

Metro

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



Agenda - Final

Thursday, September 27, 2018

9:30 AM

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

Board of Directors - Regular Board Meeting

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

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

PUBLIC INPUT

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

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

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

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

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

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

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

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 9, 14, 15, 17, 18, 19, 20, 23, 24, 25, 26, 27, 28, 29, 31, 35, 36, 37, 38, 40, 41, 42, 43, and 44.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2018-0502](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 26, 2018.

Attachments: [July 26, 2018 RBM MINUTES](#)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

5. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118** [2018-0510](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 168 (CCO 168) by the California Department of Transportation (Caltrans) for the construction contract of Segment 2 of the I-5 North Capacity Enhancements Project from SR-134 to SR-118 (Project) under Funding Agreement No. MOU.P0008355/8501A/A7, in the amount of \$11 million within the overall corridor LOP budget.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-1):

6. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT** [2018-0515](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE5302500 with TRC Solutions, Inc. in the amount of \$7,394,536 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) and

Plans, Specifications and Estimates (PS&E) for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project, subject to resolution of protest(s), if any.

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

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

9. SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20 [2018-0480](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4489300, with Simpson and Simpson, CPA's for Package B of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$324,060 increasing the contract value from \$3,897,330 to \$4,221,390.

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

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

14. SUBJECT: GREEN LINE EXTENSION TO TORRANCE [2018-0317](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Green Line Extension to Torrance Supplemental Alternative Analysis (SAA) Report; and
- B. AUTHORIZING the CEO to carry forward the following two build alternatives (modified):
 - 1. Alternative 1: Metro right-of-way (ROW) and overcrossing, without a station at Manhattan/Inglewood
 - 2. Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th Street; and
- C. AUTHORIZING the CEO to initiate the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the two build

alternatives as modified.

- Attachments:**
- [Attachment A - SAA Executive Summary](#)
 - [Attachment B - SAA Alternatives](#)
 - [Attachment C - Summary of Project Goals Results](#)
 - [Attachment D - Summary of Performance Measurements](#)
 - [Attachment E - Comment Letters](#)
 - [Attachment F - Recommended Alternatives](#)
 - [Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

15. SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN [2018-0407](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS45023000 with Here Design Studio, LLC, to provide consultant services to develop a funding plan for the Aviation/96th St. station in the amount of \$15,769, increasing the total contract value from \$307,864 to \$323,633; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS45023000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

- Attachments:**
- [Attachment A - Board Motion 14.1](#)
 - [Attachment B - Board Motion 14.2](#)
 - [Attachment C - Procurement Summary](#)
 - [Attachment D - Contract Modification Change Order Log](#)
 - [Attachment E - DEOD Summary](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

17. SUBJECT: PROGRAMMING FOR FEDERALLY MANDATED PARATRANSIT SERVICES [2018-0478](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$281.5 million in federal Surface Transportation Block Grant Program (STBGP) funds for Access Services

as shown in Attachment A for Fiscal Years (FY) 2020 through FY 2023; and

- B. AUTHORIZING the Chief Executive Officer to negotiate and execute funding agreements between Metro and Access Services.

Attachments: [Attachment A - Funding Programming for Access Services \(FY2020 - FY2023\)](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 18. SUBJECT: BUS ENGINE CYLINDER HEAD ASSEMBLIES**

[2018-0484](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA49128000 to Cummins Inc., for bus engine cylinder head assemblies. The Contract first year base amount is \$834,968, inclusive of sales tax, and the second year Contract amount is \$855,843, inclusive of sales tax, for a total contract value of \$1,690,811.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 19. SUBJECT: BUS ENGINE IGNITION COILS**

[2018-0496](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA48849-2000 to Cummins Inc. for bus engine ignition coils with a first year base contract amount of \$678,129, inclusive of sales tax, and a second year contract amount of \$695,106, inclusive of sales tax, for a total contract value of \$1,373,235, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 20. SUBJECT: A650 STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) ASSEMBLY (OPTION-BUY FLEET)** [2018-0503](#)

RECOMMENDATION

AWARD a 60-month indefinite quantity/indefinite delivery Contract No. MA48386000 to Knorr-Bremse PowerTech to overhaul up to 42 Static Converter LVPS Assemblies for the A650 Option Rail Vehicle for a not-to-exceed amount of \$1,308,394, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-1):

- 23. SUBJECT: BUS SAFETY TECHNOLOGY DEMONSTRATION** [2018-0046](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole source Contract No. PS111340000 to New Flyer of America Inc. in the amount of \$1,191,500 to furnish and install a collision avoidance and mitigation technology system on forty (40) Metro transit buses.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Statement of Work](#)
[Attachment C - DEOD Summary](#)

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

- 24. SUBJECT: DOOR ENABLE SYSTEM (CORRECT SIDE DOOR OPENING PROJECT)** [2018-0483](#)

RECOMMENDATION

CONSIDER:

- A. FINDING that awarding a design-build contract pursuant to Public Utilities Code Section 130242(b) will achieve for Metro certain private sector efficiencies through the integration of design, project work and components at Metro rail facilities and in Metro light rail vehicles in Los Angeles County as defined by the project listed in Attachment A. Approval requires a two-thirds affirmative vote;

- B. ADOPTING the use of the design-build process pursuant to Public Utilities Code Section 130242 et seq. will result in a reduction in project costs and expedite project completion. Approval requires a two-thirds affirmative vote; and

- C. AUTHORIZING the Chief Executive Officer to solicit a design-build contract for design and construction of the project listed in Attachment A pursuant to Public Utilities Code Section 130242 (a), (c), (d) and (e).

Attachments: [Attachment A – Correct Side Door Opening Project Scope of Work](#)

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

25. **SUBJECT: A650-2015, HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM** [2018-0486](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to Contract No. A650-2015, with Talgo Inc. for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), for the design and installation of an on-board Mist Fire Suppression System (MFSS) on 74 A650 Heavy Rail Vehicles (HRV) in the firm-fixed price amount of \$10,355,000 for a total contract value not-to-exceed \$83,325,494. The inclusion of the MFSS into the OCCRP will extend the period of performance by eight months.

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

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

26. **SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT CONTRACT** [2018-0489](#)

RECOMMENDATION

APPROVE Modification No. 36 to Contract No. P3010 with Kinkisharyo International LLC to reduce the existing 100% performance bond requirements for Contract deliverables to realize a project savings of \$4,386,957, decreasing the total Contract value from \$926,142,679 to \$921,755,722. The Contract decrease does not affect the Life of Project Budget.

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

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

- 27. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS** [2018-0495](#)

RECOMMENDATION

APPROVE nominee for membership on Metro’s Service Councils (Attachment A).

- Attachments:** [Attachment A – New Nominee Listing of Qualifications](#)
 [Attachment B – Nomination Letters](#)

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

- 28. SUBJECT: RAIL EMERGENCY RESPONSE UNIT CONTRACT** [2018-0497](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP51822000 with Brandt Group, Road Rail Division, the lowest responsive and responsible bidder, for one (1) Rail Emergency Response Unit in the amount of \$1,429,680 inclusive of sales tax, subject to resolution of protest(s), if any.

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

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

- 29. SUBJECT: A650 TRACTION GEAR UNIT OVERHAUL (OPTION-BUY FLEET)** [2018-0504](#)

RECOMMENDATION

AWARD a 74-month indefinite delivery/indefinite quantity Contract No. MA47351000 for the overhaul of up to 296 traction gear units for 74 Breda A650 Option Rail Vehicles to ORX, for a not-to-exceed amount of \$4,925,746, subject to resolution of protest, if any.

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

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

31. SUBJECT: COPY CENTER EQUIPMENT AND SERVICES

[2018-0523](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year Contract No. PS110638000 to Canon Solutions America Inc. for Copy Center and Design Studio equipment and services in an amount not-to-exceed \$1,590,568, inclusive of sales taxes; subject to the resolution of protest(s), if any.

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

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

35. SUBJECT: CITY OF LOS ANGELES FY19 ANNUAL WORK PLAN APPROVAL

[2018-0533](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an annual expenditure budget plan in the amount of ~~\$37,920,890~~ \$37,930,890 for the FY19 Annual Work Plan for the City of Los Angeles.

Attachments: [Attachment A - FY19 Annual Work Plan Anticipated Budget for LA](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

36. SUBJECT: THE BLOC/METRO CONNECTION JOINT DEVELOPMENT

[2018-0542](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AUTHORIZE staff to execute the Settlement Agreement;
- B. INCREASE the Life of Project Budget for The Bloc/Metro Connection Joint Development by \$270,000, increasing the Life of Project from \$4,650,000 to \$4,920,000; and
- C. AMEND the FY19 annual budget by \$270,000.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

37. SUBJECT: Foothill Gold Line Extension Phase 2B

[2018-0556](#)

RECOMMENDATION

AUTHORIZE Amendment No. 1 for the Funding Agreement between the Foothill Gold Line Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect award of Cap & Trade Funding in the amount of \$290,200,000 and to increase the Measure M 3% Local Funding Commitment estimate from \$33,000,000 to \$36,161,067.

Attachments: [Attachment A - Foothill Extension Phase 2B Funding Agmt- Amendment 1](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

38. SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - TRANSIT COURT

[2018-0561](#)

RECOMMENDATION

APPROVE amendment of Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code (the "Code"), otherwise known as the Metro Customer Code of Conduct, as set forth in Attachment A. The amended Code will become effective October 1, 2018.

Attachments: [Attachment A - Code Amendments](#)

EXECUTIVE MANAGEMENT COMMITTEE (5-0) AND FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

40. SUBJECT: METRO TRANSPORTATION SCHOOL

[2018-0358](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Final Feasibility Report for the Metro Transportation School;
- B. AMENDING the FY19 budget with up to \$1,000,000 for predevelopment activities associated with the school site;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract No. PS45385000 with causeIMPACTS LLC for additional support services for the Transportation School Consulting Services contract in the

amount of \$200,709, increasing the total contract value from \$402,530 to \$603,239 and extending the contract period of performance by 12 months; and

- D. INCREASING Contract Modification Authority (CMA) specific to Contract No. PS45385000 in the amount of \$100,000 increasing the total authorized CMA amount from \$100,000 to \$200,000.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order Log](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Principles for the MOU](#)
[Attachment E - Summary of Final Report](#)

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

- 41. **SUBJECT: DISADVANTAGED AND SMALL BUSINESS ENTERPRISE [2018-0534](#)**
CERTIFICATION SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD task order based bench Contract Nos. PS51863000 through PS51863002 to the firms listed below to provide disadvantaged and small business enterprise certification services for a four-year base term in an amount not to exceed \$1,997,880, with two, one-year options, each in an amount not to exceed \$499,470, for a total not to exceed amount of \$2,996,820, subject to resolution of protest(s), if any. The following firms are recommended for award:

- 1. Gail Charles Consulting Services, LLC
- 2. HSW Services, Inc.
- 3. Small Business Enterprise Utilization Services

- B. EXECUTE individual task orders under these Contracts for disadvantaged and small business enterprise certification services in a total amount not-to-exceed \$2,996,820; and

- C. AUTHORIZE the CEO to award contracts to additional qualified firms throughout the term of this Contract to assist in the performance of this work.

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

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

- 42. SUBJECT: TRANSIT LINE OPERATIONAL NAMING CONVENTION** [2018-0577](#)

RECOMMENDATION

DIRECT the Chief Executive Officer to return to the December 2018 Board meeting with a recommendation on a Transit Line Operational Naming Convention, including an implementation plan, and cost estimate.

Attachments: [Attachment A - Transit Line Naming Focus Groups](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 43. SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE** [2018-0591](#)

RECOMMENDATION

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

Attachments: [Attachment A - Letter from SCRRA CEO to Metro CEO](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 44. SUBJECT: METRO BIKE SHARE PROGRAM** [2018-0479](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on the status of performance of the new fare structure for the Metro Bike Share Program and potential integration with other Bike Share programs in Los Angeles County, and
- B. DIRECTING the CEO to complete an evaluation of the feasibility of continuing the Metro Bike Share Program after 12 months of performance data under the new fare structure authorized in May 2018.

Attachments: [Attachment A - Motion 58 Presentation](#)

NON-CONSENT

3. **SUBJECT: REPORT BY THE CHAIR** [2018-0632](#)

RECOMMENDATION

RECEIVE report by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2018-0633](#)

RECOMMENDATION

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

- **Letter from Solis, Hahn, and Garcetti.**

Attachments: [MTA Eastside Funding Letter](#)

FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

7. **SUBJECT: GROUP INSURANCE PLANS** [2018-0525](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees for the one-year period beginning January 1, 2019 as outlined in Attachment A.

Attachments: [Attachment A - Monthly Premium Rates](#)
[Attachment B - Monthly Employee Contributions](#)

FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

8. **SUBJECT: LICENSE AGREEMENT WITH CLEAR CHANNEL OUTDOOR FOR CONSTRUCTION AND OPERATION OF A DIGITAL BILLBOARD ON METRO PROPERTY** [2017-0670](#)

RECOMMENDATION

AUTHORIZE the CEO to execute a license agreement with Clear Channel Outdoor for a digital billboard on Metro Parcel 7406-026-915 for a term of thirty years upon commencement with guaranteed revenue of \$4,365,000.

Attachments: [Attachment A - Proposed Location and Renderings](#)
[Attachment B - Key Terms](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS:

11. **SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT** [2018-0140](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Development Progress Summary](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

16. **SUBJECT: OPEN STREETS GRANT PROGRAM** [2018-0410](#)

RECOMMENDATION

CONSIDER:

- A. AWARDING \$4 million to 15 new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$447,000 from two cancellations of Open Street Cycle Two events, Meet the Hollywoods and Burbank on the Boulevard, towards Cycle Three; and
- C. AMENDING the award amount of the lowest scored event application (Paramount & Bellflower Open Streets Neighborhood Connectivity Event) to \$161,000 per Cycle Three Application and Guidelines (Attachment C).

Attachments: [Attachment A - June 2013 Metro Board Motion 72](#)
[Attachment B-1 - Open Streets Cycle Three Scoring and Funding Recommendations](#)
[Attachment B-2 - Open Streets Cycle Three Recommended Events \(Map\)](#)
[Attachment C - Open Streets Cycle Three Application & Guidelines](#)
[Presentation](#)

**16.1 SUBJECT: AMENDING MOTION BY HAHN, GARCIA, AND
DUPONT-WALKER**

[2018-0642](#)

OPEN STREETS GRANT PROGRAM

WE, THEREFORE, MOVE THAT THE CEO:

- A. report back to the Board in 120 days with potential strategies and methods that Metro may employ in future Open Streets funding processes in order to ensure resources are spread across a wider geographical area, such as examining the impact of the current maximum grant allocation and coordinating with Councils of Governments and other cross-jurisdictional entities to assist with grant-writing for smaller, more disadvantaged cities;
- B. create a “mini-cycle” in FY2020 of Open Street Grant applications that is open to communities that have not received funding from the Cycle 3 Grants, with a focus on regional equity; and
- C. identify potential funding sources, including Prop C 25%, of up to \$1 million for the “mini-cycle” Open Streets event applications.

22.1 SUBJECT: MOTION BY BONIN, SOLIS, AND GARCIA

[2018-0637](#)

SECURE BIKE PARKING AT METRO STATIONS

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

- A. inventory existing secure bike parking facilities;
- B. assess demand for additional secure bike parking, including wait lists for bike lockers, utilization of existing bike racks, reports of bike theft, and the availability of alternative first/last mile options, such as bike share;
- C. evaluate alternative rental models for bike lockers used by other transit agencies, including hourly or daily rentals;
- D. identify high-demand locations that could be good candidates for future Bike Hubs;
- E. evaluate interim steps that can be taken to deter theft at existing bike parking, such as lighting, surveillance cameras, targeted enforcement, etc.; and
- F. report back to the Board with the above information in February 2019.

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS:

- 34. SUBJECT: MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES** [2018-0391](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD AND EXECUTE a cost plus fixed fee Contract No. PS46817 to Ninyo & Moore for materials verification testing and inspection services with a base period of seven years for an amount not-to-exceed \$12,000,000, plus three one-year options; and

B. EXECUTE individual Task Orders and changes within the Board approved not-to-exceed amount.

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

- 45. SUBJECT: PASADENA SUBDIVISION SHARED USE AGREEMENT FOR THE GOLD LINE FOOTHILL EXTENSION PHASE 2B** [2018-0399](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Pasadena Subdivision Shared Use Agreement (SUA) with BNSF Railway Company ("BNSF") for the Gold Line Foothill Extension Phase 2B Project (Attachment A).

Attachments: [Attachment A - Pasadena Sub SUA Second Amendment](#)
[Attachment B – Pasadena Subdivision Section Shared Use Agreement](#)

(CARRIED OVER FROM JULY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS)

- 46. SUBJECT: CONSULTING SERVICES FOR BUS CONTRACTS - PROJECT CONTROL SUPPORT** [2017-0810](#)

RECOMMENDATION

AWARD a cost plus fixed fee Contract No. PS50321 for consulting services for bus contracts, and project control support to Capitol Government Contract Specialists (Capitol GCS), in the not-to-exceed amount of \$1,884,286, for a period of up to 30 months from issuance of a Notice-to-Proceed (NTP), in support of the current bus acquisition contracts, subject to resolution of protest(s), if any.

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

(CARRIED OVER FROM JULY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

**47. SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR [2018-0238](#)
 SR-57/SR-60 INTERCHANGE IMPROVEMENTS**

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a three-year, firm fixed price Contract No. AE51890000 to WKE, Inc. in the amount of \$21,771,625 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications and Estimates (PS&E) for SR-57/SR-60 Interchange Improvements, subject to resolution of protest(s), if any.

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

(CARRIED OVER FROM JULY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS)

**48. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES [2018-0244](#)
 FOR METRO RAIL PROJECTS**

RECOMMENDATION

AUTHORIZE:

- A. an increase to the total authorized funding for Contract No. PS601830026445 with Destination Enterprises, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS), in an amount not to exceed \$6,123,000 increasing the total contract value from \$3,000,000 to \$9,123,000; and
- B. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Task Order - Modification Log](#)
[Attachment C - DEOD Summary \(CMSS\)](#)

(CARRIED OVER FROM JULY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 49. SUBJECT: TECHNICAL CONSULTANT FOR ZERO EMISSION BUS (ZEB) PROGRAM MASTER PLAN** [2017-0782](#)

RECOMMENDATION

CONSIDER:

- A. AWARDING a cost plus fixed fee Contract No. PS51220 to ZEBGO Partners, JV for technical consultant services for the Zero Emission Bus (ZEB) Program Master Plan, in the not-to-exceed amount of \$7,139,376 for a period of performance of up to 21 months from issuance of a Notice-to-Proceed (NTP), subject to resolution of protest(s), if any; and
- B. AMENDING the FY19 budget by \$6,111,500 for anticipated contract expenses.

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

(CARRIED OVER FROM JULY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS)

- 50. SUBJECT: CRENSHAW NORTHERN EXTENSION PROJECT** [2018-0589](#)

RECOMMENDATION

AUTHORIZE:

- A. the preparation of an Advanced Alternatives Screening Study with further engineering design, initiation of the procurement process for a Project Environmental Impact Report (EIR) with additional studies to facilitate subsequent National Environmental Quality Act (NEPA) review, conducting public/stakeholder engagement and supporting the City of West Hollywood in preparing a Funding and Delivery Strategic Plan, with all work efforts subject to subsequent funding appropriations by the Board of Directors; and
- B. the Chief Executive Officer to increase Contract Modification Authority (CMA) specific to Task Order No. PS4686900 with AECOM Technical Services, Inc. in the amount of \$400,000, increasing the CMA amount from \$100,000 to \$500,000, for the Advanced Alternatives Screening Study.

- Attachments:**
- [Attachment A - Map of Crenshaw Northern Extension Alternatives.pdf](#)
 - [Attachment B - Crenshaw Northern Extension Feasibility-AA Study Report Exec](#)
 - [Attachment C - Crenshaw Northern Extension Schedule](#)
 - [Attachment D - Procurement Summary.docx](#)
 - [Attachment E - Task Order Modification Log.docx](#)
 - [Attachment F - DEOD Summary.docx](#)
 - [Presentation](#)

51. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 [2018-0559](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on proposed Resolutions of Necessity (Attachment B); and
- B. ADOPTING Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire subsurface easements in the properties identified as Parcels W-3404 (APN 4328-008-050 through 4328-008-053); W-3501 (APN 4328-007-020); W-3503 (APN: 4328-007-107, 4328-007-108, 4328-007-109, and 4328-007-110); W-3504_(APN 4328-007-017); and W-3505 (APN 4328-005-001) (hereinafter the "Property").

(REQUIRES 2/3 VOTE OF THE BOARD)

- Attachments:**
- [Attachment A- Staff Report](#)
 - [Attachment A1 – Summary of Property Owners and Property Requirements](#)
 - [Attachment B1 - B5 RON for each Acquisition](#)

END OF NON-CONSENT ITEMS

52. SUBJECT: CLOSED SESSION [2018-0634](#)

RECOMMENDATION

CLOSED SESSION:

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Isidra Corrales, et al v. LACMTA, et al., LASC Case No. BC630760
 - 2. Maria Cuaron v. LACMTA, LASC Case No. BC643187
 - 3. City of Beverly Hills v. LACMTA, USDC Case No. CV-18-3891 -GW(SSx)

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

Significant Exposure to Litigation (One Case)

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

1. Property Description: 2029-2049 Century Park East, Los Angeles, CA
Agency Negotiator: Velma C. Marshall
Negotiating Party: Brian X. Okrent
Under Negotiation: Terms and Price
2. Property Description: 6101 Wilshire Boulevard, Los Angeles, CA
Agency Negotiator: Velma C. Marshall
Negotiating Party: Jesse Allan
Under Negotiation: Terms and Price
3. Property Description: 2848 E. 208th Street, Long Beach, CA 90810
Agency Negotiator: John T. Potts
Negotiating Party: Nick Martin
Under Negotiation: Terms and Price

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0646](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2018-0502, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 26, 2018.

