund the FY 2016 cash flow for these pedestrian grade crossing safety enhancements; and
- C. authorizing the CEO to negotiate and execute a Public Highway at-Grade Crossing Improvement Agreement with Union Pacific Railroad (UPRR) according to the Term Sheet (Attachment B).

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	ABS	A	Y	A	Y	Y	A	Y	Y	Y	Y

55. APPROVED ON CONSENT CALENDAR nominees for membership on **Metro's Gateway Cities, San Fernando Valley, and San Gabriel Valley Service Councils.**
58. APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE finding that awarding **this** low-bid design-build contract pursuant to **Public Utilities Code Section 130242 (a)** will achieve private sector efficiencies by integrating the design project work and components, obtaining Los Angeles County Fire Department approval for project work, and replacing the **Fire Sprinkler System in Metro's Gateway Headquarters Building;**
59. AUTHORIZED ON CONSENT CALENDAR the award of a sole source, non-competitive firm fixed price contract to Dematic Corporation (Dematic) for the **upgrade of Metro's Automatic Storage and Retrieval System (ASRS) Mini-Load and Unit Load, CP# 209072,** for an amount not to exceed \$1,294,517 for a period of ten months.

68.1 APPROVED Combined Solis/Ridley-Thomas/Kuehl/Dupont-Walker and DuBois/ Knabe Motions that the Board of Directors instruct the Chief Executive Officer to take the following actions:

- A. amend the Joint Development Policy to:
 - 1. define affordable housing as housing that is covenant-controlled, provided on an income-restricted basis to qualifying tenants earning 60% or less than Area Medium Income as defined by the CA Tax Credit Allocation Committee, and often subsidized by public or non-profit funding sources; and
 - 2. include language that promotes the consideration of affordable housing that has deeper affordability, including the creation of new units affordable to very low-income and extremely low-income households;
- B. after implementation, further analyze the proposed land discount policy to evaluate whether it can be used as a tool to encourage the development of more very low or extremely low income units and report back to the Board within 120 days with a summary of the potential benefits and consequences to linking the land discount to the percentage of very low or extremely low income units in a project;
- C. a percentage of lease revenue generated from joint development projects support transportation uses including, using a portion of lease revenue income to pursue First/Last Mile projects within ½ mile of station areas, active transportation uses and wayfinding; and
- D. structure the proposed joint development process to ensure that local jurisdictions with land use responsibility collaborate on the community engagement process to ensure that all joint development projects are consistent with local desires and can be approved by the local jurisdiction.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

69. CARRIED OVER TO SEPTEMBER REGULAR BOARD:

- A. adopting the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”), enacting a new Title 8 to Metro’s existing Administrative Code;**
- B. adopting the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;

(Continued on next page)

(Item 69 – continued from previous page)

- C. authorizing the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. authorizing the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

70. ADOPTED AS AMENDED BY ON CONSENT CALENDAR the following Official and Operational station names for the eight stations that comprise Metro Rail's Crenshaw/LAX line:

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Expo/Crenshaw	Expo/Crenshaw
2. Martin Luther King Jr.	Martin Luther King Jr.
3. Leimert Park	Leimert Park
4. Hyde Park	Hyde Park
5. Fairview Heights	Fairview Heights
6. Downtown Inglewood	Downtown Inglewood
7. Westchester	Westchester
8. Aviation/Century	Aviation/Century

70.1 APPROVED ON CONSENT CALENDAR amending Motion by Directors Ridley-Thomas and Butts that the Board of Directors adopt Westchester/Veterans as the official and operational name for the station of the Crenshaw/LAX Line which is located at the intersection of Florence Avenue and Hindry Avenue.

72. AUTHORIZED ON CONSENT CALENDAR the obligation of \$90 million in federal Regional Surface Transportation Program funds for the Interstate 405 Sepulveda Pass Improvements project.

74. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate salaries within the pay range for the following positions:

- A. **Executive Director, Program Management**, pay grade CC
(\$222,476 - \$273,894 - \$325,353)
- B. **Executive Director, Transit Project Delivery**, pay grade BB
(\$166,462 - \$208,083 - \$249,704)
- C. **Executive Officer, System Security and Law Enforcement**, pay grade AA (\$156,832 - \$196,060 - \$235,227)

(Continued on next page)

(Item 74 – continued from previous page)

D. **Deputy Chief Executive Officer**, pay grade DD (\$278,470 - \$339,747 - \$401,003)

75. AMENDED the FY 16 Budget to add \$800,000 to Project 405556 Systemwide Planning in Cost Center 4330, Countywide Planning and Development to cover the **design costs for modifications to the Crenshaw/LAX (C/LAX) station** design for consistency with the Systemwide Station Design.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

76. APPROVED **Motion by Mayor Garcetti** to direct the CEO to report back in 60 days on the following items related to the operations of Angels Flight; the historic funicular operating in the Bunker Hill area of downtown Los Angeles:

- A. A historical summary of operations for Angels Flight including past closures and safety related issues;
- B. A summary of State and Federal safety findings pertaining to Angels Flight; and
- C. Recommendations for resuming operations.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	A	Y	Y	Y	Y	A	Y	A	Y

END OF NON-CONSENT ITEMS

77. **CLOSED SESSION:**

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

(1):

Jerry Tovar, et al. v. LACMTA, LASC Case No. TC018015

Approved settlement in the amount of \$1.5 million

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

- B. Public Employee Performance Evaluation - G.C. 54957(b)(1):

Title: Chief Executive Officer

NO REPORT.

(Continued on next page)

(Item 77 – continued from previous page)

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

1. Property Description: 8421 Wilshire Blvd., Beverly Hills, CA 90211
Agency Negotiator: Velma Marshall
Negotiating Party: Mattie Leshem dba Protagonist
Under Negotiation: Price and Terms

Approved settlement in the amount of \$900,000.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

2. Property Description: 9432 Bellanca Ave., Los Angeles, CA 90045
Agency Negotiator: Carol A. Chiodo and/or designee
Negotiating Party: Owens Premier, Inc. dba Gourmet Logistics Co.
and NZG Specialties, Inc. dba Gourmet Trading Company
Under Negotiation: Price and Terms

Approved settlement in the amount of \$1,525,000.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

3. Property Description: 3839 Wilshire Blvd., Los Angeles, CA 90010
Agency Negotiator: Carol A. Chiodo and/or designee
Negotiating Party: Chong S. Kim dba Pang Village Bakery
Under Negotiation: Price and Terms

Approved settlement in the amount of \$450,000.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

4. Property Description: 3839 Wilshire Blvd., Los Angeles, CA 90010
Agency Negotiator: Carol A. Chiodo and/or designee
Negotiating Party: Ho Bin Choi dba Hite Kwang Jang Restaurant
Under Negotiation: Price and Terms

Approved settlement in the amount of \$700,000.

DD	AN	HS	JB	JF	EG	MRT	MA	MB	SK	JDW	PK	DK
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

(Continued on next page)

(Item 77 – continued from previous page)

5. Property Description: 317 S. Broadway, Los Angeles, CA 90013
Agency Negotiator: Greg Angelo and Cal Hollis
Negotiating Party: Grand Central Square Limited Partnership
Under Negotiation: Price and Terms

NO REPORT.

D. Conference Regarding Potential Threats to Public Services or
Facilities - G.C. 54957:

Consultation with Los Angeles Sheriff Department Chief Ronene M.
Anda or her designee.

NO REPORT.

ADJOURNED at 1:26 p.m.

Prepared by: Deanna Phillips, Board Specialist


Michele Jackson, Board Secretary

**Board Report**

File #: 2015-1104, **File Type:** Contract**Agenda Number:** 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 16, 2015****SUBJECT: GENERAL LIABILITY CLAIMS ADMINISTRATION SERVICES****ACTION: EXERCISE THE FIRST THREE-YEAR OPTION****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. PS05312717, with **Carl Warren & Company, for general liability claims administration services**, to exercise the first three-year option in the amount of \$7,721,051 increasing the total contract value from \$10,307,876 to \$18,028,927 and extending the contract term from October 31, 2015 to October 31, 2018.

ISSUE

Contract No. PS05312717 currently provides public liability and property damage third-party claims administration (TPA) services. The contract consists of a four-year base period and two, three-year options for a combined total of \$25,896,641.

On August 4, 2011, the Board authorized the CEO to award the ten year and two month fixed-price contract to CWC in an amount of \$25,896,641 for all ten years inclusive of two, three-year options. CWC was awarded the contract with a base term from September 1, 2011 to October 31, 2015. CWC was the lowest priced proposer at the time and based on our assessment of industry conditions and regional economic growth occurring since the contract award in 2011, pricing has hardened in the interim. Staff conducted a market price assessment in August 2015 by contacting four of the original proposers. The two proposers who responded to our inquiry have increased their original proposed price of claims administration services by 3-5%.

The Board approved a motion at the June 26, 2014 Board meeting requiring all requests to exercise contract options exceeding \$500,000 annually to be approved by the Board. This motion effectively rescinded the CEO's authority to execute a contract modification to exercise the options under this contract.

We are returning to the Board for authorization to exercise the first three-year option. Staff has determined that the previously negotiated option prices with CWC are fair, reasonable and will result in cost savings to Metro. The approval of this action is required to continue processing public liability claims timely and seamlessly.

DISCUSSION

Consistent with practice of many other public agencies including the County of Los Angeles, the Los Angeles Unified School District and others, we use the services of a TPA to investigate, evaluate and resolve all general liability claims, primarily bus accidents, valued at \$50,000 or less. More than 95% of claims received are valued at less than \$50,000, including minor property damage and bodily injury claims. In 1998, we assumed responsibility for claims administration in-house for claims valued at \$50,000 and greater; thereby, reducing contract costs and allowing for better control of high value claims by our executive management and improved coordination with counsel.

Subrogation of losses against a responsible third party is also part of the services provided by the TPA. Over the last seven years, we received gross recoveries of more than \$1 million annually from subrogation or cross complaints and the TPA receives an incentive fee on subrogated cash receipts. Contract incentives for subrogation recoveries are consistent with industry best practice since they encourage the TPA to recover as much as possible from third parties.

We received 2,848 claims in fiscal year 2013, 2,715 claims in fiscal year 2014 and 2,618 claims in fiscal year 2015. The open general liability claim inventory on July 31, 2015 was 2,183 claims. Processing claims with an inventory of this size requires the issuance of approximately 700 payments monthly to claimants, attorneys, experts and others along with processing approximately 2,000 incoming and 1,000 outgoing pieces of mail. The expertise and infrastructure of a professional TPA in resolving these claims and litigation is essential for structuring a competitive and cost-effective program.

Our current TPA, CWC, provides staff and management of 24 individuals to support claims administration in-house at the Gateway Plaza building on the 10th floor in Risk Management. CWC staff provides claims adjusting, 1099 and W-9 processing, initial claim data entry as well as investigation services. They receive a 20% incentive fee on subrogated cash receipts which is less than the 25% considered middle of the industry practice range. CWC is providing satisfactory claims administration and subrogation services. CWC subrogation recoveries exceeded \$1.1 million in each of the prior four years of the contract.

CWC was by far the lowest price proposer out of seven proposers in the competitive procurement process. CWC was also the highest scoring proposer using the weighted values defined in the original RFP document. Attachment A summarizes the procurement activity. Under the current contract, CWC meets their 21.8% commitment to small business participation through the use of subcontractor Sam Hooper and Associates. Although not a requirement at the time, the small business subcontractor is also a qualified DBE.

CWC has been in the claims industry for over 70 years and has handled claims for such clients as Long Beach Transit, Gardena Transit, County of Los Angeles, California Joint Powers Insurance Authority, Santa Clara Valley Transportation Authority and San Mateo County Transit District.

Attachment B provides the history of contract amendments and modifications.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for eight months of \$1,715,789 for this action is included in the FY16 budget in cost center 0531, Non-Departmental - Risk Management, under project 100018 (PRMA-PLPD).

Since this is a multi-year contract, the Executive Director, Risk, Safety, and Asset Management will be accountable for budgeting the cost in future years. In FY15, \$2,525,595 was expensed on this contract.

Impact to Budget

Approval of this action has no impact on the FY16 budget. The sources of funds for this action are bus and rail operations eligible. No other sources of funds were considered for this activity because TPA services almost exclusively support bus and rail operations.

ALTERNATIVES CONSIDERED

Staff considered a new procurement action for TPA services but prefers to exercise the first of two, three-year options. On-boarding a new contractor requires significant staff resources, lead time and opportunity costs to complete the estimated twelve-month procurement process. Once the new contractor is issued the notice to proceed, a transition period of six to twelve months could be expected. New staff will need to be trained on the RiskMaster claims administration system, learn the internal claims administration process and then develop valuable internal contacts to facilitate adjusting the claims timely and efficiently. We did not consider a new procurement as a viable option given the availability of option years, on-boarding costs and the need to renew the current contract on a month-to-month basis during the transition in the event another contractor prevailed in the solicitation process.

We also considered providing the service through Metro in-house staff. This alternative would require the hiring of up to 30 additional qualified full-time staff to administer the general liability claims currently administered by CWC. CWC currently provides 24 dedicated claims staff as well as additional off-site non-dedicated staff for support activities. Hiring and retaining full-time staff would be very challenging for Metro because we would need to attract, train and retain a sufficient number of qualified employees in this industry's highly competitive market. Staff's assessment indicates this is not a cost effective option for Metro since the cost to self-administer would be similar, if not more, than the costs of contracting for this service.

NEXT STEPS

Upon Board approval of this action, staff will execute a contract modification with CWC under the current Contract No. PS05312717, exercising the first three-year option from November 1, 2015 to October 31, 2018.

ATTACHMENTS

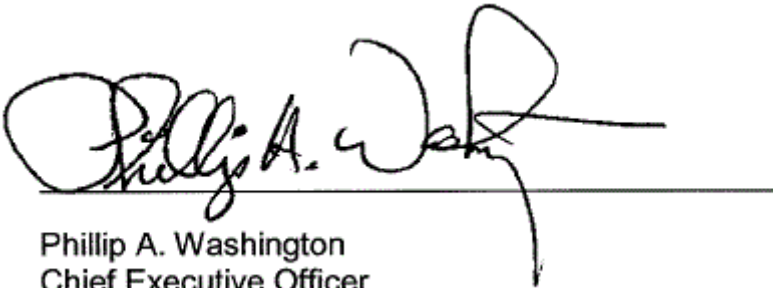
Attachment A - Procurement Summary

Attachment B - Contract Modification/Change Order Log

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

Reviewed by: Greg Kildare, Executive Director, Risk, Safety, and Asset Management, (213) 922-4971

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GENERAL LIABILITY CLAIMS ADMINISTRATION SERVICES
PS05312717

1.	Contract Number: PS05312717			
2.	Contractor: Carl Warren & Company			
3.	Mod. Work Description: Exercise first three-year option			
4.	Contract Work Description: Provide public liability/property damage general liability claims third party administrative services.			
5.	The following data is current as of: 08/14/15			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	August 23, 2011	Contract Award Amount:	\$10,307,876
	Notice to Proceed (NTP):	August 23, 2011	Total of Modifications Approved:	\$0
	Original Complete Date:	October 31, 2015	Pending Modifications (including this action):	\$7,721,051
	Current Est. Complete Date:	October 31, 2018	Current Contract Value (with this action):	\$18,028,927
7.	Contract Administrator: Maria V. Lechuga		Telephone Number: (213) 922-7206	
8.	Project Manager: Juanita Welch		Telephone Number: (213) 922-4956	

A. Procurement Background

This Board Action is to approve Modification No. 4 for PS05312717 issued to exercise first three-year option.

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

On August 4, 2011, Contract No. PS05312717, Item #29, was approved by the Metro Board. The contract provides for general liability claims administering services for Metro. The contract was awarded on August 23, 2011, to Carl Warren & Company. The contract firm fixed prices are for a 4-year and two-month base with two, three-year options in the amount \$25,896,641 for all ten years.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

Option years were fully negotiated at the time of contract award authorization and determined to be fair and reasonable. CWC was the lowest priced proposer at the time and based on our assessment of industry conditions, it is believed that pricing has not decreased. With regional economic growth occurring since the contract award in 2011, it is anticipated that market pricing may have increased.

Proposal Amount	Metro ICE	Negotiated Amount
\$7,721,051	\$7,721,051	\$7,721,051

C. Small Business Participation

Carl Warren & Company made a 21.8% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment. Current DBE participation is 22.25%. In October 2014, the Diversity & Economic Opportunity Department (DEOD) approved Carl Warren’s request to substitute Fu-Gen, Inc., a DBE firm that is no longer in business. Carl Warren added Sam Hooper & Associates, a DBE. Carl Warren is currently exceeding their DALP commitment.

SMALL BUSINESS COMMITMENT	21.8% DALP	SMALL BUSINESS PARTICIPATION	22.25% DALP
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Fu-Gen, Inc.	African American	21.8%	17.75%
2.	Sam Hooper	African American	Added	4.50%
		Total	21.8%	22.25%

D. Living Wage Service Contract Worker Policy

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG
GENERAL LIABILITY CLAIMS ADMINISTRATION SERVICES
PS05312717

Mod. No.	Description	Date	Amount
1	Additional scope for Workers' Compensation Subrogation and related services	October 28, 2014	\$0
2	Amend Special Provision 11, Subrogation, for additional requirements to task	October 28, 2014	\$0
3	Revise Special Provision 04, Approved Subcontractors & Suppliers, to replace subcontractor	November 20, 2014	\$0
4	Pending Board Approval		\$7,721,051
	Total:		\$7,721,051

**Board Report**

File #: 2015-1261, **File Type:** Contract

Agenda Number: 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 16, 2015**

SUBJECT: CONTRACT FOR FISCAL YEAR 2013-2015 TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE REVIEWS OF LOS ANGELES COUNTY TRANSIT OPERATORS, INCLUDING METRO OPERATIONS, AND METRO AS THE REGIONAL TRANSPORTATION PLANNING ENTITY

ACTION: AWARD CONTRACT TO MA AND ASSOCIATES

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to award a one year Firm Fixed Price Contract No. PS1544301142 to Ma and Associates to conduct the fiscal year **FY 2013-2015 independent performance review of all the Los Angeles County transit operators receiving state Transportation Development Act (TDA) Article 4**, and operators receiving Proposition A funds in lieu of TDA funds and Metro as the Regional Transportation Planning Entity (RTPE), for the fixed price of \$588,192.

ISSUE

Public Utilities Code (PUC) Section 99246 requires that Metro conduct an independent performance review of all Los Angeles County transit operators, including Metro Operations, eligible to receive state TDA Article 4 funds. The same requirement also calls for an independent performance review of the activities of Metro as the RTPE for Los Angeles County. Attachment B describes the performance review requirements.

In addition, the State gives Metro the authority to withhold allocations in excess of prior year allocations if the performance review finds that the operator has not made reasonable progress on implementing prior review recommendations. State law also stipulates that the Planning agency prior to determining the allocation to an operator for the next fiscal year, annually review and evaluate the efforts made by the operator to implement changes recommended by the performance review.

DISCUSSION

The performance reviews for Los Angeles County transit operators and for Metro as the RTPE are required every three years. All Los Angeles County transit operators who receive TDA Article 4 funds

must be audited as prescribed in the PUC. The present schedule calls for the FY13-15 Triennial Performance Review to be completed and forwarded to the State of California by the end of FY16.

State law requires that Metro hire an independent contractor to perform the review and submit the findings and recommendations for each operator including Metro to the State in a timely manner. The State's approval will ensure that disbursements of the funds for allocation to the eligible jurisdictions. Any delay in submission of the review report might delay the allocation of the TDA Article 4 funds to Metro and the local jurisdictions.

Background

As the Programming agency of TDA funds, Metro has the responsibility to conduct and transmit to the State a Triennial Performance Review of all the operators under its jurisdiction and Metro as an Operator as well as the RTPE. The scope has two categories - Review (Part A) and Compliance (Part B).

Part A1, Operator Performance Review - TDA requires that an operator receiving TDA funds be audited for efficiency, effectiveness and economy of the operation. To perform this function, the consultant reviews the performance indicators including;

- Operating cost per passenger;
- Operating cost per vehicle service hour;
- Passengers per vehicle service hour;
- Passengers per vehicle service mile; and
- Vehicle service hours per employee.

The Consultant is also required to follow-up on prior performance review recommendation and assess the progress made on the implementation of this recommendation(s). In addition, TDA requires that the following functions are reviewed:

- General Management and Organization
- Service Planning
- Scheduling, Dispatch and Operations
- Personnel Management and Training
- Administration & Budget
- Marketing and Public Information
- Maintenance

Part A2, Regional Transportation Planning Entity Performance Review - TDA also requires that the

RTPE also be reviewed for their functions performed and compliance with TDA statutes. The RTPE functions that are reviewed are:

- RTPE Administration and Management
- Transportation Planning and Regional Coordination
- Claimant Relationship and Oversight
- Marketing and Transportation Alternatives
- Grant Applications and Management

Part B, Compliance with TDA Statutes - The consultant reviews each operator and Metro as RTPE for compliance with all the relevant statutes stated in TDA law as described in Attachment C. A summary of the sample findings and progress made on implementation of some past findings is shown in Attachment D.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The funding of \$588,192 for this service is included in the FY16 Budget in Cost Center 4430, Project 405511, Task 001.22, Line item 50316, Professional Services. As the cost of the Triennial Performance Review is an eligible TDA expense, funds to pay for the reviews are deducted from Metro's TDA administration apportionment.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to award the contract as recommended, and may choose instead to direct us to seek another contractor. However, we do not recommend this alternative action, as we believe that the recommended contractor is qualified and capable of helping us stay on schedule for completing and forwarding the required FY13-15 Triennial Performance Reviews to the State of California by the end of fourth Quarter FY16. The State of California requires that an independent contractor conduct the Triennial Performance Reviews in a timely fashion, so that Los Angeles County, Metro and the transit operators continue to receive TDA funding.

NEXT STEPS

At the completion of the reviews, the Consultant will present the reports, including the findings and recommendations, to the Board.

ATTACHMENTS

Attachment A - Procurement Summary

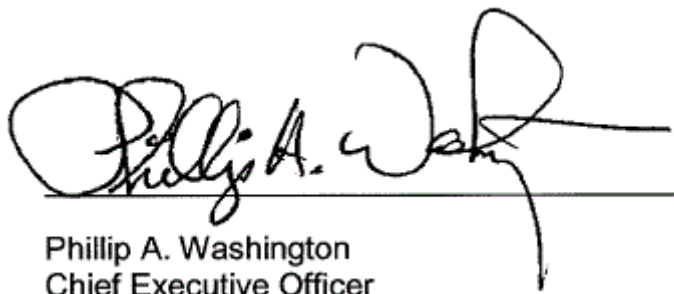
Attachment B - State Requirement to Conduct the Triennial Performance Reviews

Attachment C - Listing of Operator and RTPPE Compliance Requirements included in the Scope

Attachment D - Summary of Progress made by the Operators and Metro as the RTPPE on the Implementation of 2010-12 Triennial Review Recommendations

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**TRIENNIAL PERFORMANCE REVIEWS OF LOS ANGELES COUNTY TRANSIT
OPERATORS, INCLUDING METRO OPERATIONS, AND METRO AS
THE REGIONAL TRANSPORTATION PLANNING ENTITY
PS1544301142**

1.	Contract Number: PS1544301142	
2.	Recommended Vendor: Ma and Associates	
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: 3/25/15	
	B. Advertised/Publicized: 3/25/2015	
	C. Pre-proposal/Pre-Bid Conference: 4/8/2015	
	D. Proposals/Bids Due: 4/23/2015	
	E. Pre-Qualification Completed: 5/28/15	
	F. Conflict of Interest Form Submitted to Ethics: 5/14/2015	
	G. Protest Period End Date: July 28, 2015	
5.	Solicitations Picked up/Downloaded: 43	Bids/Proposals Received: 3
6.	Contract Administrator: Linda Rickert	Telephone Number: (213) 922-4186
7.	Project Manager: Armineh Saint	Telephone Number: (213) 922-2369

A. Procurement Background

This Board Action is for a procurement issued in support of finding a contractor for the required Triennial Review through the small business set aside program.

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

A total of three proposals were received on April 23, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from local programming and from Long Beach Transit was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Qualifications of the Firm | 20 percent |
| • Experience of the Team | 20 percent |
| • Understanding of Statement of Work and Work Plan | 45 percent |
| • Price | 15 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other historical reviews. Several factors were considered when developing these weights, giving the greatest importance to the Understanding of the Statement of Work and the Work Plan.

The three proposals received were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. BCA Watson
2. LVR International
3. Ma and Associates

The PET met twice. It was determined, based on the above explicit factors, that Ma and Associates offered the best proposal of the three firms. The PET expressed knowledge of all the proposers and staff as some had retired from other agencies. Each proposer was asked questions to clarify parts of their proposals.

Qualifications Summary of Firms Within the Competitive Range:

BCA WATSON RICE LLP

BCA Watson Rice LLP is a firm of certified public accountants that has performed audits for the LACMTA. In business since 2013, BCA Watson Rice LLP has an office in Torrance. Their team for this review includes the Franklin Hill Group, Altmayer Consulting, Inc. and SGN and Associates. The team includes the services of Dr. Cheryl Stecher, Tom Altmayer and Stephanie Negriff which are three sub-contractors with long histories of planning, design and operations support in transportation service.

LVR INTERNATIONAL

LVR has been in business since 1994 to address planning, design and operations solutions in transportation. They have provided guidance in parking to the Atlanta Airport and for robot parking in Tokyo, Japan. LVR has been the Project Manager for TDA Triennial Performance Audits in Orange County, San Francisco, San Mateo and other areas.

MA AND ASSOCIATES

Ma and Associates with Moore and Associates has performed two prior reviews. Ma and Associates has provided 20 years of certified public accounting services in transportation to cities such as Irwindale, La Habra Heights, La Puente, San Dimas and others. Moore and Associates, their sub-contractor, is a firm established in 1991 and is a public transportation specialist.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	BCA Watson				
3	Degree of Prime's Skill	47.50	20.00%	9.50	
4	Experience of the Team	68.75	20.00%	13.75	
5	Understanding of Work and Plan	68.75	45.00%	30.93	
6	Price		15.00%	15.00	
7	Total		100.00%	69.18	2
8	LVR International				
9	Degree of Prime's Skill	47.50	20.00%	9.50	
10	Experience of the Team	62.50	20.00%	12.50	
11	Understanding of Work and Plan	73.75	45.00%	33.18	
12	Price		15.00%	12.78	
13	Total		100.00%	67.96	3
14	Ma and Associates				
15	Degree of Prime's Skill	56.25	20.00%	11.25	
16	Experience of the Team	90.00	20.00%	18.00	
17	Understanding of Work and Plan	91.25	45.00%	41.06	
18	Price		15.00%	13.10	
19	Total		100.00%	83.41	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon: price analysis, historical experience, technical evaluation and fact finding.

	Bidder/Proposer Name	Proposal Amount	Independent Cost Estimate	Negotiated Amount
1.	Ma and Associates	\$588,192	\$800,000	\$588,192

D. Background on Recommended Contractor

The recommended firm, Ma and Associates, located in Los Angeles, has been in business for more than 20 years, and has experience in the field of public transportation. Ma and Associates is a LACMTA certified small business. Ma and Associates has worked with the City of Irwindale, City of South El Monte, City of Santa Fe Springs and other area municipalities.

Teamed with Moore and Associates (office in Valencia), the two firms offer more than 50 years total experience of staff in transportation issues and reviews. Moore and Associates has worked with the Sacramento Area Council of Governments, Kern Council of Governments, the Transportation Agency for Monterey County and others.

Together, the team has performed the last two performance reviews for the LACMTA.

E. 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.

Ma and Associates is an SBE Prime that is performing 35% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Ma and Associates (Prime)	35%
	Total	35%

ATTACHMENT B

**State Law Requirement to Conduct the Triennial
Performance Review**

State Law Provisions	Description
State Law - PUC 99246	<p>State Law requires that Metro conduct an independent performance review of the Los Angeles County operators including Metro as an operator as well as Metro as the Regional Transportation Planning Entity (RTPE). In addition to meeting the legal requirements, a performance audit also provides an opportunity for an independent, objective and comprehensive review of the efficiency and effectiveness of the entity being reviewed. The review has other benefits, including:</p> <ul style="list-style-type: none">• Provides management with useful information to assess past activities and provides insight for future planning efforts;• Provides management with a review and evaluation of an agency's organization and operations;• Presents an opportunity to utilize consultant expertise which can supplement staff work; and• Assures accountability for the use of public funds.
State Law - PUC 99248	<p>This code states that no operator is eligible to receive an allocation of TDA funds for any fiscal year until the transmittal of its performance review report to the State and Metro as the RTPE for Los Angeles County.</p>
State Law – PUC 99244	<p>Each transportation planning agency shall annually identify, analyze and recommend potential productivity improvements. Prior to determining the allocation to an operator for the next fiscal year, the responsible entity shall review and evaluate the efforts made by the operator to implement such recommended improvements.</p>

OPERATOR COMPLIANCE REQUIREMENTS

OPERATOR COMPLIANCE REQUIREMENTS	REFERENCE
1. The transit operator submitted annual reports to the RTPE based upon the Uniform System of Accounts and Records established by the State Controller.	Public Utilities Code, Section 99243
2. The operator has submitted annual fiscal and compliance audits to its RTPE and to the State Controller within 180 days following the end of the fiscal year, or has received the 90 day extension allowed by law.	Public Utilities Code, Section 99245
3. The CHP has, within 13 months prior to each TDA claim submitted by an operator certified the operator's compliance with Vehicle Code Section 1808.1 following CHP inspection of the operator's terminal.	Public Utilities Code, Section 99251 B
4. The operator's claim for TDA funds is submitted in compliance with rules and regulations adopted by the RTPE for such claims.	Public Utilities Code, Section 99261
5. If an operator serves urbanized and non-urbanized areas, it has maintained a ratio of fare revenues to operating costs at least equal to the ratio determined by the rules and regulations adopted by the RTPA.	Public Utilities Code, Section 99270.1
6. The operator's operating budget has not increased by more than 15% over the preceding year, nor is there a substantial increase or decrease in the scope of operations or capital budget provisions for major new fixed facilities unless the operator has reasonably supported and substantiated the changes(s)	Public Utilities Code, Section 99266
7. The operator's definitions of performance measures are consistent with Public Utilities Code Section 99247, including (a) operating cost, (b) operating cost per passenger, (c) operating cost per vehicle service hour, (d) passenger per vehicle service hour, (h) vehicle service mile, (f) total passengers, (g) transit vehicle, (h) vehicle service hours, (i) vehicle service miles, and (j) vehicle service per employee.	Public Utilities Code, Section 99247
8. If the operator serves an urbanized area, it has maintained a ratio of fare revenue to operating cost at least equal to one-fifth (20 percent), unless it is in a county with a population of less than 500,000, in which case it must maintain a ratio of fare revenue to operating cost at least three-twentieths (15 percent), if so determined by the RTPE.	Public Utilities Code, Section 99268.2, 99268.3 & 99268.1
9. If the operator serves a rural area, it has maintained a ratio of fare revenues to operating costs at least equal to one-tenth (10 percent).	Public Utilities Code, Section 99268.2,
10. The current cost of operator's retirement system is fully funded with respect to the officers and employees of its public transportation system, or the operator is implementing a plan approved by the RTPE, which will fully fund the retirement system for 40 years.	99268.4 & 99268.5 Public Utilities Code, Section 99271
11. If the operator receives state transit assistance funds, the operator makes full use of funds if available to it under the Urban Mass Transportation Act of 1964 before TDA claims are granted.	California Code of Regulations, Section 6754 (a) (3)

RTPE COMPLIANCE REQUIREMENTS

RTPE COMPLIANCE REQUIREMENTS	REFERENCES
<p>1. All transportation operators and city or county governments which have responsibility for serving a given area, in total, claim no more than those Local Transportation Fund monies apportioned to that area.</p>	<p>Public Utilities Code, Section 99231</p>
<p>2. The RTPE has adopted rules and regulations delineating procedures for the submission of claims for facilities provided for the exclusive use of pedestrians and bicycles.</p>	<p>Public Utilities Code, Section 99233 and 99234</p>
<p>3. The RTPE has established a social services transportation advisory council. The RTPE must ensure that there is a citizen participation process that includes at least an annual public hearing.</p>	<p>Public Utilities Code, Section 99238 and 99238.5</p>
<p>4. The RTPE has annually identified, analyzed and recommended potential productivity improvements which could lower operating cost of those operators, which operate at least 50 percent of their vehicle service miles within the RTPE’s jurisdiction. Recommendations include, but are not being limited to, those made in the performance audit.</p> <ul style="list-style-type: none"> • A committee for the purpose of providing advice on productivity improvements may be formed. • The operator has made a reasonable effort to implement improvements recommended by the RTPE, as determined by the RTPE, or else the operator has not received an allocation that exceeds its prior year allocation. 	<p>Public Utilities Code, Section 99244</p>
<p>5. The RTPE has ensured that all claimants to whom it allocated TDA funds submit to it and to the state controller an annual certified fiscal and compliance audit within 180 days after the end of the fiscal year.</p>	<p>Public Utilities Code, Section 99245</p>
<p>6. The RTPE has designated an independent entity to conduct a performance audit of operators and itself (for the current and previous triennia). For operators, the audit was made and calculated the required performance indicators, and the audit report was transmitted to the entity that allocates the operator’s TDA money and to the RTPE within 12 months after the end of the triennium. If an operator’s audit was not transmitted by the start of the second fiscal year following the last fiscal year of the triennium, TDA funds were not allocated to that operator for that or subsequent fiscal years until the audit was transmitted.</p>	<p>Public Utilities Code, Section 99246, and 99248</p>

**Implementation Plan for the FY 2010-2012 Triennial Review
Of the Los Angeles County Transit Operators**

ANTELOPE VALLEY TRANSIT AUTHORITY

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Submit all Transit Operator Financial Transaction Reports to the State Controller within the PUC-established timeframe.	Rong Fitzgibbons / Colby Konisek	We have submitted all State Controllers Reports by the PUC-established timeframe for the past 3 fiscal years.	FY 2011
2	Submit all financial audits within the PUC-established timeframe.	Colby Konisek	We have submitted all audits by the PUC-established timeframe for the past 3 fiscal years.	FY 2011
3	Calculate the Full-Time Equivalents metric according to PUC definition (labor hours divided by 2,000) for reporting on Transit Operators Financial Transaction Report fillings to the State Controller.	Rong Fitzgibbons / Colby Konisek	In FY 2010, we incorrectly used the federal definition of 2,080 labor hours for reporting, however, the last 2 fiscal years we have used the state law definition of 2,000 for reporting on Transit Operators Financial Transaction Report fillings to the State Controller.	FY 2012

Arcadia Transit

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Redesign the City's service delivery model as a traditional two-tiered (fixed route and demand-response) transit system.	City of Arcadia	Conduct Needs Assessment and Restructuring Plan (RFP in process) Implement recommended service delivery modes	9/30/15 7/1/16
2	Develop and implement a formal marketing program to support the new service delivery model.	City of Arcadia	Develop and implement marketing program as part of the Restructuring Plan	4/1/16
3	Enhance security measures at operations contractor's counting room.	Contractor	The Fare Counting Room is a locked room with very limited access only by the fare counting personnel and the Vice President/COO. The	May 2013

			room is also equipped with a money counter and has a continuously recording camera to observe all activities taking place inside the room.	
4	Develop a formal customer feedback/complaint process.	City of Arcadia/ Contractor	A complaint form and a formal process have long been established. The City and the contractor continue to follow the procedure for complaints that are significant.	On-going
5	Work with the operations contractor to ensure inspections and vehicle maintenance of its fleet are systematically conducted at regular intervals and vehicle records are signed and include necessary vehicle information	Contacto r/City of Arcadia	This program has been implemented as of July 1, 2014 with the award of our new contract.	7/1/14

CLAREMONT DIAL-A-RIDE

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Develop and implement a formal marketing program.	George Sparks/Cari Sneed	The City reviewed the impact of the fare increase on DAR. Staff will be evaluating the development of recommendations for a targeted marketing effort to increase productivity and utilization of the Group service.	Fall 2014
2	Hire an outside consultant to conduct performance assessments.	George Sparks/Cari Sneed	Claremont will hire a consultant to prepare an overall service assessment that will be incorporated into the FY2016 SRTP.	Fall 2015
3	Secure cash-handling facility when counting group-ride fares.	George Sparks/Cari Sneed	This recommendation was satisfied with the relocation of the DAR operations facility. The new facility provides a safe cash-handling facility.	Completed January 2014
4	Invest in data management software to compile all performance data reported within Transit Performance Measurement, National Transit Database, and Transit Operators Financial Transaction Reports.	George Sparks/Cari Sneed	The consultant that will assist with the preparation of the 2016 SRTP will also provide recommendations to satisfy this recommendation.	Fall 2015

commerce municipal bus lines

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Submit fiscal audits in a timely manner.	Loan Le & Josh Brooks	Recommendations were implemented to ensure timely reporting.	July 2012 Achieved
2	Properly calculate FTE for inclusion in the Transit Operators Financial Transaction Report.	Loan Le & Josh Brooks	Steps are being taken to implement the recommended FTE calculation method for State Controller reporting purposes.	July 2013 Achieved
3	Enhance program promotion through development of a strategic marketing plan with a five-year horizon.	Claude McFerguson	The City is currently installing a brand new ITS System, which the capabilities of “real time” arrival times, bus routing information and interactive website to help better market system.	The ITS RFP is currently posted with a bid deadline of 7/29/2015. Contract award to proceed immediately
4	Identify sustainable program with a five-year horizon.	Claude McFerguson	The City is currently implementing its five year horizon plan. Completion date approximately December 2014.	December 2014 Achieved
5	Improve the consistency of data reported to each external entity.	Claude McFerguson, Loan Le & Josh Brooks	Recommendations were implemented to ensure timely reporting.	July 2012

CULVER CITY MUNICIPAL BUS LINES

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Properly calculate FTE for inclusion in the Transit Operators Financial Transaction Report.	D. Chang and J. Leonard	Report FTE by calculating employee hours divided by 2,000, rather than using actual person count.	FY12-13

FOOTHILL TRANSIT

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Improve the consistency of		The financial information contained in the TPM is in	April 2013

	performance data reported within the National Transit Database (NTD), Transit Performance Measurement (TPM), and Transit Operators Financial Transaction (TOR) Reports.	Michelle Caldwell/Gil Victorio	agreement with the annual financial audit (AKA General Ledger/State Controller's report). This will ensure Foothill Transit achieves consistency in reporting.	
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GARDENA MUNICIPAL BUS LINES

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Work with auditor so that CAFRs are submitted within the PUC-established timeframe.	Raphael Guillen	Submittals have been prepared on-time and within PUC-established timeframe	Completed
2	Maintain documentation regarding requests for extensions when CAFRs must be submitted late.	Raphael Guillen	Submittals have been prepared on-time; CAFR has been submitted on time per reporting requirements and extensions are no longer being requested	Completed
	The City should strive to improve its fixed-route farebox recovery to the point where auxiliary revenue is not necessary to meet the TDA minimum standard.	Raphael Guillen	In an effort to increase the farebox recovery rate, a fare increase is being considered by GMBL for possible FY 2016 implementation. A comprehensive marketing campaign was implemented in January 2015 including a full system rebrand with a goal of 5% ridership increase by year end 2016. GMBL continues to strive to reduce operating costs including overhead, overtime, spread time, etc.	2015
	Improve the consistency of data reported to each external entity.	Raphael Guillen	GMBL is exploring the acquisition of a statistical software application to assist with data collection and reporting requirements	Winter 2014
	Develop and implement marketing plan to reverse declining ridership trend.	Raphael Guillen	A marketing plan has been developed to celebrate the 75th anniversary of GMBL; implementation started in Fall 2014 and will carry into 2015	Marketing plan completed. Implementation strategies underway; Full launch in January 2015; soft launch starts Fall 2014.

LA MIRADA TRANSIT

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Include accurate FTE data within Transit Operators Financial Transaction Reports.	Tony Moreno	The City will submit Full Time Equivalent (FTE) data based on 2,000 hours equaling 1 FTE staff in the Transit Operators Financial Transaction Report for FY 2013/14. FTE calculations for TPM reports in 2012/13 will include contractor hours in the FTE calculation.	October 2014
2	Improve the accuracy of data included within the Transit Operations Financial Transaction Reports.	Judy Quinonez	<p>The Transit Operations Final Transaction report is now reviewed jointly by the Transit administration and finance staff prior to submission to the State Controller's Office to ensure the correct data is accurate. Additionally, previous inconsistencies in reporting have been corrected and submitted to the State Controller's office.</p> <p>Inconsistencies specific to Vehicle Service Hours were correctly entered in the FY 12/13 Transit Operations Financial Transaction Report. Vehicle Service Miles and Full-Time Equivalent consistent indicators will be included in the FY 13/14 Transit Operations Financial Transaction Report consistent with PUC guidelines.</p>	October 2014
3	Implement a fare increase	Tony Moreno	Staff is hiring a consultant to analyze the impacts of a fare increase. Staff plans to bring a recommendation to City Council in late 2015 for a fare increase.	To Be Determined
4	Develop and implement an 18-to 24- month marketing plan to support increase in ridership and fare revenue	Tony Moreno	Staff is hiring a consultant to review the effectiveness and make recommendations on implementation of a marketing plan.	February 2015
5	Install fareboxes and revise fare collection policies.	Tony Moreno	Farebox quotes have been obtained. Staff plans to purchase diamond fare boxes in the near future.	November 2014

LONG BEACH TRANSIT

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	No findings			

ladot

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Submit all Transit Operator Financial Transaction Reports to the State Controller within the PUC-established timeframe.	LADOT	State Controller reports (inclusive of correct FTE data) should be filed prior to the submittal deadline stipulated by the PUC. FTE data, calculated correctly, should be included.	FY 12/13
2	Submit all financial audits within the PUC-established timeframe.	LADOT	Submit all compliance audits (CAFRS) to the State Controller within the PUC-established time frame. (180 days after end of fiscal year) PFP is to work with independent auditor to ensure they are aware of the (differing) TDA deadline. If deadline cannot be met, LADOT will request 90-day extensions and document whether the request was granted so that we can be found in compliance in the next review.	FY 12/13
3	Ensure data reported to external entities are accurately calculated and reported, as well as includes all required performance—related data.	LADOT	The PFP is to keep track of when various reports are filed, to submit them on time (with unaudited or incomplete data) and amend them as necessary once the data is finalized. Both original State Controller filings as well as revised data pages should be provided in entirety, including all pages and data not usually reported to Metro.	FY 12/13

METRo

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Properly calculate FTE data for inclusion in the Transit Operators Financial Transaction Report.	Alex Perez	All subsequent reports will include the purchase transportation data.	7/1/14
2	Include representation from metro's Accounting staff in	Alex Perez	An Accounting staff representative will be available for future Triennial Performance Reviews.	7/1/14

	subsequent Triennial Performance Review			
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montebello bus lines

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Submit all Transit Fund financial audit reports prior to the deadline established by PUC guidelines.	David Kim	Montebello Bus Lines will continue to submit the Transit Financial Audit Report and the State Controller's Report to the appropriate agencies within the established timeframe. Should there be any delays in reporting, a prior extension or approval will be requested from the agency.	Effective FY 2012/2013 reporting period
2	Include contractor hours when reporting FTE employee data to the State Controller.	Robert Portillo	The city will continue to calculate the Full-Time Equivalent using all employee hours when reporting to State Controller.	Effective FY 2012/2013 reporting period
	Utilize a single database for the collection of data and cross-check reports to all three entities (LACMA,NTD, and the State Controller) to ensure they are consistently reported.	Robert Portillo	Montebello Bus Lines will verify and ensure all future data reporting are consistent with the three reporting entities. Furthermore, we will improve our process by consistently verifying our data in our current database, TransTrack.	Effective FY 2012/2013 reporting period

norwalk transit

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Include contractor hours when calculating FTE employee data	Theresa Clark	Established a separate spreadsheet to track contractor hours which is linked to the Master FTE File used for populating data for TPM, NTD, etc.	July 1, 2012
2	Develop and implement a five-year marketing plan focused on expanding the traditional transit rider customer base as part of an effort to increase ridership and fare revenue.	Theresa Clark/Graham Ridley	Developing student customer focus strategies with local Community Colleges including on-going Go Rio Student Pass MOU with Rio Hondo College and implementation of FY2015 Student Pass Program with Cerritos Community College. NTS utilizes the Comprehensive Operational Analysis on a triennial basis to evaluate its performance. Recommendations from the 2012 COA	November 20, 2011 and September 9, 2012 and November 17, 2013 and ongoing

			<p>were implemented to restore mid-day service on segment(s) for Route 3 allowing the service to be more utilized by dependent riders.</p> <p>Additionally, NTS is developing an Intelligent Transportation System to improve customer service, overall bus efficiency and identify potential unmet rider needs. The system will include: Automatic Vehicle Location; Automated Passenger Count with real-time reporting; GPS based Computer Automated Dispatch system; Automated Vehicle Annunciator System and Automated Travel Information System. Lastly, NTS developed a new fare structure for its Fixed-Route and Dial-A-Ride services. The new fare structure was implemented in (2) phases; effective 11/20/2011, and 11/17/2013.</p>	
	Improve the accuracy of performance data reported within the Transit Operators Financial Transaction Reports (TOR).	Theresa Clark/Sudesh Paul	Adherence to consistent cut-off dates for financial reporting and cross-reference reconciliation performed through use of spreadsheets.	July 1, 2013
	Track trip denials for Norwalk Transit System's Dial-A-Ride service.	Theresa Clark/Maria Corona	Trip denials are recorded by Contractor utilizing Computer Aided Dispatch. Also, Customer Service Representatives (Lobby Staff) receives calls from patrons that were unable to receive DAR service for specific pick-up time and are entered into database (Access) for tracking, then a customer comment report is generated and followed up for appropriate action and/or resolution by Staff/Management	July 1, 2013
	Streamline the definition of "senior" so the same metric applies to both fixed-route and demand-response services.	Graham Ridley	<p>The "senior" age requirement for demand-response was formerly consistent with Fixed Route at 62 yrs of age. However, local policy administered by the City reduced the "senior" age requirement to 60 yrs of age in support of Senior Center/Social Services Programs; thus NTS' demand-response service (age requirement) is compatible with the eligibility age requirements for various Senior Community Services Programs.</p> <p>NTS' next COA is scheduled for September 2015. At which time, the scope of services will cover a cost analysis to determine potential impacts to fare revenue if "senior" age for fixed route is reduced to 60 yrs of age.</p>	FY 2014/15

city of redondo beach

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Implement the Beach Cities Transit marketing plan developed in November 2011	Joyce Rooney/Diane Amaya	Hired a transit consultant to assist with Transit Marketing. Implementing new brochures, and new transit signage. Other items are in the planning phase.	In progress
2	File a separate Transit Operators Financial Transaction Report (TOR) for the City's Specialized Service (demand-response taxi program).	Joyce Rooney/Diane Amaya	The separate FY13 TOR demand response dial a ride service report was submitted in October 2013. Separate reports will be submitted in the future.	Completed TOR is due to the State in October 2015.
3	Report data consistently on all filings with reporting entities.	Joyce Rooney/Diane Amaya	Staff reviews all reporting statistics for consistency.	On-going
4	Improve security at the City's transit maintenance and storage facility.	Joyce Rooney	<p>The facility driveway gate is locked by closing supervisor leaving the premises after everyone leaves. The lead mechanic unlocks the gate in the morning. The gate is left open during the day due to the number of vehicles entering and exiting the yard.</p> <p>The office door is locked after hours, and only 7 personnel have keys. The maintenance doors are locked when there is no mechanic on duty. The gate between the office and shop is also locked during these times.</p> <p>There is one camera outside the front office door that captures anyone entering the office, driver's area and maintenance / supervisor and securement area. There are three cameras inside the office area, and one in the Dispatch office to monitor the counting of the fare revenue is counted.</p> <p>Blinds were installed in the Dispatch area and are these closed during the money counting process. All blinds are closed and doors and windows are secured during this process.</p>	Completed

santa clarita transit

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Submit all Transit Operator Financial Transaction Reports to the State Controller within the PUC-established timeframe.	Susan Lipman and Brittany Houston	The final report indicated that no further action was required as the City continues to submit all SCO Reports on time.	On-going
	Submit all financial audits within the PUC-established timeframe.	Susan Lipman and Brittany Houston	City staff continues to work with annual audit team to complete the Transit portion of the audit in a timely manner.	On-going
	Ensure data is reported accurately and consistently to all reporting entities.	Susan Lipman	Staff continues to work with city financial staff and annual auditors to help make sure that data is 100% accurate and not subject to change when staff prepares and submits reports due with different deadlines. Staff will continue to review reports for consistency and if changes are made staff will work more diligently to submit revised reports.	On-going

SANTA MONICA'S big blue bus

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	Ensure FTE reporting complies with PUC 99247(j)	Enny Chung	Policy created to ensure FTE reporting complies with PUC 99247(j)	7/1/2013

torrance transIt

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date
1	The City should strive to improve its fixed-route farebox recovery to the point where auxiliary revenue is not necessary to meet the TDA	Jim Mills	The City will strive to improve its fixed route farebox recovery with the following strategies: 1) Reduce its operating cost as much as possible	07/01/14

	minimum standard.		2) Increase its marketing efforts to increase ridership 3) Consider a fare increase.	
	Improve the consistency of performance data reported within the National Transit Database (NTD), Transit Performance Measurement (TPM), and Transit Operators Financial Transaction (TOR) Reports.	Jim Mills	All data has been incorporated into a central file (spreadsheet). Data is compared and reviewed by relevant section to ensure accuracy and consistency.	07/01/13

FY 2010-2012 Triennial Review Implementation Plan for Los Angeles County Metropolitan Authority (LACMTA) as Regional Transportation Planning Entity (RTPE)

Ref No.	Audit Recommendation	Responsibility Lead/Support	Plan for Progress Implementation Instruments	Implementation Date

1	Monitor operators to ensure future fiscal audits are submitted by the stipulated deadline.	MASD	MASD monitors and work with Project Manager and SCO to ensure timely submittal of fiscal audits.	2014
2	Provide a higher level of administrative support for operators regarding annual and required reporting.	Local Programming	Annually, Metro submits a consolidated NTD report to Federal Transit Administration (FTA) on behalf of Los Angeles county transit operators. This report is coordinated with approximately 48 jurisdictions. Throughout the year, NTD training workshops are conducted to train new reporters/staff and provide updates on reporting requirements to existing reporters and prepare the reporters for their annual audit. At the end of fiscal year each jurisdictions' annual NTD reports is collected which include their ridership, financial, fuel consumption and inventory data to ensure and validate the consistency of the reported data with NTD reporting requirements.	On-going
3	Provide a higher level of support for operators in advance of the next Triennial Performance Review cycle.	Local Programming	To be implemented during the 2013-2015 Triennial Review cycle	July/Sept 2015
4	Enhance coordination between the Office of Management and Budget (OMB) and Planning departments.	Regional Transit Planning	Regional Transit Planning is currently working with the municipal operators and a consultant team on the development of a Regional Short Range Transit Plan (RSRTP). As part of this effort, one of the findings and/or recommendations is looking at streamlining the annual individual Short Range Transit Plan submittal process. As part of this, Metro would supply the operators with improved templates/guidelines for developing their SRTPS in order to improve on the consistency and quality of the contents. It is also being recommended that annual SRTTP training be provided for newer staff at the various agencies.	To be determined based on discussions and approval by BOS. It most likely would not be implemented until late 2016.



Board Report

File #: 2015-1332, File Type: Contract

Agenda Number: 19.

~~PLANNING AND PROGRAMMING COMMITTEE~~

~~SEPTEMBER 16, 2015~~

CONSTRUCTION COMMITTEE

SEPTEMBER 17, 2015

SUBJECT: L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years.

ISSUE

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for an analysis of 153 pedestrian and vehicular at-grade crossings and right-of-way in L.A. County. This work includes the completion of a Project Study Reports Equivalent (PSRE) for four at-grade crossings that could be advanced to a grade separation.

DISCUSSION

Metro owns approximately 160 route miles of right-of-way in Los Angeles County that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. As part of this right-of-way, there are approximately 153 at-grade pedestrian and roadway crossings. These crossings are in various areas from urban to rural. In addition, there are varying degrees of warning equipment installed at these crossings.

Since the implementation of the Sealed Corridor program, the SCRRA has upgraded several crossings with state-of-the-art equipment, including in some cases, enhanced pedestrian treatments, four-quadrant gates, and advance preemption. In addition, SCRRA developed a comprehensive guide that identified standards for the design of at-grade crossings.

This program will establish a comprehensive strategy to approach grade crossing safety and mobility on Metro-owned right-of-way operated by SCRRA in Los Angeles County. This strategy will establish the overall approach to crossing enhancements as well as establish the need for additional measures. In particular, this strategy will identify at-grade crossings that could be advanced to grade

separations. In the development of this strategy, an objective analysis will need to be done of each of the crossings. As an overall analysis is completed, a strategy for funding of enhancements will need to be developed. This will also include an approach to utilizing all state and federal opportunities for funding.

As part of this program, the Metro-owned/SCRRA operated right-of-way will be analyzed for opportunities to address trespassing or other issues that would enhance safety. Indicators such as near misses and graffiti locations are indicators of trespasser activity. An analysis of methods addressing right-of-way access through enforcement, fencing, and/or the application of advance technology, will be completed as part of this overall program. In addition, state and federal grant opportunities will be explored as a means of developing these enhancements.

DETERMINATION OF SAFETY IMPACT

The Project will examine approximately 153 at-grade crossings in Los Angeles County. Site-specific safety features will be identified through the FHWA's Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby Metro, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices.

FINANCIAL IMPACT

In July 2012, the Metro Board authorized \$4.5 million in Measure R 3% funds towards this program. The breakdown of this funding is as follows:

L.A. County Grade Crossing Safety Program	\$2 Million
L.A. County Grade Separation Priority Program	\$500 Thousand
Project Study Reports	\$2 Million
Total	\$4.5 Million

\$1,110,000 for this Project is included in the FY16 budget in department 2415, Regional Rail, Project No. 460071. Since this is a multi-year contract, the cost center manager, and Executive Director, Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to AECOM and decide not to pursue the L.A. County Grade Crossing and Corridor Safety Program. This alternative is not recommended due to the significant benefits that the project provides to commuter rail transportation in L.A. County.

NEXT STEPS

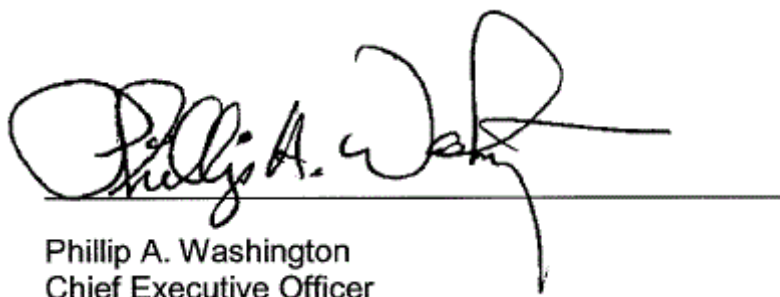
Upon approval by the Board, staff will execute the contract, and begin the services for the L.A. County Grade Crossing and Corridor Safety Program

ATTACHMENTS

Attachment A - Procurement Summary

Prepared by: Prepared by: Don Sepulveda, P.E., Executive Officer, Regional Rail, (213) 922-7491

Reviewed by: Bryan Pennington, Program Management
(213) 922-7449
Ivan Page, Interim Executive Director, Vendor/Contract Management
(213) 922-3863



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

1.	Contract Number: AE3319400599 (RFP No. AE11355241510599)	
2.	Recommended Vendor: AECOM Technical Services, Inc. (AECOM)	
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: March 13, 2015	
	B. Advertised/Publicized: March 10, 2015	
	C. Pre-proposal Conference: March 23, 2015	
	D. Proposals Due: July 10, 2015	
	E. Pre-Qualification Completed: August 4, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 4, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 91	Proposals Received: 7
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Don Sepulveda	Telephone Number: (213) 922-7491

A. Procurement Background

This Board Action is to approve Contract No. AE3319400599 (RFP No. AE11355241510599) for Architectural and Engineering (A&E) services to develop a Los Angeles (LA) County Grade Crossing and Corridor Safety Program (Program). As this is an A&E qualifications based procurement, price cannot be used as an evaluation factor pursuant to state and federal law. The intent of the project is to develop a countywide program that will develop engineering solutions and establish a pattern for enforcement regarding grade crossings and railroad rights-of-way that will enhance safety and mobility. The Contract will be for a term of three years.

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is cost-plus-fixed-fee. This solicitation is exempt from the Small Business Set-Aside Program guidelines. Therefore, the contract may be awarded to a non-SBE firm.

There were two amendments issued during the initial solicitation phase of this RFP:

- Amendment No. 1, issued on March 24, 2015, provided revisions to the solicitation, responses to questions received, and documents related to the pre-proposal conference held on March 23 2015;
- Amendment No. 2, issued on April 1, 2015, provided responses to questions received.

A pre-proposal conference was held on March 23, 2015, attended by 55 participants. There were six questions asked during the pre-proposal conference and an additional 31 questions were asked during the solicitation phase.

There were 91 firms that downloaded the RFP and were included in the planholders list.

On June 10, 2015, Metro received a total of seven proposals from the following firms:

- 1.AECOM Technical Services, Inc. (AECOM)
- 2.Hatch Mott MacDonald (HMM)
- 3.JM Diaz (JMD)
- 4.KOA Corporation (KOA)
- 5.Parsons Brinckerhoff (PB)
- 6.Parsons Transportation Group (PTG)
- 7.Wilson & Company (Wilson)

Due to inconsistencies during the initial evaluation process, which included the premature opening of cost proposals, Amendment No. 3 was issued to the seven proposing firms on June 10, 2015, informing firms that due to the inconsistencies, Metro was returning all technical and cost proposal submittals received (hard copy originals of Volumes I, II, and III).

In order to maintain fair and open competition, Metro provided all proposers that originally submitted proposals, the opportunity to resubmit technical proposals by July 10, 2015. Thereafter, only those firms invited for oral presentations would be required to submit a cost proposal, inclusive of all certifications and DEOD forms, in a sealed envelope.

Upon receipt of the new technical proposals, a new Proposal Evaluation Team (PET) was established to evaluate the technical proposals re-submitted by the above-mentioned firms.

B. Evaluation of Proposals

The PET consisting of staff from Metro's Rail Wayside Systems, Orange County Transportation Authority (OCTA) and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Skill and Experience of the Team 30%
- Project Management Plan 30%
- Project Understanding 40%

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding. The new PET evaluated the proposals according to the pre-established evaluation criteria.

During the week of July 27, 2015, the PET completed its independent evaluation of the seven proposals received. All seven firms were invited for oral presentations on July 30, 2015. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to their proposed staffing plans, perceived project issues, and project approach.

The final scoring, after the oral presentations, determined AECOM to be the most qualified firm. As a result, AECOM's cost proposal was opened for cost analysis and negotiations.

Qualifications of the Recommended Firm

AECOM'S proposed team demonstrated several years of experience on similar projects, have experience in writing crossing manuals, as well as grade crossing safety analysis and grade separation projects. The proposal included a realistic completion schedule and demonstrated an understanding of potential risks and solutions with this type of project. Additionally, AECOM's proposed signal designer, Pacific Railway Enterprises, Inc., is vital to the overall success of the project as the firm has extensive knowledge and experience working with Metrolink and LADOT. The use of two field teams to collect data is important due to the number of stakeholders that will need to be engaged through the course of the project. Overall, the PET felt AECOM strongly demonstrated its understanding of the project and presented a completed team that would be able to deliver.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	AECOM				
3	Skill and Experience of the Team	75.83	30.00%	22.75	
4	Project Management Plan	67.78	30.00%	20.33	
5	Project Understanding	74.00	40.00%	29.60	
6	Total		100.00%	72.68	1

7	PTG				
8	Skill and Experience of the Team	67.50	30.00%	20.25	
9	Project Management Plan	67.22	30.00%	20.17	
10	Project Understanding	69.67	40.00%	27.87	
11	Total		100.00%	68.29	2
12	HMM				
13	Skill and Experience of the Team	66.67	30.00%	20.00	
14	Project Management Plan	57.22	30.00%	17.17	
15	Project Understanding	71.00	40.00%	28.40	
16	Total		100.00%	65.57	3
17	PB				
18	Skill and Experience of the Team	55.00	30.00%	16.50	
19	Project Management Plan	58.33	30.00%	17.50	
20	Project Understanding	67.50	40.00%	27.00	
21	Total		100.00%	61.00	4
22	KOA				
23	Skill and Experience of the Team	69.17	30.00%	20.75	
24	Project Management Plan	43.89	30.00%	13.17	
25	Project Understanding	61.50	40.00%	24.60	
26	Total		100.00%	58.52	5
27	JMD				
28	Skill and Experience of the Team	63.33	30.00%	19.00	
29	Project Management Plan	53.33	30.00%	16.00	
30	Project Understanding	57.50	40.00%	23.00	
31	Total		100.00%	58.00	6
32	Wilson				
33	Skill and Experience of the Team	56.67	30.00%	17.00	
34	Project Management Plan	42.78	30.00%	12.83	
35	Project Understanding	49.83	40.00%	19.93	
36	Total		100.00%	49.76	7

C. Cost Analysis

The recommended price of \$3,868,848 has been determined to be fair and reasonable based upon Metro’s Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated
1.	AECOM	\$4,123,245	\$4,590,000	\$3,868,848

D. Background on Recommended Contractor

The recommended firm, AECOM was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a provider of professional, technical, and management support services in the areas of transportation, planning, and environmental. AECOM has experience working with similar grade crossing projects to those identified under this project as they have delivered safety improvement both nationally and locally such as the Metrolink Sealed Corridor, Empire Avenue Grade Separation, Altamont Corridor/ACEforward Initiative, and Perris Valley Line commuter rail extension projects. AECOM has worked on several Metro projects and has performed satisfactorily.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 26% goal inclusive of a 23% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) for this project. AECOM exceeded the goal by making a 27.18% SBE commitment and 3.54% DVBE commitment.

SMALL BUSINESS GOAL	23% SBE and 3% DVBE	SMALL BUSINESS COMMITMENT	27.18% SBE and 3.54% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Commitment
1.	BA Inc.	3.58%
2.	Coast Surveying, Inc.	3.41%
3.	Intueor Consulting, Inc.	6.33%
4.	LIN Consulting	5.21%
5.	Pacific Railroad Enterprises	3.27%
6.	Stack Traffic Consulting	5.38%
	Total SBE Commitment	27.18%

	DVBE Subcontractors	% Commitment
1.	Leland Saylor Associates	3.54%
	Total DVBE Commitment	3.54%

F. Living Wage and Service Contract Worker Retention Policy Applicability

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

G. Prevailing Wages

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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

H. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	BA, Inc.	Utilities
2.	Coast Surveying, Inc.	Surveying
3.	Intueor Consulting, Inc.	Traffic Studies
4.	Kimley Horn and Associates	Planning Management
5.	Leland Saylor Associates	Estimating
6.	Lin Consulting, Inc.	Traffic/Electrical Engineering
7.	Overland, Pacific & Cutler, Inc.	Right of Way
8.	Pacific Railway Enterprises, Inc.	Rail Signals
9.	STC Traffic, Inc.	Traffic Signals
10.	STV Incorporated	Analysis

**Board Report**

File #: 2015-0575, **File Type:** Contract**Agenda Number:** 20.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2015****SUBJECT: I-710/SR-91 PROJECT STUDY REPORT-PROJECT DEVELOPMENT SUPPORT
(PSR-PDS)****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award and execute a 15-month firm fixed price Contract No. AE322940011372 (RFP No. AE11372) to **JMDiaz, Inc. in the amount of \$2,340,084.08 for Architectural and Engineering (A&E) services to complete the I-710/SR-91 PSR-PDS.**

ISSUE

The Project Study Report-Project Development Support (PSR-PDS) is the Project Initiation Document (PID) selected for the I-710/SR-91 Interchange. The PSR-PDS will provide an opportunity for Metro, Caltrans, and the Gateway Cities Council of Governments (GCCOG) to attain consensus on the purpose and need, scope, and schedule of the project. The PSR-PDS will also be used to program the support cost necessary to complete the studies and work needed during the Project Approval/Environmental Document (PA/ED) which is the next phase in the project development process. Once Board approval is received, the Contract will be executed and a Notice to Proceed (NTP) will be issued to JMDiaz, Inc. for the I-710/SR-91 PSR-PDS.

DISCUSSION

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors conducted in 2008 identified five major congestion areas (Hot Spots), I-605/SR-60, I-605/I-5, I-605/SR-91, I-605/I-405 and I-710/SR-91. However, the feasibility of the proposed improvements had not been examined in detail for the five Hot Spots. Pursuant to the findings of the Initial Corridor Study, Measure R allocated \$590 million for freeway and non-freeway improvement projects for the I-605 Corridor "Hot Spots" Interchanges within the Gateway Cities/Southeast portion of Los Angeles County.

At its September 23, 2010 meeting, the Board authorized the CEO to award Contract No. PS4603-

2582 for professional services to RBF Consulting to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study further analyzed congestion improvement alternatives for the various Hot Spots identified in the Initial Corridor Study.

The initial alternatives for congestion Hot Spots included improvements to freeway-to-freeway interchanges, additional general purpose lanes and arterial improvements. Conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the Hot Spot projects. The I-710/SR-91 Interchange is one of the major Hot Spots identified and will now advance to the next phase of project development.

FINANCIAL IMPACT

The funding of \$2,340,084.08 for this project is included in the FY16 budget in cost center 4720, Highway Programs A, under project 460314, I-605 Corridor "Hot Spots", task number 07.02, I-710/SR-91 Interchange Improvement. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

The source of funds for this project will be the Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to authorize the CEO to award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus of local jurisdictions. Approval to proceed with the I-710/SR-91 PSR-PDS is consistent with goals of Measure R.

NEXT STEPS

Staff will execute the contract and issue an NTP in October 2015. Periodic updates will be provided to the Board on the progress of the PSR-PDS.

ATTACHMENT

Attachment A - Procurement Summary for AE11372

Prepared by:

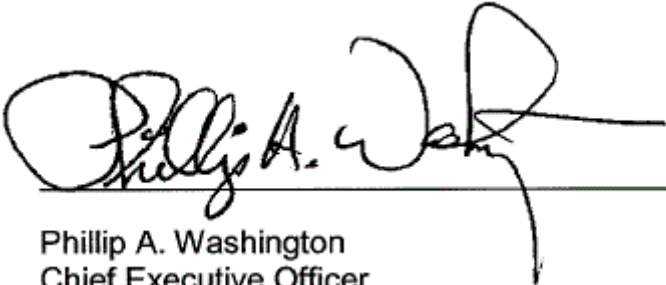
Robert Machuca, Transportation Planning Manager, (213) 922-4517
Abdollah Ansari, Deputy Executive Officer, (213) 922-4781

Aziz Elattar, Executive Officer, (213) 922-4715

Reviewed by:

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

Bryan Pennington, Program Management
(213) 922-7449



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

I-710/SR-91 INTERCHANGE PROJECT STUDY REPORT-
PROJECT DEVELOPMENT SUPPORT

1.	Contract Number: AE322940011372 (RFP No. AE11372)	
2.	Recommended Vendor: JMDiaz, 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: January 12, 2015	
	B. Advertised/Publicized: January 12, 2015	
	C. Pre-proposal/Pre-Bid Conference: January 22, 2015	
	D. Proposals/Bids Due: February 10, 2015	
	E. Pre-Qualification Completed: March 31, 2015	
	F. Conflict of Interest Form Submitted to Ethics: March 11, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 122	Bids/Proposals Received: 8
6.	Contract Administrator: Greg Baker/Erika Estrada	Telephone Number: 213-922-1102
7.	Project Manager: Robert Machuca	Telephone Number: 213-922-4517

A. Procurement Background

This Board Action is to approve Contract No. AE322940011372 for Architectural and Engineering (A&E) services to prepare a Project Study Report– Project Development Study (PSR-PDS) for the Interstate 710/State Route 91 interchange.

This is an A&E qualifications based Request For Proposal (RFP) issued in accordance with Metro’s Acquisition Policy and Procedure Manual and the contract type is a firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on January 13, 2015, replaced Figure 4, Project Study Report study area, on page 7 of the Statement of Work.
- Amendment No. 2, issued on January 28, 2015, provided electronic copies of the Plan-Holders’ List, sign-in sheets, and business cards from the pre-proposal conference, provided an update on the DEOD representative, and clarification on FTP site links for proposers to access available resource documents.
- Amendment No. 3, issued on January 29, 2015, clarified proposers questions and provided the prevailing wage handout distributed at the pre-proposal conference.

- Amendment No. 4, issued on February 2, 2015, clarified the percentage of work to be performed by the prime.

A pre-proposal conference was held on January 22, 2015 attended by 43 participants representing 37 companies. There were 18 questions asked and responses were released prior to the proposal due date.

A total of eight proposals were received on February 10, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Program, Caltrans, and representatives from the City of Compton and the City of Long Beach was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Project Understanding and Approach	30%
2. Team Qualifications	25%
3. Experience of Key Team Members	25%
4. Work Plan	20%

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E PSR-PDS procurements. Several factors were considered when developing these weights, giving the greatest importance to the 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.

Of the eight proposals received, one proposal was deemed non-responsive because the firm was not a Metro-certified SBE as required by the RFP. Therefore, seven proposals were evaluated. Three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Civil Works Engineers, Inc.
2. Intueor Consulting, Inc.
3. JMDiaz, Inc.

Four firms were determined to be outside the competitive range and were not included for further consideration.

On February 12, 2015, proposals were distributed to the PET. From February 12 to March 12, 2015, the PET met and interviewed the firms. The firms' project managers

and key team members had an opportunity to present each team’s qualifications and respond to the evaluation committee’s questions. In general, each team’s presentation addressed the requirements of the RFP, perceived project issues, commitment to schedule, dispute resolution procedures, project manager’s experience with Caltrans, preparation of PSR-PDS documents and experience with geometric plans.

The final scoring, after oral presentations, determined JMDiaz, Inc. to be the most qualified firm.

Qualifications Summary of Recommended Firm:

JMDiaz, Inc. (JMD), a California corporation, and Metro certified Small Business Enterprise, offers planning, engineering, and management services. The JMD team has significant experience with Metro, Caltrans and local agencies. The proposal demonstrated a cohesive team and comprehensive understanding of the extensive highway expertise and experience required for this project. The work plan provided practical solutions to assist Metro in performing the planning services, conceptual level, preliminary and final engineering required for the SR-91/I-710 interchange.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	JMDiaz, Inc.				
2	Project Understanding and Approach	92.00	30.00%	27.60	
3	Team Qualifications	84.54	25.00%	21.14	
4	Project Manager and Key Staff Qualifications	83.34	25.00%	20.84	
5	Work Plan	83.70	20.00%	16.74	
6	Total		100.00%	86.32	1
7	Civil Works Engineers, Inc.				
8	Project Understanding and Approach	86.25	30.00%	25.88	
9	Team Qualifications	85.96	25.00%	21.49	
10	Project Manager and Key Staff Qualifications	81.83	25.00%	20.46	
11	Work Plan	83.10	20.00%	16.62	
12	Total		100.00%	84.45	2
13	Intueor Consulting, Inc.				

1 4	Project Understanding and Approach	83.75	30.00%	25.13	
1 5	Team Qualifications	78.83	25.00%	19.71	
1 6	Project Manager and Key Staff Qualifications	79.18	25.00%	19.79	
1 7	Work Plan	79.50	20.00%	15.90	
1 8	Total		100.00%	80.53	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. The negotiated amount includes clarifications to the required inter-agency coordination efforts, and analysis of 12 additional intersections within the study area project limits based on the identified Hot Spots that were not included in the based proposal and discovered during fact finding resulting in a higher negotiated price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1. JMDiaz, Inc.	\$2,200,128	\$2,212,596	\$2,340,084.08

D. Background on Recommended Contractor

The recommended firm, JMD, located in the City of industry, has been in business for 14 years in transportation planning and civil engineering covering highways, land development, traffic and rail projects for local agencies, railroads and private entities in California. JMD was a member of the SR 710 GAP Alternatives Analysis and Project Report Preparation, the I-710 EIR/EIS project and the I-5/I-710 interchange PSR-PDS. The project manager has 29 years of professional engineering experience in transportation planning and engineering. The project manager has conducted studies and prepared designs for Caltrans, Metro, OCTA and Metrolink.

Overall, key staff has more than 100 years of experience providing professional traffic, engineering and planning services. The JMD team also has significant experience working with the relevant stakeholders, including Metro, Caltrans, UPRR, CPUC, LAC Public Works, and the cities along the SR-91 and I-710 corridor such as Compton and Long Beach. The JMD team has a solid understanding of the highway design process and permitting requirements required for the PSR-PDS.

E. 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**.

JMDiaz, Inc., a SBE Prime, is performing 51.37% of the work with its own workforce and made a total SBE commitment of 53.12%.

	SBE Firm Name	SBE % Committed
1.	JMDiaz, Inc. (Prime)	51.37%
2.	Value Management Strategies, Inc.	1.75%
	Total Commitment	53.12%

F. All Subcontractors Included with Recommended Contractor’s Proposal

	Subcontractor	Services Provided
1.	Cambridge Systematics, Inc.	Modeling and Transportation Analysis & TEPA
2.	Iteris, Inc.	Traffic Modeling
3.	Overland, Pacific & Cutler, Inc.	Conceptual Cost Estimate-Right of Way Component
4.	Parsons Brinkerhoff	Engineering Analysis, Design, and Environmental Analysis
5.	Value Management Strategies, Inc.	Value Engineering Study

G. Living Wage and Service Contract Worker Retention Policy Applicability

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

H. 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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**Board Report**

File #: 2015-0576, **File Type:** Contract**Agenda Number:** 21.

~~PLANNING AND PROGRAMMING COMMITTEE~~**~~SEPTEMBER 16, 2015~~****CONSTRUCTION COMMITTEE****SEPTEMBER 17, 2015****SUBJECT: I-605/I-5 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PA/ED)****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.**

ISSUE

The I-605/I-5 Interchange Project Study Report-Project Development Support (PSR-PDS), completed in July 2014, provided a key opportunity for Metro, Caltrans and the Gateway Cities Council of Governments (GCCOG) to achieve consensus on the purpose and need, scope, and schedule of the project. The PSR-PDS was also used to program the support cost necessary to complete the studies and work needed during the PA/ED, which is the next phase in the project development process. During the PA/ED phase, more detailed studies including traffic analysis and an environmental assessment will be prepared to further refine the information in the PSR-PDS and develop the Project Report and Environmental Document. Once Board approval is received the contract will be executed and a Notice to Proceed (NTP) will be issued to Parsons for the I-605/I-5 PA/ED.

DISCUSSION

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors conducted in 2008 identified five major congestion areas (Hot Spots), I-605/SR-60, I-605/I-5, I-605/SR-91, I-605/I-405 and I-710/SR-91. However, the feasibility of the proposed improvements had not been examined in detail for the five Hot Spots. Pursuant to the findings of the Initial Corridor Study, Measure R allocated \$590 million for freeway and non-freeway improvement projects for the I-605 Corridor "Hot Spots" Interchanges within the Gateway Cities/Southeast portion of Los Angeles County.

At its September 23, 2010 meeting, the Board authorized the CEO to award Contract No. PS4603-

2582, for professional services to RBF Consulting to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study further analyzed congestion improvement alternatives for the various Hot Spots identified in the Initial Corridor Study.

The initial alternatives for congestion Hot Spots included improvements to freeway-to-freeway interchanges, additional general purpose lanes and arterial improvements. Additionally, conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the Hot Spot projects. Upon completion of the Feasibility Study, the I-605/I-5 Interchange advanced to the next phase of project development. The I-605/I-5 Interchange PSR-PDS was completed in July 2014.

FINANCIAL IMPACT

The funding of \$3 million for this project is included in the FY16 budget in Cost Center 4720, Highway Programs A, under project 460314, I-605 Corridor "Hot Spots", task number 04.03, I-605/I-5 PA/ED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

The source of funds for this project will be from Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to authorize the Chief Executive Officer to award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with the I-605/I-5 PA/ED is consistent with the goals of Measure R.

NEXT STEPS

Staff will execute the contract and issue an NTP in October 2015. Periodic updates will be provided to the Board on the progress of the PA/ED.

ATTACHMENTS

Attachment A - Procurement Summary for AE11375

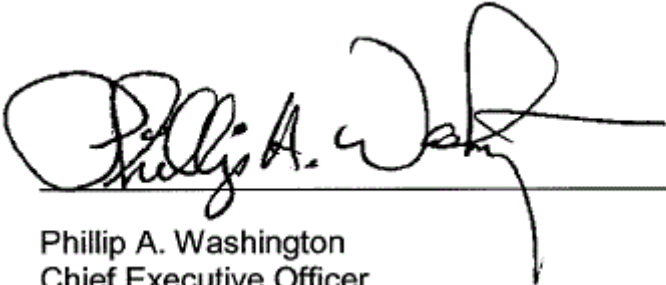
Prepared by:

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Aziz Elattar, Executive Officer (213) 922-4715

Reviewed by:

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Bryan Pennington, Program Management
(213) 922-7449



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT
FOR THE I-605/I-5 INTERCHANGE PROJECT**

1.	Contract Number: AE333410011375 (RFP No. AE11375)	
2.	Recommended Vendor: Parsons Transportation 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: January 26, 2015	
	B. Advertised/Publicized: January 26, 2015	
	C. Pre-proposal/Pre-Bid Conference: February 9, 2015	
	D. Proposals/Bids Due: February 24, 2015	
	E. Pre-Qualification Completed: May 13, 2015	
	F. Conflict of Interest Form Submitted to Ethics: March 24, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 114	Bids/Proposals Received: 3
6.	Contract Administrator: Greg Baker/Erika Estrada	Telephone Number: 213-922-1102
7.	Project Manager: Robert Machuca	Telephone Number: 213-922-4517

A. Procurement Background

This Board Action is to approve Contract No. AE333410011375 (RFP No. AE11375) for Architectural and Engineering (A&E) services to prepare a Project Approval and Environmental Documents (PA/ED) for the I-605/I-5 interchange project.

This is an A&E qualifications based Request For Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on February 5, 2015, increased Metro's subcontracting goal to 30% (27% SBE and 3% DVBE) by replacing the information in the solicitation's Special Provision (SP)-03, SBE/DVBE Participation.
- Amendment No. 2, issued on February 13, 2015, provided electronic copies of the prevailing wage handout, Plan-Holders' List, sign-in sheets and business cards from the pre-proposal conference, provided responses to proposers questions, and updated the solicitation's General Condition (GC)-37, Liability and Indemnification, Design and Non-Design Work .

A pre-proposal conference was held on February 9, 2015 attended by 48 participants representing 37 companies. Eight questions were asked and responses were released prior to the proposal due date.

A total of three proposals were received on February 24, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET), consisting of staff from Metro Highway Program, Caltrans, and representatives from the City of Downey and the City of Santa Fe Springs, convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| 1. Project Understanding and Approach | 30% |
| 2. Team Qualifications | 25% |
| 3. Project Manager and Key Staff Qualifications | 25% |
| 4. Work Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E PA/ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the 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.

Of the three proposals received, all were evaluated and determined to be within the competitive range. They are listed below in alphabetical order:

1. CH2MHill, Inc
2. Michael Baker International
3. Parsons Transportation Group, Inc.

On March 2, 2015 proposals were distributed to the PET. From March 2 to March 20, 2015, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, elaborated on the phased implementation approach, discussed commitment and availability of the Project Manager and task leaders, dispute resolution procedures, and described innovative ways to compress the PA/ED schedule.