Metro

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



MINUTES

Thursday, July 26, 2018

9:30 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Sheila Kuehl, Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Ara Najarian
Hilda Solis
Shirley Choate, non-voting member
Stephanie Wiggins, Deputy Chief Executive Officer

CALLED TO ORDER: 9:41 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 15, 48, 19, 23, 27, 29, 30, 31, 32, 37, 43, 46, 49.

Consent Calendar items were approved by one motion except for Items 18, 23, and 46 which were held by a Director for discussion and/or separate action and Items 6 and 27 which were carried over to September due to absences and conflicts.

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

2. **SUBJECT: MINUTES** **2018-0442**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held June 28, 2018.

3. **SUBJECT: REPORT BY THE CHAIR** **2018-0472**

RECEIVED report by the **Chair**.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2018-0473**

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

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

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

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

**5. SUBJECT: MEASURE R HIGHWAY OPERATIONAL IMPROVEMENTS 2018-0428
PROGRAM - LAS VIRGENES MALIBU SUBREGION**

APPROVED ON CONSENT CALENDAR:

- A. project list change for Measure R Line 32 Highway Operational Improvements in Las Virgenes Malibu Subregion; and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved project.

**6. SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR 2018-0238
SR-57/SR-60 INTERCHANGE IMPROVEMENTS**

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer (CEO) to execute a three-year, firm fixed price Contract No. AE51890000 to WKE, Inc. in the amount of \$21,771,625 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications and Estimates (PS&E) for SR-57/SR-60 Interchange Improvements, subject to resolution of protest(s), if any.

**7. SUBJECT: FISCAL YEAR 2018 - THIRD QUARTER YEAR-TO-DATE 2018-0351
(YTD) FINANCIAL AND PERFORMANCE REPORT**

RECEIVED AND FILED ON CONSENT CALENDAR the Fiscal Year 2018 (FY18) Third Quarter Year-To-Date Financial and Performance Report.

8. SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEAR 2017 2018-0412

RECEIVED AND FILED ON CONSENT CALENDAR the Consolidated Audit financial and compliance audit reports completed by Vasquez and Company (Vasquez) and Simpson and Simpson, CPA's (Simpson & Simpson) for the Fiscal Year ending June 30, 2017.

**9. SUBJECT: GENERAL LIABILITY CLAIMS ADMINISTRATION 2018-0241
SERVICES**

APPROVED the Chief Executive Officer to execute Modification No. 5 to Contract No. PS05312717, with Carl Warren & Company (CWC), for general liability claims administration services, to exercise the second, three-year option in the amount of \$7,867,714 increasing the total contract value from \$18,028,927 to \$25,896,641 and extending the contract term from November 1, 2018 to October 31, 2021.

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

11. SUBJECT: BUS DRIVER CONTROL UNITS FOR TAP FAREBOXES 2018-0389

AUTHORIZED the Chief Executive Officer to execute Contract No. DR54997000 to Golden Star Technology, Inc. (GST) for the purchase of 2,963 tablet devices to be mounted to the bus farebox, required for the farebox upgrades to serve as the bus operator's Driver Control Unit (DCU), in the amount of \$5,877,413.32, subject to resolution of protest(s), if any.

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

**12. SUBJECT: GREATER LEIMERT PARK VILLAGE CRENSHAW 2018-0318
CORRIDOR BUSINESS IMPROVEMENT DISTRICT**

APPROVED Metro's participation in the Leimert Park Village Corridor Business Improvement District for a period of five years commencing January 1, 2019 through December 31, 2023 for an estimated amount of \$62,000.

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

**14. SUBJECT: PARKING MANAGEMENT PROGRAM ADDITIONAL 2018-0139
LOCATIONS**

APPROVED AS AMENDED:

- A. AUTHORIZING the implementation of the Parking Management Program at eight (8) high priority locations as recommended by the adopted Supportive Transit Parking Program Master Plan; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract No. PS6264800 with L&R Auto Parks, dba Joe's Auto Parks (Joe's) to provide parking management services at an additional eight (8) locations, in the amount of \$1,588,390, increasing the total contract value from \$9,657,758 to \$11,246,148.

(continued on next page)

(Item 14 – continued from previous page)

MOTION BY GARCIA to delay action on Willow Station Garage until Staff finish outreach and provide parking management solution with the mall and the City of Long Beach and report back before January of 2019.

FASANA AMENDMENT: delay the whole program's implementation until January 2019.

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

15. SUBJECT: SENATE BILL 1 ACCOUNTABILITY MEASURES 2018-0291

RECEIVED AND FILED ON CONSENT CALENDAR report on Accountability Guidelines and the Baseline Agreements required by the California Transportation Commission (CTC) for seven projects awarded SB-1 grant funding on May 16, 2018.

16. SUBJECT: ADOPTION OF REVISED METRO SUBREGIONAL PLANNING AREA BOUNDARIES FOR THE LONG RANGE TRANSPORTATION PLAN 2018-0308

APPROVED the use of the Subregional Boundaries from the Measure M Ordinance as the Metro Subregional Planning Area Boundaries for the Long Range Transportation Plan (LRTP) Update to include the following exceptions:

- A. Changes to Metro Subregional Planning Area Boundaries for the LRTP Update will not affect previous or future Measure R funding allocations; and
- B. Regional facilities will continue to be separate for funding purposes, but will be displayed within the Metro Subregional Planning Area Boundaries for LRTP Update data purposes, including travel demand modeling and census-based population data.

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

17. SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS 2018-0387

APPROVED an Addendum to the Final Environmental Impact Report for the Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Attachment A).

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

18. SUBJECT: METRO BIKE SHARE

2018-0441

RECEIVED oral report on Metro Bike Share.

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

19. SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM 2018-0104

RECEIVED AND FILED ON CONSENT CALENDAR report on the Transit Oriented Development Planning Grant Program.

20. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

2018-0137

APPROVED:

A. RECERTIFYING \$161.1 million in existing Fiscal Year (FY) 2018-19 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING \$9.6 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;

C. REALLOCATING \$5.3 million Call funds originally programmed to the City of Los Angeles: 1) Foothill Boulevard and Sierra Highway Intersection Improvement (#F3144), 2) Highland Avenue Widening-Odin Street to Franklin Avenue (#F3146), and 3) Sherman Way Widening Between Whitsett Avenue to Hollywood Freeway (#F7125) projects to the City of Los Angeles San Fernando Road Bike Path Phase IIIA and IIIB Construction Project (#F1524 and F3515);

D. AUTHORIZING the CEO to:

1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
2. amend the FY 2018-19 budget, as necessary, to include the 2018 Countywide Call Recertification and Extension funding in the Subsidies budget; and

E. RECEIVING AND FILING:

1. time extensions for the 56 projects shown in Attachment D;
2. reprogram for the eight projects shown in Attachment E; and
3. an update on future countywide Call considerations.

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

21. SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT 2018-0140

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

22. SUBJECT: MEASURE R AND MEASURE M COST MANAGEMENT POLICY 2018-0187

ADOPTED the revised Measure R and new Measure M Cost Management Policy (Attachment A).

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

23. SUBJECT: CRENSHAW NORTHERN EXTENSION 2018-0236

RECEIVED AND FILED the Crenshaw Northern Extension Feasibility/Alternatives Analysis Study Report (Attachment D).

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

24. SUBJECT: ORANGE LINE BUS RAPID TRANSIT (BRT) IMPROVEMENTS 2018-0246

A. APPROVED:

1. A conceptual project description (the Project) including:
 - a. Gating at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;
 - b. Grade separation and Bus Rapid Transit (BRT) aerial station at Van Nuys Boulevard, with closure of Tyrone Avenue;
 - c. Grade separation and BRT aerial station at Sepulveda Boulevard; and

(continued on next page)

(Item 24 – continued from previous page)

d. Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade,

Class I bicycle path facility with signalization across these streets.

2. A determination that the Project is Statutorily Exempt, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15275 (a); and

B. AUTHORIZED the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

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

25. **SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT** 2018-0339

APPROVED:

A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Airport Van Rental, PS10754400051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not-to-exceed amount of \$45,000,000 effective August 1, 2018, subject to resolution of protest(s) if any; and

B. INCREASING the maximum subsidy from \$400 per month to \$500 per month for Metro Vanpool Program users.

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

26. **SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT** 2018-0262

APPROVED:

A. PROGRAMMING \$11,528,416 of Measure R funds for professional services;

B. design revisions due to East San Fernando Valley Transit Corridor in the amount of \$1,078,584; and

(continued on next page)

(Item 26 continued from previous page)

- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other related agreements.

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

27. **SUBJECT: TECHNICAL CONSULTANT FOR ZERO EMISSION BUS 2017-0782
(ZEB) PROGRAM MASTER PLAN**

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS

- A. AWARDING a cost plus fixed fee Contract No. PS51220 to ZEBGO Partners, JV for technical consultant services for the Zero Emission Bus (ZEB) Program Master Plan, in the not-to-exceed amount of \$7,139,376 for a period of performance of up to 21 months from issuance of a Notice-to-Proceed (NTP), subject to resolution of protest(s), if any; and
- B. AMENDING the FY19 budget by \$6,111,500 for anticipated contract expenses.

28. **SUBJECT: CONSULTING SERVICES FOR BUS CONTRACTS - 2017-0810
PROJECT CONTROL SUPPORT**

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS awarding a cost plus fixed fee Contract No. PS50321 for consulting services for bus contracts, and project control support to Capitol Government Contract Specialists (Capitol GCS), in the not-to-exceed amount of \$1,884,286, for a period of up to 30 months from issuance of a Notice-to-Proceed (NTP), in support of the current bus acquisition contracts, subject to resolution of protest(s), if any.

29. **SUBJECT: METRO RED LINE UNINTERRUPTIBLE POWER SUPPLY 2018-0069
(UPS)**

APPROVED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month, indefinite delivery indefinite quantity Contract No. OP36847000 to Tristar Power Solutions LLC, the lowest responsive and responsible bidder for Metro Red Line (MRL) Uninterruptible Power Supplies for a total not to exceed amount of \$1,004,000 inclusive of sales tax and subject to resolution of protest(s), if any.

30. SUBJECT: SYNTHETIC TRANSMISSION OIL

2018-0289

APPROVED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm fixed unit rate Contract No. MA51203000 to Jamison Professional Services, the lowest responsive and responsible bidder for Synthetic Transmission Oil. The Contract first year base amount is \$748,348, inclusive of sales tax, and the second year contract amount is \$748,349, inclusive of sales tax, for a total contract value of \$1,496,697, subject to resolution of protest(s), if any.

31. SUBJECT: TURBOCHARGERS

2018-0342

APPROVED ON CONSENT CALENDAR the Chief Executive Officer to award a two year, indefinite delivery/indefinite quantity Contract No. MA4913000 to Diesel Exhaust & Emissions LLC, the lowest responsive and responsible bidder for bus turbocharger assemblies. The award is for a base year not-to-exceed amount of \$780,918, inclusive of sales tax, and a one year Option for a not-to-exceed amount of \$796,160, inclusive of sales tax, for a total not-to-exceed contract value of \$1,577,078, subject to resolution of protest(s), if any.

32. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

2018-0366

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Service Councils.

37. SUBJECT: BIOMETHANE/RENEWABLE NATURAL GAS

2018-0368

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. RECEIVE AND FILE the results of the one year pilot for the use of biomethane fuel at Bus Division 5;
- B. EXPAND the use of biomethane fuel from Division 5 to all Metro Bus Divisions;
- C. EXERCISE Contract Modification No. 3 to Indefinite Delivery/Indefinite Quantity Contract No. OP7396000 with Clean Energy Renewables to exercise a single four- year Option in the amount of \$54,808,110 to provide Biomethane Gas for all Metro Bus Divisions, increasing the total contract value from \$1,240,520 to \$56,048,630, and extending the term of the contract from August 1, 2018 to July 31, 2022; and
- D. EXECUTE individual Task Orders (Transaction Confirmations) and changes within the Board approved contract amount.

**38. SUBJECT: PASADENA SUBDIVISION SHARED USE AGREEMENT 2018-0399
FOR THE GOLD LINE FOOTHILL EXTENSION PHASE 2B**

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer to execute an amendment to the Pasadena Subdivision Shared Use Agreement (SUA) with BNSF Railway Company ("BNSF") for the Gold Line Foothill Extension Phase 2B Project (Attachment A).

**42. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2018-0244
FOR METRO RAIL PROJECTS**

CARRIED OVER TO SEPTEMBER BOARD DUE TO ABSENCES AND CONFLICTS

- A. an increase to the total authorized funding for Contract No. PS601830026445 with Destination Enterprises, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS), in an amount not to exceed \$6,123,000 increasing the total contract value from \$3,000,000 to \$9,123,000; and
- B. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

**43. SUBJECT: EXPOSITION METRO LINE CONSTRUCTION AUTHORITY 2018-0388
CLOSEOUT AND DISSOLUTION**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to execute the Memorandum of Understanding (MOU) between the Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Metro Line Construction Authority (Authority) for closeout of the Expo Phases 1 and 2 Projects (Attachment A);
- B. AUTHORIZING distribution of the remaining balance of estimated unused project funds as of June 2018 in the amount of \$216,600,000 (*), in accordance with the Funding Agreement (Attachment B) from Expo accounts to Metro accounts for allocation and use as follows:
 - 1. \$11,500,000 to be distributed for the Metro Blue Line Track & System Refurbishment Project (CP 205115);
 - 2. \$5,100,000 to be distributed for Expo project close-out items; and
 - 3. \$200,000,000 distributed to the Metro Westside Purple Line Project, Section 2; and
- C. ADOPTING Board Resolution to accept the Delegation of Plan Administration (Attachment C) of the Expo Construction Authority Public Agency Retirement System (PARS) retirement plan.

46. SUBJECT: REGIONAL PLANNING AND COORDINATION AGREEMENTS

2018-0453

APPROVED the Chief Executive Officer to execute Memorandums of Understanding with the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) for its regional multi-modal planning efforts.

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

49. SUBJECT: FEDERAL LEGISLATION

2018-0433

ADOPTED ON CONSENT CALENDAR staff recommended positions:

A. House Resolution 6016 (Napolitano) - Bus Operator and Pedestrian Protection Act **SUPPORT WORK WITH AUTHOR**

B. House Resolution 3305 (Blumenauer) - The Bikeshare Transit Act of 2017 **SUPPORT**

50. SUBJECT: CLOSED SESSION

2018-0474

CLOSED SESSION:

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

1. Gregory Bradoch v. LACMTA, et al., LASC Case No. BC615756

APPROVED settlement in the amount of \$1.8 million.

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

2. Gemma Darrough, Erica Darrough v. LACMTA, et al., LACMTA Case No. BC603524

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

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

(continued on next page)

(Item 50 – continued from previous page)

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

Property Description: 1119-1137 E. Redondo Blvd.

Inglewood, CA 90302

Agency Negotiator: Velma C. Marshall or designee

Negotiating Party: Union Equity, C.T., Inc.

Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$9,250,000.

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

Received General Public Comment.

ADJOURNED at 11:47 a.m. in memory of Ruth H. James, mother of Board Secretary Michele Jackson, who passed away on June 28, 2018 at the age of 100

Prepared by: Eric Chun
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary

**Board Report**

File #: 2018-0515, **File Type:** Contract**Agenda Number:** 6.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
SEPTEMBER 19, 2018****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS,
SPECIFICATIONS AND ESTIMATES (PS&E) FOR EASTBOUND SR-91 ATLANTIC
AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE5302500 with TRC Solutions, Inc. in the amount of \$7,394,536 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of the Eastbound State Route-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project (the Project) to alleviate operational deficiencies, reduce congestion, and improve mobility and safety on the mainline. This contract award will enable Metro to complete the PA&ED and PS&E for the proposed improvements as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the project location.

BACKGROUND

The SR-91 freeway experiences significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements to the facility. Within the limits of this project, improvements are needed to resolve the current operational and safety-related deficiencies associated with the closely-spaced interchanges of I-710 Atlantic Ave., and Cherry Ave. The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside #5 beyond the Cherry Ave. undercrossing for a total project length of approximately 1.5 miles. This project has been identified as a subregional priority project by Metro and the GCCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study to identify congestion “Hot Spots” along those freeways and develop preliminary improvement concepts.

Metro continued with a Project Study Report-Project Development Support (PSR-PDS) for the SR-91 and I-710 Interchange (SR-91 Central Avenue to Paramount Boulevard PSR-PDS) that Caltrans approved in July 2017. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phases. A total of eight independent Early Action Projects (EAP) were identified for the entire SR-91 between Central Avenue and Paramount Boulevard including the Project.

Caltrans is the lead agency for NEPA/CEQA compliance; Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of these two project phases by 2020, the Project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$600,000 has been budgeted in Highway Program Cost Center 4720, in Eastbound SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Project 460351, Tasks 5.2.100 and 5.3.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by

alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and Caltrans to identify the needed improvements and take the lead in development and implementation of the project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R.

NEXT STEPS

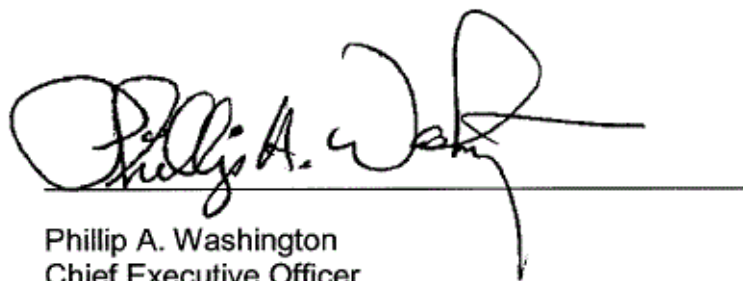
Upon Board approval, staff will execute Contract No. AE5302500 to TRC Solutions, Inc. in the amount of \$7,394,536 for A&E services for completion of PA&ED and PS&E for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvements Project.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Project Location Map

Prepared by: Olivia Harris, Transportation Planner (213) 418-3351
Julio Perucho, Principal Transportation Planner (213) 922-4387
Ernesto Chaves, Senior Director (213) 418-3142
Abdollah Ansari, Sr. Executive Officer (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PA&E AND PS&E FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT/AE5302500

1.	Contract Number: AE5302500	
2.	Recommended Vendor: TRC Solutions, 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: April 23, 2018	
	B. Advertised/Publicized: April 23, 2018	
	C. Pre-Proposal Conference: May 2, 2018	
	D. Proposals Due: May 24, 2018	
	E. Pre-Qualification Completed: August 2, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 1, 2018	
	G. Protest Period End Date: September 21, 2018	
5.	Solicitations Picked-up/Downloaded: 80	Proposals Received: 2
6.	Contract Administrator: Roxane Marquez	Telephone Number: 213-922-4147
7.	Project Manager: Lucy Olmos-Delgadillo	Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract No. AE5302500 issued in support of the design, development and implementation of the Eastbound State Route-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project (Project). Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

A pre-proposal conference was held on May 2, 2018, and was attended by 11 firms. There were 15 questions asked and responses were released prior to the proposal due date.

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

- Amendment No. 1, issued on May 8, 2018 clarified proposal page limit; and clarified the percentage amounts outlined on Exhibit 3 – Evaluation Criteria.

A total of 80 firms downloaded the RFP and were included in the planholders' list. A total two proposals were received on May 24, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Qualifications of the Firm/Team 20 percent
- Project Manager, Key Staff & Subconsultants Qualifications 35 percent
- Project Understanding & Approach 30 percent
- Work Plan 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Project Manager, Key Staff and Subconsultants Qualifications and Project Understanding and Approach.

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

On June 5, 2018, the PET completed its independent evaluation of the proposals. Both proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. TRC Solutions, Inc.
2. WSP USA, Inc.

During the week of June 5, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, both firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the 24-month schedule working with outside agencies.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the Project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public agencies and stakeholders.

Qualifications Summary of Recommended Firm:

TRC Solutions, Inc.

TRC Solutions, Inc. (TRC) is a national engineering firm that provides design, consulting, construction, and management services in transportation markets for federal, states and municipalities. TRC's proposal and oral presentation demonstrated expertise in a wide range of services in all phases of planning and design services across a wide range of disciplines, including expertise in highway construction design, effective project management and a skilled team of project personnel.

The proposal and oral presentation provided a detailed management plan that included a project organization chart, quality management system, and project controls plan. The oral presentation also elaborated upon the approach to the Project, experience with required tasks, and presented innovative/creative plans, ideas, and alternatives to the Statement of Work, as requested in the RFP.

TRC's alternative approach to the Project provided design enhancements by extending the auxiliary lane on the east and west sides of Cherry/Atlantic that will improve operations. This approach results in a cost-effective design that avoids duplicating future costs in design and planning, thus saving Metro time and money in the long run. TRC's project plan was innovative, providing improved safety while eliminating congestion "hot-spots" and improving operations. TRC's alternative design approach will maximize Project improvements while minimizing impacts to the community.

The proposal and oral presentation stressed the importance of understanding stakeholder objectives, and the ability to utilize TRC's relationships with agency contacts, particularly with Caltrans geometric reviewers and district liaisons. In addition, the proposal demonstrated TRC's local stakeholder experience, which includes Metro, Caltrans District 7, Caltrans District 12, regional transportation agencies (Orange County Transportation Authority and Riverside) cities, and local community groups.

The proposal and oral presentation demonstrated that TRC's key personnel have direct experience across a range of disciplines, all stages of design, and project delivery methods. Significantly, the project manager possesses 90% availability and has 30 years of experience. Other key personnel average over 30 years of diverse transportation project experience. Overall, personnel have well over 100 combined years of diverse transportation project experience.

The PET completed its evaluation of the above mentioned proposals on June 7, 2018 after oral presentations. The PET determined TRC Solutions, Inc. ranked the highest firm.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	TRC Solutions, Inc.				
3	Firm/Team Qualifications	87.20	20.00%	17.44	
4	Project Manager, Key Staff, Subconsultants Qualifications	83.78	35.00%	29.32	
5	Project Understanding & Approach	82.78	30.00%	24.83	
6	Work Plan	84.44	15.00%	12.67	
7	Total		100.00%	84.26	1
8	WSP USA, Inc.				
9	Firm/Team Qualifications	74.98	20.00%	15.00	
10	Project Manager, Key Staff, Subconsultants Qualifications	74.59	35.00%	26.11	
11	Project Understanding & Approach	76.67	30.00%	23.00	
12	Work Plan	78.89	15.00%	11.83	
13	Total		100.00%	75.94	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, fact finding, cost analysis, technical analysis, and negotiations. TRC suggested a design that extended the limits of the improvements to address problem areas contributing to the congestion. The difference between the Independent Cost Estimate (ICE) and the negotiated value is due to a lower level of effort originally estimated for the environmental planning, preliminary engineering and design of the operational improvements described in the Statement of Work, compared to TRC's alternative technical approach. The negotiated price reflects a level of effort appropriate for the alternative technical approach.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
TRC Solutions, Inc.	\$9,386,589	\$5,045,790	\$7,394,536

D. Background on Recommended Contractor

The recommended firm, TRC Solutions, Inc. located in Los Angeles, California has been in business for 58 years and is a leader in the field of consulting, engineering and construction management. TRC has more than 4,000 employees located in 120 offices throughout the United States, Canada, the UK and China. TRC is ranked #19 on Engineering News Record's list of the Top 500 Design Firms in the United States.

The firm possesses experience in a diverse range of complex projects that involved planning and environmental services, preliminary and final design services, project study reports, technical studies, project approval/environmental document services, wall structures services and geotechnical services. Recent complex projects include the I-5 HOV Improvement Project PS&E, I-5 Widening Project, I-605/SR-60 Interchange Project PA/ED, SR-14 Avenue K Interchange Improvements Project, I-405/I-605 HOV Connector Project PS&E, SR-91 Express Lane Rehabilitation Project.

The proposed team is comprised of 16 subcontractors (including 13 SBE firms and two DVBE firms). The proposed project manager has 30 years of experience in managing the planning, design and construction of highways, bridges and transportation related structures and has successfully managed and delivered PA/ED and PS&E projects for Caltrans, OCTA, and Metro. Some of the projects include the Port of Los Angeles I-110/C Street Interchange Project PA/ED and PS&E (Caltrans District 7), I-405 to I-5 Corridor Improvement Project PA/ED (OCTA), SR-57/Katella Ave. to Lincoln Northbound Widening PA/ED and PS&E (Caltrans District 12).

TRC possesses a significant amount of local stakeholder experience and has worked closely with Metro, Caltrans, and community groups. With their extensive experience and knowledge, TRC possesses the ability to complete and deliver on schedule the RFP's Statement of Work.

DEOD SUMMARY

**PA&ED AND PS&E FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY
AVENUE AUXILIARY LANE IMPROVEMENT PROJECT/AE5302500**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) for this solicitation. TRC Solutions made a 22% SBE commitment and a 3.41% DVBE commitment.

Small Business Goal	SBE 22%	Small Business Commitment	SBE 22%
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	SBE Subcontractors	% Committed
1.	Earth Mechanics, Inc.	2.67%
2.	2R Drilling Inc.	0.97%
3.	FRS Environmental	0.11%
4.	Epic Land Solutions, Inc.	1.40%
5.	Geo-Advantec, Inc.	3.64%
6.	A Cone Zone, Inc.	0.39%
7.	GPA Consulting, Inc.	4.29%
8.	Guida Surveying, Inc.	1.98%
9.	IDC Consulting Engineering, Inc.	2.43%
10.	Intueor Consulting, Inc.	1.68%
11.	LIN Consulting, Inc.	0.71%
12.	Tatsumi and Partners. Inc.	1.26%
13.	Value Management Strategies, Inc.	0.47%
	Total Commitment	22.00%

Small Business Goal	DVBE 3%	Small Business Commitment	DVBE 3.41%
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	DVBE Subcontractors	% Committed
1.	Calvada Surveying	1.78%
2.	MA Engineering	1.63%
	Total Commitment	3.41%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

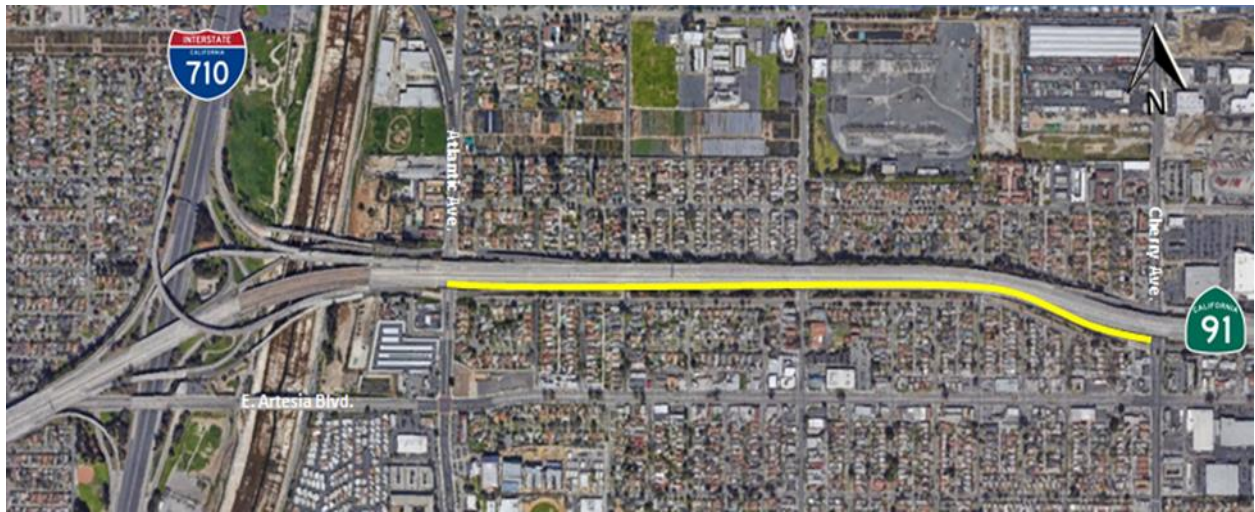
C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C - PROJECT LOCATION MAP





Board Report

File #: 2018-0480, File Type: Contract

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 19, 2018

SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20

ACTION: APPROVE MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4489300, with Simpson and Simpson, CPA's for Package B of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$324,060 increasing the contract value from \$3,897,330 to \$4,221,390.

ISSUE

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has fiduciary responsibility to help ensure jurisdictions, operators, and program administrators receiving funds for transportation related projects are in compliance with the applicable statutes, rules, regulations, policies, guidelines and Memorandum of Understanding (MOU) agreements.

Measure M, approved by voters in November 2016, is a half cent transportation sales tax for Los Angeles County. The Measure M Ordinance specifies that 17 percent (17%) of revenues shall be allocated to jurisdictions. Metro allocates and distributes Local Return funds monthly to jurisdictions on a per capita basis and in conformance with the Measure M Ordinance and Metro's adopted policies and guidelines. The Measure M Ordinance specifies that Local Return funds are to be used for transportation purposes only and that annual audits be conducted within six months after the end of the fiscal year being audited. Metro began distributing funds to the 88 cities and the County of Los Angeles in September 2017; therefore, the first audit will be for Fiscal Year (FY) 2018.

BACKGROUND

In March 2016, Metro awarded a firm fixed unit price Contract No. PS4489300, with Simpson and Simpson, CPA's for Package B of the Consolidated Audit for a not-to exceed amount of \$2,572,500 for the base audits and a not-to-exceed amount of \$1,200,000 for the option audits, for a total contract amount of \$3,772,500.

DISCUSSION

In accordance with the Ordinance, the Measure M Independent Taxpayers Oversight Committee (Committee) approved the scope of work for these audits. In addition, the Committee voted for the inclusion of the Measure M audit scope to the contract with the existing audit firms contracted to perform the Consolidated Audits.

The current Consolidated Audit contracts include financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
 - a. Proposition A Local Return
 - b. Proposition C Local Return
 - c. Measure R Local Return
 - d. Transit Development Act (TDA) 3
 - e. Transit Development Act (TDA) 8
 - f. Proposition A Discretionary Incentive Program
2. Transit System Funds to Commerce, Redondo Beach, Torrance, LADOT, Glendale, Pasadena, and Burbank
 - a. Transit Development Act (TDA) 4
 - b. State Transit Assistance (STA)
 - c. Proposition A 95% of 40% Discretionary
 - d. Proposition C 5% Security
 - e. Proposition C 40% Discretionary
 - f. Measure R
3. Fare Subsidies Programs
 - a. Immediate Needs Transportation Program (INTP)
 - b. Rider Relief Transportation Program (RRTP)
 - c. Support for Homeless Re-Entry (SHORE) Program
4. SCRRA Metrolink Program
5. EZ Transit Pass Program
6. Access Services
7. LADOT Operating Data (Proposition A Incentive Programs)

Including the FY2018-20 Measure M Local Return and Transit Systems Funds audits of the 88 cities and County of Los Angeles, Low-Income Fare is Easy (LIFE) Programs, SCRRA Metrolink Program and Access Services to the existing contracts will achieve greater audit and cost efficiencies and will lessen the impact to the fund recipients since they will deal with the same auditor for various funds; thereby giving information that can be used by the auditor to satisfy multiple program requirements.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funds of \$228,676 for the Measure M FY18 audits are included in the FY19 budget in Cost Center 2510, Management Audit under projects 100058, Measure M Administration funds, account 50316 Services Professional and Technical. Since this is a multi-year contract, the Project Manager will be responsible for ensuring that funds are budgeted in subsequent years.

Impacts to Budget

The Consolidated Audits are funded through P&P Planning Consolidated Audit, Measure R and M Administration funds. There is no impact to bus and rail operating or capital.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization, as these audits provide assurance to Los Angeles County taxpayers that funds are being used in accordance with the applicable statutes, rules, regulations, policies, guidelines and Memorandum of Understanding (MOU) agreements.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize this Contract Modification. This is not recommended since the Measure M Ordinance requires that audits be conducted on funds allocated to jurisdictions. The Consolidated Audit process addresses these requirements and plays a major part in the continued implementation, management and administration of the covered funding programs.

Another option would be to send out a Request for Proposals to all auditing firms. This is not recommended since this would most likely not yield any cost savings for Metro nor gain audit efficiencies since the existing auditors already have extensive knowledge of program requirements.

NEXT STEPS

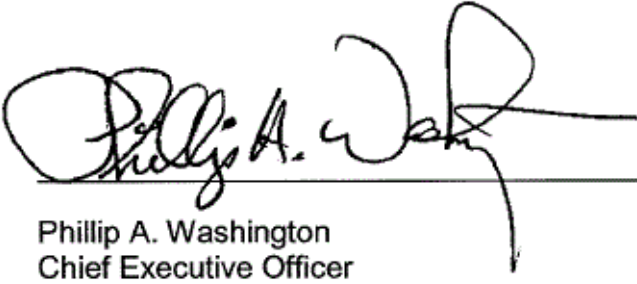
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS4489300 with Simpson and Simpson, CPA's in order to complete the Measure M financial and compliance audits as required by the Measure M ordinance.

ATTACHMENTS

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

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20 (PACKAGE B)/PS4489300

1.	Contract Number: PS4489300		
2.	Contractor: Simpson and Simpson, CPA's		
3.	Mod. Work Description: Perform financial and compliance audits of Measure M programs		
4.	Work Description: Consolidated Audit for FYs 2016-20 (Package B)		
5.	The following data is current as of: 8/14/18		
6.	Contract Completion Status:		Financial Status:
	Award Date:	03/24/16	Awarded Contract Amount: \$3,772,500
	Notice to Proceed (NTP):	N/A	
	Original Completion Date:	07/13/21	Value of Mods. Issued to Date (including this action): \$448,890
	Current Est. Complete Date:	07/13/21	Total Amount (including this action): \$4,221,390
7.	Contract Administrator: Greg Baker		Telephone Number: (213) 922-7577
8.	Project Manager: Lauren Choi		Telephone Number: (213) 922-3926

A. Contract Action Summary

This Board Action is to approve Modification No. 3 to Contract No. PS4489300 with Simpson and Simpson, CPA's (Simpson), to perform financial and compliance audits of Measure M programs in order to provide assurance that recipients of subsidies included in the consolidated audit are adhering to the statutes of each applicable funding source and the Measure M guidelines.

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

On March 24, 2016, the Board approved a five-year Contract No. PS4489300 to Simpson to provide financial and compliance audit services for fiscal years 2016-20.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. In addition, the recommended price is based on the rates that were established as part of the current contract awarded in March 2016; these rates remain unchanged. The contract was the result of a competitive RFP.

Proposal Amount	Metro ICE	Negotiated Amount
\$324,060	\$315,000	\$324,060

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20 (PACKAGE B)/PS4489300

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Add the County of Los Angeles Consolidated audit program for Fiscal Year ending 2017	Approved	10/30/17	\$25,890
2	Add the County of Los Angeles Consolidated audit program for Fiscal Years ending 2018, 2019, and 2020	Approved	8/7/18	\$98,940
3	Perform financial and compliance audits of Measure M programs to provide assurance that recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and the Measure M guidelines.	Pending	Pending	\$324,060
	Contract Modification Total:			\$448,890
	Original Contract Amount:	03/24/16		\$3,772,500
	Total:			\$4,221,390

DEOD SUMMARY

**CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-2020 (PACKAGE B)/
PS4489300**

A. Small Business Participation

Simpson & Simpson, CPAs made a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 41% complete. Simpson & Simpson, CPAs is achieving their commitment with 30% SBE and 3% DVBE participation.

Small Business Commitment	30% SBE 3% DVBE	Small Business Participation	30% SBE 3% DVBE
----------------------------------	----------------------------	-------------------------------------	----------------------------

	SBE Subcontractors	% SBE Commitment	Current Participation
1.	QUI Accountancy Corp	30%	30%
	Total SBE	30%	30%

	DVBE Subcontractors	% DVBE Commitment	Current Participation
1.	Dennis Nelson	3.00%	3%
	Total DVBE	3.00%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0317, File Type: Project

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: GREEN LINE EXTENSION TO TORRANCE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Green Line Extension to Torrance Supplemental Alternative Analysis (SAA) Report; and
- B. AUTHORIZING the CEO to carry forward the following two build alternatives (modified):
 - 1. Alternative 1: Metro right-of-way (ROW) and overcrossing, without a station at Manhattan/Inglewood
 - 2. Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th Street; and
- C. AUTHORIZING the CEO to initiate the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the two build alternatives as modified.

ISSUE

With the passage of Measure M in November 2016, which included funding for the Green Line Extension to Torrance Project (Project), Metro reinitiated the planning studies for the Project in spring 2017 with this SAA. The SAA is focused on a 4.5-mile segment of the Harbor Subdivision ROW from the existing Redondo Beach (Marine Avenue) Station to the Torrance Transit Center (TC), currently under construction by City of Torrance.

Its goal was to gain consensus on a revised Alternative(s) for presentation to and approval by the Metro Board to be carried forward in the next phase of environmental studies. Attachment A contains the Executive Summary, inclusive of goals, performance, travel and cost information. The full report is available on the project website: <https://www.metro.net/projects/green-line-extension/> The SAA recommends two alternatives to be carried forward for environmental analysis. Board action is needed in order to proceed forward with the environmental analysis. The Measure M groundbreaking date is Fiscal Year (FY) 2026.

BACKGROUND

Measure M Project Description

The Project is identified in Measure M as an extension of the existing Metro Green Line light rail transit (LRT) to Crenshaw Boulevard in Torrance. The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment and stations. Per Measure M and Metro's 2009 Long-Range Transportation Plan (as amended), the Project has an \$891 million (2015\$) allocation based on the cost estimate that was current at the time that the Measure M Expenditure Plan was approved.

Relatedly, the Project is also included in Metro's "Twenty-Eight by '28 Initiative" project list as an aspirational project schedule to be completed in time for the 2028 Olympic and Paralympic Games in Los Angeles. Therefore, efforts are being made to achieve an early project delivery; this July 2018 Board action would facilitate efforts for project acceleration.

History

Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro ROW between downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the Green Line Extension from Redondo Beach to Torrance, utilizing the Metro ROW, as the highest-priority project. Light rail transit (LRT) was identified as the preferred mode. Metro initiated a Draft EIS/EIR in 2010, studying the potential environmental benefits and impacts of the alternatives prioritized in the AA. The Draft EIS/EIR studied No Build, Transportation Systems Management, and LRT Alternative along the ROW. After the failure of Measure J in 2012, this Draft EIS/EIR was put on hold due to funding concerns.

After the passage of Measure M, Metro reinitiated the planning studies for the Green Line Extension to Torrance Project in spring 2017 with the SAA. This SAA study focused on soliciting feedback from corridor cities and stakeholders to refine and update alternatives previously identified in the 2009 Alternatives Analysis and 2010 to 2012 Draft EIR/EIS.

Metro reviewed the conditions described in the earlier analysis and began an outreach process to stakeholders and cities in the South Bay to identify and evaluate any major new changes, opportunities or concerns since the Project was paused in 2012 before initiating the environmental analysis. To address these, Metro agreed to conduct an SAA, expanding the range of alternatives under consideration beyond the single Right-of-Way (ROW) Alternative. This SAA also allowed Metro to update existing conditions of the Project area, which have changed since the earlier analysis began in 2010.

Throughout 2017, the Metro project team used multiple iterations of feedback from cities and stakeholders to guide the evaluation of additional light rail alternatives for consideration. As a result, the Metro project team proposed various alignment and design options between the existing Redondo Beach Station and the Torrance Transit Center (TC). Based on that iterative outreach process and further technical analysis, four Build Alternatives were prepared for analysis in the SAA.

DISCUSSION

As part of the SAA, the four alternatives were analyzed, two of which are within Metro's existing

ROW. These four Build Alternatives are shown in Attachment B. Alternatives under consideration include:

- Alternatives within the existing Metro ROW
 - Alternative 1: Metro ROW and Overcrossing
 - Alternative 2: Metro ROW and Undercrossing
- Alternatives that travel down the median of Hawthorne Boulevard for various lengths:
 - Alternative 3: Hawthorne to 190th Street
 - Alternative 4: Hawthorne to Artesia

Each alternative would share the same alignment approximately south of 190th Street and terminate at a station serving the Torrance TC.

Community Engagement

Outreach efforts conducted throughout the SAA process included stakeholder meetings; tours for residents and elected officials to experience areas of the Metro Rail system similar to the proposed Project; and community meetings. Community input received from each of these outreach efforts is summarized in the SAA document, and all public comments received are included in Appendix B of the SAA report. These comments have been reviewed by Metro staff and are an important factor in the recommendations to the Metro Board of Directors regarding which alternative(s) to advance to the environmental review phase. Outreach conducted during this period included the following:

1. **Stakeholder meetings:** Two rounds of stakeholder meetings were conducted to seek feedback on alternatives.
2. **Community Tours:** In spring 2018, Metro invited residents, stakeholders, and elected officials from the Project area to tour the Metro Rail system. Three tours were conducted that focused on locations along the Metro Gold Line and Expo Line. The tours highlighted stations or segments of rail lines which have similar local conditions to the proposed Project. Attendees expressed interest in Metro rail projects, community integration, and environmental impacts such as safety and noise.
3. **Community Meetings:** In April-May 2018, Metro held four community meetings. These workshops included a presentation from Metro, a public comment period, and an open house where attendees could speak with project team staff, write comments directly on a roll-plot map of the alternatives, and submit comment cards.

Throughout the duration of the SAA study, a total of 580 comments were collected. A breakdown of the number of comments collected via each method is included in Appendix B of the SAA. Not all comments received expressed a preference for a specific alternative. Attendees generally expressed support for Alternatives 1 and 3, and voiced concerns over a station in City of Lawndale. The community showed limited support for Lawndale Station at Manhattan/Inglewood due to its proximity to Redondo Beach/Marine Station, impact to business, lack of parking and traffic concerns. The community expressed similar concerns for station at Hawthorne/166th Street and its proximity to South Bay Galleria Station. Other concerns included aesthetics, noise, property impacts, safety, and traffic. Attachment E includes comment letters received from Cities of Lawndale and Redondo and

South Bay Service Council.

Recommended Alignments

Based on the technical evaluation in the SAA and public/stakeholder input, staff recommends two alternatives to be carried forward into the EIR/EIS for further analysis and refinement.

The four alternatives were evaluated based on how well they addressed the qualitative Project goals as well as key, quantitative performance factors. The Project goals are intended to qualitatively guide the overall planning process and serve as one of several performance measurement tools.

Attachment C summarizes how each alignment qualitatively performed when compared to the goals. The Project goals are:

- provide mobility improvements;
- minimize environmental impacts;
- support local and regional land use plans and policies;
- ensure cost effectiveness and financial feasibility; and
- ensure equity.

In addition to the Project goals, staff also quantitatively evaluated each alternative against key performance factors (Attachment D). These factors, which aim to capture the customer impact and experience, are compared for each alignment below.

	Daily Boardings	New Riders	Travel Time (min)	ROM* Cost Estimate (2017 \$ M)	Cost per New Rider (2017 \$)***
Alt 1: ROW Overcrossing	10,340	4,570	7	\$893	\$614
Alt 2: ROW Undercrossing	10,340	4,570	7	\$1,094	\$753
Alt 3: Hawthorne to 190th St	10,640	4,400	9	\$1,003 to 1,220**	\$717
Alt 4: Hawthorne to Artesia	10,630	4,590	8.5	\$1,123	\$769
	* Rough Order of Magnitude Cost Estimate **Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required) *** Cost per new rider = Project Cost/New Riders				

Attachment F includes a map of the two recommended alternatives. These alignments also represent a reasonable range of alternatives to be evaluated as required by the state and federal environmental

process.