The final scoring, after oral presentations, determined Parsons Transportation Group, Inc. to be the most qualified firm.

Qualifications Summary of Recommended Firm:

Parsons Transportation Group, Inc. (Parsons) proposal demonstrated PA/ED experience and expertise on major highway projects such as the I-405 in Orange County, and the I-10 Express Lanes and the SR91/SR71 project. The proposal demonstrated a cohesive team, and a thorough understanding of the project, community issues, particularly right-of-way impacts. The work plan provided innovative problem-solving techniques, a design approach to minimize weaving, bridge replacement concepts involving stages, and the “slide-in” bridge replacement concept to minimize disruption to traffic.

The proposed Project Manager and key members along with ten highly qualified subcontracting firms have a thorough understanding of the Caltrans process, which is key to minimize project approval time. Overall, Parsons’ proposed work plan and previous experience with similar PA/ED projects demonstrates a strong understanding of the Statement of Work and their team’s ability to perform the required services.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Parsons Transportation Group, Inc.				
2	Project Understanding and Approach	88.00	30.00%	26.40	
3	Team Qualifications	86.54	25.00%	21.64	
4	Project Manager and Key Staff Qualifications	86.17	25.00%	21.54	
5	Work Plan	87.50	20.00%	17.50	
6	Total		100.00%	87.08	1
7	Michael Baker International				
8	Project Understanding and Approach	87.75	30.00%	26.33	
9	Team Qualifications	84.83	25.00%	21.21	
10	Project Manager and Key Staff Qualifications	83.02	25.00%	20.75	
11	Work Plan	82.40	20.00%	16.48	
12	Total		100.00%	84.77	2
13	CH2M Hill, Inc.				
14	Project Understanding and Approach	71.00	30.00%	21.30	
15	Team Qualifications	74.98	25.00%	18.74	

5					
1 6	Project Manager and Key Staff Qualifications	75.52	25.00%	18.88	
1 7	Work Plan	76.30	20.00%	15.26	
1 8	Total		100.00%	74.18	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Parsons Transportation Group, Inc.	\$25,634,507	\$21,000,000	\$20,697,227

D. Background on Recommended Contractor

The recommended firm, Parsons, headquartered in Pasadena, California and founded in 1944, is an engineering, construction, technical, and management services firm. The firm delivers PA/ED, design/design-build, program/construction management, and other professional services to federal, regional, and local government agencies. Parsons has completed similar projects including the \$1.5 billion I-10 Corridor project and the \$116 million SR91/SR71 interchange PA/ED.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 30% of the total price for this procurement, 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) were components of the goal. Parsons Transportation Group, Inc. met the goal by making a 27% SBE commitment and a 3% DVBE commitment.

SMALL BUSINESS GOAL	SBE 27% DVBE 3%	SMALL BUSINESS COMMITMENT	SBE 27% DVBE 3%

	SBE Subcontractors	% Committed
1.	Arellano Associates, LLC	1.67%
2.	D'Leon Consulting Engineers Corp	0.47%
3.	Earth Mechanics, Inc.	1.92%

4.	Guida Surveying, Inc.	5.74%
5.	Value Management Systems, Inc.	0.19%
6.	Wagner Engineering and Surveying, Inc.	0.84%
7.	WKE, Inc.	16.16%
	Total Commitment	27.00%

	DVBE Subcontractors	% Committed
1.	Global Environmental Network, Inc.	1.50%
2.	Zmassociates Environmental Corporation	1.50%
	Total Commitment	3.00%

F. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Arellano Associates, LLC	Public Outreach
2.	Cambridge Systematics, Inc.	Traffic Modeling & Simulation
3.	D'Leon Consulting Engineers Corp	Utilities/Cost Estimate Support
4.	Earth Mechanics, Inc.	Geotechnical Services
5.	Global Environmental Network, Inc.	ISA Phase 1 and GIS Mapping
6.	Guida Surveying, Inc.	Survey
7.	ICF Jones & Stokes, Inc.	Environmental Services
8.	Overland, Pacific & Cutler, Inc.	Right-of-Way
9.	Value Management Systems, Inc.	Value Analysis
10.	Wagner Engineering and Surveying, Inc.	Survey
11.	WKE, Inc.	Geometrics, Structure APS, Utilities, Cost Estimates
12.	Zmassociates Environmental Corporation	Health Risk Assessment

G. Living Wage and Service Contract Worker Retention Policy Applicability

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

H. 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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**Board Report**

File #: 2015-0864, **File Type:** Contract

Agenda Number: 22.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2015**

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

ISSUE

In May 2011, the Metro Board programmed \$6.6 million for the Doran Street intersection safety improvement. In April 2013, the Metro Board approved a cost plus fixed fee contract for project engineering services with HNTB, Inc. for \$5,236,205 inclusive of two one-year options. Board approval for the contract modification is needed due to insufficient contract modification authority remaining to complete the necessary project signal engineering.

In addition, staff is requesting to increase the contract modification authority by \$125,000 using previously approved Measure R 3% funds.

The additional engineering required for this project is for railroad signal engineering related to the one-way westbound improvements at the Doran Street intersection mandated by the Administrative Law Judge (ALJ) of the California Public Utilities Commission (CPUC) in December 2012. The signal engineering is additional scope to the current contract with HNTB, Inc. This work was originally to be performed by Metrolink. However, Metrolink does not have the contracting capacity through their existing bench contracts to complete this work without delaying the project.

DISCUSSION

Metro is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. A unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

Due to the urgent need to improve safety at this crossing, an ALJ ruled in December 2012 that the Doran Street at-grade crossing be closed permanently. However, there is a requirement to provide two points of access for emergency responders into the area west of the railroad corridor during an emergency. To accomplish this requirement, the ALJ required that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently.

In May 2011, the Metro Board authorized \$6.6 million for improving the safety of the intersection of Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. This has included examining several grade separation alternatives that will provide the maximum safety benefit while minimizing impacts to the communities. This analysis has included existing and proposed future uses of the railroad corridor. The first phase of the project was completed in April 2015 and the key deliverable was the Project Study Report Equivalent highlighting three alternatives to close Doran Street and/or Broadway/Brazil crossings.

The ALJ decision that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently necessitated a re-negotiation of the initial engineering design contract with HNTB, Inc. Modification No. 1 was issued for the one-way westbound movement design. Metrolink has been involved with the project since the inception and will approve all designs associated with the interim and final conditions.

DETERMINATION OF SAFETY IMPACT

The proposed crossing improvements for the interim one-way westbound movement at Doran Street will require railroad signal engineering. These improvements will improve safety at the intersection.

The purpose is to avoid collisions between vehicles and/or pedestrians with trains at the Doran Street at-grade crossing.

FINANCIAL IMPACT

The Board approved \$6.6 Million in Measure R 3% funds for this project. The current contract value is \$5,688,892. Although the contract has not exceeded the budgeted amount, we are requesting \$125,000 to increase the contract value to \$5,783,846.

A. Source of funds:

Funding Source	Amount
Local Measure R 3%	\$6,600,000
State Proposition 1A	\$45,000,000
Federal American Recovery and Reinvestment Act	\$15,800,000
CHSRA and other sources	\$19,600,000
Total	\$87,000,000

Table 1: Summary of Funding Sources

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

ALTERNATIVES CONSIDERED

The Board could choose not to execute the contract modification to complete railroad signal engineering for the Doran Street intersection. This alternative is not recommended. The railroad signal engineering is necessary to comply with the ALJ decision to convert Doran Street to a one-way movement for vehicles in the interim condition while the grade separation is under design and construction. The railroad signal engineering is required to maintain the full functionality of the roadway and railroad at-grade crossing and avoid the possibility of vehicle/pedestrians-train collisions.

NEXT STEPS

Upon approval by the Board, staff will execute Contract Modification No. 2 for the signal engineering.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Log

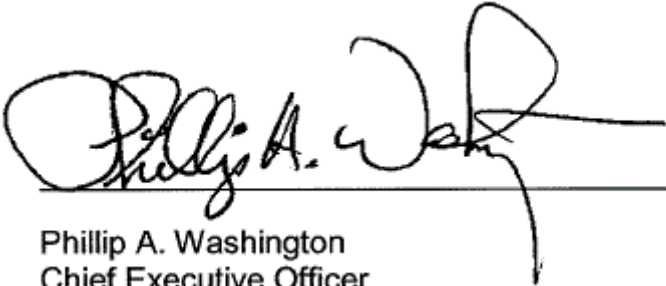
Prepared by: Kunle Ogunrinde, P.E., Transportation Planning Manager
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Reviewed by:

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DORAN STREET CROSSING GRADE SEPARATION PROJECT

1.	Contract Number: PS2415-3046		
2.	Contractor: HNTB, Inc.		
3.	Mod. Work Description: Additional Signal Engineering Services		
4.	Contract Work Description: Engineering and Support Services		
5.	The following data is current as of: August 5, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/24/13	Contract Award Amount: \$5,236,205
	Notice to Proceed (NTP):	7/24/13	Total of Modifications Approved: \$452,687
	Original Complete Date:	7/24/17	Pending Modifications (including this action): \$94,954
	Current Est. Complete Date:	7/24/17	Current Contract Value (with this action): \$5,783,846
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Kunle Ogunrinde		Telephone Number: (213) 922-8830

A. Procurement Background

This Board Action is to approve Modification No. 2 to complete the necessary signal engineering for the interim one-way west bound movement at the Doran Street at-grade crossing.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is Cost Plus Fixed Fee.

On April 24, 2013, the Board authorized staff to negotiate and execute a five-year Contract No. PS2415-3046 with HNTB, Inc. in the amount of \$5,236,205 for Doran Street Crossing Grade Separation Project engineering services.

A total of one modification has been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding.

Proposed Amount	Metro ICE	Negotiated Amount
\$94,954	\$125,000	\$94,954

C. Small Business Participation

HNTB made a 26.45% Small Business Enterprise (SBE) commitment. HNTB’s current SBE participation is 16.59%, a shortfall of 9.86%. HNTB confirmed that they remain committed to meeting their SBE commitment, and will have significant SBE participation during Phases 2 and 3, which is anticipated to commence in late 2015, early 2016. Metro’s project management confirmed that Phases 2 and 3 are environmental and preliminary engineering, and final engineering respectively. The work to date has been the Alternative Analysis phase of the project. The SBE involvement in this phase was limited. However, with the commencement of the environmental work and engineering, the SBE involvement will significantly increase.

SMALL BUSINESS COMMITMENT	26.45% SBE	SMALL BUSINESS PARTICIPATION	16.59% SBE

	SBE Subcontractors	% Committed	Current Participation¹
1.	Arellano	2.87%	4.20%
2.	BA, Inc.	8.77%	3.33%
3.	Chris Nelson	2.54%	3.59%
4.	Earth Mechanics	2.72%	0.60%
5.	Lynn Capouya	2.71%	0.40%
6.	Safeprobe	0.66%	0.00%
7.	Sapphos	2.30%	2.61%
8.	Terry Hayes	3.87%	1.44%
9.	Lin Consulting	Added	0.41%
	Total	26.45%	16.59%

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

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

DORAN STREET CROSSING GRADE SEPARATION PROJECT/PS2415-3046

Mod. No.	Original Contract	7-23-14	\$5,236,205
1	Inclusion of evaluation of additional alternatives, the interim at-grade improvements at Doran Street and additional outreach efforts.	9-5-14	\$452,687
2	Pending Board Approval Necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing.	TBD	\$94,954
	Total:		\$5,783,846



Board Report

File #: 2015-0989, **File Type:** Program

Agenda Number: 23.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 16, 2015

SUBJECT: 2015 CALL FOR PROJECTS

ACTION: APPROVE 2015 COUNTYWIDE CALL FOR PROJECTS

RECOMMENDATION

APPROVING the following actions for **2015 Countywide Call for Projects (Call)**, as further described in this report and attachments:

- A. the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2015 Call and additional funding recommendations;
- B. program \$201.9 million in seven modal categories from the fund sources shown in Attachment B. This amount also programs a limited amount of funds from the 2015 Call for Projects Deobligation (\$2.5 million) and the 2015 Call TAC reserve;
- C. all projects in Attachment C for potential nomination to the California Transportation Commission for 2016 State Transportation Improvement Program funds, as necessary;
- D. amend the recommended 2015 Call Program of Projects into the FY 2015-2016 Los Angeles County Regional Transportation Improvement Program by adopting the resolution in Attachment D which certifies that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP and affirms its commitment to implement all of the projects in the program;
- E. administer the 2015 Call as a one-time project-specific grant program with the requirement that project sponsors bear all cost increases; and
- F. authorize the Chief Executive Officer to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available.

ISSUE

In January 2015, Metro received 178 applications for 2015 Call funding with requests of over \$473 million. Over the past eight months, staff has evaluated the applications, met with TAC and its

Subcommittees, and TAC held project sponsor appeals. Based on the evaluations and TAC's recommendations, staff is recommending funding for 88 projects totaling \$201.9 million. Board approval is necessary to program the funds to these 88 projects.

DISCUSSION

Background

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and State statute (P.U.C. 130303) requires that Metro prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

Metro accomplishes these mandates, in part, by programming transportation revenues through the Call process wherein Los Angeles County local agencies may apply for funding for regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors. The Call process provides an opportunity for these additional projects to be funded to meet the County's transportation needs. The Call implements Metro's multimodal programming responsibilities for Los Angeles County and the Board-adopted 2009 Long Range Transportation Plan (LRTP). The Call process awards funds on a competitive basis for projects that successfully demonstrate their mobility benefits.

Call for Projects Overview

A total of 178 project applications were received in January 2015, and the technical evaluation process began. This evaluation was conducted by internal technical teams who reviewed applications within each of the transportation modal categories using the Board-approved application requirements and evaluation criteria. Evaluation criteria used to select the projects include a "Complete Streets" integrated, multimodal transportation network, consistency with Senate Bill (SB) 375 goals of reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions (GHGe), and First/Last Mile access to the transit system. After the Board approved the Preliminary Funding Marks and the Fund Estimate in June 2015, a preliminary project recommendations list was developed, posted online, and mailed to project applicants and TAC members in late June/early July 2015.

The Call is nationally recognized as a model for developing a competitive programming process and continually evolves to address new agency initiatives, recently-passed legislation, and Board directives. The 2015 Call is notable for recommending funding for six multijurisdictional projects, helping to implement the Complete Streets Policy for which Metro gained national recognition, and funding Complete Streets elements in all of the recommended Regional Surface Transportation Improvements (RSTI) projects. The 2015 Call is also noteworthy for providing more than 20% of the funding in an earlier timeframe than in prior Calls (the first two years). Lastly, the 2015 Call encouraged ready-to-go projects by awarding up to five overmatch points to applicants who expended funds pre-construction, a new policy from which eight projects recommended for funding were able to benefit.

Metro's TAC and its Subcommittees were consulted at various steps throughout the development

process. In addition to monthly updates before TAC and the Streets & Freeways (S&F) Subcommittee, staff met approximately 10 times with the 2015 Call Working Group, comprised of members of the S&F Subcommittee, Bus Operations Subcommittee (BOS), Transportation Demand Management/ Sustainability (TDM/Sustainability) Subcommittee, and Local Transit Systems Subcommittee (LTSS), to consider potential technical changes for incorporation into the 2015 Call Draft Application Package.

In September 2014, the Board approved the 2015 Call Application Package, which provided instructions to project applicants. Metro hosted a Call Workshop on September 30, 2014 and conducted workshops in the seven subregions which requested them.

Fund Estimate Assumptions

In June 2015, the Board adopted a preliminary fund estimate of \$199.39 million for the five-year Call period as shown in Attachment B. The Board also adopted the preliminary modal category funding marks based on federal, state and local fund forecasts used to develop the 2009 LRTP. Forecasts for the local fund sources are consistent with the 2009 LRTP, Short Range Transportation Plan (SRTP) update and Metro's Debt Policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust fund growth rates, changes in future federal reauthorizations, and possible downside risks (e.g., possible reductions in amounts of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). State fund forecasts are also based on historical trends, but do not reflect growth due to higher priority needs such as State Highway Safety, Maintenance, and Operating costs. The State's Regional Improvement Program (RIP) funding is subject to the actual 2016 State Transportation Improvement Program (STIP) fund estimate to be adopted by the California Transportation Commission (CTC) in August 2015. The specific funding sources and amounts chosen for the 2015 Call are subject to change based upon the projects finally selected and other factors, including project eligibility and funding availability.

In this fund estimate, staff identified \$75 million in STIP Funds as part of the overall \$199.39 million in 2015 Call funding. Subsequent to the staff report, staff was informed that the CTC is considering adopting a "zero fund estimate" for the 2016 STIP due to the drop in the fuel excise tax. A "zero fund estimate" means that there will be no new funding capacity in the 2016 STIP. As a result, the State Legislature has convened an extraordinary session to deal with this and other transportation funding issues. Due to the uncertainty surrounding the 2016 STIP Fund Estimate, the CTC may defer adopting the Fund Estimate until October 2015. Staff will return to the Board with an update as soon as the CTC has acted.

Technical Advisory Committee (TAC)

A special TAC meeting was held on July 22nd to review the preliminary project scores and funding recommendations, and again on July 28th to hear appeals from 10 agencies on 18 projects. TAC concurred with staff's recommendations to fund an additional \$276,957 to project F9404 (Antelope Valley Transit Authority's Electric Bus Charging Infrastructure Charging Improvements) as well as \$2,208,000 to project F9623 (City of Los Angeles' Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements) from 2015 Call for Projects Deobligation funds.

In addition, TAC concurred with staff's preliminary modal recommendations in the Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Pedestrian Improvements modes. They recommended funding for one additional project in the Regional Surface Transportation Improvements and Transit Capital modes and two additional projects in the Bicycle Improvements mode. Staff concurred with the TAC recommendations.

Attachment A is a matrix of staff responses to the TAC motions.

Final Recommendations

In formulating our final funding recommendations, TAC motions were reviewed. Attachment C summarizes the program of projects recommended by staff for the 2015 Call for Projects. Attachment D is the Board resolution certifying that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP. Attachment E summarizes the specific recommendations and conditions associated with the 2015 Call, while Attachment F provides a description of each project recommended for funding.

DETERMINATION OF SAFETY IMPACT

The 2015 Call will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

Adoption of the 2015 Call for Projects would have a \$201.9 million impact on the agency. Call funding is subject to the availability of local, state and federal funding as planned. Should local, state and federal funding be reduced, staff will return to the Board with recommendations on how to fund all of Metro's programs, including the 2015 Call. There is no funding programmed for projects approved through the 2015 Call in the FY 2015-16 Budget. Funding of \$201.9 million for the 2015 Call will be included in FYs 2016-17, 2017-18, 2018-19, 2019-20, and 2020-21 budgets in cost centers 0441 - Subsidies to Others and 0442 - Subsidies to Others. Since this is a multi-year program, the cost center manager, Chief Planning Officer and Executive Director of Program Management will be responsible for budgeting the costs in future years.

Consistent with the Metro Board's approval of the Short Range Transportation Plan (SRTP) in July 2014, funding for the Plan, including the Call for Projects, assumes borrowing consistent with Metro's Debt policies. The funding may consist of bond funds backed by Proposition C. After these bonds are issued, the Debt service is assigned to the appropriate sub-fund within Proposition C.

Impact to Budget

Proposition C 10% and 25% local sales tax funds will be included in the fiscal years' budgets as outlined above. The sources of funds for these activities are: Proposition C 10%, Proposition C 25%, Repayment of Capital Projects Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and RIP STIP. The Proposition C 10% and Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures. Proposition C 10% is eligible for Metrolink operations. The

commitment from Proposition C 10% here is limited to Metrolink station and other Metrolink-related projects. RIP funds cannot be used for transit operating expenses.

CMAQ funds are eligible for operating purposes or transit capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise Metro risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to ensure utilizing our federal funds in a manner consistent with the 2009 LRTP and the 2014 SRTP as updated.

In light of new state and federal funding programs such as the Active Transportation Program managed through the Southern California Association of Governments (SCAG) and the CTC and the state Cap and Trade Program, staff recommends that the Call process seek to maximize opportunities to leverage Call funding with other programs given shortfalls such as the 2016 STIP.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2015 Call process. Projects added to the recommended list will result in other projects either moving off the funded list or projects receiving reduced levels of funding.

The Board could also choose to defer the 2015 Call. This is not recommended because the 2009 LRTP assumed the Call would continue. In addition, the Call provides funding to local agencies for transportation improvements, allowing local agencies to partner with Metro in improving the transportation system, thereby fulfilling our statutory transportation programming responsibilities.

NEXT STEPS

Upon Board approval of the 2015 Call, the Regional TIP will formally be transmitted to SCAG for processing. Pending the availability of state funds planned from the 2016 STIP, projects identified to receive RIP funding will also be submitted to the CTC for inclusion in the 2016 STIP if possible.

Project sponsors will be notified of the final funding awarded by the Board and the sponsor's local match necessary to proportionally match awarded funds. A Metro-sponsored workshop will be scheduled with successful project sponsors in November 2015 to review and discuss Metro/project sponsor administrative conditions, and federal, state and local programming requirements.

Through the 2015 Call development process, Metro acknowledges the opportunity to use federal and state funds to accelerate the programming of approved projects. Upon Board approval of the 2015 Call, we will notify successful project sponsors of the possibility for advancing federal and state funds to earlier years in the 2015 Call cycle. As part of this notification, instructions will be provided as to the deadline for submitting requests and the criteria we will use to evaluate the submittals. To provide all project sponsors equal access to earlier year funding, all requests will be evaluated concurrently after the submittal deadline. If more requests are received than available funds, project advancement will be based on the project's ranking as determined by its overall evaluation score and the readiness of the project for early delivery.

After Board approval of the Call, the following schedule reflects the next steps.

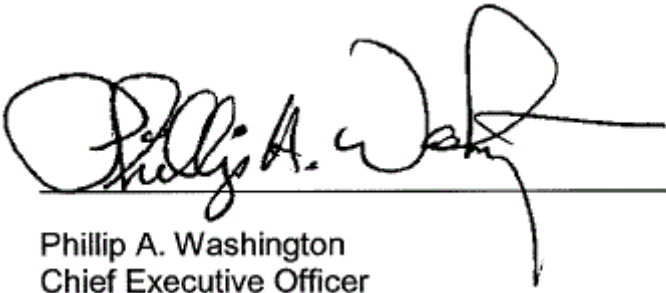
Successful Project Sponsor Workshop	November (TBD)
SCAG Approves Regional TIP	December 2015
Caltrans Approves Regional TIP	Summer 2016
U.S. Department of Transportation Approves Federal TIP	December 2016

ATTACHMENTS

Attachment A - Final Staff Recommendations Resulting from TAC Motions
Attachment B - 2015 Countywide Call for Projects Preliminary Fund Estimate
Attachment C - Metro 2015 Countywide Call for Projects Recommended Program of Projects
Attachment D - 2015 Call for Projects Resolution
Attachment E - Specific Recommendation Information
Attachment F - 2015 TIP Countywide Call for Projects Descriptions of Recommended Projects

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Phillip A. Washington
Chief Executive Officer

Metro Staff Response to TAC Motions

METRO RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated \$)	METRO ORIGINAL AMOUNT RECOM (inflated \$)	METRO ADDL FUNDS RECOM (inflated \$)	TOTAL METRO FUNDING RECOM (inflated \$)
TAC MOTIONS (July 28, 2015)										
Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Pedestrian Improvements					Approve staff funding recommendations for the projects	Staff concurs with TAC recommendation				
13	RSTI	F9111	Florence Ave. Improvement at Ira Ave. and Jaboneria Rd.	City of Bell Gardens	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve funds of \$351,412 in FY 20 and \$640,660 in FY 21	\$992,072	0	\$992,072	\$992,072
16	Bike	F9502	Monterey Pass Rd. Complete Streets Bike Project	City of Monterey Park	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve funds of \$92,764 in FY 17; \$38,807 in FY 18; \$1,394,672 in FY 19; and \$467,384 in FY 20	\$1,993,627	0	\$1,993,627	\$1,993,627

Metro Staff Response to TAC Motions

METRO RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated \$)	METRO ORIGINAL AMOUNT RECOM (inflated \$)	METRO ADDL FUNDS RECOM (inflated \$)	TOTAL METRO FUNDING RECOM (inflated \$)
17	Bike	F9532	Atherton Bridge and Campus Connection	City of Long Beach	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve Funds of \$1,876,800 in FY 21	\$1,876,800	0	\$1,876,800	\$1,876,800
16	TC	F9434	Bus Replacement – City of Santa Monica	Santa Monica Big Blue Bus	Partially fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve Funds of \$1,765,345 in FY 17	\$5,737,371	0	\$1,765,345	\$1,765,345

Notes: At its July 14, 2015 meeting, the BOS Subcommittee took action approving the Call for Projects staff funding recommendations
At its July 15, 2015 meeting, the TDM/Sustainability Subcommittee took action approving the Call for Projects staff funding recommendations
At its July 16, 2015 meeting, the S&F Subcommittee took action approving the Call for Projects staff funding recommendations
On July 17, 2015, the LTSS Subcommittee met. All responses were in approval of the Call for Projects staff funding recommendations, notwithstanding a lack of quorum.

Metro Staff Response to TAC Motions

METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

Auto Club of Southern California (1)

Marianne Kim

Steve Finnegan (Alternate)

Bicycle Coordinator (1)

Rich Dilluvio
City of Pasadena

Michelle Mowery (Alternate)
LADOT

Bus Operations Subcommittee (2)

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Beach Cities Transit

Susan Lipman (Alternate)
City of Santa Clarita – Transit

Jane Leonard
Culver City – CityBus

Gloria Gallardo (Alternate)
City of Montebello

California Highway Patrol (1)

Sgt. Dave Nelms

Ofc. Christian Cracraft (Alternate)

Caltrans (2)

Alberto Angelini
Vacant

Jimmy Shih (Alternate)
Vijay Koppam (Alternate)

Citizen Representative-Technical Expertise On ADA Requirements (1)

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Vacant (Alternate)

City Of Long Beach (1)

Nathan Baird

Derek Wieske (Alternate)

Metro Staff Response to TAC Motions

METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)

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Dan Mitchell
Ferdy Chan

Corinne Ralph (Alternate)
Carlos Rios (Alternate)
Kevin Minne (Alternate)

County Of Los Angeles (3)

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Patrick V. DeChellis

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Inez Yeung (Alternate)
Allan Abramson (Alternate)

Goods Movement (1*)

Lupe Valdez

LaDonna DiCamillo (Alternate)

League of California Cities (8)

David Kriske
City of Burbank

Roubik Golanian (Alternate)
City of Glendale

Mohammad Mostahkami
City of South Gate

Lisa Rapp (Alternate)
City of Lakewood

Robert L. Brager
City of Malibu

Elizabeth Shavelson (Alternate)
City of Malibu

Mike Behen
City of Palmdale

Allen Thompson (Alternate)
City of Lancaster

Larry Stevens
City of San Dimas

Craig Bradshaw (Alternate)
City of Claremont

Robert Newman
City of Santa Clarita

Wayne Ko (Alternate)
City of Glendale

Metro Staff Response to TAC Motions

METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)

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Sharon Perlstein (Alternate)
City of West Hollywood

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City of Glendora

Anne Perkins-Yin
City of Covina

Linda Evans (Alternate)
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Brian Lam (Alternate)
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Dale Benson (Alternate)
Caltrans

Public Health Representative (1*)

Susan Price
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Vacant (Alternate)

Southern California Regional Rail Authority (SCRRA) (1*)

Anne Louise Rice

Karen Sakoda (Alternate)

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Kathryn Higgins (Alternate)

Metro Staff Response to TAC Motions

METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)

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Warren Whiteaker

Annie Nam (Alternate)

Transportation Demand Management/Air Quality Subcommittee (2)

Mark Yamarone

Phil Aker (Alternate)

City of Pasadena - Transportation

City of Los Angeles

Mark Hunter

Vacant (Alternate)

City of Santa Clarita

* Ex-Officio Member

**2015 Countywide Call for Projects
Preliminary Fund Estimate ***
(\$ in thousands)

	Program Fiscal Years *					TOTAL
	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	
<u>LOCAL PROPOSITION C:</u>						
Transit-Related Streets/Highway Imprv. (Prop C 25%) (debt)	\$10,300	\$12,550	\$16,450	\$25,000	\$25,000	\$89,300
Commuter Rail, Park and Ride (Prop C 10%) (debt) **	\$2,000	\$2,000	\$2,000	\$2,100	\$2,100	\$10,200
Repayment of Capital Projects Loan (LTF)	\$1,000	\$2,200	\$3,000	\$4,000	\$5,000	\$15,200
<u>STATE:</u>						
2016 State Transportation Improvement Program (State TIP) [Regional Improvement Program (RIP)]		\$10,100	\$15,000	\$24,000	\$26,000	\$75,100
<u>MAP-21 and Beyond:</u>						
Congestion Mitigation and Air Quality Prog. (CMAQ)	\$200	\$4,400	\$5,000			\$9,600
TOTAL	\$13,500	\$31,250	\$41,450	\$55,100	\$58,100	\$199,400

* Individual FY total amounts are estimated and are subject to revisions without changing overall programming totals as approved.

** On June 25, 2015, the Metro Board passed motion 6.1 that states: "The Board defers approving the inclusion and/or debt encumbrance of Proposition C 10% as a funding source for the 2015 Call for Projects, except for projects which have a clear and direct nexus to a current or planned Metrolink station as determined by the CEO, until which time the Program is completed and capacity for Proposition C 10% is determined to be available. Should such Proposition C 10% capacity not be available, the Board directs the CEO to provide an alternative funding plan, excluding funding eligible for Metrolink and Metro bus and rail operations, for projects that would no longer have Proposition C 10% available as a funding source."

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

	Number of Applications		Inflated Total Project Expenses	Inflated Total Project Requests	AMOUNT RECOMMENDED
	Submitted	Funded			
Regional Surface Transportation Improvements	33	13	\$238,712,912	\$120,385,730	\$40,297,379
Goods Movement Improvements	8	7	\$133,387,211	\$35,638,615	\$29,684,508
Signal Synchronization and Bus Speed Improvements	16	15	\$60,760,978	\$48,075,810	\$43,742,191
Transportation Demand Management	9	8	\$11,313,507	\$7,810,633	\$7,236,328
Bicycle Improvements	39	17	\$120,568,622	\$83,949,696	\$34,003,970
Pedestrian Improvements	31	13	\$81,022,277	\$61,317,458	\$23,830,669
Transit Capital	42	15	\$148,958,424	\$116,140,445	\$23,127,628
Total Funding Mark	178	88	\$794,723,931	\$473,318,387	\$201,922,673

Funding of \$276,957 for project F9404 includes 2015 De-obligated Transit Capital funds and funding of \$2,208,000 for project F9623 includes 2015 De-obligated Pedestrian funds.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Regional Surface Transportation Improvements

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9102	Hawthorne Boulevard Mobility Project - Phase 2	CITY OF HAWTHORNE	\$0	\$0	\$0	\$173,804	\$2,252,602	\$2,426,406
2	F9123	Complete Streets Project for Colorado Boulevard in Eagle Rock	CITY OF LOS ANGELES	\$0	\$0	\$0	\$346,738	\$1,406,938	\$1,753,676
3	F9119	Harbor Boulevard/Sampson Way/7th Street Reconfiguration	CITY OF LOS ANGELES	\$2,552,500	\$2,398,900	\$0	\$0	\$0	\$4,951,400
4	F9109	Sunset Boulevard Median Reconstruction-Complete Street Approach	CITY OF BEVERLY HILLS	\$0	\$0	\$0	\$67,845	\$611,285	\$679,130
5	F9130	Artesia - Great Boulevard	CITY OF LONG BEACH	\$0	\$0	\$0	\$3,420,829	\$1,279,252	\$4,700,081
6	F9118	Dockweiler Drive Gap Closure	CITY OF SANTA CLARITA	\$0	\$0	\$0	\$3,267,000	\$2,208,000	\$5,475,000
7	F9122	Telegraph Road Bridge Replacement (over the San Gabriel River)	CITY OF PICO RIVERA	\$0	\$322,658	\$1,975,985	\$0	\$0	\$2,298,643
8	F9114	Fullerton Road Corridor Improvements - LA County	COUNTY OF LOS ANGELES	\$0	\$1,232,826	\$0	\$3,940,002	\$0	\$5,172,828
9	F9101	Redondo Beach Boulevard Improvements	CITY OF LAWNSDALE	\$0	\$883,212	\$2,479,580	\$0	\$0	\$3,362,792
10	F9131	Medical Main Street	CITY OF LANCASTER	\$0	\$0	\$1,022,760	\$0	\$4,239,982	\$5,262,742

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

11	F9110	Garvey Avenue Regional Access & Capacity Improvement Project	CITY OF ROSEMEAD	\$0	\$0	\$0	\$224,726	\$2,090,579	\$2,315,305
12	F9116	Michillinda Avenue Intersections Improvement Project	COUNTY OF LOS ANGELES	\$0	\$191,912	\$0	\$0	\$715,392	\$907,304
13	F9111	Florence Avenue Improvements at Ira Avenue & Jaboneria Road	CITY OF BELL GARDENS	\$0	\$0	\$0	\$351,412	\$640,660	\$992,072
Regional Surface Transportation Improvements				\$2,552,500	\$5,029,508	\$5,478,325	\$11,792,356	\$15,444,690	\$40,297,379

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Goods Movement Improvements

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9204	Slauson Avenue - Vermont Avenue to Crenshaw Boulevard	CITY OF LOS ANGELES	\$0	\$500,640	\$0	\$1,428,768	\$0	\$1,929,408
2	F9200	Eastern Avenue Capacity and Operational Improvements	CITY OF BELL	\$535,894	\$0	\$0	\$0	\$0	\$535,894
3	F9207	Alameda St Widening - North of Olympic Boulevard to I-10 Freeway	CITY OF LOS ANGELES	\$987,511	\$171,052	\$0	\$0	\$8,466,355	\$9,624,918
4	F9202	Manchester and La Cienega Geometric Improvements	CITY OF INGLEWOOD	\$0	\$125,024	\$701,002	\$0	\$358,585	\$1,184,611
5	F9206	Intersection Improvements on Hyperion Avenue and Glendale Boulevard	CITY OF LOS ANGELES	\$0	\$834,400	\$852,800	\$0	\$5,299,200	\$6,986,400
6	F9203	Pier B Street Freight Corridor Reconstruction Project	PORT OF LONG BEACH	\$0	\$0	\$4,264,000	\$1,090,089	\$0	\$5,354,089
7	F9201	YTI Terminal Trip Reduction Program	CITY OF LOS ANGELES	\$608,618	\$3,460,570	\$0	\$0	\$0	\$4,069,188
Goods Movement Improvements				\$2,132,023	\$5,091,686	\$5,817,802	\$2,518,857	\$14,124,140	\$29,684,508

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Signal Synchronization and Bus Speed Improvements

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9301	I-210 Connected Corridors Arterial Systems Improvements	CALTRANS	\$1,600,075	\$3,943,369	\$912,539	\$0	\$0	\$6,455,983
2	F9304	Gateway Cities Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$62,029	\$6,075,356	\$6,137,385
3	F9302	San Gabriel Valley Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$1,770,306	\$5,536,950	\$0	\$7,307,256
4	F9303	South Bay Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$301,654	\$3,756,911	\$4,058,565
5	F9307	Inglewood Intelligent Transportation Systems(ITS) Phase VI	CITY OF INGLEWOOD	\$55,542	\$418,702	\$730,850	\$0	\$0	\$1,205,094
6	F9313	San Fernando Citywide Signal Synchronization and Bus Speed Improvements	CITY OF SAN FERNANDO	\$0	\$76,890	\$613,174	\$85,312	\$0	\$775,376
7	F9306	Intelligent Transportation Systems (ITS) Phase VII	CITY OF SANTA CLARITA	\$510,500	\$1,612,316	\$0	\$0	\$0	\$2,122,816
8	F9314	Mid-City Signal Coordination in Long Beach	CITY OF LONG BEACH	\$0	\$4,172	\$216,398	\$2,385,999	\$0	\$2,606,569
9	F9315	Midtown Commercial Corridors Improvement Project (Sync Mode)	CITY OF BURBANK	\$0	\$121,716	\$1,530,121	\$0	\$0	\$1,651,837
10	F9309	Traffic Signal Rail Crossing Improvement Project	CITY OF LOS ANGELES	\$204,200	\$417,200	\$1,151,280	\$1,603,008	\$803,712	\$4,179,400

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

11	F9310	City of Lancaster Transportation Management Center	CITY OF LANCASTER	\$0	\$0	\$250,510	\$326,852	\$0	\$577,362
12	F9308	ATSAC ATCS/TPS/LRT/HRI/CMS System Reliability and Efficiency Enhancement	CITY OF LOS ANGELES	\$0	\$0	\$852,800	\$1,306,800	\$0	\$2,159,600
13	F9305	North County Traffic Signal Communications Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$96,333	\$2,110,340	\$2,206,673
14	F9311	ATSAC Traffic Surveillance Video Transport System Enhancement	CITY OF LOS ANGELES	\$0	\$260,750	\$1,066,000	\$381,150	\$0	\$1,707,900
15	F9300	Signal Synchronization and Bus Speed Improvements	CITY OF CALABASAS	\$590,375	\$0	\$0	\$0	\$0	\$590,375
Signal Synchronization and Bus Speed Improvements				\$2,960,692	\$6,855,115	\$9,093,978	\$12,086,087	\$12,746,319	\$43,742,191

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Transportation Demand Management

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9803	Building Connectivity with Bicycle Friendly Business Districts	CITY OF LOS ANGELES	\$225,273	\$295,878	\$302,403	\$0	\$0	\$823,554
2	F9805	Venice – LA Express Park	CITY OF LOS ANGELES	\$0	\$0	\$0	\$740,520	\$132,480	\$873,000
3	F9806	Exposition Park – LA Express Park	CITY OF LOS ANGELES	\$0	\$0	\$0	\$784,080	\$132,480	\$916,560
4	F9807	Santa Monica Expo and Localized Travel Planning Assistance	CITY OF SANTA MONICA	\$126,808	\$122,970	\$125,681	\$0	\$0	\$375,459
5	F9804	Downtown Smart Park System and Program Implementation	CITY OF BELLFLOWER	\$0	\$87,195	\$267,762	\$15,333	\$0	\$370,290
6	F9800	Bike Aid Stations	COUNTY OF LOS ANGELES	\$0	\$0	\$426,400	\$0	\$2,532,576	\$2,958,976
7	F9808	Park or Ride	CITY OF LONG BEACH	\$40,840	\$135,242	\$171,271	\$196,746	\$38,640	\$582,739
8	F9802	Shared EV Employer Demonstrator (SEED) Program for Pasadena Employers	CITY OF PASADENA	\$101,299	\$234,451	\$0	\$0	\$0	\$335,750
Transportation Demand Management				\$494,220	\$875,736	\$1,293,517	\$1,736,679	\$2,836,176	\$7,236,328

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Bicycle Improvements

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9533	Beach Bike Path Ramp Connection to Santa Monica Pier	CITY OF SANTA MONICA	\$137,602	\$0	\$0	\$0	\$911,674	\$1,049,276
2	F9515	Pasadena Bikeshare Start Up Capital Cost	CITY OF PASADENA	\$954,635	\$0	\$0	\$0	\$0	\$954,635
3	F9516	Pasadena Bicycle Program-Union Street 2-way Cycle Track	CITY OF PASADENA	\$745,477	\$0	\$1,968,953	\$0	\$0	\$2,714,430
4	F9534	Glendale-LA Riverwalk Bridge/Active Transportation Facility	CITY OF GLENDALE	\$0	\$0	\$3,070,080	\$0	\$0	\$3,070,080
5	F9530	Central Avenue Regional Commuter Bikeway Project	CITY OF COMPTON	\$0	\$11,317	\$1,066,410	\$0	\$0	\$1,077,727
6	F9527	Chandler Cycletrack Gap Closure Project	CITY OF LOS ANGELES	\$459,450	\$0	\$2,718,300	\$0	\$0	\$3,177,750
7	F9520	Mid-City Low Stress Bicycle Enhancement Corridors	CITY OF LOS ANGELES	\$0	\$311,507	\$0	\$1,495,258	\$0	\$1,806,765
8	F9518	Coastal Bike Trail Connector - Ocean Boulevard, Long Beach	PORT OF LONG BEACH	\$712,207	\$2,401,447	\$0	\$0	\$0	\$3,113,654
9	F9504	E. Pasadena & E. San Gabriel Bikeway Access Improvements	COUNTY OF LOS ANGELES	\$408,400	\$0	\$0	\$1,393,920	\$0	\$1,802,320
10	F9513	Railroad Avenue Class I Bike Path	CITY OF SANTA CLARITA	\$0	\$138,719	\$2,126,424	\$0	\$0	\$2,265,143

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

11	F9525	Downey BMP Phase 1 Downtown/Transit Class II Implementation	CITY OF DOWNEY	\$0	\$0	\$905,156	\$0	\$1,372,777	\$2,277,933
12	F9537	Beverly Hills Bikeshare Program	CITY OF BEVERLY HILLS	\$10,210	\$10,430	\$0	\$0	\$261,648	\$282,288
13	F9511	South Whittier Community Bikeway Access Improvements	COUNTY OF LOS ANGELES	\$0	\$616,617	\$0	\$2,573,747	\$0	\$3,190,364
14	F9517	WeHo Bikeshare Implementation and Interoperability Project	CITY OF WEST HOLLYWOOD	\$510,500	\$0	\$0	\$0	\$0	\$510,500
15	F9526	Pomona ATP Phase 2 Bicycle Network for Community Assets	CITY OF POMONA	\$0	\$0	\$0	\$0	\$2,840,678	\$2,840,678
16	F9502	Monterey Pass Road Complete Streets Bike Project	CITY OF MONTEREY PARK	\$92,764	\$38,807	\$1,394,672	\$467,384	\$0	\$1,993,627
17	F9532	Atherton Bridge & Campus Connections	CITY OF LONG BEACH	\$0	\$0	\$0	\$0	\$1,876,800	\$1,876,800
Bicycle Improvements				\$4,031,245	\$3,528,844	\$13,249,995	\$5,930,309	\$7,263,577	\$34,003,970

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Pedestrian Improvements

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9628	1st Street Pedestrian Gallery	CITY OF LONG BEACH	\$0	\$0	\$1,343,765	\$1,372,759	\$0	\$2,716,524
2	F9625	17th Street/SMC Expo Pedestrian Connectivity Improvements	CITY OF SANTA MONICA	\$162,952	\$1,331,702	\$0	\$0	\$0	\$1,494,654
3	F9621	Melrose Avenue-Fairfax Avenue to Highland Avenue Pedestrian Improvements	CITY OF LOS ANGELES	\$0	\$0	\$415,837	\$0	\$2,544,694	\$2,960,531
4	F9613	Lake Avenue Gold Line Station Pedestrian Access Improvements	CITY OF PASADENA	\$0	\$0	\$0	\$344,124	\$1,965,466	\$2,309,590
5	F9620	First/Last Mile Connections for the Baldwin Park Transit Center	CITY OF BALDWIN PARK	\$0	\$15,645	\$640,611	\$0	\$0	\$656,256
6	F9619	LANI - Santa Monica Boulevard Improvement Project	CITY OF LOS ANGELES	\$0	\$0	\$0	\$94,381	\$1,052,479	\$1,146,860
7	F9602	Pedestrian Improvements at Selected Crosswalks within Beverly Hills	CITY OF BEVERLY HILLS	\$0	\$0	\$0	\$392,040	\$0	\$392,040
8	F9601	West Hollywood - Melrose Avenue Complete Street Project	CITY OF WEST HOLLYWOOD	\$671,170	\$1,221,685	\$1,248,625	\$0	\$0	\$3,141,480
9	F9623	Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements	CITY OF LOS ANGELES	\$0	\$0	\$0	\$310,365	\$2,461,889	\$2,772,254
10	F9600	City of Avalon Five-Corner Comprehensive Pedestrian Project	CITY OF AVALON	\$0	\$171,052	\$533,000	\$1,032,372	\$0	\$1,736,424

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

11	F9605	Cudahy City Wide Complete Streets Improvement Project	CITY OF CUDAHY	\$163,892	\$0	\$0	\$1,970,557	\$0	\$2,134,449
12	F9626	Midtown Commercial Corridors Improvement Project (Ped Mode)	CITY OF BURBANK	\$0	\$49,794	\$763,375	\$0	\$0	\$813,169
13	F9624	Glendale Train Station 1st/Last Mile Regional Improvements	CITY OF GLENDALE	\$771,059	\$785,379	\$0	\$0	\$0	\$1,556,438
Pedestrian Improvements				\$1,769,073	\$3,575,257	\$4,945,213	\$5,516,598	\$8,024,528	\$23,830,669

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

Transit Capital

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9430	Purchase of Three (3) Electric Zero Emission DASH Buses	CITY OF LOS ANGELES	\$765,750	\$844,830	\$0	\$0	\$0	\$1,610,580
2	F9414	Vista Canyon Metrolink Station	CITY OF SANTA CLARITA	\$587,327	\$1,648,275	\$1,041,181	\$0	\$0	\$3,276,783
3	F9412	Athens Shuttle and Lennox Shuttle Transit Vehicles	COUNTY OF LOS ANGELES	\$0	\$0	\$750,201	\$0	\$0	\$750,201
4	F9416	Pasadena Bus Purchase to Relieve Significant Overcrowding	CITY OF PASADENA	\$0	\$0	\$1,364,577	\$0	\$0	\$1,364,577
5	F9422	DASH Clean Fuel Vehicles - Headway Reduction	CITY OF LOS ANGELES	\$0	\$0	\$1,000,112	\$1,729,444	\$0	\$2,729,556
6	F9402	LBT Purchase of Zero Emission Buses	LONG BEACH TRANSIT	\$0	\$0	\$0	\$2,111,201	\$0	\$2,111,201
7	F9424	West Hollywood CityLine Vehicle Replacement	CITY OF WEST HOLLYWOOD	\$0	\$639,776	\$0	\$0	\$0	\$639,776
8	F9404	Electric Bus Charging Infrastructure Improvements	ANTELOPE VALLEY TRANSIT AUTHORITY	\$0	\$0	\$0	\$0	\$307,730	\$307,730
9	F9435	Purchase of Alternative Fuel Buses for Glendale Beeline	CITY OF GLENDALE	\$0	\$0	\$0	\$653,400	\$1,532,996	\$2,186,396
10	F9400	Torrance Transit System - Fleet Modernization Final Phase	TORRANCE TRANSIT SYSTEM	\$0	\$0	\$0	\$470,671	\$1,431,700	\$1,902,371

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS
PRELIMINARY PROJECT RECOMMENDATIONS
INFLATED IN WHOLE DOLLARS**

11	F9405	Electric Bus Replacements	ANTELOPE VALLEY TRANSIT AUTHORITY	\$0	\$0	\$0	\$0	\$2,167,373	\$2,167,373
12	F9436	BurbankBus Transit Vehicle Replacement	CITY OF BURBANK	\$0	\$0	\$0	\$558,790	\$662,400	\$1,221,190
13	F9439	Western Avenue Bus Stop Improvements - Fwy 10 to Wilshire Boulevard	CITY OF LOS ANGELES	\$0	\$0	\$0	\$0	\$547,275	\$547,275
14	F9440	Vermont Avenue Bus Stop Improvements - MLK to Wilshire Boulevard	CITY OF LOS ANGELES	\$0	\$0	\$0	\$0	\$547,275	\$547,275
15	F9434	Bus Replacement-City of Santa Monica	SANTA MONICA BIG BLUE BUS	\$1,765,344	\$0	\$0	\$0	\$0	\$1,765,344
Transit Capital				\$3,118,421	\$3,132,881	\$4,156,071	\$5,523,506	\$7,196,749	\$23,127,628

** NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.



RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2016/2017 – 2021/2022 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG region; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2016/2017 – 2021/2022 Los Angeles County TIP with funding for FFY 2016/2017 and 2017/2018 available and committed, and reasonably committed for FFY 2018/2019 through 2021/2022.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/2017 – 2021/2022 Los Angeles County TIP Financial Plan identifies the resources that are available and

committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FFY2016/2017 – 2021/2022 Los Angeles County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2016;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and
4. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on

_____.

MICHELE JACKSON
LACMTA Board Secretary

DATED:

(SEAL)

SPECIFIC RECOMMENDATION INFORMATION

Staff recommends programming \$201.922 million to projects in the 2015 Call. The following specific conditions apply to all projects receiving funds through the 2015 Call for Projects:

- Sustainable Design Elements – Sponsors are required to attend Metro-hosted training on sustainable design prior to the start of construction, develop a Sustainable Design Plan, and report on implementation of the Sustainable Design Plan.
- Bicycle and Pedestrian Counts – Sponsors must collect before- and after- bicycle and pedestrian counts (when applicable and as directed by the Metro Project Manager) on a mid-week day and weekend, excluding winter months. The “after” counts should not be taken until six (6) months after the completion of the project. Sponsor shall submit bicycle and pedestrian count data and upload the data to the SCAG/Metro Bike County Data Clearinghouse (<http://www.bikecounts.luskin.ucla.edu/>). The methodology for conducting counts is described in “conducting Bicycle and Pedestrian Counts”, a manual jointly produced by the Southern California Association of Governments (SCAG) and Metro. The manual is available at http://www.metro.net/projects/call_projects/.
- Complete Streets – Sponsors must comply with the California Complete Streets Act of 2008 prior to the first programming year. To comply, sponsors must either modify their adopted General Plan Circulation Element to identify how they will provide for the mobility needs of all users of the roadway or adopt a City Council resolution indicating their support of Complete Streets. Proof of compliance must be submitted to the Metro Project Manager prior to execution of the funding agreement and will be an attachment to the agreement.

Regional Surface Transportation Improvements: The \$40.297 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Goods Movement Improvements: The \$29.684 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Signal Synchronization and Bus Speed Improvements: The \$43.742 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Transportation Demand Management (TDM): The \$7.236 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- All assets procured with Metro funds will not revert to non-TDM/non-exclusive public use for a minimum of ten (10) years after project completion
- All projects will conform to applicable Caltrans design standards, including Chapter 1000 of the Highway Design Manual
- All projects will be operated and maintained at the sponsor's expense for the project's stated life, as approved by the Board
- All projects will require a performance measurement evaluation upon completion of the project. The sponsor shall propose a criterion and measurement protocol and schedule for completion, in consultation with the Metro Project Manager.

Bicycle Improvements: The \$34.003 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- Project sponsor is required to coordinate and seek input with Metro Planning and Operations and other municipal operators for any potential effect to transit service as necessary.
- Class I (off-street bike path), Class IV (cycle-tracks), and Class II buffered/protected bicycle lanes and enhanced bicycle boulevards (with physical traffic calming elements on parallel low-volume streets) may be substituted for bike improvements originally included in the scope, and must be pre-approved by the Metro Project Manager. Class III (routes) bicycle facilities without physical traffic calming devices are not eligible for funding.
- If the city chooses to contract with a vendor other than Metro's Bikeshare vendor, they will not be eligible for Operations and Maintenance support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting.

Pedestrian Improvements: The \$23.830 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Transit Capital Improvements: The \$23.127 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

Project Summaries
Based on Preliminary Staff Recommendations

- Regional Surface Transportation Improvements 2
- Goods Movement Improvements..... 9
- Signal Synchronization and Bus Speed Improvements 13
- Transportation Demand Management 20
- Bicycle Improvements 24
- Pedestrian Improvements..... 31
- Transit Capital 37

The following project summaries contain the information that will be entered into the Countywide Transportation Improvement Program (TIP). The “Total Original Project Cost” is the unescalated amount submitted by the sponsor in their original application. “Total Revised Project Cost” reflects the escalated costs of the project after adjusting for any downscoping of the project described in the project summary. “Recommended Funding” is the total escalated amount of the 2015 Call for Projects grant for the project. “Local Match Commitment” and percentage identify the escalated match funding required from the project sponsor.

Regional Surface Transportation Improvements**F9101 Redondo Beach Boulevard Improvements – City of Lawndale**

This project is located in the City of Lawndale on Redondo Beach Boulevard between Artesia Boulevard and Prairie Avenue, a distance of 0.7 miles. It will reduce delay and provide access for pedestrians and bicyclists by reconfiguring/adding lanes and improving signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp, signal synchronization, widening terminus of I-405 Southbound Off-Ramp, installing Class II bike lanes along the entire length of the project, adding new drought tolerant landscape medians, improving access ramps, and improving pavement. Funds are requested for design, right-of-way, and construction costs. The original requested funding for this project was reduced by \$214,340 (unescalated) and the project sponsor has agreed to complete the scope of work as approved by the Board for the reduced funding amount within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$5,234,000
Total Revised Project Cost	\$5,196,311
Recommended Funding	\$3,362,792
Local Match Commitment	\$1,833,519 (35.3% of revised project cost)

F9102 Hawthorne Blvd. Mobility Project: Phase 2 – City of Hawthorne

This project is located in the City of Hawthorne on Hawthorne Boulevard between the I-105 Freeway and El Segundo Boulevard. It will improve traffic flow, increase circulation, and increase pedestrian safety by adding bulbouts at intersections. It will widen the roadway and add a dedicated right-turn lane at Imperial Highway at Hawthorne Boulevard and at 120th Street at Hawthorne Boulevard. The project will also install a Class II bike lane along the east and west sides of Hawthorne Boulevard from El Segundo Boulevard to the City's northern limit, add left-turn pockets for left-turn traffic, separate the on-street parking from the through lanes, extend the width of the median islands, upgrade traffic signals at up to 10 intersections and install countdown crossing signals at these intersections. Funds are requested for environmental, design, and construction costs. The original requested funding for this project was reduced by \$487,552 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$5,051,034
Total Revised Project Cost	\$4,560,914
Recommended Funding	\$2,426,406

Local Match Commitment \$2,134,508 (46.8% of revised project cost)

F9109 Sunset Blvd. Median Reconstruction: Complete Street Approach – City of Beverly Hills

This project is located in the City of Beverly Hills on Sunset Boulevard between Rexford Drive and Camden Drive, a distance of approximately 0.5 miles. It will provide congestion relief and increase capacity by reconstructing the median to allow for accessible crosswalks and restriping to add a bike lane which can also be used as a third vehicle traffic lane at the intersections during peak hours. Funds are requested for design and construction costs.

Total Original Application Cost	\$880,000
Total Revised Project Cost	\$970,185
Recommended Funding	\$679,130
Local Match Commitment	\$291,055 (30% of revised project cost)

F9110 Garvey Avenue Regional Access & Capacity Improvement Project – City of Rosemead

This project is located in the City of Rosemead on Garvey Avenue between New Avenue and Sullivan Avenue, a distance of 2.2 miles. It will provide congestion relief, increase capacity and improve level of service by converting an existing parking lane to a travel lane for all vehicles during peak hours, making intersection improvements, reducing medians, installing pedestrian countdown heads and push buttons at signalized intersections, and making transit/bus stop improvements such as providing benches and shelters at all bus stops, and lighting. Funds are requested for design and construction costs. The original requested funding of this project was reduced by \$432,600 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases.

Total Original Application Cost	\$3,618,000
Total Revised Project Cost	\$3,307,578
Recommended Funding	\$2,315,305
Local Match Commitment	\$992,273 (30% of revised project cost)

F9111 Florence Avenue Improvements at Ira Avenue & Jaboneria Road – City of Bell Gardens

This project is located in the City of Bell Gardens on Florence Avenue between El Selinda Avenue and Darwell Avenue. It will increase safety and improve capacity by constructing a dedicated right-turn lane for eastbound and westbound traffic at the intersection of Jaboneria Road and Florence Avenue, install a left-turn signal phase for both eastbound and westbound traffic at the intersection of Ira Avenue and Florence Avenue, and upgrade the traffic signal system. It will also install ADA-compliant pedestrian ramps, grind, overlay and striping for both the Jaboneria Road and Ira Avenue intersections. Funds are requested for design, right-of-way, and construction costs.

Total Original Application Cost	\$1,290,000
Total Revised Project Cost	\$1,417,245
Recommended Funding	\$992,072
Local Match Commitment	\$425,173 (30% of revised project cost)

F9114 Fullerton Road Corridor Improvements – LA County – County of Los Angeles

This project is located in Los Angeles County on Fullerton Road between the SR-60 eastbound ramp and Camino Bello south of Colima Road, a distance of 0.45 miles. It will improve traffic flow by widening approximately 0.45 miles of Fullerton Road in each direction from four to six lanes. The project will install 2.2 miles of enhanced Class III bike facilities along Batson Avenue. Additionally, the project includes reconfiguration of existing video detection system at the intersection of Fullerton and Colima Roads to include bicycle detection. Also, at the SR-60 eastbound off-ramp, the project will convert the free-flow right-turn lane to signal-controlled dual right-turn lanes to enhance pedestrian movement. Funds are requested for design and construction costs. The original requested funding for this project was reduced by \$1,200,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$10,159,250
Total Revised Project Cost	\$8,758,599
Recommended Funding	\$5,172,828
Local Match Commitment	\$3,585,771 (40.9% of revised project cost)

F9116 Michillinda Avenue Intersections Improvement Project – County of Los Angeles

This project is located in the unincorporated Los Angeles County area of East Pasadena on Michillinda Avenue between Foothill and Colorado Boulevards, a distance of approximately 800 feet. It will increase capacity, reduce congestion, and improve mobility by extending the left-turn pocket at the Michillinda Avenue and Foothill Boulevard northbound intersection and at the Michillinda Avenue and Colorado Boulevard southbound intersection to 290 feet to increase storage and increase capacity. Additionally, the project will improve pedestrian access (crosswalks, surface treatment to the existing sidewalks, signal timing, pedestrian countdown signals, access to existing bus stops, and curb-ramps) and rehabilitation of the roadway on Michillinda Avenue. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,040,000	
Total Revised Project Cost	\$1,134,130	
Recommended Funding	\$907,304	
Local Match Commitment	\$226,826	(20% of revised project cost)

F9118 Dockweiler Drive Gap Closure – City of Santa Clarita

This project is located in the City of Santa Clarita on Dockweiler Drive between 12th Street and Valle Del Oro, a distance of 1.1 miles. It will reduce congestion and reduce trip lengths by constructing a new 2-lane roadway to close the Dockweiler Drive gap, installing new sidewalks with drought-tolerant landscaping and installing Class II bike lanes on each side of the newly constructed roadway. Funds are requested for construction costs only. The original requested funding for this project was reduced by \$1,000,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$11,419,600	
Total Revised Project Cost	\$10,420,632	
Recommended Funding	\$5,475,000	
Local Match Commitment	\$4,945,632	(47.5% of revised project cost)

F9119 Harbor Blvd./Sampson Way/7th Street Reconfiguration – Port of Los Angeles

This project is located in the City of Los Angeles on Harbor Boulevard between 6th Street/Sampson Way and 550 feet south of 7th Street. It will improve motorized and non-motorized mobility and decrease vehicle conflicts with pedestrians and bicyclists by reconfiguring and consolidating four intersections, widening sidewalks from six to 12 feet, and installing Class II bike lanes on Harbor Boulevard and Sampson Way. The project will also improve signal synchronization to improve traffic flow. Funds are requested for construction costs only. The original requested funding for this project was reduced by \$1,200,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$12,200,000
Total Revised Project Cost	\$10,063,821
Recommended Funding	\$4,951,400
Local Match Commitment	\$5,112,421 (50.8% of revised project cost)

F9122 Telegraph Road Bridge Replacement (over the San Gabriel River) - City of Pico Rivera

This project is located in the City of Pico Rivera on Telegraph Road between Pico Vista Road and 1-605 Southbound, a distance of 822 feet. It will provide congestion relief, reduce collisions, and remedy existing structural and hydraulic deficiencies by replacing the current four lane bridge with a six lane bridge with 5-foot sidewalks, and sufficient lane width for a future bike lane. Funds are requested for design, right-of-way, and construction costs.

Total Original Application Cost	\$22,013,000
Total Revised Project Cost	\$23,383,955
Recommended Funding	\$2,298,643
Local Match Commitment	\$21,085,312 (90.2% of revised project cost)

F9123 Complete Streets Project for Colorado Blvd. in Eagle Rock – City of Los Angeles

This project is located in the City of Los Angeles on Colorado Boulevard between Eagle Dale and Figueroa Avenues, a distance of approximately 2.5 miles. It will improve traffic flow and reduce delay by installing two new signals at the Hermosa Avenue and

La Roda Avenue intersections. This project includes improving traffic signals and synchronization to optimize the operation of 17 signals in the corridor. It will also install left-turn pockets in both directions at two intersections (Hermosa Avenue and La Roda Avenue) and a right-turn lane will be installed eastbound on Colorado Boulevard, east of Townsend Avenue. Further, median islands will be installed at four locations between College View Avenue and Rockland Avenue, pedestrian lighting at three bus zones (Argus Drive and El Rio Avenue), and curb bump-outs at one crosswalk (Glen Iris Avenue). Funds are requested for design and construction costs.

Total Original Application Cost	\$1,991,000
Total Revised Project Cost	\$2,192,094
Recommended Funding	\$1,753,676
Local Match Commitment	\$438,418 (20% of revised project cost)

F9130 Artesia – Great Boulevard – City of Long Beach

This project is located in the City of Long Beach on Artesia Street between Harbor Avenue and Downey Avenue, a distance of 3.2 miles. It will reduce congestion, reduce VMT, and increase overall roadway capacity and person throughput by constructing a roundabout at the intersection of Artesia and Atlantic Boulevards, constructing bulbouts, adding Class II bike lanes along the length of the project, and making pedestrian and transit improvements, including drought-tolerant landscaping and street furniture along the entire corridor, upgraded transit stops with fully improved bus shelters at 16 transit stops and advanced stop bars at all crosswalks, with countdown pedestrian heads and audible signals at 11 intersections. Funds are requested for design and construction costs. The original requested funding for this project was reduced by \$800,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$7,810,500
Total Revised Project Cost	\$7,197,675
Recommended Funding	\$4,700,081
Local Match Commitment	\$2,497,594 (34.7% of revised project cost)

F9131 Medical Main Street – City of Lancaster

This project is located in the City of Lancaster between 12th Street West to the east, Avenue J to the north, 20th Street West to the west and SR-14 and Avenue J-8 to the South. It will provide three to four roundabouts (pending traffic modeling) within the

project area. It will also provide congestion relief and access to medical facilities by constructing two (2) miles of new roadway that will include shared bike lanes, sidewalks, curb extensions, drought tolerant landscaped parkway, and a separate jogging path along 17th Street West. Funds are requested for design, right-of-way and construction costs. The original scope of this project was reduced by \$1,200,000 (unescalated) which included 1) eliminating improvements on Avenues J, J-8 and 15th Street West, 2) removing proposed on-site parking improvements, 3) providing alternative intersection control in lieu of proposed roundabouts at the 17th St./Home Depot Southerly St. and Avenue J-8/13th St. West intersections (intersection control locations pending traffic modeling), and 4) reducing landscaping.

Total Original Application Cost	\$14,733,364	
Total Revised Project Cost	\$12,930,570	
Recommended Funding	\$5,262,742	
Local Match Commitment	\$7,667,828	(59.3% of revised project cost)

Goods Movement Improvements**F9200 Eastern Avenue Capacity and Operational Improvements – City of Bell**

This project is located in the City of Bell on Eastern Avenue between Rickenbacker Road and Bandini Boulevard, a distance of 0.3 miles. It will reduce congestion, mitigate air pollution, and improve pedestrian and transit rider experiences by improving a 0.3-mile section of Eastern Avenue by increasing the northbound width and altering medians on Eastern Avenue to widen dedicated left-turn lanes, altering roadway striping, medians and curbs to allow for wider turn radii, adjusting signal phasing, and making pedestrian improvements such as pedestrian-oriented, energy-efficient lights at four bus stops, shelter upgrades and higher visibility painted crosswalks. Funds are requested for construction costs only.

Total Original Application Cost	\$775,750
Total Revised Project Cost	\$893,008
Recommended Funding	\$535,894
Local Match Commitment	\$357,114 (40.0% of revised project cost)

F9201 YTI Terminal Trip Reduction Program – City of Los Angeles

This project is located in the City of Los Angeles on Terminal Island in the Port of Los Angeles. The on-dock rail yard serves the YTI and Evergreen container terminals. It will increase capacity and reduce truck trips by expanding the existing loading track an additional 2,900 linear feet to serve the YTI terminal portion of the rail yard. The expansion will also include two new turnouts and reconstruction of a portion of the container terminal backlands to accommodate rail expansion. Funds are requested for construction costs only.

Total Original Application Cost	\$5,726,000
Total Revised Project Cost	\$5,949,105
Recommended Funding	\$4,069,188
Local Match Commitment	\$1,879,917 (31.6% of revised project cost)

F9202 Manchester and La Cienega Geometric Improvements – City of Inglewood

This project is located in the City of Inglewood at the intersections of Manchester Boulevard at the I-405 Off-Ramp/Ash Avenue (median improvements at the off-ramp to facilitate northbound left turns and improve turn radii at the I-405 northbound off-ramp), La Cienega Boulevard at Manchester Boulevard (improve turn radii at the northeast corner), and La Cienega Boulevard at Florence Avenue (improve turn radii at the

southeast corner). It will improve traffic flow and enhance goods movement by improving turning radii median improvements at intersections. Funds are requested for design, right-of-way and construction costs.

Total Original Application Cost	\$1,434,575
Total Revised Project Cost	\$1,541,658
Recommended Funding	\$1,184,611
Local Match Commitment	\$357,047 (23.2% of revised project cost)

F9203 Pier B Street Freight Corridor Reconstruction Project – Port of Long Beach

This project is located in the City of Long Beach on Pier B Street between Pier A Way and 9th Street (0.9 miles), and along Pico Avenue between Pier B Street/9th Street and Pier D Street (1 mile) in the north harbor area of the Port of Long Beach. It will enhance roadway capacity, improve cargo flow and train operations, and improve pedestrian safety by widening and realigning Pier B Street from two lanes to four lanes (two in each direction), constructing three- to six-foot sidewalks to the south end of Pier B Street with street lighting and signage to accommodate future pedestrian travel, realigning Pico Avenue and closing the 9th Street at-grade rail crossing to remove truck, auto and pedestrian conflicts. Funds are requested for construction costs only.

Total Original Application Cost	\$88,058,000
Total Revised Project Cost	\$99,149,796
Recommended Funding	\$5,354,089
Local Match Commitment	\$93,795,707 (94.6% of revised project cost)

F9204 Slauson Avenue – Western Ave. to Crenshaw Boulevard – City of Los Angeles

This project is located in the City of Los Angeles on Slauson Avenue between Western Avenue and Crenshaw Boulevard. It will improve a 1.26-mile section of Slauson Avenue by increasing curb radii, installing new signalization equipment at key intersections, reconstructing failing AC pavement, providing street lighting, and installing ADA compliant curb ramps. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the length of the project limits from the 2.25-mile section of Slauson Avenue between Vermont Avenue to Crenshaw Boulevard to 1.26-mile section of Slauson Avenue between Western Avenue to Crenshaw Boulevard and a reduction of \$1,408,000.

Total Original Application Cost	\$4,000,000
Total Revised Project Cost	\$2,411,760
Recommended Funding	\$1,929,408
Local Match Commitment	\$482,352 (20.0% of revised project cost)

F9206 Intersection Improvements on Hyperion Ave and Glendale BI – City of Los Angeles

This project is located in the City of Los Angeles at the intersections of Glendale Boulevard and Glenfeliz Boulevard/Glenhurst Avenue, Hyperion Avenue and Rowena Avenue and Glendale Boulevard and Riverside Drive. It will provide congestion relief, implement the bike facility network in the area as part of the City of Los Angeles' 2010 Bicycle Plan, and ensure the safety of pedestrians and bicyclists by removing portions of existing medians, installing exclusive turn lanes, signal phasing, Class II bike lanes on both sides of Glendale Boulevard between Rowena Avenue and the bridge (approximately 2/3 miles), and traffic calming measures such as speed feedback signs. Funds are requested for design, right-of-way and construction costs.

Metro's grant funding for project is subject to the resolution of the lawsuit filed against the City of Los Angeles on the seismic retrofit redesign of the Glendale Boulevard/Hyperion Avenue Bridge project. Metro reserves the right to withhold funding subject to the resolution of the lawsuit allowing the project to proceed.

Total Original Application Cost	\$8,000,000
Total Revised Project Cost	\$8,733,000
Recommended Funding	\$6,986,400
Local Match Commitment	\$1,746,600 (20.0% of revised project cost)

F9207 Alameda St Widening – North of Olympic Blvd to I-10 Freeway – City of Los Angeles

This project is located in the City of Los Angeles on Alameda Street from north of Olympic Boulevard to the I-10 Freeway, a distance of 0.43 miles. It will enhance goods movement by increasing turning radii, upgrading signals including dedicated left-turn signals for three key intersections (Alameda Street and Olympic Boulevard, Alameda Street and 14th Street, Alameda Street and Hunter Street), adding lighting and signage, removing old railroad tracks, removing the current substandard and uneven pavement, and improving storm drains. Funds are requested for design, right-of-way and construction costs.

Total Original Application Cost	\$11,000,000	
Total Revised Project Cost	\$12,031,148	
Recommended Funding	\$9,624,918	
Local Match Commitment	\$2,406,230	(20.0% of revised project cost)

Signal Synchronization and Bus Speed Improvements**F9300 Signal Synchronization and Bus Speed Improvements – City of Calabasas**

This project is located in the City of Calabasas on Las Virgenes Road between Mureau Road and Lost Hills Road, on Old Topanga Canyon Road between Park Ora Road and Mulholland Highway, and on Mulholland Highway between Old Topanga Canyon Road and Mulholland Drive. It will synchronize fourteen traffic signals along the three corridors and interconnect the segments to the City's Traffic Management Center. The project will upgrade the existing traffic signal hardware and controllers and make upgrades to the City's Traffic Management Center (TMC). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvement Program Special Grants Conditions.

Total Original Application Cost	\$723,232
Total Revised Project Cost	\$737,969
Recommended Funding	\$590,375
Local Match Commitment	\$147,594 (20% of revised project cost)

F9301 I-210 Connected Corridors Arterial Systems Improvements – Caltrans

This project is located in the San Gabriel Valley on local arterials connected to the I-210 between SR-134 and I-605. Improvements will be made in the cities of Pasadena, Arcadia, Monrovia, and Duarte and in the unincorporated areas of Los Angeles County. It will support the implementation of the I-210 Connected Corridors transportation management system that integrates freeway ramp meters, arterial traffic signal control and transit systems. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions. The original scope of this project was reduced by trimming the cost and scope of the Advanced Traveler Information System element by \$500,000.

Total Original Application Cost	\$11,534,000
Total Revised Project Cost	\$11,111,847
Recommended Funding	\$6,455,983
Local Match Commitment	\$4,655,864 (41.9% of revised project cost)

F9302 San Gabriel Valley Forum 2015 Traffic Signal Corridors Project – County of Los Angeles

This project is located in the San Gabriel Valley and will be implemented along 7.5 miles of Santa Anita Avenue in the Cities of Arcadia, El Monte, South El Monte, Temple City and unincorporated areas of Los Angeles County. It includes Traffic Signal Synchronization (TSS), Intelligent Transportation System (ITS) improvements for 29 intersections, equipment upgrades to detection systems and Closed-Circuit Television (CCTV) cameras, expansion to the Advanced Transportation Management System (ATMS) and communications to the Information Exchange Network (IEN). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions. The original scope of this project was reduced by \$614,865 by eliminating various items at the southern section of the corridor.

Total Original Application Cost	\$9,200,000
Total Revised Project Cost	\$9,134,071
Recommended Funding	\$7,307,256
Local Match Commitment	\$1,826,815 (20% of revised project cost)

F9303 South Bay Forum 2015 Traffic Signal Corridors Project – County of Los Angeles

This project is located in the South Bay sub-region along Crenshaw Boulevard and Del Amo Boulevard in the Cities of Carson, Gardena, Hawthorne, and unincorporated areas of Los Angeles County. It includes TSS, ITS improvements for 4.8 miles of Crenshaw Boulevard and Del Amo Boulevard, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$4,600,000
Total Revised Project Cost	\$5,073,206
Recommended Funding	\$4,058,565
Local Match Commitment	\$1,014,641 (20% of revised project cost)

F9304 Gateway Cities Forum 2015 Traffic Signal Corridors Project – County of Los Angeles

This project is located in the Gateway Cities subregion on Whittier Boulevard between Indiana Street and Paramount Boulevard and will be implemented on 6.2 miles in the Cities of Pico Rivera, Montebello, Commerce and unincorporated areas of Los Angeles County. It includes TSS, ITS improvements, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$8,700,000	
Total Revised Project Cost	\$9,603,463	
Recommended Funding	\$6,137,385	
Local Match Commitment	\$3,466,078	(36.09% of revised project cost escalated)

F9305 North County Traffic Signal Communications Project – County of Los Angeles

This project is located in the Antelope Valley area of Los Angeles County along 3.2 miles on 50th Street West / Rancho Vista Boulevard between Avenue L and Peonza Lane. It includes TSS, ITS improvements for 10 intersections, equipment upgrades to detection systems and CCTV cameras, expansion to the City of Palmdale's existing ATMS, and communications to the City of Palmdale's Traffic Operations Center and the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$2,500,000	
Total Revised Project Cost	\$2,758,341	
Recommended Funding	\$2,206,673	
Local Match Commitment	\$551,668	(20% of revised project cost)

F9306 Intelligent Transportation Systems (ITS) Phase VII – City of Santa Clarita

This project is located in the City of Santa Clarita on several major corridors. It includes Transportation System Management (TSM) enhancements such as deploying bicycle

detection, fiber optic communications and Integrated Corridor Management field devices. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions. The original scope of this project was reduced by eliminating bicycle detection at 16 intersections reducing the count from 28 to 12 intersections and \$700,000.

Total Original Application Cost	\$3,475,752
Total Revised Project Cost	\$2,687,108
Recommended Funding	\$2,122,816
Local Match Commitment	\$564,292 (21% of revised project cost)

F9307 Inglewood Intelligent Transportation Systems (ITS) Phase VI – City of Inglewood

This project is located in the City of Inglewood on Pincay Drive between Prairie Avenue and Crenshaw Boulevard, Manchester Boulevard between Prairie Avenue and Van Ness Avenue, and at Century Blvd and Prairie Avenue. It will include fiber optic communications to connect 5 traffic signals, traffic signal controller upgrades at 12 signalized intersections and traffic management equipment for the Traffic Management Center (TMC). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Project Special Grants Conditions.

Total Original Application Cost	\$1,426,800
Total Revised Project Cost	\$1,415,877
Recommended Funding	\$1,205,094
Local Match Commitment	\$210,783 (20% of revised project cost)

F9308 ATCS/TPS/LRT/HRI/CMS System Reliability and Efficiency Enhancement – City of Los Angeles

This project is located in the City of Los Angeles in areas where Automated Traffic Surveillance and Control (ATSAC) has been implemented. It will modernize the information technology (IT) and ITS system architecture for LADOT ATSAC's Adaptive Traffic Control Systems (ATCS), Transit Priority System (TPS), Light-Rail Transit (LRT), Highway-Rail Interface (HRI) and changeable message signs (CMS) control systems. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Conditions Grants.

Total Original Application Cost	\$2,500,000
Total Revised Project Cost	\$2,699,500
Recommended Funding	\$2,159,600
Local Match Commitment	\$539,900 (20% of revised project cost)

F9309 Traffic Signal Rail Crossing Improvement Project – City of Los Angeles

This project is located in the City of Los Angeles at 75 locations that are adjacent to highway-rail grade crossings including locations along the Metro Gold Line, Metro Blue Line, Metrolink rail corridors, and along the BNSF railway. It will include traffic signal upgrades, installation or upgrades of battery backup systems, upgrades to railroad preempt interconnect, traffic surveillance cameras, advanced preemption, pedestrian countdown signal heads and Automated Pedestrian Signals (APS). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$4,850,000
Total Revised Project Cost	\$5,224,250
Recommended Funding	\$4,179,400
Local Match Commitment	\$1,044,850 (20% of revised project cost)

F9310 City of Lancaster Transportation Management Center – City of Lancaster

This project is located in the City of Lancaster and will be implemented at the Development Services Building, Emergency Operations Center (EOC) and various locations within the City of Lancaster. It will install a TMC with an interface to the EOC, a video wall at the EOC, and install CCTVs at 6 locations. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Special Grants Conditions.

Total Original Application Cost	\$759,300
Total Revised Project Cost	\$819,208
Recommended Funding	\$577,362
Local Match Commitment	\$241,846 (29.5% of revised project cost)

F9311 AT SAC Traffic Surveillance Video Transport System Enhancement – City of Los Angeles

This project is located in the City of Los Angeles at various traffic surveillance camera locations. It will implement a new digital video transport system at 55 AT SAC communication hubs which support the transportation management systems. It will enable system operators to manage and verify traffic conditions at 570 traffic surveillance camera locations. Funds are requested for design, construction and installation costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$2,000,000
Total Revised Project Cost	\$2,134,875
Recommended Funding	\$1,707,900
Local Match Commitment	\$426,975 (20% of revised project cost)

F9313 San Fernando Citywide Signal Synchronization and Bus Speed Improvements – City of San Fernando

This project is located in the City of San Fernando on six major arterials: Truman Street, Hubbard Street, Maclay Avenue, Glenoaks Boulevard, Brand Boulevard and San Fernando Mission Boulevard. It will synchronize signals at 35 intersections, install minor street improvements, install new signal heads and mast arms at 1 intersection, and install 3 CMS. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions.

Total Original Application Cost	\$909,087
Total Revised Project Cost	\$969,220
Recommended Funding	\$775,376
Local Match Commitment	\$193,844 (20% of revised project cost)

F9314 Mid-City Signal Coordination in Long Beach – City of Long Beach

This project is located in the City of Long Beach on various arterials: 4th Street, 7th Street, Broadway, East Ocean Boulevard, Redondo Avenue, Cherry Avenue, Alamitos Avenue and Park Avenue. It will synchronize traffic signals and provide signal interconnect for 41 traffic signals. It will also make transit, bicycle, and pedestrian improvements. Funds are requested for design and construction costs. The project

must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions.

Total Original Application Cost	\$2,398,000
Total Revised Project Cost	\$3,258,212
Recommended Funding	\$2,606,569
Local Match Commitment	\$651,643 (20% of revised project cost)

F9315 Midtown Commercial Corridors Improvement Project – City of Burbank

This project is located in the City of Burbank on 5 arterials: Victory Boulevard, Burbank Boulevard, Magnolia Boulevard, Hollywood Way and Buena Vista Street. It will include a traffic responsive system with the implementation of advanced traffic controllers, communications, video surveillance and bicycle and system detection for 33 intersections. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Condition.

Total Original Application Cost	\$1,940,105
Total Revised Project Cost	\$2,064,798
Recommended Funding	\$1,651,837
Local Match Commitment	\$412,961 (20% of revised project cost)

Transportation Demand Management**F9800 Bike Aid Stations – County of Los Angeles**

This project is located throughout Los Angeles County along multiple Class I bike paths. The project will install bike path amenities coupled with bike path access-way improvements and new access-way installations to encourage and enable broader use of County bike paths at 28 locations. Bike First Aid Station amenities will include video counters, feedback/emergency call systems, wayfinding signage, maintenance stands/tools intended for bicycle maintenance, and shade structures and benches. Funds are requested for construction.

Total Original Project Cost	\$4,431,000
Total Revised Project Cost	\$4,866,737
Recommended Funding	\$2,958,976
Local Match Commitment	\$1,907,761 (39.2% of revised project cost)

F9802 Shared EV Employer Demonstrator (SEED) Program for Pasadena Employers – City of Pasadena

The project is located in the City of Pasadena. The project will reduce greenhouse gas emissions, facilitate in first/last mile connectivity, and increase transit station access. It aims to assess the viability of employing electric vehicles as a viable transportation option for short trip lengths. The project will deploy no-cost electric vehicles for short term use by Pasadena employees. A key provision of the project is identifying employers willing to deploy electric vehicle charging stations at their work sites. The scope of the project identifies a provider of reduced cost electric vehicle charging stations. A fleet of 10 plug-in electric vehicles may be made available for the project. Funds are requested for development, purchase, and implementation.

Total Original Project Cost	\$450,000
Total Revised Project Cost	\$466,319
Recommended Funding	\$335,750
Local Match Commitment	\$130,569 (28% of revised project cost)

F9803 Building Connectivity with Bicycle Friendly Business Districts – City of Los Angeles

The project will focus on 10 pilot business districts: Northeast LA; Downtown LA; Little Tokyo/Arts District; East Hollywood/Los Feliz; Figueroa Corridor (South Park/Exposition

Park); North Hollywood (NoHo Arts District); Boyle Heights; Koreatown; Leimert Park; Macarthur Park. This project will create Bicycle Friendly Business Districts that coordinate with business districts to offer TDM incentives, provide applications and amenities that encourage short trips by bicycle. Funding for the project will be used to design project components, purchase equipment, construct project facilities, develop and distribute marketing materials, and for associated costs for project management and partner coordination. Total project cost is \$985,000.

Total Original Project Cost	\$985,000
Total Revised Project Cost	\$1,029,443
Recommended Funding	\$823,554
Local Match Commitment	\$205,889 (20% of revised project cost)

F9804 Downtown Smart Park System and Program Implementation – City of Bellflower

This project is located in the City of Bellflower, along Bellflower Boulevard and Civic Center Drive. The project will efficiently improve the ability to locate and access public parking spaces through the development and implementation of a parking management program, wayfinding signage, and a computer information and global positioning system. The Smart Park system will provide parking location assistance for 12 city-owned parking lots. Funds are requested for development, design, and implementation.

Total Original Project Cost	\$436,080
Total Revised Project Cost	\$462,863
Recommended Funding	\$370,290
Local Match Commitment	\$92,573 (20% of revised project cost)

F9805 Venice – LA Express Park – City of Los Angeles

This project is an expansion of LA Express Park into Venice with demand based parking pricing, and parking guidance integrated with dynamic message signs and web/mobile applications. The project is located in parts of the Washington Pacific Parking Meter Zone (PMZ) #562 and Venice PMZ #541 bounded by the following street segments: Pacific Ocean to the west, Abbot Kinney Boulevard and Main Street to the east, Washington Boulevard to the south, and Marine Street to the north. The project focuses on demand based parking pricing which will encourage a decision whether or not to drive and pay for parking, and promote multi-mobility. The accessibility to real-time parking information with multiple means will be significant to encourage multi-mobility via either bicycle or public transportation. Parking availability, pricing and policy

information will be accessible through web/cell phone applications such as Metro's Go511, ParkMe mobile app, and LA Express Park website. Additionally, bicycle corral(s) will be installed within the project area along with bicycle racks on parking meter posts. Funds requested are for design, Web design, Administration, Marketing, Construction and equipment (parking meters, pay stations, sensors, charging station, bicycle facilities and signage), Operation and maintenance. Total project cost is \$1,000,000.

Total Original Project Cost	\$1,000,000
Total Revised Project Cost	\$1,091,250
Recommended Funding	\$873,000
Local Match Commitment	\$218,250 (20% of revised project cost)

F9806 Exposition Park – LA Express Park – City of Los Angeles

This project is located in the Exposition Park area bounded by Vermont Avenue on the west, Flower Street on the east, Martin Luther King, Jr. Boulevard on the south and Adams Boulevard on the north. The project focuses on demand-based parking pricing, which will encourage a decision whether or not to drive and pay for parking, and promote multi-mobility. The accessibility to real-time parking information with multiple means will be significant to encourage multi-mobility via either bicycle or public transportation. Parking availability, pricing and policy information will be accessible through web/cell phone applications such as Metro's Go 511, ParkMe mobile app, and LA Express Park website. Additionally, bicycle corral(s) will be installed within the project area along with bicycle racks on parking meter posts. The project includes the installation of bicycle corral(s) and bicycle racks on parking meter posts and way finding signage to encourage walking, bicycling and transit. Funds requested are for Design, Web design, Administration, Marketing, Construction and equipment (parking meters, pay stations, sensors, charging station, bicycle facilities and signage), Operation and maintenance. The Total project cost is \$1,050,000.

Total Original Project Cost	\$1,050,000
Total Revised Project Cost	\$1,145,700
Recommended Funding	\$916,560
Local Match Commitment	\$229,140 (20% of revised project cost)

F9807 Santa Monica Expo and Localized Travel Planning Assistance – City of Santa Monica

The project is located in the City of Santa Monica. It will focus on three stations along the Metro Expo Line: Downtown Santa Monica, 17th St/Santa Monica College, and 26th St/Bergamot. This project seeks to promote use of the Metro Expo Line, increase transportation choices, and encourage shared parking. The project includes marketing efforts, targeting trip-planning assistance, local mobility encouragement and information activities, behavior change incentives, and shared parking. The behavior change incentives consist of 500-1500, 1-3 month incentives within various modes and services, which aim to encourage travel behavior change. Funds are requested for development, purchase, and implementation.

Total Original Project Cost	\$450,000
Total Revised Project Cost	\$469,323
Recommended Funding	\$375,459
Local Match Commitment	\$93,864 (20% of revised project cost)

F9808 Park or Ride – City of Long Beach

This project is located in Downtown Long Beach and Belmont Shore. The project will focus on increasing access to parking facilities and relieving congestion. The proposed mobile application and accompanying website will specify parking locations and availability, notify drivers of scheduled, special, and emergency events, and provide multimodal transportation options. The project will install sensors and dynamic signs at 8-14 parking facilities in Downtown Long Beach and Belmont Shore. Funds are requested for development, design, purchase, and installation.

Total Original Project Cost	\$996,000
Total Revised Project Cost	\$1,063,017
Recommended Funding	\$582,739
Local Match Commitment	\$480,278 (45% of revised project cost)

Bicycle Improvements**F9502 Monterey Pass Road Complete Streets Bike Project – City of Monterey Park**

This project is a Class II protected bike lane (with a parking and planter buffer from travel lanes) along Monterey Pass Rd (approximately 1.6 miles) between Floral Drive and Fremont Avenue/Garvey Avenue. The project is part of the recently adopted San Gabriel Valley Regional Bike Master Plan which focuses specifically on five cities within the San Gabriel Valley region and identifies gaps in the regional network, connecting to local and regional facilities and improving linkages to key employment, recreation, commercial and civic destinations. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,731,144
Total Revised Project Cost	\$3,987,253
Recommended Funding	\$1,993,627
Local Match Commitment	\$1,993,626 (50% of revised project cost)

F9504 E. Pasadena & E. San Gabriel Bikeway Access Improvement Project – County of Los Angeles

This project is an enhanced bicycle boulevard with physical traffic calming improvements along low-volume (low-stress) streets for approximately 4.8 miles connecting East Pasadena to the East San Gabriel Bikeway Access Improvement Project. Project connects to a network that is within one mile of the Sierra Madre Gold Line Metro Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,100,000
Total Revised Project Cost	\$2,252,900
Recommended Funding	\$1,802,320
Local Match Commitment	\$450,580 (20% of revised project cost)

F9511 S. Whittier Bikeway Access Improvements – County of Los Angeles

This project includes Class II (approximately 3.1 mile) and enhanced bicycle boulevard (approximately 1.84 mile) facilities, building out Los Angeles County's Master Bicycle Plan bicycle network with connections to Norwalk/Santa Fe Metrolink Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,693,250	
Total Revised Project Cost	\$3,987,955	
Recommended Funding	\$3,190,364	
Local Match Commitment	\$797,591	(20% of revised project cost)

F9513 Railroad Ave Class I – City of Santa Clarita

This project is a Class I bicycle facility (approximately 1.45 miles in length) running parallel to Railroad Avenue from Lyons Avenue to Oak Ridge Drive. The project will connect the existing bicycle network to the Newhall Metrolink station. Funds are requested for design, engineering, right-of-way acquisition and construction.

Total Original Application Cost	\$3,039,671	
Total Revised Project Cost	\$3,235,920	
Recommended Funding	\$2,265,143	
Local Match Commitment	\$970,777	(30% of revised project cost)

F9515 Bikeshare Startup Capital – City of Pasadena

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 500-bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$1,870,000	
Total Revised Project Cost	\$1,909,270	
Recommended Funding	\$954,635	
Local Match Commitment	\$954,635	(50% of revised project cost)

F9516 Union St Cycle Track – City of Pasadena

This project is a two-way cycle track (Class IV) bicycle facility along Union Street from Wilson Avenue to Arroyo Parkway (approximately 1.2 miles). The project connects the

Memorial Gold Line Station to residential and commercial centers in Old Pasadena and Pasadena City College. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,227,192	
Total Revised Project Cost	\$3,399,043	
Recommended Funding	\$2,714,430	
Local Match Commitment	\$684,613	(20% of revised project cost)

F9517 Weho Bikeshare – City of West Hollywood

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 150 bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$1,000,000	
Total Revised Project Cost	\$1,021,000	
Recommended Funding	\$510,500	
Local Match Commitment	\$510,500	(50% of revised project cost)

F9518 Coastal Bike Trail Connector – Port of Long Beach

This project is a Class I bicycle facility/bridge along Ocean Blvd over the LA River (approximately 0.45 mile in length) that will connect the eastern edge of Long Beach to the Port of Long Beach, the Gerald Desmond Bridge, the San Pedro Bicycle Network and to the Los Angeles River Path. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$13,749,819	
Total Revised Project Cost	10,378,846	
Recommended Funding	\$3,113,654	
Local Match Commitment	\$7,265,192	(70% of revised project cost)

F9520 Mid-City Low Stress Bicycle Enhancement Corridors – City of Los Angeles

This project is an enhanced bicycle boulevard with physical traffic calming improvements along low-volume (low-stress) streets for approximately 4.5 miles connecting the Hollywood and Highland Metro Red Line Station to the future La Brea Metro Purple Line station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,119,200	
Total Revised Project Cost	\$2,290,394	
Recommended Funding	\$1,806,765	
Local Match Commitment	\$483,629	(21.1% of revised project cost)

F9525 Downey Bicycle Master Plan Phase 1 Downtown – City of Downey

This project includes a network of Class II bicycle lanes and enhanced bicycle boulevards (for approximately 16.6 miles) building out Downey's approved Bike Master Plan with connections to the Lakewood Metro Green Line Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,615,714	
Total Revised Project Cost	\$2,847,416	
Recommended Funding	\$2,277,933	
Local Match Commitment	\$569,483	(20% of revised project cost)

F9526 Pomona ATP Phase 2 Bicycle Network for Community Access – City of Pomona

This project includes Class I/IV (cycle track) facilities and bicycle detection (for approximately 9 miles) building out Pomona's bicycle network with connections to the Pomona Transit Center and North Pomona Metrolink Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,216,348	
Total Revised Project Cost	\$3,550,848	
Recommended Funding	\$2,840,678	
Local Match Commitment	\$710,170	(20% of revised project cost)

F9527 Chandler Cycletrack Gap Closure Project – City of Los Angeles

This project is a cycle track (Class IV) bicycle facility along Chandler Boulevard (approximately 3.1 miles) from the east terminus of the Orange Line Bike Path to the beginning of the Chandler Bike Path at Vineland Avenue. The project connects to the North Hollywood Red and Orange Line stations and fills a gap between two existing Class I facilities. Funds are requested for design, engineering and construction.

Metro's grant funding for this project is subject to the recommendations for the North Hollywood to Pasadena BRT Corridor Technical Study currently underway. If plans are developed and approved that utilize the right-of-way proposed for the Cycletrack, Metro will work with the project sponsor to integrate an alternative protected bikeway into the design of the transit corridor project. The project sponsor must coordinate with Metro and funds are subject to Metro approval of final design and construction.

Total Original Application Cost	\$3,750,000
Total Revised Project Cost	\$3,972,187
Recommended Funding	\$3,177,750
Local Match Commitment	\$794,437 (20% of revised project cost)

F9530 Central Avenue Regional Commuter Bikeway Project – City of Compton

This project is a buffered bike lane (Class II) along Central Avenue (approximately 3.2 miles) from El Segundo Boulevard to 100' south of the SR-91. The project will connect to the California University Dominguez Hills (CSUDH) and the Metro Green Line Aviation Station. Funds are requested for construction.

Metro's grant funding for this project is subject to the resolution of outstanding issues for Compton MLK Transit Improvements (2001 Call for Projects #8823). Metro reserves the right to withhold funding subject to the close-out of that project.

Total Original Application Cost	\$1,350,235
Total Revised Project Cost	\$1,439,017
Recommended Funding	\$1,077,727
Local Match Commitment	\$361,290 (25.1% of revised project cost)

F9532 Atherton Bridge & Campus Connections – City of Long Beach

This project includes a Class I bike path bridge (approximately 24 miles) from Atherton Street to the San Gabriel River Bike Trail. It also includes bicycle boulevards on Park Avenue (0.3 mile) and Los Altos Plaza (0.7 mile) and a Class II bike lane on Atherton (0.5 mile, 350' from bridge). These facilities will fill a gap in the regional bikeway network by connecting California State Long Beach to the San Gabriel and Coyote Creek bike paths. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,091,100
Total Revised Project Cost	\$3,412,364
Recommended Funding	\$1,876,800
Local Match Commitment	\$1,535,564 (45% of revised project cost)

F9533 Beach Bike Path Ramp Connection to Santa Monica Pier – City of Santa Monica

This project is a Class I bicycle facility/bridge (approximately 0.1 mile in length) that will connect the Coastal Bicycle Path (at the Santa Monica Pier) to the planned Colorado Cycle Track/Esplanade and the future Expo Rail station at 4th/Colorado. The project will close an existing gap from downtown Santa Monica to the Coastal Bike Path and improve connectivity to transit. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$1,200,705
Total Revised Project Cos	\$1,311,596
Recommended Funding	\$1,049,276
Local Match Commitment	\$262,320 (20% of revised project cost)

F9534 Glendale L.A. River Bridge Active Transportation Facility – City of Glendale

This project is a Class I bicycle facility/bridge (approximately 0.1 mile in length). The bridge will connect the existing L.A. River Class I Path to the Glendale Narrows Riverwalk Class I Path, near the bend in the river where the channel changes course from east/west to north/south, near Los Feliz Blvd and Riverside Drive. The project connects City of Los Angeles communities along the west side of the L.A. River and City of Glendale. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,240,000
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Total Revised Project Cost	\$3,837,600	
Recommended Funding	\$3,070,080	
Local Match Commitment	\$767,520	(22% of revised project cost)

F9537 Beverly Hills Bikeshare Program – City of Beverly Hills

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 50-bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$514,000	
Total Revised Project Cost	\$564,576	
Recommended Funding	\$282,288	
Local Match Commitment	\$282,288	(50% of revised project cost)

Pedestrian Improvements**F9600 City of Avalon Five-Corner Comprehensive Pedestrian Project – City of Avalon**

This project is located in the City of Avalon at the five-corner intersection where Avalon Canyon Road, Tremont Street, Country Club Drive, and Summer Avenue intersect. It will fund pedestrian enhancements by constructing new sidewalks, median safety islands, crosswalks, roundabouts, an ADA access ramp, curb bulbouts, and pedestrian lighting. Funds are requested for design and construction costs.

Total Original Application Cost	\$2,062,000
Total Revised Project Cost	\$2,221,628
Recommended Funding	\$1,736,424
Local Match Commitment	\$485,204 (21.8% of revised project cost)

F9601 West Hollywood – Melrose Avenue Complete Street Project – City of West Hollywood

This project is located in the City of West Hollywood along Melrose Avenue from La Cienega Boulevard to San Vicente Boulevard. It will fund pedestrian enhancements by widening sidewalks, removing obstructions from the walkways, adding ADA compliant curb ramps, pedestrian lighting, benches, trash receptacles, wayfinding signage, bus shelters, bicycle racks, public art and shade trees. The recommended project has been downscoped by \$3,836,591. Funds are requested for design and construction costs.

Total Original Application Cost	\$8,545,740
Total Revised Project Cost	\$3,926,851
Recommended Funding	\$3,141,480
Local Match Commitment	\$785,371 (20% of revised project cost)

F9602 Pedestrian Improvement at Selected Crosswalks within Beverly Hills – City of Beverly Hills

This project is located in the City of Beverly Hills at the intersections along Bedford Drive, Beverly Drive, Wilshire Boulevard, Camden Drive, Chalmers Drive and Robertson Boulevard. It will fund pedestrian enhancements by adding pedestrian lighting, high visibility crosswalks, shade trees, landscaping, bus shelter improvements, wayfinding signage, and bicycle racks. Funds are requested for design and construction costs.

Total Original Application Cost	\$600,000
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Total Revised Project Cost	\$653,400	
Recommended Funding	\$392,040	
Local Match Commitment	\$261,360	40% of revised project cost, escalated

F9605 Cudahy City Wide Complete Streets Improvement Project – City of Cudahy

This project is located in the City of Cudahy along the Atlantic Avenue Corridor between Florence Avenue and Patata Street, as well as various locations citywide. It will fund pedestrian enhancements by adding missing curb ramps, installing pedestrian scale lighting, trash receptacles, bus shelters, benches, bicycle racks, and shade trees. Planters will be placed in the buffer of the Class II bike lane, and wayfinding signage will be installed throughout the corridor. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,030,818	
Total Revised Project Cost	\$3,283,767	
Recommended Funding	\$2,134,449	
Local Match Commitment	\$1,149,318	(35% of revised project cost)

F9613 Lake Avenue Gold Line Station Pedestrian Access Improvements – City of Pasadena

This project is located in the City of Pasadena along Lake Avenue between Corson Street and California Boulevard. It will fund pedestrian enhancements by adding pedestrian lighting, shade trees, landscaping, mid-block crossings, new pedestrian crossing signals, widening and ADA compliant sidewalks. It will remove a “pork chop” island and add a right-turn pocket. Funds are requested for design and construction costs.

Total Original Application Cost	\$2,620,395	
Total Revised Project Cost	\$2,886,987	
Recommended Funding	\$2,309,590	
Local Match Commitment	\$577,397	(20% of revised project cost)

F9619 LANI – Santa Monica Boulevard Improvement Project – City of Los Angeles

This project is located in the City of Los Angeles on Santa Monica Boulevard between the 101 Freeway and Hoover Street. It will fund pedestrian enhancements by making crosswalk improvements. The project will add wayfinding signage, pedestrian lighting, shade trees and bus shelters to the project area. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,300,000
Total Revised Project Cost	\$1,433,575
Recommended Funding	\$1,146,860
Local Match Commitment	\$286,715 (20% of revised project cost)

F9620 First/Last Mile Connections for the Baldwin Park Transit Center – City of Baldwin Park

This project is located in the City of Baldwin Park around the city's downtown, Baldwin Park Transit Center and Metrolink Station. It will fund pedestrian enhancements by adding a walkway from the Transit Center to the city's downtown. The project includes adding pedestrian lighting, wayfinding signage, trash receptacles, landscaping, benches, bike racks, sidewalk extensions, and a pedestrian crossing gate. Funds are requested for design and construction costs.

Total Original Application Cost	\$770,948
Total Revised Project Cost	\$821,449
Recommended Funding	\$656,256
Local Match Commitment	\$165,193 (20.1% of revised project cost)

F9621 Melrose Avenue – Fairfax Avenue to Highland Avenue Pedestrian Improvements – City of Los Angeles

This project is located in the City of Los Angeles on Melrose Avenue from Fairfax Avenue to Highland Avenue. It will fund pedestrian enhancements by widening sidewalks, adding ADA compliant curb ramps, high visibility crosswalks, pedestrian level lighting, shade trees, landscaping, benches, wayfinding signage, advanced stop bars, public art, and bicycle racks. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,556,334
Total Revised Project Cost	\$3,905,713

Recommended Funding	\$2,960,531
Local Match Commitment	\$945,182 (24.2% of revised project cost)

F9623 Beverly Boulevard, Vermont Ave to Commonwealth Avenue Pedestrian Improvements – City of Los Angeles

This project is located in the City of Los Angeles along Beverly Boulevard between Vermont Avenue and Commonwealth Avenue, on Temple Street between Westmoreland Avenue and Hoover Street, and on Silver Lake Boulevard between Virgil Avenue and the Temple Street overpass. It will fund various pedestrian enhancements. It will improve the current sidewalks to be ADA compliant. The project will add an ADA compliant access ramp, shade trees, curb extensions, benches, pedestrian scale lighting, trash receptacles, bicycle racks, and wayfinding signage. High visibility crosswalks and curb ramps will also be added and the current median island will be renovated. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,143,000
Total Revised Project Cost	\$3,465,229
Recommended Funding	\$2,772,254
Local Match Commitment	\$692,975 (20% of revised project cost)

F9624 Glendale Train Station 1st/Last Mile Regional Improvements – City of Glendale

This project is located in the City of Glendale. The eastern limits of the project are San Fernando Road between Los Feliz Road and Brand Boulevard. The southern limits of the project are San Fernando Road at Brand Boulevard and the western limits are the Glendale Transportation Center. Improvements will also be made on Cerritos Avenue and on Gardena Avenue. It will fund pedestrian enhancements by widening sidewalks. It will install bus shelters, bicycle racks, trash receptacles, wayfinding signage, zebra striped pedestrian crosswalks, a Class III bicycle route with sharrows, advanced stops bars, and a pedestrian refuge median. The recommended project has been downscoped by \$1,546,000. Funds are requested for design and construction costs.

Total Original Application Cost	\$4,370,400
Total Revised Project Cost	\$2,267,538
Recommended Funding	\$1,556,438
Local Match Commitment	\$711,100 (31.4% of revised project cost)

F9625 17th Street/SMC Expo Pedestrian Connectivity Improvements – City of Santa Monica

This project is located in the City of Santa Monica on 17th Street from the northwest corner of Wilshire Boulevard and 17th Street past the Expo Station at Colorado Avenue to the southwest corner of Pico Boulevard and 17th Street. It will fund pedestrian enhancements by improving the sidewalks and crosswalks. Pedestrian scale lighting, curb bulbouts, and landscaping will also be added. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,795,500
Total Revised Project Cost	\$1,868,318
Recommended Funding	\$1,494,654
Local Match Commitment	\$373,664 (20% of revised project cost)

F9626 Midtown Commercial Corridors Improvement Project – City of Burbank

This project is located in the City of Burbank on Victory Boulevard between Burbank Boulevard and western city limits, Magnolia Boulevard between Victory Boulevard and western city limits, Hollywood Way between Victory Boulevard and Clark Avenue, and Buena Vista Street between Victory Boulevard and Clark Avenue. It will fund pedestrian enhancements by installing 7.17 miles of improvements. The project will add high visibility crosswalks, LED crosswalk lighting, pedestrian push buttons, signal heads, and curb ramps. Funds are requested for design and construction costs.

Total Original Application Cost	\$954,817
Total Revised Project Cost	\$1,016,461
Recommended Funding	\$813,169
Local Match Commitment	\$203,292 (20% of revised project cost)

F9628 1st Street Pedestrian Gallery – City of Long Beach

This project is located in the City of Long Beach on 1st Street between Long Beach Boulevard and Elm Avenue, Broadway between Long Beach Boulevard and Elm Avenue and the section of Long Beach Boulevard between Broadway and Ocean Boulevard. It will fund pedestrian enhancements by installing approximately 1700 feet of improvements to the sidewalks and crosswalks. Pedestrian lighting, benches, wayfinding signage, and landscaping will be added. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,361,516	
Total Revised Project Cost	\$3,622,031	
Recommended Funding	\$2,716,524	
Local Match Commitment	\$905,507	(25% of revised project cost)

Transit Capital**F9400 Torrance Transit System – Fleet Modernization Final Phase – City of Torrance**

Torrance Transit System (TTS), as part of the final phase of its fleet modernization plan, will replace four (4) 40-foot diesel buses with four (4) 40-foot clean fuel buses. The new buses will be placed on TTS' network of eleven fixed bus routes serving the City of Torrance, with portions of the routes serving the cities of Carson, Compton, El Segundo, Gardena, Hawthorne, Lawndale, Lomita, Long Beach, Los Angeles, Manhattan Beach, Redondo Beach, and the unincorporated areas of Los Angeles County. The funding amount is based on the 2015 average cost of \$547,163 per each 40-foot clean fuel vehicle.

Total Original Application Cost	\$2,600,000
Total Revised Project Cost	\$2,408,065
Recommended Funding	\$1,902,371
Local Match Commitment	\$505,694 (21% of revised project cost))

F9402 Long Beach Transit Purchase of Zero Emission Buses – Long Beach Transit

Long Beach Transit will replace three (3) of its existing 40-foot Gas/Electric buses with three (3) 40-foot zero emission electric buses. The existing buses will have reached their useful life at the time of replacement. The new buses will be low-floor, ADA compliant and have voice enunciators. These buses will be deployed throughout the entire service area providing connections to several key activity hubs and regional transit services, including Metro bus and rail lines. The original funding request was downscoped from four to three buses. The recommended funding amount is based on the 2015 average cost of \$818,000 per each 40-foot electric bus.

Total Original Application Cost	\$3,272,000
Total Revised Project Cost	\$2,672,406
Recommended Funding	\$2,111,201
Local Match Commitment	\$561,205 (21% of revised project cost)

F9404 Electric Bus Charging Infrastructure Improvements – Antelope Valley Transit Authority

The Antelope Valley Transit Authority (AVTA) will purchase and install three (3) overnight charging stations required for its electric buses. AVTA is transitioning to an all-electric bus fleet. The charging stations are an essential infrastructure improvement needed for the operations of the electric buses. Funds are for the acquisition and installation of the charging stations. The original funding request was downscoped from 16 to three charging stations. The recommended funding amount is based on the current cost of \$116,137 per electric charging station.

Total Original Application Cost	\$1,893,392
Total Revised Project Cost	\$384,662
Recommended Funding	\$307,730
Local Match Commitment	\$76,932 (20% of revised project cost)

F9405 Electric Bus Replacement – Antelope Valley Transit Authority

The Antelope Valley Transit Authority (AVTA) will replace three (3) existing 40-foot diesel buses with three (3) 40-foot zero emission electric buses. The electric buses will be placed on AVTA's routes serving the Antelope Valley Basin with connections to the Lancaster and Palmdale Metrolink stations and local park-and-ride lots at Lancaster City Park and the Palmdale Transportation Center. The original funding request was downscoped from 21 to three buses. The recommended funding amount is based on the 2015 average cost of \$818,000 per each 40-foot electric bus.

Total Original Application Cost	\$18,333,000
Total Revised Project Cost	\$2,709,216
Recommended Funding	\$2,167,373
Local Match Commitment	\$541,843 (20% of revised project cost)

F9412 Athens Shuttle and Lennox Shuttle Transit Vehicles – County of Los Angeles

The County of Los Angeles will purchase two (2) 30-foot clean fuel vehicles to replace two (2) 25-foot Liquefied Petroleum Gas (Propane) vehicles. The larger vehicles are needed to relieve overcrowding by providing additional passenger capacity on two fixed routes serving the unincorporated communities of Athens and Lennox. The existing vehicles can no longer accommodate the current demands during peak hour periods. The service provides convenient access for patrons connecting to local and regional

bus lines and direct access to multiple educational institutions. The funding amount is based on the 2015 average cost of \$451,124 per each 30-foot clean fuel vehicle.

Total Original Application Cost	\$813,500
Total Revised Project Cost	\$961,796
Recommended Funding	\$750,201
Local Match Commitment	\$211,595 (22% of revised project cost)

F9414 Vista Canyon Metrolink Station – City of Santa Clarita

The City of Santa Clarita will be constructing a new Metrolink Station in the community of Vista Canyon. The funds requested are for the construction of this new rail station including a platform, canopies, light poles, restroom facilities, new turnout, and traffic signals. The new station will replace the Via Princessa Metrolink Station and enable the expansion of the City's local and commuter bus service between Vista Canyon and the eastern Santa Clarita Valley. The original funding request was downscoped by \$8,050,714. Funds are for design and construction costs of the new station. Rail track work or sidings are not eligible under the Call for Projects.

Total Original Application Cost	\$16,208,000
Total Revised Project Cost	\$4,748,960
Recommended Funding	\$3,276,783
Local Match Commitment	\$1,472,177 (31% of revised project cost)

F9416 Pasadena Bus Purchase to Relieve Significant Overcrowding – City of Pasadena

The City of Pasadena will procure four (4) 35-foot Clean Fuel vehicles to relieve overcrowding on the Pasadena ARTS service. The larger buses will provide additional capacity to relieve overcrowding on the City's heaviest routes as well as increased ridership from the Metro Gold Line Foothill Extension. The original funding request was downscoped from six to four buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus.

Total Original Application Cost	\$2,963,946
Total Revised Project Cost	\$1,977,647
Recommended Funding	\$1,364,577
Local Match Commitment	\$613,070 (31% of revised project cost)

F9422 DASH Clean Fuel Vehicles - Headways – City of Los Angeles

The City of Los Angeles will purchase seven (7) 30-foot clean fuel vehicles to reduce headways on various DASH routes throughout the City of Los Angeles. Currently, the DASH routes operate on 25 to 30 minute headways. The addition of these new vehicles will reduce the headway to between 15 and 20 minutes. The vehicles will be placed on the Leimert-Slauson, Midtown, Lincoln Heights/Chinatown, Hollywood/Wilshire, Hollywood, and Van Nuys/Studio City DASH routes. The original funding request was downscoped from 12 to seven vehicles. The recommended funding amount is based on the 2015 average cost of \$451,124 per each 30-foot clean fuel bus.

Total Original Application Cost	\$6,300,000
Total Revised Project Cost	\$3,411,945
Recommended Funding	\$2,729,556
Local Match Commitment	\$682,389 (20% of revised project cost)

F9424 West Hollywood CityLine Vehicle Replacement – City of West Hollywood

The City of West Hollywood will replace five (5) existing 25-foot gasoline-powered vehicles with five (5) 25-foot propane fuel vehicles. The existing vehicles will have reached their useful life at the time of replacement. The new vehicles will be placed on the City's CityLine routes serving areas within West Hollywood as well as some areas outside the City, including Cedar Sinai Medical Center. The funding amount is based on the 2015 average cost of \$153,350 per each 25-foot propane fuel vehicle.

Total Original Application Cost	\$851,750
Total Revised Project Cost	\$799,720
Recommended Funding	\$639,776
Local Match Commitment	\$159,944 (20% of revised project cost)

F9430 Purchase of Three (3) Electric Zero Emission DASH Buses – City of Los Angeles

The City of Los Angeles will procure three (3) 30 to 35-foot zero emission electric buses to replace three (3) existing propane-powered buses that will have reached their useful life. The new buses will be placed in service on the DASH A route serving downtown Los Angeles and adjacent communities. The electric buses will contribute to further air

quality improvements in the downtown area. The original funding request was downscoped from five to three buses. The recommended funding amount is based on the 2015 average cost of \$650,000 per each 35-foot electric bus. Should the City decide to purchase smaller 30-foot buses as an alternative, Metro will apply a lower average cost per bus at the time the funding agreement is executed. Any project savings at that time will be retained by Metro.

Total Original Application Cost	\$3,250,000
Total Revised Project Cost	\$2,013,224
Recommended Funding	\$1,610,580
Local Match Commitment	\$402,644 (20% of revised project cost)

F9434 Bus Replacement Santa Monica Big Blue Bus

Santa Monica Big Blue Bus (BBB) will replace four (4) existing 40-foot buses with four (4) 40-foot clean fuel buses. The existing buses will have reached their useful life at the time of replacement. The replacement buses will be placed on BBB's regionally significant routes serving Pico Boulevard, Lincoln Boulevard, and the Freeway Express to Downtown Los Angeles. These routes will also provide connections to Metro Expo Phase 2 light rail stations in Santa Monica located at 26th St./Bergamot, 17th St./Santa Monica College, and Downtown Santa Monica. These stations will begin revenue service in 2016. The original funding request was downscoped from 13 to four buses. The recommended funding amount is based on the 2015 cost of \$547,163 per each 40-foot clean fuel bus.

Total Original Application Cost	\$7,113,119
Total Revised Project Cost	\$2,234,614
Recommended Funding	\$1,765,345
Local Match Commitment	\$469,269 (21% of revised project cost)

F9435 Purchase of Alternative Fuel Buses for Glendale Beeline – City of Glendale

The City of Glendale will procure three (3) 35-foot and two (2) 40-foot clean fuel buses to replace three (3) existing 35-foot and two (2) 40-foot CNG buses for its Beeline Transit System. The existing buses will have reached their useful life at the time of replacement. The Beeline operates 13 fixed routes serving the cities of Glendale, La Canada Flintridge and the unincorporated areas of La Crescenta and Montrose with connections to Metrolink commuter services in Glendale and Burbank, as well as Metro Rapid bus lines. The new buses will feature bicycle racks and visual displays for the

hearing impaired. The original funding request was downscoped from nine to five buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus and \$547,163 per each 40-foot clean fuel bus.

Total Original Application Cost	\$4,860,000
Total Revised Project Cost	\$2,732,995
Recommended Funding	\$2,186,396
Local Match Commitment	\$546,599 (20% of revised project cost)

F9436 BurbankBus Transit Vehicle Replacement – City of Burbank

The City of Burbank will replace three (3) existing 35-foot buses with three (3) 35-foot clean fuel buses. The new buses will replace existing buses that will have reached their useful life at the time of replacement. The buses will be placed on BurbankBus fixed routes, which include regionally significant connections to the North Hollywood Metro Red/Orange Line Station, the Downtown Burbank Metrolink Station, and the Empire Center area. The original funding request was downscoped from six to three buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus.

Total Original Application Cost	\$3,120,163
Total Revised Project Cost	\$1,526,488
Recommended Funding	\$1,221,190
Local Match Commitment	\$305,298 (20% of revised project cost)

F9439 Western Avenue Bus Stop Improvements – Fwy 10 to Wilshire Boulevard – City of Los Angeles

The City of Los Angeles will make improvements to up to 10 bus stop locations with the highest weekday boardings along Western Avenue, between the I-10 Freeway and Wilshire Boulevard. The improvements include benches, transit shelters, trash receptacles, bicycle racks, wayfinding signage, pedestrian lighting, and stamped color concrete. Western Avenue is a regionally significant transit corridor with several major regional connections including the Metro Expo Line and Metro Purple Line. Transit patrons traveling on Western Avenue can access Metro Local and Rapid buses, LADOT DASH, Metro Expo Line, and Metro Purple Line to transfer to other regional destinations including Santa Monica, North Hollywood, Downtown Los Angeles, and Union Station. The original funding request was downscoped by \$864,280. Funds are for design and construction.

Total Original Application Cost	\$1,700,000
Total Revised Project Cost	\$684,094
Recommended Funding	\$547,275
Local Match Commitment	\$136,819 (20% of revised project cost)

F9440 Vermont Avenue Bus Stop Improvements – MLK to Wilshire Boulevard – City of Los Angeles

The City of Los Angeles will make improvements to up to 10 stop locations with the highest weekday boardings along Vermont Avenue, between the Martin Luther King Jr. Boulevard and Wilshire Boulevard. The improvements include benches, transit shelters, trash receptacles, bicycle racks, wayfinding signage, pedestrian lighting, and stamped color concrete. Vermont Avenue is a regionally significant transit corridor with several major regional connections including the Metro Expo Line and Metro Purple Line. Transit patrons traveling on Vermont Avenue can directly access Metro Local and Rapid buses, LADOT DASH, Metro Expo Line, and Metro Purple Line to transfer to other regional destinations including Santa Monica, North Hollywood, Downtown Los Angeles, and Union Station. The original funding request was downscoped by \$1,264,280. Funds are for design and construction.

Total Original Application Cost	\$2,200,000
Total Revised Project Cost	\$684,094
Recommended Funding	\$547,275
Local Match Commitment	\$136,819 (20% of revised project cost)



Board Report

File #: 2015-1156, **File Type:** Contract

Agenda Number: 24.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2015**

SUBJECT: SUPPORTIVE TRANSIT PARKING PROGRAM MASTER PLAN

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to award a twelve-month firm fixed price Contract No. PS3362300 (RFP No. PS114943046R) to Walker Parking Consultants in the amount of \$619,589, for the **Supportive Transit Parking Program Master Plan Study**.

ISSUE

In January 2015, staff informed the Board that the Parking Management Unit would be issuing a Request for Proposals (RFP) for the development of a comprehensive Supportive Transit Parking Program (STPP) Master Plan Study. Upon approval by the Board, staff will execute the contract and begin the master plan study.

DISCUSSION

The comprehensive STPP Master Plan Study will address issues related to Metro’s parking program at various levels, including: (1) recommend an approach to a pricing system; (2) create a model for determining parking demand at various stations; (3) identify capital and technology projects, facility upgrades, and potential shared uses to increase customer satisfaction with and ease of using Metro’s parking system; (4) identify operational needs for each facility; and (5) develop a short and long term strategic plan for current and new parking facilities.

The objectives of the STPP include: (1) perform a comprehensive assessment of the existing program and parking facilities and provide recommendations; (2) develop alternatives that set the framework for the management of Metro’s parking resources; (3) identify technology implementation opportunities; (4) recommend Metro’s Parking Strategic Implementation Plan (a 5 to 10-year program); (5) evaluate current parking policies, enforcement performance; and (6) develop an STPP Master Plan for Board adoption. Staff anticipates the study will take approximately 12 months.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no safety impact. However, once implemented, the recommendations

in the STPP Master Plan Study can improve the safety for transit patrons parking at Metro parking facilities.

FINANCIAL IMPACT

The FY16 budget includes \$650,000 in Cost Center 3046, Countywide Planning & Development under Project 308001, Account number 50316 Supportive Transit Parking Program Master Plan Study, Professional and Technology Services. The source of funds for this project is Park & Ride revenues and Prop A and C Admin., which are not eligible for bus/rail operating and capital expenses. The study is expected to be completed by Fall 2016.

ALTERNATIVES CONSIDERED

The Board may decide not to pursue the STPP Master Plan Study at all. This is not recommended as a number of activities included in the master planning process would nonetheless need to move forward as Metro's parking facilities are reaching capacity to properly serve the volume of transit riders utilizing Metro's parking facilities. Absent a master plan, near and longer term parking decisions would continue to be made without knowledge of the impact these decisions will have on the long term health of the parking program and its contribution toward enhanced mobility. Furthermore, many of the issues to be addressed in the STPP are issues that are regularly raised by transit riders and the Board of Directors, and the STPP offers a comprehensive approach to identifying short and long term solutions.

NEXT STEPS

Upon approval by the Board, staff will execute the contract and begin the master plan study. Staff will report back to the Board for the adoption of a recommended management alternative in May 2016, Strategic Implementation Plan in July 2016 and the completed STPP Master Plan Study in September 2016.

ATTACHMENTS

Attachment A - Procurement Summary

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333
Frank Ching, Director of Parking Management, (213) 922-3033
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SUPPORTIVE TRANSIT PARKING PROGRAM (STPP) MASTER PLAN

1.	Contract Number: PS3362300 (RFP No. PS1149413046R)	
2.	Recommended Vendor: Walker Parking Consultants	
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: May 19, 2015	
	B. Advertised/Publicized: May 16, 2015	
	C. Pre-proposal/Pre-Bid Conference: June 2, 2015	
	D. Proposals/Bids Due: June 22, 2015	
	E. Pre-Qualification Completed: July 2, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 5, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 50	Bids/Proposals Received: 4
6.	Contract Administrator: W. T. (Ted) Sparkuhl	Telephone Number: 213-922-7399
7.	Project Manager: Adelaida Felix	Telephone Number: 213-922-4333

A. Procurement Background

This Board Action is to approve Contract No. PS3362300 (RFP No. PS1149443046R) to develop a comprehensive Supportive Transit Parking Program (STPP) Master Plan Study to include transit parking at current and future Metro Rail lines and the Orange and Silver Line Bus Rapid Transit Stations.

The Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed-price. This RFP was issued with a Small Business Enterprises/Disadvantaged Veteran Business Enterprise (SBE/DVBE) goal of 10% of the total contract price; 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE).

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

- Amendment No. 1, issued June 4, 2015, provided copies of the pre-proposal sign-in sheets, and the planholders list.

A pre-proposal conference was held on June 2, 2015, attended by ten participants representing nine companies. No questions were received from the pre-proposal attendees or planholders.

A total of four proposals were received on June 22, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Parking Management Unit and the City of Beverly Hills was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Firm's Qualifications	15%
2. Project Manager and Key Staff Qualifications	30%
3. Effective Scheduling/Cost Management Plan	20%
4. Cost Proposal	20%
5. Partnering with Small Business	15%

The evaluation criteria are appropriate and consistent with criteria developed for similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff qualifications.

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

1. Kimley-Horn Associates, Inc.
2. KOA Corporation
3. LVR International
4. Walker Parking Consultants

On June 25, 2015, proposals were distributed to the PET. From June 25 to August 3, 2015, the PET evaluated all proposals. On July 20, 2015, the PET conducted interviews with three of the four firms. LVR International was invited but declined to participate in the interview process. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, perceived project issues, commitment to schedule and the project manager's experience in managing similar programs to that being required by Metro.

On August 5, 2015, the PET met for final deliberation to complete the final scoring of the four proposers. The final scoring, after interviews, determined Walker Parking Consultants to be the highest ranked most qualified firm.

Qualifications Summary of Recommended Firm:

Walker Parking Consultants (WPC), headquartered in Elgin, Illinois, is a global consulting and design firm providing solutions for a wide range of parking and transportation issues. WPC maintains an office located in downtown Los Angeles. WPC has significant experience in the Los Angeles County area and throughout the state of California. WPC's proposal demonstrated a comprehensive understanding of the extensive parking expertise and experience required for this project.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Walker Parking Consultants				
2	Firm's Qualifications	95.33	15.00%	14.29	
3	Project Manager & Key Staff Qualifications	96.00	30.00%	28.80	
4	Effective Scheduling/Cost Management	83.34	20.00%	18.00	
5	Cost Proposal	83.00	20.00%	18.00	
6	Partnering with Small Business	66.68	15.00%	10.00	
7	Total		100.00%	89.09	1
8	Kimley-Horn Associates, Inc.				
9	Firm's Qualifications	86.33	15.00%	12.95	
10	Project Manager & Key Staff Qualifications	83.33	30.00%	25.00	
11	Effective Scheduling/Cost Management	83.67	20.00%	16.74	
12	Cost Proposal	100.00	20.00%	20.00	
13	Partnering with Small Business	66.68	15.00%	10.00	
14	Total		100.00%	84.69	2
15	LVR International				
16	Firm's Qualifications	71.67	15.00%	10.75	
17	Project Manager & Key Staff Qualifications	76.67	30.00%	23.00	
18	Effective Scheduling/Cost Management	83.33	20.00%	16.67	
19	Cost Proposal	89.60	20.00%	17.92	
20	Partnering with Small Business	100.00	15.00%	15.00	
21	Total		100.00%	83.34	3
22	KOA Corporation				
23	Firm's Qualifications	73.00	15.00%	10.95	
24	Project Manager & Key Staff	69.33	30.00%	20.80	

	Qualifications				
25	Effective Scheduling/Cost Management	75.33	20.00%	15.07	
26	Cost Proposal	90.00	20.00%	18.00	
27	Partnering with Small Business	66.68	15.00%	10.00	
28	Total		100.00%	74.82	4

C. Cost/Price Analysis

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Walker Parking Consultants	\$619,589	\$649,751	\$619,589

D. Background on Recommended Contractor

Founded in 1965, WPC has over 250 employees and provides innovative solutions for a wide range of parking and transportation issues. WPC's consulting group consists of planners and consultants. WPC maintains a Los Angeles office where it has provided parking consulting services for North County Transit District, City of Santa Monica, City of Arcadia, City of Sunnyvale, City of Napa and others. The proposed Project Manager has numerous years of experience in the area of parking.

Overall, key staff has more than 75 years of experience providing professional parking engineering and planning services. The WPC team has significant working experience with relevant stakeholders and has performed satisfactorily on past Metro projects.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 10% of the total price for this procurement, 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) were components of the goal. Walker Parking Consultants exceeded the goal by making a 14.10% SBE commitment and a 3.23% DVBE commitment.

SMALL BUSINESS Goal	7% SBE and 3% DVBE	SMALL BUSINESS Commitment	14.10% SBE and 3.23% DVBE
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SBE Subcontractors	% Committed
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1.	Arellano Associates	10.77%
2.	AVS Consulting	3.33%
	Total SBE Commitment	14.10%

	DVBE Subcontractors	% Committed
1.	Steven T. Kuykendall Associates	3.23%
	Total DVBE Commitment	3.23%

F. All Subcontractors Included with Recommended Contractor’s Proposal

	Subcontractor	SBE/DVBE	Services Provided
1.	Arellano Associates	SBE	Public Outreach
2.	AVS Consulting	SBE	Community Outreach
3.	Steven T. Kuykendall & Associates.	DVBE	Outreach

G. Living Wage and Service Contract Worker Retention Policy Applicability

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

H. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.



Board Report

File #: 2015-0439, File Type: Contract

Agenda Number: 25.

REVISED
PLANNING & PROGRAMMING COMMITTEE
SEPTEMBER 16, 2015

SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 5 to Contract No. PS4710-2768 with **HDR Engineering, Inc. (I-710 South Utility North Study - North Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$1,443,082, increasing the total contract not-to-exceed amount from \$6,715,468 to \$8,158,550 and a contract extension of 18 months;
- B. execute Contract Modification No. 8 to Contract No. PS4710-2769 with **Mark Thomas & Company, Inc. (I-710 South Utility Central Study - Central Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$350,521, increasing the total contract not-to-exceed amount from \$5,695,143 to \$6,045,664 and a contract extension of 18 months;
- C. increase Contract Modification Authority (CMA) specific to the two contracts to cover the cost of any unforeseen issues that may arise during the performance of the contracts as follows:
 1. Contract No. PS4710-2768 in the amount of \$216,462; increasing the total CMA from \$878,700 to \$1,095,162;
 2. Contract No. PS4710-2769 in the amount of \$52,579, increasing the total CMA from \$742,845 to \$795,424; and
- D. **execute any necessary agreement(s) with third parties** (e.g. Caltrans, Gateway Cities Council of Governments, Gateway Cities, Southern California Edison (SCE), Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, increasing the total amount from \$3,400,000 to \$7,132,000 for FY12 through

FY17, as approved by the Board in the May 2015 meeting.

ISSUE

At the January 2013 Board meeting, staff provided a status update and recommended the re-circulation of the Draft EIR/EIS to update the traffic assumptions/forecasts and address proposed changes in the design of the alternatives required to minimize impacts. At that time, the Board approved modifications to increase funding for the I-710 Corridor Project EIR/EIS (Project) engineering and outreach contracts. The additional funds were required to continue the Project's environmental document through the final EIR/EIS and Record of Decision (ROD). However, once the traffic forecast update work got underway, it became apparent that the project alternatives needed to be re-evaluated to address public input and important changes in the base growth, goods movement and project assumptions. Most of the approved budget under the last contract modifications was therefore used to complete the revision to the alternatives.

The additional funds being requested are required to re-circulate the Draft EIR/EIS with a set of revised alternatives and to evaluate a Preferred Alternative. Metro staff developed five separate scopes of work (one for engineering/environmental, three for supporting the engineering efforts and another for outreach) and independent cost estimates to address all of the needs listed above. Proposals were received from the contractors and these were thoroughly evaluated by staff from Metro's Highway Program and Regional Communications. This request is only for two out of the five contracts; for the remaining contract modifications, staff is working with the consultants to improve as much as possible small business participation. Staff expects to return to the Board at the October Board meeting. The contract modification scopes do not cover the entire cost to complete the Final EIR/EIS and Project Report, nor does it cover the extensive community participation effort associated with completing the Final EIR/EIS. The requested amount covers efforts to carry studies through the selections of a Preferred Alternative. Once a Preferred Alternative is recommended by the I-710 advisory committees, staff will return to the Board with a recommendation on the Preferred Alternative and a funding request for the completion of the Final EIR/EIS and ROD.

DISCUSSION

Background

The I-710 Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. I-710 is a vital transportation artery, linking the Ports of Los Angeles and Long Beach to Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues. Among the major concerns in the corridor are the higher than average truck accident rates, the projected growth in the study area, which include the Ports, and effects on mobility and the quality life in the surrounding communities. The I-710 South Project alternatives seek to improve safety, air quality/public health, mobility, and accommodation for projected growth.

The Project was initiated in January 2008 by Metro and six funding partners: Caltrans, Gateway

Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments (SCAG), and the I-5 Joint Powers Authority. Caltrans is the CEQA/NEPA lead agency for the project and Metro is the agency responsible for managing the consultant contracts.

The Project has advanced through a very robust community participation process. Decisions regarding analytical assumptions, project alternatives, and the scope of the environmental analysis have been made in consultation with community stakeholders through the I-710 Community Participation Framework; this framework comprises a number of advisory committees formed at the Project's inception, including: Local Advisory Committees (LAC), a Corridor Advisory Committee (CAC), a Technical Advisory Committee (TAC) and a Project Committee, which includes elected officials for each of the corridor cities as well as representatives from each of the Funding Partner agencies.

A Draft EIR/EIS was circulated on June 28, 2012. The Draft EIR/EIS evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation.

Status of Draft EIR/EIS Recirculation

During the first half of 2013, the Project Team updated the traffic forecast for the project based on the most recent regional model. Important changes in the base growth, goods movement, and project assumptions were factored in. These changes resulted in a revised No Build traffic forecast that, as compared to the previous forecast, indicated less growth in vehicular traffic and more dispersed origins and destinations for truck trips in the region. This led the Project Team to re-asses the effectiveness of the Alternatives previously evaluated in the Draft EIR/EIS. It was determined these Build Alternatives needed to be revised to better address the forecasted traffic conditions. The Project Team proceeded to evaluate various revisions to the Build alternatives.

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished so far (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By the middle of 2014, the following two Build Alternatives were presented to the 710 Committees for inclusion in the RDEIR/SDEIS:

Alternative 5C - widen to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Both alternatives include: maximum goods movement by rail, TSM/TDM/ITS improvements, transit improvements, arterial improvements, active transportation improvements, consideration of public-private partnership (P3) for financing, delivery, and operation, and lastly, support for Zero or Near Zero Emission Truck commercialization and incentive programs.

The preliminary cost estimates are \$8 billion for Alternative 7 and \$4 billion for Alternative 5C.

Since the middle of 2014, the Project Team has been completing the preliminary engineering work on these two Build Alternatives. The environmental technical studies will be completed in March 2016, in an effort to release the recirculated Draft EIR/EIS in late 2016.

Project Expenditures

Initial funding for the environmental phase of the Project was provided by Metro and the I-710 Funding Partners (Metro, GCCOG, SCAG, Caltrans, I-5 Joint Powers Authority, Port of Long Beach, and Port of Los Angeles), with Metro taking the lead and becoming the contracting agency for the EIR/EIS. Due to extensive changes in the design of the Project throughout the environmental process, the original budget was depleted in 2012, and since then, the Board has approved additional Measure R I-710 South/Early Action Project funding to continue the EIR/EIS document. The engineering contract started off with a budget of \$23 million and has increased to \$38.8 million, while the outreach contract increased from \$2.5 million to \$3.5 million. Additionally, three separate engineering contracts (utility studies) were initiated in 2011 to supplement the utilities and structural engineering components of the Project. These contracts amount to another \$19.4 million. The Board has also authorized \$1.5 million in third party support costs. Altogether, \$66.8 million has been authorized so far in expenditures on the Project, out of which, approximately \$55.9 million has been spent to date on the environmental phase of the Project.

Participation and support from third parties such as Caltrans, US Army Corp of Engineers, GCCOG, Gateway Cities, and SCE have been necessary for the development of the Project. Staff anticipates the continued need for this support and is recommending increasing funding to cover the remainder of the environmental phase. Caltrans funding is estimated to total \$2,500,000; GCCOG funding is estimated to increase by approximately \$300,000; SCE funding is estimated to increase by \$400,000; funding for US Army Corp of Engineers is to be determined, and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$522,000. Final funding amounts will be negotiated with each party.

Project Schedule

The Recirculation of the Draft EIR/EIS is anticipated late 2016. A decision on a Preferred Alternative will be made post the recirculation of the Draft EIR/EIS.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor project scope, schedule, and budget revisions will have no impact to the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for these contract modifications is currently included in the \$13,926,695 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account

50316 (Services Professional/Technical), as well as \$19,048,000 in Cost Center 0442 (Highway Subsidies), Account 54001 (Subsidies to others), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

The additional source of funds for this project will be from Measure R Highway Capital 20% Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the contract modifications. This option is not recommended. Completing the environmental document for the project is a necessary step in developing the improvements described in Measure R for the corridor. The Board has recognized that the strength of this project has evolved around the development of community consensus throughout the corridor. Board approval would allow the project to move forward with continued community engagement and support which has been the trademark of this study.

NEXT STEPS

Upon approval by the Board, staff will execute contract modifications. Staff will return at the October Board meeting with the request for approval for the remaining contract modifications.

ATTACHMENTS

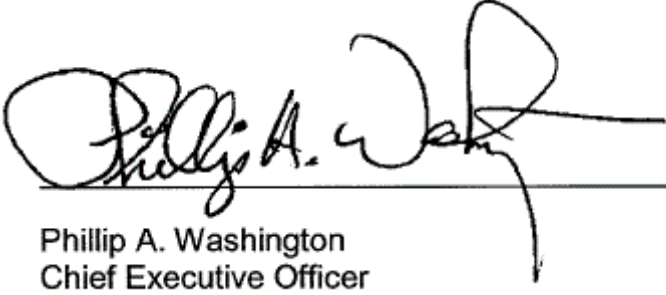
Attachment A1 - Procurement Summary for PS4710-2768

Attachment A2 - Procurement Summary for PS4710-2769

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager, (213) 922-7343

Reviewed by:

Ivan Page, Interim Executive Director, Vendor / Contract Management (213) 922-6383
Bryan Pennington, Program Management (213) 922-7449



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

I-710 SOUTH UTILITY STUDY CORRIDOR PROJECT NORTH SEGMENT END UTILITY STUDY/PS4710-2768

1.	Contract Number: PS4710-2768		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Additional Funding and Period of Performance Extension		
4.	Contract Work Description: I-710 <u>South Utility Study</u> – North <u>Segment</u> End Utility Study		
5.	The following data is current as of: August 10, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/14/12	Contract Award Amount: \$5,858,000
	Notice to Proceed (NTP):	2/14/12	Total of Modifications Approved: \$857,468
	Original Complete Date:	8/31/13	Pending Modifications (including this action): \$1,443,082
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$8,158,550
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7399
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 5 issued in support of the I-710 South Utility Study – North Segment ~~Corridor Project North End Utility Study~~. The I-710 South Central Utility Study – North Segment ~~Relocation~~ contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and will extend the period of performance by an additional 18 months for a revised end date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is a cost plus fixed fee.

A total of four modifications have been executed to date. For details, please refer to Attachment B1 – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation, and fact finding. The firm's proposal included an increased level of effort for conceptual structure estimates which was accepted by Metro Project Management.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,443,082	\$1,322,462	\$1,443,082

C. Small Business Participation

HDR Engineering made a 29.01% Small Business Enterprise (SBE) commitment. Current SBE participation is 18.24%, representing a shortfall of 10.77%. According to HDR the SBE shortfall resulted during the initial stages of the project when contract modifications requested by Metro augmented the scope of work and affected the amount of work committed to SBE subcontractors. Metro's project management verified that the scope of work added by Metro required studies that could not be performed by SBE subcontractors on the team, due to the time-sensitive and specialized nature. As a result of Metro's decision to re-circulate the project's environmental document, the engineering studies (including the SBE work under this contract) were put on hold while the Project Alternatives were being re-defined.

Now that the Project Alternatives have been redefined and engineering studies can continue, HDR indicated that they are developing an implementation plan to ramp-up SBE utilization on the current scope of services and they anticipate meeting their 29% SBE commitment. Current information provided by HDR indicated that they will utilize SBE subcontractors during FY17 to perform key tasks regarding structures advanced planning studies and LA river hydraulic modeling. These tasks involve Army Corps of Engineers coordination, utility conflict of identification, relocation concepts, utility coordination, and structures conceptual estimate reports. HDR further confirmed that significant opportunities for SBE utilization are deferred until late 2016/early 2017 when the preferred alternative is selected. HDR is expected to continue to demonstrate ongoing efforts to meet their SBE commitment. The project is 66% complete.

SMALL BUSINESS COMMITMENT	29.01% SBE	SMALL BUSINESS PARTICIPATION	18.24% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Arcon Structural	2.82%	0.20%
2.	Cal Pacific Land	1.47%	2.01%

3.	Coast Surveying, Inc	2.73%	0.92%
4.	Diaz- Yurman & Associates	4.09%	9.09%
5.	GCM Consulting, Inc	2.17%	1.65%
6.	Galvin Preservation Associates	1.22%	0.00%
7.	Intuteor Consulting	2.44%	0.18%
8.	Malkoff and Associates	1.74%	0.16%
9.	PacRim Engineering, Inc	4.00%	0.64%
10.	Sandidge Consulting	2.64%	0.11%
11.	Utility Specialist	3.43%	0.36%
12.	WKE	0.00%	2.81%
13.	Safe Utility Exposure	0.26%	0.11%
	Total	29.01%	18.24%

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

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**1-710 SOUTH CORRIDOR PROJECT NORTH-END UTILITY STUDY – NORTH
SEGMENT/PS4710-2768**

Mod. No.	Original Contract	2/14/12	\$5,858,000
1	Supplemental Statement of Work	1/13/13	\$479,306
2	Period of Performance Extension	3/19/14	\$378,162
3	Supplemental Statement of Work and Period of Performance Extension	6/30/14	\$0
4	Period of Performance Extension through 10/1/15	6/25/15	\$0
5	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$1,443,082
	Total:		\$8,158,550

PROCUREMENT SUMMARY

**1-710 SOUTH CORRIDOR PROJECT UTILITY STUDY - CENTRAL
SEGMENT/PS4710-2769**

1.	Contract Number: PS4710-2769		
2.	Contractor: Mark Thomas & Company, Inc.		
3.	Mod. Work Description: Additional Funding and Period of Performance Extension		
4.	Contract Work Description: I-710 South Utility Relocation Central Study - Central Segment		
5.	The following data is current as of: August 5, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	3/15/12	Contract Award Amount: \$4,952,298
	Notice to Proceed (NTP):	3/15/12	Total of Modifications Approved: \$742,845
	Original Complete Date:	6/30/15	Pending Modifications (including this action): \$350,521
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$6,045,664
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7399
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 8 issued in support of the I-710 Corridor Project ~~South~~ Central Utility Study – **Central Segment**. The I-710 ~~South~~ **Utility Study – Central Segment** Utility Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and will extend the period of performance by 18 months for a revised end date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is a cost plus fixed fee.

A total of seven modifications have been executed to date. For details, please refer to Attachment B2 – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, cost analysis, Program Manager’s technical evaluation, and fact finding..

Proposal Amount	Metro ICE	Modification Amount
\$350,521	\$345,890	\$350,521

C. Small Business Participation

Mark Thomas & Company, Inc. made a 29.32% Small Business Enterprise (SBE) commitment. The current SBE participation is 29.12%, a .20% shortfall. To address the shortfall Mark Thomas augmented their team by adding SBE subcontractor, PacRim Engineering. Mark Thomas & Company reiterated their commitment to continue to involve their SBE subcontractors. The project is 51% complete.

SMALL BUSINESS COMMITMENT	29.32% SBE	SMALL BUSINESS PARTICIPATION	29.12% SBE

	SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc	8.64%	9.19%
2.	Coast Surveying, Inc	3.70%	3.44%
3.	Del Richardson & Associates	1.93%	3.79%
4.	Diaz-Yourman & Associates	3.84%	3.00%
5.	Malkoff and Associates	2.17%	0.13%
6.	ProRepro	0.48%	0.10%
7.	Safe Utility Exposure, Inc	0.39%	0.06%
8.	Sanbridge Consulting	1.73%	0.02%
9.	V&A, Incorporated	6.44%	9.39%
10	PacRim Engineering	Added	0.00%
	Total	29.32%	29.12%

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

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**1-710 SOUTH CORRIDOR PROJECT UTILITY STUDY - CENTRAL SEGMENT
PS4710-2769**

Mod. No.	Original Contract	3/15/12	\$4,952,298
1	Supplemental Statement of Work	2/5/13	\$394,624
2	Supplemental Statement of Work	4/2/13	\$31,761
3	Supplemental Statement of Work and Period of Performance Extension	3/3/14	\$316,460
4	Period of Performance Extension	6/26/14	\$0
5	Period of Performance Extension	12/12/14	\$0
6	Period of Performance Extension through 10/1/15	6/25/15	\$0
7	Reallocation of Statement of Work Task 10 to incorporate additional SBE subcontractor	8/14/15	\$0
8	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$350,521
	Total:		\$6,045,664



Board Report

File #: 2015-1262, File Type: Contract

Agenda Number: 35.

**CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: TUNNEL ADVISORY PANEL

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 10 to Contract No. PS-2020-1055 with **Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$802,261, increasing the total contract value from \$1,287,745 to \$2,090,006 and extend the contract from October 1, 2015 to June 30, 2020;
- B. execute Contract Modification No. 7 to Contract No. PS-8510-2416 with **Harvey Parker and Associates, Inc. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$981,465, increasing the total contract value from \$1,611,745 to \$2,593,210, and extend the contract from October 1, 2015 to June 30, 2020; and
- C. execute Contract Modification No. 5 to Contract No. PS-8510-2493 with **Cording, Dr. Edward J. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$764,033, increasing the total contract value from \$1,311,745 to \$2,075,778 and extend the contract from October 1, 2015 to June 30, 2020.

ISSUE

In April 2015, the Board authorized funding on a month-to-month basis until the incoming Chief Executive Officer (CEO) could review the contract. The CEO completed a review of the proposed contract modifications, which included a nearly two hour meeting with the TAP members on June 4, 2015, to discern their role of providing independent advice on tunneling and other related issues. Based upon this due diligence the CEO concurs with the staff recommendations.

Board approval of the recommendations will allow the continuation of services of the TAP to support Metro on the Crenshaw/LAX Transit Project, the Regional Connector Transit Corridor Project, the Westside Purple Line Extension Section 1 and Section 2 Projects, and the SR-710 North Gap

Closure Project.

DISCUSSION

Metro is currently planning, designing or constructing rail transit and highway projects with extensive underground engineering and construction that involve complex geotechnical and tunneling issues. These include the Crenshaw/LAX Transit Project, the Regional Connector Transit Corridor Project, the Westside Purple Line Extension Section 1 and Section 2 Projects, and the SR-710 North Gap Closure Project. Los Angeles County has challenging geologic and tunneling conditions and deep underground station construction, with some through tar impregnated soil, toxic gasses, and high concentration of methane. While Metro has extensive expertise and experience from both staff and engineering consultants, there is the need for a Tunnel Advisory Panel (TAP) to provide expert advice and review of this engineering work. The TAP comprised of Dr. Geoffrey Martin, Dr. Harvey Parker, and Dr. Edward Cording, are recognized in the industry and throughout the world as engineering/construction experts in the areas of geotechnical analyses, tunneling, deep excavation, earthquake engineering and building settlements.

The TAP convened in August 1995 in response to questions posed by the Board regarding feasibility of tunneling in Los Angeles ground conditions. Metro contracted with Drs. Dan Eisenstein, Geoffrey Martin and Harvey Parker to determine the feasibility of tunneling in Los Angeles, to assess the effectiveness of Metro's construction program to date, and to recommend any modifications to the current construction program deemed appropriate.

In June 2001, the Board approved two five-year contracts to the members of the TAP in the amount not-to-exceed \$1,167,826, and directed staff to return each year for funding approval. Since that time, the Board has approved funding and extensions to the TAP contracts. Due to Dr. Eisenstein's untimely death in April 2009, Metro management staff decided to procure two additional members for the TAP, Dr. Harvey Parker and Dr. Edward Cording, to provide expert technical services.

The three TAP members, Drs. Martin, Parker and Cording, have been providing advice to the Crenshaw/LAX Transit Project, the Regional Connector Transit Corridor Project, the Westside Purple Line Extension Section 1 and Section 2 Projects, and the SR-710 North Gap Closure Project. All of these projects include extensive underground engineering and construction that involve complex geotechnical and tunneling issues for which the TAP members are uniquely qualified. The status of each project is as follows:

Westside Purple Line Extension Project

The Westside Purple Line Extension Project was adopted by the Board and the Final Environmental Impact Report (EIR) was certified in 2012. The project is being designed and constructed in three sections as part of Metro's 30-Year Long Range Transportation Plan. The entire 9-mile project

consists of twin-bored tunnels with 7 subway stations which are primarily under Wilshire Boulevard.

As part of the approval process for the Project, Metro commissioned a Peer Review Panel by the American Public Transportation Association (APTA) in 2005 to assess the safety of tunneling under Wilshire Boulevard. The Peer Review Panel agreed that it was possible to safely tunnel and operate a subway along the Wilshire Boulevard corridor using current technologies of tunneling, station construction and operation. The Panel also assessed the specific risks associated with tunneling, and recommended a course of action that addressed the following elements of tunnel construction and operation:

- Gas detection
- Mitigation of hazards
- Tunnel boring and station construction
- Safe operation
- Long-term monitoring and verification
- Technical feasibility

As a follow-up to the APTA Peer Review Panel's recommendations, Metro has retained the services of the TAP to provide independent review and monitoring of the following work that is being performed by Metro's engineering consultants and contractors:

- Section 1 Wilshire/Western Station to Wilshire/La Cienega Station (3.92 miles of twin-bored tunnels, 3 subway stations) - The Federal Transit Administration (FTA) issued a Record of Decision in 2012 and executed a New Starts Project Federal Full Funding Grant Agreement (FFGA) in 2014. The \$1.6 billion Design/Build Contract (Tunnels, Stations, Systems and Trackwork) Notice-To-Proceed (NTP) was issued in January 2015 and excavation of the underground stations and access shaft for the tunnel boring machines is expected to begin in the latter part of 2015. Tunneling is expected to be completed by the end of 2019. The TAP will be required to review the tunnel segment designs and geotechnical data which include gassy ground and tar sands. In addition, the TAP will be required to review the daily tunneling reports to monitor progress, potential ground movements and mitigations for gassy ground conditions.
- Section 2 - Wilshire/La Cienega to Century City Constellation Station (2.55 miles of twin-bored tunnels, 2 subway stations) - In February 2015, the Board authorized staff to complete Advanced Preliminary Engineering and the preparation of technical documents for construction contracts to solicit a Request For Proposals for Design-Build Contract procurement by the end of 2015. The TAP will be required to review the drawings, specifications and reports prepared by our engineering consultants. The Design-Build Contract is scheduled to be awarded by early 2017 followed by final design and construction;

with the start of station excavation in mid-2018; followed by tunneling in early 2019. The TAP services will be required through 2020.

Crenshaw/LAX Transit Corridor Project

The \$2.1 billion Crenshaw/LAX Light Rail Transit project consists of twin bored tunnels, cut and cover tunnels, and three underground stations. In 2011, the project was adopted by the Board and the Final EIR was certified for the 8.5-mile project. The Board, in 2013, approved a firm fixed price contract to Walsh/Shea Corridor Constructors for the final design and construction of the Crenshaw/LAX project with a NTP issued on September 10, 2013.

Final design by Walsh/Shea Corridor Constructors is nearing completion. Excavation for the underground stations and cut and cover structures is underway and the tunnel boring machine is expected to begin excavation through gassy ground along Crenshaw Boulevard in the latter part of 2015 with tunnel excavation anticipated to be complete by the end of 2016.

The TAP members are providing independent review and advice to Metro during the process of the final designs for the underground work prepared by the Walsh/Shea Corridor Constructors.

Throughout the course of construction, TAP members are independently reviewing monthly summary and progress reports prepared by the project team especially relating to construction of underground stations and tunnels including ground and soil conditions, gas and groundwater conditions, ground movements, Tunnel Boring Machine performance data, geotechnical instrumentation and monitoring, settlement, and building protection. They meet with project staff to discuss these and related issues and advise the Metro Executive Director and project staff on performance against these criteria. The TAP also perform quarterly on-site construction evaluation of quality control and soundness of the underground tunnel structure and provide expert advice to facilitate construction.

Regional Connector Transit Corridor Project

The Regional Connector Transit Corridor project was adopted by the Board and the Final EIR was certified in 2012. The project is being designed and constructed as part of Metro's 30-Year Long Range Transportation Plan. The FTA issued a Record of Decision in 2012 and executed a New Starts Project Federal FFGA in 2014. This is a light rail project located in downtown Los Angeles that will connect the existing Blue and Expo Lines to the existing Gold and Eastside Lines. The project consists of 1.9 miles of twin bored tunnels with three underground stations. The \$1.4 billion Design/Build Contract was awarded to RCC (Skanska, Traylor Bros J.V.) and NTP was issued in July 2014. Construction of the underground stations and access shaft for the tunnel boring machines is expected to begin in the latter part of 2015. Tunneling is expected to be completed by the 3rd quarter of 2017. The TAP assessed the specific risks associated with tunneling as well as the cut and cover construction on Flower Street and recommended a course of action that addressed the following

elements of tunnel construction and operation:

- Tunnel construction methodology and station construction
- Flower Street cut and cover construction
- Construction of an underground cross-over cavern using the sequential excavation method (SEM)
- Safety
- Long-term monitoring and verification
- Review of Flower Street Supplemental Environmental Impact Statement
- Mitigation of hazards
- Technical feasibility studies

TAP members will continue to provide the Regional Connector Project with independent review and monitoring of the Design-Builder's final design and construction work. The TAP will also be involved with review of the tunnel segment designs, and geotechnical analyses for tunneling, building protection system and SEM. In addition, the TAP members will be required to review the daily tunneling and SEM reports to monitor progress, potential ground movements and provide suggested mitigations.

SR-710 North Study Gap Closure Project

Four years ago, Metro initiated a study to alleviate the mobility constraints within East/Northeast Los Angeles and Western San Gabriel Valley. The State Route 710 North Environmental Impact Report/Environmental Impact Study contract (or State Route 710 North Study) includes evaluating alternatives, and performing preliminary engineering and planning studies. Two of the five alternatives under consideration include a Freeway Tunnel Alternative and a Transit Tunnel Alternative. TAP members will perform the following independent tasks, activities and program elements:

- Review and/or provide input on proposed schedule related to tunnel alternatives; provide input on cost/schedule estimates; and review of draft and final environmental documents for tunnel related information.
- Periodic meetings with study team.
- Assist in responding to public comments on Draft Environmental Impact Report/Environmental Impact Study (Draft EIR/EIS)
- Assist study team in briefings for Board staff/Board members.
- Review of final environmental documents and Final Environmental Impact Report/Environmental Impact Study (Final EIR/EIS).

All the projects listed above are at critical stages in their respective engineering and construction phases. Extension and additional funding for the TAP contracts are vital and essential to provide continuity that would otherwise be interrupted, should the Board decide to cancel and re-procure the TAP contracts (a 6 to 9 month process). Furthermore, the past history and knowledge of the current designs, geotechnical conditions and construction approaches will present a steep learning curve for a new team of TAP members, which could significantly delay the timely review and input necessary to provide this important layer of independent monitoring and oversight across these complex engineering and construction projects.

TAP members are involved with on-going support relating to third party and project stakeholders' issues, which will require continuation of their services for the future. They have unique knowledge and background on Los Angeles County's underground conditions and intimate knowledge of Metro's past and current engineering and construction projects. Board approval and execution of the Contract Modifications will allow continuation of these services.

DETERMINATION OF SAFETY IMPACT

The Board actions will not have an impact on established safety standards for Metro's engineering and construction projects.

FINANCIAL IMPACT

Funds are included in the FY16 budget for the actions under 865512 - Crenshaw/LAX Transit Project, 860228 - Regional Connector Transit Corridor Project, and 865518 and 865522 - Westside Purple Line Extension Section 1 and Section 2 Projects, respectively, in Cost Center 8510 (Construction Project Management) and under Account No. 50316 (Professional and Technical Services). Also, funds are included in the FY16 budget for the action under Project 460315 - SR-710 North Gap Closure, in Cost Center 4720 (Highway Programs A) and under Account No. 50316 (Professional and Technical Services). Since this is a multi-year contract, the Executive Director of Engineering and Construction and the Project Managers will be responsible for cost budgeting in future years.

Impact to Budget

The source of funds for these actions are a combination of Measure R Transit 35%, Measure R Highway Funds (20%), Federal Section 5309 New Starts, Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan proceeds, Federal STP, CMAQ, State Proposition IB, Proposition A 35%, and Proposition C 25%. These were approved in the capital projects funding plan and no other funds were considered for the actions.

ALTERNATIVES CONSIDERED

Staff has considered the alternative of allowing the current contracts with Dr. Martin, Dr. Parker, and Dr. Cording to expire. The TAP institutional knowledge of Metro and technical understanding of specific tunnel related issues would require significant investment in time and resources to replicate if others were used in this role, which would not only incur cost, but would significantly reduce the benefit and validity of their advice, while this knowledge and understanding were obtained. This is not recommended as it will leave Metro without the benefit of their knowledge and expertise and create a void in receiving required tunneling expertise for a period of time, thereby creating the potential for delays and additional costs to ongoing Metro projects.

NEXT STEPS

After Board approval and execution of the Contract Modifications, staff will direct the Tunnel Advisory Panel to provide tunnel engineering advice to Metro including supporting the aforementioned projects.

ATTACHMENTS

Attachment A -Procurement Summary
Attachment B - Contract Modification Summary

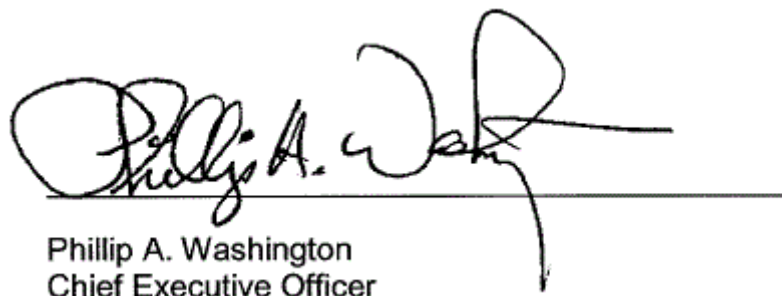
Prepared by:

Dennis Mori, Executive Officer, Project Management (213) 922-7221

Matthew Crow, Director, Project Eng., Engineering and Construction (213) 312-3131

Reviewed by:

Bryan Pennington, Program Management (213) 922-7449



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
TUNNEL ADVISORY PANEL**

Geoffrey Martin/PS-2020-1055

1.	Contract Number: PS-2020-1055		
2.	Contractor: Geoffrey Martin		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: 8/10/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/1/2001	Contract Award Amount: \$326,000
	Notice to Proceed (NTP):	5/1/2001	Total of Modifications Approved: \$961,745
	Original Complete Date:	1/28/2015	Pending Modifications (including this action): \$802,261
	Current Est. Complete Date:	9/30/2015	Current Contract Value (with this action): \$2,090,006
7.	Contract Administrator: Sonia Gomez		Telephone Number: (213)922-7247
8.	Project Manager: Dennis Mori		Telephone Number: (213)922-7221

Harvey Parker/PS-8510-2416

1.	Contract Number: PS-8510-2416		
2.	Contractor: Harvey Parker & Associates, Inc.		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: 8/10/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/29/2010	Contract Award Amount: \$1,225,000
	Notice to Proceed (NTP):	1/29/2010	Total of Modifications Approved: \$386,745
	Original Complete Date:	1/28/2015	Pending Modifications (including this action): \$981,465
	Current Est. Complete Date:	9/30/2015	Current Contract Value (with this action): \$2,593,210
7.	Contract Administrator: Sonia Gomez		Telephone Number: (213)922-7247
8.	Project Manager: Dennis Mori		Telephone Number: (213)922-7221

Edward Cording/PS-8510-2493

1.	Contract Number: PS-8510-2493		
2.	Contractor: Edward Cording		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: 8/10/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/29/2010	Contract Award Amount: \$1,225,000
	Notice to Proceed (NTP):	1/29/2010	Total of Modifications Approved: \$86,745
	Original Complete Date:	1/28/2015	Pending Modifications (including this action): \$764,033
	Current Est. Complete Date:	9/30/2015	Current Contract Value (with this action): \$2,075,778
7.	Contract Administrator: Sonia Gomez		Telephone Number: (213)922-7247
8.	Project Manager: Dennis Mori		Telephone Number: (213)922-7221

A. **Procurement Background**

This Board Action is to approve modifications in support of continued Tunnel Advisory Panel (TAP) support.

The proposed contract modifications will be processed in accordance with Metro's Acquisition Policy and the contract type for each contract is a Labor Hour Contract.

On January 28, 2010, Contract No. PS-8510-2416 and PS-8510-2493 were awarded to Harvey Parker and Edward Cording, respectively, each in the amount of \$1,225,000. The Board also authorized Modification No. 5 to Contract No. PS-2020-1055 with Geoffrey Martin in the amount of \$875,000, increasing the contract amount to \$1,201,000 for TAP services.

This Board Action is to approve the continuation of services of the TAP in support of Metro on the Crenshaw/LAX Transit Project, the Regional Connector Transit Corridor Project, the Westside Purple Line Extension Section 1 and Section 2 Projects, and the SR-710 North Gap Closure Project. Los Angeles County has challenging geologic and tunneling conditions and deep underground station construction, with some through tar impregnated soil, toxic gasses, and high concentration of methane. The TAP members, comprised of Dr. Geoffrey Martin, Dr. Harvey Parker, and Dr. Edward Cording, are recognized in the industry and

throughout the world as engineering/construction experts in the areas of geotechnical analyses, tunneling, deep excavation, earthquake engineering and building settlements.

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

B. Cost Analysis

These individual Labor Hour contracts contain a fixed, negotiated labor rate. Negotiations have resulted in the individual hourly rates for each contract remaining unchanged since being originally negotiated in January 2010. A price analysis for this five year period compared the \$250 rate to the ICE rate of \$242, and also with a GSA federal published price list for similar subject matter experts with rates ranging from \$259 to over \$300 per hour for the same period. The negotiated amounts comply with all requirements of Metro Procurement policies and procedures and were determined fair and reasonable through fact-finding, clarifications, technical evaluation and price analysis. An independent cost estimate (ICE) was obtained as part of the cost analysis before negotiation. The difference between the ICE and the negotiated amount is because project management’s technical evaluation for the level of effort necessitated increasing the hours which were included in the negotiated amount.