- Alternative 1: Metro ROW and overcrossing, without a station at Manhattan/Inglewood
 - Reasoning: This alternative makes efficient and effective use of the existing Metro ROW and straightforwardly extends the existing aerial structure across Manhattan Beach Boulevard, which is a necessary grade separation, before returning to grade. It provides the fastest travel time. The rough order of magnitude cost estimate is within the Measure M funding allocation.
- Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th
 - Reasoning: This alternative serves more commercial land uses and may have the highest potential for new transit-oriented communities land use planning, should local cities choose to update their plans. It is superior to Alternative 4 because it does not have sharp turns to degrade performance. This alternative was prepared in response to public and stakeholder input. Its rough order of magnitude cost exceeds the Measure M funding allocation.

How these alternatives connect with the planned Redondo Beach Transit Center and the proposed South Bay Galleria Improvement Project (a private project within the City of Redondo Beach) will be further studied during the environmental review process.

Alternative 2: ROW with Overcrossing and Alternative 4: Hawthorne to Artesia will not be carried forward for further consideration as these alternatives do not perform as well in advancing the goals of the Project and have limited community support, as further discussed below.

Cost Estimates

All project cost estimates are rough order of magnitude. Significant project design development remains. Cost estimates are expected to increase resulting from further defining the project during the environmental review and public, stakeholder and partner engagement processes.

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and/or low-income populations within the Project area. The Project would run primarily through Environmental Justice (EJ) communities, which the SAA defines as populations of over 50% minority, low-income, or limited-English proficiency. These communities are burdened by existing land use and transportation issues within the Project area. Further, the South Bay as a whole is not well connected to the regional transit system. According to the 2016 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, population and employment within the Project area are projected to grow by 8% and 21%, respectively, by 2040.

The Project will improve access to these jobs, as well as to major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region. All of the aforementioned Project benefits will collectively expand access to opportunities for residents of the Project area. Metro staff will ensure that Metro's Equity Platform Framework will guide the process for evaluating the recommended alternatives in the Draft EIS/EIR.

DETERMINATION OF SAFETY IMPACT

This action will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

There is no financial impact to this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 1: provide high quality mobility options that enable people to spend less time traveling. The Project area currently faces a number of interrelated land use and transportation issues. Major arterial roadways are congested throughout much of the day. Consequently, bus routes in the South Bay experience slow travel speeds and a high variation in travel times. There are numerous transit operators in the Project area but poor connections between local and regional systems. Additionally, there is a lack of high-quality, frequent transit services that connect to key destinations and employment centers locally and outside the Project area.

A more convenient and reliable connection between the Metro rail system and South Bay communities would reduce transit travel times and provide a viable alternative to driving. The project aims at providing a reliable, high-frequency transit service and improving mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended alternatives to be carried forward into the environmental. This would not be consistent with prior Board direction to advance the Project and Measure M. This alternative is not recommended as this would impact the Project's environmental clearance schedule. The narrowing of the alternatives will ensure the Project remains on schedule and will also support the procurement of a contractor to deliver the Project. The Board could decide to instead carry forward either or both Alternatives 2 and 4. This is not recommended either because both have operational challenges and limited community support:

Alternative 2 has design challenges associated with transition from aerial station at Redondo/Marine to a trench segment before Manhattan/Inglewood Boulevards.

Alternative 4 has operational challenges due to geometry, including multiple sharp turns. Requires more ROW acquisitions from the adjacent commercial, industrial, utility, and residential properties, particularly in the segment along I-405 between Inglewood Avenue and Hawthorne Boulevard.

NEXT STEPS

Upon Board approval, staff will initiate the procurement of consultant services to prepare the environmental analysis, advanced conceptual engineering and conduct community outreach. Staff

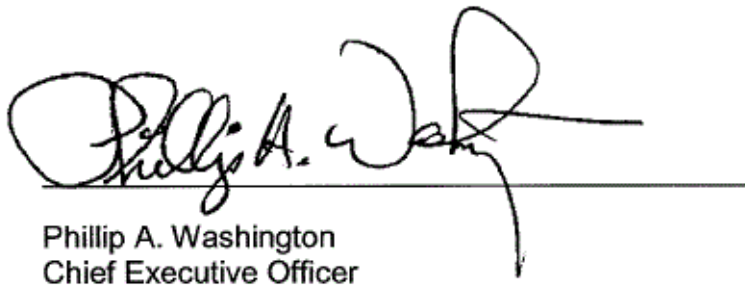
will return to the Board for approval of a contract award of this work.

ATTACHMENTS

- Attachment A - SAA Executive Summary
- Attachment B - SAA Alternatives
- Attachment C - Summary of Project Goals Results
- Attachment D - Summary of Performance Measures
- Attachment E - Recommended Alternatives
- Attachment F - Comment Letters

Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development (213) 922-3931
Laura Cornejo, DEO, Countywide Planning & Development
(213) 922-2885
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(213) 922-3040
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(213) 418-3157

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



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/Attachment%20A_SAA%20Executive%20Summary.pdf

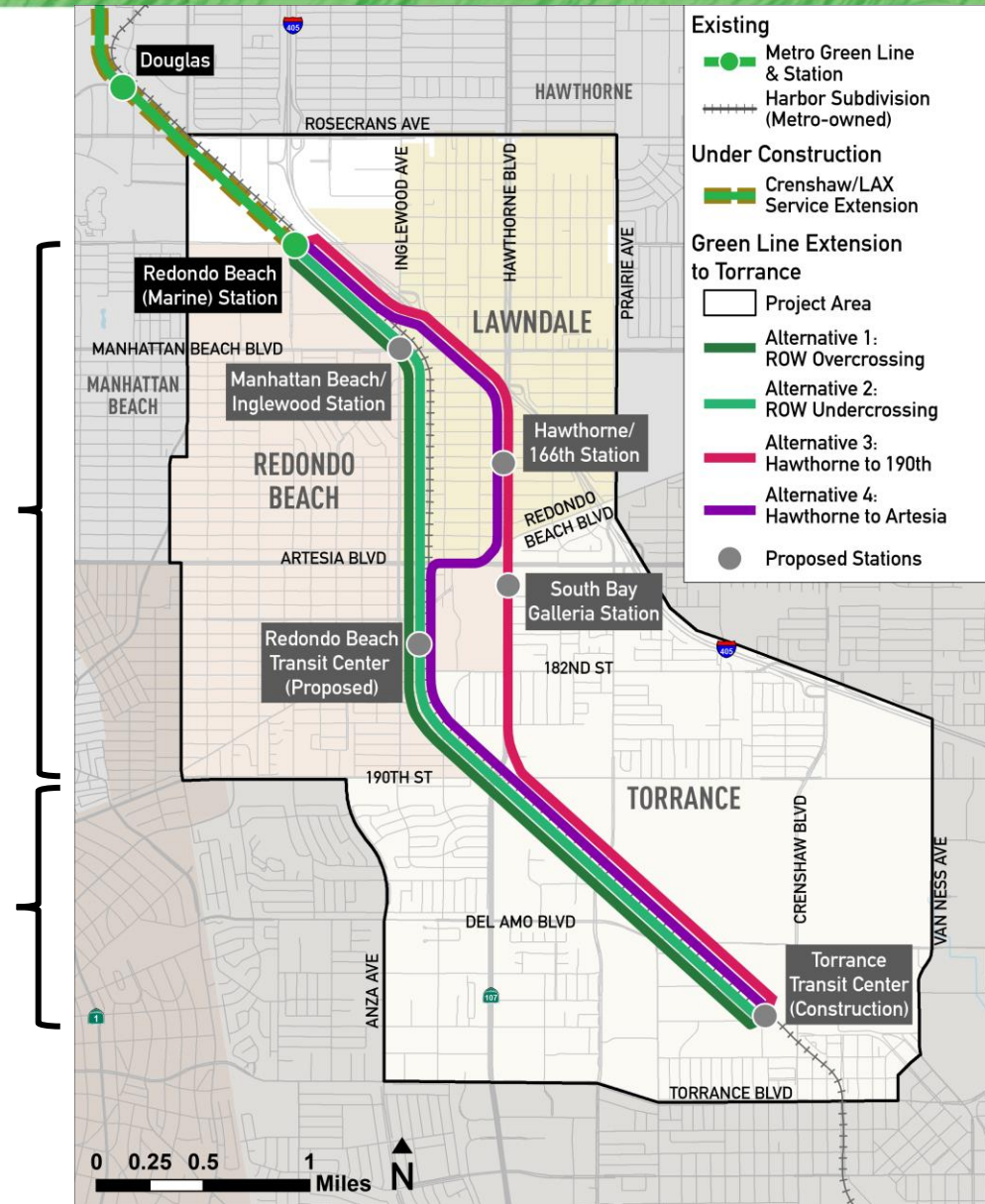
SAA Alternatives

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing
 - Alt 2: ROW Undercrossing
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th
 - Alt 4: Hawthorne to Artesia

190th to Torrance TC

- All Alternatives Identical



Summary of Project Goals Results

Project Goals	Alternative 1: ROW Overcrossing	Alternative 2: ROW Undercrossing	Alternative 3: Hawthorne to 190th	Alternative 4: Hawthorne to Artesia
1. Improve Mobility	●	●	◐	◐
2. Minimize Env. Impacts	◐	◐	◐	◐
3. Ensure Cost Effectiveness and Financial Feasibility	●	◐	◐	○
4. Ensure Equity	◐	◐	◐	◐
5. Support Local and Regional Land Use and Policies	◐	◐	◐	◐
Overall Rating	High	Medium	Medium	Medium/Low

Summary of Performance Measurements

Alternatives	Daily Boardings	New Riders	Travel Time (min)	ROM Cost Estimate (2017 \$ M)	Cost per New Rider (2017 \$)**
Alt 1: ROW Overcrossing	10,340	4,570	7	\$893	\$21.01
Alt 2: ROW Undercrossing	10,340	4,570	7	\$1,094	\$24.25
Alt 3: Hawthorne to 190 th	10,640	4,400	9	\$1,003 to 1,220*	\$24.23
Alt 4: Hawthorne to Artesia	10,630	4,590	8.5	\$1,123	\$25.15

* Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required)

**Cost per new rider = Project Cost/New riders



CITY OF LAWDALE

Office of the Mayor

ROBERT PULLEN-MILES
Mayor

July 19, 2018

Chairperson Mayor Eric Garcetti and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012

Re: Metro South Bay Green Line Extension – Proposed Transit Station in Lawndale

Dear Chairperson Mayor Eric Garcetti and Members of the Metro Board,

One July 16, 2018 the Lawndale City Council approved sending this letter to the Metro Board to communicate the City's opposition to a planned Transit Station on or near the north-east corner of Inglewood Avenue and Manhattan Beach Boulevard. This action was prompted at this time due to a request from Metro staff for such a letter.

The proposed Transit Station is part of the planned Metro Green Line Extension through the City of Lawndale. Since the inception of the Green Line Extension by Metro, the City of Lawndale has been opposing any route of the Green Line through the City of Lawndale due to the negative and harsh impacts the project will have on thousands of residents and many businesses. In addition, the proposed location at the north-east corner of Inglewood Avenue and Manhattan Beach Boulevard is approximately 3,600 rail feet from the existing Metro Transit Station at Marine Avenue.

While opposed to the project, mitigation measures such as undergrounding and residential retro-fitting and sound-proofing have previously been communicated to the Metro Board and staff by the City. With this letter the City of Lawndale is on record as opposing the proposed Transit Station that is only two-thirds (2/3) of a mile from an existing Metro transit station.

Sincerely,

Robert Pullen-Miles
Mayor

cc: Meghna Khanna, Metro
Members of the Lawndale City Council
Sean Moore, Lawndale Community Development Director



Bill Brand
Mayor

415 Diamond Street, P.O. BOX 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 372-1171
ext. 2260
fax 310 374-2039

July 18, 2018

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Washington:

The Green Line extension to Torrance will bring much needed transportation infrastructure to our region. Each day thousands of commuters leave the South Bay and travel North for work or leisure, creating the congestion that consequently affects quality of life for all residing in the greater Los Angeles area.

On July 17, 2018, the Redondo Beach City Council received a report and voted unanimously supporting the submittal of this letter to your offices.

On behalf of the Redondo Beach City Council, we urge you and the Metro Board to proceed with a full project Environmental Impact Report (EIR) studying Alternative 3 in an elevated position. This would address many of our residents' concerns and allow the line to traverse a popular commercial corridor.

In the event the Metro Board chooses to study Alternatives 1 or 2, we would furthermore urge that the EIR address trenching in Redondo Beach, south of Grant Avenue, through the future RB transit center, under 182nd Street and along the existing Right of Way until it needs to ascend back up to the elevated track crossing Hawthorne/190th Street. While this is not the preferred route for our residents, we believe these suggested mitigations would be most beneficial to their quality of life and future traffic patterns along 182nd Street. Lastly, the City Council opposed and did not support further consideration of Alternative 4.

I would be happy to discuss the concerns and suggestions with you, staff and the Board Members. Thank you for your consideration.

Sincerely,

William C. Brand



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 99-3-1
Los Angeles, CA 90012

August 10, 2018

Dear Metro Board of Directors:

In October 2017, the South Bay Service Council received a South Bay Light Rail Extension Project update; multiple public comments on the project have been received at subsequent Council meetings.

At our July 13, 2018 meeting, the South Bay Service Council voted to formally express support for the South Bay Light Rail Extension project to move forward. More specifically, we urge the Metro Board to authorize moving this project forward into the Environmental Impact Study phase inclusive of all alternatives to be considered.

The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. This letter evidences our strong support for advancement of the Green Line Extension to Torrance Project.

The members of the South Bay Service Council respectfully request that the Board direct staff to recommend alternatives for consideration and further review through the Environmental Impact Study process. We will continue to work with Metro to address community concerns and support the project's outreach efforts, and look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.

Sincerely,

Ralph Franklin
Chair
South Bay Cities Service Council

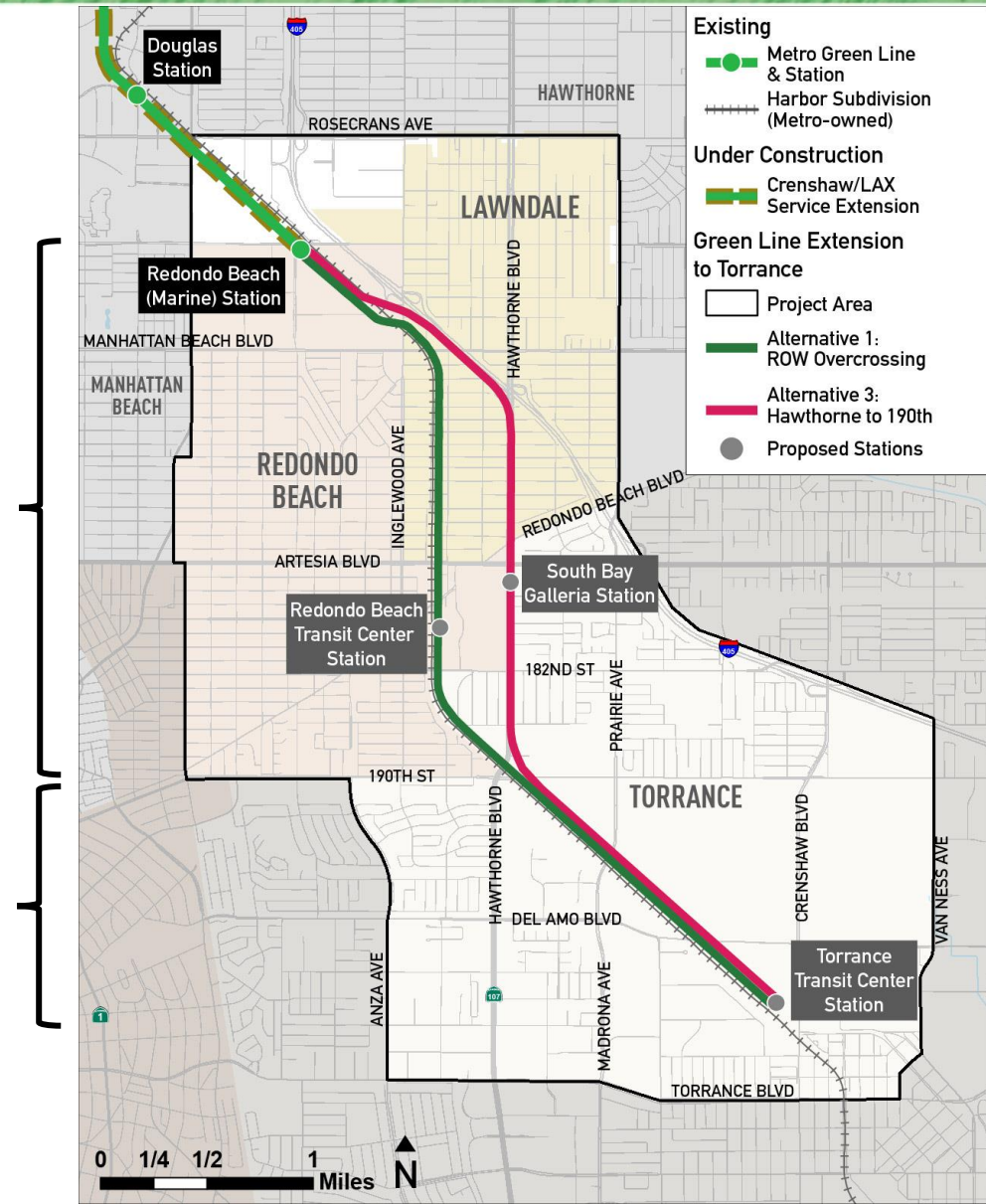
Recommended Alternatives

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing, without a station at Manhattan/Inglewood
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th, without a station at Hawthorne/166th Street

190th to Torrance TC

- All Alternatives Identical



Next stop: more rail in the South Bay.

GREEN LINE EXTENSION TO TORRANCE

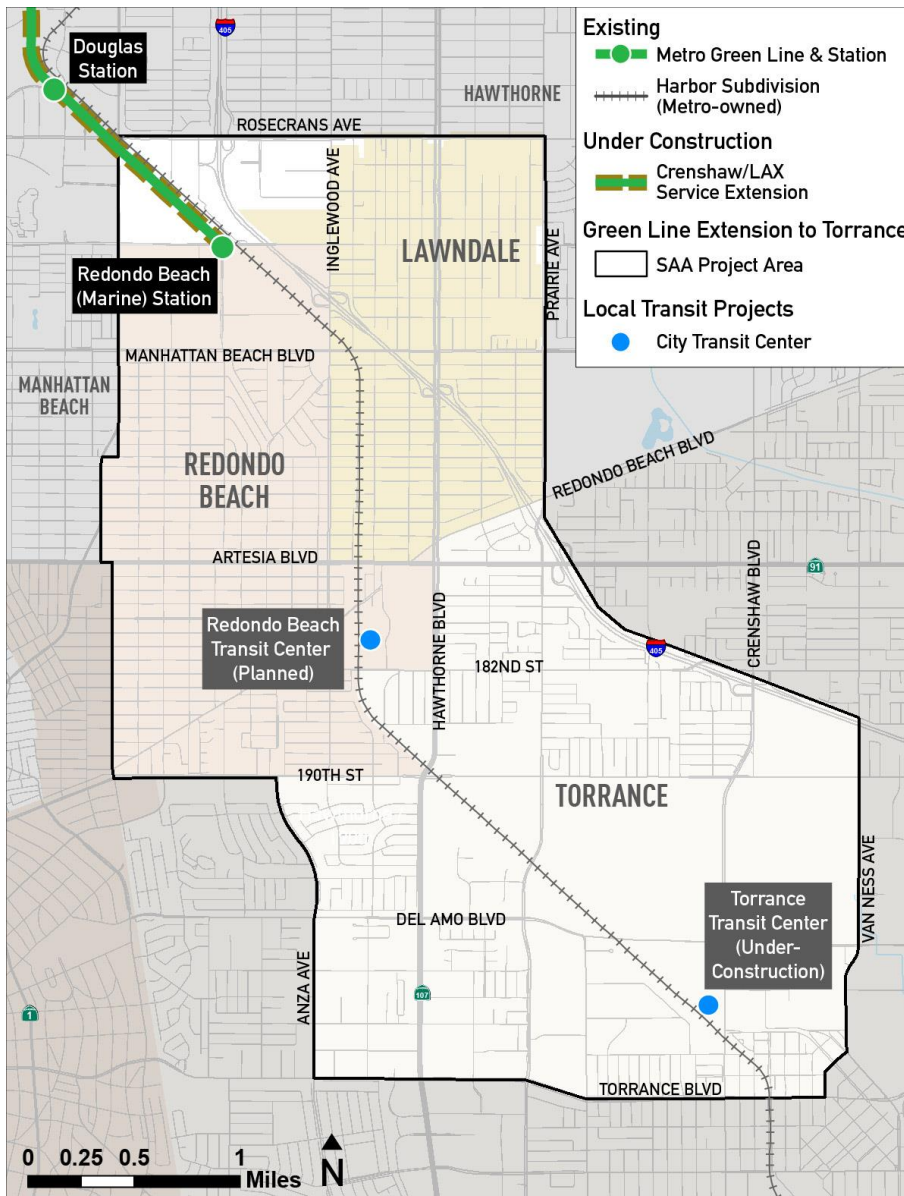


Recommendation

AUTHORIZING:

1. Carrying forward two build alternatives (modified) into Draft EIS/EIR:
 - **Alternative 1:** Metro right-of-way (ROW) Overcrossing, without a station at Manhattan/Inglewood
 - **Alternative 3:** Hawthorne to 190th Street without a station at Hawthorne/166th Street
2. Initiating the Draft EIS/EIR.

Green Line Extension to Torrance (GLET) Project Goals



- Improve **mobility**
- Minimize **environmental** Impacts
- Ensure **cost** effectiveness and financial feasibility
- Support local and regional **land use** plans and policies
- Ensure **equity**

Supplemental Alternative Analysis (AA)

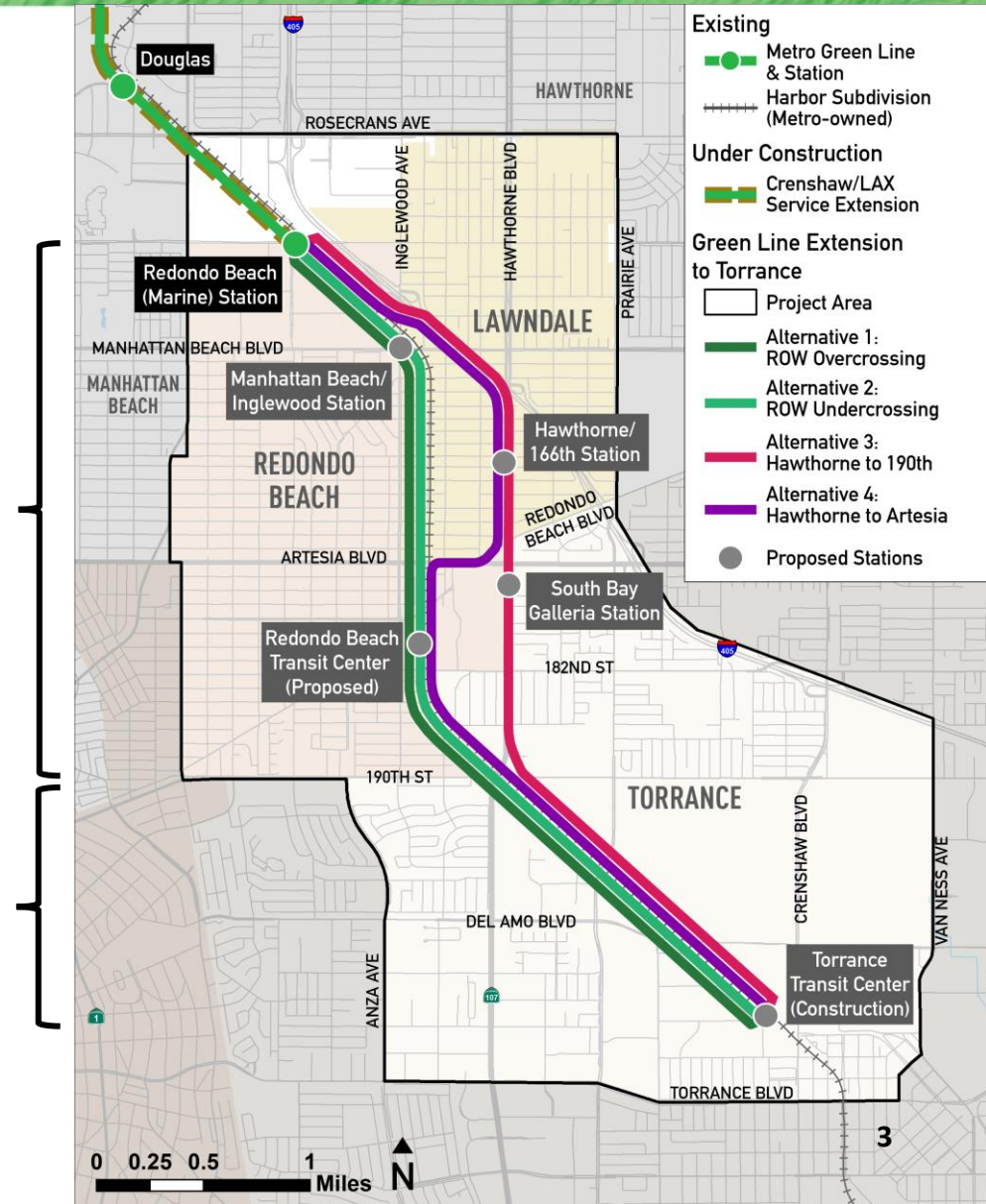
Alternatives Considered

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing
 - Alt 2: ROW Undercrossing
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th
 - Alt 4: Hawthorne to Artesia

190th to Torrance Transit Center

- All Alternatives Identical



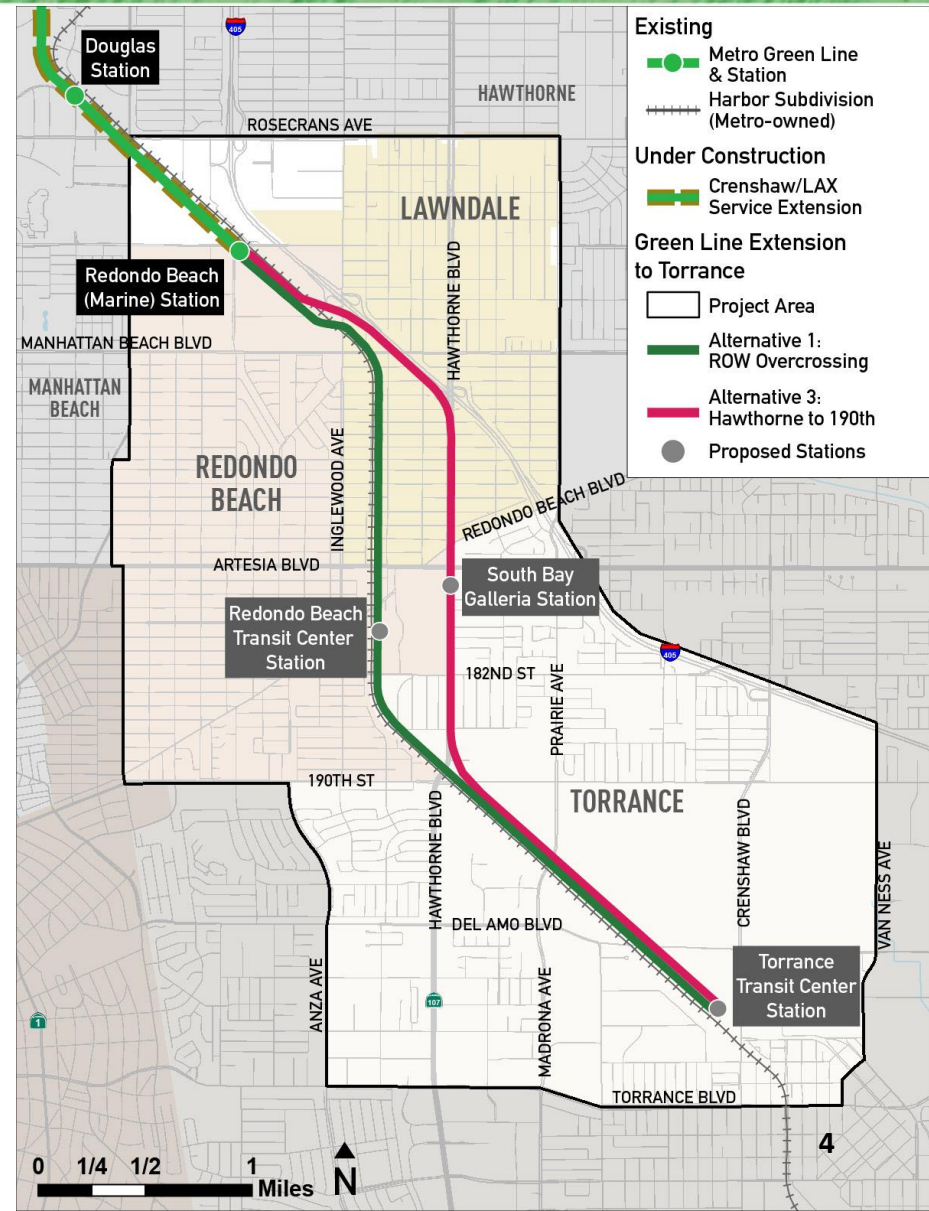
Recommended Alternatives

Redondo Beach Station to 190th St

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 - Alt 1: ROW Overcrossing, without a station at Manhattan/Inglewood.
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th, without a station at Hawthorne/166th Street

190th to Torrance Transit Center

- All Alternatives Identical



Performance Compared to Project Goals

Project Goals	Alternative 1: ROW Overcrossing	Alternative 2: ROW Undercrossing	Alternative 3: Hawthorne to 190th	Alternative 4: Hawthorne to Artesia
1. Improve Mobility	●	●	◐	◐
2. Minimize Env. Impacts	◐	◐	◐	◐
3. Ensure Cost Effectiveness and Financial Feasibility	●	◐	◐	○
4. Support Local and Regional Land Use and Policies	◐	◐	●	◐
5. Ensure Equity	◐	◐	◐	◐
Overall Rating	High	Medium	Medium	Medium/Low

Summary of Performance Measurements

Alternatives	Daily Boardings	New Riders	Travel Time (min)	ROM Cost Estimate*** (2017 \$ M)	Cost per New Rider (2017 \$)**
Alt 1: ROW Overcrossing	10,340	4,570	7	\$893	\$614
Alt 2: ROW Undercrossing	10,340	4,570	7	\$1,094	\$753
Alt 3: Hawthorne to 190 th	10,640	4,400	9	\$1,003 to 1,220*	\$717
Alt 4: Hawthorne to Artesia	10,630	4,590	8.5	\$1,123	\$769

* Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required)

** Cost per new rider = Capital Cost/new riders

*** ROM = Rough Order of Magnitude

Community Outreach

- **Meetings**
 - Agency Consultation Meetings: May - Sep. 2017
 - Stakeholder Meetings: 27 meetings
 - Three (3) Tours of Gold & Expo Lines: March 2018 (73 attendees)
 - Four (4) Community Outreach Meetings: April - May 2018 (416 attendees)
 - Two (2) Leadership Workshops led by Sup. Janice Hahn
- **580 comments received**
 - Alternative 1 & Alternative 3 received most support
- **Other Comments**
 - Limited support for Lawndale Station
 - Property Values & Impacts
 - Safety & Security
 - Parking



Conceptual Sketch: Alt 1 ROW Undercrossing



Before



After

Conceptual Sketch: Alt 3 Hawthorne to 190th





Board Report

File #: 2018-0407, File Type: Contract

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS45023000 with Here Design Studio, LLC, to provide consultant services to develop a funding plan for the Aviation/96th St. station in the amount of \$15,769, increasing the total contract value from \$307,864 to \$323,633; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS45023000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

ISSUE

The Inglewood First/Last Mile Plan (Plan) documents community-identified First/Last Mile (FLM) improvements around four Crenshaw/LAX Line stations (Fairview Heights, Downtown Inglewood, Westchester/Veterans, Aviation/96th St.) and one Green Line station (Crenshaw).

The City of Inglewood has committed their 3% local contribution funds to implement FLM improvements to stations in the Plan, except for the Aviation/96th St. station. FLM improvements for Aviation/96th St. station are subject to Metro Board Motions 14.1 (Attachment A) and 14.2 (Attachment B) requiring integration of FLM planning and delivery within the transit capital project. Contract Modification No. 3 is necessary in order to develop a funding plan for this station which will provide further analysis and information to prompt Board consideration on next steps.

BACKGROUND

On May 26, 2016, the Metro Board passed Motion 14.1 on FLM implementation. Motion 14.1 was subsequently amended on June 23, 2016 by Motion 14.2 to allow local jurisdictions to count FLM implementation toward meeting the 3% local funding requirement for major transit capital expansion projects.

The Plan has an anticipated completion in the second quarter of FY19 with a report to the Board

expected in the following quarter. The original contract includes planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of three Crenshaw/LAX Line stations (Fairview Heights, Downtown Inglewood, Westchester/Veterans) and one Green Line station (Crenshaw).

DISCUSSION

Through the Metro First/Last Mile Policy (Board Motion Items 14.1 and 14.2), the Aviation/96th St. station is required to integrate FLM improvements in project planning and delivery. The Inglewood-focused planning contract was augmented to include the Aviation/96th St. station as an expeditious way to advance FLM planning for the station. Contract Modification No. 3 and the increase in CMA to prepare a funding plan for the Aviation/96th St. station will position this project comparably to other transit corridor projects subject to FLM policy such as Purple Line Sections 2 and 3.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plan is to improve safety for transit riders and non-riders alike who walk, bike, or roll near the station through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

Exploration of implementation strategies can assist in further closing potential infrastructure gaps to address safety issues for users.

FINANCIAL IMPACT

There will be no overall financial impacts to the FY19 budget. The FY19 budget in Cost Center 4340, Project 405306, Countywide First/Last Mile Plan, has sufficient funds available to accommodate Modification No. 3 and CMA for Here Design Studio, LLC.

Impact to Budget

The source of funds is Measure M 2% Active Transportation Project funds which are not eligible for bus and rail operating and capital expenditures. The Measure M 2% Active Transportation Program is subject to finalization of administrative procedures. However, budget for this project for FY19 will not be affected by consideration of the administrative procedures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations to prepare a funding plan for the Aviation/96th St. station supports Metro's Vision 2028 Strategic Plan, Goal 1: To provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the contract modification. This alternative is not recommended because a funding plan for Aviation/96th St. station is needed to be responsive to

Board Motions 14.1 and 14.2.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 and continue working with the consultant team to develop a funding plan for the identified FLM improvements for the Aviation/96th St. station. The Plan has an anticipated completion in the second quarter of FY19 with a report to the Board expected in the following quarter.

ATTACHMENTS

- Attachment A - Board Motion 14.1
- Attachment B - Board Motion 14.2
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

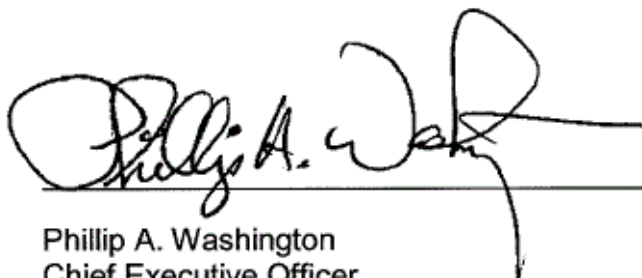
Prepared by: Joanna Chan, Senior Transportation Planner, Countywide Planning & Development, (213) 418-3006

Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132

Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313

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

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #:2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2016

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.



Board Report

File #:2016-0451, File Type:Motion / Motion
Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

PROCUREMENT SUMMARY

INGLEWOOD FIRST/LAST MILE PLAN / PS45023000

1.	Contract Number: PS45023000		
2.	Contractor: Here Design Studio, LLC		
3.	Mod. Work Description: To provide consultant services to develop a funding plan for the Aviation/96th St. Station.		
4.	Contract Work Description: Inglewood First Last Mile Project		
5.	The following data is current as of: 8/6/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/25/17	Contract Award Amount: \$208,164
	Notice to Proceed (NTP):	10/27/17	Total of Modifications Approved: \$99,700
	Original Complete Date:	7/25/18	Pending Modifications (including this action): \$15,769
	Current Est. Complete Date:	2/28/19	Current Contract Value (with this action): \$323,633
7.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
8.	Project Manager: Joanna Chan		Telephone Number: (213) 418-3006

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 to provide consultant services to develop a funding plan for the Aviation/96th St. Station. This Contract Modification also extends the period of performance by seven months through February 28, 2019.

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

On October 25, 2017, firm fixed price Contract No. PS45023000 was awarded to Here Design Studio, LLC (Here LA) in the amount of \$208,164 for the Inglewood First/Last Mile Project. The period of performance was nine months.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the existing contract rates, an independent cost estimate (ICE), technical analysis,

cost analysis and fact finding. All direct labor rates and fee remain unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$15,769	\$17,182	\$15,769

CONTRACT MODIFICATION/CHANGE ORDER LOG
INGLEWOOD FIRST/LAST MILE PROJECT/PS45023000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope to gather data and develop first/last mile pathway maps for Aviation/96 St. Station for Tasks and extend the period of performance (POP) through 10/25/18.	Approved	4/6/18	\$96,907
2	Supplemental scope for additional travel and other direct costs as a result of increased interest with project stakeholder involvement.	Approved	6/18/18	\$2,793
3	Consultant services to develop a funding plan for Aviation/96th St. Station and POP extension through 2/28/19.	Pending	9/27/18	\$15,769
	Modification Total:			\$115,469
	Original Contract:		10/25/17	\$208,164
	Total:			\$323,633

DEOD SUMMARY

Inglewood First Last Mile Planning Project / PS45023000

A. Small Business Participation

Here Design Studio, LLC, (Here Design) an SBE Prime, made a 66.49% SBE commitment. The project is 56% complete and the current SBE participation is 64.16%, representing shortfall of 2.33%. Here Design explained that their recent payment was predominantly for data platform services by Steer Davies Gleave, a non-SBE. Here Design confirmed its plan to meet its SBE commitment during the term of the contract.

Small Business Commitment	66.49% SBE	Small Business Participation	64.16% SBE
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SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Subcontractors	% Committed	Current Participation¹
1.	Here Design Studio, LLC (Prime)	44.67%	40.85%
2.	The Robert Group, Inc.	21.82%	23.31%
	Total	66.49%	64.16%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0478, File Type: Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: PROGRAMMING FOR FEDERALLY MANDATED PARATRANSIT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$281.5 million in federal Surface Transportation Block Grant Program (STBGP) funds for Access Services as shown in Attachment A for Fiscal Years (FY) 2020 through FY 2023; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute funding agreements between Metro and Access Services.

ISSUE

Access Services provides complementary paratransit service required by the Americans with Disabilities Act (ADA) on behalf of Metro and 44 other fixed-route operators in Los Angeles County. Metro supplements the local funds it provides to Access Services with federal funds. However, Metro does not include federal funds for paratransit services in its annual budget. The Board must approve the programming of STBGP funds in the Federal Transportation Improvement Program (FTIP) so that Access Services can apply for and receive the funds directly from the Federal Transit Administration (FTA). Attachment A identifies the annual amounts of federal STBGP funds recommended for programming for Access Services during FY 2020 to FY 2023.

BACKGROUND

ADA paratransit service is a federally mandated civil right for persons with disabilities who cannot ride public fixed-route buses and trains within $\frac{3}{4}$ of a mile of the fixed-route service. Metro's programming of federal funds for ADA paratransit service began in FY 1998 with the transfer of Surface Transportation Program (STP) funds from the Federal Highway Administration (FHWA) to FTA's Section 5310 Program. Metro has continued this process through the last four federal reauthorization acts. The Fixing America's Surface Transportation (FAST) Act, which was signed into law in December 2015, changed the program's name from STP to STBGP and continued to allow the

transfer of funds to FTA's Section 5310 Program to support ADA paratransit services. The Metro Board last approved the programming of STBGP funds in September 2014 for FY 2016 through FY 2019. Of the total of \$255.9 million in STBGP funding that was programmed during this four-year period, an amount of \$66 million was included in the FY 2019 budget for Access Services that the Board approved in June 2018.

All federally funded projects in Los Angeles County must be included in the FTIP, a six-year document that is managed by the Southern California Association of Governments (SCAG) in coordination with Metro. Projects programmed in the FTIP, including those for Access Services, meet specific requirements for scheduling, financing, and timely implementation of transportation control measure to help reduce air pollution in the region. In addition, federal grants, such as STBGP funds, are only approved for use by federal transportation agencies on projects after the programming of those federal funds has been included in the FTIP and approved by SCAG, FTA, and FHWA.

DISCUSSION

The Metro Board annually adopts a budget for Access Services which includes the use of both local and federal funds to meet the projected paratransit needs of Metro and 44 other fixed-route operators in Los Angeles County over the following fiscal year. While local funds are included directly in Metro's annual budget, the Board separately approves the programming of federal funds in the FTIP so that Access Services can apply for and receive the funds directly from the FTA. This programming of federal funds is done on a multi-year basis to most effectively manage the FTIP and federal grant approval processes.

The annual budgeting for Access Services is established based on recent history of expenditures and paratransit ridership projections provided by Access Services. Access Service's paratransit demand analysis uses economic factors, historical data and other variables to forecast ridership. The programming of STBGP funds supports addressing the needs identified in recent financial assessments and budget forecasts done for Access Services. The recommended actions also help implement Metro's statutory transportation programming responsibilities for Los Angeles County and allow for continued operations of Access Services to provide ADA paratransit services. The recommended actions also support achieving goals set in Metro's 2009 Long Range Transportation Plan (LRTP), 2014 Short Range Transportation Plan (SRTP), and Vision 2028 Strategic Plan. The recommendation also supports the guiding theme of the LRTP Update to enable mobility and access and promote equity.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will not have a negative impact on the safety of Metro's customers, its employees, or the general public. The recommendation supports the provision of paratransit service required by the ADA to safely transport customers that require specialized mobility services within the applicable service areas of Metro and 44 other fixed-route operators in Los Angeles County.

FINANCIAL IMPACT

The recommended actions are consistent with Metro's planned use of federal STBGP funds for Access Services over the next four years. Approving the recommendation will also support Metro's ability to meet ADA requirements and maintain eligibility for the use of federal funding on other project commitments identified in the 2009 LRTP, 2014 SRTP, and Measure M program.

As Metro is responsible to include in its budget any funds required to provide paratransit services mandated by the ADA that are not met with the programming of STBGP funds, the amount of STBGP funding programmed for Access Services would have an impact on the demand for local funds in future Metro budgets. These other local funds are primarily Proposition C 40% that can be used for both Metro capital and operations.

Impact to Budget

The recommended actions do not have any impact on the FY 2019 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support achieving Goal 3 of Metro's Vision 2028 Strategic Plan to enhance communities and lives through mobility and access to opportunity. It also supports Metro's commitment to make Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

ALTERNATIVES CONSIDERED

Not fully programming STBGP funds for Access Services to provide mandated paratransit service during FY2020 - FY 2023 would place Metro and the other 44 Los Angeles County fixed-route operators in violation of the ADA. This would impact the ability of Metro and other fixed-route transit operators to receive federal grants.

The Board may elect to defer all or a part of the recommended programming of federal STBGP funding to Access Services. We do not recommend deferral of the federal funding for Access Services, as the paratransit service that it provides is required by the ADA. If STBGP funds are not programmed, Metro would have to identify other eligible funding to ensure continued paratransit service.