Geoffrey Martin/PS-2020-1055

Proposed Amount	Metro ICE	Negotiated Amount
\$1,046,500	\$585,815	\$802,261

Harvey Parker/PS-8510-2416

Proposed Amount	Metro ICE	Negotiated Amount
\$1,151,150	\$681,121	\$981,465

Edward Cording/PS-8510-2493

Proposed Amount	Metro ICE	Negotiated Amount
\$1,151,150	\$706,338	\$764,033

C. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) for TAP Services based on the lack of subcontracting opportunities. The work performed by the panel involved providing specialized technical services and expertise in the areas of geotechnical analyses, tunneling, deep excavations,

earthquake engineering, and building settlements. The three consultants, Dr. Geoffrey Martin, Dr. Harvey Parker, and Dr. Edward Cording are currently performing work utilizing their own workforce.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE LOG

TUNNEL ADVISORY PANEL

Geoffrey Martin/PS-2020-1055

Mod. no.	Original Contract	9/1/2001	\$326,000
1-4	Increase unit rate and extend period of performance to June 30, 2010	09/06/02-05/11/09	\$0
5	Increase unit rate and extend period of performance to January 28, 2015	1/29/10	\$875,000
6	Extend period of performance to June 30, 2015	1/9/15	\$0
7	Increase contract value and extend period of performance to July 30, 2015	6/22/15	\$28,915
8	Increase contract value and extend period of performance to August 31, 2015	7/17/15	\$28,915
9	Increase unit rate and extend period of performance September 30, 2015	8/10/15	\$28,915
10	Increase unit rate and extend period of performance to June 30, 2020	Pending Board Approval	\$802,261
	Total:		\$2,090,006

Harvey Parker/PS-8510-2416

Mod. no.	Original Contract	1/29/10	\$1,225,000
1	Increase contract value	2/20/14	\$100,000
2	Increase contract value	8/6/14	\$100,000
3	Increase contract value and extend period of performance to June 30, 2015	1/9/15	\$100,000
4	Increase contract value and extend period of performance to July 30, 2015	6/22/15	\$28,915
5	Increase contract value and extend period of performance to August 31, 2015	7/17/15	\$28,915
6	Increase unit rate and extend period of performance September 30, 2015	8/10/15	\$28,915
7	Increase contract value and extend period of performance to June 30, 2020	Pending Board Approval	\$981,465
	Total:		\$2,593,210

Edward Cording/PS-8510-2493

Mod. no.	Original Contract	1/29/10	\$1,225,000
1	Extend period of performance to June 30, 2015	1/9/15	\$0
2	Increase contract value and extend period of performance to July 30, 2015	6/22/15	\$28,915
3	Increase contract value and extend period of performance to August 31, 2015	7/17/15	\$28,915
4	Increase contract value and extend period of performance to September 30, 2015	8/10/15	\$28,915
5	Increase contract value and extend period of performance to June 30, 2020	Pending Board Approval	\$764,033
	Total:		\$2,075,778

**Board Report**

File #: 2015-1229, **File Type:** Contract**Agenda Number:** 37.

**CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2015****SUBJECT: PATSAOURAS BUS PLAZA PAVER RETROFIT****ACTION: AWARD CONTRACT C1110 FOR PATSAOURAS BUS PLAZA PAVER RETROFIT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award a 270 calendar day, firm fixed price contract under Bid Number C1110 to AP Construction, Inc., the lowest responsive and responsible bidder for the **Patsaouras Bus Plaza Paver Retrofit Project** (design-build) for an amount of \$5,526,018 inclusive of sales tax and options.

ISSUE

On October 17, 2013, the Board approved adopting the use of the design/build delivery method for the replacement of the paver and drainage systems on the Patsaouras Transit Plaza. Metro issued the Invitation for Bid (IFB) No. C1110 on March 12, 2015, under California Public Utilities Code (CPUC) 130242(a). Bids were received on May 18, 2015. Under CPUC 130242 (e) the contract shall be awarded to the lowest responsive and responsible bidder. Board approval of the Recommendation is required to award Contract No. C1110.

DISCUSSION

Patsaouras Plaza serves as a key bus station for many of our bus routes and is a popular passenger drop-off and pick-up hub, resulting in congestion and travel delays. The paver and drainage systems on the Patsaouras Bus Plaza are failing. Several remediation measures to address the pavers, including use of asphalt in damaged areas, have been ineffective. The continued collapse of the paver surface has resulted in damage to the drainage system. This improper drainage results in water intrusion that threatens the structural integrity of the garage below. The current condition is not acceptable and a permanent fix is required. The scope of work of Contract No. C1110 includes repairing the paving drainage system and replacing the existing paving with a more stable and long lasting system to endure significant bus traffic volume. The scope of work also includes modifying a portion of the P-1 parking area in order to relocate the passenger drop-off and pick-up area to the P-1 parking area.

In August 2014, oversight of the Patsaouras Bus Plaza Pavers Retrofit project was transferred from the General Services Department to the Engineering and Construction Department. Staff completed

preliminary engineering for the project in early 2015, and issued IFB C1110 on March 12, 2015 under CPUC 130242(a). Bids were received on May 18, 2015. Under CPUC 130242 (e) the contract shall be awarded to the lowest responsive and responsible bidder. Staff selected AP Construction, Inc. as the lowest price responsive and responsible bidder.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The FY16 budget includes \$4,645,000 for the Patsaouras Bus Plaza Paver Retrofit project in Cost Center 8510 (Construction Contracts/Procurement), Project 210137 (Patsaouras Bus Plaza Paver Retrofit). The Life-of-Project (LOP) budget for this project is \$9,093,000. Since Contract No. C1110 is a multi-year contract, the cost center manager and Executive Director, Engineering and Construction, will be accountable for budgeting the cost of the annual work program for each fiscal year for the term of the contract, including any option(s) exercised.

Impact to Budget

The source of funds used for the Life of Project funding plan is a combination of funds eligible for bus and rail operating and capital funds. The FY16 Adopted Budget includes \$5.1M for this project using Proposition C40% funds. No other sources were considered.

ALTERNATIVES CONSIDERED

The Board could decide to reject the staff recommendation to award Contract No. C1110. However, this alternative is not recommended because the cost for this project has been determined to be fair and reasonable and it is well within the LOP budget. Several remediation measures to address the pavers, including use of asphalt in damaged areas, have been ineffective. The continued collapse of the paver surface has resulted in damage to the drainage system. Improper drainage results in water intrusion that threatens the structural integrity of the garage below. Staff also believes that it is important for the success of this project for the engineering contractor to work in conjunction with the construction contractor to determine the best solution to the existing issue.

NEXT STEPS


Project staff will issue a Notice of Award, and execute a contract with the recommended contractor; and once bonds, insurance, and project labor agreement requirements are met, issue a Notice to Proceed.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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Tim Lindholm, Executive Officer, Project Management
(213) 922-7297

Reviewed by: Ivan Page, Interim Executive Director,
Vendor/Contract Management, (213) 922-6383
Bryan Pennington, Program Management,
(213) 922-7449



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PATSAOURAS BUS PLAZA PAVER RETROFIT/C1110

1.	Contract Number: C1110	
2.	Recommended Vendor: AP Construction	
3.	Type of Procurement (check one) : <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 12, 2015	
	B. Advertised/Publicized: March 12, 2015 and March 14, 2015	
	C. Pre-proposal/Pre-Bid Conference: March 23, 2015	
	D. Proposals/Bids Due: May 18, 2015	
	E. Pre-Qualification Completed: June 9, 2015	
	F. Conflict of Interest Form Submitted to Ethics: July 30, 2015	
	G. Protest Period End Date: September 22, 2015	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 2
6.	Contract Administrator: Noelle Valenzuela	Telephone Number: (213) 922-3647
7.	Project Manager: Andi Wang	Telephone Number: (213) 922-4722

A. Procurement Background

This Board Action is to approve Contract No. C1110 issued in support of Patsaouras Plaza - Privately-Owned Vehicle Relocation, Pavers, and Storm Drain Repairs project.

IFB No. C1110 was issued in accordance with LACMTA's Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1 was issued to revise the Instructions to Bidders regarding the Pre-qualification procedure;
- Amendment No. 2 was issued to make modifications to seven pages of drawings;
- Amendment No. 3 was issued to add a list of Certified SBE firms;
- Amendment No. 4 was issued to extend to due date and make modifications to five pages of the drawings;
- Amendment No. 5 was issued to add a Concrete Coring Plan, Concrete Coring Test Samples, and Concrete Base Specifications;
- Amendment No. 6 was issued to extend to bid due date to May 18, 2015;
- Amendment No. 7 was issued to delete three pages of drawings referencing the Stage Construction and to revise the Period of Performance to 270 calendar days as opposed to 380 calendar days.

Metro held a pre-bid conference on March 23, 2015, in the Gateway Conference Room on the 3rd floor of the Gateway Building. There were nine representatives from seven firms that signed in at the pre-bid conference. Fifteen individuals from various firms picked up the IFB package. The firms that obtained the package from Metro asked a total of 50 questions.

A total of two bids were received on the May 18, 2015 due date.

B. Evaluation of Bids

The lowest responsive and responsible bidder, AP Construction, Inc. was found to be in full compliance with the bid requirements and is subsequently recommended for award.

C. Cost/Price Analysis Explanation of Variances

The recommended price of \$5,526,018, inclusive of options, is determined to be fair and reasonable based on adequate price competition and comparison with Metro's Independent Cost Estimate. The recommended price is 11.3% lower than the only other Bidder and 40.6% lower than Metro's Independent Cost Estimate.

Bidder Name	Bid Amount
Icon West, Inc.	\$ 6,228,710
AP Construction, Inc.	\$ 5,526,018
Metro Estimate	\$ 9,308,829

D. Background on Recommended Contractor

AP Construction, Inc. is a family business located in Gardena, CA and was established in 1989. AP Construction, Inc. has completed similar projects for the United States Air Force, Army & Air Force Exchange Services. AP Construction Inc. has successfully completed multiple projects for LACMTA including C0949-Design Build of ATMs Computer Room Modifications, C1023-Division 1 and 3 Bus Washer Replacements, and C1090-Heater Upgrades at Division 3 and 7. Experience/Performance Questionnaires were completed to determine the past performance of AP Construction and all indicated that AP Construction, Inc. is a satisfactory contractor.

DEOD SUMMARY

PATSAOURAS BUS PLAZA PAVER RETROFIT/C1110

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Small Business Enterprise (SBE) goal for this solicitation. AP Construction, a SBE Prime, exceeded the goal by making a 76.73% SBE commitment.

Small Business Goal	20% SBE	Small Business Commitment	76.73% SBE
----------------------------	----------------	----------------------------------	-------------------

	DBE/SBE Subcontractors	% Committed
1	AP Construction, Inc. (SBE Prime)	67.29%
2	Robnett Electric	4.25%
3	VCA Engineering	3.26%
4	MCM Integrated Systems	1.93%
	Total Commitment	76.73%

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following hiring goals for select construction contracts over 2.5 million dollars:

Project Goals		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

C. Living Wage Service Contract Worker Policy

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

D. Prevailing Wage Applicability

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



Board Report

File #: 2015-1253, **File Type:** Budget

Agenda Number: 38.

**CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: THIRD PARTY ADMINISTRATION

ACTION: CITY OF LOS ANGELES FY16 ANNUAL WORK PLAN APPROVAL

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute annual expenditure budget plan for the **FY16 Annual Work Plan for the City of Los Angeles.**

ISSUE

During the design and construction phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan shall serve as a commitment from the agency for the reimbursement of services by City of Los Angeles reviewing jurisdictions for an estimated amount of services. Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects.

DISCUSSION

The action contained herein provides funding for the City of Los Angeles participation in the project within the limit of the current approved FY16 budget for Third Party Review. (See Attachment A)

Metro staff efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third party organization on a monthly basis to ensure that hours charged are appropriate
- E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding, which may be obligated and spent under this one year work plan of \$23,585,866 is included in the FY16 budget in each of the project budgets that will require services to be performed by the City of Los Angeles. See attachment "A". Since these are multi-year projects, the Project Managers will be responsible for budgeting future year costs.

IMPACT ON BUS AND RAIL OPERATING AND CAPITAL BUDGET

The funding for this Annual Work Plan will come from various sources of funds. See attachment "A". With the exception of major construction projects funded with specific grant funds, these funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because the primary beneficiary of the service is bus, rail and capital projects.

ALTERNATIVES CONSIDERED

The Board may reject the Recommendation and direct us to include this work under Construction Contracts. Unfortunately, this is not recommended because it will delay each of the projects.

NEXT STEPS

Upon MTA board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

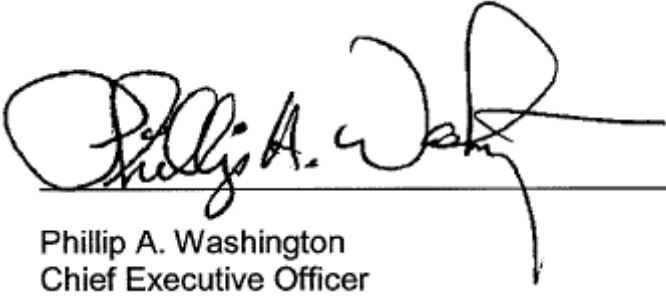
ATTACHMENTS

A. FY16 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Third Party Administration Director
(213) 922-7255

Reviewed by:

Bryan Pennington, Program Management (213) 922-7449



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY16 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW/LAX TRANSIT (#865512)

Source of Funds: Measure R 35%, TIFIA, CMAQ

Dept. of Transportation	\$2,307,411
Bureau of Engineering	\$1,400,000
Bureau of Street Lighting	\$594,604
Bureau of Street Services	\$432,979
Contract Administration	\$1,179,591
Bureau of Sanitation	\$34,603
Cross Coordination Support	\$426,420
General Services/Standard Divisions	\$191,227
Police Department/Safety	\$98,585
Subtotal:	\$6,665,420

REGIONAL CONNECTOR (#860228)

Source of Funds: Fed New Starts 5309, TIFIA, Prop 1B, CMAQ

Dept. of Transportation	\$2,740,198
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$517,702
Bureau of Street Services	\$248,530
Contract Administration	\$971,747
Bureau of Sanitation	\$74,134
Cross Coordination Support	\$298,531
Police Department/Safety	\$98,585
General Services	\$189,963
Subtotal:	\$6,139,390

WESTSIDE EXTENSION SECTION 1 (#865518)

Source of Funds: TIFIA, CMAQ, Fed New Start 5309, Measure R 35%

Dept. of Transportation	\$2,577,830
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$549,656
Bureau of Street Services	\$312,673
Bureau of Sanitation	\$77,539
Contract Administration	\$948,582
Cross Coordination Support	\$127,866
General Services/Standard Divisions	\$191,227
Police Department/Safety	\$36,970
Subtotal:	\$5,822,343

ATTACHMENT A (continued)

WESTSIDE EXTENSION SECTION 2 (#865522)

Source of Funds: Measure R 35%, Fed New Starts 5309

Dept. of Transportation	\$1,089,894
Bureau of Engineering	\$400,000
Bureau of Street Lighting	\$397,795
Bureau of Street Services	\$125,028
Bureau of Sanitation	\$77,539
Contract Administration	\$408,880
<hr/>	
Subtotal:	\$2,499,136

UNIVERSAL PEDESTRIAN BRIDGE (# 809382)

Source of Funds: Prop A 35%

Dept. of Transportation	\$55,362
Bureau of Engineering	\$100,000
Bureau of Street Services	\$11,280
Bureau of Street Lighting	\$28,553
Contract Administration	\$61,833
<hr/>	
Subtotal:	\$257,028

NORTH HOLLYWOOD WEST ENTRANCE (#204122)

Source of Funds: Fed Bus Capital, TE 1%, Local, Fed 5309 Bus

Dept. of Transportation	\$51,019
Bureau of Engineering	\$100,000
Bureau of Street Services	\$18,434
Bureau of Street Lighting	\$20,387
Contract Administration	\$61,854
<hr/>	
Subtotal:	\$251,694

MBL CANOPY REFURBISHMENTS (# 204071)

Source of Funds: Measure 2%

Dept. of Transportation	\$42,486
Bureau of Engineering	\$25,000
Bureau of Street Services	\$15,693
<hr/>	
Subtotal:	\$83,179

ATTACHMENT A (continued)

EASTSIDE GRADE CROSSING IMPROVEMENTS (#460202)

Source of Funds: Measure R 2%

Dept. of Transportation	\$40,731
Bureau of Engineering	\$25,000
Bureau of Street Services	\$19,605
Subtotal:	\$85,336

RAYMER TO BERSON DOUBLE TRACK (#460081)

Source of Funds: Measure R 3%, Prop 1B State

Dept. of Transportation	\$47,178
Bureau of Engineering	\$22,000
Bureau of Street Lighting	\$92,168
Subtotal:	\$161,346

BOB HOPE AIRPORT/HOLLYWOOD WAY STATION (#460090)

Source of Funds: Measure R 3%

Bureau of Street Services	\$12,169
Bureau of Engineering	\$10,000
Subtotal:	\$22,169

WASHINGTON SIDING (#800113)

Source of Funds: Metro EXPO I Transfer, Prop C 25%

Bureau of Engineering	\$200,000
Subtotal:	\$200,000

RED LIGHT ENFORCEMENT RETO-FIT (#306006)

Source of Funds: Local Prop A and C, Fare Revenues

Dept. of Transportation	\$210,000
Bureau of Engineering	\$103,825
Subtotal:	\$313,825

ATTACHMENT A (continued)

FIRE/LIFE/SAFETY

Source of Funds: Various

Fire Dept.	\$550,000
Subtotal:	\$550,000

PATSAOURAS PLAZA (#202317)

Source of Funds: Federal-Sect 5308, Local (Prop A and C)

Bureau of Engineering	\$105,000
Subtotal:	\$105,000

METRO SUNDWALLS #11 (#460324)

Source of Funds: Measure R 20%

Bureau of Engineering	\$150,000
Subtotal:	\$150,000

CONTINGENCY BUDGET to accommodate the following projects, at Metro's discretion, for support services related to PE level type work:

VAN NUYS PLATFORM	\$20,000
SCRIP	\$20,000
DORAN STREET GRADE CROSSING	\$20,000
EXPRESS LANES	\$20,000
MBL PEDESTRIAN/SWING GATES (#205104)	\$100,000

VARIOUS PROJECTS IN ENVIRONMENTAL STAGE

Source of Funds: Measure R 35% federal grant, local, Administrative Funding

GREEN LINE LAX EXTENSION (#460303)	\$50,000
EAST SFV N-S BUS RAPIDWAY (#465521)	\$50,000
Subtotal:	\$280,000

GRAND TOTAL: **\$23,585,866**

TOTAL FY16 BUDGET: **\$23,585,866**



Board Report

File #: 2015-1224, **File Type:** Program

Agenda Number: 44.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVING nominees for membership on Metro’s San Gabriel Valley, South Bay, and Westside Central Service Councils.

ISSUE

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

DISCUSSION

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

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
SGV	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
SFV	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated or re-nominated to serve by their respective Council’s appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for new nominees is provided along with the nomination letter(s) from the nominating authorities for all

nominees:

- A. Ben Wong, San Gabriel Valley Service Council, New Appointment
Nominated by: First District Supervisor Hilda L. Solis
Term Ending: June 30, 2018

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of five (5) White members, one (1) Hispanic member, two (2) Asian members, and one (1) Native/Other member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be nine (9) men and zero (0) women.

- A. Paula Faust, South Bay Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2016

The demographic makeup of the South Bay Service Council with the appointment of this nominee will consist of six (6) White members, one (1) Hispanic member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

- A. Martha Eros, Westside Central Service Council, New Appointment
Nominated by: Westside Cities Council of Governments
Term Ending: June 30, 2018

- A. Jeremiah LaRose, Westside Central Service Council, New Appointment
Nominated by: Third District Supervisor Sheila Kuehl
Term Ending: June 30, 2017

The demographic makeup of the Westside Central Service Council with the appointment of these nominees will consist of two (2) Hispanic members, four (4) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

There is one (1) vacant Service Council seat on the San Fernando Valley Service Council for which no nomination has been received. Staff will continue to work closely with the Office of Los Angeles Mayor Eric Garcetti, the nominating authority, to identify candidates for the vacant position. Staff will also continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

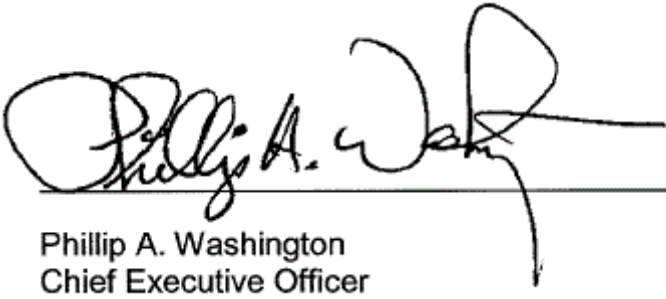
Attachment A - New Appointees Biographies and Listing of Qualifications

Attachment B - Appointing Authority Nomination Letters

Prepared by: Jon Hillmer, Executive Officer of Service Development, Scheduling & Analysis,
(213) 922-6972

Questions: Christopher Reyes, Transportation Planning Manager III, Operations, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Ben Wong, Nominee for San Gabriel Valley Service Council



Ben Wong, former Mayor and three-term West Covina Councilmember, was recently appointed to the City Council to fill a vacancy until the November general election. Ben was first elected to the City Council on April 14, 1992, and was reelected to his second and third terms. A 57-year West Covina resident, Mr. Wong is the past president of the West Covina Chamber of Commerce and Executive Board president of Foothill Transit. He has also served on the boards of directors of numerous community and nonprofit organizations including West Covina Lions Club, Citrus Valley Medical Center Foundation, Mt. San Antonio College Foundation, San Gabriel Valley Economic Partnership, CAUSE (Center for Asian Americans United for Self-Empowerment), and the Institute for Local Government.

Mr. Wong currently works as a Local Public Affairs Region Manager with Southern California Edison, responsible for the utility's governmental and community relations with cities in the East San Gabriel Valley. His past experience includes: Regional Public Affairs Manager for the League of California Cities (2006 – 2007), Executive Director of the League of California Cities' Los Angeles County Division (2007-2010), and Assistant to California Board of Equalization Member John Chiang (2001-2006). For more than 20 years before that, Ben managed The Great Wall Restaurant, a West Covina family-owned business founded by Ben's immigrant parents in 1955. Mr. Wong is a graduate of Covina High School, and holds a Bachelor of Science degree in Biology and a Doctorate in Biochemistry from the University of Southern California (USC).

Paula Faust, Nominee for South Bay Service Council



Paula Faust has served as the Deputy Director of G-Trans, the City of Gardena's Municipal Bus Lines since 2010. Her responsibilities in that role include development and oversight of the Department's capital program, procurement and contract administration, scheduling and service development, and fare policy and agreements. Ms. Faust's career in transportation began with Montebello Bus Lines, where she served as Administration Division Manager. She then went on to work for Los Angeles County Metro as an Administration and Financial Services Manager for the San Gabriel Valley Sector. Ms. Faust

holds a Bachelor of Arts degree in Political Science and a Master of Public Administration from Cal State Long Beach.

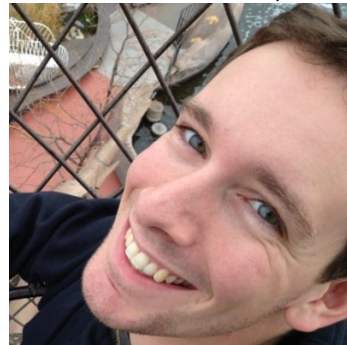
Martha Eros, Nominee for Westside Central Service Council



Martha Eros has worked with the City of Beverly Hills as a Transportation Planner since 2008. Her duties in that role include bicycle planning, local and regional transportation planning including Capital Assets projects and bus stop amenities, and management of the City’s senior transit program. Prior to her employment with the City of Beverly Hills, Ms. Eros served as a Transportation Officer with the City of Arcadia from 2001-2007. Ms. Eros began her career in transportation as an Administrative Analyst with LACMTA, serving in that role from 1999-2001. Ms. Eros holds a Master of Public Administration as well as an urban

Executive Management Graduate Certificate from Cal State Long Beach.

Jeremiah LaRose, Nominee for Westside Central Service Council



Jeremiah LaRose recently completed a Masters in Transportation Policy and Planning at UCLA’s Luskin School of Public Affairs and is currently employed as a Transit and Transportation Consultant Fehr & Peers. Mr. LaRose began his career in transit at the University of New Hampshire as a Student Transit Coordinator. He also worked as a Manager of Operations and Planning for the Cooperative Alliance for Seacoast Transportation (COAST). Mr. LaRose is a regular user of public transportation and also holds a Bachelor of Arts degree in Music Teacher Education, with emphasis in

technical writing, literature, and German.

APPOINTING AUTHORITY NOMINATION LETTERS



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

856 Kenneth Hahn Hall of Administration / Los Angeles, CA 90012
Phone: (213) 974 - 4111 / Fax: (213) 613 - 1739

Friday, July 17, 2015

Jon Hillmer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: San Gabriel Valley Service Council Appointment

Dear Mr. Hillmer,

It is my understanding that the San Gabriel Valley Service Council reserves one appointment for the First District of Los Angeles County.

I therefore invoke my authority to appoint West Covina Councilmember, Ben Wong as the First District appointee to the San Gabriel Valley Service Council. You may contact him directly to request all necessary documentation.

Ben Wong
Ben.Wong@sce.com
(626) 476-0363 (cell)

Given his experience in the San Gabriel Valley, Mr. Wong offers a wealth of knowledge and a balanced approach to achieve regional transportation goals. I have full confidence in his ability to represent the First District. Many thanks in advance.

Sincerely,

A handwritten signature in cursive script that reads "Hilda L. Solis".

Hilda L. Solis
District One Supervisor
Los Angeles County



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

20285 Western Avenue, Suite 100
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

July 28, 2015

The Honorable Mark Ridley-Thomas, Chair
Members of the Metro Board of Directors
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously, and with this letter we are submitting a nominee to fill the seat that has been vacated by the retirement of G-Trans Transit Manager, Jack Gabig.

Recommended to continue to represent the South Bay Municipal Operators after receiving the approval of the SBCCOG Board of Directors at the meeting of July 23, 2015, is Paula Faust, G-Trans Deputy Transit Manager. This appointment is until July, 2016.

We request that you agendize this appointment as soon as possible so that Ms. Faust may be seated by September, 2015.

Please notify us when the appointment is confirmed, or if you have any questions. Thank you.

Sincerely,

Jim Gazeley
Chair, South Bay Cities Council of Governments
Mayor Pro Tem, City of Lomita

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



Date: July 16, 2015

To: Gary Spivack
Deputy Executive Officer, Metro

From: Cecilia Estolano and Katherine Perez-Estolano
Co-Executive Directors, WSCCOG

CC: Eric Geier, Community Relations Manager, Metro
Mike Bohlke, Transportation Deputy to Metro Board Director James Butts
Martha Eros, Transportation Planner, City of Beverly Hills
Winnie Fong, Project Director, WSCCOG

Subject: Westside Cities COG Appointment to the Metro Westside/Central Service Council

In May 2015, the Westside Cities Council of Governments (WSCCOG) received a request from Metro to a replacement nomination to fill the vacancy created by Art Ida's resignation. On May 21, 2015, the WSCCOG Board nominated Aaron Kunz from the City of Beverly Hills to fill the vacancy of one of the three WSCCOG appointed positions on the Westside/Central Service Council for a 3-year term from July 1, 2015 to June 30, 2018.

In late May, Mr. Kunz had notified WSCCOG staff that he is unable to serve on the council and recommended Martha Eros, Transportation Planner for the City of Beverly Hills to serve as the nominee for the position. WSCCOG recommends Ms. Eros as she holds 15 years of experience in the public transportation. Ms. Eros' current role in transportation for the City of Beverly Hills includes managing the senior transit program, planning for the Purple Line Extension, rolling out the city's bikeshare pilot program, and managing local transportation sales tax funding. Her previous experience also included working for the City of Arcadia's department of transportation and Metro's Transit Operations Division.

On July 16, 2015, the WSCCOG Board voted to approve Ms. Eros' nomination. If approved by the Metro Board, Ms. Eros will join the current WSCCOG appointees on the Westside/Central Service Council Perri Sloane Goodman from City of West Hollywood and David Feinberg from Santa Monica Big Blue Bus. Her term will begin effective immediately and end on June 30, 2018. Please accept this nomination on behalf of the WSCCOG Board. Ms. Eros can be reached by email at meros@beverlyhills.org. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Winnie Fong at winnie@elpadvisors.com or at (213) 612-4545.



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

621 KENNETH HAHN HALL OF ADMINISTRATION • LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-3100 Fax: 213-525-7362 Sheila@bos.lacounty.gov

SHEILA KUEHL
SUPERVISOR, THIRD DISTRICT

August 21, 2015

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack,

On behalf of Third District, I hereby submit the nomination of Jeremiah Larose to serve as the Third District representative on the Westside Central Service Council for the term of July 1, 2014 - June 30, 2017.

Please let me know if you need any additional information. Thank you for your consideration.

Sincerely,


SHEILA KUEHL
Supervisor, Third District

MM:bc



Board Report

File #: 2015-1265, **File Type:** Contract

Agenda Number: 47.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: PRIVATE SECURITY CONTRACTOR SERVICES

**ACTION: APPROVE CANCELLATION OF PRIVATE SECURITY SERVICES IFB AND
APPROVE CONTRACT MODIFICATION**

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to:

- A. **cancel the Private Security Services Invitation for Bid PS-14199;**

- B. execute Contract Modification No. 16 to **extend Contract No. PS26102156 with RMI International, Inc. for up to 12 months** (October 1, 2015-September 30, 2016) in an amount not to exceed \$8,119,674, thereby increasing the total contract value from \$37,938,383 to \$46,058,057; and

- C. amend the FY16 Budget for System Security and Law Enforcement in the amount of \$3,019,674.

ISSUE

Metro’s Board adopted a Security Policy which identifies security as an integral element of Metro’s overall operations. This policy is designed to provide the highest quality, most cost-effective, transit community-based security program possible. From this Security Policy, the Systems Security and Law Enforcement Department established their mission statement: “To provide the highest level of customer service by dedicating ourselves to the safety and security of the Metro community”. The overall Metro Security Program consists of three main elements to support this mission:

- 1. Contract Security Guard (RMI International Inc.)
- 2. In-House Metro Security (Transit Security)
- 3. Contract Law Enforcement (Los Angeles County Sheriff’s Department)

DISCUSSION

The contracted security guard component is designed and deployed as a fully integrated and mutually supportive part of the overall security program by providing dedicated fixed-post security protections to Metro properties, including employee parking facilities, Metro Rail and Metro Bus System parking lots, Metro support facilities, and for short-term assignments and special security operations, as necessary. Security guard services are deployed at Metro facilities and properties based on our analysis of overall risks, vulnerability assessments, area crime rates, configuration of facilities, and special identified needs. Consistent with financial constraints, not all Metro facilities are allocated security guard services. The security guard deployments are assigned by in-house Metro Security management to achieve the highest possible level of cost effectiveness.

Metro in-house Transit Security secure the Union Station Complex, support revenue protections and station closures; and for contract law enforcement to focus on "Quality of Life" crimes such as graffiti, fare evasion, vandalism, and disorderly conduct on or near the transit system.

Background

In August 2013, Metro began the procurement process in order to request a new contract award for security guard services to begin July 1, 2014.

In June 2014, Metro submitted the proposed contract award for Board approval. At the time, the Systems Safety and Operations Committee recommended a 60-day extension to the existing private security contract, deferring new award contract recommendation until that time. During the June 19, 2014 Board meeting, the approved extension was changed from 60 to 90 days due to no Board meeting being held in August 2014.

At the September 18, 2014 System Safety and Operations Committee, the Board approved a 90 day extension to the existing private security contract for the period of October 1, 2014 through January 31, 2015. In January 2015, the CEO authorized a two-month extension for the period covering February 1, 2015 through March 31, 2015.

At the March 19, 2015 System Safety, Security and Operations Committee, the contract was extended April 1, 2015 through September 30, 2015 to address the following:

- In April 24, 2014, the Board approved the Living Wage and Service Contract Worker Retention Policy. Due to Metro's adoption of Living Wage and Service Contract Worker Retention Policy Applicability as of July 1, 2014, Metro, under the CEO authority, extended the current contract in order to ensure compliance of the policy on the new multi-year contract going forward. Each of the qualified firms was provided the opportunity to resubmit their Best-And-Final Offer (BAFO) in accordance to the Living Wage and Service Contract Worker Retention Policy. Staff received all final BAFOs and per the RFP terms, PS2610-3117 Living Wage and Service Contract Worker Retention BAFO price proposals were valid for 180 days from November 24, 2014.

- On February 10, 2015, Bazillio Cobb Associates (BCA) was retained by Metro to evaluate the proposed transit community policing models and provide Metro with recommendations to return to the Board for further discussion leading into the new Transit Community Policing contract.
- The BCA audits recommendation was for Metro to use the current model without specifics to the deployment level. As a result, the project manager for the private security contract reevaluated the private security deployment and adjusted based on the current needs.
- At the March 19, 2015 System Safety, Security and Operations Committee Meeting, staff requested the current private security procurement, Request for Proposals (RFP) PS2610-3117, be cancelled to incorporate these findings. Staff instead moved forward with an IFB because there were already qualified, viable firms, and an IFB was a more streamlined procurement method.

Due to the need for staff to review the BCA recommendations before developing a comprehensive security and law enforcement deployment plan, staff requests to cancel IFB PS-14199 and authorization to prepare a new Security Services RFP after the BCA recommendations have been reviewed.

DETERMINATION OF SAFETY IMPACT

The extension of this contract will provide a positive impact on the safety of our employees and patrons by deterring crimes on properties and facilities throughout our service area, including employee parking facilities, Metro Rail and Bus System parking lots, and supportive facilities.

FINANCIAL IMPACT

In FY16, Cost Center 2610 System Security and Law Enforcement was budgeted for \$5,100,000 for Private Security Contract Services. Funding in the amount of \$3,019,674 for executing this contract modification will amend and be added to the FY 16 budget in cost center 2610, System Security and Law Enforcement under multiple bus and rail projects, 50320-Contract Services.

Impact to Budget

The source of funds for contract Transit Community Policing Services is from Enterprise Fund revenues (fares, sales tax revenues, and TDA4). No other sources of funds were considered for these expenses because this is the appropriate fund source for activities that benefit bus and rail operations. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the program will be responsible for budgeting in future years.

ALTERNATIVES CONSIDERED

Staff considered the following alternatives:

- Complete the current private security IFB and return to the Board for contract award. This option is not recommended because staff would like to incorporate the recommendations from the current policing model study from the Office of the Inspector General. The recommendations from this study will have a financial impact to the private security contract by directly impacting the deployment level.
- Utilize in-house Security staff to perform these functions. Staff analyzed this option and does not recommend it. Although minor savings would be achieved in the first year, the costs would be higher in the following years due to step increases structured into the Teamsters contract. Additionally, the skill level required for most of the work assigned to the private security contractor staff does not warrant assignment of our well trained and higher level Metro Security Officers.
- Utilize contracted law enforcement to perform these functions. Staff does not recommend this alternative because the skill level required does not warrant sworn peace officers and their substantially higher costs.

NEXT STEPS

Metro staff will craft a new RFP after the BCA recommendations have been reviewed. BCA is expected to complete their review by the end of 2015.

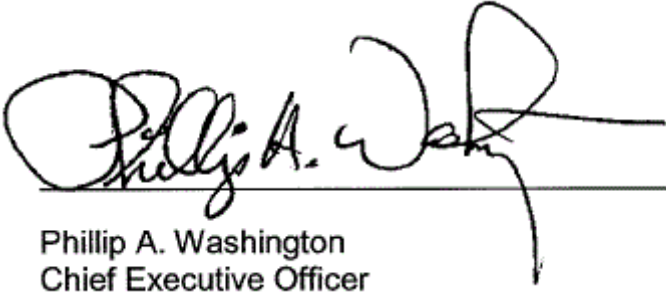
Metro staff will continue to work with the private security contractor to ensure dedicated fixed-post security protections to Metro properties.

ATTACHMENTS

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

Prepared by: Alex Wiggins, EO System Security and Law Enforcement, (213) 922-4433
Duane Martin, DEO, Project Management, (213) 922-7460

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PRIVATE SECURITY CONTRACTOR SERVICES/PS26102156

1.	Contract Number: PS26102156		
2.	Contractor: RMI International Inc.		
3.	Mod. Work Description: 12-month contract extension		
4.	Contract Work Description: Private Security Contractor Services		
5.	The following data is current as of: 08/26/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/01/08	Contract Award Amount: \$24,363,136
	Notice to Proceed (NTP):	09/01/08	Total of Modifications Approved: \$13,575,247
	Original Complete Date:	08/31/11	Pending Modifications (including this action): \$8,119,674
	Current Est. Complete Date:	09/30/15	Current Contract Value (with this action): \$46,058,057
7.	Contract Administrator: James Nolan		Telephone Number: (213) 922-7312
8.	Project Manager: Duane Martin		Telephone Number: (213) 922-7460

A. Procurement Background

This Board Action is to approve Modification No. 16 issued to RMI International Inc. in support of Private Security Contractor Services for Metro properties and facilities.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Unit Price.

A five-year firm fixed unit rate contract, Contract No. PS26102156, was awarded to RMI International for private security contractor services in an amount not-to-exceed \$24,363,136, inclusive of two, one-year options effective September 1, 2008.

Several contract modifications have been executed under the authority of Chief Executive Officer and/or Metro Board authority.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition and price analysis. The rates that were bid by RMI International for IFB PS14199 were determined fair and reasonable in that competitive process and will be included in this recommended contract modification to charge Metro during the extension period..

Proposed Amount	Metro ICE	Negotiated Amount
\$8,119,674	\$9,000,000	\$8,119,674

C. Small Business Participation

RMI International, Inc. made a 30.50% Small Business Enterprise (SBE) commitment by listing one SBE subcontractor. RMI international, Inc. is exceeding their SBE commitment with a current SBE participation of 30.90%

SMALL BUSINESS COMMITMENT	30.50% SBE	SMALL BUSINESS PARTICIPATION	30.90% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Security America, Inc.	30.50%	30.90%
	Total	30.50%	30.90%

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

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

PRIVATE SECURITY CONTRACTOR SERVICES/PS26102156

Mod. No.	Original Contract (inclusive of options)	09/01/08	\$24,363,136
1.	Added overtime rates and six paid holidays.	09/15/11	\$0.00
2.	Clarifications on compensation payment schedule and as-needed additional security officers.	06/4/10	\$0.00
3.	Exercised 1st Option Year effective September 1, 2011 through September 1, 2012.	09/01/11	\$0.00
4.	Exercised 2nd Option Year effective September 1, 2012 through September 1, 2013.	09/01/12	\$0.00
5.	Extended contract term through December 31, 2013.	08/28/13	\$0.00
6.	Extended contract term through February 28, 2014 and added funding.	11/05/13	\$500,000
7.	Extended contract term through March 31, 2014 and added funding.	12/26/13	\$500,000
8.	Added funding to contract.	01/13/14	\$500,000
9.	Added funding to contract.	01/31/14	\$500,000
10.	Added funding to contract.	02/07/14	\$436,314
11.	Extended contract term through June 30, 2014 and added funding.	03/17/14	\$1,608,933
12.	Extended contract term through September 30, 2014 and added funding.	06/26/14	\$2,670,000
13.	Extended contract term through January 31, 2015 and added funding.	09/26/14	\$3,560,000

14.	Extended contract term through March 31, 2015.	12/15/14	\$0.00
15.	Extended contract term through September 30, 2015 and added funding.	03/26/15	\$3,300,000
16.	Extend contract term through September 30, 2016 and add funding	Pending	\$8,119,674
	Total Contract Value		\$46,058,057

**Board Report**

File #: 2015-1166, **File Type:** Contract

Agenda Number: 48.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute Modification No. 8 to Contract OP30002227 for **Uniform Rental services with Prudential Overall Supply** in the amount of \$780,000 increasing the contract value from \$3,735,029 to \$4,515,029. This modification also extends the period of performance through June 30, 2016.

This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats.

ISSUE

Per the current ATU and TCU Collective Bargaining units' agreements, Metro is required to provide each of the units' employees up to 11 uniforms per employee, as well as provide laundry services for such regulation uniforms.

The existing uniform rental services Contract OP30002227 with Prudential Overall Supply will expire on November 30, 2015. However, in March 2015, the scope of work was expanded to include 146 additional Metro represented labor employees to receive flame resistant (FR) garments to ensure compliance with safety requirements. Therefore, there are insufficient funds remaining within the current contract and additional funding is required to continue providing the necessary uniforms.

Although procurement actions were initiated months ago to replace the current contract and award a new contract, a single proposal was received that did not meet Metro's DBE goal or good faith efforts, and living wage requirements. Therefore, the proposal was deemed technically unacceptable and the procurement was cancelled. Considering the type of service being provided, a new modified solicitation is being issued in the near term in an effort to increase competition and attract more companies to do business with Metro.

To avoid uniform rental service interruption, a contract modification is required to extend the period of performance and increase contract expenditure authority while the new procurement processes are completed.

DISCUSSION

Beginning April 2011, 91 Metro represented labor employees were issued FR garments, as well as additional towels and mats were added to this contract. As of February 2013, the Metro uniform program location list was modified to add Metro's Expo Phase I Line and provide uniform rental services to Metro's represented labor employees supporting work along the Expo Line. Furthermore, as of March 2015, an additional 146 Metro represented labor employees were issued FR garments. These actions were taken to ensure compliance with safety requirements and provide a safe and clean working environment to Metro employees and the public.

Currently under this contract, uniform rental services are provided to over 2,300 Metro represented labor employees, as well as providing vehicle seat covers and laundry services for hand towels and floor mats.

To avoid service interruptions, continue providing the necessary uniform rental program and services, and allow sufficient time to perform all necessary administrative processes associated with contract closeout and changeover, a contract modification is required to extend the period of performance through June 30, 2016 and increase contract expenditure authority while all related procurement actions are completed.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro represented labor employees and continue delivering safe, quality, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$780,000 for this contract is included in the F16 budget in multiple maintenance cost centers, account - 50215 (F/B Uniforms), projects 306002 (Bus Operations), 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), 301012 (Orange Line Operations), and 300066 (Expo Line).

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from Federal, State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities. This activity is part of Metro's on-going maintenance costs.

ALTERNATIVES CONSIDERED

Staff considered purchasing uniforms, hand towels, mats, and vehicle seat covers, along with providing in-house laundry services. 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 this is not a cost-effective option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 8 with Prudential Overall Supply under the current Contract OP30002227 to continue providing uniform rental and laundry program services until the replacement contract begins.

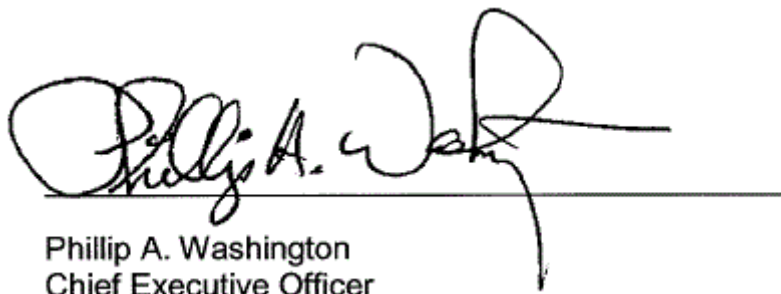
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Log

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

Questions: Christopher Reyes, Transportation Planning Manager III,
Operations (213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES/OP30002227

1.	Contract Number: OP30002227		
2.	Contractor: Prudential Overall Supply		
3.	Mod. Work Description: Additional Funding and Extend the Period of Performance		
4.	Contract Work Description: Uniform Rental Services		
5.	The following data is current as of: August 5, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	11/19/08	Contract Award Amount: \$2,538,329
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$1,196,700
	Original Complete Date:	11/30/15	Pending Modifications (including this action): \$780,000
	Current Est. Complete Date:	6/30/16	Current Contract Value (with this action): \$4,515,029
7.	Contract Administrator: Rommel Hilario		Telephone Number: 213-922-4654
8.	Project Manager: Matthew Rubi		Telephone Number: 213-922-6773

A. Procurement Background

This Board Action is to approve Modification No. 8 to Contract OP30002227 for Uniform Rental Services with Prudential Overall Supply in the amount of \$780,000 increasing the contract value from \$3,735,029 to \$4,515,029. This modification also extends the period of performance through June 30, 2016. In addition to providing on-going uniform rental services, the contract provides laundry services for uniforms, hand towels and floor mats.

A total of seven modifications have been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

The purpose of this modification is to allow staff sufficient time to issue another solicitation, as the most recent procurement did not result in an award recommendation, as detailed below.

Actions to competitively procure a new contract for Uniform Rental Services began on April 16, 2015 with the release of a Request for Proposal (RFP) – Best Value

Technical Trade-off, which was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is Firm Fixed Unit Rate.

The RFP was released on April 16, 2015, as full and open public competition for services.

The Diversity & Economic Opportunity Department (DEOD) recommended an 8% goal for this solicitation, consisting of a 5% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal. The submission of SBE and DVBE commitments meeting the goals or Good Faith Efforts was a condition of contract award.

A pre-proposal conference was held on April 29, 2015, and was attended by eight participants representing three firms. There were 10 firms that downloaded the RFP and were included on Metro's planholders' list.

One proposal, submitted by Prudential Overall Supply (the incumbent), was received on June 15, 2015. Metro staff determined that the proposal from Prudential Overall Supply did not meet the SBE/DVBE and Living Wage requirements set forth in the RFP. Subsequently, on June 29, 2015, the proposal was deemed non-responsive and the procurement was cancelled.

Since Metro did not receive a responsive proposal, staff conducted a market survey of planholders to determine why there were no other proposers. The following is a summary of the market survey:

1. Potential proposer could not meet the SBE goal requirement. The proposer chose the non-SBE subcontractors that can handle the volume for the project. In addition, the proposer could not claim to be 100% in compliance with the Living Wage requirement.
2. Potential proposer felt that it was not in its financial best interest to submit a proposal.

Based on the market survey, Metro staff will reprocur the Uniform Rental Services program, modifying the solicitation in an effort to increase competition and attract more companies to do business with Metro.

B. Cost/Price Analysis

The extension pricing has been determined to be fair and reasonable. The rates offered for the extension are the existing fixed unit rates in the contract that were determined fair and reasonable as a result of the competitive procurement completed in 2008 with total of four firms submitting responsive bids and Prudential Overall Supply bid the lowest rates.

	PROPOSAL AMOUNT	METRO ICE	METRO NEGOTIATED AMT
1	\$780,000	\$780,000	\$780,000

C. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) for this contract. Laundry and dry cleaning services were listed as part of the scope of work; however, there are no DBE certified firms under the NAICS code 812320 Dry Cleaning and Laundry Services. The contract was awarded under Metro's race neutral DBE Program; Prudential Overall Supply did not make a DBE commitment. In August 2015, DEOD verified that there are currently no DBE firms identified under NAICS code 812320.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIFORM RENTAL SERVICES/OP30002227

Mod. No.	Original Contract	11/19/08	\$2,538,329
1	Revised SOW – Added uniform items	12/17/08	\$0
2	Administrative Change	12/18/08	\$0
3	Revised SOW – Added uniform items	4/14/11	\$144,991
4	Revised SOW – Added uniform items	5/11/11	\$68,498
5	Revised SOW – Added uniform items	2/1/13	\$13,033
6	Pay Delinquent Invoices	8/30/14	\$120,178
7	Period of Performance Extension	11/14/14	\$850,000
8	Period of Performance Extension	PENDING	\$780,000
	Total:		\$4,515,029

**Board Report**

File #: 2015-1226, **File Type:** Contract**Agenda Number:** 50.

**SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015****SUBJECT: ATMS COUNTYWIDE BUS SIGNAL PRIORITY IMPLEMENTATION****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award a sole source firm fixed price Contract No. PS92403277 to **Xerox Transport Solutions, Inc. for the integration of a Countywide Signal Priority (CSP) software module into Metro's Advanced Transportation Management System (ATMS)** for an amount of \$952,000.

ISSUE

In 1998, Metro initiated the Countywide Bus Signal Priority Pilot Project as part of an effort to design, develop, implement, and evaluate a multi-jurisdictional bus signal priority system as well as develop countywide signal priority guidelines for Los Angeles County. The CSP Pilot Project was a collaborative effort bringing together multiple jurisdictions and transit operators that resulted in the development of a wireless signal priority standard for Los Angeles County.

In 2005, Metro embarked on the Countywide Metro Rapid Signal Priority Expansion Project. This was a follow-up to the previous successful demonstration pilot and the first phase of an expansion effort to implement signal priority on seven Metro Rapid corridors traversing through 24 jurisdictions. In accordance with the Metro Rapid Five-Year Implementation Plan, the first phase focused on providing bus signal priority for four Metro Rapid corridors including, Pacific-Long Beach, Soto, Hawthorne, and Florence. In 2008, Metro initiated work on the second phase of the Countywide Metro Rapid Signal Priority Expansion Project to implement signal priority along the Manchester, Garvey-Chavez and Atlantic Metro Rapid corridors. Additional communication enhancements for Metro fleet operations have taken place as part of that phase.

Currently, on-bus technology is implemented utilizing a third-party vendor and requires dedicated fleet assignments. With the continuous changing fleet environment, this becomes a growing challenge to maintain for both bus operations and CSP deployments. The wireless standards deployed at the inception of the system specified similar communications protocol as the current proprietary ATMS system. Metro's ATMS computer system is the core system used to manage Metro's bus fleet. The ATMS system incorporates automated vehicle location (AVL), automated passenger counting (APC), automated voice annunciation (AVA) and interfaces with the various fleet

video, fare payment and headsign systems to better manage the overall effectiveness of the fleet on a 365/24/7 basis. Adding the recommended countywide signal priority module to the current ATMS suite of functionality allows the existing infrastructure to be leveraged in a way that no new additional hardware is needed to implement the signal priority solution, although it does require this sole source contract to be executed. Additionally, since Metro's ATMS system is already used countywide, this new software module will similarly be able to provide a one-size-fits-all solution for all of the various cities within the County that support the signal priority concept on Metro's fleet.

Status

Metro has partnered with various agencies throughout the county to deploy street infrastructure for communication. CSP infrastructures have been deployed on the following corridors:

- Crenshaw (Los Angeles, Inglewood, LA County, Gardena, & Hawthorne)
- Pacific-Long Beach (LA County, Huntington Park, South Gate, & Lynwood)
- Florence (LA County, Inglewood, Huntington Park, Bell, & Bell Gardens)
- Soto (LA County, Vernon, Huntington Park, South Gate, & Lynwood)
- Hawthorne (LA County, Inglewood & Lawndale)
- Manchester (LA County, Inglewood, & South Gate)
- Garvey-Chavez (LA County, Monterey Park, Rosemead, South El Monte, & El Monte)
- Atlantic (LA County, Alhambra, Bell, Compton, Cudahy, Long Beach, Lynwood, Maywood, Monterey Park, Pasadena, South Gate, South Pasadena, & Vernon)

DISCUSSION

The countywide signal priority solution requires a coordinated effort with the various cities throughout Los Angeles County. A general operational description of the signal priority solution is summarized below:

1. A Metro vehicle operating along a rapid line approaches a given intersection within a city boundary.
2. A pre-existing agreement between Metro and the "City" establishes the conditions under which the City would allow a given signal timing event (green light) to be extended to allow a Metro bus to obtain priority and proceed through the intersection. If a bus is early and/or on-time, or if a bus is not a rapid bus, or other special circumstances (e.g. pre-empted emergency vehicles), then the City would not trigger a change to the signal timing to allow priority.
3. Each City within the Rapid lines would have an agreement in place for signal priority. The intent is to establish a uniform set of conditions for countywide signal priority, but there may be some differences to account for certain infrastructure variations.
4. Each Rapid vehicle operating within the City would be processed under the same conditions to assess priority. Day of week, time of day, special events, maintenance periods and related variables would all be part of the decision conditions for allowing priority.

DETERMINATION OF SAFETY IMPACT

The countywide signal priority software helps to improve the efficiency and effectiveness of transit service along Metro's rapid lines. There is no specific safety related impact and/or improvement in the implementation of this software module.

FINANCIAL IMPACT

The funding for this project is budgeted under cost center 9210, Information Management - Transit Applications, Capital Project 207136, Countywide Signal Priority, account 50320 - Contracted Services. This capital project was approved and is funded by federal grant funds. Since this is a multi-year project, the project manager and the Chief Information Officer will be responsible for budgeting costs in future years.

Impact to Budget

The funding for this action will come from grant funds earmarked for signal priority. No other sources of funding were considered for this activity since the project is 100% funded with dedicated grant funds which are not available or eligible for general bus and rail operating and/or capital projects. This project will not impact on-going operating expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not award or to postpone awarding this contract. However, this is not recommended as the proposed capital project LOP is fully grant funded and addresses a customer service improvement goal which, when fully operational, has the potential to improve service times across all rapid lines throughout the County of Los Angeles.

NEXT STEPS

Upon approval by the Board, staff will move forward with awarding the new contract.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Al Martinez, Director, IT Transit Application (213) 922-2956

Reviewed by:

David C. Edwards, Chief Information Officer, (213) 922-5510

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ATMS COUNTYWIDE BUS SIGNAL PRIORITY IMPLEMENTATION

1.	Contract Number: PS92403277	
2.	Recommended Vendor: Xerox Transport Solutions, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 15, 2015	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: January 23, 2015	
	E. Pre-Qualification Completed: June 29, 2015	
	F. Conflict of Interest Form Submitted to Ethics: January 23, 2015	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Mark Lu	Telephone Number: (213) 922-4689
7.	Project Manager: Al Martinez	Telephone Number: (213) 922-2956

A. Procurement Background

This Board Action is to approve Contract No. PS92403277 for the integration of a Countywide Bus Signal Priority solution with Metro's Advanced Transportation Management System (ATMS). On January 15, 2015, Metro issued a non-competitive solicitation to Xerox Transport Solutions Inc. (Xerox) because Xerox is the original equipment manufacturer (OEM) of its proprietary ATMS system. Metro received the proposal on January 23, 2015.

The RFP was issued in accordance with Metro's Acquisition Policy. The contract type is a Firm Fixed Price.

B. Evaluation of Proposals/Bids

A Proposal Evaluation team (PET) consisting of staff from Metro's Information Technology Services (ITS) and Highway Planning departments conducted a comprehensive technical evaluation of the proposal received from Xerox.

C. Cost/Price Analysis

The Contractor’s price proposal was evaluated in compliance with Metro’s Acquisition Policy. The proposed price was determined to be fair and reasonable based on price analysis, technical evaluation, and negotiations. The Contractor demonstrated that the rate on which the firm fixed price was prepared and offered to Metro is the same rate offered to other government agencies. In addition, during negotiations, the statement of work was modified and clarified, which resulted in a significantly reduced price from the original price proposed.

	Bidder/Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Xerox	\$1,721,540	\$1,118,000	\$952,000

D. Background on Recommended Contractor

Xerox is the OEM of Metro’s ATMS. Metro’s ITS and Operations departments have used ATMS to manage Metro bus fleet operation and maintenance activities since 2005.

Metro’s ATMS computer system is the core system used to dispatch and manage Metro’s bus fleet from the Bus Operations Center. The ATMS system incorporates automated vehicle location , automated passenger counting , automated voice annunciation and interfaces with the various fleet video, fare payment and headsign systems to better manage the overall effectiveness of the fleet on a 365/24/7 basis.

Xerox has provided satisfactory transportation related services to Metro for nearly 20 years, including the ATMS project and Photo Enforcement services.

In the last five years, Xerox has also provided the Bus Signal Priority upgrade services to other transit agencies including: Foothill Transit in San Gabriel Valley and San Diego Metropolitan Transit System in California; Capital Metropolitan Transportation Authority in Austin, Texas; Hillsborough Area Regional Transit in Tampa, Florida; and Montgomery County Department of Transportation in Maryland.

DEOD SUMMARY

ATMS COUNTYWIDE BUS SIGNAL PRIORITY IMPLEMENTATION

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Race Conscious Disadvantaged Business Enterprise (DBE) goal for this sole source, non-competitive proprietary software project. The proposed Prime Consultant, Xerox Transport Solutions, Inc., is the proprietary vendor of Metro's bus fleet management system and does not license or contract to outside vendors for development, customization or adapting their software. It is expected that Xerox will provide all services, supplies, and/or equipment required.

Small Business Goal	DBE 0%	Small Business Commitment	DBE 0%
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B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

PLA/CCP is not applicable to this contract.

C. All Subcontractors Included with Recommended Contractor's Proposal

NONE

D. Living Wage Service Contract Worker Policy

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

**Board Report**

File #: 2015-0366, **File Type:** Contract

Agenda Number: 51.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: PARTS WASHER SERVICES FOR METRO MAINTENANCE FACILITIES

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to award a 5-year firm fixed price Contract No. PS15360111323, to **FRS Environmental Inc., for parts washer services** in an amount not-to-exceed \$1,223,820 for a 5-year period.

ISSUE

The existing parts washer services contract will reach the Board approved amount by November 2015. The new contract will continue to provide parts washer services to Metro Maintenance facilities. The parts washers are used to remove dirt, grime, and grease from parts, tools, and equipment using aqueous (water or solvent-based) solutions. These units support the diverse production requirements of Metro Central Maintenance Shops as well as bus and rail operating divisions.

To provide the required parts washer services in a timely manner, a new contract must be awarded by October 2015.

DISCUSSION

Forty-four of the seventy parts washers that require servicing are located at the Central Maintenance Facility (CMF). CMF is responsible for providing heavy bus maintenance support to the operating divisions including but not limited to: failed engine and transmission dismantling, rebuilding and replacement, major accident repair, complete bus painting, and the rebuilding of components for power plant assemblies. Operating divisions also utilize parts washer equipment to support their daily maintenance requirements.

The contracted services include the provision of contractor-owned parts washing equipment, refilling these machines to their optimal level and removing hazardous waste materials for proper disposal (off-site), and performing preventative maintenance on the units. These services are performed at various scheduled intervals dependent on specific location requirements/applications.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that CMF and the operating divisions will have the maintained equipment and the cleaned parts needed to repair and maintain buses and trains according to Metro Maintenance standards.

FINANCIAL IMPACT

Funding of \$165,000 for this contract is included in the FY16 budget in cost centers 3366- Central Maintenance Shops, 3790- Maintenance Administration, 5430- Central Maintenance Electronic Shops, 3601- Maintenance Division 1, 3503- Maintenance Division 3, 3805- Maintenance Division 5, 3815- Maintenance Division 15, 3818- Maintenance Division 18, account- 50308 (Service Contracts), project 306002; 3943- Rail Fleet Services Maintenance Green Line account 50308 (Service Contracts), project 300033; 3942 Rail Fleet Services Maintenance Red Line account 50308 (Service Contracts), project 300044.

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

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. No other sources of funds were considered for this activity because it supports bus and rail operations. This activity is part of Metro Operations on-going maintenance costs.

ALTERNATIVES CONSIDERED

The only alternative considered is the use of in-house personnel to perform these services. This alternative is not recommended for the following reasons: Metro would have to purchase the equipment, costing approximately \$300,000, and maintain, as well as periodically repair, the equipment; the degreasing agents used in the parts washer units are considered hazardous materials that require specialized certification for handling and disposal; the removal and transportation of hazardous waste must be performed by a licensed transporter; the treatment and disposal of the waste can only be performed by a permitted Treatment, Storage and Disposal Facility.

Because Metro does not have the required licenses, permits or personnel to serve in this capacity, staff has determined that it is in the best interests of Metro to contract out these services.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS15360111323 with FRS Environmental Inc. for a 5-year period for parts washer services.

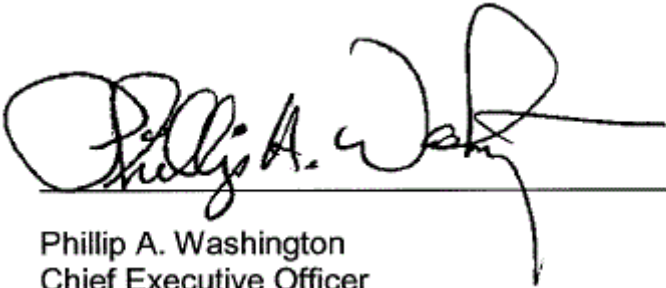
ATTACHMENT

Attachment A - Procurement Summary

Prepared by: Amy Romero, Director of Central Maintenance, (213) 922-5709

Questions: Christopher Reyes, Transportation Planning Manager III, Operations
(213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARTS WASHER SERVICES FOR METRO MAINTENANCE FACILITIES

1.	Contract Number: PS15360111323	
2.	Recommended Vendor: FRS Environmental, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 14, 2015	
	B. Advertised/Publicized: April 15, 2015	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: June 9, 2015	
	E. Pre-Qualification Completed: June 25, 2015	
	F. Conflict of Interest Form Submitted to Ethics: July 29, 2015	
	G. Protest Period End Date: September 24, 2015	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 1
6.	Contract Administrator: Linda Rickert	Telephone Number: (213) 922-4186
7.	Project Manager: John Petres	Telephone Number: (213) 922-5743

A. Procurement Background

This Board Action is for an Invitation For Bids (IFB) procurement issued in support of parts washer services for maintenance facilities.

This is a race-neutral "Small Business Enterprise Set-Aside" project. Therefore, only bidders that are certified by Metro as an SBE were eligible to participate in this solicitation.

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

One amendment was issued during the solicitation phase of this IFB. Amendment No. 1 issued on May 11, 2015, clarified the approval of the use of alternative equipment and extended the bid due date to June 9, 2015.

One bid was received on June 9, 2015. Parts washer services require special licensing and approval of chemicals through the Department of Toxic Substances Control. An internet survey indicates that FRS Environmental is the only vendor licensed to provide these services. Other vendors in the U.S. sell the equipment, but do not pick up and dispose of the black water created in the parts washer process in Los Angeles.

B. Evaluation of Proposals/Bids

The project manager determined that FRS Environmental, Inc. has the technical skills to perform the Statement of Work requirements in providing and servicing equipment for parts washing.

Qualifications Summary of Firm(s):

FRS ENVIRONMENTAL, INC.

FRS Environmental, Inc. is the incumbent and has provided the equipment and maintenance in prior contracts. FRS Environmental has the technical skills and the required licenses to provide equipment and remove the hazardous water created from washing parts.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon historical pricing, a review and analysis of the cost required for new equipment, and departmental expertise.

	Bidder Name	Bid Amount	Metro ICE
1.	FRS Environmental, Inc.	\$1,223,820	\$908,000

D. Background on Recommended Contractor

The recommended firm, FRS Environmental, Inc. started in Corona, California in 1996 and is a Metro certified SBE and DBE. Their prior work with Metro is satisfactory. They also service the Los Angeles Unified School District and Long Beach Transit. They are licensed through the Department of Toxic Substances Control to transport toxic waste products.

E. 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 Prime/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**.

FRS Environmental is an SBE Prime that is performing 100% of the work with its own workforce.

	SBE Prime Contractor	SBE % Committed
1.	FRS Environmental (Prime)	100%
	Total	100%

F. Living Wage Service Contract Worker Policy

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

G. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

**Board Report**

File #: 2015-1264, **File Type:** Ordinance / Administrative Code**Agenda Number:** 59.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015****SUBJECT: METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT FEE
RESOLUTION****ACTION: ADOPT METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT
FEE RESOLUTION****RECOMMENDATION**

- A. ADOPTING the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”)**, enacting a new Title 8 to Metro’s existing Administrative Code;
- B. ADOPTING the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;
- C. AUTHORIZING the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. AUTHORIZING the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

ISSUE

At the March 2015 Board Meeting, staff introduced to the Board a draft of Metro’s first Parking Ordinance, and Parking Rates and Permit Fee Resolution to regulate parking and standardize existing parking rates and policies. The objective of the Parking Ordinance is to establish enforcement tools that promote safety and enhance the patrons’ experience. Metro is currently operating without a parking ordinance, which makes enforcement difficult, if not impossible. The California Vehicle Code (“CVC”) 21113 (d) allows government agencies to adopt their own parking ordinances to regulate parking. If adopted, the Parking Ordinance will be incorporated into Metro’s Administrative Code as Title 8.

Furthermore, Metro is currently operating its preferred parking permit program at several locations and at Union Station without a Board adopted Parking Rates and Permit Fee Resolution. Adopting a Parking and Permit Fee Resolution will standardize the existing fee structure at all parking facilities. Included in the Fee Resolution are the parking fee adjustments at Los Angeles Union Station going

into effect in winter of 2015. The Parking Rates and Permit Fee Resolution also includes a fee structure for all parking violations.

DISCUSSION

The recommended Parking Ordinance does not contain significant substantive changes from current parking law, policy or practices. The Parking Ordinance standardizes existing policies which include, but are not limited to, the following; (1) obeying posted signage; (2) ensuring vehicles park within a single parking space; (3) non parking related activities are prohibited; (4) ensuring that vehicles parked within a parking facility do not exceed 14,000 lbs. or twenty-four (24) feet in length; and (5) prohibit vehicles from parking longer than seventy-two (72) consecutive hours in a parking space or exceeding the posted time limit at park and ride facilities.

Vehicles other than automobiles such as bicycles and electric carts will also be regulated through the proposed Parking Ordinance when parked or left standing at any Metro parking facility. The Parking Ordinance also includes parking citation issuance procedures, the appeal process, hearing process and the policy on removal of vehicles.

The Parking Rates and Permit Fee Resolution does not propose any changes in the parking rates at park and ride facilities. However, it proposes new rates at Los Angeles Union Station. Below are the new proposed parking rates for the Los Angeles Union Station;

Los Angeles Union Station Parking Rates		
Parking Rates	Current	Proposed Rates
Transient (Time Increment)	\$2/20 minutes	\$2/15 minutes
Daily Max	\$6	\$8
Monthly (General Public)	\$70	\$110

- Event parking fees will be established based on market rate conditions.
- Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.

The rates have not been adjusted for the past eight years or more. The current parking rate of \$6.00 daily max is equivalent to one hour of the time increment rate of \$2.00 per 20 minutes. The new proposed parking rate of \$8.00 daily max is under the same formula which is equivalent to the new proposed time increment rate of \$2.00 per 15 minutes.

Following the March 2015 Board meeting, staff published the draft Parking Ordinance and Parking Rates and Permit Fee Resolution for public comment. Staff has presented the Ordinance to Regional Service Councils and other stakeholders groups, and has received and responded to all comments. Modifications were made to the Parking Ordinance and Parking Rates and Permit Fee Resolution in response to the comments received and are reflected in the Parking Ordinance and the Parking Rates and Permit Fee Resolution attached (Attachment A & B)

After the July 23, 2015 Board Meeting, Staff has further reviewed the policy on public parking rate adjustment authority. Consequently the parking rate setting parameters have been revised to only allow the CEO to establish special event parking rates and parking rates at additional and new rail line extension parking facilities not included in the fee resolution.

The Parking Ordinance and Parking Rates and Permit Fee Resolution will go into effect 30 days after the required "cooling off" period following the adoption by the Board.

BACKGROUND

Currently, there are over 22,000 parking spaces along the Metro Rail, Orange and Silver Line Stations. With current and future rail station expansions under way, and assuming the Caltrans park and ride facilities are transferred to Metro this number will continue to grow. It is essential to have policies in place that address current issues and allow for a more efficient operation of our parking system. Since Metro does not currently have an adopted Parking Ordinance in place, Metro cannot properly enforce rules that protect Metro transit riders.

This Parking Ordinance and Parking Rates and Permit Fee Resolution are a part of a larger set of activities developed to improve Metro's parking program to better serve our patrons. Additional activities will include returning to the Board for the authorization of the Supportive Transit Parking Program (STPP) Master Plan Study in Fall 2015. Staff will also be returning to the Board for the adoption of a parking management strategy, Metro's Parking Strategic Implementation Plan (5 to 10 year program) and the STPP Master Plan Study. Staff anticipates the STPP Master Plan Study will be completed by Fall 2016. Modifications to the Ordinance and Parking Rates may be proposed as part of the STPP Master Plan Study.

POLICY IMPLICATIONS

Adoption of the Parking Ordinance and Parking Rates and Permit Fee Resolution will essentially continue existing policies, with minor updates to comply with current law. It will administratively consolidate current policies into one document and clarify parking citation issuance procedures and the appeals process.

ALTERNATIVES CONSIDERED

The Board may choose to maintain the status quo. This is not recommended, as Metro-authorized enforcement agencies' capabilities are currently limited. Maintaining the status quo would also result in no adjustment of Metro policies to address concerns regarding security, non-transit rider use and long term parking.

FINANCIAL IMPACT

The total cost associated with the implementation of the Parking Ordinance is estimated at \$100,000. Funding is available in the FY16 budget in cost center 3046 - Parking Management with Enterprise Funds under Project 308001. Enterprise Funds are eligible for bus/rail operating and capital expenses. Costs are associated with signage fabrication at all park and ride entrances and various locations within the parking lots. Additional costs include printing materials such as flyers, pamphlets and flyer distribution.

The gross revenue impact by the adjustment of parking rates at the Los Angeles Union Station is estimated at \$400,000 annually. The additional net revenues generated will be deposited into the RISA, pending Board approval of the full concept.

NEXT STEPS

Upon Board approval of this item, staff will initiate the installation of official signage at park and ride facility entrances and major pathways and make the Parking Ordinance and Parking Rates and Permit Fee Resolution available online. To notify customers, staff will distribute printed information and continue community outreach. Staff anticipates enforcement will begin next fiscal year.

Staff will continue efforts on the STPP Master Plan Study and return to the Board for the adoption of a parking management strategy. Any additional net revenues generated through modification of the parking rates will be deposited into the RISA.

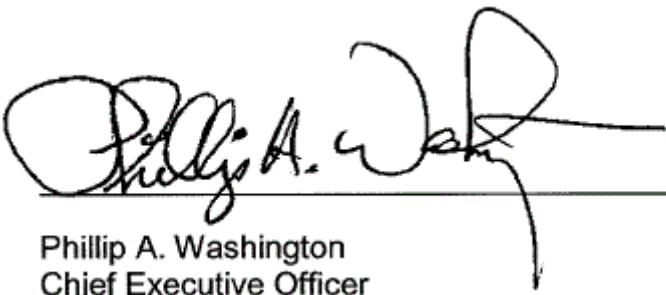
ATTACHMENTS

Attachment A - Metro Parking Ordinance

Attachment B - Metro Parking Rates and Permit Fee Resolution

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333
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Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed By: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation
Authority**

**Administrative Code
Title 8**

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

The Los Angeles County Metropolitan Transportation Authority's ("METRO") authority to regulate parking, Vehicles (including vehicles other than automobiles), and traffic upon the driveways, paths, parking facilities or the grounds of METRO is conferred by section 21113 of the California Vehicle Code ("CVC").

8-01-020 Laws and Enforcement on the METRO Property

The California Vehicle Code and the regulations contained within this Title (Title 8, METRO Parking Ordinance) shall be in effect and will be enforced on METRO property 24 hours daily, 365 Days a Year, including holidays.

8-01-030 Responsibility for Compliance

Temporary parking on properties owned, leased, financed, contracted, operated or managed for METRO use is a privilege available only as provided by the parking policies and regulations of METRO, which reserves unto itself the right to revoke this privilege at any time because of inappropriate behavior, violation of any regulation in this ordinance or misuse of parking facilities or services. METRO reserves the right to establish what are inappropriate behaviors and the misuse of its property.

The operator of a vehicle on property owned, leased, financed, contracted, operated and managed for METRO use is responsible for complying with all state, local or METRO parking and traffic laws, ordinances and regulations and is subject to established penalties for violations thereof.

If a vehicle operator's identity cannot be determined, as in the case of a parked and locked vehicle, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of any regulation governing the parking of a vehicle under this code, under any federal statute or regulation, or under any ordinance enacted by a local authority shall be jointly liable for parking penalties imposed under this article, unless the owner can show that the vehicle was used without the consent of that person, express or implied. An owner who pays any parking penalty, civil judgment, costs, or administrative fees pursuant to this Article shall have the right to recover the same from the driver, rentee, or lessee in accordance with CVC section 40200(b).

By entering onto METRO owned, leased, financed, operated, managed or contracted for property, the owner of a Vehicle grants METRO the right to examine the exterior of their vehicle for any legal purpose described herein, including the authorization to remove or tow the Vehicle from the property.

8-01-040 Fees to be Paid for Parking in METRO Parking Facilities

No Vehicle shall be parked in any METRO parking facilities at any time without payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park Vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned Vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the Vehicle desiring to park. Any person who willfully fails to pay the fees, rate and charges for use of the METRO parking facilities after having been given a notice to pay will be considered as violating the METRO parking ordinance in this Chapter.

No Vehicle may be removed from any METRO parking facility until all fees, rates and charges have been paid and discharged, except as provided in subsections (a) of this section:

- a. In the event that the person operating a Vehicle parked in any METRO parking facilities attempts to remove the Vehicle from the facility but is unable to pay all fees, rates and charges due at such time, such person shall, prior to removing such Vehicle from the facility, be required to sign an agreement to pay any unpaid fees, rates and charges. A copy

of such agreement shall be given to the person signing the agreement. Such agreement shall set forth the location of the facility, the date and approximate time that the vehicle is removed, the name of such person, the vehicle license number, the registration expiration date, if visible, the last four digits of the Vehicle identification number, if available, the color of the Vehicle, and, if possible, the make of the Vehicle. Such agreement shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than seven days after the agreement is signed, and shall indicate the address to which payment may be delivered or sent. If full payment is not made within such seven day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven days after the date of such notice. In the event that such amount is not fully paid within such seven day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the Vehicle's registered owner. All owed parking fee will be subject to submit for collection process. The above agreement shall include a reference to this section.

- b. **Evidence of parking fee payment**, such as, but not limited to, parking permit, tickets, receipt or electronic display devices, is required during entire parking duration time.
- c. **Prohibition of Selling, Reselling, Leasing or Reserving for Compensation of Parking Spaces.** No person shall sell, resell, lease or reserve for compensation, or facilitate the selling, reselling, leasing or reserving for compensation of any METRO owned, leased, financed, contracted, managed and operated spaces or property without authorization from METRO.

By entering a METRO parking facility and parking a Vehicle in such facility, the registered owner, operator or person in charge of such Vehicle shall be deemed to have consented to the provisions of subsections A and B of this section. Any notices required to be mailed under subsections A and B of this section, shall be deemed served on the day that they are deposited in the U.S. mail, first class, postage prepaid. The issuance and review of notices of parking violation and delinquent parking violation, and the liability for and payment and collection of parking violation penalties, shall be governed by sections 40200 et seq. of the CVC and this Chapter.

8-01-050 Parking Facility Use, Designation, and Closure

METRO reserves the right to limit the temporary use of its parking area to specific Vehicle types as required by facility design or aesthetic considerations. METRO may change any parking zone designation. METRO may close, either temporarily or permanently, any parking area. Notice of parking area changes or closings will be provided whenever practical. However, failure to give such notice shall not create any liability on the part of METRO, its directors, officers, employees, agents, representatives, assigns or successors to any third party.

8-01-060 Liability

The use of a METRO owned, leased, financed, contracted, operated and managed parking facilities shall not create, simply by the condition of ownership, management or operation liability or responsibility for damage to any person or personal property. In addition, such use shall not result in METRO assuming liability or responsibility for damage, vandalism, theft or fire to any person or personal property, which may result from the use of parking facilities or services, or enforcement of laws or regulations.

8-01-070 Parking Policy and Regulation Notification or Changes

Parking policies and regulations are public information and are available online on METRO's website at metro.net/parking. Changes in parking policy or regulation are effective upon approval by the Board of Directors. Whenever possible, the public will be notified in a timely manner prior to implementation of changes to METRO's parking policies and regulations.

8-01-080 Administrative Review of Parking Citation Issuance

A registered owner or operator of a Vehicle who believes a parking citation has been issued in error or in an improper manner may request an administrative review of the conditions for issuance of the citation as set forth in section 8-09-020.

8-01-090 Towing Vehicles

METRO is authorized by CVC section 21113 and CVC section 22650 et seq. to remove Vehicles as set forth below in Chapter 8-11.

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

The words or phrases hereinafter in this Chapter are defined in this chapter and; they shall have the meanings respectively ascribed to them unless the context indicates the contrary.

Accessible Parking Space. “Accessible Parking Space” means any parking space designated for the exclusive use of a vehicle displaying a special identification license plate or distinguishing valid placard subject to the provisions stated in section 22511.5 of the CVC. Accessible parking spaces shall be marked in accordance with section 22511.7 of the CVC.

Accessible Parking Space Path of Travel. “Accessible Parking Space Path of ” means any blue cross-hatched path between accessible parking spaces or along the designated path for which a vehicle operator with disabilities may travel from an accessible parking space to the accessible entry of a building, pedestrian area, or METRO transit or rail vehicle.

Agency. “Agency” shall mean METRO or its authorized agent that processes and issues parking citations and issues notices of delinquent parking violations on behalf of METRO.

Alley. “Alley” means any highway, as defined in this Chapter, unnamed, and having a width of less than twenty-five feet, and not provided with a sidewalk or sidewalks.

Board. “Board” means the METRO Board of Directors.

Bus Loading Zone. “Bus Loading Zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers.

Chief Executive Officer. “Chief Executive Officer” or “CEO” is the person designated by the METRO Board of Directors as the CEO of the Los Angeles County Metropolitan Transportation Authority.

Commercial Vehicle Loading Zone. “Commercial Vehicle Loading Zone” means that space adjacent to the curb reserved for the exclusive use of vehicles during the loading or unloading of passengers and materials marked and designated as hereinafter provided in this document.

Department of Motor Vehicles. “Department of Motor Vehicles” or “DMV”, or “Department” for this section shall mean the California Department of Motor Vehicles.

Enforcement Officer. “Enforcement Officer” shall mean a peace officer as defined in Chapter 4.5, commencing with section 830 of Title 3 of the California Penal Code, or the successor statutes thereto, or other issuing officer that is authorized or contracted by METRO to issue a parking citation.

Hearing Officer. “Hearing Officer” shall mean any qualified individual as set forth in the CVC section 40215 appointed or contracted by METRO to adjudicate parking citation contests administratively.

Highway. “Highway” means every way set apart for public travel except bridle trails and footpaths.

METRO. “METRO” shall mean the Los Angeles County Metropolitan Transportation Authority.

METRO Facility. “METRO Facility” includes all property and equipment, including rights of way and related tracks, rails, signals, power, fuel, communication systems, ventilation systems, power plants, cameras, signs, loudspeakers, fare collectors or registers, sound walls, stations, vacant parcels, bicycle paths, terminals, platforms, plazas, waiting areas, signs, art work, storage yards, depots, repair and maintenance shops, yards, offices, parking areas, parking lots, facilities, and other real estate or personal property owned or leased by METRO, used for any METRO activity, or authorized to be located on METRO property.

METRO Representative. “METRO Representative” shall mean a METRO security officer, transit operator, or other authorized METRO employee, Board or service council member, or METRO authorized contractor or entity.

METRO Transit Court. “METRO Transit Court” means the department authorized by the METRO Board of Directors to conduct parking, fare evasion or similar hearings and assign penalties for this Chapter.

METRO Vehicle. “METRO Vehicle” means a vehicle owned or operated by METRO.

Operator. “Operator” means any person who is in actual physical control of a vehicle or streetcar.

Owner of the Vehicle. “Owner of the Vehicle” shall mean that last registered owner and legal owner of record.

Park. “Park” means to stop or to allow standing any vehicle, whether occupied or not, vehicle stopped in obedience to official traffic-control devices or by direction of a police officer are not parked for the purposes of this section.

Parker. “Parker” means any person who holds a valid California driver’s license and intends to park a validly registered motor vehicle on METRO owned, leased, financed or contracted for property.

Parking Citation. “Parking Citation” is a notice to the vehicle owner of any failure to comply with METRO parking regulations or the CVC, municipalities or county ordinances. A penalty shall be attached to each violation as described on each violation notice unless otherwise noticed.