NEXT STEPS

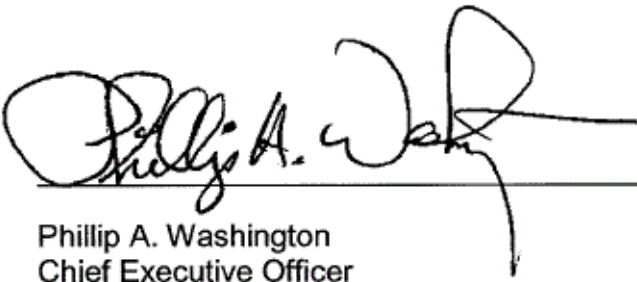
Upon Board approval, Access Services will program the STBGP funds in the FTIP. Metro staff will review and approve the programming of the funds in consultation with the Southern California Association of Governments.

ATTACHMENTS

Attachment A - Funding Programming for Access Services (FY 2020 - FY 2023)

Prepared by: Nancy Marroquin, Senior Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Senior Director, Countywide Planning & Development, (213) 922-5539
William Ridder, Executive Officer, Countywide Planning & Development, (213) 922-2887
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Funding Programming for Access Services (FY 2020 - FY 2023)
(\$ in millions)

Project Description	Fund Type	Total	FY20	FY21	FY22	FY23
Countywide Paratransit Services*	STBGP*	\$281.5	\$67.7	\$69.5	\$71.3	\$73.0

* Surface Transportation Block Grant Program - Escalated per UCLA's 2017 Consumer Price Index Forecast

NOTE: Programmed amounts are estimated and may be revised depending upon revised annual need and funding availability, without exceeding the total programmed amounts authorized by the Metro Board.



Board Report

File #: 2018-0484, File Type: Contract

Agenda Number: 18.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: BUS ENGINE CYLINDER HEAD ASSEMBLIES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA49128000 to Cummins Inc., for bus engine cylinder head assemblies. The Contract first year base amount is \$834,968, inclusive of sales tax, and the second year Contract amount is \$855,843, inclusive of sales tax, for a total contract value of \$1,690,811.

ISSUE

This procurement is for the acquisition of new bus engine cylinder head assemblies which are required for maintaining the safe and reliable operation of the bus fleet. Award of this Contract will ensure that Bus Maintenance has adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

The component usage reports from Material Management revealed that approximately 250 engine cylinder head assemblies were issued to Bus Maintenance to support replacement of these components during engine rebuild programs or for replacement of cylinder heads that crack, warp, or sustain other damage during normal operation. The engine cylinder head assemblies are installed by Metro Mechanics at the Central Maintenance Shops and at all bus operating divisions. Buses cannot operate without properly functioning engine cylinder head assemblies.

DISCUSSION

A cylinder head assembly is a precisely engineered block of metal that sits on top of the engine and houses many of the engine's moving parts, including the intake and exhaust valves, valve springs and lifters, and the spark plugs. Cylinder heads that crack, warp, or sustain other damage need to be replaced. The cylinder head assemblies support over 90% of our bus fleet which have Cummins 8.9 ISLG and L9N Near-Zero engines installed.

The contract to be awarded is a “requirements type” agreement in which Metro commits to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the cylinder heads that may be currently anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to the lack of subcontracting opportunities. The purchased engine cylinder head assemblies are installed by Metro Mechanics.

Bus engine cylinder head assemblies will be purchased and maintained in inventory and managed by Material Management. As cylinder head assemblies are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$834,968 for these cylinder head assemblies is included in the FY19 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating division cost centers in project 306002 and in the Central Maintenance cost center 3366 in project 203025 Bus Engine Replacement Project.

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

Impact to Budget

The current source of funds for this action will come from Federal and local funds including sales tax and fares that are eligible for Bus and Rail Operating and Capital Projects. These funding sources maximize allowable fund use given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Deliver outstanding trip experiences for all users of the transportation system. This project will help maintain safety and reliability standards in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The alternative is to not award the Contract and procure cylinder head assemblies on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for bus engine cylinder head assemblies will be fulfilled under the provisions of the Contract.

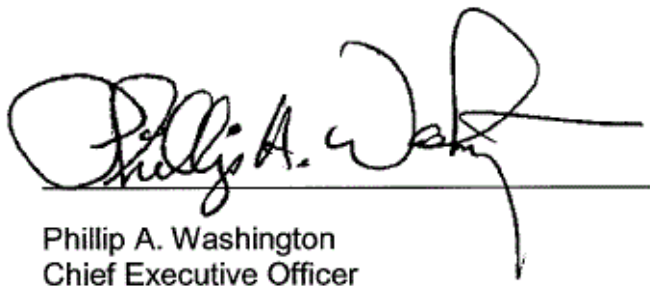
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 922-6383
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BUS ENGINE CYLINDER HEAD ASSEMBLIES/MA49128000

1.	Contract Number: MA49128000	
2.	Recommended Vendor: Cummins 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: 5/1/18	
	B. Advertised/Publicized: 5/1/18	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 5/30/18	
	E. Pre-Qualification Completed: 6/30/18	
	F. Conflict of Interest Form Submitted to Ethics: 6/30/18	
	G. Protest Period End Date: :	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA49128000 issued for the procurement of Bus Engine Cylinder Head Assemblies. IFB No. MA49128 was issued in accordance with Metro’s Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

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

One bid was received on May 30, 2018.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro’s Acquisition Policy for a single bid with Cummins, Inc.

Cummins, Inc. was determined to be responsive and responsible to the IFB requirements, and in full compliance with the technical requirements.

Market Survey

Metro received a single bid and staff conducted a market survey to determine the reasons for the lack of formal bid responses to this IFB. One supplier indicated that it could only supply remanufactured parts which Metro cannot accept for this requirement. Two other suppliers indicated they were unable to submit a competitive price. Staff determined that there were no restrictive elements associated with the IFB requirements and the single bidder provided an offer under a competitive environment.

C. Price Analysis

The recommended bid amount of \$1,690,811 is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid with an expectation of adequate price competition. Both Metro and the supplier anticipated there would be more than one acceptable bid submitted. The formal bid received reflects this anticipated competition.

The bid price has been determined to be fair and reasonable based upon a price analysis conducted by staff and the determination that an environment of adequate competition existed at the time of bid. The price analysis compared Cummins' price offered to the historical pricing on previous purchases and other pricing information from Cummins. Overall, the total bid price has been deemed fair and reasonable.

Line Item No.	Low Bidder Name	Bid Amount for Line 1	Metro ICE
1.	Cummins Inc.	\$1,690,811	\$1,711,000

D. Background on Recommended Contractor

The recommended firm, Cummins Inc., is located in Irvine, CA and has been in business for 26 years. Cummins, Inc. has provided similar products for other agencies including Orange County Transportation Authority, San Diego Metropolitan Transit System, and Santa Monica's Big Blue Bus. Cummins has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

BUS ENGINE CYLINDER HEAD ASSEMBLIES/MA49128000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to lack of subcontracting opportunities. Cummins, Inc. is an Original Equipment Manufacturer (OEM) of the Cylinder Head Assembly Engine part that is shipped directly to Metro.

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

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

C. Prevailing Wage Applicability

Prevailing wages are not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0496, File Type: Contract

Agenda Number: 19.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: BUS ENGINE IGNITION COILS

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA48849-2000 to Cummins Inc. for bus engine ignition coils with a first year base contract amount of \$678,129, inclusive of sales tax, and a second year contract amount of \$695,106, inclusive of sales tax, for a total contract value of \$1,373,235, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of new bus engine ignition coils which are required for maintaining the safe and reliable operation of the bus fleet. Award of this Contract will ensure that Bus Maintenance has adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

The component usage reports from Material Management revealed that over 5,000 engine ignition coils were issued to Bus Maintenance to replace failed components and to support replacement during engine rebuild programs. The engine ignition coils are installed by Metro Mechanics at the Central Maintenance Shops and at all bus operating divisions. Buses cannot operate without properly functioning engine ignition coils.

DISCUSSION

Ignition coils are an electronic engine management component that are a part of the bus's ignition system. The ignition coil is the component responsible for generating the engine spark, and any problems with the ignition coil can quickly lead to engine performance issues. The engine ignition coils support over 90% of our bus fleet which have Cummins 8.9 ISLG and L9N Near-Zero engines installed. The ignition coil is an Original Equipment Manufacturer (OEM) part delivered direct from the engine manufacturer, Cummins, due to historical problems encountered with aftermarket ignition parts, including increased road calls and service reliability.

The Contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the ignition coils that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of opportunities for subcontracting. Opportunities for subcontracting were not apparent. The purchased engine ignition coils are installed by Metro Mechanics.

Bus engine ignition coils will be purchased and maintained in inventory and managed by Material Management. As ignition coils are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

Funding in the amount of \$678,129 for these ignition coils is included in the FY19 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and in the Central Maintenance cost center 3366 under project 203035 Bus Engine Replacement Project.

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

Impact to Budget

The current source of funds will come from Federal, State, and local funds including sales tax and fares. This fund allocation maximizes allowable fund use given approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This project will maintain the reliability of the bus fleet, in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The alternative is to not award the Contract and procure engine ignition coils on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for bus engine ignition coils will be fulfilled under the provisions of the Contract.

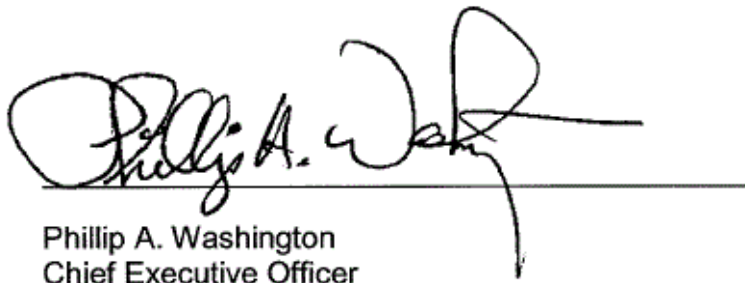
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief Vendor/Contract Management (213) 922-6383
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BUS ENGINE IGNITION COILS/MA44849-2000

1.	Contract Number: MA48849-2000	
2.	Recommended Vendor: Cummins 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: May 3, 2018	
	B. Advertised/Publicized: May 4, 2018	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: June 6, 2018	
	E. Pre-Qualification Completed: June 25, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 25, 2018	
	G. Protest Period End Date: September 28, 2018	
5.	Solicitations Picked up/Downloaded: 7	Bids Received: 3
6.	Contract Administrator: Mona Ismail	Telephone Number: 213-922-7376
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213-922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA48849-2000 issued in support of procurement of ignition coils for Metro's natural gas fueled heavy duty engines. Board approval of contract award is subject to resolution of any properly submitted protest.

IFB No. MA48849-2 was issued in accordance with Metro's Acquisition Policy and the contract type is an indefinite delivery, indefinite quantity.

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

A total of three bids were received on June 6, 2018.

B. Evaluation of Bids

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

1. CBM US, Inc.
2. Cummins Inc.
3. The Aftermarket Parts Co. DBA New Flyer Parts

Only Cummings Inc. and The Aftermarket Parts Inc. were determined to be responsive and responsible, and in full compliance with the requirements of the IFB. CBM US, Inc. was non-compliant to the IFB Buy America requirement.

C. Price Analysis

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

Bidder Name	Bid Amount	Metro ICE
Cummins Inc.	\$1,373,235.12	\$1,353,600.00
The Aftermarket Parts Co.	\$1,622,684.88	\$1,353,600.00

D. Background on Recommended Contractor

The recommended firm, Cummins Inc., located in Irvine, CA has been in business for 99 years, and is a leader in heavy duty commercial engines. Cummins currently has multiple contracts with Metro for fuel flow valves, head assembly kits and for fuel pressure regulator valves. Cummins has and continues to provide satisfactory products and services to Metro.

DEOD SUMMARY

BUS ENGINE IGNITION COILS/MA44849-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to lack of subcontracting opportunities. Cummins, Inc. is an Original Equipment Manufacturer (OEM) of the Bus Engine Ignition Coil part that is shipped directly to Metro and installed by Metro staff.

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

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

C. Prevailing Wage Applicability

Prevailing wages are not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0503, **File Type:** Contract**Agenda Number:** 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 20, 2018****SUBJECT: A650 STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) ASSEMBLY
(OPTION-BUY FLEET)****ACTION: CONTRACT AWARD****RECOMMENDATION**

AWARD a 60-month indefinite quantity/indefinite delivery Contract No. MA48386000 to Knorr-Bremse PowerTech to overhaul up to 42 Static Converter LVPS Assemblies for the A650 Option Rail Vehicle for a not-to-exceed amount of \$1,308,394, subject to resolution of protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) establishes a timeline for vehicle maintenance and major systems overhauls in order to maintain the safety and level of performance of their vehicles.

Implementation of this overhaul program helps ensure the A650 Option-buy fleet remains in a constant State of Good Repair (SGR) by overhauling multiple systems on the vehicles including friction brake, doors, gear units, traction motors, trucks and suspension, LVPS and coupler systems. Completing this scheduled overhaul will ensure equipment safety, performance and longevity of the rail cars.

BACKGROUND

The Breda A650 Option-Buy Heavy Rail Vehicle Fleet is in its 21st year of revenue service operations with an average per car mileage of over 1.4 million miles, accumulated fleet mileage of over 98 million miles with consistent performance, and a reliable safety record. The A650 fleet, consisting of 74 rail cars, is due for the acquisition of Static Converter LVPS overhaul services per the original equipment manufacturer (OEM) and Metro Engineering's recommendations. The LVPS overhaul is one of fourteen vehicle systems to be overhauled which require procurement contracts.

DISCUSSION

The LVPS assembly consists of electronic and high voltage electrical components that convert nominal 750 Vdc to 37.5 Vdc while providing power to the low voltage circuits for battery charging, emergency lighting, and supply voltage to various motors and auxiliary equipment on the rail car.

Upon malfunction of the LVPS, there will be consequential negative impacts to the vehicle low voltage systems including battery malfunction, inoperability of various systems and passenger emergency lighting failures with service delays and customer inconvenience. Servicing and inspecting of the LVPS is performed by in-house maintenance personnel; however, overhaul of this equipment is beyond the level of in-house maintenance capability and is therefore required to be performed by a qualified vendor. The contractor will perform services in accordance with OEM and Metro Engineering specifications following a production schedule of two units per month.

The LVPS overhaul is one of fourteen vehicle systems to be overhauled which require procurement contracts. Systems to be overhauled or modified in this program include car interior renovations, bike area and railing modifications, loop step modification, seat insert replacement, passenger door, friction brake, air compressor, AC evaporator motor upgrade, coupler, semi-permanent drawbar, air spring replacement, traction motor, gear unit, and LVPS overhaul.

DETERMINATION OF SAFETY IMPACT

Passenger and employee safety are of the utmost importance to Metro and, therefore, it is imperative to maintain the A650 Option-Buy fleet to a constant state of good repair. The LVPS overhaul is in support of the complete A650 component overhaul program. This effort will ensure that these vehicles are maintained by OEM recommendations and regulatory standards, according to the defined schedule and technical specification requirements, and within Metro's internal Corporate Safety standards.

FINANCIAL IMPACT

The total contract amount is \$1,308,394. Funding of \$50,000 for this procurement is included in the FY19 budget in cost center 3942, Rail Fleet Services Maintenance Red Line, under project number 206034, line item 50316, Professional & Tech Service.

Since this is a multi-year contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years

Impact to Budget

The Current source of funding for this acquisition is Proposition A 35% debt. This funding source maximizes allowable uses given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County

ALTERNATIVES CONSIDERED

The LVPS Assembly is a safety critical system required to be overhauled per the OEM and regulatory requirements. To avoid catastrophic equipment failures of the LVPS electronic components and to avoid service delays and customer inconvenience deferring this overhaul is not recommended as Metro could also be subject to penalties mandated by the California Public Utilities Commission.

NEXT STEPS

Overhaul of the Static Converter LVPS Assembly on the A650 Heavy Rail vehicles will continue in accordance with Rail Fleet Services scheduled requirements. If approved, the project is scheduled to commence in December 2018.

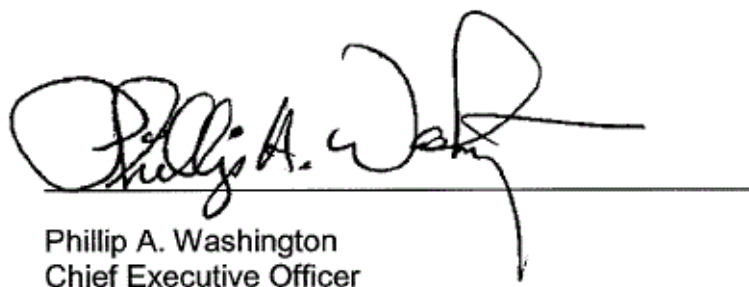
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Fred Kan, Director, Rail Fleet Services, (213) 922-3304
Richard M. Lozano, Sr. Director, Rail Vehicle Acquisition & Maintenance (310)
816-6944
Robert Spadafora, Sr. Executive Officer, Rail Fleet Services (213) 922-3144

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

A650 STATIC CONVERTER LVPS ASSEMBLY OVERHAUL/MA48386000

1.	Contract Number: MA48386000	
2.	Recommended Vendor: Knorr-Bremse PowerTech Corp USA	
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: December 22, 2017	
	B. Advertised/Publicized: December 28, 2017	
	C. Pre-Proposal Conference: January 12, 2018	
	D. Proposals Due: February 23, 2018	
	E. Pre-Qualification Completed: June 27, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 20, 2018	
	G. Protest Period End Date: September 6, 2018	
5.	Solicitations Picked up/Downloaded: 14	Proposals Received: 2
6.	Contract Administrator: Jean Davis	Telephone Number: 213/922-1041
7.	Project Manager: Fred Kan	Telephone Number: 213/922-3304

A. Procurement Background

This Board Action is to approve Contract No. MA48386000 issued in support of Metro's A650 Heavy Rail Vehicle (HRV) to procure services required for the overhaul of the Static Converter Low Voltage Power Supply (LVPS) Assemblies. Board approval of this contract award is subject to resolution of any properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy the contract type an Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on January 26, 2018, revised the proposal due date.
- Amendment No. 2, issued on February 8, 2018, revised technical specifications and the proposal due date.
- Amendment No. 3, issued on February 15, 2018, provided changes to the RFP and revised the due date from February 16, 2018 to February 23, 2018.

A pre-proposal conference was held on January 12, 2018 and there were seven attendees. Two proposals were received.

B. Evaluation of Proposals

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP procurement process. The two proposals received are listed in alphabetical order below:

Proposer Name	
1.	Knorr-Bremse PowerTech Corp. USA (Knorr-Bremse PowerTech)
2.	PSI Repair Services, Inc. (PSI)

A Proposal Evaluation Team (PET), consisting of Metro staff members from Rail Fleet Services, Rail Vehicle Engineering, and Rail Vehicle Acquisitions and Maintenance departments, convened and conducted the evaluation of the proposals received. The two proposals were evaluated based upon the pre-established evaluation criteria defined in the RFP.

The following represents the ratings by the PET on each proposer:

Proposers	Rating
Knorr-Bremse PowerTech	Technically Acceptable
PSI	Technically Unacceptable

PSI did not meet several of the pre-established evaluation criteria listed in the RFP and were deemed to be technically unacceptable. Knorr-Bremse PowerTech met all the pre-established evaluation criteria listed in the RFP and was found to be technically acceptable, responsive and responsible to all the RFP requirements.

Market Analysis

A market analysis was performed by staff to determine the reasons Metro only received two proposals. Staff found that the RFP was downloaded by 14 separate entities. One firm advised Metro’s staff it was unable to obtain quotes and testing information from the Original Equipment Manufacturer (OEM). Another firm indicated that it was unable to meet and comply with the evaluation criteria defined in the RFP. The remaining firms contacted for the survey were either unavailable or non-responsive to Metro’s request for information. Staff also re-examined the RFP requirements and determined the requirements were not restrictive. Staff determined that the RFP did not prohibit free and open competition and the RFP was conducted in a competitive environment.

C. Price Analysis

Knorr-Bremse PowerTech’s total proposal price has been determined to be fair and reasonable based on adequate competition and historical price comparisons of the same or similar overhaul services.

Proposer Name	Proposal Amount	Metro ICE
Knorr-Bremse PowerTech	\$1,308,394	\$919,000

D. Background on Recommended Contractor

Knorr-Bremse PowerTech, located in Mount Olive, New Jersey, has expertise and capabilities in the areas of power conversion, electrical equipment for rail vehicles, industrial and research applications. Knorr-Bremse PowerTech has compiled 40+ years of providing and overhauling auxiliary power systems, battery chargers, and low voltage power supplies to rail authorities and the industry. The firm has current auxiliary inverter overhaul contracts with St. Louis Metro and TriMet of Oregon. Knorr-Bremse PowerTech has existing and past contracts with Metro supporting other rail vehicle overhauls and its performance has performed satisfactory.

DEOD SUMMARY

A650 STATIC CONVERTER LVPS ASSEMBLY OVERHAUL / MA48386000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. KB-PowerTech met the goal by making a 3% SBE and 3% DVBE commitment.

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

	SBE Subcontractors	% Committed
1.	Say Cargo Express, Inc.	3.00%
	Total Commitment	3.00%

	DVBE Subcontractors	% Committed
1.	AmeriVet Logistics, Inc.	3.00%
	Total Commitment	3.00%

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

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

C. Prevailing Wage Applicability

Prevailing wages are not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0046, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: BUS SAFETY TECHNOLOGY DEMONSTRATION

ACTION: AUTHORIZE AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole source Contract No. PS111340000 to New Flyer of America Inc. in the amount of \$1,191,500 to furnish and install a collision avoidance and mitigation technology system on forty (40) Metro transit buses.

ISSUE

Collisions are a safety and costly concern for transit properties. As reported in the Federal Transit Administration (FTA) National Transit Database (NTD) "Safety & Security Time Series Data", in the 12-year period from 2002-2014 the U.S. bus, paratransit and van pool industry reported 1340 fatalities, more than 201,000 injuries, and casualty and liability expenses in excess of \$5.7 billion dollars.