Parking Facility. “Parking Facility” includes any covered, enclosed parking garage, facility, and/or deck, any open air or individually covered parking space and or a multiple space parking area. Parking facility types include above grade, below grade or underground, mechanical and automated parking facilities.

Parking Penalty. “Parking Penalty” includes the fine authorized by law for the particular violation, any late payment penalties, administrative fees, assessments, costs of collection as provided by law, and other related fees.

Parking Permit. “Parking Permit” is a non-transferable decal, printed card or tag, or other form of temporary authorization issued for a specific period of time by authority of METRO which is authorized to grant to any eligible person permission to park on METRO owned, leased, financed or contracted property. A parking permit is valid only when issued to an eligible person who has complied with all terms of issuance prescribed by METRO and when the permit is properly displayed.

Parking Space. “Parking Space” is all painted parking stalls located in Parking Facility that may or may not be marked by a sign, parking meter, and/or other restrictive designation painted on the ground or lot/facility surface.

Parking Violation. “Parking Violation” means the breach or intrusion of a vehicle required to comply with any general parking legislation enforced under the provision of METRO parking regulations or the CVC, municipalities and county ordinances that warrants the issuance of a parking citation penalty to the vehicle’s registered owner.

Parkway. “Parkway” means the portion of a highway other than a roadway or a sidewalk.

Passenger Bus. “Passenger Bus” is any multiple passenger conveyance vehicle over 20’ long and carrying more than 15 persons or exceeding 6,000 pounds in gross weight.

Passenger Loading Zone. “Passenger Loading Zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers, marked and designated with white paint.

Pedestrian. “Pedestrian” means any person afoot.

Pedestrian Conveyance Device. “Pedestrian Conveyance Device” includes skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

Person. “Person” means and includes every individual, firm, government entity and business entity.

Rail Car. “Rail Car” includes any passenger railway rolling stock that is designed to carry passengers. This term includes heavy weight, lightweight, commuter, bi-level or other type of rail industry vehicles.

Registered Owner. “Registered Owner” shall mean the individual or entity whose name is recorded by the Department of Motor Vehicles as having ownership of a particular vehicle.

Respondent. “Respondent” shall mean any “operator” or “registered owner” as defined in this section who contests a parking citation.

Roadway. “Roadway” means that portion of a highway between the regularly established curb lines or, when no curb exists, that portion improved, designated, and ordinarily used for vehicular travel and parking.

Safety Zone. “Safety Zone” means that portion of a roadway reserved for the exclusive use of pedestrians, marked and designated as hereinafter provided in this section.

Section. “Section” means a section of the ordinance codified in this Division 1 unless some other ordinance or statute is specifically mentioned.

Sidewalk. “Sidewalk” means that portion of a highway between the curb line or traversable roadway and the adjacent property lines that dedicate for pedestrian use.

Street. “Street” means and includes the portion of any public street, road, highway, freeway, lane, alley, sidewalk, parkway or public place which now exists or which may hereafter exist within METRO Facilities.

Taxicab. “Taxicab” means any passenger vehicle for hire for the directed transportation of not more than eight passengers, excluding the driver, at rates based on the distance, duration or number of trips, or waiting time, or any combination of such rates.

Taxicab Zone. “Taxicab Zone” means and includes the portion of the street area designated for the standing or stopping of taxicabs while awaiting employment.

Vehicle. “Vehicle” means every motorized device by which any person or property is or may be propelled, moved, or drawn upon a highway, excepting

a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

Vehicle Operator. “Vehicle Operator” shall mean any individual driving and/or in possession of a vehicle at the time a citation is issued or the registered owner of the vehicle.

Violation. “Violation” shall mean any parking, equipment, or other vehicle violations as established pursuant to state law or METRO ordinances and administrative code.

Chapter 8-05

Parking Regulations

8-05-010 Parking Activities

Unless otherwise authorized by METRO in writing, METRO owned, leased, financed, contracted, operated and managed parking facilities shall only be used for parking, entering and exiting, loading and unloading activities.

8-05-020 Enforcement Practice

Citations will be issued according to the printed and posted regulations as appropriate. The frequency with which parking citations are issued is dependent on the nature of the violation and time control restrictions for each of the various parking zones. METRO is also authorized by CVC section 21113 to remove vehicles consistent with Chapter 10 (commencing with Section 22650) of Division 11 of the CVC.

8-05-030 Illegal Parking Outside of a Defined Parking Space or Parking Space Markings

No Vehicle shall be parked or cause to be parked within any parking facility except between the lines indicating where Vehicles shall be parked and shall not park any Vehicle as to use or occupy more than one marked parking space. METRO may install and maintain parking space markings to indicate parking spaces adjacent to any curb where parking is permitted. When such parking space markings are placed in the right-of-way, no Vehicle shall be stopped or left standing other than within the markings of a single space.

8-05-040 Failure to Obey Signs

No person shall fail or refuse to obey or comply with any sign, marking or device erected, made or placed to indicate and carry out the provisions of this Chapter.

8-05-050 Exceeding Posted Time Limit

METRO may post signs indicating a maximum parking time limit in a space of lot. If a vehicle has been parked in an area restricting parking to a specific time interval, such Vehicle shall not be re-parked in the same spaces, or same lot, or within a distance of five hundred feet of the place initially parked within a period of four hours thereafter. Vehicles used for vending or peddling purposes shall also comply with the provisions of this section.

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of Vehicles during the holding of public or private special events, assemblages, gatherings or functions, during construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of Vehicles at least seventy-two hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two-hour notice required herein.

8-05-070 Restricted Parking

Whenever any parking area is assigned for the exclusive use of the occupants of a facility a person, other than an occupant of the facility shall not park any vehicle in such parking area. The property owner manager or manager's designee responsible for overseeing the parking area may request that a parking violation be issued by METRO.

8-05-080 Parking Within Marked Bicycle Lane

A vehicle shall not be parked in a bicycle lane except to cross at a permanent or temporary driveway, or for the purpose of parking a vehicle where parking is permitted or where the vehicle is disabled.

8-05-090 Illegal Parking in Loading Zone

A Vehicle shall not be stopped for any purpose other than loading or unloading between the hours of 6:00 a.m. and 6:00 p.m. on any day except Sunday, or at such other times as designated by METRO in a place marked as a commercial and passenger loading zone. Such stop shall not exceed

the time it takes to load and unload passengers or goods for a commercial vehicle. METRO shall place signs or curb markings to designate areas as commercial loading zones. Commercial loading zones shall be a minimum of thirty feet and not exceed forty-eight feet in length, and may be established in a parking meter / pay station location. Parking meters / pay station spaces shall be enforced during posted hours when the loading zone is not in effect.

8-05-100 Vehicle Exceeds Load Size Limit

- a. No person shall park or leave standing in METRO facility and/or lot any Vehicle having either of the following:
 1. A manufacturer's rated load capacity greater than 14,000 lbs; or
 2. A length in excess of twenty-four (24) feet.
- b. The following vehicles are hereby exempt from the provisions of this section:
 1. Any Vehicles properly displaying a large vehicle permit. Large Vehicle permits shall be issued for special events. Under any circumstances on any of the following Vehicles: tour buses, movie, television, or photographic production Vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
 2. Any authorized emergency Vehicle, METRO Transit Security, any authorized highway work vehicle or any Vehicle used in the construction, installation, or repair of a utility or public utility in accordance with sections 22512 and 35702 of the CVC;
 3. Any Vehicle engaged in loading or unloading;
 4. Any Vehicle making pickups or deliveries of goods, wares, and merchandise; and
 5. Any Vehicle picking up or delivering materials used in the actual or bona fide repair, alternation, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.
- c. Pursuant to section 40200 *et seq.*, of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any Vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC.

- d. Large Vehicle parking permits shall be issued by METRO pursuant to Metro policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of sections 8-05-010 through 8-05-440 of the METRO Administrative Code.
- e. The fee for a large Vehicle parking permit shall be according to METRO fee schedule.

8-05-110 Disconnected Trailer

Parking any trailer or semi-trailer in any METRO facility, while detached from or attached to a Vehicle is prohibited.

8-05-120 Bus Loading Zones

A Vehicle shall not be parked or stopped from in any METRO owned, leased, financed, contracted, operated and managed parking facilities in a bus loading zone. No bus shall stop in any bus loading zone longer than necessary to load or unload passengers, except at a terminus station. Appropriate signs or red curb markings or both shall indicate a bus loading zones. METRO shall place signs or red curb markings or both at locations where Metro determines appropriate to establish. Unless otherwise specified by METRO or its designees, such loading zones shall not exceed eighty feet in length.

8-05-130 Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone

- a. A Vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.
- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

8-05-140 No Parking - Alley

A Vehicle shall not be parked or stopped in any alley for any other purpose other than the loading or unloading of passengers or materials, or both. A

Vehicle shall not be stopped for the loading or unloading of passengers for more than three minutes nor for the loading or unloading of materials for more than twenty minutes at any time in any alley.

8-05-150 Illegal Parking in Red Zones

A Vehicle shall not be stopped, parked or otherwise left standing, whether attended or unattended, except in compliance with a traffic sign or signal or direction of an authorized enforcement officer, between a safety zone and the adjacent right hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, where a sign or paint was erected METRO owned, leased, financed, contracted, operated and managed parking facilities. Violating vehicle(s) will be towed at the registered owner's expense.

8-05-160 Vehicle Parked Seventy-Two (72) or More Hours

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any Vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO.

8-05-170 Parking on Grades

When METRO has placed or caused to be placed appropriate signs, a Vehicle shall not be parked upon any grade of six percent or more within any METRO facilities without turning the wheels of the Vehicle toward the curb while parked facing downhill and turning the wheels of the Vehicle away from the curb while the Vehicle is parked facing an uphill grade.

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of Vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle Vehicles shall be parked by placing parallel white lines on the surface of the roadway. An operator shall not stop, stand, or park any Vehicle except between, at the angle indicated by, and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

Vehicle shall not be parked on the roadway side of another Vehicle that is stopped, parked or standing at the curb or edge of the public right-of-way, whether attended or unattended. Violating Vehicle(s) will be towed on registered owner's expense immediately.

Authorized emergency vehicles exempt from this section may display flashing or revolving amber warning lights when engaged in the enforcement of parking and traffic policies.

8-05-200 No Parking Anytime/Posted Hours

Whenever the parking of Vehicles at all or certain hours of the day upon any portion of METRO Parking Facilities, travel lanes, or alleys which are open for public constitutes a traffic hazard or impedes the free flow of traffic, or both, METRO shall erect signs stating that parking is prohibited at all or certain hours of the day.

8-05-210 Wrong Side Two Way Traffic or Roadway

A Vehicle shall not be parked, whether attended or unattended, regardless of loading or unloading in the public right-of-way within METRO facilities, or other transit/rail/park-n-ride facilities in such a manner where the Vehicle is parked in the direction of opposing traffic. Violating Vehicle(s) will be towed at registered owner's expense immediately.

8-05-220 Blocking Street or Access

A Vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked Vehicle is left clear or unobstructed for the free passage of other Vehicles. Violating Vehicle(s) will be towed at registered owner's expense immediately.

8-05-230 Parking Special Hazard

At any place for a distance not to exceed one hundred feet where METRO finds that parking would unduly hamper the free flow of traffic, resulting in a special traffic hazard, or endanger public health or safety, METRO shall place appropriate signs or markings prohibiting such parking.

8-05-240 Illegal Parking at Fire Hydrant

A Vehicle shall not be parked within fifteen feet of a fire hydrant along any unmarked curb or in front of or as prohibited by section 22514 of the CVC or by any other state law. Violating Vehicle(s) will be towed at registered owner's expense.

8-05-250 Illegal Parking at Assigned / Reserved Spaces

Whenever any Vehicle parking space is assigned for the exclusive use of the occupant of any building, whether residential, commercial or industrial, which parking space is within such building or elsewhere, and at, in or near such parking space there is a legible sign stating either that such space is exclusively assigned, or that parking is prohibited, or both, a person, other than the person to whom such parking space is assigned, shall not park any Vehicle in such parking space except with the permission of the person to whom such parking space is assigned.

8-05-260 Illegal Parking at Taxicab Stands

The use of taxicab stand or stands shall be limited exclusively to Vehicles that display a taxicab vehicle permit by METRO pursuant to Chapter 8 and attended by a driver in possession of a valid taxi drivers permit issued by the METRO. No person shall park, stop, or stand any attended or unattended vehicle in METRO taxicab stand except as provided in this section.

8-05-270 Illegal Parking at/ adjacent to a Landscape Island or Planter

A Vehicle shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a Landscape Island or Planter.

8-05-280 Transient, Daily or Preferred Monthly Parking Permits

Parking permits for transient, daily and monthly parking shall be issued by METRO. METRO shall be responsible for establishing policies, administering procedures and disseminating information regarding the distribution of parking permits for parking in METRO Parking Facilities.

Preferred Parking is an optional program that secures a patron a parking space prior to a specified time according to signage. All spaces become

available to the public after the specified time according to signage. Spaces are available on a first come first serve basis.

- a. The number of permits to be issued shall be determined by the parking demand and conditions within each Parking Facility.
- b. Parking permits shall not be issued to any person who has outstanding parking citations.

Permittee shall obey all rules of the parking permit program. Failure to obey such rules may result in the termination or denial of a permit.

8-05-290 Posting Signs in Preferred Permit Parking Area

- a. METRO shall cause appropriate signs to be erected in parking facilities, indicating prominently thereon the parking limitation, period for its application, and motor Vehicles with valid permits shall be exempt from the limitations.
- b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot or parking facility within the prescribed METRO Facility.
- c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.
- d. A motor Vehicle on which a valid permit is displayed shall be permitted to stand or be parked in the authorized parking lot or parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all Vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

8-05-300 Exemption of Certain Vehicles to Permit Restrictions

No person shall, without a permit therefor, park or leave standing any vehicle or trailer in a designated parking permit area or parking lot and parking facility in excess of the parking restrictions authorized pursuant to this Chapter, except for the following:

- a. Repair, maintenance, refuel, utility, fuel or delivery vehicle providing services to METRO within the METRO facility with METRO's prior written consent.

- b. Emergency Vehicles

8-05-310 Permit Penalty Provisions

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a motor Vehicle in any designated permit parking area or parking lot or parking facility established pursuant to this Chapter. A violation of this section shall result in the revocation of the parking permit and rights in any METRO parking facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. Permit holders shall report to METRO a lost, stolen or missing permit within five days of loss, at which time that permit shall be canceled and a new permit issued for the full face value of the parking permit. No pro-ration or refund requests will be accepted.
- d. No person shall misuse a permit or display a stolen permit.
- e. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot or facility.
- f. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a Vehicle parked on a METRO Facility.
- g. Violation of this sub-Chapter may be subject to parking privileges and permit to be immediately revoked.

8-05-320 Expired Meter or Pay Station

- a. **Deposit of Fees Required.** A person shall be required to deposit the proper fee for occupying a parking metered /pay station space at a charge set in METRO's fee resolution during the posted hours and days of operation.
 - b. **Parking Lot Requirements when Meters or Pay Station Installed.** A person shall not park any Vehicle on any parking lot,
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parking facility or public right of way maintained or operated by METRO on which a parking meter or multi-space pay machine is installed at any time without paying the posted and adopted parking fees.

8-05-330 Parking Facilities Cleaning, Maintenance and Capital Projects

No vehicular parking shall be permitted at specific locations in any parking facilities during posted hours to allow for routine cleaning, maintenance and capital project implementation.

8-05-340 Electric Vehicle Parking Spaces

METRO has established *Electric Vehicle (EV) Charging Station Spaces* in Parking Facilities for use by electric Vehicles. No person shall park or leave standing vehicles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.
- b. Electric Vehicles must be actively charging when parking in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

When not charging, Electric Vehicles may park in any designated parking space at METRO facilities.

8-05-350 Parking on Sidewalk/ Parkway

No vehicular parking shall be permitted on any portion of a sidewalk, nor shall any portion of a Vehicle be parked in such a manner to overhang or encroach onto any portion of the sidewalk or parkway. Violating Vehicle(s) will be towed at registered owner's expense immediately. Metro is authorized by CVC section 21113 and CVC section 22651 to remove a vehicle found to have been parked in violation.

8-05-360 Areas Adjacent to Schools

Whenever METRO finds that parking on Metro property adjacent to any school property would unduly hamper the free flow of traffic or otherwise constitute a traffic hazard, appropriate signs or markings prohibiting such parking on METRO property shall be posted.

8-05-370 Peak Hour Traffic Zones

Whenever METRO finds that traffic congestion is such that the movement or flow of traffic may be improved by the elimination of parking on Metro property during certain peak travel times, signs prohibiting the stopping, standing or parking of vehicles shall be posted. No Vehicle shall park or be left standing a Vehicle where a sign indicating a peak hour traffic zone has been posted. Vehicles in violation shall be cited and/or towed whenever the parking of Vehicles constitutes a traffic hazard or impedes the free flow of traffic, or both.

8-05-380 Parking Prohibition for Vehicles Over Six Feet High, Near Intersections

Whenever METRO finds that the parking of Vehicles, with a height of six feet or more, within one hundred feet of an intersection, creates a visibility limitation resulting in a potential traffic hazard, METRO shall erect signs or markings stating that the parking of Vehicles with a height of six feet or more is prohibited within one hundred feet of an intersection.

8-05-390 Interim Parking Regulations

METRO can temporarily waive existing or establish new parking regulations in order to accommodate or to mitigate the impacts of construction projects in the vicinity of the parking lot and parking facility.

8-05-400 Car Share or Vanpool Authorization Required

No Vehicle shall be stopped, parked or left standing any Vehicle in a place or a parking space designated for the exclusive parking of Car Share or Vanpool vehicles participating in the METRO Car Share or Vanpool Program, unless the vehicle obtained authorization as a METRO Car Share or Vanpool Program participant and registered as direct by METRO.

8-05-410 Speed Limit

METRO speed limit is five (5) miles per hour in all parking areas, access roads and drives unless otherwise posted.

8-05-420 Motor Vehicle Access

Operating a motor Vehicle on sidewalks, mall, lawns, or any surface not specifically designated as a road, street, highway or driveway is prohibited.

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no Vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO parking facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement. Any Vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed Vehicle in addition to two fees.

8-05-440 Accessible Parking Spaces Designated for Vehicle Operators with Disabilities

Parking in accessible spaces designated for vehicle operators with disability is restricted to those individuals who have secured an authorized disabled license plate or disabled placard pursuant to CVC section 5007, 22511.55 or 22511.59 that is currently in effect. No Vehicle shall be stopped, parked or left standing in a parking stall or space in a METRO facility that has been designated as parking for vehicle operators with a disability in the manner required by CVC section 22507.8. In order for a vehicle to be parked in a designated accessible parking space, disabled parking placards must not be expired and must be properly displayed. Parking is prohibited in any area adjacent to a parking stall or space designated for disabled persons or disabled veterans that is marked by crosshatched lines or space identified as for the loading and unloading of Vehicles parked in such stall or space.

Vehicle operators with a disability are not exempt from the payment of fees for parking a vehicle on METRO facility. METRO reserves the right to adopt or amend the disabled parking pricing policy at all METRO facility. However, Vehicle operators with a disability shall not be charged more than the established parking fees listed for all parking spaces. Valid out of state disabled placards will be accepted at parking facilities.

The number and dimension of accessible parking spaces and van-accessible parking spaces are determined by ADA guidelines and specifications.

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of Vehicles, bicycles and pedestrian conveyance devices upon METRO property.

All rules and regulations of the CVC shall apply to Vehicles, bicycles and pedestrian conveyance devices operated on METRO Facilities. All Vehicles and bicycles must meet the equipment requirements of the CVC, including brakes, lights and reflectors.

8-07-020 Enforcement

This Chapter may be enforced by verbal or written warnings, administrative citations, fines vehicle towing and suspension or expulsion from Metro Facilities. Violations by METRO employees may also result in corrective or disciplinary action. Any appeal arising from the enforcement of this Chapter should be reported to METRO Transit Court, or as otherwise directed.

8-07-030 Parking Bicycles at METRO Facilities

1. Parking Bicycles

- a. Bicycles may be left, parked or stored on METRO Facilities only in areas designed for bicycle parking. These areas are: bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area. However, METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities, regardless of whether the bicycle was in an area designated for bicycle parking.
- b. Bicycles parked in designated parking areas may not extend into the landscape. Bicycles may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.

2. Removal of Bicycles

- a. METRO may cause bicycles to be removed under any of the following circumstances:

- Is secured to any item other than a bicycle rack designed for parking bicycles.
 - Prevents use of available Vehicle parking spaces.
 - Poses a hazard or impedes pedestrian access.
 - Has been reported stolen and verified by the Agency.
 - Appears to be abandoned. A bicycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of intentional neglect. Signs included, but not limited to, deflated tires, missing wheels, and other parts.
- b. If a locking device must be detached to remove a bicycle, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement.
- c. METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle a notice identifying the condition of the bicycle and the removal date.
- d. Removed bicycles may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
- e. Removed bicycles are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles are disposed of in accordance with METRO policy.

8-07-040 Parking of Motorized Bicycles, Motorcycles and Mopeds

1. Motorized bicycles, motorcycles and mopeds must obtain permission, display a valid parking permit when parking on METRO Facilities to the same extent as a vehicle would be required.
2. Motorized bicycles, motorcycles and mopeds shall be parked only in designated area of parking facilities.
3. Motorized bicycles, motorcycles and mopeds shall not be operated on bicycle pathways or sidewalk.

Motorized bicycles, motorcycles and mopeds may be cited or towed for the same reasons as automobiles in violation of any regulations stated in this ordinance.

Chapter 8-09

Parking Citations

This Chapter shall be known as the “Parking Citation Processing Ordinance” of METRO.

8-09-010 Authority to Contract with Outside Agencies

METRO may issue and/or process parking citations and notices of delinquent parking violations, or it may enter into a contract with a private parking citation Agency, or with another city, county, or other public issuing or Agency.

Any contract entered into pursuant to this section shall provide for monthly distribution of amounts collected between the parties, except amounts payable to the County pursuant to Chapter 09 (commencing with section 76000) of Title 8 of the California Government Code, or the successor statutes thereto, and amounts payable to the METRO pursuant to CVC section 4763 or the successor statute thereto.

METRO’s Board of Directors or Chief Executive Officer shall designate the officers, employees or law enforcement contractors who shall be authorized to issue notices of violation and citation and any requisite training for such persons.

8-09-020 Appeal Review Process

The Agency may review appeals or other objections to a parking citation pursuant to the procedures set forth in METRO’s Administrative Code.

- a. A Person who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall

ATTACHMENT A

be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify, the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.

- b. If the Person subject to the notice of violation is not satisfied with the result of the initial review, the Person may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

If the Person prevails at the administrative hearing, the full amount of the parking penalty deposited shall be refunded.

- c. The administrative hearing shall consist of the following:
 1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.
 2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as

determined by METRO's Chief Executive Officer or Chief Hearing Officer.

3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

The hearing officer's decision following the administrative hearing may be delivered personally by the hearing officer or may be sent by first class mail.

4. The hearing officer's decision at administrative review is final except as otherwise provided by law.

If the contestant is not the registered owner of the vehicle, all notices to the contestant required under this section shall also be given to the registered owner by first-class mail.

8-09-030 Procedures of Parking Citations Issuance

Parking citations shall be issued in accordance with the following procedures:

- a. If a Vehicle is unattended at the time that the parking citation is issued for a parking violation, the issuing officer shall securely attach to the Vehicle the parking citation setting forth the violation, including reference to the section of the CVC, the METRO Administrative Code or other parking regulation in the adopted ordinance violated; the date; the approximate time of the violation; the location of the violation; a statement printed on the notice indicating that payment is required to be made not later than twenty-one (21) calendar days from the date of issuance of the parking citation; and the date by which the operation is to deposit the parking penalty or contest the parking citation pursuant to section 8-09-050. The citation shall state the amount of the parking penalty and the address of the agent authorized to receive deposit of the parking penalty.

ATTACHMENT A

The parking citation shall also set forth the Vehicle license number and registration expiration date, if such date is readable; the last four digits of the vehicle identification number, if the number is readable through the windshield; the color of the vehicle; and, if possible, the make of the vehicle.

The parking citation or copy thereof shall be considered a record kept in the ordinary course of business of the issuing agency and the agency, and shall be prima facie evidence of the facts contained therein.

- a. The parking citation shall be served by attaching it to the Vehicle either under the windshield wiper or in another conspicuous place upon the Vehicle so as to be easily observed by the person in charge of the Vehicle upon the return of that person.
- b. Once the parking citation is prepared and attached to the Vehicle pursuant to paragraph (a), above, the issuing officer shall file notice of the parking violation with the Agency.
- c. If during issuance of the parking citation, without regard to whether the Vehicle was initially attended or unattended, the vehicle is driven away prior to attaching the parking citation to the Vehicle, the issuing officer shall file the notice with the Agency. The Agency shall mail, within fifteen (15) calendar days of issuance of the parking citation, a copy of the parking citation to the registered owner of the Vehicle.
- d. If within twenty-one (21) calendar days after the parking citation is issued, the issuing agency or the issuing officer determines that, in the interests of justice, the parking citation should be canceled, the issuing agency shall cancel the citation, or, if the issuing agency has contracted with the a agency, shall notify the agency to cancel the parking citation. The reason for the cancellation shall be set forth in writing.
- e. If after the copy of the notice of parking violation is attached to the Vehicle, the issuing officer determines that there is incorrect data on the notice, including but not limited to the date or time, the issuing office may indicate in writing, on a form attached to the original notice, the necessary correction to allow for the timely entry of the notice on the agency's data system. A copy of the correction shall be mailed to the registered owner of the Vehicle.

Under no circumstances shall a personal relationship with any public official, officer, issuing officer, or law enforcement Agency be grounds for cancellation of a citation. Initial Review and Hearing shall only be candidates

by a Person who has no close personal or financial relationship with the Person cited.

- f. If an agency makes a finding that there are grounds for cancellation as set forth in the METRO Administrative Code, or pursuant to any other basis provided by law, then the finding or findings shall be filed with the agency, and the parking citation shall be canceled pursuant to subsection (c)(3) of section 8-09-120.

8-09-040 Parking Administrative Penalties

- a. Administrative penalties shall initially be established by resolution of the METRO Board and amended throughout to the extent delegated to the Chief Executive Officer or Chief Hearing Officer.
- b. Administrative penalties received by Metro shall accrue to the benefit of METRO.

8-09-050 Parking Penalties Received by Date Fixed - No Contest / Request to Contest

If the parking penalty is received by the Agency and there is not contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

If the operator contests the parking citation, the Agency shall proceed in accordance with section 8-09-020.

8-09-060 Parking Penalties Not Received by Date Fixed

If payment of the parking penalty is not received by METRO by the date fixed on the parking citation, the agency shall deliver to the registered owner a notice of delinquent parking violation pursuant to section 8-09-110.

Delivery of a notice of delinquent parking violation may be made by personal service or by first class mail addressed to the registered owner of the Vehicle as shown on the records of the department.

8-09-070 Notice of Delinquent Parking Violation - Contents

The notice of delinquent parking violation shall contain the information required to be included in a parking citation pursuant to section 8-09-030. The notice of delinquent parking violation shall also contain a notice to the registered owner that, unless the registered owner: (a) pays the parking penalty or contests the citation within twenty-one calendar days from the

date of issuance of the parking citation, or (b) within fourteen calendar days after the mailing of the notice of delinquent parking violation or completes and files an affidavit of non-liability that complies with section 8-09-90 or section 8-09-100, the Vehicle registration shall not be renewed until the parking penalties have been paid. In addition, the notice of delinquent parking violation shall contain, or be accompanied by, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing an affidavit, and instructions for returning the affidavit to the issuing agency.

If the parking penalty is paid within twenty-one (21) calendar days from the issuance of the parking citation or within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation, no late penalty or similar fee shall be charged to the registered owner.

8-09-080 Copy of Citation upon Request of Registered Owner

- a. Within fifteen (15) calendar days of request, made by mail or in person, the agency shall mail or otherwise provide to the registered owner, or the registered owner's agent, who has received a notice of delinquent parking violation, a copy of the original parking citation.

The issuing agency may charge a fee sufficient to cover the actual cost of copying and/or locating the original parking citation, not to exceed two dollars (\$2.00) per page. Until the issuing or agency complies with a request to provide a copy of the parking citation, the agency may not proceed to immobilize the vehicle merely because the registered owner has received five or more outstanding parking violations over a period of five or more calendar days.

- b. If the description of the vehicle on the parking citation does not substantially match the corresponding information on the registration card for that vehicle, the agency shall, on written request of the operator, cancel the notice of the parking violation.

8-09-090 Affidavit of Non-liability - Leased or Rented Vehicle

A registered owner shall be released from liability for a parking citation if the registered owner files with the agency an affidavit of non-liability in a form satisfactory to METRO and such form is returned within thirty (30) calendar days after the mailing of the notice of delinquent parking violation together with proof of a written lease or lessee and provides the operator's driver's license number, name and address.

8-09-100 Affidavit of Non-liability - Sale

A registered owner of a Vehicle shall be released from liability for a parking citation issued to that Vehicle if the registered owner served with a notice of delinquent parking violation files with the agency, within thirty (30) calendar days of receipt of the notice of delinquent parking violation, an affidavit of non-liability together with proof that the registered owner served with a notice of delinquent parking violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged violation. The agency shall obtain verification from the department that the former owner has complied with the requirements necessary to release the former owner from liability pursuant to CVC section 5602 or the successor statute thereto.

If the registered owner has complied with CVC section 5602 or the successor statute thereto, the agency shall cancel the notice of delinquent parking violation with respect to the registered owner.

If the registered owner has not complied with the requirement necessary to release the owner from liability pursuant to CVC section 5602, or the successor statute thereto, the agency shall inform the registered owner that the citation must be paid in full or contested pursuant to section 8-09-050. If the registered owner does not comply, the agency shall proceed pursuant to section 8-09-060.

8-09-110 Collection of Unpaid Parking Penalties

Except as otherwise provided below, the agency shall proceed under subsection (a) or subsection (b), but not both, in order to collect an unpaid parking penalty:

- a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC section 4760 or the successor statute thereto.
- b. If more than four hundred dollars (\$400.00) in unpaid parking penalties and other related fees have been accrued by any one registered owner or the registered owner's renter, lessee or sales transferee, proof thereof may be filed with the court which has the same effect as a civil judgment. Execution may be levied and such other measures may be taken for the collection of the judgment as are authorized for the collection of unpaid civil judgments entered against a defendant in an action against a debtor.

The agency shall send notice by first-class mail to the registered owner or renter, lessee, or sales transferee indicating that a civil judgment has been filed and the date that the judgment shall become effective. The notice shall

also indicate the time that execution may be levied against that person's assets, that liens may be placed against that person's property, that the person's wages may be garnished, and that other steps may be taken to satisfy the judgment. The notice shall also state that the agency will terminate the commencement of a civil judgment proceeding if all parking penalties and other related fees are paid prior to the date set for hearing. If judgment is entered, then the Agency may file a writ of execution or an abstract with the court clerk's office identifying the means by which the civil judgment is to be satisfied.

If a judgment is rendered for the agency, that agency may contract with a collection agency.

The agency shall pay the established first paper civil filing fee at the time an entry of civil judgment is requested.

- c. If the registration of the Vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC section 4760, or the successor statute thereto, then the agency may file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in section 8-09-110 (a).
- d. The agency shall not file a civil judgment with the court relating to a parking citation filed with the Agency unless the agency has determined that the registration of the Vehicle has not been renewed for sixty (60) calendar days beyond the renewal date and the citation has not been collected by the Agency pursuant to CVC section 4760 or the successor statute thereto.

8-09-120 Obligation of Agency Once Parking Penalty Paid

If the operator or registered owner served with notice of delinquent parking violation, or any other person who presents the parking citation or notice of delinquent parking violation, deposits the penalty with the person authorized to receive it, the agency shall do both of the following:

- 1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.

2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to section 8-09-110 (b).
 - a. If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor entered a civil judgment, then all proceedings for that citation shall cease.
 - b. If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.
 - c. If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:
 1. Deliver a certificate of payment to the operator, or other person making payment;
 2. Within five working days transmit payment information to the department in the manner prescribed by the department;
 3. Terminate proceedings on the notice of delinquent parking violation;
 4. Deposit all parking penalties and other fees as required by law.

8-09-130 Deposit of Parking Penalties with METRO

All parking penalties collected, including process services fees and costs related to civil debt collection, shall be deposited to the account of the agency, and then remitted to METRO, if METRO is not also the agency.

If METRO is not the agency, then METRO shall enter into an agreement with the agency for periodic transfer of parking citation receipts, along with a report setting forth the number of cases processed and the sums received.

8-09-140 Bailment Schedule

METRO shall adopt a penalty schedule for parking violation penalties and administrative penalties and any necessary additional procedures in furtherance of enforcement of this Code. The schedule and any procedures deemed necessary shall be subject to the approval of the Chief Executive Officer. The Schedule shall be deposited and maintained at all times by the METRO Transit Court for use and examination by the public.

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound Vehicles in accordance with CVC section 22650 et seq., including but not limited to Vehicles that:

- a. Have three or more outstanding (unpaid) METRO parking violations.
- b. Have five or more outstanding (unpaid) parking violations from any agency in the State.
- c. Display lost, stolen, altered, counterfeit, or unauthorized permits.
- d. Have expired vehicle registration (more than six months).
- e. Park in tow away zones, such as disabled, reserved and no parking areas.

- f. Park in emergency/fire access lanes.
- g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.

8-11-020 Post-storage Hearing

- a. Whenever METRO directs removal of a Vehicle pursuant to this Chapter, the Vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
 - 1. The name, address, and telephone number of the agency providing the notice.
 - 2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
 - 3. The authority and purpose for the removal of the vehicle.
 - 4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within 10 days of the date appearing on the notice.
- c. The post storage hearing shall be conducted within 48 hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

ATTACHMENT B

A RESOLUTION OF THE METRO BOARD OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Florence, Willowbrook, Artesia, Del Amo Willow and Wardlow Stations. Metro Gold Line Stations at: Atlantic, Indiana, Heritage, Lincoln Heights and Sierra Madre and Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Freeway, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

ATTACHMENT B

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of September 24, 2015 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily” means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro off-street parking facility for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by Metro with approval of Parking Management staff, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Florence Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 5. The following fees are established at the Metro Willowbrook Blue Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 6. The following fees are established at the Metro Artesia Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.

ATTACHMENT B

- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 7. The following fees are established at the Metro Del Amo Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

- a. Parking rates shall be as follows:
- b. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 9. The following fees are established at the Metro Willow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 10. The following fees are established at the Metro Norwalk Green Line Station:

ATTACHMENT B

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 11. The following fees are established at the Metro Lakewood Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 12. The following fees are established at the Metro Long Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 13. The following fees are established at the Metro Avalon Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 14. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 15. The following fees are established at the Metro Vermont Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 16. The following fees are established at the Metro Crenshaw Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

ATTACHMENT B

SECTION 17. The following fees are established at the Metro Hawthorne Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 18. The following fees are established at the Metro Aviation Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 19. The following fees are established at the Metro El Segundo Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 20. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 21. The following fees are established at the Metro MacArthur Park Red Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 22. The following fees are established at the Metro Universal Red Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

ATTACHMENT B

SECTION 23. The following fees are established at the Metro North Hollywood Red Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 25. The following fees are established at the Metro Indiana Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 26. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.

ATTACHMENT B

- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 27. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

- a. Parking will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking is only available Monday through Friday.
- c. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 30. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

ATTACHMENT B

- a. Parking is available free of charge.
- b. Parking is only available from Monday at 2 am through Sunday at 2am.
- c. Parking is available on a first come first serve basis.

SECTION 31. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 32. The following fees are established at the Metro Culver City Expo Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 33. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 34. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 35. The following fees are established at the Metro Balboa Orange Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 36. The following fees are established at the Metro Reseda Orange Line Station:

ATTACHMENT B

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 37. The following fees are established at the Metro Pierce College Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 38. The following fees are established at the Metro Canoga Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 39. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 40. The following fees are established at the Metro El Monte Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 41. The following fees are established at the Metro Slauson Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 42. The following fees are established at the Metro Manchester Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

ATTACHMENT B

SECTION 43. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 44. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 45. The following fees are established at Los Angeles Union Station Gateway:

Parking rates shall be as follows:

- a. Each 15 minutes is \$2.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00
- d. Event parking fees can be established based on market rate conditions.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
- g. Parking is available on a first come first serve basis.
- h. All rates apply seven days a week.

SECTION 46. The following fees are established at Los Angeles Union Station West:

Parking rates shall be as follows:

- a. Monthly fees for parking garage reserved stalls shall be \$130.00.
- b. Monthly fees for parking garage tandem spaces shall be \$82.50.
- c. Valet parking shall be \$20.00.
- d. Valet parking for special events shall be \$25.00.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 47. All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution

ATTACHMENT B

of the METRO Board. METRO Staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

The METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.

SECTION 48. The following fees shall be established for all preferred parking zones:

1. Initiation fee shall be \$7.00.
2. Replacement of a lost or stolen preferred parking permit shall be \$7.00.

SECTION 49. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 50. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 51. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION 52. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION 53. The following fees are established for each type of violation:

1. Failure to Obey Signs shall be \$63.00.
2. Non-Parking Activities are Prohibited shall be \$63.00.
3. Vehicles parked longer than seventy-two (72) hours shall be \$53.00.
4. Temporary No Parking shall be \$53.00.
5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be \$63.00.
6. Parking in a Restricted Parking Space area shall be \$38.00.
7. Parking within a Marked Bicycle Lanes shall be \$48.00.
8. Illegal Parking in a Bus Loading Zone shall be \$263.00.
9. Illegal Parking in a Loading Zone shall be \$53.00.
10. Illegal Parking in a Commercial Loading Zone shall be \$78.00.
11. Vehicles Exceeding Posted Weight Limits shall be \$53.00.
12. Parking a Disconnected Trailer shall be \$53.00.
13. Vehicle Parking in Alleys shall be \$53.00.
14. Illegal Parking in Red Zones shall be \$53.00.

ATTACHMENT B

15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be \$55.00.
16. Parking in an Accessible Parking Space without a valid placard or Authorization and Misuse of the Placard or Parking in a Crosshatched Accessible Area shall be \$338.00.
17. Parking on Grades shall be \$48.00.
18. Angled Parking shall be \$48.00.
19. Double Parking shall be \$53.00.
20. No Parking Anytime shall be \$53.00.
21. Parking on the Wrong Side of the Street shall be \$53.00.
22. Blocking Street or Access shall be \$53.00.
23. Improper Parking of a Vehicle causing a Special Hazard shall be \$53.00.
24. Parking at/blocking a Fire Hydrant shall be \$68.00.
25. Parking at Assigned / Reserved Space without a valid permit or permission shall be \$53.00.
26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be \$33.00.
27. Parking At/Adjacent to a Landscape Island or Planter shall be \$53.00.
28. Permit Provisions Violation shall be \$63.00.
29. Expired Meter or Pay Station shall be \$53.00.
30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas \$53.00.
31. Non Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be \$53.00.
32. Parking on Sidewalk/Parkway shall be \$53.00.
33. Parking in Peak Hour Traffic Zones shall be \$53.00.
34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be \$53.00.
35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be \$53.00.
36. Exceeding Posted Speed Limit shall be \$35.00.
37. Operating a Vehicle in a Non-Vehicular Access location shall be \$63.00.
38. Bicycle Violations shall be \$38.00.
39. Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be \$38.00.

SECTION 54. The Parking Fee Resolution adopted by the Metro Board of Directors on, September 24, 2015, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 55. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

ATTACHMENT B

SECTION 56. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.



Board Report

File #: 2015-1288, File Type: Agreement

Agenda Number: 60.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2015

SUBJECT: AMENDED AND RESTATED PARKING LICENSE

ACTION: APPROVE LICENSE AMENDMENT WITH WEST ANGELES CHURCH OF GOD IN CHRIST

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to:

- A. negotiate and execute an **Amended and Restated Parking License** (“Amended License”) for transit patron parking for an initial term of five years at 3500 Crenshaw Boulevard, Los Angeles, California with West Angeles Church of God In Christ (WA COGIC) for an amount not to exceed an annual lease payment of \$323,100 plus applicable real estate taxes;
- B. exercise options contained in the lease at his discretion; and
- C. deposit cost savings into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

ISSUE

On April 2, 2012 Metro entered into a parking license (“Existing License”) with WA COGIC for the use of 450 parking spaces for transit patrons in a parking structure, six (6) days per week in support of the Crenshaw/Exposition Light Rail Station. Current demand and parking surveys by Metro indicate a need for less than 100 parking spaces per day.

As part of its review of Metro Parking assets the Board has directed Metro staff to renegotiate the Existing License with WA COGIC to lower the cost of the license fees to an amount commensurate with the use of the parking by Metro patrons.

DISCUSSION

Metro’s Travel Demand Model estimated the demand for parking on the opening day of the Expo Phase I Project to be 1,490 spaces. Parking facilities were proposed at three locations along the Expo route: Culver City Station, La Cienega/Jefferson Station and Crenshaw Station. Metro constructed surface parking at the Culver City Station and a parking structure at the La Cienega/Jefferson Station. The parking for the Crenshaw Station is being provided through a shared

use agreement with WA COGIC. Metro also plans to provide approximately 100 parking spaces at the Expo Crenshaw Station as part of the Crenshaw/LAX Transit Corridor Project. The current parking facilities, number of parking spaces and an occupancy report are summarized below:

LOCATION	NUMBER OF SPACES	UTILIZATION PERCENTAGE
Culver City	586	95%
La Cienega/Jefferson	476	50%
Crenshaw Blvd.	450	15%
Total	1512	57%

The License commenced April 28, 2012 and will terminate by its terms on April 27, 2017. The term of the License is five (5) years with an option to extend the term for up to three (3) additional periods of five (5) years. Metro has the right to terminate the License with 60 days prior written notice and the payment of a termination fee of \$50,000 (which must be paid at the time that the termination notice is issued).

Metro leases 450 of the existing 500 parking spaces within the structure. The annual cost of this lease is approximately \$750,000, including approximately \$467,000 in annual operating expenses that Metro reimburses to WA COGIC. Based on our current counts of parking patrons, day and evening, staff estimates a need of between 70-100 spaces per day. The Fiscal Year 15 boardings and alightings for the Expo Line stations are shown on Attachment A.

Staff has held discussions with WA COGIC to reach consensus regarding amending the existing agreement to reduce the number of parking spaces and associated costs. WA COGIC is willing to amend the License to reduce the number of parking spaces to 225 spaces and reduce the Metro’s share of the operating costs such that our total annual cost would be reduced from \$750,000 to \$323,100 (not including real estate taxes which are estimated at \$41,000 per year). Retaining 225 parking spaces at this facility could eliminate the need to construct 100 additional parking at the Expo Crenshaw Station once the LAX Crenshaw Project is completed. The term of the license will be amended beginning at the date of execution and running an additional five years. The license will include options to extend the term for up to three (3) additional periods of five (5) years.

A summary of the negotiated terms of the Amended License is outlined in Attachment B. A Term Sheet from WA COGIC outlining the negotiated terms is shown on Attachment C.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The Project is expected to substantially reduce Metro’s expenditure for this License and result in savings to Metro, in the amount of \$595,175 for the remainder of the existing term. The total cost under the Restated Agreement is estimated to be \$1,820,500 over the term of the contract.

Impact to Budget

The source of funds for the Project is budgeted in Cost Center 0651 Project 300066 Task 01.01 Account 51201.

ALTERNATIVES CONSIDERED

One alternative is to not approve the Amended License. This alternative is not recommended because the License is expected to cost Metro approximately \$1.4 million total over the remaining 22 months balance of the existing term. Metro would pay for a significant amount of unutilized parking spaces.

Another alternative is to terminate the License, at a cost of \$50,000, pursuant to the existing License terms. Transit parkers would be directed to Metro's La Cienega/Jefferson facility which is at 50% capacity and could accommodate the additional parking. This alternative is not recommended because of the costs, displacement of parking patrons, and the possible need to negotiate with WA COGIC for additional parking once of the LAX Crenshaw Project is completed.

NEXT STEPS

CEO finalizes and executes an Amended and Restated Parking License with WA COGIC, subject to County Counsel approval as to form.

ATTACHMENTS

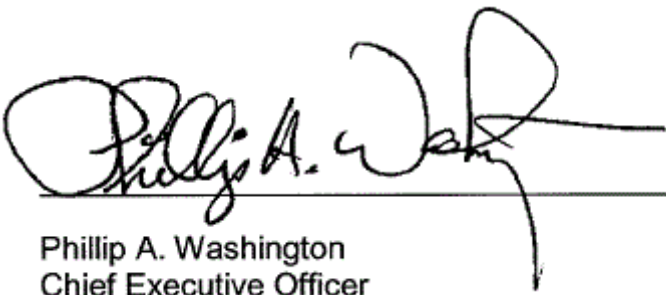
Attachment A - Summary of Fiscal Year 15 Boardings and Alightings

Attachment B - Summary of Amended License

Attachment C - Term Sheet from WA COGIC

Prepared by: Thurman Hodges, Director, Real Property Management and Development (213) 922-2435
David Means Executive Officer- Countywide Planning and Development (213) 922-2225

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

SUMMARY OF EXPO LIGHT RAIL
BOARDINGS AND ALIGHTINGS

Rail Activity by Station Fiscal Year 2015 (July 2014 - June 2015)					
Expo Line	Station	Daily		FY 2015	
		Boardings	Alightings	Boardings	Alightings
Weekday					
Northbound					
	CULVER CITY	4,713		1,201,886	
	LA CIENEGA/JEFFERSON	1,570	221	400,240	56,365
	EXPO/CRENSHAW	1,338	671	341,233	171,009
Southbound					
	EXPO/CRENSHAW	622	1,330	158,690	339,091
	LA CIENEGA/JEFFERSON	190	1,563	48,541	398,542
	CULVER CITY		4,657		#####
Saturday					
Northbound					
	CULVER CITY	2,876		149,553	
	LA CIENEGA/JEFFERSON	901	89	46,864	4,648
	EXPO/CRENSHAW	932	356	48,477	18,514
Southbound					
	EXPO/CRENSHAW	352	967	18,295	50,286
	LA CIENEGA/JEFFERSON	148	909	7,709	47,247
	CULVER CITY		2,991		155,533
Sunday/Holiday					
Northbound					
	CULVER CITY	2,150		124,727	
	LA CIENEGA/JEFFERSON	683	75	39,595	4,357
	EXPO/CRENSHAW	735	352	42,648	20,435
	EXPO/WESTERN	803	497	46,591	28,848
Southbound					
	EXPO/CRENSHAW	341	767	19,792	44,458
	LA CIENEGA/JEFFERSON	111	660	6,461	38,303
	CULVER CITY		2,336		135,516

ATTACHMENT B**SUMMARY OF LICENSE AMENDMENT KEY TERMS**

Provisions	Existing License	Amended License
License	License to use 450 parking spaces, including 25 handicapped spaces	License to use 225 parking spaces, including 12 handicapped spaces
Term	5 Years with three (3) Five-year options to extend term. Existing License expires April 27, 2015.	Reset license term effective upon execution of the Amended License for a five year term with three (3) Five-year options to extend.
License Fee	\$281,700 per year	\$143,100 per year
MTA's Share of Operating Expense Reimbursement	\$466,733 per year	\$221,000 per year, including real estate taxes estimated at \$41,000



TERM SHEET

From: Tunua Thrash-Ntuk, Executive Director
Ken Hooper, External Affairs

Date: August 17, 2015

Re: MTA Parking License Agreement

To: Los Angeles County Metropolitan Transportation Authority
Attention: Mr. Thurman Hodges, Mr. David Means,
Mr. William Satterfield

cc: West Angeles Church: Gladys Ross, Bryan McGinley,
Brandon Randall, Earl Jordan, Paul Lewis

In consideration and in the interest of both West Angeles Church of God in Christ and the Los Angeles County Metropolitan Transportation Authority the West Angeles Church, this Term Sheet identifies the "Terms" forthcoming in the **Amended and Restated Parking License Agreement**. This document ("Term Sheet") is not binding, but outlines specific negotiating points that will be binding after the Amended and Restated Parking License Agreement is fully executed by both parties.

This "Term Sheet" is not intended to replace or supersede the Amended and Restated Parking License Agreement.

Senior Staff of West Angeles Church and Senior Staff of the Metropolitan Transportation Authority shall conduct a thorough review of this "Term Sheet" and communicate any discrepancies pursuant to the Amended and Restated Parking License Agreement.

NUMBER OF SPACES TO BE LEASED

In the 500 space parking structure, MTA currently leases 450 spaces. MTA has elected to reduce the number of spaces to 225. West Angeles Church shall utilize the remaining spaces for any use in accordance with all local and state regulatory codes.

TERM OF AGREEMENT

Upon execution of the Amended and Restated Parking License Agreement, the contract shall extend an additional **five years (5)** from the "date" the Agreement is executed by both parties. Metropolitan Transportation Authority is responsible for remitting payment of the agreed amount within ten (10) days from the "date" of execution.

COST REDUCTION

After careful review of the current Operating Budget, it has been determined, the West Angeles Church can reasonable expect operating expenses (Reimbursable by LAMTA) to be \$180,000 dollars annually and the lease rate of an agreed amount of fifty-three dollars (\$53.00) dollars per space per month for an annual amount of \$143,000 dollars. LAMTA shall be responsible to pay West Angeles Church a total amount of \$323,100 annually, not including taxes.

PROPERTY TAXES

Property Taxes are reimbursable to West Angeles Church. Proof of payment will be submitted to LAMTA. Taxes will be paid based on possessory interest of 225 spaces. LAMTA shall remit payment for property taxes within ten (10) days after proof of payment is submitted.

SIGNAGE AND WAYFINDING

Los Angeles Metropolitan Transportation Authority shall produce and install signage and wayfinding for the West Angeles Church parking structure. The signage program, size, color and locations must be reviewed and approved by both parties.

PROPERTY TAX EXEMPTION

Los Angeles Metropolitan Transportation Authority has elected to engage the County Assessor's Office in an effort to reduce *direct assessments*. West Angeles Church agrees to this change in status (501c3 Exemption); however, West Angeles Church reserves the right to conduct its own due diligence with the Assessor's Office. West Angeles Church may require written confirmation from the Assessor's Office. LAMTA shall be responsible for any cost associated with installing signage, delineating spaces within the Parking Structure.

WEST ANGELES CHURCH OF GOD IN CHRIST


GLADYS ROSS

8-20-15
Date:

CHIEF OPERATION OFFICER

Title:

**LOS ANGELES METROPOLITAN
TRANSPORTATION AUTHORITY**


DAVID MEANS

August 20, 2015
Date:

EXECUTIVE OFFICER

Title:





Board Report

File #: 2015-1342, **File Type:** Policy

Agenda Number: 61.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: PERSONNEL MATTER

ACTION: APPROVE CREATION OF NEW CLASSIFICATION AND AUTHORIZE CHIEF EXECUTIVE OFFICER TO NEGOTIATE SALARY

RECOMMENDATION

- A. APPROVING the **upgrade of a vacant position to Chief Innovation Officer**, pay grade CC (\$222,476 - \$273,894 - \$325,353); and
- B. AUTHORIZING the Chief Executive Officer to negotiate a salary within the pay grade for the position.

ISSUE

The Chief Innovation Officer is needed to lead a small staff and some fellows in the Office of Extraordinary Innovation.

Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating authority for salary negotiation to the CEO for this position will shorten the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

DISCUSSION

This position will be responsible for improving mobility and accessibility in Los Angeles County through partnerships with innovative people, the international private sector community, organizations, and industries; support Metro departments in piloting new and experimental ideas and policies including an effective performance-based capital investment strategy for Metro; initiate a comprehensive strategic planning process that guides the authority for next 5-10 years; and direct and oversee the Public Private Partnership (P3) Program that will improve and accelerate mobility projects in Los Angeles County. This office and position will pay for itself with the anticipated level and degree of innovation and revenue generation that will be implemented at LA Metro and throughout the county.

FINANCIAL IMPACT

No additional FTEs are being added to the FY16 Budget.

Funds for the Chief Innovation Officer are included in the FY16 budget in cost center 2010, Chief Executive Office, projects 100002 (Governmental Oversight) and 100055 (Measure R Admin) .

Impact to Budget

FY16 funding for the Chief Innovation Officer will be funded from Prop A, C, TDA and Measure R Admin funds. These funds are not eligible for bus or rail operating projects and have been identified for this position.

ALTERNATIVES CONSIDERED

An alternative would be not to approve the new classification and not authorize the CEO to negotiate a salary within the pay range for the position. Staff does not recommend this alternative as Metro will miss opportunities for innovation that would bring world-class innovation to Metro. In addition, executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating the authority for salary negotiation to the CEO for these positions will expedite the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

NEXT STEPS

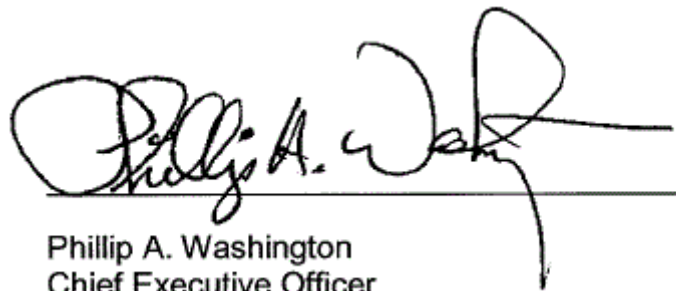
The CEO will select and hire the best candidate for the job.

ATTACHMENTS

Attachment A - Job Specification for Chief Innovation Officer

Prepared by: Don Ott, Executive Director, Employee and Labor Relations
(213) 922-8864

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



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Job Class Specification

CHIEF INNOVATION OFFICER

Pay Grade HCC

(\$222,476 - \$273,894 - \$325,353)

Basic Function

To improve mobility and accessibility in Los Angeles County through partnerships with innovative people, the international private sector community, organizations, and industries; support Metro departments in piloting new and experimental ideas and policies including an effective performance-based capital investment strategy for Metro; initiate a comprehensive strategic planning process that guides the authority for next 5-10 years; and direct and oversee the Public Private Partnership (P3) Program that will improve and accelerate mobility projects in Los Angeles County.

Classification Characteristics

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

Supervised by: Chief Executive Officer

Supervises: Deputy Innovation Officer; Researcher Programmer/Planner, and Fellows

FLSA: Exempt

Work Environment

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** – To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** – To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** – To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.

- **Accountability for Performance and Fiscal Responsibility** – To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket and ensure the highest possible return on investment.
- **Innovation and Technology** – To actively participate in identifying best practices for continuous improvement.
- **Sustainability** – To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** – To rely on the professional ethics and honesty of every Metro employee.
- **Teamwork** – To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** – To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** – To actively engage with the Community as it relates to Metro interest/services.

Examples of Duties

- Works with the CEO to provide strategic direction and establish goals and major priorities for the Office of Extraordinary Innovation.
- Initiates and completes comprehensive strategic planning process that includes input from our Board of Directors, employees, stakeholders, and local/national partners, that will set the strategic direction of our agency for the next decade or more.
- Works with CEO and Planning, Finance, and Construction/Engineering departments to develop a performance-based investment strategy for Metro
- Plans, develops implements, evaluates, and directs the activities, programs, policies and procedures, and personnel of the Office of Extraordinary Innovation.
- Leads staff in inter-departmental and inter-agency collaboration and partnership.
- Initiates different and unique ideas to improve mobility and accessibility in Los Angeles.
- Partners with the academic community, learned transportation professionals, and the private sector to research past and leading edge ideas and philosophies to address current and anticipated transportation challenges and concerns to determine how those ideas can benefit LA County and even the world.
- Collaborates with outside and partner governmental agencies, the private sector, and policy makers to create effective and results-based partnerships.
- Analyzes, develops, and supervises implementation of innovative means of funding and financing transportation projects and services.
- Directs the multi-agency project team in evaluating unsolicited proposals for any type of new and innovative projects that could

include P3 delivery, technology, revenue generation, cost efficiency, ridership increases, etc., to determine technical or financial merit.

- Facilitates the process to ensure the P3 concessionaire's compliance to the P3 agreement terms and conditions.
- Works with finance and budget to oversee Metro's P3 Project activities to ensure appropriate levels of resource allocations.
- Establishes procedures in coordination with Metro Unit departments to ensure that construction-related activities conform to Metro policies, federal regulations, and all applicable state and local laws
- Manages department, including developing, monitoring and adhering to budget and achieving unit's goals and objectives.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

Essential Knowledge and Abilities

Knowledge of:

- Theories, principles, and practices of transportation planning, program management, procurement, and public policy.
- Applicable local, state, and federal laws, rules, and regulations.
- Administrative principles and methods, including goal setting, program and budget development and implementation
- Capital and operating budgets.
- Social, political, and environmental issues influencing transportation programs.
- Public administration.
- Modern management theory.

Ability to:

- Plan, organize, and control the work of an innovative, dynamic organizational unit in an effort to improve mobility in Los Angeles County.
- Develop and implement objectives, policies, procedures, work standards, and internal controls.
- Determine strategies to achieve goals.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, budgets, and contracts.
- Represent Metro before elected officials, the private sector, and the public.
- Analyze situations, identify problems, implement solutions, and evaluate outcome.
- Prepare comprehensive reports and correspondence.
- Establish and maintain cooperative working relationships.
- Exercise judgment and creativity in making decisions.
- Communicate effectively orally and in writing.

- Interact professionally with various levels of Metro employees, outside representatives, and public officials.
- Read, write, speak, and understand English.

Minimum Qualifications

Potential candidates interested in the **CHIEF INNOVATION OFFICER** position **MUST** meet the following requirements:

- Bachelor's degree - Business, Public Administration, Public Policy, Urban Planning, Transportation Planning, or other related field.
- 8 years' senior management-level experience in transportation planning, policy, program management, or project development/management.
- Master's degree in related field desirable.
- Valid California Class C driver's license.

Special Conditions

- None.

Disclaimer

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.



Board Report

File #: 2015-1228, File Type: Contract

Agenda Number: 64.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015

SUBJECT: NEW FLYER BUSES**ACTION: APPROVE RETROFIT OF OPERATOR BARRIERS AND LIVE VIDEO MONITORS ON REMAINING NEW FLYER BUSES AND OPTION 1 PRICE ESCALATION****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to:

- A. Increase the Life of Project (LOP) budget for the **900 bus buy project to include funding for Option 1 price escalation; retrofit of operator safety barriers; and Live Video Monitoring System (LVMS)** in the amount of \$3,617,152 from \$503,442,500 to \$507,059,652; and
- B. Approve Contract Modifications 9 and 10 for Contract OP33202869 to New Flyer of America, in the amount of \$6,043,492, for Option 1 price escalation and for retrofit of operator safety barriers and LVMS, increasing the total Contract value from \$498,652,341 to \$504,695,833.

ISSUE

Contract OP33202869 is a firm fixed price contract for the purchase of up to 900 forty-foot CNG transit buses. The Base Order Contract for 550 buses was executed on February 1, 2013. In February 2015, Metro's Board approved Contract Option 1 for 350 additional buses for a total of 900 buses. Base order buses purchased under this contract went into service in December 2013. Option 1 buses are currently being delivered to Metro at a rate of 5 buses per week with a delivery completion date of October 2016.

In response to increased operator assaults, Metro's CEO directed staff to retrofit all of Metro's bus fleet with protective operator barriers in order to provide additional protection to operators.

DISCUSSION**Operator Barriers & Live Video Monitoring System**

In September 2014, New Flyer was directed to begin installation of LVMS during production on 618 buses. In February 2015, Metro directed New Flyer to begin installation of protective operator barriers on 473 buses during production.

The first phase of Metro CEO's directed fleet retrofit plan will include installation of operator barriers and LVMS on the base order New Flyer buses purchased under Contract OP33202869 that did not have this equipment installed during production. Currently, there are 427 New Flyer buses that do not have operator safety barriers installed, and there are 282 New Flyer buses that do not have the LVMS installed.

In the last couple years, several major U.S. transit operators are installing operator barriers to help reduce the number of bus operator assaults (Attachment D). The barriers are being installed as part of new bus procurements and continue to be in use. Metro will continue to monitor advancements in operator barriers and protective systems internally and within the transit industry. The information gathered from manufacturers and transit agencies only indicates who is using protective operator barriers, there is no current information available on their effectiveness against operator assaults.

Between April and August 2015 Metro conducted surveys and sent bus operators several pieces of communications to inform them and solicit their feedback regarding protective operator barriers and LVMS. The results of this survey found:

- 62% of operators surveyed expressed that they would use the barriers in the future
- 58% of operators surveyed felt that the barriers made their job easier or did not affect their job in a negative way
- 59% of operators surveyed reported that they felt safe or somewhat safe when operating a bus with a barrier
- 63% of operators surveyed felt safe or somewhat safe when operating a bus with the on-board video monitor

The total retrofit cost of the operator safety barriers is \$2,512,726 and LVMS is \$1,104,426. Once this project begins, it is estimated that barrier installations will be completed in 25 weeks, and video monitor installations will be completed in 15 weeks.

Escalation for 350 Bus Option

Option buses purchased under the Contract are subject to escalation based on the Producer Price Index (PPI) for bus and truck bodies. The Total Contract Value approved by the Board in February was based on projected escalation using the latest PPI figure (Dec '14) available at the time of board approval. Between January and March 2015, the PPI increased 1.33% or \$2,426,340, increasing the Total Contract value for the 350 Option buses from \$498,652,341 to \$501,078,681, inclusive of sales tax. Staff recommends an increase to the Total Contract Value for Option 1 buses in the amount of \$2,426,340 to cover the cost of escalation accrued between January and March 2015 for the 350 vehicle Option approved by the Board in February 2015.

DETERMINATION OF SAFETY IMPACT

Operator safety is at the forefront of Metro's priorities. The installation of protective barriers and

video monitors on the new fleet is expected to help reduce the rate of Operator assaults.

FINANCIAL IMPACT

Funding for this recommendation will be included in the FY16 capital program by an LOP increase to project 201056 550 40' Foot Bus Buy. Budget will be allocated to cost center 3320 in account 53105 - Vehicle Technology for \$3,617,152 in the FY16 budget. The balance of the project shall be funded in accordance with the cashflow plan found in Attachment C. Should additional funds be identified or become available throughout the life of this action, project management will coordinate with funding staff to accelerate the bus delivery. Since this is a multi-year action, the cost center manager and project manager will be responsible for budgeting in future fiscal years.

Impact to Budget

The recommended action will be funded with Federal 5307, Federal 5339 and Local TDA-4 funds which are eligible for Bus and Rail Operations.

ALTERNATIVES CONSIDERED

Operator Barriers & LVMS

Staff considered conducting a new procurement for barriers and monitors for all Metro buses fleet-wide. This option is not recommended for the New Flyer buses because it would delay the installation and will compromise fleet uniformity for the New Flyer fleet and create additional inventory and training costs. If outside vendors (other than New Flyer) were to do this work it may void the warranty coverage on these buses.

Escalation for Option 1

Staff considered purchasing slightly fewer than the full 350 buses to stay within previously approved contracting authority limits. This action is not recommended because funding is already programmed that covers the cost of this increase, and all of these New Flyer buses are needed to replace older CNG buses that are scheduled to be retired.

NEXT STEPS

If this action is approved, staff will issue Contract Modification No. 9, and Contract Modification No. 10 to direct New Flyer to immediately begin a retrofit program for all 5600 series buses that do not already have protective operator safety barriers and/or video monitors. New Flyer will begin retrofitting buses within 30 days of the Notice-to-Proceed. The estimated completion timeline is 25 weeks for operator safety barriers and 15 weeks for LVMS.

While the operator barriers meet all Federal Motor Vehicle Safety Standards, Operations understands that the barriers are new to our environment. As concerns are raised, staff will review and work with the equipment suppliers to rectify any operational and safety concerns.

Staff also plans to issue a new competitive solicitation for the installation of operator safety barriers on approximately 1,500 other buses in Metro's fleet that do not already have this equipment.

Staff will continue to evaluate the effectiveness of the operator barriers. Operations will provide the Board with the information gained internally through Metro's usage of the barriers, and through partnerships with our peer agencies that utilize operator barriers.

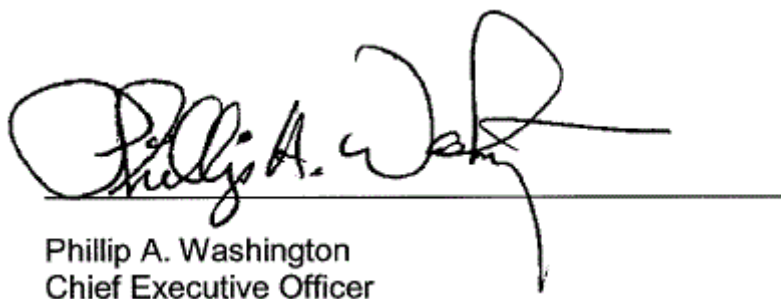
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification / Change Order Log
- Attachment C - Funding / Expenditure Plan
- Attachment D - Transit Agencies Using Operator Barriers

Prepared by: John Drayton, Director, Vehicle Technology (213) 617-6285

Questions: Christopher Reyes, Transportation Planning Manager III, Operations
(213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT/
MODIFICATION NO. 9 & 10

1.	Contract Number: OP33202869		
2.	Contractor: New Flyer of America, Inc.		
3.	Mod. Work Description: Retrofit installation of Operator Barriers and Live Video Monitors, Option 1 escalation		
4.	Contract Work Description: Up to 900 Bus Buy		
5.	The following data is current as of: 8/7/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/1/13	Contract Award Amount: \$302,094,178
	Notice to Proceed (NTP):	2/1/13	Total of Modifications Approved: \$196,558,163
	Original Complete Date:	7/31/15	Pending Modifications (including this action): \$6,043,492
	Current Est. Complete Date (with this action):	10/30/16	Current Contract Value (with this action): \$504,695,833
7.	Contract Administrator: Joe Marzano		Telephone Number: (213) 922-7014
8.	Project Manager: John Drayton		Telephone Number: (213) 922-5882

A. Procurement Background

This Board Action is to approve contract modification no. 10 for \$3,617,152 issued to New Flyer in support of a retrofit installation of a Live Video Monitoring System (LVMS) on 282 New Flyer buses and operator barriers on 427 New Flyer buses. This Board Action also includes approval of contract modification no. 9 for escalation accrued between January and March 2015 for Option 1 buses in the amount of \$2,426,340. The total value for contract modification no. 9 and 10 is \$6,043,492.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

On January 24, 2013, Metro's Board of Directors approved board agenda item no. 54, to New Flyer of America, Inc., in the amount of \$302,094,178, for manufacturing and delivery of 550 forty-foot CNG transit buses exclusive of contract options for up to 350 additional buses for a total of 900 buses. On February 26, 2015, Metro's Board of Directors approved board agenda item no. 23 in the amount of \$193,979,571 to exercise Option 1 for 350 additional forty-foot CNG buses. Approval of this Board

recommendation item will increase the total value of the option purchase to \$196,405,911.

On October 23, 2014, Metro's Board of Directors approved board agenda item no. 10 for the installation of a LVMS on the 128 production buses. On January 20, 2015, staff executed contract modification no. 8 for the installation of operator barriers on 123 production buses. The recommended contract modification no. 10 is to retrofit operator barriers and LVMS on the remaining New Flyer fleet that currently does not have this equipment installed. The value of the contract modification is for a firm fixed amount of \$3,617,152 including, tax and delivery.

Attachment B shows that eight modifications have been issued to date for vehicle configuration changes, non-taxable ADA equipment tax adjustments, and corrections to Diagnostic Test Equipment pricing.

B. Cost/Price Analysis

Live Video Monitoring System & Operator Barriers

The recommended price for the LVMS and operator barriers has been determined to be fair and reasonable based upon an independent cost estimate, audit, cost analysis technical evaluation, fact finding and negotiations.

Item	Proposed Amount	Metro Independent Cost Estimate	Negotiated Amount
Live Video Monitoring System	\$1,262,125	\$1,258,961	\$1,104,426
Operator Barriers	\$2,781,358	\$2,902,347	\$2,512,726
Total	\$4,043,483	\$4,161,308	\$3,617,152

Escalation for Option 1

The total contract value for Option 1 approved by the Board in February 2015 was based on projected escalation using the latest PPI figure (Dec '14) available at the time of board approval. The actual escalation costs for Option 1 are based on the March 2015 Producer Price Index for Truck and Bus Bodies, Series No. 1413. Between January and March 2015, the PPI increased 1.33% or \$2,426,340. The firm fixed price for Option 1 is \$196,405,911, including escalation, is determined to be fair and reasonable for the 350 option buses based upon adequate price competition for the base and option quantities, and a price analysis that included both base and option prices, including escalation prior to contract award.

C. Small Business Participation

The Diversity and Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this rolling stock procurement. Transit Vehicle Manufacturers (TVM), as a condition of authorization to bid or propose on FTA-assisted transit vehicle procurements, must certify that it has complied with the requirements of 49 Code of Federal Regulations (CFR) Part 26.49(a). Only those transit vehicle manufacturers listed on FTA's certified list of

Transit Vehicle Manufacturers at the time of solicitation are eligible to bid. In compliance with 49 CFR Part 26.49, TVMs report direct to FTA.

D. Living Wage Service Contract Worker Policy

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY
NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT

Request for Change. (RFC) No.	Description	Status	Estimated Cost
N/A	Award Base Contract	Approved	\$302,094,178
1	Updated ADA Equipment and Safety Provisions	Approved	\$2,936,786
1a	Correction to bus unit price for non-taxable ADA Equipment not accounted for in the proposal price	Approved	(\$717,994)
2	Period of Performance extension for the first 275 buses from June 30, 2014 to October 31, 2014	Approved	\$0
3	PLC cover color change and two (2) additional stop request buttons per bus	Approved	\$54,243
4	Change from 3 position bicycle rack to 2 position bicycle rack	Approved	(\$52,924)
5	Additions/reductions in quantities of special tools, diagnostic test equipment, training aids, and AMS server upgrade	Approved	(\$428,920)
5a	Correction to BAFO Pricing Form PF-4 Diagnostic Test Equipment, AMS Server Price	Approved	(\$692,075)
6	Installation of Live Video Monitoring System as a cut-in on remaining 128 production buses	Approved	\$964,877
7	Change from 2 position bicycle rack to 3 position bicycle rack	Approved	\$14,698
8	Installation of operator barriers on 123 production buses	Approved	\$499,901
N/A	Exercise Option No.1 for up to 350 buses	Approved, Pending Execution	\$193,979,571
9	Option 1 escalation	Pending Board Approval	\$2,426,340
10	Retrofit Installation of Operator Barriers and Live Video Monitoring System on remaining New Flyer fleet	Pending Board Approval	\$3,617,152
	Total – Approved Change Orders/Modifications (excluding Options)		\$2,578,592
	Total – Pending Change Orders/Modifications		\$6,043,492
	Total Amount – Option 1 including Escalation		\$196,405,911
	Total Contact Value including Option 1 and Change Orders/Modifications		\$504,695,833
	Increased CMA requested		0
	Total CMA including this action		\$30,209,418
	Remaining CMA for Future Changes		\$21,587,334

FUNDING/EXPENDITURE PLAN

NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT

In Thousands	900 CNG Buses (Forecast expenses thru FY15) ⁱ	FY16	FY17	Total	% of Total
Uses of Funds					
Bus Acquisition ¹	296,009.1	100,617.2	97,000.0	493,626.3	97.4%
Professional Services	855.1			855.1	0.2%
Labor	2,052.4	500	500	3,052.4	0.6%
Travel	940.7			940.7	0.2%
Spare Parts, Training, Service Manuals	5,094.6			5,094.6	1.0%
Contingency	3,490.6			3,490.6	0.7%
Total Project Cost	\$308,442.5	\$101,117.2	\$97,500.0	\$507,059.7	100.0%

In Thousands	900 CNG Buses (Forecast expenses thru FY15)	FY16	FY17	Total	% of Total
Sources of Funds					
BOS	4,000.0			4,000.0	0.8%
Prop C 40%	16,300.0			16,300.0	3.2%
TDA Article 4	63,230.0	16,217.2	12,800.0	92,247.2	18.2%
Measure R 35%	15,272.5			15,272.5	3.0%
Prop 1B PTMISEA	162,470.0			162,470.0	32.0%
CMAQ	22,170.0			22,170.0	4.4%
Federal Bus Capital	25,000.0			25,000.0	4.9%
Fed 5307		50,000.0	50,000.0	100,000.0	19.7%
Fed 5339		34,900.0	34,700.0	69,600.0	13.7%
Total Project Funding	\$308,442.5	\$101,117.2	\$97,500.0	\$507,059.7	100%

ⁱ Budget approved for New Flyer 900 bus contract in February 2015.

Transit Agencies Using Operator Barriers

Agency	City	Bus Type	# Buses Equiped	Barrier Type	Length of Service	Notes
CTA	Chicago, IL	Novabus	250	Full enclosure	1 year	Tempered glass fully enclosed operators compartment
CTA	Chicago, IL	New Flyer	1030	1/2 area glass	6 years	Originally designed as "snowball" barriers, now CTA is working to retrofit to full enclosure
CTA	Chicago, IL	New Flyer Xcelsior Electric	2	Full enclosure	1 year	OEM supplied by New Flyer, similar to LACMTA design
Metro	New York, NY	New Flyer		Full enclosure	3 years	First released in 2012
Metro	New York, NY	Orion NG Hybrid	852	Full enclosure	2 years	
Port Authority	Pittsburgh, PA	Gillig LF Diesel	60	Full enclosure	1 year	
Port Authority	Pittsburgh, PA	Gillig LF Diesel	90	Full enclosure		Current production
MTA	Baltimore, MD	New Flyer		Full enclosure	3 years	First released in 2012
MUNI	San Francisco, CA	New Flyer		Full enclosure	2 years	First released in 2013
WMATA	Washington DC	New Flyer		Full enclosure	2 years	First released in 2013
WMATA	Washington DC	NABI		Full enclosure		
GCRTA	Cleveland, OH	NABI		Full enclosure		
DART	Dallas, TX	NABI		Full enclosure		
MDTA	Miami, FL	NABI		Full enclosure		



Board Report

File #: 2015-1277, File Type: Contract

Agenda Number: 66.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2015**
SUBJECT: METRO FREEWAY SERVICE PATROL**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

- A. EXECUTING contract modifications to **16 existing Freeway Service Patrol contracts** as delineated in Attachment B, in an amount not to exceed \$7,696,000, and authorize reallocation of funds to meet unanticipated operational issues.
- Beat No. 3, Navarro's Towing, Inc., Contract No. FSP12-3, for \$475,000 for 8 months
 - Beat No. 5, Neighborhood Towing 4 U, Inc., Contract No. FSP12-5, for \$450,000 for 8 months
 - Beat No. 6, Mighty Transport, Inc. dba Frank Scotto Towing, Contract No., FSP-12-6, for \$420,000 for 8 months
 - Beat No. 7, South Coast Towing, Contract No. FSP12-7, for \$335,000, for 5 months,
 - Beat No. 9, Classic Two, Inc. dba Tip Top Tow, Contract No. FSP12-9, for \$486,000, for 8 months
 - Beat No. 11, J&M Towing, Contract No. FSP12-11, for \$270,000, for 5 months
 - Beat No. 17, Sonic Towing, Inc., Contract No. FSP12-17 for \$495,000 for 9 months
 - Beat No. 23, Navarro's Towing, Contract No. FSP12-23, for \$305,000 for 5 months
 - Beat No. 27, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-27, for \$455,000 for 5 months
 - Beat No. 29, Platinum Tow & Transport, Inc., Contract No. FSP12-29, for \$480,000, for 6 months
 - Beat No. 31, Sonic Towing, Inc., Contract No. FSP12-31, for \$460,000, for 6 months
 - Beat No. 39, J&M Towing, LLC, Contract No., FSP12-39, for \$385,000, for 9 months
 - Beat No. 43, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-43, for \$560,000 for 9 months
 - Beat No. 50, Girard & Peterson, Inc., Contract No. FSP12-50, for \$610,000, for 6 months
 - Beat No. 70, Sonic Towing, Inc., Contract No. FSP12ELTS-70, for \$755,000, for 4 months
 - Beat No. 71, Bob & Dave's Towing, Inc., Contract No. FSP12ELTS-71, for \$755,000 for 4 months

B. EXERCISING option year 2 of two FSP Big Rig Contract for a total value of \$1,512,000.

- Beat No. 60, Hadley Towing, Inc., Contract No. FSP10BR-60, for \$765,000, for 12 months
- Beat no. 61, Hadley Towing, Inc., Contract No. FSP10BR-61, for \$765,000, for 12 months

ISSUE

The proposed contract modifications will extend the term of the expiring FSP tow contracts to align expiration dates with the service start dates of the new contracts yet to be awarded. In addition, the contract modifications will support freeway construction projects and fill operational service vacancies, as they arise. Finally, recommendation B exercises one year options for two FSP Big Rig contracts.

DISCUSSION

The Metro FSP program currently manages 38 tow service contracts covering over 475 center line miles on all major freeways in Los Angeles County. The service is provided by 25 independent tow service operators deploying over 150 vehicles throughout Los Angeles County that provide assistance to stranded or disabled motorists. On average, FSP performs 25,000 motorist assists per month and provides a benefit to cost ratio of 10.8 to 1 per the most recent statewide evaluation.

Sixteen existing contracts require modification to ensure continuity of service and operation until new contracts are awarded and contractors are mobilized to begin service, and to support operational issues and special events as required. These events include but are not limited to:

- Freeway construction support - FSP is used to support/mitigate construction impacts on freeway traffic. FSP construction support on the Metro 405 Widening Project and various Caltrans construction projects is in addition to the normal FSP services provided during operating hours and generally includes the deployment of vehicles during non-service hours. Although the FSP support on Caltrans construction projects is reimbursed by Caltrans, these funds are reimbursed to Metro and not applied to the individual contracts that provided the service.
- Special events support - FSP has been used to support special conditions/events that may cause a negative traffic impact. Examples include Rose Bowl Game/Parade and other events.
- General redeployment support - On occasion, FSP contractors are directed to provide services on other FSP Beats due to a variety of operational and/or administrative issues. Redeployment support is used to ensure that FSP continues to serve the public while the operational or administrative issues are handled. Issues can include vehicle breakdown, service suspension, operator/driver unavailability, contractor termination or other related items.
- Other service issues - On occasion, FSP contractors are required to continue providing support for an incident beyond the normal work hours, for example SigAlerts.
- Service gap coverage - Depending upon the ability of the new contractors to secure their

vehicles, equipment and staff, there may be a need to extend expiring contracts for some limited time to provide sufficient transition time. This gap coverage is primarily driven by circumstances beyond the new contractors' direct control.

If any of the contractors decline the offer to modify their contract or if it is determined that it is in the best interest of Metro not to modify a contract, then the contract modification will be used to modify other existing FSP contracts to ensure that service continues to be provided until new contracts are in place.

Lastly, two FSP Big Rig contracts require the exercise of one year options, as part of this action.

DETERMINATION OF SAFETY IMPACT

The FSP Program provides a vital service to assist motorists with disabled vehicles on the freeways of Los Angeles County. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

A portion of the funding of \$9,208,000 for this program is included in the FY16 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070.

Since this is a multi-year contract/project, the cost center manager and Executive Officer, Congestion Reduction, will be accountable for budgeting the funds in future years.

Impact to Budget

The FSP program is funded through a combination of Proposition C 25% sales tax, State and SAFE funds. There is no impact to bus and rail operating or capital; Proposition A, C and TDA administration; or Measure R administration budgets.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the modifications to existing contracts. This alternative is not recommended as it would result in interruption to FSP services and will prevent staff from managing the FSP program in the most cost-effective and efficient manner possible.