Metro partnered with New Flyer of America Inc. (New Flyer) and the Center for Transportation and the Environment (CTE) to apply for a grant to demonstrate and evaluate collision avoidance and mitigation technologies for transit buses operating in the Los Angeles environment. The objective is to evaluate the current "state of the art", commercially available, bus collision avoidance and mitigation systems and to assess the ability of such systems to reduce the number of vehicle, pedestrian, and cyclist collisions during transit bus service in a large urban area.

The application was approved by the FTA, Grant Number CA-2017-055, Cooperative Agreement No. 92000000SRD17, under the Safety Research and Demonstration (SRD) Program.

BACKGROUND

In July 2017 the FTA approved Metro's grant application to evaluate and demonstrate bus collision and avoidance technologies for a period of three years. A year of technology assessment, system integration, and prototype testing will proceed the 18 month revenue service demonstration period, which will then be followed by 6 months of data analysis, bus restoration, and preparation of a final report for submission to the FTA. The application was approved by the Federal Transit Administration (FTA), Grant Number: CA-2017-055, Cooperative Agreement No. 92000000SRD17, under the Safety Research and Demonstration (SRD) Program.

DISCUSSION

Two candidate bus collision avoidance systems will be identified for the demonstration. At its new product development facilities New Flyer will install the selected systems, one each on an Xcelsior bus. The buses will then undergo comprehensive functional tests, including simulation of in-service functionality on a closed track. Design refinement may occur based on test results.

At the conclusion of the functional tests, each of the candidate systems will be installed separately on 19 more buses. These 40 buses (including two pilot installations) will begin the 18 month in service demonstration. During the demonstration, collision avoidance data, and near miss/close call data, will be collected from sources identified by CTE. In addition to collecting this data, surveys will be conducted with operators, pedestrians, and maintenance personnel. Metro's Transit Safe system will capture any actual collisions that occur which will also be made available to CTE for analysis. The intent is to gather data that can be compared against a control group of buses operating without collision avoidance technology. Specific technology performance metrics will be finalized prior to the demonstration and data collection activities.

At the conclusion of the demonstration, Metro may decide to either retain the system or remove it. If the decision is to remove it, New Flyer will do so and restore the buses to their original configuration. Also, CTE will examine and analyze the above data, survey responses and draw conclusions regarding the efficacy of each system. CTE will also draft a project report for Metro/New Flyer to review and comment. CTE will then prepare a final report for Metro to submit to the FTA.

Total project cost is anticipated to not exceed \$2 million dollars. The FTA will reimburse Metro for 72.5% of the project cost while Metro is responsible for the remaining 27.5%.

DETERMINATION OF SAFETY IMPACT

It is anticipated that these buses will have a positive effect on safety. If the demonstration is successful, Metro may choose to implement collision avoidance and mitigation technology on its bus fleet, thus enhancing safety and reducing both the number and severity of collisions.

FINANCIAL IMPACT

The total not-to-exceed contract amount is \$1,191,500. Estimated expenditures for FY19 are \$474,460 and will be included in the FY19 Budget in Cost Center 3320 - Account 50320, Project 496002 - Collision Avoidance Demo. Since this is a multi-year contract, the cost center manager and project manager will be responsible for budgeting the balance of funds in future fiscal years.

The FTA will reimburse Metro for 72.5% of the \$2 million while Metro will be responsible for the remaining 27.5%. On a scheduled milestone basis, New Flyer and CTE will submit invoices to Metro for payment. After review and approval, Metro will pay these invoices out of its own funds and seek reimbursement from the FTA. The FTA's reimbursement to Metro will be capped at \$1.45 million providing that Metro fully contributes \$550K to help defray the project cost. In the event that Metro's contribution falls short of \$550K, the FTA's reimbursement will be reduced on a pro rata basis.

Metro's contribution will be in the form of direct labor hours charged by Metro's Operations staff who work to support this demonstration project.

New Flyer has pledged to spend \$100K of its own funds to assist Metro fulfill its contribution of \$550K. Metro's net contribution therefore will be \$450K

Impact to Budget

The recommended action will be funded with Federal 5307, Federal 5339 and Local TDA-4 funds which is eligible for Bus and Rail Operations. Staff will continue to identify alternate Federal and Local funding sources to apply to this action as it becomes available.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This program will improve safety, service, and reduce roadway collisions and injuries, in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Staff considered not participating in this bus collision avoidance technology demonstration project. This is not recommended because collision avoidance technologies have advanced in the past decade to the point where they may be applied effectively to a transit bus at a reasonable cost. Metro, being a leader in the transit industry, has an obligation to lead in technology advancement for the benefit of the entire transit industry. If the demonstration proves to be successful, the project cost may be recovered by a reduction in casualty and liability expenses.

NEXT STEPS

If this action is approved, staff will execute Contract No. PS111340000 with New Flyer to perform the tasks outlined in Statement of Work / Project Management Plan (FTA TrAMS Number: CA-2017-055-00) in attachment A.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Statement of Work / Project Management Plan

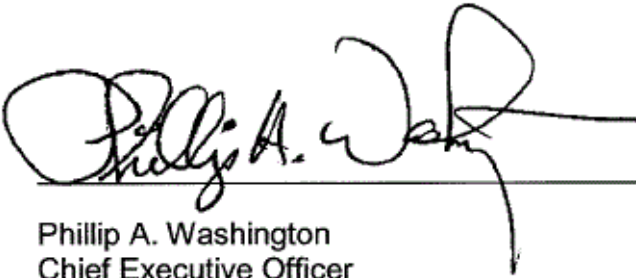
Attachment C - DEOD Summary

Prepared by: Michael Chang, Sr. Engineer, Vehicle Technology & Acquisition (213) 617-6270
Marc Manning, Sr. Director, Vehicle Engineering & Acquisition (213) 617-6201
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition (213) 418-3278

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

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

Greg Kildare, Chief Risk, Safety & Asset Management Officer, (213)922-4971



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

Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DEMONSTRATION OF COLLISION AVOIDANCE TECHNOLOGY/PS111340000

1.	Contract Number: PS111340000	
2.	Recommended Vendor: New Flyer of America 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: 04/19/18	
	B. Advertised/Publicized: n/a	
	C. Pre-Proposal Conference: n/a	
	D. Proposals Due: 05/08/18	
	E. Pre-Qualification Completed: 08/06/18	
	F. Conflict of Interest Form Submitted to Ethics: 07/27/18	
	G. Protest Period End Date: n/a	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Elizabeth Hernandez	Telephone Number: (213) 922-7334
7.	Project Manager: Michael Chang	Telephone Number: (213) 617-6270

A. Procurement Background

This Board Action is to approve a single source Contract No. PS111340000 to New Flyer of America Inc. (New Flyer) to furnish and install collision avoidance and mitigation technology systems on 40 Metro transit buses.

The award of this Contract is in accordance with a grant awarded by the Federal Transit Administration (FTA), Grant No. CA-2017-055, Cooperative Agreement No. 92000000SRD17, under the Safety Research and Demonstration (SRD) Program. Pursuant to the grant, Metro, New Flyer, and the Center for Transportation and the Environment (CTE) are partnering to demonstrate and evaluate collision avoidance and mitigation technologies for transit buses operating in the Los Angeles environment. New Flyer is the Contractor named in the grant award to evaluate, integrate and install the collision avoidance and mitigation systems. New Flyer is the original equipment manufacturer (OEM) for the Metro transit buses that will be used to install the collision avoidance and mitigation systems for the demonstration project.

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

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

- Amendment No. 1, issued on April 25, 2018, clarified the RFP requirements.

New Flyer submitted its proposal on May 8, 2018.

B. Evaluation of Proposal

New Flyer's submittal was determined to be responsive. The firm was deemed responsible and qualified to perform the work based on a non-competitive basis performing prototype work on their warranted buses. The requirements of the statement of work were developed, reviewed and approved by Metro's Vehicle Technology Department.

C. Cost/Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	New Flyer of America Inc.	\$1,516,422	\$1,368,715	\$1,191,500

D. Background on Recommended Contractor

The recommended firm, New Flyer of America Inc., is a corporation organized in North Dakota, and is a wholly owned subsidiary of Transit Holdings. New Flyer is the U.S. operating company in the New Flyer group of companies, and manufactures and sells New Flyer transit buses to U.S. customers.

New Flyer is the Contractor/partner named in the grant award to evaluate, integrate and install the collision avoidance and mitigation systems on a non-competitive basis. New Flyer is the original equipment manufacturer (OEM) for the transit buses to be installed with the collision avoidance and mitigation systems for the demonstration project. These buses are still under original equipment warranty. Selecting another Contractor other than New Flyer would void Metro's bus warranty when a bus malfunctions after being materially modified or altered by a third party. Being the OEM of the demonstration buses, New Flyer is the only firm that is capable to design, evaluate, integrate and install the selected collision avoidance systems to 40 Metro transit buses. As the OEM, New Flyer has the as-built vehicle and design configuration information/data to be able to seamlessly integrate the collision and mitigation systems into the transit buses.

Statement of Work / Project Management Plan

Project Name:

Demonstration of Collision Avoidance and Mitigation Technologies
on Los Angeles Metro Bus Service

FTA TrAMS Number:

CA-2017-055-00

Recipient:

Los Angeles County Metropolitan Transportation Authority

Funding Agency:

Federal Transit Administration

Date Submitted: April 21, 2017

Summary Page

Project Title: Demonstration of Collision Avoidance and Mitigation Technologies on Los Angeles Metro Bus Service

FTA TrAMS Number: CA-2017-055-00

Performing Agency: Los Angeles County Metropolitan Transportation Authority

Principal Investigator: Michael Chang
Vehicle Technology and Support
Los Angeles County Metropolitan Transportation Authority
100 South Santa Fe Avenue
Suite 100
Los Angeles, CA 90013
Phone: 213-617-6270

Admin. Officer: Diego Ramirez
Manager Transportation Planning
Regional Grants Management
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Phone: 213-922-2468

FTA Project Manager: Raj Wagley, General Engineer
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590
Phone: 202-366-5386

Performance Period: July 1, 2017 – June 30, 2020

Funding Amount: \$1,450,000 (Federal Amount)
\$550,000 (Cost Share)

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1.0 PROJECT SCOPE

Background: Collisions are costly concern across transit properties. APTA has posted a document “Application of Automated Driving Technology to Bus Transit-Functional Capabilities for Safety and Capacity” detailing the costs associated with collisions. According to the report, bus transit properties reported 3,260 collisions in 2011. The result was almost 13,000 injuries, 92 fatalities, and casualty and liability expenses exceeding \$480 million dollars. The report estimates the average cost per bus is more than \$8,000. The statistics are even more unsettling when considering the 10-year period from 2001-2011. During that period, the bus transit industry reported nearly 900 fatalities, more than 134,000 injuries, and casualty and liability expenses in excess of \$4 billion dollars.

Goal: Los Angeles County Metropolitan Transportation Authority (Metro), New Flyer Industries Inc. (New Flyer), and the Center for Transportation and the Environment (CTE) are partnering to demonstrate and evaluate collision avoidance and mitigation technology for transit buses operating in the urban environment. The objective of the project is to evaluate the current “state of the art” of commercial collision avoidance and mitigation systems and to assess the ability of such a system to reduce the number of vehicle, pedestrian, and cyclist collisions during transit bus service in a large urbanized area.

Approach: The team will evaluate commercially available collision avoidance and mitigation systems from multiple vendors and select up to two systems for demonstration. Selected systems will be installed on Metro buses and demonstrated in urban-area revenue service for 18-months. During the demonstration, collision and collision avoidance data shall be collected and reviewed to assess the effectiveness of the technology.

By having the commitment of Metro and New Flyer, the project is uniquely positioned to capture feedback from industry leaders in both the transit agency and transit vehicle manufacturer sectors. Buy-in from both of these parties is critical for the technology to be accepted and ultimately deployed in widespread revenue-service applications. Metro’s urban operating environment presents unique challenges and will serve as an ideal proving ground for collision avoidance technology, which has traditionally been most well suited for rural and/or highway driving applications. New Flyer’s commitment to the project will be vital to understanding the commercial readiness level of the systems, providing a path forward for commercialization. The goals of the project align with New Flyer’s own safety initiatives, and New Flyer’s ultimate desire is to offer the technology as integrated original equipment, as opposed to an after-market add-on feature. In addition to Metro and New Flyer, the project benefits from having CTE, an independent, non-profit organization experienced with federally funded transportation pilot projects, acting as a project manager and data collection agent.

2.0 PROJECT DESCRIPTION

Problem Statement: The benefits, costs, and capabilities of collision avoidance and mitigation technology for transit buses in an urban operating environment are not fully understood by the transit industry at this time.

History/Current Design: The development of advanced computers, sensors, and communication systems have allowed technology providers to create advanced collision avoidance and mitigation systems, such as blind spot warning, pedestrian collision warning, driver alert warning, and automatic braking. Such technologies are becoming more popular in the light-duty personal vehicle market; however, widespread adoption of these technologies has yet to occur in the transit industry. In addition, many of the available technologies are optimized for highway speeds and their effectiveness in an urban setting has not been evaluated. Five commercially available technologies are described below:

Bendix® Wingman® Fusion™ – This system integrates camera, radar and brake systems for advanced commercial vehicle driver assistance. The Mobileye System-on-Chip EyeQ processor with state-of-the-art-vision algorithms powers the camera. The radar, camera, and brake system are linked to each other – constantly gathering, sharing, and confirming information; and all the while communicating with the brakes.

OnGuardACTIVE™ (Meritor WABCO) – This system is a radar-based active safety system that offers Collision Mitigation and Adaptive Cruise Control (ACC). OnGuardACTIVE detects moving, stopped or stationary vehicles ahead and measures the vehicle’s position in relation to others on the road to warn the driver of possible rear-end collision by providing audible, visual and haptic warnings. When appropriate, the system will apply the brakes to help avoid or mitigate an unavoidable collision.

Protran Technology – Protran Technology Safe Turn Alert (STA) System is a standalone, passive audible warning system designed to play an audible warning message external and/or internal to the vehicle when the vehicle is making a right or left hand turn. The system also has the option for flashing LED strobe lights that act as a visual warning to pedestrians as the vehicle is turning. There are two options for triggering the STA system; proximity sensors mounted near the pitman arm or the system can be triggered with the vehicles blinker.

Mobileye Shield+™ – This Mobileye system is the most advanced collision avoidance system available on the market for trucks, buses, and commercial vehicles; it can be retrofitted to any vehicle. The system includes strategically placed multi-vision smart cameras and interior display modules that alert the driver both visually and audibly if a pedestrian or cyclist is in the driver’s blind spot. It is designed to only alert drivers if a collision is imminent with vulnerable road users, not inanimate objects. In addition, this solution includes a full telematics system which tracks the vehicle and reports all warnings made by the Mobileye System to your fleet management system, providing fleet managers with valuable information about their drivers’ daily driving behavior.

The Mobileye Shield+ package includes the following lifesaving features:

- Pedestrian and Cyclist Collision Warning (Mobileye PCW)
- Forward Collision Warning (Mobileye FCW)
- Headway Monitoring Warning (Mobileye HMW)
- Lane Departure Warning (Mobileye LDW)

- Speed Limit Indicator (SLI)

Autoliv – Autoliv develops Active Safety systems with radar and vision technologies to make driving easier and safer by monitoring the environment around the vehicle, giving our active safety systems a chance to adjust engine output, steering or braking to avoid a crash. Utilizing advanced radar and vision technology, Autoliv’s aim is to provide:

- Early warnings to drivers, so they can take appropriate action
- Intelligent systems that affect the vehicle’s motion using braking and steering, helping the driver avoid the hazard
- Improved restraint systems that combine hazard information with traditional crash sensing methods, in case a collision is unavoidable.

Automotive radar devices are now appearing in passenger vehicles all over the world. These devices are used in advanced cruise control systems, which can direct a vehicle’s accelerator and braking systems, controlling the distance between it and another vehicle.

The radar sensors note vital information, such as range, angle and Doppler velocity. This information is used to determine the driving situation and warn the driver in potentially dangerous events. If the driver does not take appropriate action in time and a crash is about to happen, advanced radar systems can take control of the vehicle to avoid the crash or lessen the accident’s severity. This high level of safety functionality is maintained in bad weather and no light, when driving conditions are at their worst.

Objectives: The project will evaluate advanced collision avoidance and mitigation systems from multiple technology providers and select one or two systems for deployment and demonstration in an urban transit-operating environment. Through the demonstration, the team will be able to assess the technology’s effectiveness in an urban setting with both motorized and non-motorized (pedestrians and bicyclists) traffic. The team will compare results from the demonstration against data on buses in the fleet operating without any collision avoidance technology, as well as buses currently equipped with a right-turn detection product from Protran.

Objective 1: Define system requirements and select technology for demonstration.

The team will establish constraints and criteria for the collision avoidance and mitigation system, evaluate systems offered by five different vendors (Mobileye, Bendix, Wabco, Autoliv, and Protran), and select up to two systems for demonstration in Metro’s fleet.

Objective 2: Develop integration plan, and install and test prototype system(s).

The team will complete an engineering analysis (e.g. FMEA), develop a vehicle installation plan, and perform closed track performance testing and validation in preparation for deployment.

Objective 3: Install system(s) on New Flyer buses within the Metro fleet and demonstrate technologies in revenue service.

The selected system(s) will each be installed on up to 20 buses within Metro’s fleet and demonstrated in revenue-service for 18 months. The demonstration sample includes up to 60 buses outfitted with collision avoidance and mitigation technology and will be constructed as follows:

Collision Avoidance and Mitigation System	# of Buses Deployed with System up to
1. new technology	20
2. new technology or existing Protran system with added left-turn detection	20
3. existing Protran system with right-turn detection only	20
4. no system	20

Objective 4: Define performance metrics and collect and review demonstration data.

Collision and collision avoidance data will be collected and stakeholder surveys (operator, passenger, and maintenance personnel) will be conducted throughout the demonstration period. The intent is to collect data in such a manner that results can be compared against a control group (up to 20 buses in the fleet operating without collision avoidance technology). Specific technology performance metrics will be finalized prior to the demonstration and data collection activities, which are scheduled to begin in Project Quarter 6 (Quarter 4 of 2018). A draft of the performance metrics is included in Section 9 of this Statement of Work. Tracking the performance metrics throughout the demonstration will allow the team to gauge the effectiveness and ROI of the technology.

Objective 5: Ensure the program meets all project objectives by effectively managing project scope, budget, work plan, and schedule.

Project management and administration activities are required to ensure the project meets its objectives. The project team will conduct regular conference calls (weekly or biweekly) to review project progress, risks, issues, mitigation strategies, and action items.

3.0 DETAILED PROJECT OBJECTIVES / TASKS

Objective 1: Define system requirements and select technology for demonstration.

Task 1.1 – Define Technology Requirements and Criteria

Develop requirements and criteria for integrating collision avoidance and mitigation systems within New Flyer buses in the Metro fleet. At minimum, these requirements and criteria shall include technical installation requirements (mechanical mounting, electrical interface, and communication protocol), vendor experience with same or similar applications, and commercialization potential.

Task 1.2 – Evaluate State of Art against Requirements & Criteria

Assess the ability of available collision avoidance and mitigation systems from several different vendors to meet the technology requirements and criteria. This includes product literature reviews and discussions with vendors.

Some technology providers claim to have the ability to communicate with the bus brake controller and automatically actuate the braking system without operator input. This feature will be evaluated during this phase of the project.

Task 1.3 – Select Technology for Demonstration

Select at least one and up to two collision avoidance and mitigation systems to demonstrate on New Flyer buses in the Metro fleet. System's will be selected based on their technical installation requirements (mechanical mounting, electrical interface, and communication protocol), vendor experience with same or similar applications, commercialization potential, and any other constraints or criteria that project stakeholders identify during Task 1.1.

LA Metro currently operates buses with a Protran collision avoidance system with right-turn detection capabilities. Should a new system besides Protran be selected for this project demonstration, then left turn detection capabilities will be added to the existing Protran system and this will be considered as a second technology for evaluation during the demonstration period.

Task 1.4 – Provide major documents to FTA Program Manager.

Provide major documents (non-proprietary) that show completed plans, designs, analysis, and surveys at the end of Objective 1 to FTA Program Manager.

Task 1 Deliverables/Milestones: Requirements/Criteria Document; Technology selection

Objective 2: Develop integration plan, and install and test prototype system(s).

Task 2.1 – Develop Integration Plan

Review the mechanical and electrical integration requirements of the collision avoidance and mitigation system(s), including control architecture and diagnostics. Complete the following engineering and system development work:

Mechanical Systems:

- define component layout
- complete component mounting design (bracket definition, FEA, drawings and engineering release)
- define modifications to cascading systems

Electrical Systems:

- develop theory of operation
- complete controls programming and bus integration plan, including diagnostics

- define check-out procedures

Task 2.2 – Procure Prototype Components

Order and receive collision avoidance and mitigation system(s) and other integration material (e.g. mounting brackets and wiring) for prototype testing and validation.

Task 2.3 – Install and Test Prototype System (closed track evaluation)

New Flyer will install one prototype for each of the system(s) selected in Task 1.3 for demonstration on Metro bus(es) at the New Flyer facility for test and validation. This includes a functional test of the prototype bus systems and a simulation of in-service functionality on a closed track. Design refinement may occur based on test results.

If the selected system(s) include a brake assistance feature, then New Flyer will integrate the feature with the prototype and assess the feasibility of deploying brake assistance in the real world. Ultimately, the decision to deploy a system that includes brake assistance into revenue service will be the decision of the entire team. Things unrelated to the technology, such as labor union rules, may impact the decision to utilize brake assistance.

Task 2.4 – Provide major documents to FTA Program Manager.

Provide major documents (non-proprietary) that show completed plans, designs, analysis, and surveys at the end of Objective 2 to FTA Program Manager.

Task 2 Deliverables/Milestones: Evidence of Prototype Procurement and Installation on Test bus(es); Prototype Test Report.