NEXT STEPS

Upon Board approval, staff will execute the modifications.

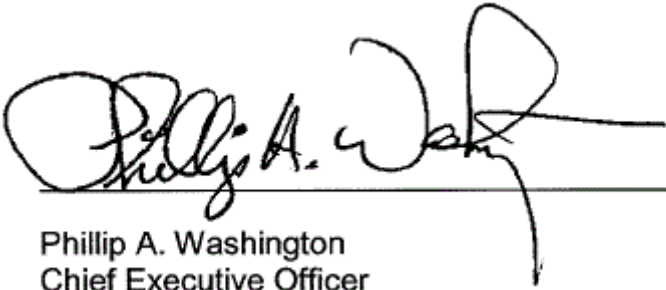
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Summary
Attachment C - FSP Beat Map

Prepared by: John Takahashi, Sr. Highway Operations Program Manager, (213) 922-6346

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction Initiative, (213) 922-3061

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

CONTRACT MODIFICATION SUMMARY

Beat #	Contractor	Contract No.	Current Contract Expiration Date	Current Contract Amount	Proposed Modification Amount	No. of Months to Extend	Amendment Justification
3	Navarro's Towing, Inc.	FSP12-3	9/30/2015	\$1,913,558	\$475,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
5	Neighborhood Towing 4 U, Inc.	FSP12-5	9/30/2015	\$2,396,661	\$450,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
6	Mighty Transport, Inc. dba Frank Scotto Towing	FSP12-6	9/30/2015	\$1,651,718	\$420,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
7	South Coast Towing	FSP12-7	9/30/2015	\$1,829,820	\$335,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
9	Classic Tow, Inc. dba Tip Top Tow	FSP12-9	9/30/2015	\$1,926,504	\$486,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
11	J&M Towing	FSP12-11	9/30/2015	\$1,611,527	\$270,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
17	Sonic Towing, Inc.	FSP12-17	9/30/2015	\$2,162,122	\$495,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
23	Navarro's Towing	FSP12-23	9/30/2015	\$1,743,647	\$305,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage

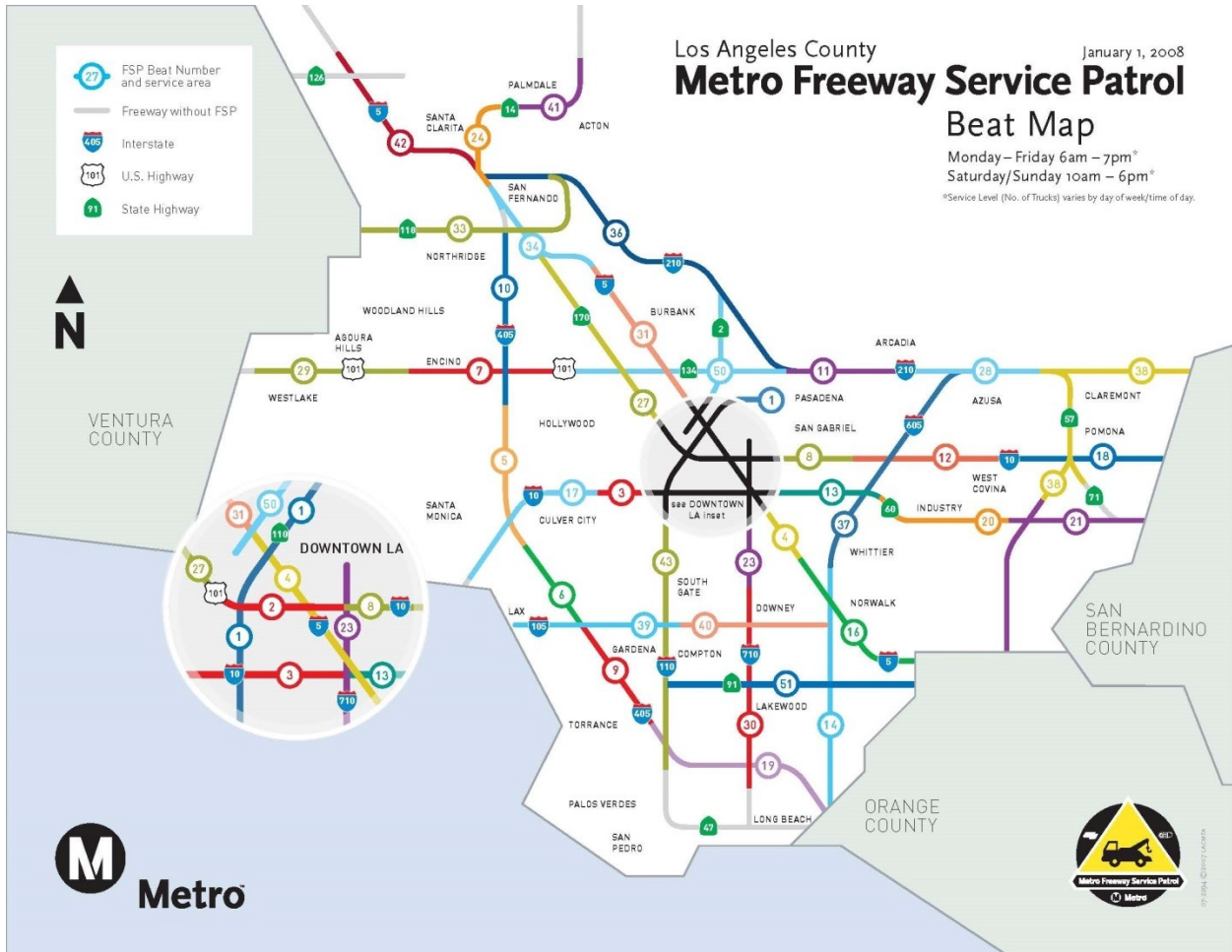
Beat #	Contractor	Contract No.	Current Contract Expiration Date	Current Contract Amount	Modification Amount	No. of Months to Extend	Amendment Justification
27	Disco Auto Sales, Inc. dba Hollywood Car Carrier	FSP12-27	9/30/2015	\$2,430,119	\$455,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
29	Platinum Tow & Transport, Inc.	FSP12-29	9/30/2015	\$2,083,304	\$480,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
31	Sonic Towing, Inc.	FSP12-31	9/30/2015	\$2,222,697	\$460,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
39	J&M Towing, LLC	FSP12-39	9/30/2015	\$1,640,078	\$385,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
43	Disco Auto Sales, Inc. dba Hollywood Car Carrier	FSP12-43	9/30/2015	\$2,011,563	\$560,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
50	Girard & Peterson, Inc.	FSP12-50	9/30/2015	\$2,784,083	\$610,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
70	Sonic Towing, Inc.	FSP12ELTS-70	9/30/2015	\$3,785,202	\$755,000	4	Schedule Alignment, Service Coverage
71	Bob & Dave's Towing, Inc.	FSP12ELTS-71	9/30/2015	\$3,951,621	\$755,000	4	Schedule Alignment, Service Coverage
			Total		\$7,696,000		
OPTION EXERCISE							
60	Hadley Towing, Inc.	FSP10BR-60	9/30/2015	\$4,590,125	\$765,000	12	Exercise Option Year 2, approved per Metro Board on March 25, 2010, Item No. 48
61	Hadley Towing, Inc.	FSP10BR-61	9/30/2015	\$4,590,125	\$765,000	12	Exercise Option Year 2, approved per Metro Board on March 25, 2010, Item No. 48

Los Angeles County Metro Freeway Service Patrol Beat Map

January 1, 2008

Monday – Friday 6am – 7pm*
Saturday/Sunday 10am – 6pm*

*Service Level (No. of Trucks) varies by day of week/time of day.



PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL

1.	Contract Number: Various, see Attachment B		
2.	Contractor: Various, see Attachment B		
3.	Mod. Work Description: General Redeployment, Caltrans Construction & Special Event Support		
4.	Contract Work Description: Freeway Service Patrol		
5.	The following data is current as of: September 1, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Various	Contract Award Amount: Various, See Attachment B
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: Various, See Attachment B
	Original Complete Date:	N/A	Pending Modifications (including this action): Various, See Attachment B
	Current Est. Complete Date:	Various	Current Contract Value (with this action): Various, See Attachment B
7.	Contract Administrator: Aielyn Q. Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: John Takahashi		Telephone Number: (213) 922-6346

A. Procurement Background

The proposed modifications for 16 (14 FSP12 General Purpose Lanes and 2 FSP12 ExpressLanes) contracts for an amount of \$7,696,000 will continue required services for the FSP program and extend the period of performance to support unanticipated events, redeployment, support during freeway construction work, and service delivery until new contracts are in place.

On February 23, 2012, the Board approved, Item No. 44 to award 15 multi-year firm fixed unit rate requirements General Purpose Lane contracts under Bid No. FSP12. On December 13, 2012, the Board approved, Item No. 81 to execute two pilot Metro FSP12 ExpressLanes contracts. On October 2, 2014, the Board approved Item No. 18, authorizing contract modifications to 32 existing FSP contracts; of which 14 were FSP12 General Purpose Lane contracts and two were FSP12 ExpressLanes contracts.

In addition, on March 25, 2010, the Board approved Item No. 48 to award two six-year fixed unit rate Big Rig FSP contracts in the not-to exceed amount of \$9,180,250 to Hadley Tow, inclusive of two single year options for each contract. Option Year 1 of both Big Rig contracts has been previously exercised. This modification will exercise Option Year 2 of both contracts for a total value of \$1,512,000. As a result of, and in accordance with the directive on Item No. 14 of the

June 24, 2014 Board Meeting requiring Board approval of options exceeding \$500,000 in total value, Year 2 option pricing for the Big Rig contracts is being presented to the Board for approval.

Contract modifications are processed in accordance with Metro's Board approved policies and procedures. Attachment B shows the list of contracts that require contract modifications.

B. Cost/Price Analysis

The final modification amounts will comply with all requirements of Metro's Acquisition Policy and Procedures Manual. Fair and reasonable prices were determined based upon full and open competition resulting from the sealed bid process in the original procurement. These contract modifications utilize the same rate structure as previously authorized by the Board on March 25, 2010, February 23, 2012, December 13, 2012, and October 2, 2014. The contract period of performance will be extended up to twelve months based on the required support needed.

C. Living Wage Service Contract Worker Policy

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

D. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Small Business Enterprise (SBE) goal for FSP12. All the FSP providers are exceeding their SBE commitment, with the exception of Mighty Transport, Inc.

Mighty Transport made a 12.32% Small Business Enterprise (SBE) commitment. Current SBE participation is 9.78%, representing a shortfall of 2.54%. Their contract is 96% complete. Mighty Transport confirmed their intention to utilize their current fuel supplier, Patten Energy, to fulfill their SBE commitment. DEOD will perform a final compliance review to determine if appropriate administrative sanctions are warranted.

The SBE commitment and current participation of the FSP12 Contractors are as follows:

Beat 3 – Navarro’s Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	11.98%	Substituted
2.	Serrano’s Auto Supply & Service	1.02%	Out of Business
3.	AAA Oils	Added	19.68%
	Total	13.00%	19.68%

Beat 5 – Neighborhood Towing 4U, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	5.10%	7.45%
	Total	5.10%	7.45%

Beat 6 – Mighty Transport, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1	Cumbre Insurance	10.00%	Substituted
.			
2	Serrano’s Auto Supply & Service	1.68%	Out of Business
.			
3	JCM	0.17%	0.18%
.			
4	Patten Energy	0.22%	0.23%
.			
5	Performance Autobody/Paint	0.25%	0.27%
.			
6	Dyson Electrical	Added	9.10%
.			
	Total	12.32%	9.78%

Beat 7 – South Coast Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	4.80%	12.37%
2.	Patten Energy	1.00%	0.00%
	Total	5.80%	12.37%

Beat 9 – Classic Tow, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	2.40%	0.02%
2.	EJG Associates, Inc.	1.00%	Substituted
3.	ENLOO, Inc.	Added	0.38%
4.	Performance Auto Body/Paint	1.00%	0.00%
4.	Serrano’s Auto Supply &	1.00%	Out of

	Service		business
5.	AAA Oils	Added	7.58%
	Total	5.40%	7.98%

Beat 10 – Classic Tow, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	2.40%	0.02%
2.	EJG Associates, Inc.	1.00%	Substituted
3.	ENLOO, Inc.	Added	0.45%
4.	Performance Autobody & Paint	1.00%	0.00%
5.	Serrano's Auto Supply & Service	1.00%	Out of business
6.	AAA Oils	Added	9.09%
	Total	5.40%	9.56%

Beat 11 – J & M Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	4.60%	0.00%
2.	JCM & Associates	0.50%	0.00%
3.	Dyson Oil	2.76%	11.54%
4.	Performance Autobody & Paint	0.75%	0.00%
5.	Serrano's Auto Supply & Service	0.70%	Out of business
6.	Wincal Tech	0.33%	0.00%
	Total	0	11.54%

Beat 17 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	5.10%	4.48%
2.	AAA Oil, Inc.	Added	2.63%
	Total	5.10%	7.11%

Beat 23 – Navarro's Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	11.51%	Substituted
2.	Serrano's Auto Supply & Service	1.07%	Out of business
3.	AAA Oils	Added	15.98%
	Total	12.58%	15.98%

Beat 27 – Disco Auto Sales, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	6.00%	12.49%
	Total	6.00%	12.49%

Beat 29 – Platinum Tow & Transport, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1	Platinum Tow & Transport - SBE	100%	100%

Beat 31 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1	Dyson Electrical	5.10%	4.97%
2	AAA Oil, Inc.	Added	4.27%
	Total	5.10%	9.24%

Beat 39 – J & M Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	4.60%	0.0%
2.	JCM & Associates	0.50%	0.0%
3.	Dyson Oil	2.76%	10.94%
4.	Performance Autobody & Paint	0.75%	0.0%
5.	Serrano's Auto Supply & Service	0.70%	Out of business
6.	Wincal Tech	0.33%	0.0%
	Total	0	10.94%

Beat 43 – Disco Auto Sales, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	6.00%	14.89%
	Total	6.00%	14.89%

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.



Board Report

File #: 2015-1227, **File Type:** Resolution

Agenda Number: 9.

**REGULAR BOARD MEETING
OCTOBER 22, 2015**

SUBJECT: GENERAL REVENUE BONDS AND UNDERWRITER POOL

ACTION: AUTHORIZE REFUNDING OF BONDS AND APPOINT BOND UNDERWRITERS

RECOMMENDATION

A. ADOPTING a resolution:

1. authorizing **the issuance of refunding bonds by negotiated sale to refund the 2004 General Revenue Refunding Bonds** (the “2004 GRRBs”) in one or more transactions through June 30, 2016, consistent with the Debt Policy;
2. approving the forms of the supplemental trust agreement, preliminary official statement and such other documents as required and all as subject to modification as set forth in the Resolution;
3. authorizing 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 2015 General Revenue Refunding Bonds (the “2015 GRRBs”), and approves related documents on file with the Board Secretary; and
4. prohibiting the subsequent issuance of General Revenue Bonds or Parity Debt under the General Revenue Trust Agreement except for refunding bonds.

B. **APPOINTING the underwriter team** selected for the 2015 GRRBs transaction(s) as shown in Attachment B.

C. **ESTABLISHING an underwriter pool**, as shown in Attachment B, that will be used to select underwriters for all future negotiated debt issues through June 30, 2019.

(REQUIRES SEPARATE SIMPLE MAJORITY VOTE OF THE BOARD)

(CARRIED OVER FROM SEPTEMBER BOARD CYCLE)

ISSUE

Currently low interest rates provide an opportunity to lock in fixed interest rates to refund our \$86,175,000 outstanding 2004 GRRBs, which were originally issued as weekly auction rate securities (“ARS”) in 2004, in combination with an interest rate swap to produce a synthetic fixed rate of 3.501%. During the financial crisis in 2008, the ARS market failed and it continues to fail, causing investors to be unable to sell their bonds. We were able to refund approximately half of the bonds to fixed rate in 2010 through a tender program, buying the bonds back from owners at a discount. We would like to refund the remaining failed ARS while interest rates continue to be low.

DISCUSSION

ARS bear an interest rate that changes weekly based on the results of an auction process to investors. Following the financial collapse in 2008, and demise of the bond insurers, there has not been an active market for these bonds. When the auction fails, as it has since then, the weekly interest rate is set by formula at 225% of the one-month London Interbank Offered Rate (“LIBOR”). The one-month LIBOR rate is now only about 0.20%, meaning we pay approximately 0.45% on the bonds. Because these bonds are now illiquid, this rate is especially unattractive to investors. Replacing this failed security would be a positive for LACMTA’s relationship with bond investors.

Although current short-term interest rates are extremely low, and thus what was designed as a penalty rate is not burdensome, the cost to LACMTA is expected to increase as interest rates rise. For example, the 10 year average for one-month LIBOR is 1.75%, which would result in an interest rate of approximately 4%.

To avoid these cost increases as the market returns to more normal interest rate levels, we need to refund the ARS into another type of bond. These variable rate bonds were originally matched with an interest rate swap to create a “synthetically” fixed-rate obligation. With falling interest rates since 2009, the fixed rate was higher than the current market, and the swap was terminated at no cost last year. Replacing the failed ARS with a traditional fixed-rate bond financing is recommended. This will allow us to lock in a fixed rate at current low levels for the remaining life of the bonds, through fiscal 2027.

The General Revenue Bonds are rated A1/A+ as of September 1, 2015, by Moody’s and S&P respectively, because the first source of payment for the bonds is farebox revenues, with a subordinate pledge of Prop A, Prop C and certain other funds in the event farebox revenues are not sufficient to pay debt service. Because of the unusual type of revenue pledge and the lower ratings, the negotiated bond sale method is recommended. A negotiated bond sale is justified under the Debt Policy criteria for Method of Bond Sale due to the need to have the underwriters available well in advance of the bond sale because this particular structure is unfamiliar to many of our investors. The underwriters will pre-market the issue, assist with the rating process and advise on market timing for pricing the bonds.

In addition to appointing underwriters for the 2015 GRRBs transaction, we are recommending the establishment of a pool of underwriters to be used in all future negotiated sales. The pool will enable us to move more quickly in forming financing teams when a negotiated sale is the recommended approach for a bond issue. For subsequent negotiated sales, underwriter(s) will be selected from the pool, using a mini-RFP process. Selecting the underwriters early in the process will enable us to

benefit from their participation in structuring the debt, bond document development and preparation for credit presentations.

Consistent with our Debt Policy, the underwriting team is recommended based on a competitive Request For Proposal (RFP) process conducted by KNN, our general financial advisor. RFPs were distributed in March 2015 to 29 firms and 24 proposals were received. Members of LACMTA's Treasury staff and our financial advisors reviewed the proposals, evaluating them based on the criteria listed in the RFP. The twelve firms that were ranked the highest by the review team are recommended for inclusion in the pool. The underwriting pool will be retained through June 30, 2019. See Attachment B, Summary of Underwriter Selection.

The underwriters selected for the 2015 GRRBs transaction are the highest ranked member of the pool and the two highest ranked minority owned firms.

Included in the Resolution and in the Supplemental Trust Agreement is language that amends the General Revenue Trust Agreement so that no further General Revenue Bonds can be issued on parity with the current bonds, other than refunding bonds. Our Debt Policy specifically says that we will not issue any additional General Revenue Bonds and we have not issued any General Revenue Bonds, other than refunding bonds, since 1995. By making this legally binding, it should provide an additional level of security to rating agencies and bondholders and does not impose an undue burden on us as we do not have any plans to use General Revenue Bonds as a source of borrowing.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

The costs of issuance for this refunding were not budgeted in FY16 due to the uncertainty related to completing any refunding. The costs of issuance including underwriting fees for this transaction will not affect the FY16 Budget since they will be covered by the proceeds of the bond issue.

General Revenue debt service is accounted for in cost center 0521, project #610309. The 2004 GRRBs refunded bonds that financed the construction cost of the Gateway Headquarters Building and the debt service is allocated as rent cost to departments housed in the Gateway building.

ALTERNATIVES CONSIDERED

Authorization of the refunding and the appointment of the underwriters could be delayed, but would continue to expose us to significantly higher interest costs in the future if interest rates were to rise. This option is not recommended.

The selection of an underwriting pool may either be deferred or not be put into place. This option is not recommended. The Debt Policy identifies that for a negotiated bond sale, the financial advisor will conduct a competitive process to select underwriters, either for a specific bond issue or through the establishment of a pool of underwriters to be used for bond issues over a defined time period.

With a pool, it will be much faster and easier to move forward with negotiated transactions because a new solicitation process will not have to be done each time, which could save us several months in a volatile interest rate environment as we try to get to market.

NEXT STEPS

- Obtain ratings on the bonds, finish legal documentation, distribute the Preliminary Official Statement to potential investors, and initiate the pre-marketing effort.
- Negotiate the sale of the bonds with the underwriter.

ATTACHMENTS

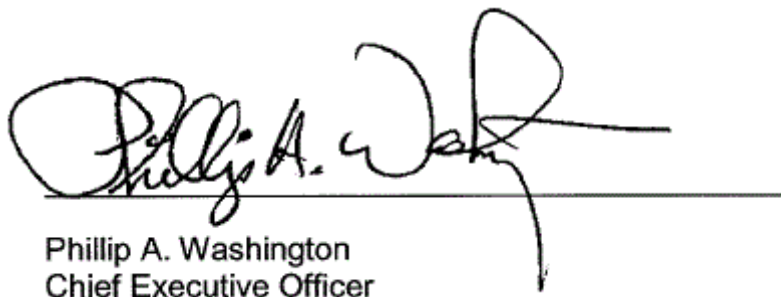
Attachment A - Authorizing Resolution

Attachment B - Summary of Underwriter Selection

Attachment C - Form of the 7th Supplemental Trust Agreement

Prepared By: Donna R. Mills, Treasurer, (213) 922-4047
LuAnne Edwards Schurtz, Assistant Treasurer, (213) 922-2554

Reviewed By: Nalini Ahuja, Executive Director, Finance and Budget,
(213) 922-3088



Phillip A. Washington
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE OF ITS GENERAL REVENUE REFUNDING BONDS (UNION STATION GATEWAY PROJECT), SERIES 2015 IN AN AGGREGATE PRINCIPAL AMOUNT SUFFICIENT TO REFUND ITS GENERAL REVENUE REFUNDING BONDS (UNION STATION GATEWAY PROJECT), SERIES 2004-A, SERIES 2004-B, SERIES 2004-C AND SERIES 2004-D; PROVIDING FOR THE FORM OF SUCH BONDS AND OTHER TERMS WITH RESPECT TO SUCH BONDS; PROVIDING FOR THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; AND AUTHORIZING OFFICERS, AGENTS AND EMPLOYEES TO PERFORM DUTIES AND TAKE ACTIONS IN ACCORDANCE WITH THIS RESOLUTION

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is a county transportation commission duly organized and existing pursuant to Section 130000 *et seq.* of the California Public Utilities Code and is authorized to issue bonds under Section 130500 *et seq.* of the California Public Utilities Code (the "Authorizing Act"); and

WHEREAS, the LACMTA has heretofore issued \$197,050,000 in aggregate principal amount of its outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D (collectively, the "Series 2004 Bonds"); and

WHEREAS, pursuant to the Authorizing Act, the LACMTA is authorized to issue refunding bonds in one or more series for the purpose of refunding any bonds then outstanding if the LACMTA makes a determination that it is in the public interest to issue refunding bonds pursuant to the terms or conditions of the refunding; and

WHEREAS, on July 22, 2010, LACMTA purchased and cancelled \$79,620,000 of the Series 2004 Bonds with the proceeds of its General Revenue Refunding Bonds(Union Station Gateway Project), Series 2010-A; and

WHEREAS, the Board of the LACMTA desires to permit the issuance of the Bonds herein authorized so long as the issuance thereof complies with the provisions of the Debt Policy of the LACMTA; and

WHEREAS, the LACMTA has determined that it is in the public interest of the LACMTA and the residents of Los Angeles County to issue bonds in one or more series entitled the Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds, Series 2015 (the "Bonds"), in an aggregate principal amount sufficient to refund the outstanding Series 2004 Bonds; and

WHEREAS, there has been made available in the Board Secretary's office to the LACMTA the form of a Seventh Supplemental Trust Agreement (the "Seventh Supplemental Trust Agreement") between the LACMTA and The Bank of New York Mellon Trust Company, N.A., as successor trustee (the "Trustee"), which Seventh Supplemental Trust Agreement authorizes the issuance of the Bonds and amends certain provisions of the Trust Agreement, dated as of January 1, 1995 (as heretofore supplemented, "Trust Agreement"), by and between the LACMTA and the Trustee; and

WHEREAS, in accordance with Article X of the Trust Agreement, the Trust Agreement will be amended pursuant to the Seventh Supplemental Trust Agreement to clarify procedures for issuance of debt secured by Proposition A and Proposition C, effect the proposed amendment authorized under the

Sixth Supplemental Trust Agreement dated as of July 1, 2010, by and between the Authority and the Trustee, and to change the definition of the term “Authorized Authority Representative” in the Trust Agreement; and

WHEREAS, subsequent to the issuance of the Bonds, the LACMTA has determined that no Bonds or Parity Debt (as defined in the Trust Agreement) except for refunding bonds may hereafter be issued under the Trust Agreement;

WHEREAS, there has been made available in the Board secretary's office to the LACMTA a form of a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”) to be executed by the LACMTA as required by Securities and Exchange Commission Rule 15c2-12, as amended (the “Rule”); and

WHEREAS, there has been made available in the Board secretary's office to the LACMTA the form of an Escrow Agreement (the “Escrow Agreement”) between the LACMTA and The Bank of New York Mellon Trust Company, N.A., as escrow agent, providing for the refunding of the Series 2004 Bonds; and

WHEREAS, there has been made available in the Board secretary's office to the LACMTA the form of a Preliminary Official Statement to be used in connection with the sale of the Bonds (the “Preliminary Official Statement”) which describes the Bonds, the LACMTA and the LACMTA’s operations and finances; and

WHEREAS, the LACMTA has been advised by its bond counsel that the foregoing documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various final terms of the Bonds and said documents are subject to completion to reflect the results of the sale of the Bonds; and

WHEREAS, the LACMTA has determined that it is in its best interest to provide for a negotiated sale of the Bonds to one or more underwriters to be selected by the Authority (collectively, the “Underwriters”); and

WHEREAS, there has been available in the Board secretary's office to the LACMTA the form of a Purchase Contract (the “Purchase Contract”), by and between the LACMTA and the Underwriters for the initial purchase and sale of the Bonds;

NOW, THEREFORE, BE IT RESOLVED BY THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AS FOLLOWS:

Section 1. **Findings.** Each of the above recitals is true and correct and the LACMTA so finds and determines. The issuance of the Bonds is in the public interest of the LACMTA and the residents of Los Angeles County.

Section 2. **Issuance of Bonds; Term of Bonds.** For the purpose of refunding the Series 2004 Bonds, the LACMTA hereby authorizes the issuance of its Bonds in one or more series through June 30, 2016. The LACMTA hereby specifies that the aggregate principal amount of the Bonds shall be an amount sufficient (taking into account any original issue discount and premium) to refund \$86,175,000 in aggregate principal amount of the Series 2004 Bonds and to provide for the Underwriters’ discount and payment of costs of issuance. The Bonds shall mature not later than July 1, 2027, shall bear interest at the rates per annum, be subject to redemption, if any, and have such other terms, all as set forth in the Seventh Supplemental Trust Agreement. The Bonds shall be in substantially the form set forth in the Seventh Supplemental Trust Agreement with necessary or appropriate variations, omissions and insertions as permitted or required by the Seventh Supplemental Trust Agreement or as appropriate to adequately reflect the terms of the Bonds and the obligations represented thereby. No Bonds shall bear interest at a rate

in excess of 6% per annum. The Bonds shall be issued in fully registered form in minimum denominations of \$5,000 or any integral multiple thereof. Each of the Chief Executive Officer, the Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA or any other Designated Officer (as defined below), acting in accordance with this Section 2, is hereby authorized to determine the actual aggregate principal amount of Bonds to be issued and to direct the execution and authentication of said Bonds in such amounts. Such direction shall be conclusive as to the principal amounts hereby authorized.

Section 3. **Designated Officers.** The LACMTA hereby appoints the Chief Executive Officer, Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA or any such officer serving in an acting or interim capacity, and any written designee of any of them under the terms of this Resolution and the Seventh Supplemental Trust Agreement as designated officers (each, a “Designated Officer”). The Designated Officers are, and each of them is, hereby authorized and directed to perform those duties set forth in the Documents (as defined below). The Designated Officers are, and each of them is, also authorized to make representations, certifications and warranties concerning the Bonds and to take such other actions and execute such other documents as are necessary to issue the Bonds and to purchase bond insurance or other credit enhancement described under Section 10 hereof, if desirable, for some or all of the Bonds and to refund the Series 2004 Bonds.

Section 4. **Special Obligations.** The Bonds shall be special obligations of the LACMTA secured by and payable from Pledged Revenues and Remaining Sales Tax (as such terms are defined in the Trust Agreement) and other amounts pledged therefor.

Section 5. **Execution of Bonds.** Each of the Bonds shall be executed on behalf of the LACMTA by a Designated Officer or any one or more thereof and any such execution may be by manual or facsimile signature, and each Bond shall be authenticated by the endorsement of the Trustee. Any facsimile signature of a Designated Officer or any one or more thereof shall have the same force and effect as if such officer had manually signed each of said Bonds.

Section 6. **Sale of the Bonds.** The LACMTA hereby authorizes the sale of the Bonds through a negotiated sale to the Underwriters pursuant to the Purchase Contract. The Bonds, if sold to the Underwriters, shall be sold subject to an underwriters’ discount (excluding original issue discount) not to exceed .5% of the aggregate principal amount of the Bonds, subject to the terms and conditions set forth in the Purchase Contract.

Section 7. **Approval of Documents.** The forms, terms and provisions of the Seventh Supplemental Trust Agreement, the Continuing Disclosure Certificate, the Escrow Agreement and the Purchase Contract (collectively, the “Documents”) are in all respects approved, and the Designated Officers are, and each of them is, hereby authorized and directed to execute, acknowledge and deliver each of the Documents including counterparts thereof, in the name and on behalf of the LACMTA and the LACMTA’s corporate seal is hereby authorized (but not required) to be affixed or imprinted on each of the Documents. The Documents, as executed and delivered, shall be in substantially the forms on file with the Board Secretary and hereby approved, with such changes therein as shall be approved by the Designated Officer or Officers executing the same, which execution shall constitute conclusive evidence of the LACMTA’s approval of any and all changes or revisions therein from the forms of the Documents now before this meeting; and from and after the execution and delivery of the Documents the officers, agents and employees of the LACMTA are, and each of them is, hereby authorized and directed to take all such actions and to execute all such documents as may be necessary to carry out and comply with the provisions of the Documents.

Section 8. **Preliminary Official Statement.** The distribution of the Preliminary Official Statement in connection with the offering and sale of the Bonds in substantially the form of the draft thereof made available at this meeting, with such changes therein as shall be approved by the Designated Officers, individually or collectively, is hereby authorized and approved. The Preliminary Official Statement shall

be circulated for use in selling the Bonds at such time as a Designated Officer (after consultation with the LACMTA's financial advisors and bond counsel and such other advisors as the Designated Officer believes to be useful) shall deem the Preliminary Official Statement to be final within the meaning of the Rule, said determination to be conclusively evidenced by a certificate signed by the Designated Officer to such effect. Each Designated Officer is hereby authorized to make such determination.

Section 9. **Official Statement.** Prior to the delivery of the Bonds, the LACMTA shall provide for the preparation, execution, delivery, publication and distribution of a final Official Statement relating to the Bonds in substantially the form of the draft Preliminary Official Statement on file with the Board Secretary. The Designated Officers are, and each of them is, hereby authorized and directed to execute and deliver the final Official Statement in the name and on behalf of the LACMTA. The execution thereof shall constitute conclusive evidence of the LACMTA's approval of any and all changes or revisions therein from the form of the Preliminary Official Statement.

Section 10. **Credit Enhancement; Surety.** Each of the Designated Officers is hereby authorized to obtain municipal bond insurance or any other guarantee of payment of the principal of and interest on the Bonds and to obtain a surety bond or other credit facility covering all or a portion of the reserve fund for the Bonds, and to execute and deliver any financial guaranty or reimbursement agreement with the providers thereof, all upon such terms as shall be satisfactory to such Designated Officer.

Section 11. **Additional Authorization.** The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, are hereby authorized and directed to take any and all actions necessary or desirable to effect the execution and delivery of the Bonds, the Seventh Supplemental Trust Agreement, the Continuing Disclosure Certificate, the Escrow Agreement, the Purchase Contract and the final Official Statement and to carry out the transactions contemplated therein, including without limitation investment agreements with respect to the Bonds and the Series 2004 Bonds. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be necessary or desirable in order to carry out the authority conferred by this Resolution or the provisions of the Documents. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of the purposes of this Resolution are hereby confirmed, ratified and approved.

Section 12. **Bond Counsel and Disclosure Counsel.** The LACMTA hereby confirms, ratifies and approves the appointment of Hawkins Delafield & Wood LLP as bond counsel and disclosure counsel to the LACMTA in connection with the issuance and sale of the Bonds.

Section 13. **Severability.** The provisions of this Resolution are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared to be invalid, such sections, phrases and provisions shall not affect any other provision of this Resolution.

Section 14. **Effective Date.** The effective date of this Resolution shall be the date of its adoption.

CERTIFICATION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
GENERAL REVENUE REFUNDING BONDS
(UNION STATION GATEWAY PROJECT), SERIES 2015

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2015.

Michele Jackson
Board Secretary

Date: _____, 2015

Summary of Underwriter Selection

Recommended Firms for 2015 General Revenue Refunding Bonds

Position	Firm	Alloc.
Senior Manager	Siebert Brandford Shank & Co., L.L.C.	60%
Co-Manager	Wells Fargo Bank, N.A.	25%
Co-Manager	Ramirez & Co., Inc.	15%

Proposed Price (Takedown): \$2.00 per \$1,000 of Bonds (0.2% of the bond issue)

The takedown is normally the largest component of the spread, similar to a commission, which represents the income the selling broker or dealer derives from the sale of the bonds. It compensates the underwriters for their work in structuring the transaction, marketing the transaction, and underwriting any bonds that are not pre-sold to investors. Note that the actual takedown rate varies by bond maturity and will be in accordance with the senior manager's proposal. The takedown rates for all the firms will be at the rates of the senior manager. Out of pocket expenses will be an additional charge.

Recommended Firms for Underwriting Pool (in alphabetical order)

Bank of America Merrill Lynch
Barclays Capital Inc.
Citigroup Global Markets Inc.
Drexel Hamilton LLC (Disabled veteran owned firm)
J.P. Morgan Securities LLC
Loop Capital Markets LLC (Minority owned firm)
Morgan Stanley
Ramirez & Co., Inc. (Minority owned firm)
RBC Capital Markets, LLC
Siebert Brandford Shank & Co., L.L.C. (Minority owned firm)
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.

Evaluation of Proposals

The Request For Proposals (“RFP”) was sent on March 13, 2015 to 29 firms who had previously expressed interest in serving as underwriter on our bonds or were known as active in the California market. Proposals were due April 2, 2015 and were received from the 24 firms listed below:

List of Proposers
Bank of America Merrill Lynch
Barclays Capital Inc.
BOSC, Inc.
Cabrera Capital Markets
Citigroup Global Markets Inc.
Drexel Hamilton LLC
Fidelity Capital Markets
First Tennessee National
Goldman Sachs & Co.
Hutchinson, Shockey, Erley & Co.
Jefferies
J.P. Morgan Securities LLC
Loop Capital Markets LLC
Mesirow Securities
Morgan Stanley
Piper Jaffray
Ramirez & Co., Inc.
RBC Capital Markets
Siebert Brandford Shank & Co., LLC
Stern Brothers & Co.
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.
Williams Capital Group
US Bancorp

Proposals were evaluated in accordance with the guidelines and the following criteria established in the RFP:

- Relevant experience of the firm and its individuals 40%
- Quality of the proposal 30%
- Capabilities of the firm of underwriting & distributing LACMTA’s debt 30%

Relevant experience included transportation debt, transportation fare box revenues and experience working directly with TIFIA, and working on debt that was secured by revenues that also secured TIFIA loans. One factor that was considered in

evaluating the capabilities of a firm was the demonstrated commitment of a firm in bidding on our recent competitive bond issues. The RFP also included questions about providing specific suggestions for the structuring of the 2015 GRRBs and our debt program, in general. The selection committee made up of four staff and two of our financial advisors reviewed all proposals and scored the firms based on the evaluation criteria. The twelve firms that ranked the highest are being recommended for inclusion in the underwriting pool.

Part of the review process included determining the preferred approach to structuring the General Revenue refunding bonds, which, together with experience with related securities, weighed heavily in the selection of the firms recommended for the 2015 GRRBs underwriting. These recommendations also reflect the LACMTA's Debt Policy of finding opportunities to contract with small, local and disadvantaged firms; given the relatively small size of the transaction, this bond issue provides an opportunity to fulfill this policy goal. The senior manager and one of the two co-managers are minority owned firms. The third member of the recommended underwriting team is a large broker-dealer with strong marketing and distribution capabilities. A key factor in evaluating the firms' capabilities was the level of their participation in prior competitive bids for LACMTA bonds, and their performance in such bids.

HDW Draft – 8/20/15

SEVENTH SUPPLEMENTAL TRUST AGREEMENT

between

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

and

THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A.,
as Trustee

Dated as of [Dated Date]

Supplemental to the Trust Agreement dated as of January 1, 1995, as supplemented

Providing for issuance of

**Los Angeles County
Metropolitan Transportation Authority**

**[\$[Principal Amount]
General Revenue Refunding Bonds
(Union Station Gateway Project),
Series 2015**

TABLE OF CONTENTS

	Page
ARTICLE 1	DEFINITIONS; INTERPRETATION.....1
Section 1.01.	Definitions.....1
Section 1.02.	Article and Section References.....3
Section 1.03.	Actions by Authority.....3
ARTICLE 2	THE SERIES 2015 BONDS.....4
Section 2.01.	Authority; Purpose; Principal and Interest Provisions.....4
Section 2.02.	Payments of Principal, Redemption Price and Interest: Persons Entitled Thereo.....5
Section 2.03.	Terms of Redemption of Series 2015 Bonds.....6
Section 2.04.	Purchase of Series 2015 Bonds in Lieu of Optional Redemption.....8
Section 2.05.	Book-Entry Bonds.....9
Section 2.06.	Application of Proceeds.....10
Section 2.07.	Transferred Amounts.....11
ARTICLE 3	AMENDMENT OF AGREEMENT.....11
Section 3.01.	Amendment of Agreement.....12
ARTICLE 4	PAYMENT OF COSTS OF ISSUANCE; CREATION OF SERIES 2015 ACCOUNTS.....12
Section 4.01.	Payment of Costs of Issuance.....12
Section 4.02.	Creation of Series 2015 Subaccount in Bond Interest Account of Debt Service Fund.....13
Section 4.03.	Creation of Series 2015 Subaccount in Bond Principal Account of Debt Service Fund.....13
Section 4.04.	Creation of Series 2015 Account in Reserve Fund.....13
ARTICLE 5	TAX COVENANTS.....14
Section 5.01.	Tax Covenants for Series 2015 Bonds.....14
Section 5.02.	Rebate Fund for the Series 2015 Bonds.....14
ARTICLE 6	MISCELLANEOUS.....16
Section 6.01.	Continuing Disclosure.....16
Section 6.02.	Trustee’s Agents.....16
Section 6.03.	Notices.....16
Section 6.04.	Limitation of Rights.....16

TABLE OF CONTENTS
(continued)

		Page
Section 6.05.	Waiver of Personal Liability.....	16
Section 6.06.	Payments or Actions Occurring on Non-Business Days.....	16
Section 6.07.	Evidence of Acts of Owners of Series 2015 Bonds.....	17
Section 6.08.	Money Held for Particular Series 2015 Bonds.....	17
Section 6.09.	Severability.....	17
Section 6.10.	Governing Law.....	17
Section 6.11.	Captions.....	17
Section 6.12.	Counterparts.....	18
EXHIBIT A - FORM OF SERIES 2015 BONDS.....		A-1

SEVENTH SUPPLEMENTAL TRUST AGREEMENT

Providing for Issuance of

Los Angeles County Metropolitan Transportation Authority

[\$[Principal Amount] General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015

This SEVENTH SUPPLEMENTAL TRUST AGREEMENT (the “Seventh Supplement”), dated as of [Dated Date], is made by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a county transportation commission duly organized and existing pursuant to Section 130050 of the California Public Utilities Code (the “Authority”), and THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A., a national banking association duly organized and existing under the laws of the United States of America, as successor trustee (the “Trustee”), and supplements that certain Trust Agreement, dated as of January 1, 1995, by and between the Authority and the Trustee (as successor trustee to Harris Trust and Savings Bank), as supplemented and amended to the date hereof (the “Agreement”).

The Authority intends to accomplish a refunding of its outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D (collectively, the “Series 2004 Bonds”) by issuing its General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015 (the “Series 2015 Bonds”), under the terms of the Agreement and this Seventh Supplement, and using proceeds of the Series 2015 Bonds to optionally redeem the Series 2004 Bonds. Such refunding will mitigate risks to the Authority of market volatility related to the Series 2004 Bonds and provide other benefits to the Authority. The Series 2015 Bonds will be issued as an additional Series of Bonds pursuant to the Agreement on parity with Outstanding Bonds, as provided in the Agreement. In addition, pursuant to this Seventh Supplement and in accordance with the Agreement, the Agreement will be amended and supplemented.

ARTICLE 1

DEFINITIONS; INTERPRETATION

Section 1.01. Definitions.

(a) Except as otherwise provided in Section 1.01(b), all words, terms and phrases used herein which are defined in the Agreement shall have the same meaning herein as in the Agreement.

(b) The following words, terms and phrases used herein shall have the following meanings:

“Agreement” means the Trust Agreement, dated as of January 1, 1995, by and between the Authority and the Trustee, as amended and supplemented from time to time.

“Authorized Denomination” means \$5,000 and any integral multiple thereof.

“Bond Counsel” means Hawkins Delafield & Wood LLP. or other nationally recognized bond counsel selected by the Authority.

“Bondholder” means the Registered Owner of any Series 2015 Bond, including DTC or its nominee as the sole Registered Owner of all Book-Entry Bonds.

“Book-Entry Bonds” means the Series 2015 Bonds held by DTC (or its nominee) as the Registered Owner thereof pursuant to the terms and provisions of Section 2.06 hereof.

“Business Day” means any day other than (i) a Saturday or Sunday, (ii) a day on which commercial banks in Los Angeles, California or New York, New York, or the Trustee is required or authorized to be closed, or (iii) a day on which the New York Stock Exchange is closed.

“Closing Date” means the date of original issuance and delivery of the Series 2015 Bonds.

“Continuing Disclosure Certificate” means the Continuing Disclosure Certificate dated as of the date of issuance of the Series 2015 Bonds executed by the Authority.

“Costs of Issuance” means all costs and expenses incurred by the Authority in connection with the issuance of the Series 2015 Bonds, including, but not limited, to costs and expenses of printing and copying documents and the Series 2015 Bonds; the fees, costs and expenses of rating agencies, the Trustee, the Trustee’s counsel, Bond Counsel and Disclosure Counsel, accountants, financial advisors and other consultants; and the underwriting fee.

“DTC” means The Depository Trust Company, a limited-purpose trust company organized under the laws of the State of New York, and its successors and assigns.

“Escrow Agent” means The Bank of New York Mellon Trust Company, N.A., as escrow agent under the Escrow Agreement, and any successor thereto.

“Escrow Agreement” means the Escrow Agreement, dated as of [Dated Date], by and between the Authority and the Escrow Agent, as amended and supplemented in accordance with its terms.

“Escrow Fund” means the escrow fund established under the Escrow Agreement and held by the Escrow Agent.

“Interest Payment Date” means January 1 and July 1, commencing January 1, 2016.

“Participants” means those broker-dealers, banks and other financial institutions from time to time for which DTC holds book-entry bonds as securities depository.

“Participating Underwriter” means any of the original underwriters of the Series 2015 Bonds required to comply with the Rule in connection with the offering of the Series 2015 Bonds.

“Registered Owner” means the Person in whose name any Series 2015 Bond is registered pursuant to Article II of the Agreement.

“Registrar” means, for purposes of this Seventh Supplement, the Trustee or any successor registrar appointed pursuant to the Agreement.

“Regular Record Date” means the fifteenth (15th) day (whether or not a Business Day) of the month next preceding each Interest Payment Date.

“Representation Letter” means the Letter of Representations from the Authority to DTC.

“Rule” means Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended from time to time.

“Series 2004 Bonds” means the Authority’s outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D.

“Series 2015 Bonds” means the Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015.

“Series 2015 Costs of Issuance Fund” means the Fund of that name created pursuant to Section 4.01 hereof.

“Seventh Supplement” means this Seventh Supplemental Trust Agreement, dated as of [Dated Date], by and between the Authority and the Trustee, providing for the issuance of the Series 2015 Bonds.

“Special Record Date” means the date and time established by the Trustee for determination of which Bondholders shall be entitled to receive overdue interest on the Series 2015 Bonds pursuant to Section 2.03(b)(iii) hereof.

“Tax Agreement” means the Tax Compliance Agreement of the Authority, dated the closing date of the Series 2015 Bonds, with respect to tax matters relating to the Series 2015 Bonds.

Section 1.02. Article and Section References. Except as otherwise indicated, references to Articles and Sections are to Articles and Sections of this Seventh Supplement.

Section 1.03. Actions by Authority. Except as otherwise expressly provided herein, for all purposes of the Agreement and this Seventh Supplement with respect to the Series 2015 Bonds, the Authorized Authority Representative shall be authorized to act upon behalf of the Authority.

ARTICLE 2

THE SERIES 2015 BONDS

Section 2.01. Authority; Purpose; Principal and Interest Provisions.

(a) The Series 2015 Bonds are issued pursuant to the Act and the Agreement and constitute an additional Series of Bonds issued pursuant to Article II of the Agreement.

(b) The Series 2015 Bonds are issued for the purpose of refunding the Series 2004 Bonds. The Authority will use proceeds of the Series 2015 Bonds, together with moneys transferred pursuant to

Section 2.07(a) hereof, to pay the redemption price of the Series 2004 Bonds and to pay Costs of Issuance.

The Series 2015 Bonds shall be secured by a prior lien on, and are payable from, Pledged Revenues and Remaining Sales Tax and otherwise, all as provided in the Agreement, and are otherwise subject to the terms of the Agreement, except that otherwise provided on this Seventh Supplement. The Authority may, but is not obligated to, provide for payment of principal or redemption price of and interest on the Series 2015 Bonds from any other source or from any other funds of the Authority.

(c) The Series 2015 Bonds shall be designated as “Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015” in the original aggregate principal amount of \$[Principal Amount]. The Series 2015 Bonds shall be issued in Authorized Denominations and shall be dated the Closing Date.

(d) The Series 2015 Bonds shall mature on the dates in each of the years and in the amounts, and shall bear interest (calculated on the basis of a 360-day year of twelve 30-day months) at the rates, as follows:

Maturity Date (July 1)	Principal Amount	Interest Rate
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(e) The Series 2015 Bonds shall be in substantially the form set forth in Exhibit A hereto. The form of any Series 2015 Bond shall be subject to such variations, omissions and insertions as may be necessary.

Section 2.02. Payments of Principal, Redemption Price and Interest: Persons Entitled Thereto.

(a) The principal or redemption price of each Series 2015 Bond shall be payable when due, upon surrender of such Series 2015 Bond to the Trustee at its designated office, by check, provided that any Registered Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least 15 days prior to the maturity or redemption date designating an account in a domestic bank, be paid by wire transfer of immediately available funds; provided further, however, that while the Series 2015 Bonds are Book-Entry Bonds, payment of principal or redemption price of the Book-Entry Bonds shall be made as provided in Section 2.05 hereof. Such payments shall be made to the Registered Owner of the Series 2015 Bond so surrendered, as shown on the registration books maintained by the Registrar on the date of payment.

(b) (i) Each Series 2015 Bond shall bear interest (A) from the date of authentication, if authenticated on an Interest Payment Date to which interest has been paid or duly provided for in full, or (B) from the last preceding Interest Payment Date to which

interest has been paid or duly provided for in full (or from the Closing Date, if no interest thereon has been paid or duly provided for).

(ii) Subject to the provisions of subparagraph (iii) below, the interest due on any Series 2015 Bond on any Interest Payment Date shall be paid to the Registered Owner of such Series 2015 Bond as shown on the registration books kept by the Registrar as of the Regular Record Date.

(iii) If the available funds under this Seventh Supplement are insufficient on any Interest Payment Date to pay the interest then due, the Regular Record Date shall no longer be applicable with respect to the Series 2015 Bonds. If funds for the payment of such overdue interest thereafter become available, the Trustee shall immediately establish a special interest payment date for the payment of the overdue interest and a Special Record Date (which shall be a Business Day) for determining the Registered Owners entitled to such payments. Notice of such date so established shall be sent by mail by the Trustee to each Registered Owner at least ten days prior to the Special Record Date, but not more than 30 days prior to the special interest payment date. The overdue interest shall be paid on the special interest payment date to the Registered Owners, as shown on the registration books kept by the Registrar as of the close of business on the Special Record Date.

(iv) All payments of interest on the Series 2015 Bonds shall be paid to the persons entitled thereto pursuant to subsection (b)(ii) above by check and sent by mail on the Interest Payment Date, provided that any Registered Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least 15 days prior to an Interest Payment Date designating an account in a domestic bank, be paid by wire transfer of immediately available funds; provided, however, that while the Series 2015 Bonds are Book-Entry Bonds, payment of interest on Book-Entry Bonds shall be made as provided in Section 2.05 hereof.

Section 2.03. Terms of Redemption of Series 2015 Bonds.

(a) Optional Redemption of Series 2015 Bonds. The Series 2015 Bonds maturing on or before July 1, ____, are not subject to optional redemption prior to their stated maturities. The Series 2015 Bonds maturing on or after July 1, ____, shall be subject to optional redemption, in whole or in part, upon forty-five (45) days written notice to the Trustee by the Authority of its intention to optionally redeem, on any date on or after July 1, ____, from any available source of funds of the Authority, at a redemption price equal to the principal amount of the Series 2015 Bonds to be redeemed, together with accrued interest thereon to the date fixed for redemption, without premium. Any such redemption shall be in such order of maturity as the Authority shall designate.

(b) Selection of Series 2015 Bonds for Redemption. Whenever provision is made in this Seventh Supplement for the redemption of less than all of the Series 2015 Bonds of a particular maturity, the Trustee shall select the Series 2015 Bonds to be redeemed from all Series 2015 Bonds of such maturity, or such given portion thereof not previously called for redemption, by lot in any manner which the Trustee in its sole discretion shall deem appropriate. For purposes of such selection, the Trustee shall treat each Series 2015 Bond as consisting of separate \$5,000 portions and each such portion shall be subject to redemption as if such portion were a separate bond.

(c) Notice of Redemption. Notice of redemption shall be mailed by the Trustee by first class mail, postage prepaid, not less than thirty (30) nor more than sixty (60) days before any redemption date, to the respective Owners of any Series 2015 Bonds designated for redemption at their addresses appearing on the registration books of the Registrar. Each notice of redemption shall state the date of the notice, the redemption date, the place or places of redemption, whether less than all of the Series 2015 Bonds (or all Series 2015 Bonds of a single maturity) are to be redeemed, the CUSIP numbers and (in the event that not all Series 2015 Bonds within a maturity are called for redemption) bond numbers of the Series 2015 Bonds to be redeemed, the maturity or maturities of the Series 2015 Bonds to be redeemed and in the case of Series 2015 Bonds to be redeemed in part only, the respective portions of the principal amount thereof to be redeemed. Each such notice shall also state that on the redemption date there will become due and payable on each of said Series 2015 Bonds the redemption price thereof, and that from and after such redemption date interest thereon shall cease to accrue, and shall require that such Series 2015 Bonds be then surrendered. Neither the failure to receive any notice nor any defect therein shall affect the sufficiency of the proceedings for such redemption or the cessation of accrual of interest from and after the redemption date.

Notwithstanding the foregoing, in the case of any optional redemption of any Series 2015 Bonds under Section 2.03(a) above, the notice of redemption may state that the redemption is conditioned upon receipt by the Trustee of sufficient moneys to optionally redeem the Series 2015 Bonds on the anticipated redemption date, and that the optional redemption shall not occur if, by no later than the scheduled redemption date, sufficient moneys to redeem the Series 2015 Bonds have not been deposited with the Trustee. In the event that the Trustee does not receive sufficient funds by the scheduled optional redemption date to so redeem the Series 2015 Bonds to be optionally redeemed, such event shall not constitute an Event of Default, the Trustee shall send written notice to the Owners to the effect that the redemption did not occur as anticipated, and the Series 2015 Bonds for which notice of optional redemption was given shall remain Outstanding for all purposes of the Agreement. In addition, the Authority shall have the right to rescind any optional redemption by written notice to the Trustee on or prior to the date fixed for redemption. The Trustee shall mail notice of rescission of redemption in the same manner notice of redemption was originally provided.

(d) Partial Redemption of Bonds. Upon surrender of any Series 2015 Bonds redeemed in part only, the Authority shall execute and the Trustee shall authenticate and deliver to the Owner thereof, at the expense of the Authority, a new Bond or Bonds of Authorized Denominations equal in aggregate principal amount to the unredeemed portion of the Bonds surrendered and of the same interest rate and maturity.

Section 2.04. Purchase of Series 2015 Bonds in Lieu of Optional Redemption. If any Series 2015 Bond is called for optional redemption in whole or in part, the Authority may elect, as provided in this Section 2.04, to have all or part in Authorized Denominations of such Series 2015 Bonds purchased for the account of the Authority or its designee in lieu of redemption and cancellation. The purchase price of the Series 2015 Bonds purchased in lieu of optional redemption shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2015 Bonds on the scheduled redemption date for such redemption. The Authority may direct the Trustee (or another agent appointed by the Authority to make such purchase upon behalf of the Authority) to purchase all or such specified lesser portion of the Series 2015 Bonds called for optional redemption. Any such direction to the Trustee must (i) be in writing; (ii) state either that all the Series 2015 Bonds called for redemption therein identified are to be purchased or, if less than all of the Series 2015 Bonds called for redemption are to be purchased, identify those Series 2015 Bonds to be purchased by maturity date and Outstanding principal amount in Authorized Denominations; and

(iii) be received by the Trustee no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof. If so directed, the Trustee shall purchase such Series 2015 Bonds on the date which otherwise would be the optional redemption date of such Series 2015 Bonds. On or prior to the scheduled optional redemption date, any direction given to the Trustee pursuant to this Section may be withdrawn by the Authority by delivering a written direction to the Trustee. Any of the Series 2015 Bonds called for optional redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required by the Agreement and this Seventh Supplement on such redemption date. No notice of the purchase in lieu of optional redemption shall be required to be given to the Owners (other than the notice of redemption otherwise required under Section 2.03(f)).

Section 2.05. Book-Entry Bonds.

(a) Except as provided in paragraph (c) of this Section 2.05, the Registered Owner of all of the Series 2015 Bonds shall be DTC and the Series 2015 Bonds shall be registered in the name of Cede & Co., as nominee for DTC. Payment of principal or interest for any Series 2015 Bond registered in the name of Cede & Co. shall be made by wire transfer of the New York Clearing House or equivalent next day funds or by wire transfer of same day funds to the account of Cede & Co. at the address indicated on the Regular Record Date or Special Record Date for Cede & Co. in the registration books of the Registrar.

(b) The Series 2015 Bonds shall be initially issued in the form of a separate single authenticated fully registered Series 2015 Bond for each separate stated maturity of the Series 2015 Bonds. Upon initial issuance, the ownership of such Series 2015 Bonds shall be registered in the registration books of the Registrar in the name of Cede & Co., as nominee of DTC. The Trustee, the Registrar and the Authority may treat DTC (or its nominee) as the sole and exclusive Registered Owner of the Series 2015 Bonds registered in its name for the purposes of payment of the principal or redemption price of or interest on the Series 2015 Bonds, selecting the Series 2015 Bonds or portions thereof to be redeemed, giving any notice permitted or required to be given to Bondholders under the Agreement or this Seventh Supplement, registering the transfer of Series 2015 Bonds, obtaining any consent or other action to be taken by Bondholders and for all other purposes whatsoever, and neither the Trustee, the Registrar nor the Authority shall be affected by any notice to the contrary. Neither the Trustee, the Registrar nor the Authority shall have any responsibility or obligation to any Participant, any person claiming a beneficial ownership interest in the Series 2015 Bonds under or through DTC or any Participant or any other person which is not shown on the registration books as being a Bondholder, with respect to the accuracy of any records maintained by DTC or any Participant; the payment by DTC or any Participant of any amount in respect of the principal or redemption price of or interest on the Series 2015 Bonds; any notice which is permitted or required to be given to Bondholders under the Agreement or this Seventh Supplement; the selection by DTC or any Participant of any person to receive payment in the event of a partial redemption of the Series 2015 Bonds; or any consent given or other action taken by DTC as a Bondholder. The Trustee shall pay, from funds held under the terms of the Agreement or otherwise provided by the Authority, all principal or redemption price of and interest on the Series 2015 Bonds only to DTC as provided in the Representation Letter and all such payments shall be valid and effective to satisfy and discharge fully the Authority's obligations with respect to the principal or redemption price of and interest on the Series 2015 Bonds to the extent of the sum or sums so paid. No person other than DTC shall receive an authenticated Series 2015 Bond evidencing the obligation of the Authority, to make payments of principal or redemption price and interest pursuant to the Agreement. Upon delivery by DTC to the Trustee of written notice to the effect that DTC has determined to substitute a new nominee in place of Cede & Co., and subject to the provisions herein with respect to Regular Record Dates and Special Record Dates, the name "Cede & Co." in this Seventh Supplement shall refer to such new nominee of DTC.

(c) In the event the Authority determines that Series 2015 Bond certificates be issued, the Authority may notify DTC, the Trustee and the Registrar of such determination and then DTC will notify the Participants of the availability through DTC of Series 2015 Bond certificates. In such event, the Trustee shall authenticate and the Registrar shall transfer and exchange Series 2015 Bond certificates as requested by DTC and any other Bondholders in appropriate amounts. DTC may determine to discontinue providing its services with respect to the Series 2015 Bonds at any time by giving notice to the Authority and the Trustee and discharging its responsibilities with respect thereto under applicable law. Under such circumstances (if there is no successor securities depository), the Authority and the Trustee shall be obligated to deliver Series 2015 Bond certificates as described in this Seventh Supplement. In the event Series 2015 Bond certificates are issued the provisions of the Agreement and this Seventh Supplement shall apply to, among other things, the transfer and exchange of such certificates and the method of payment of principal of and interest on such certificates. Whenever DTC requests the Authority and the Trustee to do so, the Trustee and the Authority will cooperate with DTC in taking appropriate action after reasonable notice (i) to make available one or more separate certificates evidencing the Series 2015 Bonds to any Participant having Series 2015 Bonds credited to its DTC account or (ii) to arrange for another securities depository to maintain custody of certificates evidencing the Series 2015 Bonds.

(d) Notwithstanding any other provision of the Agreement and this Seventh Supplement to the contrary, so long as any Series 2015 Bond is registered in the name of Cede & Co., as nominee of DTC, all payments with respect to the principal or redemption price of and interest on such Series 2015 Bond and all notices with respect to such Series 2015 Bond shall be made, and given by the Trustee, respectively, to DTC as provided in the Representation Letter.

(e) In connection with any notice or other communication to be provided to Bondholders pursuant to the Agreement and this Seventh Supplement by the Authority or the Trustee with respect to any consent or other action to be taken by Owners of Series 2015 Bonds, the Authority or the Trustee, as the case may be, shall establish a record date for such consent or other action and give DTC notice of such record date not less than 15 calendar days in advance of such record date to the extent possible.

Section 2.06. Application of Proceeds. The proceeds of the sale of the Series 2015 Bonds shall be applied:

(a) \$_____ shall be deposited into the Escrow Fund to be applied in accordance with the Escrow Agreement; and .

(b) \$_____ shall be deposited into the Series 2015 Costs of Issuance Fund.

Section 2.07. Transferred Amounts. On the Closing Date, the Trustee shall transfer to the Escrow Agent for deposit to the Escrow Fund to be applied in accordance with the Escrow Agreement (i) \$_____ from the Series 2004 Subaccount in the Bond Principal Account and \$_____ from the Series 2004 Subaccount in the Bond Interest Account held under the Agreement (which amounts represent the monthly deposits made therein by the Authority with respect to the mandatory sinking account payment for the Series 2004 Bonds due on July 1, 2016 and interest due thereon on the next Interest Payment Date of the Series 2004 Bonds) and (ii) \$_____ from the Reserve Fund held under the Agreement.

ARTICLE 3

AMENDMENT OF AGREEMENT; ADDITIONAL BONDS

Section 3.01. Amendment of Agreement. Pursuant to Article X of the Agreement and in accordance with the terms of the Sixth Supplemental Trust Agreement dated as of July 1, 2010 by and between the Authority and the Trustee, the definition of the term “Reserve Fund Requirement” is amended to be as follows:

“Reserve Fund Requirement’ means, as of any date of calculation under the Agreement, the least of: (1) 10% of the aggregate original proceeds of all Series of the Bonds Outstanding, (2) Maximum Annual Debt Service on all the Bonds Outstanding (provided however that notwithstanding anything contained in the definition of Maximum Annual Debt Service herein, the interest rate for Variable Rate Indebtedness with respect to which there is no corresponding interest rate swap agreement or interest rate cap agreement satisfying the requirements set forth in such definition shall be assumed to be “The Bond Buyer Thirty-Year Revenue Bond Index” as last published prior to the date of determination), or (3) 125% of average Annual Debt Service on all the Bonds Outstanding. For purposes of determining if the amount on deposit in the Reserve Fund meets the Reserve Fund Requirement for all Bonds Outstanding, any Reserve Fund Insurance Policy deposited with the Trustee shall be deemed to be a deposit in the face amount of the policy or the stated amount of the credit facility provided, less any unreimbursed drawings or other amounts not reinstated under such Reserve Fund Insurance Policy.”

The owners of the Series 2015 Bonds are deemed upon the purchase thereof to have consented to this amendment to the Agreement.

(b) Pursuant to Article X of the Agreement, Section 2.13 of the Agreement is amended to be as follows:

“Section 2.13. Test for Issuance of Securities Secured by Proposition A Sales Tax and Proposition C Sales Tax.

As a condition to the issuance of any securities or other indebtedness secured by Proposition A Sales Tax or Proposition C Sales Tax on a parity with or senior to the Bonds subsequent to the issuance of the initial Bonds and initial Parity Debt issued under this Agreement, there shall be delivered to the Trustee a certificate prepared by a Consultant showing that Proposition A Sales Tax and/or Proposition C Sales Tax, as the case may be, collected for any 12 consecutive months out of the 18 consecutive months immediately preceding the issuance of the proposed securities or other indebtedness was at least 100% of Maximum Annual Debt Service for all Bonds, Parity Debt and all other securities or other indebtedness secured by such Proposition A Sales Tax or Proposition C Sales Tax which will be Outstanding immediately after the issuance of the proposed securities or other indebtedness. As used herein, “issuance” means (i) with respect to Bonds or Parity Debt with fixed rates of interest through the term of such Bonds and Variable Rate Indebtedness other than commercial paper, the initial issuance and delivery thereof by the Authority, and (ii) with respect to commercial paper or other short-term financing facility, the date on which a commercial paper financing program or other short-term financing facility is established or the date that the maximum authorized principal amount under the financing program is modified or otherwise amended; provided that the maximum authorized principal

amount under any such commercial paper or other short-term financing program shall be used for the purpose of preparing the certificate of the Consultant required by this Section 2.13.”

(c) Pursuant to Article X of the Agreement, the definition of the term “Authorized Authority Representative” is amended to be as follows:

"Authorized Authority Representative" shall mean the Chief Executive Officer, the Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA, or such other officer or employee of the Authority or other person who has been designated an agent of the Authority by any of the officers of the Authority named above or by resolution of the Authority”.

Section 3.02. Additional Bonds. The Authority covenants not to issue any Bonds or Parity Debt under the Trust Agreement subsequent to the issuance of the Series 2015 Bonds except for Bonds and Parity Debt issued in accordance with Section 2.11(c) thereof.

ARTICLE 4

PAYMENT OF COSTS OF ISSUANCE; CREATION OF SERIES 2015 ACCOUNTS

Section 4.01. Payment of Costs of Issuance. There is hereby created a separate Fund for the Series 2015 Bonds to be designated as the Series 2015 Costs of Issuance Fund, which shall be held and applied by the Trustee for the payment of Costs of Issuance as provided in this Section 4.01.

(a) As provided in Section 2.07(b) hereof, at the time of issuance and delivery of the Series 2015 Bonds, a portion of the proceeds of the Series 2015 Bonds shall be deposited into the Series 2015 Costs of Issuance Fund. Funds on deposit in such Fund shall be used to pay, or to reimburse the Authority for the payment of, Costs of Issuance. Amounts in the Series 2015 Costs of Issuance Fund shall be disbursed by the Trustee upon written requisition executed by an Authorized Authority Representative. Each such requisition shall state:

- (i) the requisition number;
- (ii) the amount to be paid to the Authority or to its designee and the method of payment;
- (iii) that each item to be paid with the requisitioned funds represents either incurred or due and payable Costs of Issuance;
- (iv) that such Costs of Issuance have not been paid from other funds withdrawn from the Series 2015 Costs of Issuance Fund; and
- (v) to the best of the signatory’s knowledge, no Event of Default has occurred and is continuing under the Agreement or any Supplemental Agreement.

(b) The Trustee shall transfer all amounts remaining in the Series 2015 Costs of Issuance Fund into the Series 2015 Subaccount of the Bond Interest Account of the Debt Service Fund to be applied on the next Interest Payment Date to pay interest on the Series 2015 Bonds upon the earlier to occur of (i) _____ 1, 2016 or (ii) receipt by the Trustee of written notice from the Authority that all Costs of Issuance have been paid and that no additional amounts from the Series 2015 Costs of Issuance Fund will

be needed to pay Costs of Issuance. At such time as no amounts remain in the Series 2015 Costs of Issuance Fund, the Series 2015 Costs of Issuance Fund shall be closed.

Section 4.02. Creation of Series 2015 Subaccount in Bond Interest Account of Debt Service Fund. There is hereby created within the Bond Interest Account of the Debt Service Fund a separate Account to be designated as the “Series 2015 Subaccount of the Bond Interest Account.” Amounts in the Series 2015 Subaccount of the Bond Interest Account will be disbursed to pay interest on the Series 2015 Bonds pursuant to the Agreement and this Seventh Supplement. All amounts held at any time in the Series 2015 Subaccount of the Bond Interest Account shall be held, invested and used by the Trustee as an integral part of the Bond Interest Account as provided in Sections 4.04 and 4.06 of the Agreement and shall be used by the Trustee to pay interest on the Bonds, when due, pursuant to the Agreement and this Seventh Supplement, as if no separate Subaccount had been created.

Section 4.03. Creation of Series 2015 Subaccount in Bond Principal Account of Debt Service Fund. There is hereby created within the Bond Principal Account of the Debt Service Fund a separate Account to be designated as the “Series 2015 Subaccount of the Bond Principal Account.” All amounts held at any time in the Series 2015 Subaccount of the Bond Principal Account shall be held, invested and used by the Trustee as an integral part of the Bond Interest Account as provided in Sections 4.04 and 4.06 of the Agreement and shall be used by the Trustee to pay principal of the Series 2015 Bonds, when due, pursuant to the Agreement and this Seventh Supplement, as if no separate Subaccount had been created.

ARTICLE 5

TAX COVENANTS

Section 5.01. Tax Covenants for Series 2015 Bonds. The Authority covenants to and for the benefit of the Owners of the Series 2015 Bonds that, notwithstanding any other provisions of Agreement, it will:

(a) neither make or use nor cause to be made or used any investment or other use of the proceeds of the Series 2015 Bonds or the moneys and investments held in the funds and accounts established under the Agreement or this Seventh Supplement which would cause the Series 2015 Bonds to be arbitrage bonds under section 103(b) and Section 148 of the Code or which would otherwise cause the interest payable on the Series 2015 Bonds to be includable in gross income for federal income tax purposes;

(b) not take or cause to be taken any other action or actions, or fail to take any action or actions, which would cause the interest payable on the Series 2015 Bonds to be includable in gross income for federal income tax purposes;

(c) at all times do and perform all acts and things permitted by law and necessary or desirable in order to assure that interest paid by the Authority on the Series 2015 Bonds will be excluded from the gross income, for federal income tax purposes, of the Owners pursuant to section 103 of the Code; and

(d) not take any action or permit or suffer any action to be taken if the result of the same would be to cause the Series 2015 Bonds to be “federally guaranteed” within the meaning of section 149(b) of the Code.

In furtherance of the covenants in this Section 5.01, the Authority agrees that any money transferred pursuant to Section 4.06(c) of the Agreement from the Series 2015 Reserve Account, because the balance therein exceeds the Reserve Fund Requirement for the Series 2015 Bonds, shall be transferred to the Series 2015 Subaccount in the Bond Interest Account and used to pay interest on the Series 2015 Bonds.

In furtherance of the covenants in this Section 5.01, the Authority shall execute, deliver and comply with the provisions of the Tax Agreement for Series 2015 Bonds, which is by this reference incorporated into this Indenture and made a part of this Indenture as if set forth in this Indenture in full including all of the defined terms therein, and by its acceptance of this Indenture the Trustee acknowledges receipt of such Tax Agreement and acknowledges its incorporation in this Indenture by this reference. The Trustee agrees it will invest funds held under this Indenture in accordance with the terms of this Indenture (this covenant shall extend throughout the term of the Series 2015 Bonds, to all funds and accounts created under this Indenture and all moneys on deposit to the credit of any fund or account).

Section 5.02. Rebate Fund for the Series 2015 Bonds.

(a) The Trustee shall establish and maintain, when required, a fund separate from any other fund established and maintained hereunder or under the Agreement designated as the Rebate Fund for the Series 2015 Bonds (the “Rebate Fund”), which is not pledged to any Bonds. Neither the Authority nor the Owner of any Bonds shall have any rights in or claim to such money. Within the Rebate Fund, the Trustee shall maintain such accounts as shall be necessary to comply with instructions of the Authority given pursuant to the terms and conditions of the Tax Agreement. Subject to the transfer provisions provided in paragraph (e) below, all money at any time deposited in the Rebate Fund shall be held by the Trustee in trust, to the extent required to satisfy the Rebate Requirement (as defined in the Tax Agreement) for the Series 2015 Bonds, for payment to the federal government of the United States of America.

All amounts deposited into or on deposit in the Rebate Fund shall be governed by this Section 5.02 and by the Tax Agreement (which is incorporated herein by reference). The Trustee shall be deemed conclusively to have complied with such provisions if it follows the written direction of the Authority including supplying all necessary information in the manner provided in the Tax Agreement, and shall have no liability or responsibility to enforce compliance by the Authority with the terms of the Tax Agreement or any other tax covenants contained herein. The Trustee shall not be responsible for calculating rebate amounts or for the adequacy or correctness of any rebate report or rebate calculations. The Trustee shall have no independent duty to review such calculations or enforce the compliance by the Authority with such rebate requirements. The Trustee shall have no duty or obligation to determine the applicability of the Code and shall only be obligated to act in accordance with written direction provided by the Authority.

(b) Upon the Authority’s written direction, an amount shall be deposited to the Rebate Fund by the Trustee from deposits by the Authority, if and to the extent required, so that the balance in the Rebate Fund shall equal the Rebate Requirement for the Series 2015 Bonds. Computations of the Rebate Requirement shall be furnished by or on behalf of the Authority in accordance with the Tax Agreement. The Trustee shall supply to the Authority, at the Authority’s request, all necessary information in the manner provided in the Tax Agreement, to the extent such information is reasonably available to the Trustee.

(c) The Trustee shall have no obligation to rebate any amounts required to be rebated pursuant to this Section 6.07, other than from moneys held in the funds and accounts created under this Indenture or from other moneys provided to it by the Authority.

(d) At the written direction of the Authority, the Trustee shall invest all amounts held in the Rebate Fund in Permitted Investments. Moneys shall not be transferred from the Rebate Fund except as provided in paragraph (e) below. The Trustee shall not be liable for any consequences arising from such investment.

(e) Upon receipt of the Authority's written direction, the Trustee shall remit part or all of the balances in the Rebate Fund to the United States, as so directed. In addition, if the Authority so directs, the Trustee will deposit money into or transfer money out of the Rebate Fund from or into such accounts or funds as directed by the Authority's written direction; provided, however, only moneys in excess of the Rebate Requirement may, at the written direction of the Authority, be transferred out of the Rebate Fund to such other accounts or funds or to anyone other than the United States in satisfaction of the arbitrage rebate obligation. Any funds remaining in the Rebate Fund after each five year remission to the United States, redemption and payment of all of the Series 2015 Bonds and payment and satisfaction of any Rebate Requirement, or provision made therefor satisfactory to the Trustee, shall be withdrawn and remitted to the Authority.

(f) Notwithstanding any other provision of this Seventh Supplement and the Agreement, including in particular Article VII, the obligation to remit the Rebate Requirement to the United States and to comply with all other requirements of this Section 5.02, Section 5.01 and the Tax Agreement shall survive the defeasance or payment in full of the Series 2015 Bonds.

ARTICLE 6

MISCELLANEOUS

Section 6.01. Continuing Disclosure. The Authority hereby covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Certificate. Notwithstanding any other provision of the Agreement and this Seventh Supplement, failure of the Authority to comply with the Continuing Disclosure Certificate shall not be considered an Event of Default hereunder or under the Agreement

Section 6.02. Trustee's Agents. The Trustee or the Authority (with written notice to the Trustee) may from time to time appoint other banks, trust companies or other financial institutions to perform functions of the Trustee described in this Seventh Supplement or the Agreement, as provided in the Agreement. Such agents may include, but shall not be limited to, authenticating agents and Paying Agents. Any reference in this Seventh Supplement to the Trustee shall also refer to any agent appointed by the Trustee or the Authority to perform such functions in addition to the Trustee or shall, instead, refer only to any agent appointed by the Trustee or the Authority to perform such functions in place of the Trustee.

Section 6.03. Notices.

(a) Any notice, request, direction, designation, consent, acknowledgment, certification, appointment, waiver or other communication required or permitted by this Seventh Supplement must be in writing except as expressly provided otherwise in this Seventh Supplement or the Series 2015 Bonds.

(b) Whenever in this Seventh Supplement or the Agreement the giving of notice by mail or otherwise is required, the giving of such notice may be waived in writing by the person entitled to receive such notice and in any such case the giving or receipt of such notice shall not be a condition precedent to the validity of any action taken in reliance upon such waiver. Whenever in this Seventh Supplement or the Agreement any notice to Owners of Series 2015 Bonds shall be required to be given by mail, such requirement shall be satisfied by the deposit of such notice in the United States mail, postage prepaid, by first class mail.

Section 6.04. Limitation of Rights. Nothing expressed or implied in this Seventh Supplement or the Series 2015 Bonds shall give any person other than the Authority, the Trustee and the Holders of the Series 2015 Bonds any right, remedy or claim under or with respect to this Seventh Supplement or the Agreement.

Section 6.05. Waiver of Personal Liability. No member, officer, agent or employee of the Authority shall be individually or personally liable for the payment of the principal of or interest or premium (if any) on the Series 2015 Bonds or be subject to any personal liability or accountability by reason of the issuance thereof; but nothing herein contained shall relieve any such member, officer, agent or employee from the performance of any official duty provided by law or by this Seventh Supplement or by the Agreement.

Section 6.06. Payments or Actions Occurring on Non-Business Days. If a payment date is not a Business Day at the place of payment or if any action required hereunder is required on a date that is not a Business Day, then payment may be made at that place on the next Business Day or such action may be taken on the next Business Day with the same effect as if payment were made or the action taken on the stated date, and no interest shall accrue for the intervening period.

Section 6.07. Evidence of Acts of Owners of Series 2015 Bonds.

(a) Any request, direction, consent or other instrument provided hereby or under the Agreement to be signed and executed by the Owners of Series 2015 Bonds may be in any number of concurrent writings of similar tenor and may be signed or executed by such Owners in person or by agent appointed in writing. Proof of the execution of any such request, direction or other instrument or of the writing appointing any such agent and of the ownership of Series 2015 Bonds, if made in the following manner, shall be sufficient for any of the purposes hereof and of the Agreement and shall be conclusive in favor of the Trustee and Authority with regard to any action taken by them, or either of them, under such request or other instrument, namely:

(i) The fact and date of the execution by any person of any such writing may be proved by the certificate of any officer in any jurisdiction who by law has power to take acknowledgments in such jurisdiction, that the person signing such writing acknowledged before him the execution thereof, or by the affidavit of a witness of such execution; and

(ii) The ownership of Series 2015 Bonds shall be proved by the registration books of the Registrar.

Nothing in this Section shall be construed as limiting the Trustee to the proof herein specified, it being intended that the Trustee may accept any other evidence of the matters herein stated which it may deem sufficient including, without limitation, an affidavit evidencing beneficial ownership of Series 2015 Bonds while the Series 2015 Bonds are Book-Entry Bonds.

(b) Any action taken or suffered by the Trustee pursuant to any provision hereof or the Agreement, upon the request or with the assent of any person who at the time is the Owner of any Series 2015 Bond or Bonds, shall be conclusive and binding upon all future Owners of the same Series 2015 Bond or Bonds.

(c) Any request, consent, or other instrument or writing of the Owner of any Series 2015 Bond shall bind every future Owner of the same Bond and the Owner of every Bond issued in exchange therefor or in lieu thereof, in respect of anything done or suffered to be done by the Trustee or the Authority in accordance therewith or reliance thereon.

Section 6.08. Money Held for Particular Series 2015 Bonds. The money held by the Trustee for the payment of the interest or principal due on any date with respect to particular Series 2015 Bonds (or portions of Series 2015 Bonds in the case of bonds redeemed in part only) shall, on and after such date and pending such payment, be set aside on its books and held in trust by it for the Owners of the Series 2015 Bonds entitled thereto, subject, however, to the provisions of Section 4.12 of the Agreement hereof but without any liability for interest thereon.

Section 6.09. Severability. If any provision of this Seventh Supplement shall be determined to be unenforceable, such determination shall not affect any other provision of this Seventh Supplement.

Section 6.10. Governing Law. This Seventh Supplement shall be governed by and construed in accordance with the laws of the State.

Section 6.11. Captions. The captions in this Seventh Supplement are for convenience only and do not define or limit the scope or intent of any provisions or Sections of this Seventh Supplement.

Section 6.12. Counterparts. This Seventh Supplement may be signed in several counterparts. Each will be an original, but all of them together constitute the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Seventh Supplement by their officers thereunto duly authorized as of the date first written above.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Assistant Treasurer

THE BANK OF NEW YORK MELLON TRUST
COMPANY, N.A., as Trustee

By _____
Authorized Officer

EXHIBIT A

FORM OF SERIES 2015 BONDS

Unless this Series 2015 Bond is presented by an authorized representative of The Depository Trust Company, a New York corporation (“DTC”), to the Los Angeles County Metropolitan Transportation Authority or its agent for registration of transfer, exchange or payment, and any Series 2015 Bond issued is registered in the name of Cede & Co. or in such other name as is requested by an authorized representative (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the Registered Owner hereof, Cede & Co., has an interest herein.

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
GENERAL REVENUE REFUNDING BONDS
(UNION STATION GATEWAY PROJECT) SERIES 2015**

No. R-1 \$ _____
Interest Rate Maturity Date Original Issue Date CUSIP
% _____2015

REGISTERED OWNER:

PRINCIPAL AMOUNT: \$ _____

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (the “Authority”), a public entity, duly organized and existing under and pursuant to the laws of the State of California (the “State”), for value received, hereby promises to pay to the Registered Owner named above, or registered assigns (the “Owner”), but solely from the sources hereinafter mentioned, on the Maturity Date specified above the Principal Amount shown above and to pay interest hereon, but solely from the sources hereinafter referred to, at the Interest Rate shown above from the most recent Interest Payment Date (as hereinafter defined) to which interest has been paid or duly provided for, or from the date of authentication hereof if such date is on an Interest Payment Date to which interest has been paid or duly provided for, or from the Original Issue Date specified above if no interest has been paid or duly provided for, such payments of interest to be made on each Interest Payment Date until the principal or redemption price hereof has been paid or duly provided for as aforesaid. The principal or redemption price of and interest on this Bond may be paid in any coin or currency of the United States of America which, at the time of payment, is legal tender for the payment of public or private debts. The principal of this Bond is payable to the Owner hereof in immediately available funds or next day funds, depending on the instructions of the Owner as described below upon presentation and surrender hereof at the designated corporate trust office of The Bank of New York Mellon Trust Company, N.A. as successor Trustee (the “Trustee”) under the Trust Agreement, dated as of January 1, 1995, as supplemented and amended (the “Trust Agreement”), including as supplemented by the Seventh Supplemental Trust Agreement, dated as of [Dated Date] (the “Seventh Supplement” and, together with the Trust Agreement, the “Agreement”) providing for the issuance of the captioned bonds (the “Series 2015 Bonds”). Interest shall be paid to the Owner hereof whose name appears on the registration books kept by the Trustee as of the close of

business on the applicable regular or special record date by check mailed to such Owner; provided that any Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least fifteen days prior to an Interest Payment Date designating an account in a domestic bank, be paid by wire transfer of immediately available funds. The regular record date for any Interest Payment Date shall be the 15th day of the calendar month (whether or not a Business Day) next preceding such Interest Payment Date. If sufficient funds for the payment of interest becoming due on any Interest Payment Date are not on deposit with the Trustee on such date, the Trustee may establish a special interest payment date on which such overdue interest shall be paid and a special record date relating thereto. This Series 2015 Bond is registered as to both principal and interest on the registration books kept with the Trustee and may be transferred or exchanged, subject to the further conditions specified in the Agreement, only upon surrender hereof at the designated corporate trust office of the Trustee. This Series 2015 Bond is payable solely from the sources hereinafter mentioned.

Capitalized terms used in this Series 2015 Bond which are not defined herein but which are defined in the Agreement shall have the respective meanings set forth in the Agreement.

The Series 2015 Bonds are special, limited obligations of the Authority payable from and secured by a prior lien on and pledge of the Pledged Revenues and the Remaining Sales Tax and are also payable in the event of a deficiency from certain other amounts, all as provided under the Agreement. NEITHER THE FULL FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OF CALIFORNIA OR THE COUNTY OF LOS ANGELES OR ANY POLITICAL SUBDIVISION OR AGENCY THEREOF, OTHER THAN THE AUTHORITY TO THE EXTENT OF THE AMOUNTS PLEDGED UNDER THE AGREEMENT, IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2015 BONDS.

NO RECOURSE UNDER THIS BOND SHALL BE HAD AGAINST ANY PAST, PRESENT OR FUTURE OFFICER OF THE AUTHORITY.

This Series 2015 Bond is one of an authorized series of Series 2015 Bonds of the Authority issued in the original aggregate principal amount of \$[Principal Amount] designated as “Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015” authorized by a resolution of the Authority, and issued under and secured by the Agreement in full conformity with the Constitution and laws of the State of California.

Reference is made to the Agreement for provisions concerning the rights of the Owners and the rights and obligations of the Authority and the Trustee. The acceptance of the terms and conditions of the Agreement (including amplifications and qualifications of the provisions hereof), which is on file at the designated corporate trust office of the Trustee, is an explicit and material part of the consideration of the Authority’s issuance hereof, AND EACH OWNER HEREOF BY ACCEPTANCE OF THIS SERIES 2015 BOND ACCEPTS AND ASSENTS TO ALL SUCH TERMS AND CONDITIONS AS IF FULLY SET FORTH HEREIN.

Series 2015 Bonds and all other Bonds and Parity Debt now or hereafter issued and Outstanding under the Agreement are and will be equally and ratably secured, to the extent provided by the Agreement, by the pledge thereunder of the Pledged Revenues and Remaining Sales Tax, all as provided in the Agreement.

Interest on the Series 2015 Bonds is payable on January 1 and July 1, commencing on January 1, 2011 (each an “Interest Payment Date”), and will be paid to the party who is the Owner hereof on the

record date for such payment. This Series 2015 Bond shall be issued pursuant to a book-entry system administered by The Depository Trust Company (together with any successor thereto, "Securities Depository"). The book-entry system will evidence beneficial ownership of the Series 2015 Bonds with transfers of ownership effected on the register held by the Securities Depository pursuant to rules and procedures established by the Securities Depository. So long as the book-entry system is in effect, transfer of principal, interest and premium payments, and provisions of notices or other communications, to beneficial owners of the Series 2015 Bonds will be the responsibility of the Securities Depository as set forth in the Agreement.

Reference has made to the Agreement for the redemption provisions and the transfer and exchange provisions applicable to the Series 2015 Bonds.

In case an Event of Default, as defined in the Agreement, shall have occurred, the principal of all Bonds then outstanding under the Agreement may become due and payable prior to their scheduled maturity date.

No Owner shall have any right to pursue any remedy under the Agreement unless (a) the Trustee shall have been given written notice of an Event of Default by an Owner of the Bonds then outstanding, (b) the Owners of no less than 25% in aggregate principal amount of the Bonds then Outstanding shall have requested the Trustee, in writing, to exercise the powers therein granted or to pursue such remedy in its or their name or names, (c) the Trustee shall have been offered indemnity satisfactory to it against costs, expenses and liabilities, (d) the Trustee shall have failed to comply with such request within sixty (60) days after receipt of such notice, request and offer of indemnity and (e) the Trustee shall not have received contrary directions from the Owners of a majority in aggregate principal amount of Bonds then outstanding.

The Authority and the Trustee may deem and treat the Owner hereof as the absolute owner hereof for the purpose of receiving payment of the interest hereon and principal hereof and for all other purposes, whether or not this Series 2015 Bond shall be overdue, and neither the Authority nor the Trustee shall be affected by any notice or knowledge to the contrary; and payment of the interest on and principal of this Series 2015 Bond shall be made only to such Owner, which payments shall be valid and effectual to satisfy and discharge liability on this Series 2015 Bond to the extent of the sum or sums so paid.

The rights and obligations of the Authority and of the Owners of the Series 2015 Bonds may be amended at any time in the manner, to the extent and upon the terms provided in the Agreement

If the Authority shall pay or cause to be paid or there shall otherwise be paid to the Owners of all Outstanding Series 2015 Bonds the interest thereon and the principal thereof at the times and in the manner stipulated herein and in the Agreement, then the Owners of such Series 2015 Bonds shall cease to be entitled to the security provided by the Agreement, and all agreements, covenants and other obligations of the Authority to the Owners of such Series 2015 Bonds under the Agreement shall thereupon cease, terminate and become void and be discharged and satisfied.

Except as otherwise provided in the Agreement, this Series 2015 Bond shall not be entitled to any, right or benefit under the Agreement, or be valid or become obligatory for any purpose, until this Series 2015 Bond shall have been authenticated by execution by the Trustee of the Certificate of Authentication inscribed hereon.

IT IS HEREBY CERTIFIED, RECITED AND REPRESENTED that the issuance of this Bond and the Series 2015 Bonds is duly authorized by law; that all acts, conditions and things required to exist

and necessary to be done or performed precedent to and in the issuance of this Series 2015 Bond and the Series 2015 Bonds to render the same lawful, valid and binding have been properly done and performed and have happened in regular and due time, form and manner as required by law; that all acts, conditions and things necessary to be done or performed by the Authority or to have happened precedent to and in the execution and delivery of the Agreement have been done and performed and have happened in regular and due form as required by law; that due provision has been made for the payment of the principal of and premium, if any, and interest on this Series 2015 Bond and the Series 2015 Bonds by irrevocably assigning the described revenues as provided in the Agreement; that payment in full for the Series 2015 Bonds has been received; and that the issuance of the Series 2015 Bonds does not contravene or violate any constitutional or statutory limitation.

IN WITNESS WHEREOF, THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY has caused this Series 2015 Bond to be signed in its name and on its behalf as of the Original Issue Date specified above.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Title: Assistant Treasurer

AUTHENTICATION CERTIFICATE

This Bond is one of the General Revenue Refunding Bonds (Union Station Gateway Project) Series 2015 of the Los Angeles County Metropolitan Transportation Authority, described in the within-mentioned Agreement.

Date: _____

THE BANK OF NEW YORK MELLON TRUST
COMPANY, N.A., as Trustee

By _____
Authorized Officer

ASSIGNMENT OF THE SERIES 2015 BONDS

For value received the undersigned hereby sells, assigns and transfers unto _____, whose tax identification number is _____, the within Series 2015 Bond and all rights thereunder, and hereby irrevocably constitutes and appoints _____, attorney, to transfer the within Series 2015 Bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

NOTE: The signature to this Assignment must correspond with the name as written upon the face of the Series 2015 Bond in every particular, without alteration or enlargement or any change whatsoever.

Signature Guaranteed:

NOTE: The signature must be guaranteed by an eligible guarantor institution.



Board Report

File #: 2015-1323, File Type: Informational Report

Agenda Number: 54.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: CRENSHAW/LAX PILOT BUSINESS SOLUTIONS CENTER (BSC) AND METRO'S PILOT BUSINESS INTERRUPTION FUND (BIF) REPORT

ACTION: RECEIVE AND FILE STATUS REPORT

RECOMMENDATION

RECEIVING AND FILING the status report on the operations of **Metro's Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) and Metro's Pilot Business Interruption Fund (BIF)**.

ISSUE

In July 2014, Metro's Board issued Motion 79 (Attachment A) which authorized the CEO to establish a Pilot Metro Business Solution Center (BSC) along the Crenshaw Corridor (Corridor). Thereafter, the Board of Directors issued Motion 57 (Attachment B) that authorized the CEO to establish a pilot program for a special Business Interruption Fund (BIF) for "mom and pop" businesses along the Crenshaw Line, Little Tokyo area along the Regional Connector and Phase I of the Purple Line Extension. Motion 57 requires Metro staff to report to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification. This report covers Metro's BSC and BIF program activity through August 19, 2015.

DISCUSSION

Since the adoption of the aforementioned Board motions and the Receive and File Status Report presented on April 16, 2015, Metro's staff continues to perform a series of actions for the ongoing operations and oversight of Metro's BSC and BIF pilot projects. Both the BSC and BIF have reached milestones and achievements such as the six month operations for Metro's BSC and the award of more than \$1Million of BIF grant funds to small "mom and pop" businesses through Metro's BIF. Early observations, areas of focus for ongoing program operations including data demonstrating each programs performance have been gathered and assessed.

1. Crenshaw/LAX Pilot Business Solution Center Update

Metro staff continues to work in collaboration with the BSC Contractor, Del Richardson and Associates (DRA) for the on-going operation of Metro’s BSC. Metro’s BSC has been operational with the full complement of business technical support, referral and case management services for more than six months. The BSC provides businesses in the Crenshaw Corridor access to an array of business services through various means and pathways such as: direct referral to participating Business Development Partners and other business resource programs; enrollment and/or referral to business workshops, seminars and/or classes; including opportunities to participate in special business events and/or programs hosted by Metro’s BSC. In addition, the BSC continues to advance direct outreach and case management for businesses located within the BSC target area of 48th - 60th Street. Metro’s BSC also provides services for businesses in the southern segment of the Crenshaw/LAX project alignment through access to technical support services at the recently launched BSC satellite office in Inglewood co-located at DRA’s headquarter office.

A. Program Evaluation

The BSC has reached various project milestones and achievements from the “soft” launch in December 2014 and formal launch in February 2015. Following is a summary of key milestones and achievements:

BSC Milestones	November 2014	December 2014	February 2015	June 2015
Notice to Proceed Issued	X			
BSC Soft Launch		X		
BSC Formal Launch			X	
BSC Six Months Operations				X

BSC Achievements	March 2015	June 2015	July 2015	August 2015
BSC Direct Business Contacts >200 businesses	X			
BSC Program Metrics Defined		X		
BSC Target Area Businesses in Case Mgmt. >50%			X	
BSC Satellite Office Soft Launch				X

The BSC program staff continues to provide business technical support, referral and/or case

management services to more than 200 businesses in the Crenshaw Corridor.

Following is a summary of BSC Program Activity Metrics from December 19, 2014 through July 31, 2015:

- Total Number of Businesses Contacted: **281**
- Number of Businesses Completing Intake/Assessment Forms: **215**
- Number of Businesses in Case Management: **54**
- Number of Businesses Receiving Referrals: **212**
- Number of Referrals: **593**.

Note: Case Management services for businesses in BSC target area.

Metro staff continues to assess early observations, lessons learned and the overall performance of the pilot program through continuous oversight and monitoring.

Observations identified as areas of focus and on-going assessment are as follows:

- In review of the BSC activities, program structure and overall project scope of work, there is a need to adjust the case management strategy to enhance the efficiency, effectiveness and net benefit to small businesses enrolled in case management.
- Due to the launch of Metro's BIF there may be an unintended impact to Metro's BSC. There is an elevated interest in Metro's BIF thus leading to increased challenges for Metro's BSC to maintain small businesses' interest and commitment to the BSC services and case management process.
- Nearly 50% of businesses obtaining BSC services are outside of the BSC target area of 48th - 60th Street. This demonstrates increase demand and need for support services for businesses outside the targeted area.

In response, the following activities will be initiated:

- DRA will make program adjustments to enhance case management services and the overall case management strategy.
- Metro will continue to work with DRA for the development of performance metrics to track the effectiveness of case management services in response to program adjustments.
- Launch BSC Client Survey to obtain feedback and program assessment from more than 200 businesses participating in Metro's BSC.
- On-going development of outreach, marketing and engagement strategies for continued promotion of Metro's BSC.
- Continued outreach and education of the business community regarding the near and long-term benefits of obtaining free technical support services through Metro's BSC.
- Continue to leverage the services of Metro's BSC for businesses to obtain information about Metro's BIF and access to technical services in preparing required financial documentation for

application to the BIF.

- On-going analysis of BSC report data to track the overall performance.

*Activities will be implemented from August 2015 through November 2015.

B. Program Performance and Utilization

As a pilot project, the review and analysis of the program's qualitative and quantitative performance is an on-going activity. The BSC Performance and Utilization Report is provided as Attachment C.

C. Program Recommendations

Metro's Crenshaw/LAX Pilot Business Solution Center has been operational for more than six months and is challenged with the defined program model to provide technical support services to small businesses in the Corridor, outreach and case management to the target area of 48th - 60th Street. In response, DRA has focused efforts on modifying the existing case management strategy including a re-assessment of personnel and technical resources. In effort to present program modification recommendations, it is necessary for Metro and DRA to obtain feedback from the small business community on the quality, effectiveness and efficiency of the current level of services provided through Metro's BSC. Therefore, upon review of the BSC Client Survey results along with assessment of the modified case management strategy; Metro staff will continue to assess the program's performance over the next quarter followed by program recommendations in December 2015.

2. Pilot Business Interruption Fund Update

Metro and the BIF Contractor, Pacific Coast Regional Small Business Development Corporation (PCR) continue to advance efforts and activities for implementation of the historic pilot program. The BIF "soft launch" commenced in February 2015 and for nearly six months, Metro and PCR program staff has initiated focused outreach and communication efforts for businesses within the Crenshaw/LAX transit corridor, the Little Tokyo area of Regional Connector and Purple Line Extension, Phase I. Keeping with the objective of providing financial assistance to small "mom and pop" businesses directly impacted by Metro transit rail construction; as of August 19, 2015, Metro awarded fifty-four (54) BIF grants exceeding a total amount of \$1Million. The BIF grants were awarded to businesses in the Crenshaw/LAX transit corridor; the first of the three active transit construction projects for which the BIF provides financial assistance.

A. Program Evaluation

Metro's BIF has reached various project milestones and achievements. Following is a summary of key milestones and achievements:

BIF Milestones	December 2014	February 2015	April 2015	August 2015
Notice to Proceed Issued	X			
BIF Administrative Guidelines Final		X		
BIF Soft Launch		X		
BIF Formal Launch			X	
BIF Grant Awards > \$1M				X

BIF Achievements	April 2015	June 2015	July 2015	August 2015
BIF Grant Awards (First Awards)	X			
BIF Grant Awards >\$500K		X		
BIF Bi-Monthly Status Report Complete			X	
BIF Small Business Features Media Release				X

Metro and BIF program staff continues to advance outreach efforts to businesses within the Little Tokyo area of Regional Connector and Purple Line Extension, Phase I in preparation to the activation of transit rail construction while continuing direct outreach to businesses in the Crenshaw Corridor. In effort to ensure the BIF pilot program is prudent yet provides a seamless process for applicants, PCR has implemented a multi-prong approach that provides small “mom and pop” businesses access to program information through an interactive on-line application; direct one-on-one consultation with a BIF Program Advisor; and/or on-site client appointments at the business location including Metro’s BSC and Metro’s Little Tokyo Construction Relations office. BIF Advisors are readily accessible to provide hands-on support and guidance to business owners within the three transit project corridors. The level of commitment and effort is demonstrated through the achievements of the BIF grant application activities and BIF grant awards as of August 2015.

Following is a summary of BIF Grant Application Metrics from February 12, 2015 through August 19, 2015:

- BIF applications submitted to date: **123**
 - BIF applications approved to date: 54
 - BIF applications pending financial documents: 51
 - BIF applications deemed not eligible: 16
 - BIF applications denied: 2
- BIF applications pending online; not submitted: **29**
- BIF Grant Payments (total value): **\$1,011,295.88**

Note: Businesses that do not meet the BIF eligibility requirements and/or denied are provided a formal written letter of determination issued by PCR.

In the course of performing oversight and monitoring of the BIF, Metro staff continues to assess early observations, lessons learned and the overall performance of the pilot program. Observations identified as areas of focus and on-going assessment are as follows:

- Direct (proactive) outreach and canvassing appears the most effective means to contact small “mom and pop” businesses in effort to provide information and resources on Metro’s BIF.
- The directly impacted small business community has become more receptive to Metro and PCR in light of the BIF program success in granting awards to diverse community of businesses.
- There is a degree of opposition and/or challenge to the BIF in response to the eligibility requirement for businesses to demonstrate direct impact to Metro construction (businesses located immediately adjacent to the rail corridor and directly affected by Metro construction).

In response, the following activities are ongoing:

- Metro and PCR will continue to advance coordinated outreach and communication activities and strategies to reach businesses in each of the transit rail corridors.
- PCR will continue direct canvassing and continue to provide hands-on support and guidance to business owners.
- Metro’s staff in coordination with Media Relations will continue a focused media relations campaign announcing the successes of the BIF program, highlight the small businesses, and share the personalized testimonials of business owners (BIF grantees) through various platforms.
- Metro will continue to assess the BIF program requirements yet keeping to the lessons learned of Houston Metro for which the BIF is modeled; holding consistent to program guidelines to ensure integrity of program.
- On-going analysis of BIF report data to track the overall performance.

In effort to uphold Metro’s commitment to being a trusted community builder, partner and stakeholder, Metro has implemented an array of communication and outreach initiatives and developed resources in support of the diverse representation of the small business community; such as:

- BIF program materials (factsheet and 4 Step Easy Guide) translated in Spanish, Korean and Japanese
- BIF workshops series launched in June 2015
- BIF program staff on-site hours in the Crenshaw Corridor, Little Tokyo area and forthcoming in Purple Line Extension, Phase I project corridor
- Access to multi-lingual interpretation and translation services.

B. Program Performance and Utilization

In addition to advancing efforts for the implementation and administration of Metro's BIF; a comprehensive bi-monthly status report inclusive of application, business demographics, financial accounting and expenditure data by project corridor including other key performance indicators has been developed for the continued assessment of the pilot program. The BIF Bi-Monthly Status Report for March 2015 - June 2015 is provided as Attachment D.

C. Program Recommendations

Metro's Pilot Business Interruption Fund has been operational for nearly six months and has demonstrated the capacity to meet the program objective to provide financial assistance to directly impacted small "mom and pop" businesses through grants to cover certain fixed operating expenses. Serving as the BIF fund administrator, PCR has established standard operating procedures and processes for the administration of Metro's BIF. The established protocols, procedures and processes include but not limited to: dedicated team of financial professionals serving as the BIF Program Manager and BIF Advisors; a formal BIF Grant Committee chaired by PCR's President/Chief Executive Officer and BIF standard operating procedures.

Recognizing the importance to develop a fiscally prudent program, Metro's BIF Administrative Guidelines require an annual audit of the program to be conducted by Metro's Management Audit Services Department (MASD). It is projected that the program audit will be conducted in early 2016. Therefore, Metro staff does not propose any program modification recommendations at this time; however staff will continue to assess the ongoing performance of the BIF and reconvene Metro's internal BIF "tiger team" to address any potential program modifications and/or refinements.

ATTACHMENTS

Attachment A - Motion 79

Attachment B - Motion 57

Attachment C - Metro BSC Performance and Utilization Report

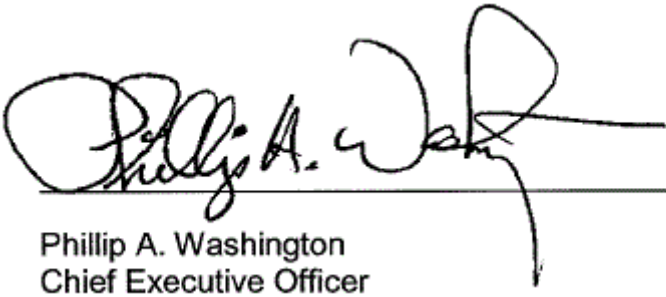
Attachment D - Metro BIF Bi-Monthly Status Report

Prepared by: Shalonda Baldwin, Deputy Executive Officer, Project Management

Vendor/Contract Management, (213) 922-4488

Ivan Page, Interim Executive Director, Vendor Contract Management,
(213) 922-6383

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



Phillip A. Washington
Chief Executive Officer

**Motion by Supervisor Mark Ridley-Thomas, Mayor Eric Garcetti and Director
Jacquelyn Dupont-Walker**

**Implementation of a Pilot Business Solution Center for the Crenshaw/LAX Line
Relates to Item 79**

July 24, 2014

Since construction began on the Crenshaw/LAX Line Project (the Project) earlier this year, doing business on the Crenshaw Corridor (the Corridor) has become more challenging for businesses and patrons. Many businesses are already experiencing significant impacts created by construction activities, specifically at the intersections of Crenshaw Boulevard and Martin Luther King Jr. Boulevard and Exposition Boulevard where work is underway to lay the groundwork for future underground stations. Businesses between 48th Street and 60th Street, where the line will run at-grade, are also anticipated to face significant challenges when construction begins on that segment.

Under both Federal and State law, Metro is prevented from providing direct cash subsidies to businesses unless access to the business is denied due to construction impacts. While this has not technically been the case on the Corridor, there is a clear nexus between construction activities and reduced business activity, especially the walk-in traffic that many of the retail businesses rely on.

In April 2014, Metro retained a consultant to assess and provide recommendations on how to address the economic impacts of construction activities on small businesses on the Corridor. The consultant's report encourages the development of a pilot Business Solution Center that would provide direct sector-specific technical assistance to businesses along the Corridor to help them through construction activities. Services that could be provided to businesses include financial planning and advice on small business operations as well as dealing with municipal permits and regulations, legal assistance, marketing and grant/loan application management. The consultant specifically suggests that a pilot effort be established to provide proactive and hands-on business assistance to support the over 100 businesses at the at-grade portion of the

Project between 48th and 60th Streets, as well as a walk-in location along the Corridor for which businesses along the entire rail alignment can receive information, resources and referrals.

The establishment of a Business Solution Center would meaningfully enhance Metro's construction and external relations protocol. While serving as a relatively nominal financial investment for Metro, it would go a long way in helping to build the capacity of small businesses to survive the construction period and ultimately contribute to a vibrant transit corridor upon completion of the Line. If the Metro Board wants to pursue future funding measures to fully build out the system, it will be fundamental that we demonstrate to local small businesses that we are a committed partner during construction periods. This pilot Business Solution Center can serve as a model for such an effort, and to do so, it is essential that Metro partner with a capable and well established service provider to roll-out these services as quickly as possible. Furthermore, it is consistent with Metro's Construction Impact Response Program (CIRP) which was developed in response to construction on the Gold and Red Lines in the 1990s. The CIRP program provided various forms of relief for businesses including economic support and rapid response teams. These resources should also be made available for the Crenshaw Corridor.

The pilot Business Solution Center would also complement Metro's other ongoing efforts to address business' needs during construction. For example, Metro continues to modify construction signage based on the feedback of surrounding business' to highlight the names of businesses, parking locations and to clarify that businesses are open during construction. In addition, Metro is finalizing a communications strategy to promote an "Eat, Shop and Play Local" campaign during construction.

WE THEREFORE MOVE THAT THE BOARD OF DIRECTORS:

1. Receive and file the "Recommendations for a Pilot Metro Business Solution Center";

ATTACHMENT A

2. Authorize the CEO to immediately solicit proposals to establish a Pilot Metro Business Services Center along the Crenshaw Corridor that includes a physical presence with consistent staffing hours for the duration of the construction of the Crenshaw/LAX Line, as well as a Business Solutions Outreach Strategy for the at-grade portion of the alignment on Crenshaw between 48th and 60th Streets and other locations that are determined to be significantly impacted by construction activities, and authorize the CEO to execute a contract with the most responsive and qualified bidder, with the objective of beginning operations by October 2014;
3. Direct the CEO to identify up to \$250,000 and amend the current budget to fund the initial year activities, with an overall project budget expected to be approximately \$1,000,000, to be included in future budgets for fiscal year 2016, 2017 and 2018 at \$250,000 per year;
4. Direct the CEO to report back in September on a plan to utilize existing Full-Time Equivalent position(s) to staff the Business Solutions Center.
5. Direct the CEO to incorporate the following elements into the Pilot Business Solution Center Program:
 - a. A single point-of-contact or case management approach for each business; and
 - b. A 72 hour quick response plan.
6. Direct the CEO to establish an additional mitigation menu and criteria based on MTA's previous Construction Impact Response Program that includes:
 - a. Marketing campaigns for impacted businesses;
 - b. Rent and mortgage subsidies to businesses;
 - c. A low-interest loan fund that is accessible to small and micro-businesses;
 - d. Report back to the Board in September with funding recommendations;
7. Direct the CEO to report back on a Post-Construction Façade Improvement Program in conjunction with the approved Design-Build Contract for the Crenshaw/LAX Transit Line;
8. Direct the CEO to report back on the feasibility of establishing Memorandums of Understanding with local business and community stakeholder groups, as has been

done in Denver, Colorado, to ensure that we are maximizing community involvement and engagement as it relates to construction activities;

9. Direct the Diversity and Economic Opportunity Department to manage and oversee the Business Solution Center Project; and
10. Provide quarterly updates to the Executive Management and Construction Committees on the Pilot Business Solution Center and the “Eat, Shop and Play Local” campaign beginning in September 2014.

Amendment to Item 57

Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti

Business Interruption Fund

September 18, 2014

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.

2. Define mom and pop businesses as those **meeting the following criteria:**
 - a. Having 25 employees or fewer;
 - b. **A minimal operational history of two years;**
 - c. **Being in good standing with local, state and federal tax requirements; and**
 - d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**

3. Conduct a baseline survey of all businesses within the project areas.

4. **Identify and designate \$10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.**
5. **Each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.**
6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.
7. **Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.**
8. Report back to Construction Committee monthly, **beginning in October**, with an implementation plan **and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.**

Metro BSC Performance and Utilization Report

I. Program Metrics

PROGRAM METRICS - ALIGNMENT		
1	Number of businesses contacted	281
2	Number of businesses completing intake/assessment forms	215
3	Number of referrals	593

PROGRAM METRICS - TARGET AREA			
1	Percentage of businesses completing intake/assessment forms	115/91	126%
2	Percentage of businesses in case management	54/91	59%
3	Number of businesses that completed case management plans	17	
4	Number of businesses receiving referrals	91	

Notes:

1. Business Support Status by Alignment: Represents businesses throughout CLAX Transit Corridor
2. Business Support Status by Target Area: Represents aggregated (sub-set) of Alignment
3. BSC program staff has identified 91 eligible active businesses in the target area 48th – 60th Street.
4. Greater number of businesses (115) in the target area completed intake/assessment forms prior to categorization as an eligible active business.

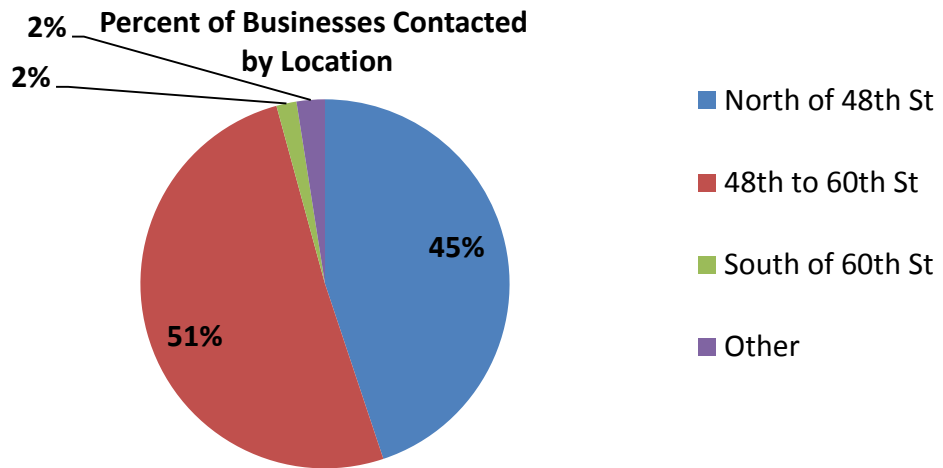
II. BSC Activities Data



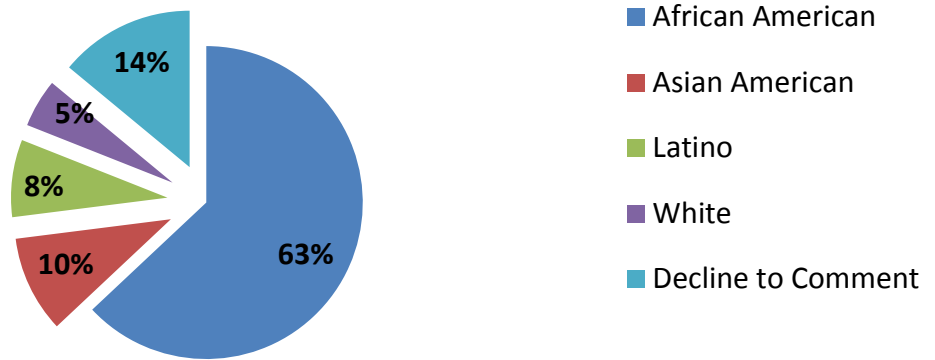
* Business Support Status by Alignment: Represents businesses throughout CLAX Transit Corridor

* Business Support Status by Target Area: Represents aggregated (sub-set) of Alignment

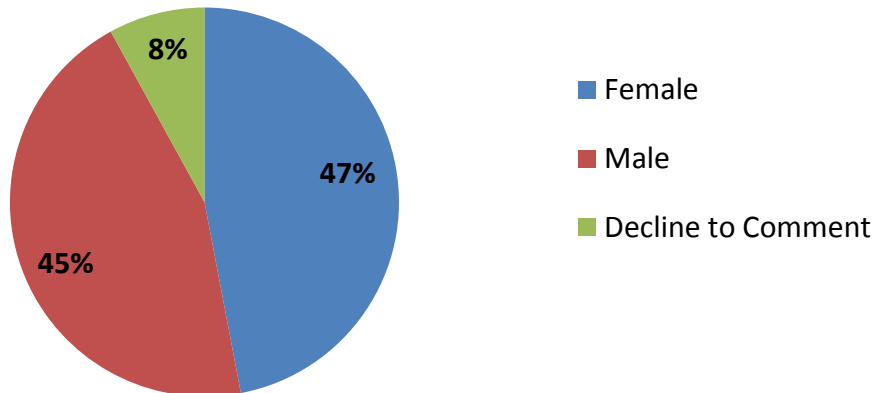
III. Client Demographic Data



Client Demographics: Ethnicity



Client Demographics: Gender





Metro



**Metro Pilot Business Interruption Fund
(BIF)
Bi-Monthly Status Report
March 2015 - June 2015**

*revised as of August 17, 2015



Prepared by

**Angela B. Winston
Vice President/Program Manager**

**Pacific Coast Regional Small Business
Development Corporation
3255 Wilshire Blvd. Suite 1501
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Contents

1.1 Purpose	3
2.1 Summary Statistics at a Glance	3
2.2 Applications	4
2.3 Community Outreach and Communication Activities	5
2.4 Financial Activities	8
The following is a monthly summary of grant funding by rail project:	
2.4.1 Crenshaw/LAX Corridor.....	8
2.4.2 Little Tokyo Area of the Regional Connector	15
2.4.3 Purple Line Extension Phase 1	15
2.5 Grantee Statistics.....	16
3.1 Client Satisfaction Survey Report.....	20
3.2 Client Process Evaluation Form	22
4.1 Frequently Asked Questions.....	26
4.2 How do I apply to the BIF?.....	26
4.3 How long does it take to get a grant?	26
4.4 What do you need from me?.....	26
4.5 How do you keep my financial documents secure?	26
5.1 Observations	26
6.1 Monthly Testimonial	28

Attachments

Attachment A	Application to Grant Turnaround Analysis
Attachment B	Community Outreach and Communication Activities Calendar
Attachment C	Grant Award Matrix-Crenshaw/LAX
Attachment D	Grant Award Transactions
Attachment E1	Client Satisfaction Survey
Attachment E2	Client Process Evaluation Form

1.1 Purpose

This Report summarizes how the Metro Business Interruption Fund (BIF) has worked to provide financial assistance to small “mom and pop” businesses that demonstrate business revenue losses due to direct impact from Metro rail construction. Small “mom and pop” businesses located along three rail corridors are eligible for BIF grant funding.

1. Crenshaw/LAX
2. Little Tokyo Area of the Regional Connector
3. Purple Line Extension Phase 1

The period of this report is from March 2015 – June 2015. The activities summarized include number of applications submitted, community outreach and communications, grantee statistics, financial data and payments. Metrics on client satisfaction and general program observations are also reported. Further, included is a business profile on a BIF grantee.

2.1 Summary Statistics at a Glance

During this reporting period, a total of 105 applications were received for the BIF Program. Thirty-five (35) grants were approved and awarded to small businesses along the Crenshaw/LAX Corridor. The total value of the grant awards was **\$688,682.30**. Following are additional statistics:

- 92% grantees received the total amount of the grant award
- 7% grant awards were disbursed for delinquent rent payments
- 1% grant awards were disbursed for delinquent utility payments
- Less than 1% of grant awards were disbursed for delinquent business insurance payments
- Less than 1% of grant awards were disbursed for delinquent business insurance payments
- Less than 1% of grant awards were disbursed for delinquent miscellaneous payments such as past due tax bills, business license fees, including miscellaneous categories
- Zero grant funds were disbursed for delinquent payroll expenses.

There have not been any grants awarded to small businesses in the Little Tokyo area of the Regional Connector or the Purple Line Extension Corridor as of the reported period.

The following chart reflects statistics on the number of years that grantees have been in business:

Grants by Years in Business	
2-5 Years	5
6-10 Years	10
11-20 Years	7
21+ Years	13

2.2 Applications

The following is the total number of applications received for the BIF Program via online submission:

Table 1. Total Number of Applications Submitted by Month

(Online submission is defined as completing all questions on the application form and pressing “submit”)

Month	# of Applications Received
March 2015	37
April 2015	29
May 2015	18
June 2015	22
Total	105

Total Number of Applications Approved as Grants - 35

Total Number of Applications Declined - 2

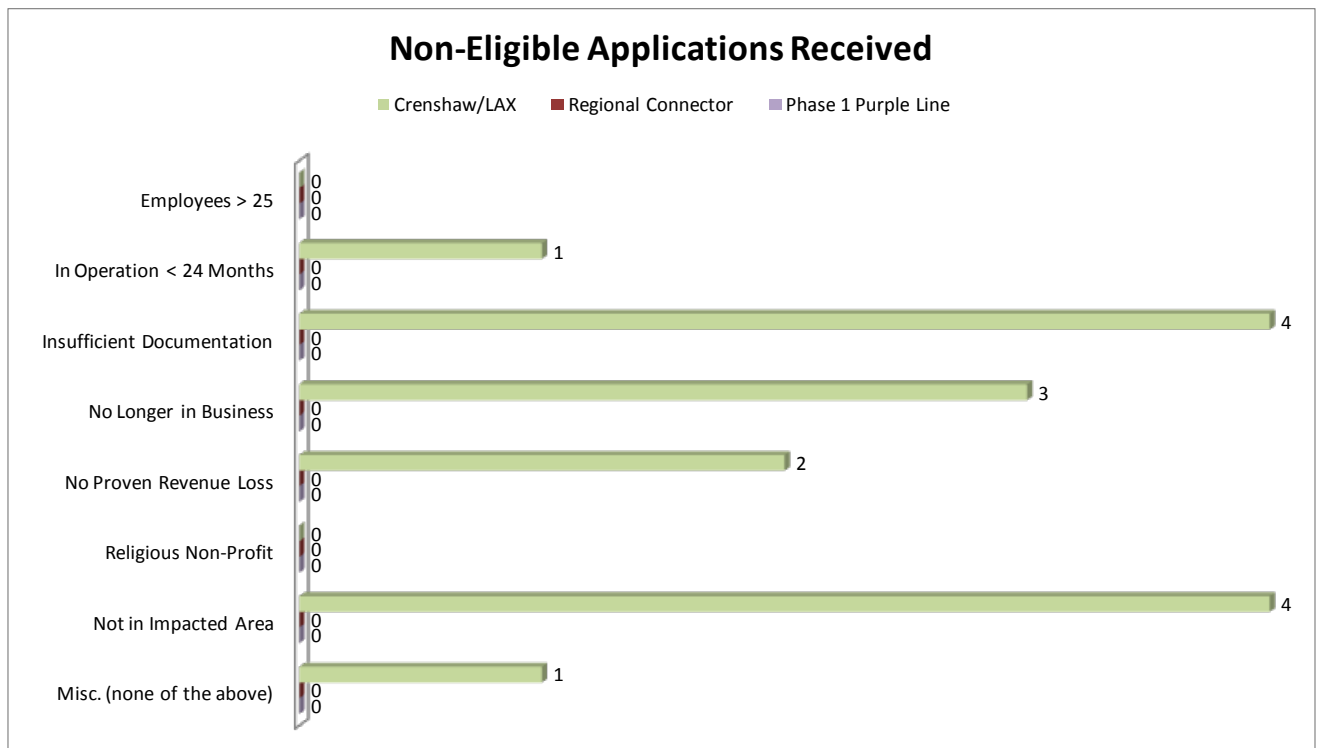
Total Number of Non-Eligible Applications - 15

Total Number of Incomplete Applications (Pending Financial Documents) - 53

*Please see Attachment A for the Application to Grant Turnaround Analysis.

Figure 1. Total Number of Non-Eligible Applications

(Non-Eligible is defined as not meeting the basic eligibility criteria upon submission of application)



2.3 Community Outreach and Communication Activities

During this reporting period, a total of **21** outreach activities occurred. PCR participated in: **15** outreach events in **Crenshaw/LAX Corridor**, **3** outreach events in the **Little Tokyo Area of the Regional Connector** and **3** outreach events in the **Purple Line Extension, Phase I Corridor**. At the time of this report, targeted outreach was conducted primarily on the Crenshaw/LAX Corridor due to direct construction impacts occurring during this reporting period and prior to the inception of the BIF Program.

*See Attachment B for a listing of meetings, events, presentations and workshops.

The following is a summary of Outreach Efforts and Communication Activities to date:

Table 1. Outreach Efforts and Communication Activities

	Crenshaw/LAX	Little Tokyo	Purple Line Extension
Community Meetings	10	2	3
Direct Canvassing	2	0	0
Partnerships/Eat, Shop, Play	2	0	0
Metro Sponsored Workshops	0	1	0
PCR Sponsored Workshops	1	0	0
Total	15	3	3

“Soft” Launch: The “soft” launch of the BIF Program was February 12, 2015 which signified the start of accepting applications from small business owners to the program through the PCR website online process. There was no community outreach associated with the “soft” launch as the BIF team worked off of direct referral lists from the Metro’s Business Solution Center (BSC) as a result of their door-to-door canvassing efforts, and the attendees of the initial public launch of the BSC and BIF Programs by Supervisor Mark Ridley Thomas in December 2014.



Construction impact from the view of BIF Grantee Dave Velazquez of Dave's Tattoos, 4343 Crenshaw Blvd.

“Hard” Launch and Media Event: The “hard” launch of the BIF Program was April 6, 2015. This included a Metro sponsored press conference with speeches from Mayor Eric Garcetti (Metro Board Chair), Supervisor Mark Ridley Thomas (Metro Board Vice Chair), Jackie Dupont Walker (Metro Board Director) and Mark J. Robertson, Sr. (PCR President/CEO). Testimonials were given by two BIF grantees, Marilyn Brown- Hairdresser/Business Owner- Studio 27 and Gilberto Carrillo- Owner- 1st Choice Driving and Traffic School. The media event was well received with significant news coverage on radio, television and print.

Community meetings/presentations: PCR has participated in **15** community meetings and presentations which include various Chamber meetings, business expos staffing tables, business organization meetings, construction update meetings through June 30, 2015. PCR program staff has been the keynote speaker and/or presenter at **10** of these events.

Direct canvassing efforts: PCR dedicated **2** full days-April 17, 2015 and May 22, 2015- to direct canvassing efforts on the Crenshaw Corridor with three staff members (Angela Winston, Andre Hardy and Devon Davis). PCR program staff went door-to-door and met one-on-one with small business owners speaking with them about the BIF and distributing BIF flyers, tri-folds and business cards. PCR's targeted area was between Exposition and 39th street on Crenshaw which received construction impacts early on (starting January 2014) with this same area impacted again beginning in January 2015. Many of these businesses had not heard of the BIF or the BSC as this area is not in the target area of the BSC. PCR's canvassing efforts were tremendously well received and resulted in an immediate increase in applications submitted as well as increased awareness through word of mouth among Crenshaw business owners. Ongoing canvassing efforts generally occur on Fridays with PCR's lead Crenshaw Business Advisor (Andre Hardy) working out of the BSC. PCR program staff have reached out to all known small business owners north of Vernon on Crenshaw which have been impacted by Metro construction to date.

Outreach Partnerships with BSC and Eat, Shop, Play: PCR will be partnering with the BSC for outreach efforts as construction impact moves into the BSC target area (48th Street – 60th Street). PCR thinks it is more efficient and effective not to duplicate the BSC's canvassing efforts in their target area but rather to build on their existing high touch points and referrals to the BIF Program. As construction impacts move into the Inglewood area of the Crenshaw/LAX line, PCR will continue to partner with the BSC and Metro's Eat, Shop, Play by participating in jointly sponsored outreach efforts to coincide with the launch of Eat, Shop, Play in Inglewood. PCR program staff attended **2** Eat, Shop, Play lunch mobs in the Crenshaw/LAX Corridor.

Metro Sponsored BIF Workshops: BIF workshops have been scheduled for launch for the Little Tokyo Area Regional Connector as well as for the Crenshaw/LAX corridor for the summer months (June, July, August) of 2015. To date, the following BIF workshops have been hosted:

- 1 - Little Tokyo Area of the Regional Connector (Little Tokyo Branch Library)
- 0 - Crenshaw/LAX Corridor
- 0 - Purple Line Extension, Phase I

Three more BIF workshops are currently calendared for summer months according as:

- 1 - Little Tokyo Area of the Regional Connector (Little Tokyo Branch Library)
- 2 - Crenshaw/LAX Corridor
- 1 - Purple Line Extension, Phase I (Fall 2015)

It is anticipated additional workshops will be hosted in the Inglewood segment of the Crenshaw/LAX Corridor in late Summer 2015.

PCR Sponsored BIF Workshops: PCR hosted a one-hour BIF workshop specifically for hair stylists to discuss the problems with documenting finances for cash businesses on June 22, 2015. Conducted by BIF Lead Crenshaw Business Advisor, Andre Hardy, the goal of the workshop was to clearly explain and

illustrate how to apply to the BIF and what financial documents could be considered as it relates to cash businesses. This workshop was very timely because we continue to be challenged by cash based business that typically have little to no financial documentation of their “real” revenue in order to determine revenue loss due to Metro construction. Ten hair stylists attended. PCR felt the workshop was very successful as all 10 plan to apply to the BIF.

Business appointments at the BSC: The BIF Lead Crenshaw Business Advisor, Andre Hardy is available to take business appointments at the BSC on Fridays between 9 a.m. – 4 p.m. What PCR has observed so far is most business owners would prefer the business advisors come to their business location. Andre averages about 2 appointments per Friday at the BSC, mostly to apply to the BIF online. The BIF Business Advisors (Andre Hardy and Brian Lazo) are flexible by routinely meeting business owners at their business location in their efforts to service these owners effectively in getting applications submitted to the BIF and collecting documents for grant recommendations.



Business Advisor Andre Hardy Sr. administering a BIF Workshop at Pacific Coast Regional Corp. on June 22, 2015.

2.4 Financial Activities

The following is a monthly summary of grant funding by rail project:

2.4.1 Crenshaw/LAX Corridor

Table 1. Grant Amount by Month

Grant Amount by Month		
Month	# of Grants	Amount
March 2015	4	\$66,310.00
April 2015	8	\$111,239.29
May 2015	12	\$75,583.64
June 2015	11	\$435,549.37
Total	35	\$688,682.30

*See attachment C - Grant Award Matrix Crenshaw/LAX for grantee details.



Various interruptions along the Crenshaw corridor: along the Baldwin/Crenshaw Mall and in front of Ebony Wigs & Beauty Supply.

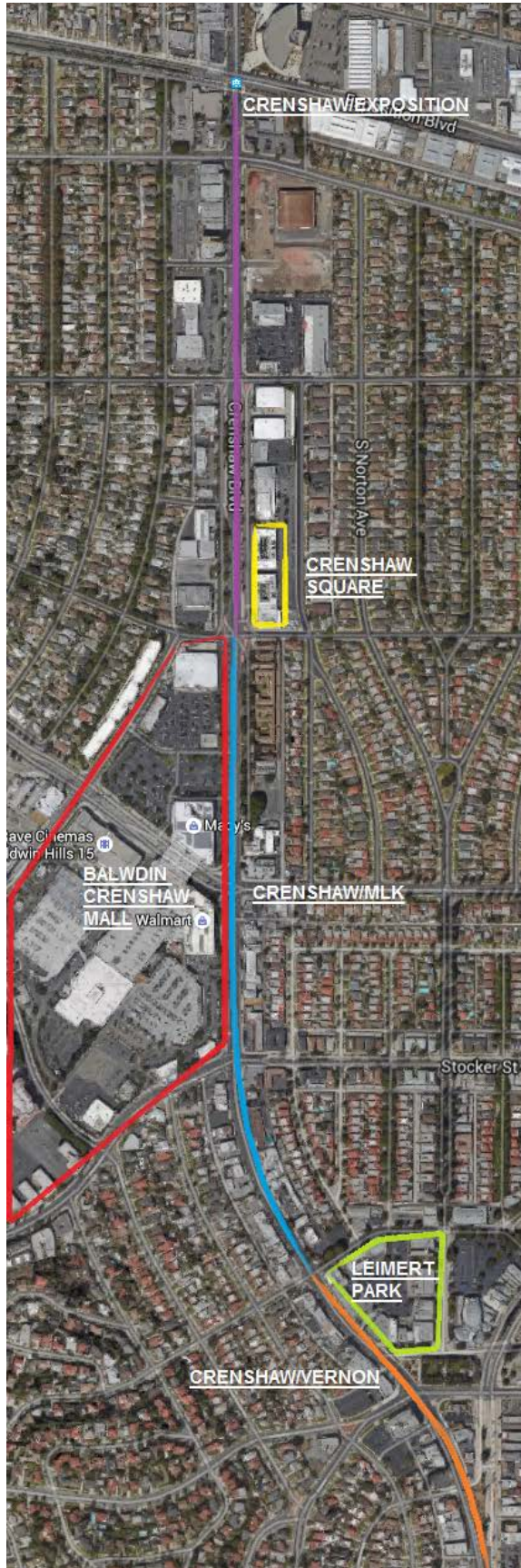
CRENSHAW/LAX Transit Project

Metro Business Interruption Fund uses the following sections as impact areas:

- Exposition/Crenshaw - Exposition to 39th Street
- Crenshaw/MLK - 39th Street to Homeland
- Crenshaw/Vernon - Homeland to 48th Street
- Crenshaw/Slauson - 48th Street to 60th Street
- Florence/West - 60th to N. Prairie Avenue
- Florence/La Brea - N. Prairie Avenue to N. Cedar Avenue
- Florence/Hindry - N. Cedar Avenue to W. Arbor Vitae Street
- Aviation/Century - W. Arbor Vitae Street to W. Century Boulevard

Crenshaw/LAX Transit Project





NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
5	\$112,513.36	CRENSHAW/ EXPOSITION
8	\$79,103.34	CRENSHAW SQUARE
11	\$255,475.95	CRENSHAW/ MLK
6	\$131,258.57	BALDWIN CRENSHAW MALL
4	\$108,339.68	CRENSHAW/ VERNON
1	\$1,991.00	LEIMERT PARK



**NUMBER
OF
GRANTS**

**TOTAL GRANT
AMOUNT**

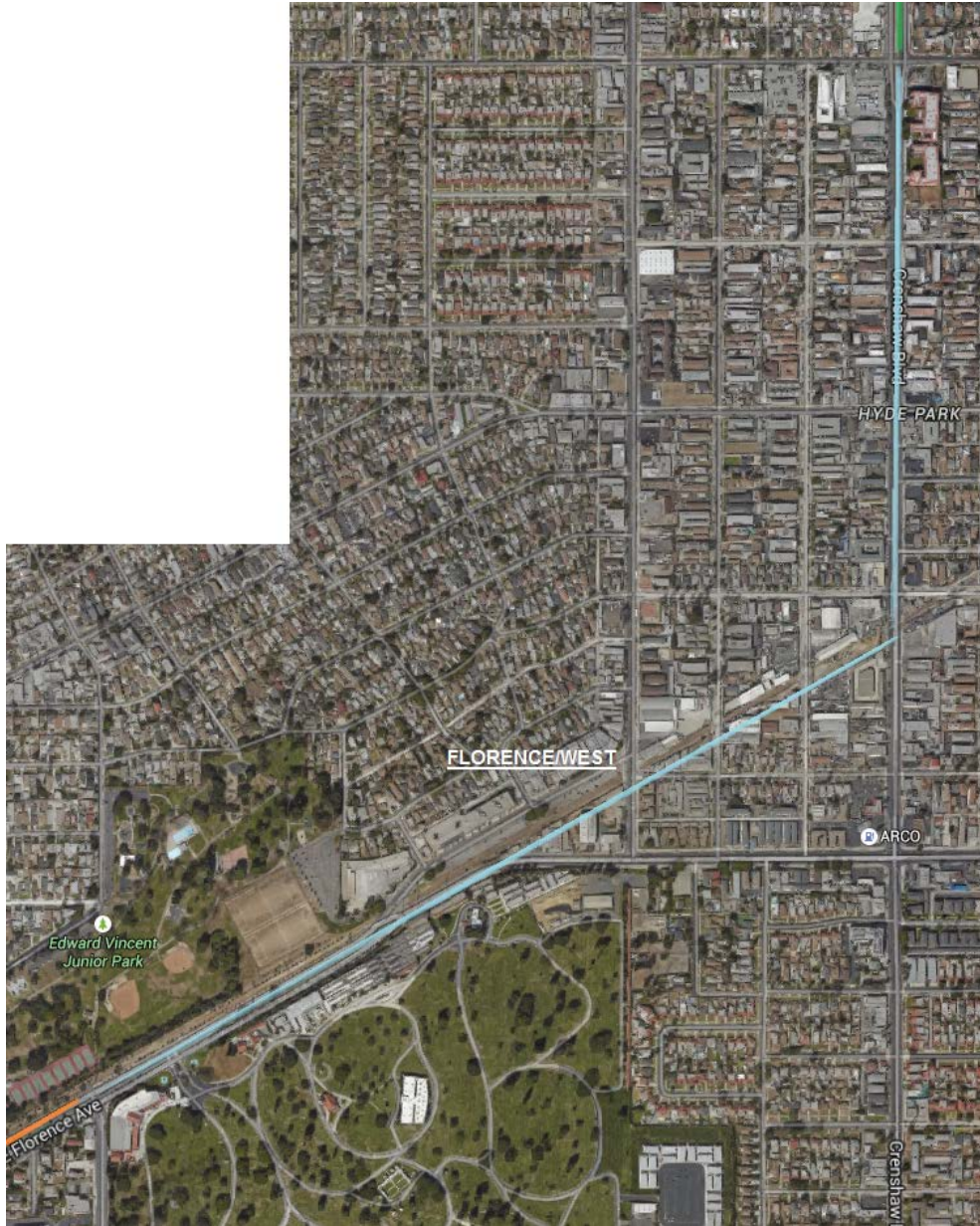
SECTION

0

\$0.00

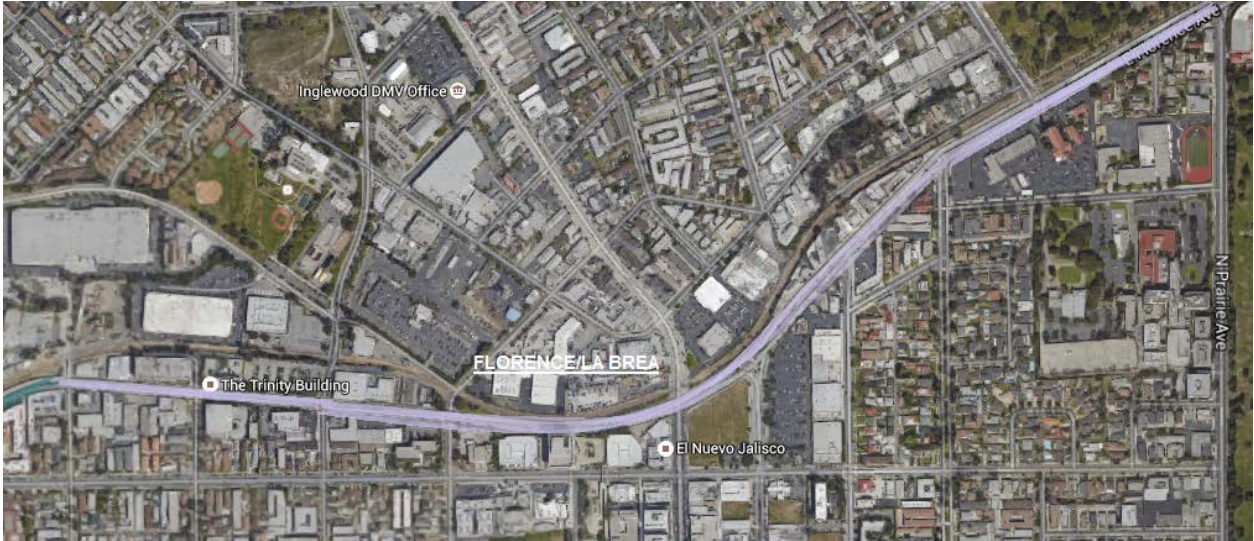
48th to 60th

*Not yet impacted as of June 30, 2015



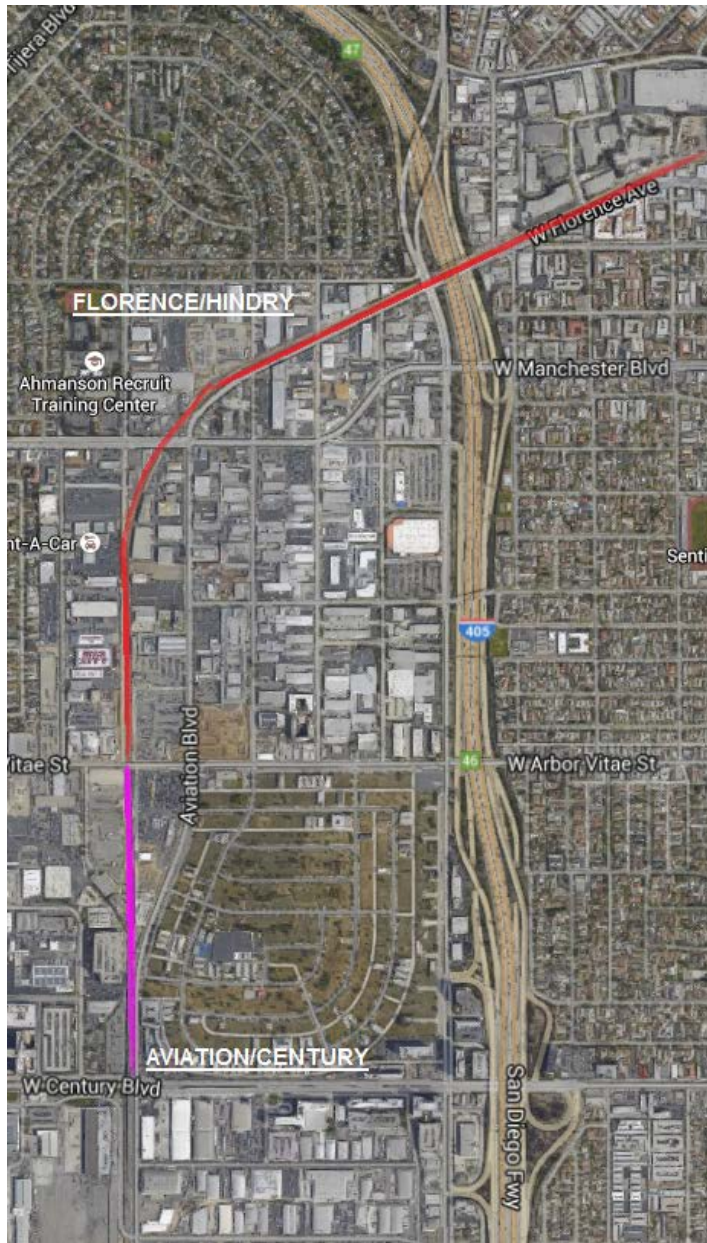
NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/WEST

*Not yet impacted as of June 30, 2015



NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/ LA BREA

*Not yet impacted as of June 30, 2015



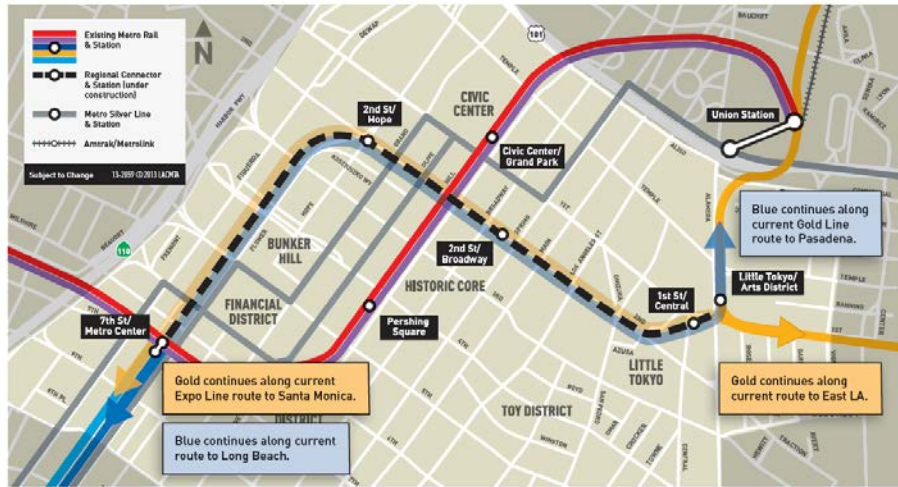
NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/HINDRY
0	\$0.00	AVIATION/CENTURY

*Not yet impacted as of June 30, 2015

2.4.2 Little Tokyo Area of the Regional Connector

Not yet impacted as of June 30, 2015.

Regional Connector Transit Project



2.4.3 Purple Line Extension Phase 1

Not yet impacted as of June 30, 2015.

Metro Purple Line Extension

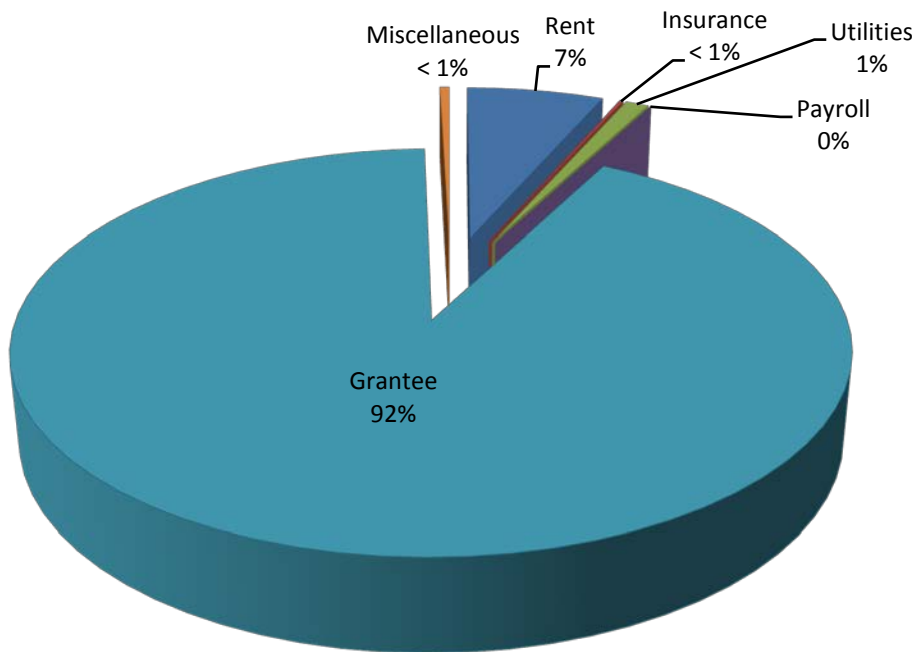


2.5 Grantee Statistics

The following charts (Figures 1-7) illustrate grant disbursement categories.

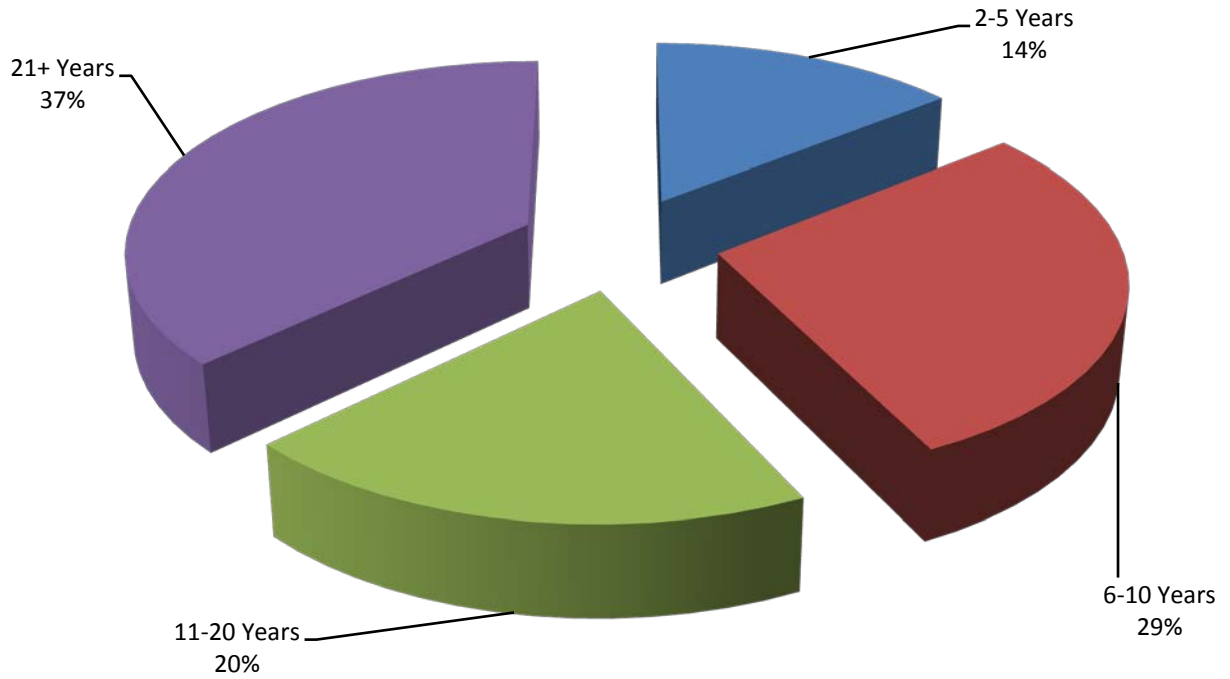
*See Attachment D for grant payment transaction detail.

Figure 1: Grant Disbursement Payments by Type



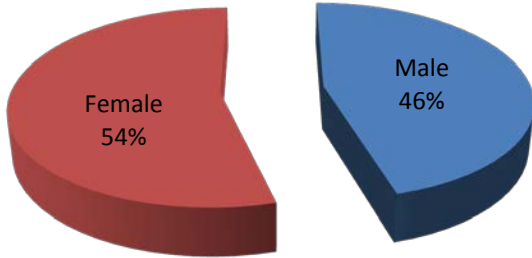
Grant Disbursement by Type	
Rent	\$ 44,507.59
Insurance	\$ 1,130.14
Utilities	\$ 7,500.73
Payroll	\$ -
Grantee	\$ 632,570.86
Miscellaneous	\$ 2,972.98
Total	\$ 688,682.30

Figure 2: Grant Disbursement by Years in Business



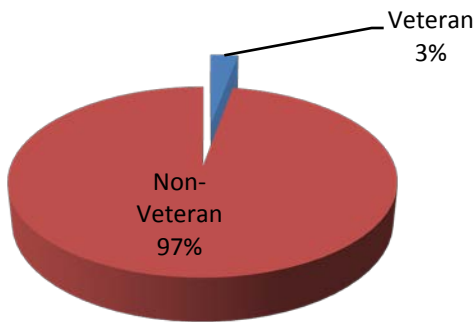
Grants by Years in Business	
2-5 Years	5
6-10 Years	10
11-20 Years	7
21+ Years	13

Figure 3: Grant Disbursement by Gender



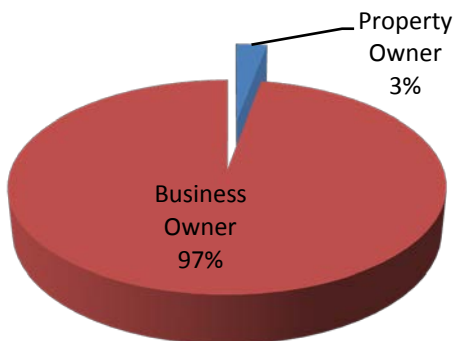
Grant Award by Gender	
Male	16
Female	19

Figure 4: Grant Disbursement by Veteran Status



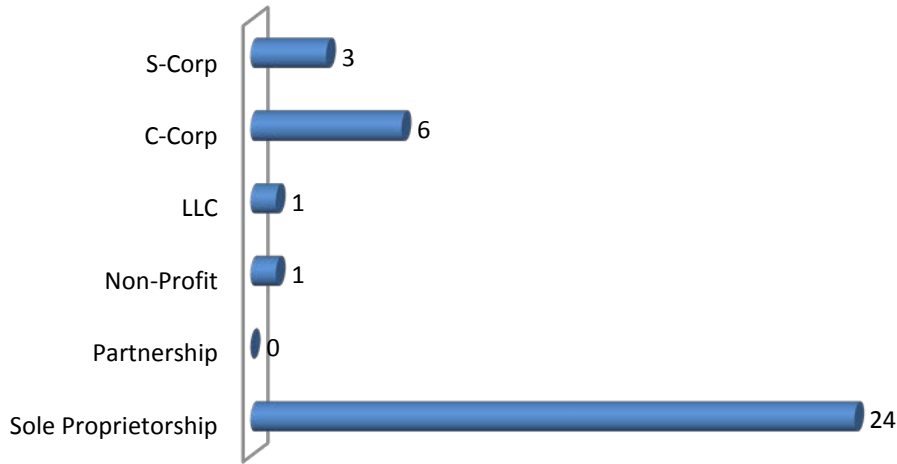
Grant Award by Veteran Status	
Veteran	1
Non-Veteran	34

Figure 5: Property Owner vs. Business Owner



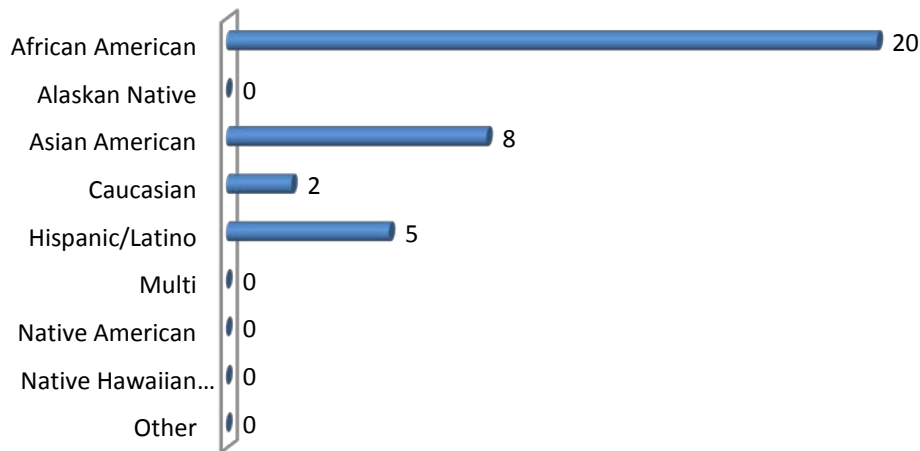
Property Owner vs. Business Owner	
Property Owner	1
Business Owner	34

Figure 6: Grant Disbursement by Business Type



Grant Disbursement by Business Type	
S-Corp	3
C-Corp	6
LLC	1
Non-Profit	1
Partnership	0
Sole Proprietorship	24

Figure 7: Grant Disbursement by Ethnicity



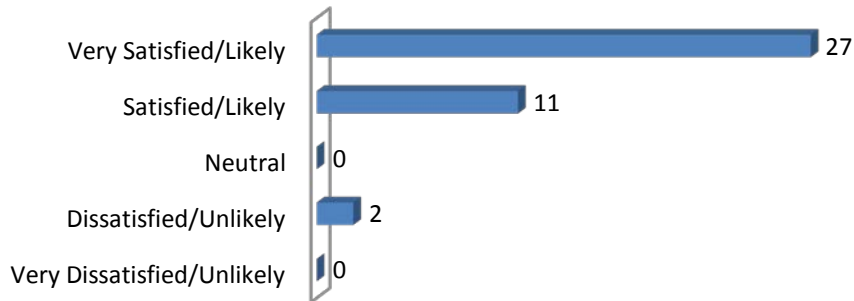
Grant Disbursement by Ethnicity	
African American	20
Alaskan Native	0
Asian American	8
Caucasian	2
Hispanic/Latino	5
Multi	0
Native American	0
Native Hawaiian /Pac. Islander	0
Other	0

3.1 Client Satisfaction Survey Report

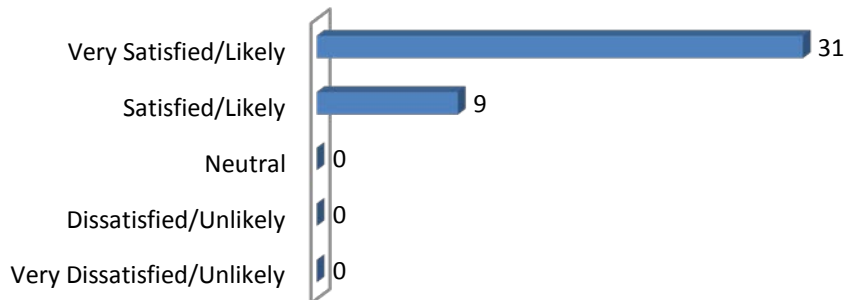
The intent of the client satisfaction survey is to assess the initial client experience and contact with the BIF Program process. This survey was distributed to BIF applicants after the first visit with their assigned Business Advisor.

*See Attachment E1 for actual survey administered.

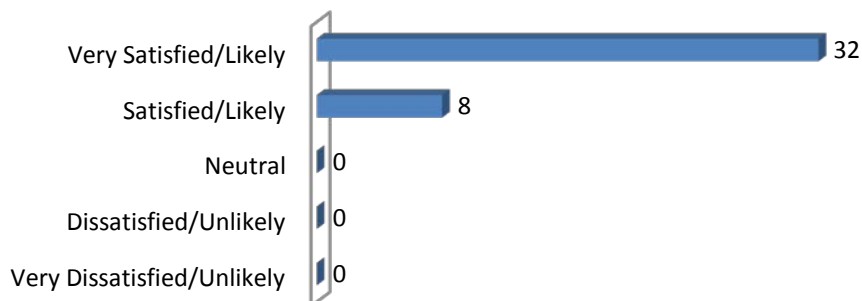
Question 1: How would you rate your overall satisfaction with us?



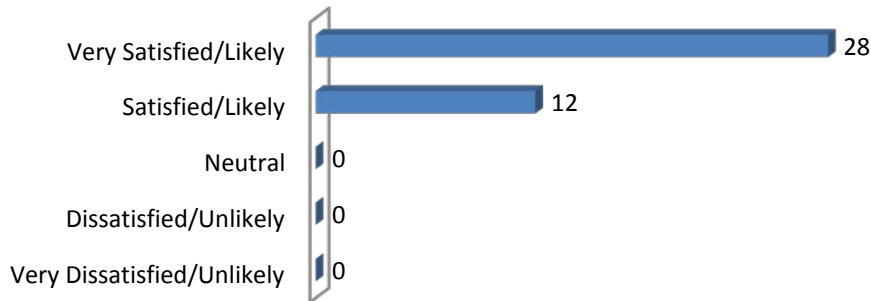
Question 2a: Please rate us on the following experiences: Customer Service



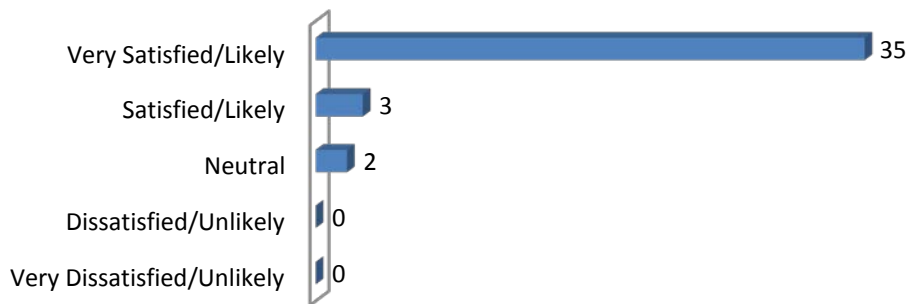
Question 2b: Please rate us on the following experiences: Professionalism



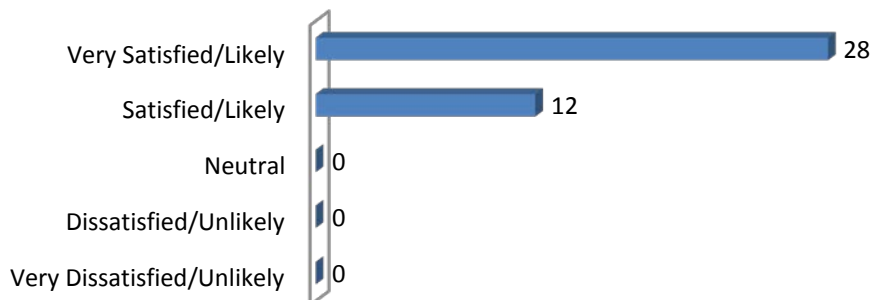
Question 2c: Please rate us on the following experiences: Quality of Services



Question 3: How likely would you recommend us to a friend/business owner?



Question 4: If needed, will you use our services in the future?



Comments (Client Satisfaction Survey)

The following are a few of the comments from those applicants who answered the question: Do you have any suggestions for improving our services?

- “Absolutely none.”
- “Thanks for being there for us and for doing your best to help us.”
- “Excellent service.”
- “Everything was excellent. Great people, great experience.”

3.2 Client Process Evaluation Form

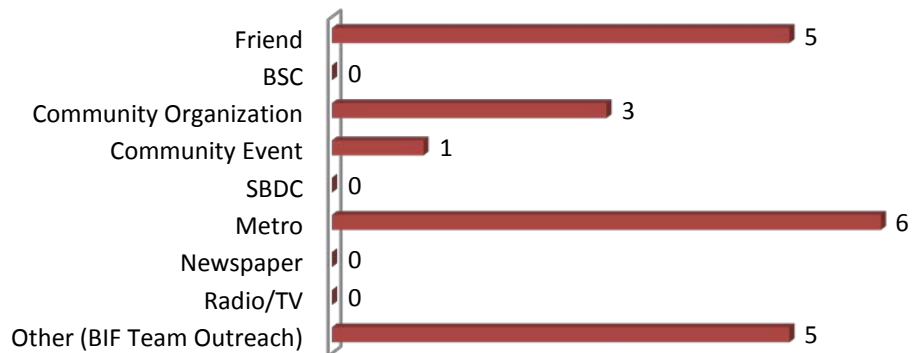
The intent of the Client Process Evaluation Form is to assess the performance of the assigned Business Advisor and to evaluate the application and complete program processes of the BIF. This survey was distributed to BIF grantees at the end of the BIF grant process.

*See Attachment E2 for actual survey administered.

Question 1: Do you presently own or manage a business?



Question 2: How did you hear about the BIF?



Question 3: Was the BIF application form easy to complete and submit?



Question 4: Did you receive an appointment with a BIF Business Advisor in a timely manner?



Question 5: Was your initial contact with the BIF informative and friendly?



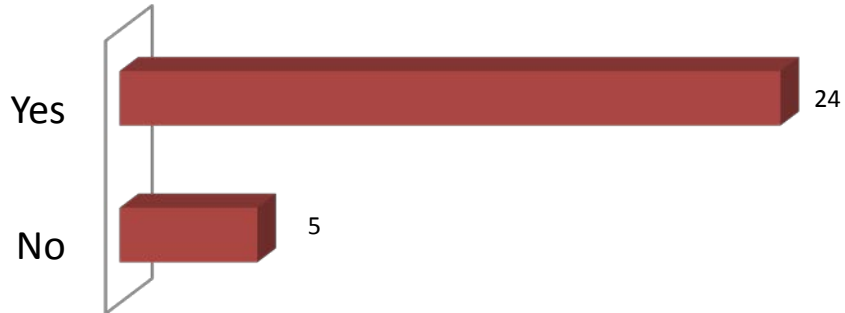
Question 6: Are you satisfied with the assistance you received?



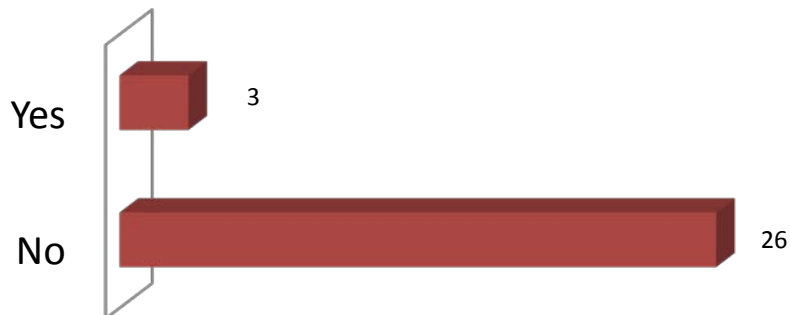
Question 7: Are you getting the assistance you need at this time?



Question 8: Did you receive specific recommendations and/or referral services?



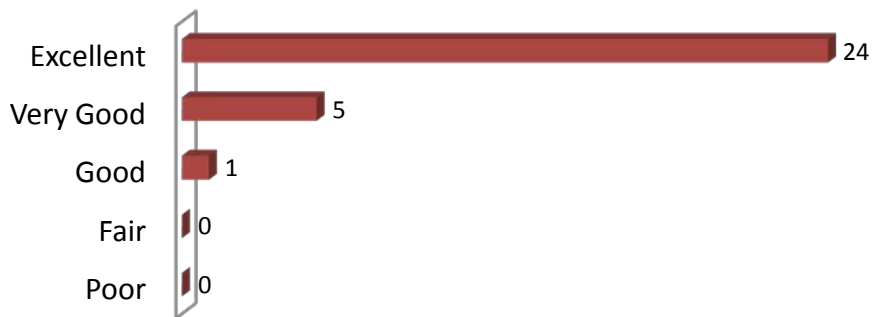
Question 9: Were there advising areas where we were not able to assist you?



Question 10: Was the overall BIF application process smooth?



Question 11: How would you rate the business advising services you received at the BIF?



The following are a few comments from those applications who answered the question: Any additional comments?

- “The experience was great and the product knowledge was well appreciated.”
- “I was very impressed with how smooth the process was in getting this grant. Thanks to all involved.”
- “Wonderfully attentive and helpful advisor.”
- “This program is a God-send.”
- “Disappointed that projected revenues are not considered in the analysis- this is essential to our business moving forward.”

Conclusion: The overall results of both surveys indicate that BIF applicants are very satisfied with the client experience at PCR as well as the BIF application process and general program procedures. At this time, PCR has not identified any major issues or problematic areas in the analysis of the survey responses.

*Note: Not all applicants choose to complete a survey or answer every question. The survey results charted here are based on responses PCR has been able to capture from applicants. Additionally, the total number of surveys does not equal total number of grants due to business owners receiving multiple grants.

4.1 Frequently Asked Questions

BIF team members are consistently asked the following questions:

4.2 How do I apply to the BIF?

The BIF application process is seamless, convenient and web-based. The application is located on the Pacific Coast Regional Small Business Development Corporation (PCR) website at www.pcrcorp.org. Simply go online to the webpage, scroll down to the Metro icon, click on it to begin. You will be asked for your email address and to create a password. Then answer the application questions and click submit. The application should take no more than 15 minutes to complete. Once your application is submitted, you should receive a call from a BIF Business Advisor within 24 hours to set up a meeting and begin the process.

4.3 How long does it take to get a grant?

Once an applicant has met with their business advisor and all requested financial documents have been submitted, it generally takes less than 9 business days to have a check in hand.

4.4 What do you need from me?

Your willingness and ability to get your financial documentation to your business advisor in a timely manner. You will need to provide a copy of your current year tax return and any of the following documents to demonstrate your revenue:

- Business bank statements
- Board of Equalization statements (BOE)
- Sales receipts
- Other documentation that shows your business revenue

4.5 How do you keep my financial documents secure?

The BIF application and any financial documents submitted in the online application system are secured by establishing your personal account when asked to input your email address and create a password. Any documents submitted by hard copy are kept secure in a locked file at the PCR office. PCR has not experienced any breach or accidental release of information in the 37 years PCR has been in business and take the client's confidentiality very seriously.

5.1 Observations

The following are issues PCR has observed in the execution of the BIF Program to date:

- a. Business owners who went out of business before the BIF was operational. A few businesses said they were trying to hang on for the BIF but closed shop in December 2014 and January 2015.
- b. Substantial increase in the number of applications received as a direct result of the door to door canvassing. Meeting business owners face to face has been extremely beneficial as many were skeptical that the "money was real". Putting a face to the BIF Program gives business owners a personal connection and makes the program tangible for them.
- c. Those business owners that have received grants have been very helpful in spreading the word to their neighbors to apply to the BIF. Grantees are also more than willing to speak at outreach events on behalf of the BIF and share their experiences.

- d. Major difference in quality of the applications submitted. PCR is receiving more applications that have comprehensive documentation no doubt due to the increasing experience in what is needed to document the grant requests and being able to reach out to many business owners ahead of direct impact.
- e. However, PCR is still finding a significant number of businesses on the Crenshaw Corridor that do not have adequate financials to document their business transactions and revenues. Also, many of these same businesses have not filed tax returns.
- f. The tide is shifting. There appears to be a number of businesses that are considering applying who thought impact would come and go and that they might weather the storm. But as it turns out, impact is lasting much longer than anticipated and they are NOW excited to apply to the BIF.
- g. Myth: Cash businesses are not eligible for the BIF. Not true. PCR just funded a grant for a sole proprietor barber that was a cash business but had filed verified tax returns that PCR could compare business revenue year over year, pre-impact period and impact period.
- h. The change in the actual application which allows the applicant to state in their own words how Metro construction impacted their business is a good tool and gives us a unique insight into how the construction impact is perceived and their attitude about it. It also gives the applicant an opportunity to share which has been well received.
- i. Language barrier problems: PCR is well prepared to handle issues with small business owners who don't speak English or is not their first language. Usually in these cases, PCR has found that the business owner has a relative, CPA and other colleague that has a command of the English language to assist. PCR's business advisor, Brian Lazo is bilingual- Spanish. PCR also has access to interpreters through the BSC and Metro. To date, PCR has funded **4** Korean speaking businesses and **3** Spanish speaking businesses.

6.1 Monthly Testimonial

- **Business Name:** *Lula Washington Dance Theater*
- **Address:** *3773 Crenshaw Boulevard, Los Angeles, CA 90016*
- **Phone Number:** *(323) 292-2852*
- **Date Business Opened:** *January, 1980*
- **Business Designation:** *Non-Profit 501 (c) (3)*
- **Website Address:** *www.lulawashington.org*
- **Business Category:** *Modern Dance Performance School*
- **Grant Amount:** *\$50,000*
- **Unique Qualities:** *1st Non-Profit Grantee. Financial analysis was based upon earned income demonstrated from Dance School student tuition as reported on tax return and P&L statement.*

Business Narrative

Lula Washington Contemporary Dance Foundation (LWCDF) is a 501(c)3 tax-exempt non-profit organization founded in 1980 by Lula and Erwin Washington to provide a creative outlet for minority dance artists in South Los Angeles. The Foundation seeks to build bridges between people of different cultures and ethnic backgrounds through its inter-related parts: the professional Dance Company (Lula Washington Dance Theatre), the [Dance School](#), the Youth Dance Ensemble, and the [Dance Studio](#). LWCDF, located along Crenshaw Metro corridor in 2004 after losing its first home in the 1990 Northridge earthquake, and its second home to fire. LWCDF's dance school has garnered a reputation as one of the best in Los Angeles. The professional company as noted in the following Wikipedia entry is mentioned among the top dance companies in the nation: *There are a number of notable African American modern dance companies using African American cultural dance as an inspiration, amongst these are the Alvin Ailey American Dance Theater, Dance Theater of Harlem and Lula Washington Dance Theater.*

Metro construction impacted the Lula Washington Contemporary Dance Foundation from April 2014 – December of 2014. When Metro construction began Lula and Erwin indicated that student enrollment fell by approximately 50% severely impacting LWCDF's ability to operate at maximum efficiency. However, not a stranger to hard times, they persevered and continued to offer dance classes with fewer students and volunteer instructors, while having to postpone their tours. They provided excellent financial documents including Profit and Loss statements that clearly demonstrated their business revenue loss. Their BIF grant award of \$50,000 will help them stay afloat during construction. Erwin and Lula look forward to the Metro train being completed and bringing even more students to LWCDF.

"We are so happy about this. I want to thank Angela and Andre and the whole team for making this happen for us. We need it badly. It is coming at a time when we were impacted greatly by Metro construction. We are overjoyed about this. And, it is going to help a lot of kids." - Erwin Washington



ATTACHMENT A

APPLICATION TO GRANT TURNAROUND ANALYSIS

Attachment A: Application to Grant Turnaround Analysis

	Business Name	Business Owner	Date of Complete File	Grant Approval Date	Business Days to Turnaround	Notes
1	Lili Wigs	Jerry Song	3/12/2015	3/19/2015	6	
2	1st Choice Driving and Traffic School	Gibert Carrillo	3/16/2015	3/19/2015	4	
3	Design Studio 27	Marilyn Brown	3/6/2015	3/19/2015	10	
4	Parisian Wigs, Inc.	Cynthia Park	3/12/2015	3/19/2015	6	
5	One of a Kind Hats	Sonja Robinson	3/23/2015	4/9/2015	14	No GAC on 03/26 and 04/02
6	Crenshaw Industrial Medical Clinic	Dr. Paul Guidry	3/31/2015	4/9/2015	8	
7	James Brumfield Design	Dawn Brumfield	4/3/2015	4/9/2015	5	
8	Metropolitan Optical	Jose Diaz	4/9/2015	4/16/2015	6	
9	Crenshaw Car Wash	Nuriel Zeituni	4/3/2015	4/16/2015	10	Waited for 4506-T to verify
10	Gina of Beverly Hills Salon	Regina Wilson	4/3/2015	4/16/2015	10	Waited for manual sales ledger
11	More than Hair Salon	Tracie Smith	4/23/2015	4/30/2015	6	
12	John Nibo	John Nibo	4/21/2015	4/30/2015	8	
13	Jendayi, Inc.	Monnae Michael	5/1/2015	5/7/2015	5	
14	Tak's Coffee Shop	Florentino Bravo	4/29/2015	5/7/2015	7	
15	Call The Tax Doctor.com	Kevin Hayes	4/29/2015	5/7/2015	7	
16	Tax Ease Plus Accounting	Taylor Mayfield	5/1/2015	5/14/2015	10	
17	Lili Wigs	Jerry Song	5/14/2015	5/21/2015	6	
18	Crenshaw Discount Store	Hyung Park	5/14/2015	5/28/2015	11	Waited for signed 4506-T
19	Total Body Nutrition	Sonia Robinson	5/19/2015	5/28/2015	8	
20	Parisian Wigs, Inc.	Cynthia Park	5/18/2015	5/28/2015	9	
21	Rustyro, Inc.	Ronald Graves	5/22/2015	5/28/2015	5	
22	Maurice Guillmeno	Maurice Guillmeno	5/21/2015	5/28/2015	6	
23	Southern Girl Desserts, LLC	Catarah Coleman	5/21/2015	5/28/2015	6	
24	Elegant Chic Purse	Chinyere Jackson	5/18/2015	5/28/2015	9	
25	Crenshaw Gold for Cash	Gennady Tikhonov	6/10/2015	6/11/2015	2	Rewrite from 05/07/15
26	Cynthia Park - Property Owner	Cynthia Park	6/2/2015	6/11/2015	8	
27	Lula Washington Dance Theater	Erwin Washington	5/27/2015	6/11/2015	12	First non-profit analysis
28	Cool Muffler Electric Auto Repair	Ingrid Gudiel	6/12/2015	6/18/2015	5	
29	Sense Fashion	Eunice Pae	6/15/2015	6/18/2015	4	
30	Black Sheep Insurance	Erica Sykes	6/12/2015	6/18/2015	5	
31	A Sharp Edge Beauty & Barber Salon	Jacquelyn Hunt	6/8/2015	6/18/2015	9	
32	Ebony Wigs Beauty Supply	Ki Han	6/16/2015	6/25/2015	8	
33	Nationwide Insurance	Lucious Wilder	6/15/2015	6/25/2015	9	
34	Proby's Tax Service	Elaine Proby	6/16/2015	6/25/2015	8	
35	Dave's Tattoos	David Velazquez	6/16/2015	6/25/2015	8	

Average Submission Time (in calendar days)

7.43

Applications Processed Within 9 Business Days:

28

ATTACHMENT B

COMMUNITY OUTREACH AND COMMUNICATION ACTIVITIES CALENDAR

Attachment B: Metro BIF Outreach Activities Calendar

<u>OUTREACH EVENT NAME</u>	<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>BIF STAFF ASSIGNED</u>	<u>PROJECT CORRIDOR</u>
Beverly Hills Chamber of Commerce Meeting	Thurs. March 19, 2015	8 a.m - 10 a.m.	9400 S. Santa Monica Blvd., Beverly Hills, CA 90210	Angela	Phase 1 Purple Line Extension
Eat, Shop Play Community Fest	Sat. March 21, 2015	10 a.m. - 4 p.m.	Leimert Park Village	Angela, Devon, Andre	Crenshaw/LAX
Mayor's Small Business Resource Fair	Sat. March 28, 2015	10 a.m. - 2 p.m.	Baldwin Crenshaw Mall Center Court	Angela, Devon, Robert	Crenshaw/LAX
Crenshaw Chamber Meeting	Thurs. April 16, 2015	12 p.m. - 2:00 p.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
BIF Canvassing	Fri. April 17, 2015	8:00 a.m. - 5:00 p.m.	Crenshaw/Exposition	Angela, Devon, Andre	Crenshaw/LAX
BIF Presentation - Little Tokyo Connector	Tue. April 28, 2015	11:30 a.m. - 1:30 p.m.	Japanese American Museum, Alameda & 1st	Angela, Brian, Bryan	Crenshaw/LAX
2015 Business Mixer (West Adams Worksource Center & Crenshaw Chamber)	Thurs. April 30, 2015	6:00 p.m. - 8:00 p.m.	2900 Crenshaw Boulevard, Los Angeles, CA 90016	Angela	Crenshaw/LAX
Crenshaw Square Visit	Mon. May 11, 2015	3:00 p.m - 5:00 p.m.	3860-3870 Crenshaw Blvd.	Angela	Crenshaw/LAX
Greater Wilshire Neighborhood Council Presentation	Wed. May 13, 2015	7:00 p.m. - 8:00 p.m.	Ebell Theater - 4401 W. 8th Street, Los Angeles, CA 90005	Angela	Phase 1 Purple Line Extension
Keynote Speaker @ Crenshaw Chamber Meeting	Thurs. May 21, 2015	12 p.m. - 2:00 p.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
Sec 1 Construction Community Meeting	Thurs. May 21, 2015	5:30 p.m. - 7:00 p.m.	Temple Beth Am, 1039 S. La Cienega Blvd. 90035	Angela	Phase 1 Purple Line Extension
BIF Canvassing	Fri. May 22, 2015	8:00 a.m. - 5:00 p.m.	Crenshaw/Exposition	Angela, Devon, Andre	Crenshaw/LAX
Metro Construction Update Community Meeting	Thurs. May 28, 2015	6:00 p.m. - 7:30 p.m.	Inglewood City Hall - 1 Manchester Blvd., Inglewood, CA 90301	Angela	Crenshaw/LAX
Little Tokyo Regional Connector Project Update Meeting	Wed. June 3, 2015	5:30 p.m. - 7:30 p.m.	100 W. 1st Street - Deaton Auditorium	Angela	Little Tokyo
Recycling Black Dollars Presentation	Tue. June 9, 2015	8:00 a.m. - 10:00 a.m.	Denny's 3740 S. Crenshaw Blvd. Los Angeles, CA 90016	Angela	Crenshaw/LAX
Baldwin Hills Crenshaw Mall Quarterly Tenants Meeting	Wed. June 17, 2015	8:30 a.m - 10 a.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
Little Tokyo Community Forum	Wed. June 17, 2015	6:00 p.m. - 8:00 p.m.	St. Francis Xavier Japanese Catholic Church - 222 S. Hewitt Street Classroom #3	Angela	Little Tokyo
PCR Workshop	Mon. June 22, 2015	10:00 a.m. - 12:00 p.m.	Pacific Coast Regional - Lottie Center for Business Excellence	Andre	Crenshaw/LAX
Eat, Shop Play - Inglewood	Fri. June 26, 2015	11:30 a.m. - 2:00 p.m.	Orleans & York 400 E. Florence Ave. Inglewood, CA 90301	Angela	Crenshaw/LAX
The Leimert Park Village 20 20 Initiative	Sat. June 27, 2015	8:00 a.m. - 3:00 p.m.	Leimert Park Village	Angela	Crenshaw/LAX
BIF Workshop - Little Tokyo	Tue. June 30, 2015	6:00 p.m. - 8:00 p.m.	Little Tokyo Branch Library 200 S. Los Angeles Street Los Angeles, CA 90012	Angela	Little Tokyo

ATTACHMENT C

GRANT AWARD MATRIX - CRENSHAW/LAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
1	Lili Wigs	Jerry Song	4072 Crenshaw Boulevard Los Angeles, CA 90008	Retail; specialty hair products	\$ 9,384.00	\$ 9,384.00	3/19/2015	4/1/2015	CLAX
2	1st Choice Driving and Traffic School	Gibert Carrillo	4112 Crenshaw Blvd. Los Angeles, CA 90008	Service; traffic school	\$ 44,480.00	\$ 44,480.00	3/19/2015	4/1/2015	CLAX
3	Design Studio 27	Marilyn Brown	3679 Crenshaw Blvd. Suite 219 Los Angeles, CA 90016	Service; hair salon	\$ 9,897.00	\$ 9,897.00	3/19/2015	4/1/2015	CLAX
4	Parisian Wigs, Inc.	Cynthia Park	4102 S. Crenshaw Boulevard Los Angeles, CA 90008	Retail; specialty hair products	\$ 29,549.00	\$ 2,549.00	3/19/2015	4/1/2015	CLAX
5	One of a Kind Hats	Sonja Robinson	3856 Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 629.50	\$ 629.50	4/9/2015	4/15/2015	CLAX
6	Crenshaw Industrial Medical Clinic	Dr. Paul Guidry	4343 Crenshaw Blvd. Suite 305 Los Angeles, CA 90008	Service	\$ 50,000.00	\$ 50,000.00	4/9/2015	4/15/2015	CLAX
7	James Brumfield Design	Dawn Brumfield	3650 West Martin Luther King Jr. Boulevard Los Angeles, CA 90008	Retail	\$ 3,192.00	\$ 3,192.00	4/9/2015	4/15/2015	CLAX
8	Metropolitan Optical	Jose Diaz	3848 Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 1,581.79	\$ 1,581.79	4/16/2015	4/23/2015	CLAX
9	Crenshaw Car Wash	Nuriel Zeituni	4220 Crenshaw Boulevard Los Angeles, CA 90008	Service	\$ 50,000.00	\$ 50,000.00	4/16/2015	4/22/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
10	Gina of Beverly Hills Salon	Regina Wilson	3870 Crenshaw Blvd., Suite 103 Los Angeles, CA 90008	Service; hair salon	\$ 5,836.00	\$ 5,836.00	4/16/2015	4/22/2015	CLAX
11	More than Hair Salon	Tracie Smith	3411 1/2 West 43rd Place Los Angeles, CA 90008	Service; hair salon	\$ 1,991.00	\$ 1,991.00	4/30/2015	5/1/2015	CLAX
12	John Nibo	John Nibo	4074 Crenshaw Boulevard Los Angeles, CA 90008	Commercial property Owner	\$ 30,400.00	\$ 30,400.00	4/30/2015	5/1/2015	CLAX
13	Jendayi, Inc.	Monnae Michael	3650 West Martin Luther King Jr Blvd Ste# 245 Los Angeles, CA 90008	Jewelry Store	\$ 9,383.03	\$ 9,383.03	5/7/2015	5/13/2015	CLAX
14	Tak's Coffee Shop	Florentino Bravo	3870 Crenshaw Blvd., Suite 101 Los Angeles, CA 90008	Restaurant	\$ 17,942.70	\$ 17,942.70	5/7/2015	5/13/2015	CLAX
15	Call The Tax Doctor.com	Kevin Hayes	3860 Crenshaw Blvd #203 Los Angeles, CA 90008	Tax Preparer	\$ 3,045.57	\$ 3,045.57	5/7/2015	5/13/2015	CLAX
16	Tax Ease Plus Accounting	Taylor Mayfield	4371 Crenshaw Blvd. Unit B2 Los Angeles, CA 90008	Tax Preparer	\$ 7,967.34	\$ 7,967.34	5/14/2015	5/20/2015	CLAX
17	Lili Wigs	Jerry Song	4072 Crenshaw Boulevard Los Angeles, CA 90008	Retail, Specialty Hair	\$ 4,854.00	\$ 4,854.00	5/21/2015	5/26/2015	CLAX
18	Crenshaw Discount Store	Hyung Park	3657 Crenshaw Blvd. Los Angeles, CA 90016	Retail	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
19	Total Body Nutrition	Sonia Robinson	3650 Martin Luther King Blvd. Los Angeles, CA 90008	Retail	\$ 15,212.01	\$ 15,212.01	5/28/2015	6/3/2015	CLAX
20	Parisian Wigs, Inc.	Cynthia Park	4102 S. Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 2,584.00	\$ 2,584.00	5/28/2015	6/3/2015	CLAX
21	Rustyro, Inc.	Ronald Graves	3650 West Martin Luther King Los Angeles, CA 90008	Hair Salon	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX
22	Maurice Guillmeno	Maurice Guillmeno	4283 Crenshaw Boulevard Los Angeles, CA 90008	Barber	\$ 20,658.75	\$ 20,658.75	5/28/2015	6/3/2015	CLAX
23	Southern Girl Desserts, LLC	Catarah Coleman	3650 West Martin Luther King Jr. Blvd., Suite 100 Los Angeles, CA 90008	Bakery	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX
24	Elegant Chic Purse	Chinyere Jackson	3650 Martin Luther King Blvd Los Angeles, CA 9008	Retail	\$ 3,471.53	\$ 3,471.53	5/28/2015	6/3/2015	CLAX
25	Crenshaw Gold for Cash	Gennady Tikhonov	4343 Crenshaw Blvd. Suite 106 Los Angeles, CA 90008	Retail	\$ 26,215.00	\$ 26,215.00	6/11/2015	6/17/2015	CLAX
26	Cynthia Park - Property Owner	Cynthia Park	4086/4114 Crenshaw Blvd. Los Angeles, CA 90008	Commercial Property Owner	\$ 24,000.00	\$ 24,000.00	6/11/2015	6/17/2015	CLAX
27	Lula Washington Dance Theater	Erwin Washington	3773 Crenshaw Blvd. Los Angeles, CA 90016	Non-Profit Service	\$ 50,000.00	\$ 50,000.00	6/11/2015	6/17/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
28	Cool Muffler Electric Auto Repair	Ingrid Alvarez de Gudiel	4252 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 7,939.54	\$ 7,939.54	6/18/2015	6/24/2015	CLAX
29	Sense Fashion	Eunice Pae	3868 Crenshaw Blvd. Los Angeles, CA 90008	Retail	\$ 5,556.84	\$ 5,556.84	6/18/2015	6/24/2015	CLAX
30	Black Sheep Insurance Services	Erica Sykes	3886 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 17,499.00	\$ 17,499.00	6/18/2015	6/24/2015	CLAX
31	A Sharp Edge Beauty & Barber Salon	Jacquelyn Hunt	4088 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 8,626.66	\$ 8,626.66	6/18/2015	6/24/2015	CLAX
32	Ebony Wigs Beauty Supply	Ki Han	3677 Crenshaw Blvd. Los Angeles, CA 90016	Retail	\$ 50,000.00	\$ 50,000.00	6/25/2015	7/1/2015	CLAX
33	Nationwide Insurance	Lucious Wilder	3631 Crenshaw Blvd. Suite 101 Los Angeles, CA 90016	Service	\$ 2,616.36	\$ 2,616.36	6/25/2015	7/1/2015	CLAX
34	Proby's Tax Service	Elaine Proby	3870 Crenshaw Blvd. Ste. 226 Los Angeles, CA 90008	Service	\$ 27,012.34	\$ 27,012.34	6/25/2015	7/1/2015	CLAX
35	Dave's Tattoo	David Velazquez	4343 Crenshaw Blvd. #102 Los Angeles, CA 90008	Service	\$ 24,157.34	\$ 24,157.34	6/25/2015	7/1/2015	CLAX

\$ 715,682.30 **\$ 688,682.30**

ATTACHMENT D

**GRANT AWARD
TRANSACTIONS**

Pacific Coast Regional Corporation
Attachment D: Transactions by Account

	<u>Date</u>	<u>Grantee Business</u>	<u>As of June 30, 2015 Name</u>	<u>Amount</u>	<u>Balance</u>
Apr 15					0.00
	04/01/2015	Parisian Wigs	MS. CYNTHIA PARK	-2,549.00	-2,549.00
	04/01/2015	Parisian Wigs	LOS ANGELES DWP	-675.73	-3,224.73
	04/01/2015	Design Studio 27	MARILYN BROWN	-9,221.27	-12,446.00
	04/01/2015	Lili Wigs	JERRY YONGHAN SONG	-9,384.00	-21,830.00
	04/01/2015	1st Choice Driving and Traffic School	GILBERTO CARRILLO	-44,480.00	-66,310.00
	04/14/2015	James Brumfield Designs	DAWN BRUMFIELD	-3,192.00	-69,502.00
	04/14/2015	One-of-a-Kind Hats	SONJA T. ROBINSON	-629.50	-70,131.50
	04/14/2015	Crenshaw Industrial Medical Clinic	PAUL L. GUIDRY MD, INC.	-50,000.00	-120,131.50
	04/21/2015	Metropolitan Optical	JOSE A. DIAZ DBA METROPOLITAN OPTICAL	-1,581.79	-121,713.29
	04/21/2015	Gina of Beverly Hills	LOS ANGELES D.W.P.	-580.44	-122,293.73
	04/21/2015	Gina of Beverly Hills	REGINA WILSON	-5,255.56	-127,549.29
	04/21/2015	Crenshaw Carwash	NURIEL ZEITUNI dba CRENSHAW CARWASH	-38,369.43	-165,918.72
	04/21/2015	Crenshaw Carwash	LOS ANGELES DWP	-3,102.57	-169,021.29
	04/21/2015	Crenshaw Carwash	HAMNI BANK	-8,528.00	-177,549.29
				-177,549.29	-177,549.29
Apr 15					0.00
May 15					0.00
	05/05/2015	More Than Hair Salon	CITY OF LOS ANGELES OFFICE OF FINANCE	-350.70	-350.70
	05/05/2015	More Than Hair Salon	ROBERT MONRENO INSURANCE AGENCY	-435.00	-785.70
	05/05/2015	More Than Hair Salon	TRACIE H SMITH dba MORE THAN HAIR SALON	-1,205.30	-1,991.00
	05/05/2015	John Nibo	JOHN E NIBO	-30,400.00	-32,391.00
	05/12/2015	Jendayi, Inc.	RFP INSURANCE AGENCY	-550.00	-32,941.00
	05/12/2015	Jendayi, Inc.	BOARD OF EQUILIZATION	-127.00	-33,068.00
	05/12/2015	Jendayi, Inc.	BOARD OF EQUILIZATION	-318.00	-33,386.00
	05/12/2015	Jendayi, Inc.	JENDAYI INCORPORATED	-8,388.03	-41,774.03
	05/12/2015	Tak's Coffee Shop	TAK'S COFFEE SHOP INCORPORATED	-17,942.70	-59,716.73
	05/12/2015	Call the Tax Doctor.com	CALL THE TAX DOCTOR.COM INC.	-3,045.57	-62,762.30
	05/19/2015	Tax Ease Plus Accounting	EUNICE KIM	-1,730.00	-64,492.30
	05/19/2015	Tax Ease Plus Accounting	LOS ANGELES DWP	-859.56	-65,351.86
	05/19/2015	Tax Ease Plus Accounting	TAYLOR MAYFIELD	-5,377.78	-70,729.64
	05/26/2015	Lili Wigs	DWP	-280.59	-71,010.23
	05/26/2015	Lili Wigs	JERRY Y. SONG	-4,316.93	-75,327.16
	05/26/2015	Lili Wigs	DWP	-256.48	-75,583.64
				-75,583.64	-75,583.64
May 15					0.00
Jun 15					0.00
	06/03/2015	Parisian Wigs, Inc.	PARISIAN WIGS, INC.	-953.47	-953.47
	06/03/2015	Parisian Wigs, Inc.	LADWP	-686.63	-1,640.10
	06/03/2015	Parisian Wigs, Inc.	THE GAS COMPANY	-126.27	-1,766.37
	06/03/2015	Parisian Wigs, Inc.	CITY OF LOS ANGELES TREASURER	-817.63	-2,584.00
	06/03/2015	Elegant Chic Purse	CHINYERE JACKSON	-3,471.53	-6,055.53
	06/03/2015	Total Body Nutrition dba GNC	TOTAL BODY NUTRITION, INC.	-14,615.36	-20,670.89
	06/03/2015	Total Body Nutrition dba GNC	LADWP	-596.65	-21,267.54
	06/03/2015	Southern Girl Desserts, LLC	SOUTHERN GIRL DESSERTS, LLC	-27,404.99	-48,672.53
	06/03/2015	Southern Girl Desserts, LLC	CITY OF LOS ANGELES, PUBLIC WORKS SANIT,	-238.25	-48,910.78
	06/03/2015	Southern Girl Desserts, LLC	CITY OF LOS ANGELES DEPARTMENT OF PUBL	-97.56	-49,008.34

Pacific Coast Regional Corporation
Attachment D: Transactions by Account

Date	Grantee Business	As of June 30, 2015 Name	Amount	Balance
06/03/2015	Southern Girl Desserts, LLC	CITY OF LA BUSINESS TAX	-410.67	-49,419.01
06/03/2015	Southern Girl Desserts, LLC	CAPRI RETAIL SERVICES, LLC	-21,848.53	-71,267.54
06/03/2015	Rustyro, Inc. dba Hair Architects	RUSTYRO, INCORPORATED	-41,098.94	-112,366.48
06/03/2015	Rustyro, Inc. dba Hair Architects	CAPRI RETAIL SERVICES, LLC	-8,901.06	-121,267.54
06/03/2015	Maurice Guillmeno	MAURICE GUILLMENO	-20,658.75	-141,926.29
06/05/2015	Crenshaw Carwash	HYUNG B. PARK	-50,000.00	-191,926.29
06/15/2015	Lula Washington Dance Theater	LULA WASHINGTON CONTEMPORY DANCE FOI	-50,000.00	-241,926.29
06/16/2015	Crenshaw Gold for Cash	GENNADY TIKHONOV	-26,215.00	-268,141.29
06/18/2015	Cynthia Park	CYNTHIA PARK	-24,000.00	-292,141.29
06/24/2015	A Sharp Edge Beauty Salon	JACQUELYN HUNT	-5,051.66	-297,192.95
06/24/2015	A Sharp Edge Beauty Salon	CYNTHIA PARK	-3,500.00	-300,692.95
06/24/2015	A Sharp Edge Beauty Salon	BOARD OF BARBERING & COSMETOLOGY	-75.00	-300,767.95
06/24/2015	Cool Muffler Electric Auto Repair	FRANCISCO GUDIEL AND	-7,939.54	-308,707.49
06/24/2015	Sense Fashion	EUNICE C. KIM	-5,556.84	-314,264.33
06/25/2015	Black Sheep Insurance Services	STATE OF CALIFORNIA FRANCHISE TAX BOAR	-873.98	-315,138.31
06/25/2015	Black Sheep Insurance Services	ALLIED PREMIUM FINANCE, INC.	-145.14	-315,283.45
06/25/2015	Black Sheep Insurance Services	BLACK SHEEP FINANCIAL SRV. INC.	-16,479.88	-331,763.33
06/30/2015	Proby's Tax & Accounting	Elaine Proby dba Proby's Tax & Accounting	-27,012.34	-358,775.67
06/30/2015	Dave's Tattoos	David Velazquez dba Dave's Tattoos	-24,157.34	-382,933.01
06/30/2015	Nationwide Insurance	Lucious Wilder dba Lucious Wilder Insuran	-2,616.36	-385,549.37
06/30/2015	Ebony Wigs Beauty Supply	Ki Hwan Han dba Ebony Wigs and Beauty	-50,000.00	-435,549.37
			<u>-435,549.37</u>	<u>-435,549.37</u>
			<u>-688,682.30</u>	<u>-688,682.30</u>

Jun 15

TOTAL

ATTACHMENT E1

**CLIENT SATISFACTION
SURVEY**

Metro Business Interruption Fund (BIF) Client Satisfaction Survey

Thank you for your participation in the Metro Business Interruption Fund (BIF). Please take the time to answer a few quick questions regarding your experience.

1. How would you rate your overall satisfaction with us?

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

2. Please rate us on the following experiences:

Customer Service

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

Professionalism

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

Quality of Services

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

3. How likely would you recommend us to a friend/business owner?

Very Likely Likely Neutral Unlikely Very Unlikely

4. If needed, will you use our services in the future?

Very Likely Likely Neutral Unlikely Very Unlikely

5. Do you have any suggestions for improving our services?

ATTACHMENT E2

**CLIENT PROCESS
EVALUATION FORM**



Metro

Attachment E2



**Metro Business Interruption Fund (BIF)
Client Process Evaluation Form**

Dear BIF Client:

The desire of the Metro Business Interruption Fund (BIF) is to make the process of applying to the BIF as meaningful and beneficial as possible for our clients. You can help us by completing this form and returning it to us.

BIF BUSINESS ADVISOR NAME: _____

1. Do you presently own or manage a business? Yes No

2. How did you hear about the BIF?

<input type="checkbox"/> Friend	<input type="checkbox"/> SBDC
<input type="checkbox"/> Business Solutions Center (BSC)	<input type="checkbox"/> Metro
<input type="checkbox"/> Community Organization: _____	<input type="checkbox"/> Newspaper (name): _____
<input type="checkbox"/> Community Event: _____	<input type="checkbox"/> Radio/TV: _____
<input type="checkbox"/> Workshop: _____	<input type="checkbox"/> Little Tokyo Small Business Assistance Center
<input type="checkbox"/> Other: _____	

3. Was the BIF application form easy to complete and submit? Yes No

4. Did you receive an appointment with a BIF Business Advisor in a timely manner? Yes No

5. Was your initial contact with the BIF informative and friendly? Yes No
 If no, please comment: _____

6. Are you satisfied with the assistance you received? Yes No
 If no, please comment: _____

7. Are you getting the assistance you need at this time? Yes No Unsure
 If no or unsure, please explain: _____

8. Did you receive specific recommendations and /or referral services from the BIF Business Advisor? Yes No

9. Were there advising areas where we were not able to assist you? Yes No
 If yes, please list those areas: _____

10. Was the overall BIF application process smooth? Yes No

11. Generally speaking, how would you rate the business advising services you received at the BIF?

<input type="checkbox"/> Excellent	<input type="checkbox"/> Very Good	<input type="checkbox"/> Good
<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	

12. Any additional comments? _____

Thank you for your time and consideration. If you would like us to contact you regarding any of your concerns please check the box and leave a phone number.

Please contact me at _____



Board Report

File #: 2015-1290, File Type: Contract

Agenda Number: 49.

SYSTEM SAFETY, SECURITY, AND OPERATIONS COMMITTEE SEPTEMBER 17, 2015

SUBJECT: INCREASE THE LIFE OF PROJECT BUDGET

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET AND CONTRACT MODIFICATION

RECOMMENDATION

INCREASING the life of project budget for the **Blue and Green Lines Transit Passenger Information System**, capital project 212010, by \$3,842,533, increasing the life of project from \$5,987,180 to \$9,829,713 and amend the FY16 annual budget by \$3,842,533.

ISSUE

Staff is requesting an increase in Life-Of-Project for Capital Project (CP) 212010-Blue & Green Lines Transit Passenger Information System (TPIS) to adopt the reprogramming of Department of Homeland Security Grant funding. By adopting this funding, it will allow staff to purchase additional equipment for the Transit Passenger Information System.

In Fiscal Year (FY) 2015, the California Transit Security Grant Program-California Transit Assistance Fund (CTSGP-CTAF) Proposition 1B authorized Metro to reprogram available grant funding from completed capital projects to CP 212010- Blue & Green Lines Transit Passenger Information System in the amount of \$3,042,533.

Metro now has the opportunity to further improve the Blue & Green Lines TPIS by using the reprogrammed \$3,042,533 grant funding authorized by the Department of Homeland Security to purchase additional TPIS equipment. This funding is only available as a reprogram on existing project(s), therefore, we are requesting an increase in Life-Of-Project for CP 212010 for Metro to use this available funding.

DISCUSSION

BACKGROUND

The Blue & Green Lines Transit Passenger Information System is a multi-phase Department of Homeland Security (DHS) funded project to provide information to passengers in the event of emergencies and educate the Metro ridership of potential hazards. CP212010 was authorized with a Life-Of-Project (LOP) in the amount of \$5,987,180 to allow a multi-year funding source from

Department of Homeland Security Transit Security Grant Program (DHS TSGP) and the California Transit Security Grant Program-California Transit Assistance Fund (CTSGP-CTAF) Proposition 1B. Year-to-date, Metro has received \$5,987,180 from Department of Homeland Security Grant Program to purchase and install TPIS equipment for Blue and Green Lines.

- The Blue and Green Line Transit Passenger (TPIS) project met the California Governor’s Office of Emergency Services (Cal OES) eligible activities which include a capital project that provides increased protection against a security or safety threat. This project provides information to passengers in the event of emergencies. This system is used to alert passengers of potential threats and can even display pictures of individuals that are suspected of trying to do harm to the system and its riders. An added benefit of the TPIS is that it can be used to announce the arrival of the next train(s) and display Public Service Announcements when not addressing security or safety threats.
- Additional monitors will be available to replace the aging monitors on the Metro Red Line.
- Below identifies why the funds are available to be re-programmed and the completed capital projects the funding is left over from:

ORIGINAL PROJECTS FUNDED IN THE FY08/09 PROP 1B GRANT

March 5, 2009 - Cal OES (formerly California Emergency Management Administration - Cal EMA) approved eight projects for a total of \$16.1 million in the FY08/09 Prop 1B grant cycle.

Metro Rail Gating	\$4,900,000
Training Simulators- FATS Firearms Training Simulator	\$200,000
Mobile Passenger Security - Multi-Sensor Array	\$3,800,000
Mobile CNG Fueling Station to Support Major Evacuations & Back	\$4,000,000
Enhancements for Hi-Rail Emergency Response Vehicle	\$660,000
Metro Joint Operations Mobile Command Post	\$1,430,000
Metro Rail Training Car (Heavy Rail)	\$1,000,000
Three Wheel Electrical Patrol Vehicles (T3 Motion)	\$113,000
	<u>\$16,103,000</u>

1st MODIFICATION

March 22, 2010 - Due to the changes in the need/focus our contracted security: Los Angeles Sheriff’s Department (LASD) directed Regional Grants Management to cancel seven of the approved projects by Cal OES in the amount of \$11,203,043, and requested the reprogramming of the funds to the following two projects. March 22, 2010, Metro received approval to reprogram the funds to the following two projects:

Advanced Transit Management System - Narrowband Frequency*	\$8,800,000
--	-------------

Metro Blue and Green Line Transit Passenger (TPIS)	\$2,403, 000
\$11,203,000	\$2,403, 000

*The Federal Communications Commission (FCC) mandated that all 25 KHz radio channel frequencies (wideband) be migrated to 12.5 KHz radio channel frequencies (narrowband) by January 1, 2013. This ruling affects a vast majority of radio frequency (RF) users across the country and had the potential impact of rendering many users inoperable, including Metro, if they do not comply with the FCC mandate within the required deadline. From the \$11.2 million still available in FY08/09 Prop 1B funds, Metro used \$8.8 million to meet this FCC mandate. Capital Project: Advanced Transit Management System - Narrowband Frequency, was created to address the implementation of this FCC mandate.

2ND MODIFICATION

September 13, 2012 - The FCC released a notification that waived the mandate. With the removal of the short implementation period, this would allow Metro the much needed longer timeframe allowing for a comprehensive evaluation of the needed software, hardware, and equipment effectively make the changes in radio frequencies that would meet the requirement established by the FCC. This evaluation and implementation would take a longer period time that did not match the grant performance period for this grant, so the project was removed from this grant making the \$8.8 million available to reprogram to other needed safety and security projects within Metro.

Metro requested from Cal OES to reprogram of the \$8.8 million to the current needed security projects and received approval from Cal OES to reprogram the funds

Listed below are the final approved projects and the award amounts:

Metro Blue and Green Line Transit Passenger (TPIS) **	\$4,766,785
Metro Rail Gating (additional dollars to cover overrun)	\$5,162,861
Metro Rail Gating/Security Kiosks	\$5,100,000
Metro Command Post Vehicle	\$1,073,3
FY08/09 Prop 1B Grant Award	\$16,103,000

- The funding is only available for this project because the Blue and Green Line Transit Passenger (TPIS) project is part of a larger MTA project that includes the installing, enhancing, and upgrading the existing rail infrastructure and adding security equipment to areas that have been identified as security vulnerability to our rail system. The larger project includes the Red, Purple, and Gold lines in the installing, enhancing, and upgrading of the TPIS, which include cameras and other supporting security equipment. Metro has been using federal, state, and local funds to implement this project. The Transit Security Grant Program (TSGP) comes from U.S. Department of Homeland Security (DHS), with the Federal Emergency Management

Administration (FEMA) administrating the funds. California Transit Security Grant Program (Prop 1B) and local funds, such as: Prop A, C, and TDA. Below are the phases the TPIS that have been implemented and the future phases as funds become available:

Red Line received from fiscal year (FY) 2004 TSGP	\$1,546,950
Gold Line received from FY 2006 TSGP	\$1,790,564
Video Security System Enhancement in FY 2010 TSGP	\$3,584,180
Blue & Green Line requesting in FY 2007-08 Prop 1B	\$1,500,000
Blue & Green Line requesting in FY 2008-09 Prop 1B **	\$2,403,043
Reprogram \$2.5 million in FY 2008-09 Prop 1B **	\$2,500,000
Funding still needed to implement this project	\$6,675,263
Project Total	\$20,000,000

**Funded from FY08/09 Prop 1B Grant

Below identifies current Life-Of-Project funding source for CP 212010-Blue & Green Lines TPIS:

FY 10 DHS TSGP	\$ 2,084,180
FY 07/08 CTSGP-CTAF Proposition 1B	\$ 1,500,000
FY 08/09 CTSGP-CTAF Proposition 1B	\$ 2,403,000
Total	\$ 5,987,180

Staff has fully expended and drawn down FY10 DHS TSGP and FY 07/08 CTSGP-CTAF Proposition 1B in the amount of \$3,584,180 and \$678,748 from FY08/09 CTSGP-CTAF Proposition 1B in the total amount of \$4,262,928. This leaves an available funding of \$1,724,252 from the FY08/09 CTSGP-CTAF Proposition 1B that can be used for this new scope of work. The equipment purchased and installed is listed below:

Blue Line TPIS

Number of Stations

- (21) Stations/Platforms

Number of TPIS Installed:

- (84) Double Sided Leader Board Sign-Strips
- (48) LCD Monitors

Green Line TPIS

Number of Stations

- (13) Stations/Platforms

Number of TPIS Installed:

- (52) Double Sided Leader Board Sign-Strips

The equipment is operational and staff is currently working to maintain and enhance the current TPIS equipment.

NEW SCOPE OF WORK

On May 6, 2015, the Governor's Office of Homeland Security authorized Metro to reprogram \$3,042,533 of available funding from completed capital projects to CP 212010-Blue & Green Lines Transit Passenger Information System.

The new scope of work will seek to enhance system safety and security by purchasing and installing additional and/or replacing current TPIS equipment for the Blue and Green Lines. The scope of work will include, but not limited to the following:

- **Enhanced Emergency Notifications Display**

The safety and security of our patrons is a primary concern of Metro. During an emergency, having the ability to "push" additional emergency notifications to each and/or all Blue and Green Line Stations to inform our patrons is critical. The current leader board signs are limited in the amount of the information it can display at a given time. The new TPIS monitors will replaced the existing leader board sign to allow more emergency information to be display at a given time.
- **Enhanced Graphic Displays**

The enhanced TPIS monitors will provide Metro the opportunity to display graphics that are not available on the current TPIS. This enhanced feature will provide security and law enforcement to publish security and law enforcement graphics to inform our patrons.
- **Display Public Service Announcements**

The enhanced TPIS monitors will provide Metro the ability to display additional public service announcements at each of the stations. This will allow Metro to further educate patrons of potential hazards and how to report any issues that may arise.
- **Audio and Visual Inter-Operability**

The integration of visual and audio announcements with the TPIS monitors will enhance the customer's abilities to receive published information in different medium.

Staff is requesting authorization to revise the LOP for CP 212010 to include this additional funding in the amount \$3,042,533 and \$800,000 in Metro labor to implement this new scope of the work. The labor will adequately ensure the installation of TPIS equipment, as well as, make them fully operational on the Blue and Green Lines.

DETERMINATION OF SAFETY IMPACT

Capital Project 212010 will provide a positive safety impact for our employees and patrons by enhancing the Metro's digital signage to mitigate potential terrorist incidents and deterring crimes on our transit system, as well as provide more high quality viewing for situational awareness.

FINANCIAL IMPACT

The Blue & Green Lines Transit Passenger Information System-CP 212010 has an authorized Life-Of-Project in the amount of \$5,987,180 funded by Department of Homeland Security for equipment and installation. The Year-To-Date Expenditures for this project are \$4,262,928, thus leaving an available LOP balance of \$1,724,252 from FY08/09 CTSGP-CTAF Proposition 1B. This available LOP balance will be included with the new authorized reprogramming of \$3,042,533 and \$800,000 for additional labor support (Attachment A - Funding Plan).

Staff is requesting to amend the FY16 budget; therefore, the funding for CP 212010 in the amount of \$3,842,533 will be added to the FY16 budget in cost center 2610, System Security and Law Enforcement, \$3,042,533 in Account 53102-Acquisition of Equipment, and \$800,000 in Account 50151- Direct Labor ATU. All funding will be spent in FY16.

Impact on Bus and Rail Operating and Capital Budget

The FY16 funding of \$3,842,533 for increasing the LOP for CP 212010 will come from TDA4 for \$800,000 in labor and \$3,042,533 from FY2008/2009 California Transit Security Grant Program-California Transit Assistance Fund (CTSGP-CTAF) Proposition 1B to support equipment purchases and installation. The grant funding is eligible for Rail Operations and the TDA4 funding is eligible for both operations and capital.

ALTERNATIVES CONSIDERED

An alternative option would be not to approve the increase in LOP for CP 212010. Staff does not recommend this alternative because it will prohibit Metro from continuing to advance the Transit Passenger Information System. Furthermore, this is the only eligible grant funded project authorized by DHS to utilize this additional funding.

NEXT STEPS


Upon approval of recommendation, Metro staff will revise the LOP and the FY16 annual budgets for CP 212010 and begin work. Attachment B contains the timeline for the TPIS installation.

ATTACHMENTS

- A. Funding/Expenditure Plan
- B. Timeline for TPIS Installation

Prepared by: Duane Martin, DEO Project Management, 213-922-7460
Alex Wiggins, EO System Security and Law Enforcement, (213) 922-4433

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FUNDING/EXPENDITURE PLAN

Blue & Green Line Transit Passenger Information System

Current Authorized LOP Funding Source and Expenditures

FY10 DHS TSGP	\$2,084,180
FY07/08 CTSGP-CTAF Proposition 1B	1,500,000
FY08/09 CTSGP-CTAF Proposition 1B	2,403,000
Total Current Authorized LOP	\$5,987,180
YTD Current Expenditures	4,262,928
Current Available LOP Balance (Authorized LOP- Total YTD Current Expenditures)	\$1,724,252

Request Life-Of-Project Increase

New Authorized Reprogramming Funds For FY08/09 CTSGP-CTAF Proposition 1B	\$ 3,042,533
Request For Additional Labor	800,000
Total Requested Life-Of-Project Increase	\$ 3,842,533

Grand Total Life-Of-Project Summary

Total Current Life-Of-Project	\$5,987,180
Total Requested Life-Of-Project Increase	3,842,533
Revised Grand Total Life-Of-Project Summary	\$9,829,713

Timeline for TPIS Installation

Rail Line	# of Stations	2016	2017	2018
Blue	21	12 MONTHS		
Green	14		12 MONTHS	
Red	16	12 MONTHS		

Procurement Timeline

Date	Action
July-August 2015	Statement of work complete
September 2015	Requesting LOP Board Authorization
October 2015	Contract Award
October-December 2015	Delivery of materials
January 2016	Installation Begins
January 2018	Est. Project Completion



Board Report

File #: 2015-1164, File Type: Contract

Agenda Number: 65.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL SERVICES

**ACTION: PART A - APPROVE CONTRACT AWARD FOR REGIONS 1- 4
PART B - AMEND FY16 BUDGET TO ADD FUNDS TO CC3367**

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to:

- A. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 1 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), Inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1**, for a not-to-exceed amount of \$16,542,520 for the three-year base period, \$5,462,340 for the first option year, and \$5,462,340 for the second option year, for a combined total of \$27,467,200, effective October 1, 2015 through September 30, 2020.
- B. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 2 to **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2**, for a not-to-exceed amount of \$12,599,235 for the three-year base period, \$4,352,459 for the first option year, and \$4,568,300 for the second option year, for a combined not-to-exceed total of \$21,519,994, effective October 1, 2015 through September 30, 2020.
- C. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 3 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo I), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3**, for a not-to-exceed amount of \$16,863,892 for the three-year base period, \$5,575,764 for the first option year, and \$5,575,764 for the second option year, for a combined total of \$28,015,420, effective October 1, 2015 through September 30, 2020.

- D. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 4: **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4.** This contract amount consists of \$11,996,937 for the three-year base period, \$4,141,657 for the first option year, and \$4,346,958 for the second option year, for a combined total of \$20,485,552, effective October 1, 2015.
- E. Amend the FY16 budget to add funds to CC3367 in the amount of \$14,625,000 to ensure sufficient funding and service continuity for the four regions under RFP No. PS11654.

ISSUE

Maintenance of graffiti abatement, landscape and irrigation, and trash and vegetation removal services were historically provided as three separate services. Since the landscape and irrigation maintenance services contract expired on April 30, 2013, previous bids were received and rejected as none of the bidders were deemed responsive and responsible. In the interim, landscape and irrigation maintenance services are being provided under the existing trash and vegetation removal services contract. The two existing contracts for graffiti abatement and trash and vegetation removal services will expire on September 30, 2015.

Considering the significantly large service area throughout Los Angeles (LA) County, including approximately 180 miles of active and inactive Metro ROWs and over 300 Metro-owned bus and rail facilities, the service area has been divided into four regions. The three services listed above were combined to be performed under one contract per region. These actions were taken to enhance and increase competition and attract more companies to do business with Metro.

Under these new regional comprehensive services contracts, the contractors will provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County.

Prevailing Wage

As a recipient of state and federal funds, Metro is required to monitor and enforce contractor compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and the U.S. Department of Labor (DOL) Davis Bacon and Related Acts (DBRA) on Metro public works projects. Public works as defined by the California Labor Code is construction, alteration, demolition, installation, or repair work (including maintenance) done under contract and paid with public funds. Workers employed on public works projects must be paid the prevailing wage rates determined by the State DIR according to the trade classification used and the location of the project.

The federal DBRA applies to contractors and subcontractors performing on federally funded or assisted contracts for the construction, alteration, or repair (including painting and decorating) of

public buildings or public works. Like the DIR, DOL contractors and subcontractors must pay their workers no less than pre-determined prevailing wages for the classification used on the project.

The Living Wage Policy & Service Contract Worker Retention Policy was adopted by the Metro Board April 24, 2014 with an effective date of July 1, 2014. Pursuant to that policy, Metro now has three wage classifications: state prevailing wage, federal prevailing wage and living wage, which apply primarily to service contracts. The policy stipulates that if a contract is subject to a federal or state prevailing wage requirement, the highest of the three wage rates shall apply. Most employers in California are subject to both the federal and state wage laws. The rule in California is that the employer must follow the stricter standard, i.e., the one that is most beneficial to the employee, and in most cases, California prevailing wages are slightly higher than federal prevailing wages.

The initial funding source for this contract was through State and Federal funds. On May 12, 2015, an amendment to this contract was issued changing the funding source to State funding only. While the change in funding source resulted in applying Metro’s living wage for the landscape and irrigation services, the rates determined by the DIR for graffiti abatement and trash and vegetation removal services remain significantly higher than Metro’s living wage, as shown within the Table below.

FUNDING SOURCE APPLICABILITY	METRO LIVING WAGE / STATE Rates Shown Below are Based on Using the Highest of the Two Wages		
Service Type	Graffiti Abatement	Landscape & Irrigation	Trash & Vegetation Rem
State DIR Recommended Classification	DIR: Painter, Lead Abatement	Metro Living Wage: Landscape Laborer	DIR: Laborer Group 1
Non-Fully Burdened Hourly Rate	\$43.37	\$16.04	\$48.88
FEDERAL WAGES (NOT APPLICABLE FOR THIS CONTRACT) SHOWN ONLY FOR COMPARISON PURPOSES			
Federal DOL Recommended Classification	DOL: Painter	DOL: Laborer Group 1	DOL: Laborer Group 1
Non-Fully Burdened Hourly Rate	\$42.55	\$46.67	\$46.67

Providing the required graffiti abatement, landscape and irrigation maintenance and trash and vegetation removal services system-wide requires new contract awards along with an amendment of the FY16 budget, with an effective start date of October 1, 2015.

DISCUSSION

Under these new regional contracts, each contractor will provide regular maintenance services to abate graffiti, perform landscape and irrigation maintenance, and trash and vegetation removal

services within their defined locations.

Graffiti abatement services will be performed five days per week, removing any graffiti via chemical and/or pressure washing techniques throughout the system, within 24 hours and upon securing track allocation approval to access Metro restricted areas.

The contractors' crews are required to take before and after photos of the vandalized areas for law enforcement before removing graffiti from Metro transit stations, sound walls, retaining walls, bridges, poles, columns, and any other transit structures, five days a week within 24 hours, and in accordance with Metro's safety requirements.

Regular graffiti abatement service for Metro facilities is essential to ensure maintaining a safe, clean, and pleasant environment to our patrons. This service will continue our long standing practice of zero tolerance for graffiti system-wide and enhance the overall appearance and cleanliness of Metro facilities while mitigating criminal activities.

For landscape and irrigation maintenance services, the contractors will provide general maintenance and cleanup services of all landscaped areas system-wide, including trees under 13 feet height, shrubs, vines, groundcover, lawns, planter boxes, and routine irrigation system maintenance. Also, the contractors are required to provide optimal water management service to comply with State and local water agencies conservation ordinances. In addition, the contractors will provide as-needed maintenance services as directed by Metro, such as replacing damaged or lost plant material resulting from natural causes beyond the control of the contractor.

The contractors will also provide regular trash and vegetation removal services throughout Metro-owned bus and rail facilities and ROWs.

Beginning February 2012 and thereafter, graffiti abatement and trash and vegetation removal services were expanded to routinely service the Union Pacific (UP) ROW adjacent to MBL stations, 42 Caltrans Park-and-Ride lots, and provide as needed services for selective non-Metro owned adjacent facilities. These actions were taken to improve the cleanliness and appearance of facilities and ROWs that are often perceived by the public as Metro properties. Service continuity is contingent upon availability of funds.

To avoid service interruptions and continue providing the critical maintenance services described above, contract awards, along with an amendment of the FY16 budget, are required with an effective start date of October 1, 2015.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the continuity of maintenance services, mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness, and provide a proactive approach to maintenance needs, to ensure delivery of safe, clean, on-time and reliable services system-wide.

FINANCIAL IMPACT

The total amount for regions 1 through 4 under RFP No. PS11654 is \$97,488,166. Given that the contracts' period of performance for all four regions will start on October 1, 2015, an amendment of the FY16 budget is necessary to ensure sufficient funding combined amount of \$14,625,000 for all four regions, under RFP No. PS11654. Funds are to be allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center Manager, Project Managers, and Executive Director, Maintenance, are responsible for the balance of funds to be budgeted in future years.

Impact to Budget

The source of funds for this action will come from State and local funding sources that are eligible for Bus and Rail Operating Projects.

ALTERNATIVES CONSIDERED

Preliminary analysis has been initiated for alternatives providing some or all of these maintenance services through Metro in-house staff. Metro staff will continue to explore these alternatives and conduct a thorough study identifying operational and potential cost saving measures to determine the path forward that better serves Metro. However, such alternatives, if considered, may take 12-18 months due to administrative processes requiring discussions with Metro Collective Bargaining Units, the hiring procedure and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibilities.

NEXT STEPS

Upon approval by the Board, staff will execute contracts to the recommended contractors, to provide graffiti abatement, landscape and irrigation maintenance and trash and vegetation removal services, effective October 1, 2015, per the following:

- Region 1, Woods Maintenance Services, Inc.
- Region 2, Parkwood Landscape Maintenance, Inc.
- Region 3, Woods Maintenance Services, Inc.
- Region 4, Parkwood Landscape Maintenance, Inc.

ATTACHMENTS

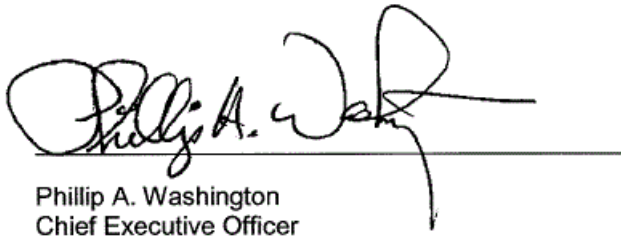
- A. Procurement Summary
- B. Four (4) Regions' Maps

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

Questions: Christopher Reyes, Transportation Planning Manager III, Operations, (213)
922-4808

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management, (213)
922-6383

James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL SERVICES

1.	Contract Number: PS11654	
2.	Recommended Vendor(s): Parkwood Landscape Maintenance, Inc. (Regions 2 and 4); and Woods Maintenance Services, Inc. (Regions 1 and 3)	
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: March 26, 2015	
	B. Advertised/Publicized: March 18, 2015	
	C. Pre-proposal/Pre-Bid Conference: April 7, 2015 and May 19, 2015	
	D. Proposals/Bids Due: June 11, 2015	
	E. Pre-Qualification Completed: August 12, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 17, 2015	
	G. Protest Period End Date: September 25, 2015	
5.	Solicitations Picked up/Downloaded: 47	Bids/Proposals Received: 3
6.	Contract Administrator: Jean Davis	Telephone Number: (213) 922-1041
7.	Project Manager: Shaunt Avanesian Janet Tubbs	Telephone Number: (213) 922-5931 (213) 922-6760

A. Procurement Background

This Board Action is to approve contract awards in response to RFP No. PS11654 issued in support of Facilities Maintenance to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services for Metro active and inactive ROW and Metro-owned Bus/Rail stations, various facilities and locations within the geographical area specified in four regions of Los Angeles County as outlined in the RFP.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type for each region is firm fixed price. The procurement method used for this RFP was Technically Acceptable, Lowest Price.

The RFP limited contract award for any one firm to no more than two regions. This limit was included in the RFP to expand competition and increase the number of prime firms and potential subcontractors.

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

- Amendment No. 1, issued on April 16, 2015, provided the pre-proposal conference sign-in sheets, replaced corrected RFP and DEOD documents and special provisions, and included responses to questions received;
- Amendment No. 2, issued on April 24, 2015, notified firms of a change in funding from federal to non-federal, and extended the proposal due date;
- Amendment No. 3, issued on May 12, 2015, re-issued documents based on a change in funding source from federal to non-federal and extended the due date;
- Amendment No. 4, issued on May 29, 2015, clarified the technically acceptable criteria and included the questions received from the pre-proposal conference and Metro's responses;
- Amendment No. 5, issued on June 2, 2015 included a response to a question regarding the 3% DVBE goal.

A pre-proposal conference was held on April 7, 2015. A second pre-proposal conference was held on May 19, 2015, to address the funding change from federal to state/local. A total of 24 questions were addressed and were included with Amendment Nos. 1, 4, and 5. A total of three proposals were received on the due date, June 11, 2015.

B. Evaluation of Proposals

The Proposal Evaluation Committee (PET) consisting of staff from Metro Facilities Maintenance department, Caltrans, and the City of Los Angeles met to conduct a comprehensive review of the technical qualifications of the proposals received. The PET reviewed proposals based on the technically acceptable criteria consistent with the qualifications, contractor's licenses, years of experience providing similar services, and resources and equipment necessary to meet the requirements of the RFP.

Two proposers submitted separate proposals for Regions 1, 2, 3, and 4. The third proposer submitted proposals for Regions 1 and 2. Each proposal addressed the experience, work plans, staffing levels, and equipment requirements necessary to perform the services outlined in the statements of work. The proposals highlighted the firms' capabilities, and the roles of the proposer's team. Proposers responded to requests for clarifications in a timely manner.

The three proposers are listed below in alphabetical order:

1. Joshua Grading & Excavating
2. Parkwood Landscape Maintenance, Inc.
3. Woods Maintenance Services, Inc.

JOSHUA GRADING & EXCAVATING (Joshua)

Joshua submitted proposals for only Regions 1 and 2. However, the firm did not meet the SBE goal; therefore, they were found non-responsive in accordance with the RFP requirements. Consequently, Joshua could not be considered for an award recommendation. Note: Joshua’s cost proposals were the highest of the three firms.

Qualifications Summary of Firms Within the Competitive Range:

PARKWOOD LANDSCAPE AND MAINTENANCE (Parkwood)

Parkwood submitted proposals for Regions 1 through 4. The PET determined that all proposal submissions met the technically acceptable criteria and met all the requirements of the statements of work. Parkwood met the SBE and DVBE participation goals. The firm’s cost proposals for all four regions were the lowest priced.

WOODS MAINTENANCE SERVICES, INC. (Woods)

Woods submitted proposals for Regions 1 through 4. The PET determined that all proposal submissions met the technically acceptable criteria and met all the requirements of the statements of work. Woods met the SBE participation goals and passed Good Faith Efforts for the DVBE participation goal for all regions. Woods’ cost proposals were the second lowest priced proposals for all regions.

Parkwood and Woods are responsive in all four regions.

The PET recommends award of Regions 1 and 3 to Woods, and Regions 2 and 4 to Parkwood. Based on the restriction of awarding no more than two regions per recommended firm, this recommendation represents the lowest overall pricing and best value to Metro. Any other scenario would result in higher pricing to Metro.

C. Cost/Price Analysis

The recommended pricing for the contracts are deemed fair and reasonable based on price analysis, technical evaluation, and fact finding. The price analysis compared the pricing of each of the cost proposals, Metro’s cost estimate and current prevailing wage rates. Staff conducted discussions with both firms regarding the proposed pricing and both firms confirmed their best and final pricing met all requirements of the RFP. Note: Metro’s independent cost estimate is based on the state prevailing wages and did not include other direct and indirect costs such as equipment, overhead, general and administrative expenses, or profit.

Region	Parkwood	Woods	Metro ICE	Recommended
1.	\$24,022,805.29	\$27,467,200.00	\$22,914,813	\$27,467,200.00
2.	\$21,519,994.06	\$25,264,480.00	\$18,013,984	\$21,519,994.06
3.	\$24,337,696.15	\$28,015,420.00	\$20,480,602	\$28,015,420.00
4.	\$20,485,551.55	\$24,572,260.00	\$17,513,874	\$20,485,551.55

Totals	\$90,366,047.05	\$105,319,360.00		\$97,488,165.61
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D. Background on Recommended Contractors

Parkwood, located in Van Nuys, has provided professional landscape services in the Los Angeles area for over 48 years. They currently have contracts with the City of Palmdale, City of Los Angeles, City of Moorpark and Port of Long Beach. The project management team, which includes two project managers and four field operations managers, each has over 20 years of experience in landscape services. Parkwood currently employs over 150 full time employees (FTEs) and their team possesses the required licenses and permits.

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

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 25% of the total price for this procurement with 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) as components of the goal. To be responsive, proposers are required to meet or exceed the SBE/DVBE, if their participation is less than the established goals; Proposers were required to submit evidence of their good faith efforts to meet the goal. Proposers who meet GFE requirements are deemed responsive.

Woods Maintenance Services, Inc. made a 25.12% SBE commitment for Region 1 and 24.46% SBE commitment for Region 3, and a 0% DVBE commitment for Regions 1 & 3.

Wood Maintenance Services provided documentation of their good faith efforts to meet the DVBE goal. To be responsive to GFE requirements, Proposers were required to solicit DVBEs for select portions of work (including estimated values), to provide names and addresses of DVBEs solicited, include evidence of follow-up. Proposers needed to score a minimum of 75 out of a possible 100 points to meet GFE requirements. Woods Maintenance Services scored 85 points, and was deemed responsive.

Parkwood Landscape Maintenance, Inc. (Parkwood) met the SBE/DVBE goal with an SBE commitment of 22% and a DVBE commitment of 3% for Regions 2 and 4.

Region 1 – Metro Red/Purple Line, Metro Orange Line, Inactive ROWs & Various Locations

Woods Maintenance Services, Inc. (\$27,467,200)

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	25.12% SBE 0% DVBE
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	SBE/DVBE Subcontractors	% SBE Committed	% DVBE Commitment
1.	Briteworks, Inc. (SBE) Graffiti Abatement	6.57%	0%
2.	BJAG Group, LLC (SBE) Trash & Vegetation Removal Services	3.41%	0%
3.	Far East Landscape & Maintenance (SBE) Landscape and Irrigation Maintenance	15.14%	0%
	Total Commitment	25.12%	Passed GFE

Region 2 – Metro Gold Line, Inactive ROWs & Various Locations

Parkwood Landscape Maintenance, Inc. (\$21,519,994)

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22% SBE 3% DVBE
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	SBE/DVBE Subcontractors	% SBE Committed	% DVBE Commitment
1.	Briteworks (SBE) Graffiti Abatement	11.00%	0%
2.	Far East Landscape & Maintenance (SBE) Landscape and Irrigation Maintenance	5.87%	0%
3.	Far East Landscape & Maintenance (SBE) Trash and Vegetation Removal Services	5.13%	0%
4.	IECLT, Inc. (DVBE) Landscape Maintenance		3.00%
	Total Commitment	22.00%	3.00%

Region 3 – Metro Expo Line, Metro Green Line, and Bus Facilities

Woods Maintenance Services, Inc. (\$28,015,420)

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	24.46% SBE 0% DVBE
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	SBE/DVBE Subcontractors	% SBE Committed	% DVBE Commitment
1.	Briteworks (SBE) Graffiti Abatement	4.88%	0%
2.	Briteworks (SBE) Trash & Vegetation Removal	10.67%	0%
3.	Far East Landscape & Maintenance (SBE) Landscape and Irrigation Maintenance	8.91%	0%
	Total Commitment	24.46%	Passed GFE

Region 4 – Metro Blue Line, Harbor Transit Way, Various Bus Locations

Parkwood Landscape Maintenance, Inc. (\$20,485,552)

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22% SBE 3% DVBE
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	SBE/DVBE Subcontractors	% SBE Committed	% DVBE Commitment
1.	Briteworks (SBE) Graffiti Abatement	11.00%	0%
2.	Far East Landscape & Maintenance (SBE) Landscape and Irrigation Maintenance	5.87	0%
3.	Far East Landscape & Maintenance (SBE) Trash and Vegetation Removal Services	5.13%	0%
4.	IECLT, Inc. (DVBE) Landscape Maintenance		3.00%
	Total Commitment	22.00%	3.00%

F. Living Wage and Service Contract Worker Retention Policy Applicability

Metro’s Living Wage will be applicable to the landscape maintenance portion of this contract. Metro’s Living Wage supersedes the California’s prevailing wage for Landscape Maintenance Laborer.

Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 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.

G. Prevailing Wage Applicability

Based on a review of the scope of work, Prevailing Wage requirements are applicable to this project.

The following prevailing wage classifications have been deemed applicable to this project:

- Laborer Group 1
- Laborer Group 2
- Landscape Maintenance Tree Trimmer
- Driver: Dump Trucks
- Operating Engineer Group 2
- Operating Engineer Group 6
- Operating Engineer Group 8
- Painter

DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code..

H. All Subcontractors Included with Recommended Contractors' Proposals

	Subcontractor	Services Provided
1.	BJAG Group, LLC	trash and vegetation removal services
2.	Briteworks, Inc.	graffiti abatement/landscape and irrigation maintenance/trash and vegetation removal
3.	Far East Landscape	landscape and irrigation maintenance/trash and vegetation removal services
4.	IECLT, Inc.	landscape maintenance

Go Metro

REGION 1

metro.net

- Metro Red, Purple & Orange Line Stations & Active ROW
- Metro Inactive Rows within the Geographical Area
- Bus and Rail Facilities within the Geographical Area
- Caltrans P&R Lots within the Geographical Area
- Selective Non-Metro Adjacent Facilities



Under Construction Lines and Stations

- Expo Line Phase 2
- Expo Line Phase 1
- Orange Line Extension
- Gold Line Foothill Extension

Metro Rail lines and stations

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

Metro Liner lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

- Metrolink & Amtrak
- LAX FlyAway
- LAX Shuttle (free)

Facilities

- Free parking
- Paid parking
- Bike parking

FUTURE FACILITIES

- Division 13
- Metro Purple Line Westside Extension



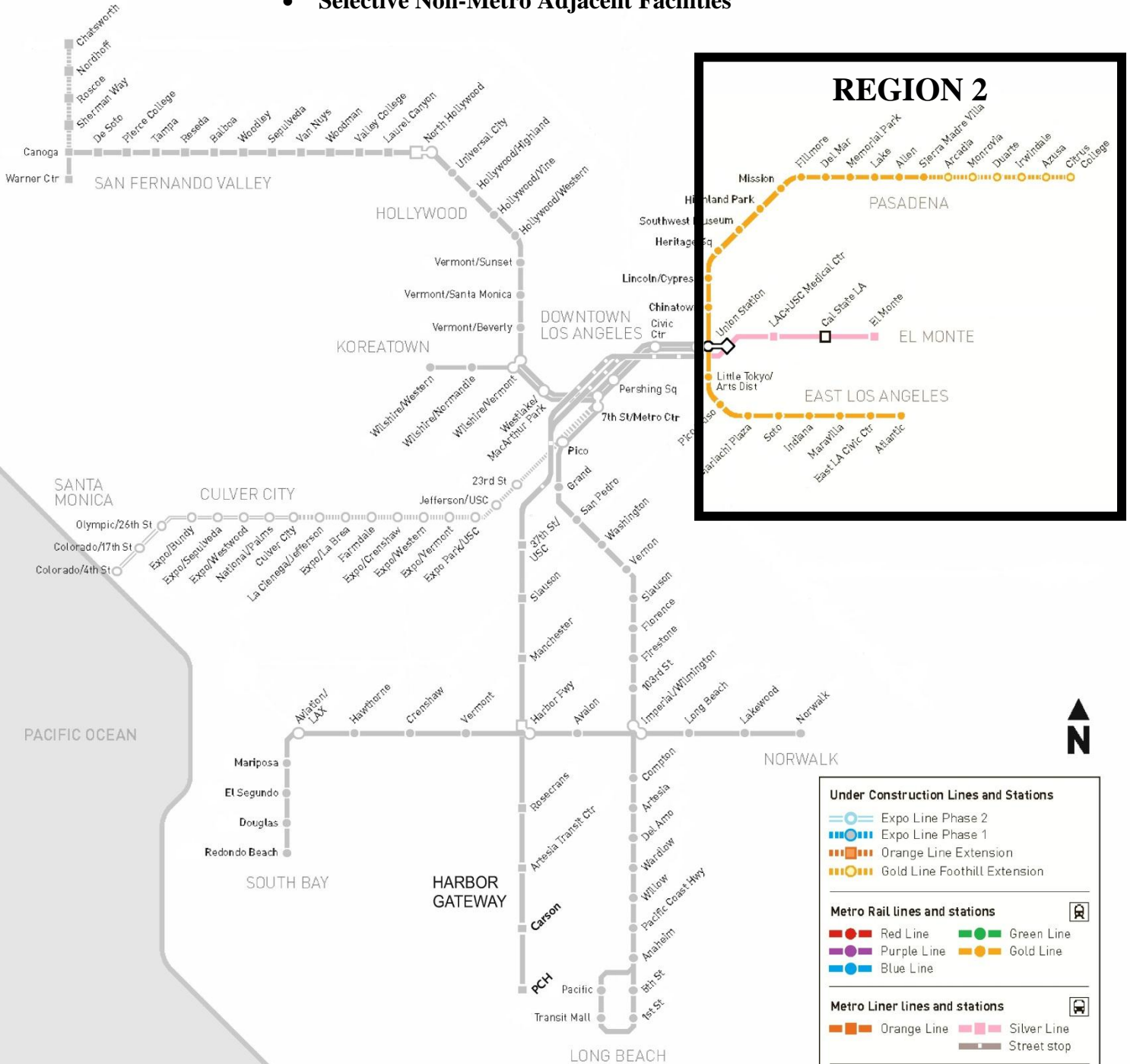
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Go Metro

REGION 2

metro.net

- Metro Pasadena Gold Line Stations & Active ROW
- Metro Inactive ROWs within the Geographical Area
- Bus and Rail Facilities within the Geographical Area
- Caltrans P&R Lots within the Geographical Area
- Selective Non-Metro Adjacent Facilities



FUTURE FACILITIES

- Metro Gold Line Foothill Extension



Metro

SEP 2011

Subject to change

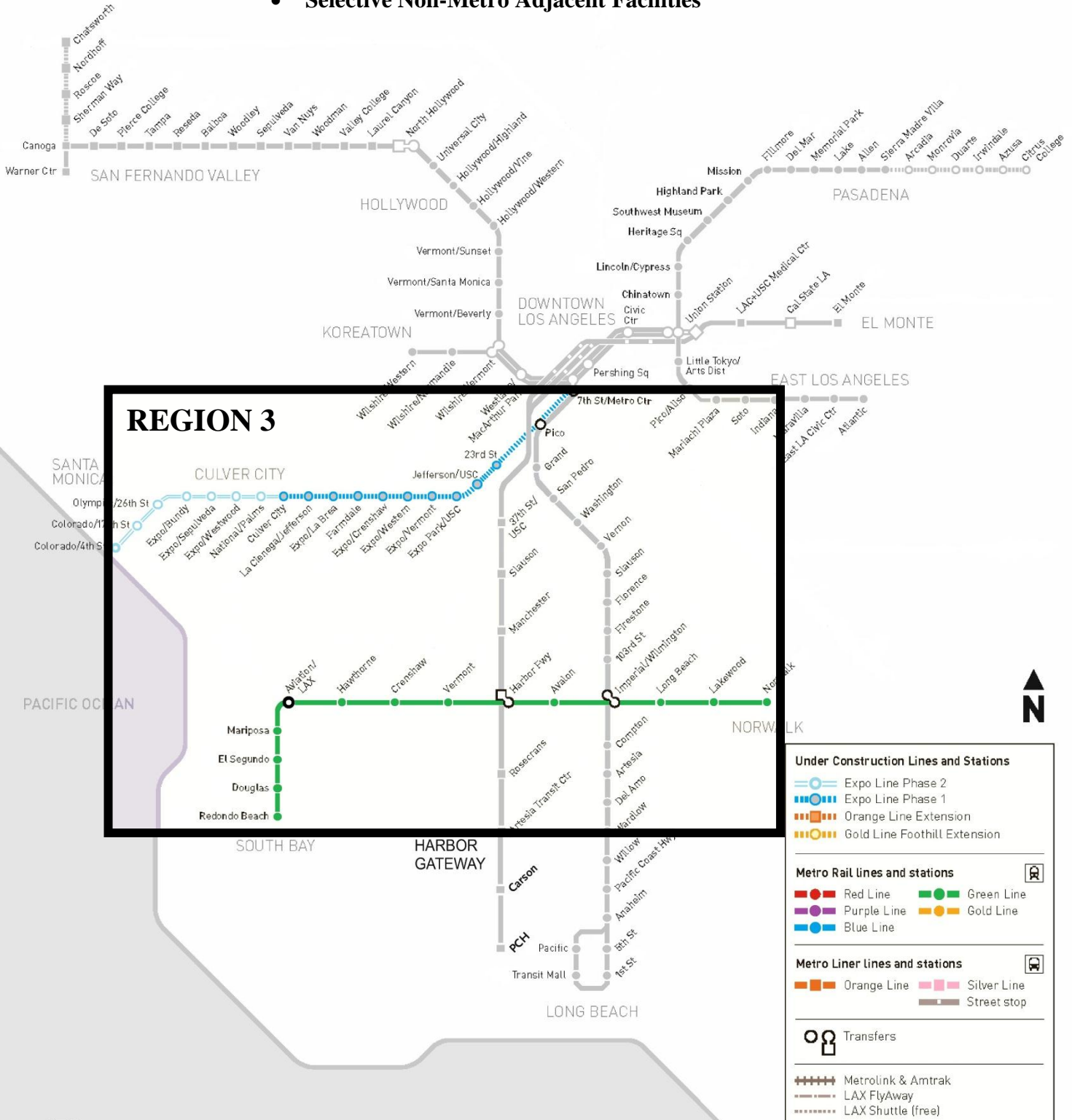
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Go Metro

REGION 3

metro.net

- Metro Expo I & Green Line Stations & ROW
- Metro Inactive ROWs within the Geographical Area
- Bus and Rail Facilities within the Geographical Area
- Caltrans P&R Lots within the Geographical Area
- Selective Non-Metro Adjacent Facilities



REGION 3

CULVER CITY

Olympic/26th St
Colorado/17th St
Expo/Bundy
Expo/Sepulveda
Expo/Westwood
National/Vermont
Culver City
La Cienega/Jefferson
Expo/La Brea
Fairmount
Expo/Crenshaw
Expo/Western
Expo/Vermont
Expo Park/USC

SOUTH BAY

Aviation/LAX
Mariposa
El Segundo
Douglas
Redondo Beach

HARBOR GATEWAY

Haythorne
Crenshaw
Vermont
Harbor Freeway
Avalon
Rosemead
Artesia Transit Ctr
Artesia
Dakota
Harlow

LONG BEACH

Carson
PCH
Pacific
Transit Mall
Willow
Pacific Coast Hwy
Anaheim
5th St
1st St

FUTURE FACILITIES

- Metro Crenshaw/LAX Transit Corridor
- Metro Expo II



Under Construction Lines and Stations

- Expo Line Phase 2
- Expo Line Phase 1
- Orange Line Extension
- Gold Line Foothill Extension

Metro Rail lines and stations

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

Metro Liner lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

- Metrolink & Amtrak
- LAX FlyAway
- LAX Shuttle (free)

Parking

- Free parking
- Paid parking
- Bike parking

Go Metro

REGION 4

metro.net

- Metro Harbor Transitway & Blue Line Stations & ROW
- Metro Inactive ROWs within the Geographical Area
- Bus and Rail Facilities within the Geographical Area
- Caltrans P&R Lots within the Geographical Area
- Selective Non-Metro Adjacent Facilities (Including UP ROW)