Objective 3: Install system(s) on New Flyer buses within the Metro fleet and demonstrate technologies in revenue service. Metro and its partners shall make sure that these experimental buses shall operate in an environment with similar operating conditions to that of the control buses to ensure like comparison.

Task 3.1 – Develop Detailed Deployment Plan

Metro will research bus routes that accumulated higher than average road collision incidents in its service area. Metro will look at these routes and note whether or not they crisscross downtown Los Angeles where a confluence of traffic by pedestrians, bicycles, motorcycles, automobiles, trucks/vans, and buses will be ideal for the demonstration of collision avoidance and mitigation technologies. Metro will also find out the number of buses that are needed to support these bus routes for all-day base runs or during peak service hours. The needs for operational flexibility and the constraints set by locking the 80 test buses on a single bus route for 18 months will be examined to determine if this approach is feasible. Another approach will be to assign the 80 test buses to a Bus Operations Division where they may be assigned daily at random to any bus route served by that Division.

Task 3.2 – System Installation

After prototype test and validation, the collision avoidance and mitigation system(s) will be installed on Metro buses. Each elected system will be installed on up to 20 buses.

Task 3.3 – Conduct Driver and Maintenance Training

The technology provider and New Flyer shall institute a training program for Operations Central Instruction (OCI) instructors so they may teach the operators at the Divisions on how to operate and react when driving a bus with a new technology.

The technology provider and NF shall conduct training for Maintenance Instruction so they may teach the mechanics at the Divisions on how to troubleshoot and repair a new technology.

Task 3.4 – Demonstrate Technology in Revenue Service

Buses equipped with the collision avoidance and mitigation technology will be deployed in revenue service for 18 months. Up to twenty (20) buses without the technology will be monitored as a control group.

The technology provider and New Flyer will stand ready to assist Metro with diagnosing and repairing an unresolved issue related to a new technology during the demonstration.

Metro will work with the Division management to ensure the 80 test buses are properly assigned and concurrently running.

Task 3.5 – System Disposition

At the end of the technology demonstration, the technology provider and New Flyer will remove the test technology and restore all test buses to their original bus configuration.

Task 3.6 – Provide major documents to FTA Program Manager.

Provide major documents (non-proprietary) that show completed plans, designs, analysis, and surveys at the end of Objective 3 to FTA Program Manager.

Task 3 Deliverables/Milestones: Detailed Deployment Plan; Evidence of System Procurement and Installation; Training Logs.

Objective 4: Define performance metrics and collect and review demonstration data.

Task 4.1 – Confirm Key Collision Metrics & Data Collection Procedure

CTE shall receive instructions on how to access Metro TransitSafe archive, how to collect collision data, and how to follow up on a collision report for the 80 test buses monitored during the demonstration.

TransitSafe is a safety database maintained by Metro Corporate Safety that categorizes safety data by incident date/time, driver name/badge number, bus type, route number, operating division, location of the incident, any injury or fatality, and statements made by the bus operator recounting the incident. These initial performance metrics, and other key performance indicators (KPIs), are shown in the Appendix. During this task, the team will identify any additional performance metrics that need to be tracked and finalize the data collection and reporting procedure.

Task 4.2 – Collect Baseline Data (experimental control)

CTE will collect daily operations and incident data on the 20 buses in the control group (buses without a collision avoidance and mitigation technology).

Task 4.3 – Collect Collision and Collision Avoidance Data

CTE will collect daily operations and incident data on the buses equipped with the experimental collision avoidance and mitigation system(s). CTE will also document the cost of the system(s) in order to conduct an ROI.

Task 4.4 – Collect Personnel Survey Data

CTE will develop and conduct surveys for Metro drivers, maintenance personnel, and passengers to help gauge strengths and weaknesses of the system(s).

Task 4.5 – Summarize and Report Data (Data Evaluation)

Data will be summarized and shared with project stakeholders every 6-months of the demonstration activity.

Task 4.6 – Provide major documents to FTA Program Manager.

Provide major documents (non-proprietary) that show completed plans, designs, analysis, and surveys at the end of Objective 4 to FTA Program Manager.

Task 4 Deliverables/Milestones: Final Description of Performance Metrics and Data Collection Procedure; 6-Month Demonstration Data Summary; 12-Month Demonstration Data Summary; 18-Month Demonstration Data Summary.

Objective 5: Ensure the program meets all project objectives by effectively managing project scope, budget, work plan, and schedule.

Task 5.1 – Draft and Execute Contract and Subcontracts

Metro will contract with FTA and execute subcontracts with New Flyer and CTE.

Task 5.2 – Conduct Project Kickoff

CTE conducts a Project Kickoff Meeting to review the project scope, schedule, and budget with stakeholders, including FTA, before beginning project activity.

Task 5.3 – Conduct Weekly Project Status Meetings

Throughout the project, the team will conduct regular conference calls (week or bi-weekly) to discuss project progress, risks, issues, mitigation strategies, and next steps. FTA Program Manager will be invited to attend.

Task 5.4 – Track Action Items and Monitor Project Budget/Schedule

CTE will track technical action items and support Metro’s efforts to manage the project budget and schedule.

Task 5.5 – Draft and Distribute Quarterly Reports

CTE will document project progress in a quarterly report and share the progress reports with team members, including FTA Program Manager.

Task 5.6 – Draft and Submit Final Report

CTE will summarize project findings in a detailed report, including lessons learned and best practices for selecting and implementing collision avoidance and mitigation technologies for the urban transit application. Refer sections 6, 7 and 8.

Task 5.7 – Maintain FTA TrAMS Account

Metro will maintain the project account in FTA TrAMS. This includes posting QPRs, FFRs and MPRs. The project team will support this activity and provide information, as needed.

Task 5 Deliverables/Milestones: Project Kickoff meeting; FTA Deliverables (per Section 6);

Figure 1 shows what team member is responsible for ensuring each specific task is completed.

Objective / Task Title and Description		Organization with Lead Responsibility	Location
Objective 1 - Define system requirements and select technology for demonstration.			
1.1	Define Technology Requirements and Criteria	New Flyer	-
1.2	Evaluate State of Art against Requirements & Criteria	New Flyer	-
1.3	Select Technology for Demonstration	Team Decision	-
1.4	Provide Major Documents to FTA Program Manager	CTE	electronic
Objective 2 - Develop integration plan, and install and test prototype system(s).			
2.1	Develop Integration Plan	New Flyer	St. Cloud, MN
2.2	Procure Prototype Components	New Flyer	St. Cloud, MN
2.3	Install and Test System (closed track evaluation)	New Flyer	St. Cloud, MN
2.4	Provide Major Documents to FTA Program Manager	CTE	electronic
Objective 3 - Install system(s) on New Flyer buses within the Metro fleet and demonstrate in revenue service.			
3.1	Develop Detailed Deployment Plan	LA Metro	Los Angeles, CA
3.2	System Installation	New Flyer	Ontario, CA
3.3	Conduct Driver and Maintenance Training	LA Metro / New Flyer*	Los Angeles, CA
3.4	Demonstrate Technology in Revenue Service	LA Metro	Los Angeles, CA
3.5	System Disposition	New Flyer	Ontario, CA
3.6	Provide Major Documents to FTA Program Manager	CTE	electronic
Objective 4 - Define performance metrics and collect and review demonstration data.			
4.1	Confirm Key Collision Metrics & Data Collection Procedure	CTE	-
4.2	Collect Baseline Data (experimental control)	CTE	Los Angeles, CA
4.3	Collect Collision and Collision Avoidance Data	CTE	Los Angeles, CA
4.4	Collect Personnel Survey Data	CTE	Los Angeles, CA
4.5	Summarize and Report Data (Data Evaluation)	CTE	-
4.6	Provide Major Documents to FTA Program Manager	CTE	electronic
Objective 5 - Manage project activity and provide general oversight to ensure the program meets objectives.			
5.1	Draft and Execute Contracts/Subcontracts	LA Metro	electronic
5.2	Conduct Project Kickoff	CTE	Los Angeles, CA
5.3	Conduct Weekly Project Status Meetings	CTE	teleconference
5.4	Track Action Items and Monitor Project Budget/Schedule	CTE	electronic
5.5	Draft and Distribute Quarterly Reports	CTE	electronic
5.6	Draft and Submit Final Report	CTE	electronic
5.7	Maintain FTA TrAMS Account	LA Metro	electronic

* New Flyer will train LA Metro instructors, and LA Metro instructors will coordinate and conduct training classes with drivers and maintenance personnel. The technology provider(s) will be expected to support training activities.

Figure 1. Team Member Roles and Responsibilities

4.0 WORK SCHEDULE / MILESTONES

Figure 2 shows expected durations and completion dates for project tasks.

Objective / Task Title and Description		2017		2018				2019				2020	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Objective 1 - Define system requirements and select technology for demonstration.													
1.1	Define Technology Requirements and Criteria		■										
1.2	Evaluate State of Art against Requirements & Criteria		■										
1.3	Select Technology for Demonstration		■										
1.4	Provide Major Documents to FTA Program Manager		■										
Objective 2 - Develop integration plan, and install and test prototype system(s).													
2.1	Develop Integration Plan		■	■									
2.2	Procure Prototype Components		■	■									
2.3	Install and Test System (closed track evaluation)			■	■								
2.4	Provide Major Documents to FTA Program Manager				■								
Objective 3 - Install system(s) on New Flyer buses within the Metro fleet and demonstrate technologies in revenue service.													
3.1	Develop Detailed Deployment Plan					■							
3.2	System Installation					■							
3.3	Conduct Driver and Maintenance Training					■							
3.4	Demonstrate Technology in Revenue Service						■	■	■	■	■	■	■
3.5	System Disposition												■
3.6	Provide Major Documents to FTA Program Manager												■
Objective 4 - Define performance metrics and collect and review demonstration data.													
4.1	Confirm Key Collision Metrics & Data Collection Procedure					■							
4.2	Collect Baseline Data (experimental control)					■	■	■	■	■	■	■	■
4.3	Collect Collision and Collision Avoidance Data						■	■	■	■	■	■	■
4.4	Collect Personnel Survey Data						■	■	■	■	■	■	■
4.5	Summarize and Report Data (Data Evaluation)						■	■	■	■	■	■	■
4.6	Provide Major Documents to FTA Program Manager												■
Objective 5 - Manage project activity and provide general oversight to ensure the program meets all project objectives.													
5.1	Draft and Execute Contracts/Subcontracts	■											
5.2	Conduct Project Kickoff	■											
5.3	Conduct Weekly Project Status Meetings	■	■	■	■	■	■	■	■	■	■	■	■
5.4	Track Action Items and Monitor Project Budget/Schedule	■	■	■	■	■	■	■	■	■	■	■	■
5.5	Draft and Distribute Quarterly Reports	■	■	■	■	■	■	■	■	■	■	■	■
5.6	Draft and Submit Final Report												■
5.7	Maintain FTA TrAMS Account	■	■	■	■	■	■	■	■	■	■	■	■

Figure 2. Task Schedule (Gantt Chart)

5.0 BUDGET PLAN

FTA's Funding Source and budget for this project are as follow:

49 U.S.C. Section 5312, FY 2016: \$483,331

49 U.S.C. Section 5312, FY 2017: \$966,669

Total FTA funds: \$1,450,000

Letter of No Prejudice (LONP):

LA Metro has requested FTA to grant a Letter of No Prejudice (LONP). This LONP will enable Metro and its project partners to recoup the initial expenses related to contracting, project kickoff preparation, and other administrative activity that must occur before technical tasks can begin prior to development and approval of a cooperative agreement between FTA and Metro, which is expected by June 30, 2017. FTA approved LONP request on May 25, 2017.

Deferral Cost Match:

A deferral for cost share for each invoice submission has been requested for approval from FTA. Given the partnership with others and Metro's in-kind support, meeting the local match requirements for each and every invoice would not be possible. The cost share targets will be met cumulatively by the end of the project as follows: FTA Share 72.5%; LA Metro share 27.5%.

The Project Budget aligns with the Objective and Task structure scope. The budget to complete each project objective is shown in Table 1.

One of each selected collision and avoidance system will be purchased and installed as part of Objective 2. The remaining systems will be bought and installed as part of Objective 3.

Table 1. Budget Distribution by Primary Objectives / Tasks (all values USD).

	<u>Fed. Share</u>	<u>Cost Share</u>
Objective 1 – Define system requirements and select technology...	48,373	40,000
1.1 - Define Technology Requirements and Criteria		
1.2 - Evaluate State of Art against Requirements & Criteria		
1.3 - Select Technology for Demonstration		
1.4 - Provide Major Documents to FTA Program Manager		
Objective 2 – Develop Integration Plan and Test Prototype(s)...	400,000	80,000
2.1 - Develop Integration Plan		
2.2 - Procure Prototype Components		
2.3 - Install and Test System (closed track evaluation)		
2.4 - Provide Major Documents to FTA Program Manager		
Objective 3 – Install and Demo System(s) in Revenue Service...	748,658	268,242
3.1 - Develop Detailed Deployment Plan		
3.2 - System Installation		
3.3 - Conduct Driver and Maintenance Training		
3.4 - Demonstrate Technology in Revenue Service		
3.5 - System Disposition		
3.6 - Provide Major Documents to FTA Program Manager		
Objective 4 – Define Performance Metrics and Collect Demo Data...	93,663	50,000
4.1 - Confirm Key Collision Metrics & Data Collection Procedure		
4.2 - Collect Baseline Data (experimental control)		
4.3 - Collect Collision and Collision Avoidance Data		
4.4 - Collect Personnel Survey Data		
4.5 - Summarize and Report Data (Data Evaluation)		
4.6 - Provide Major Documents to FTA Program Manager		
Objective 5 – Manage Project Activity and Provide Oversight...	127,806	52,509
5.1 - Draft and Execute Contract and Subcontracts		
5.2 - Conduct Project Kickoff		
5.3 - Conduct Weekly Project Status Meetings		
5.4 - Track Action Items and Monitor Project Budget/Schedule		
5.5 - Draft and Distribute Quarterly Reports		
5.6 - Draft and Submit Final Report		
5.7 - Maintain FTA TrAMS Account		
Travel:	31,500	
Contingency:		59,249
Total:	1,450,000	550,000

6.0 FTA DELIVERABLES

The project team will submit the following documents/reports to the FTA project Manager per the schedule below:

SOW Draft – 5/1/2017

Performance Metrics Summary Table Draft – 5/1/2017

FFR, MPR, QPR – Quarterly throughout project timeline

Interim Technology Performance Report (Data Summary) #1 – Quarter 2, 2019

Interim Technology Performance Report (Data Summary) #2 – Quarter 4, 2019

Interim Technology Performance Report (Data Summary) #3 – Quarter 2, 2020

Project Report Draft – Quarter 2, 2020

Technology Performance Reports include a performance metrics summary. A draft of the performance metrics table is included in the Section 9.

7.0 REPORTING REQUIREMENTS

In accordance with the FTA reporting requirements, set forth in FTA Circular 6100.1E, Transit Research and Technology Programs Chapter 2, Section 5, the project team will submit the following reports/ electronic documents on FTA's Transportation Electronic Award and Management (TrAMS) System.

- Quarterly Progress (Performance) Reports (QPRs) briefly highlighting progress toward project objectives and potential problems, as well as relevant technical reports within 30 days of the end of calendar quarter to the FTA Project manager. Federal Financial Reports (FFRs) and Milestones Progress Reports (MPRs) are submitted through TrAMS. In case there are unforeseen developments that may possibly delay the submission of a report, the FTA project Manager will be informed as soon as possible. These reports will conform to the seven reporting requirements in the FTA Circular 6100.1E.
- Financial Status Report or federal form SF269A, along with project invoices will be submitted through Delphi eInvoicing system for reimbursement.
- Since FTA is required by 49 U.S.C. Section 5312 (Funding Source) to evaluate every demonstration project within two years after award, an interim report at 2-year mark will be provided to the FTA project manager.
- A Final Technical Report, conforming the FTA Circular 6100.1E style and elements specs, as well as copies of relevant technical publications/electronic web-ready documents, in Section 508 compliance format, will be submitted to the FTA project manager. In addition, a hard copy of the Final Report will also be sent by mail.

8.0 FTA DOCUMENTS / REFERENCES

Project shall refer to the following for grant management and documentations:

Circular 6100.1E

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/research-technical-assistance-and-training-program>

FY17 Annual Certs and Assurances

<https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and>

FY17 Master Agreement

<https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/changes-fta-master-agreement-fy-2017>

All project applications for obligation, amendment and revision are electronic and should be done in TrAMS

<https://www.transit.dot.gov/TrAMS/>

Please refer to the following links in preparing a Final Report

<https://www.transit.dot.gov/research-innovation/preparationinstructionsforftafinalreportsjune2013>

Sample Final Reports

<https://www.transit.dot.gov/research-innovation/research-innovation-reports-and-publications>

Link below has general information about Delphi eInvoice System and training material

<http://www.transportation.gov/cfo/delphi-einvoicing-system>

See Evaluation and Data Requirements of NOFO (Section C4a) for additional information on Performance Metrics

<https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program>

9.0 PERFORMANCE METRICS

Performance metrics are established in order to measure the effectiveness of the collision avoidance and mitigation technology in an urban setting, and to determine if the project meets FTA SRD program goals and objectives.

The team will assess the effectiveness of the collision avoidance and mitigation systems by collecting and analyzing technical performance data during the 18-month demonstration. The metrics that will be tracked during the demonstration are shown in the Performance Metric Summary table below. These metrics allow the team to judge the Safety Improvement, return on Investment, and Commercialization Potential of the collision avoidance and mitigation

technology. The results of the team's assessment can be used by LA Metro and the general transit industry when making decisions to adopt and deploy similar technology in other locations and applications. The project has the potential to identify technology that can deliver long-term human safety, cost reduction, operation up time, and public relation benefits to both transit operators and transit users. Furthermore, the impact that this project can make to the transit industry is amplified because the project team includes New Flyer. As a leading transit bus provider to the North American market, New Flyer has substantial impact on the availability and adoption of new transit bus technologies. By being involved in the project, New Flyer will have the opportunity to review system performance first-hand and more quickly make commercial decisions about advanced collision avoidance and mitigation technology.

In order to effectively track the performance metrics shown in the Performance Metrics Summary table, the team will utilize a variety of data collection and feedback tools. Describing these tools in detail are not possible at this time because it requires a detailed understanding of the data capture and communication capabilities of the specific systems that are to be used during the demonstration, which will not be identified until Task 1 is complete. However, regardless of what systems are selected for demonstration, all of the quantitative (e.g. number of collisions reduced) and qualitative (e.g. survey of drivers for opinion on tactile/audible/visual system feedback) metrics outlined in the summary table will be tracked during the demonstration. Ultimately, these are the metrics that will allow the team to assess the Safety Improvement, Return on Investment, and Commercialization Potential of the collision avoidance and mitigation technology.

NOTE: In order to achieve a comprehensive understanding of the impacts and implications of each proposed SRD demonstration, FTA or its designated independent evaluator, may require direct access to project data. These data will be used by FTA to conduct program evaluation during the execution and at the end of the project. Regardless of the FTA's independent evaluation, LA Metro will perform the project evaluation and complete the analysis using the metrics outlined in this section.

In addition to measuring the effectiveness of the collision avoidance and mitigation systems, the team intends to address FTA SRD program goals and objectives, outlined below.

SRD Program Objective 1: Explore advanced technologies to prevent transit vehicle collisions.

The demonstration phase of the project explores the effectiveness of a collision avoidance system in an urban transit system environment. While not necessarily designed nor optimized for such an operating environment, the demonstration will assess the effectiveness of the system(s) and offer the opportunity to suggest modifications to the technology provider to improve performance for the transit industry.

SRD Program Objective 2: Enhance safety of transit services by incorporating safer design elements.

New Flyer's interest in this project stems largely from their desire to offer a collision avoidance system as an option on their buses, incorporating safer design elements. This

commitment will eliminate the need for transit agencies to purchase and install the system as an after-market solution.

SRD Program Objective 3: Evaluate cost-effectiveness and practicability of potential solutions.

The project includes an assessment of the return on investment to be realized by the transit agency as well as a qualitative assessment of transit personnel's experience with the technology. The return on investment assessment will help determine the cost-effectiveness of the system(s). The qualitative assessment will help the team understand the practicality of the system(s) in daily operation. From an OEM perspective, New Flyer will be able to optimize the integration of the collision avoidance system with other critical bus systems such as braking and driver information systems to achieve the highest level of performance in terms of human driver assistance and public safety benefits at a commercially effective cost.

Performance Metric Summary table:

Safety Improvement								
Metric	# and Type of Incident (experiment group)	# and Type of Incident (control group)	# and Type of Incident (historical occurrences)	% collision reduction	% collision reduction w/ pedestrians	% collision reduction w/ bicyclists	% collision reduction w/ motorized vehicles	# of false positives
Instrument Used	TransitSafe (event database)	TransitSafe (event database)	TransitSafe (event database)	statistical analysis	statistical analysis	statistical analysis	statistical analysis	TransitSafe (event database)
Frequency	once per shift throughout demo	once per shift throughout demo	once per shift throughout demo	every 6-months throughout demo	every 6-months throughout demo	every 6-months throughout demo	every 6-months throughout demo	once per shift throughout demo

Commercialization Potential				ROI*
Metric	Driver Opinion	Maintenance Staff Opinion	Public Stakeholder Opinion	TBD (e.g. 1 year, 6 year, 12 year)
Instrument Used	survey	survey	survey	data from demo, historical data, and cost estimates
Frequency	every 6-months throughout demo	every 6-months throughout demo	every 6-months throughout demo	once during project

* ROI will be calculated using production-level component and installation cost estimates, data from the technology demonstration, and historical transit industry collision data. Furthermore, the ROI period has not yet been determined but will be defined by stakeholders before the data collection and reporting tasks begin.

10.0 KEY PERSONNEL

Michael Chang previously designed agricultural & industrial components at John Deere and developed servo-controlled actuators for aerospace products at Textron and ITT. He joined LA Metro in 2000 and has been serving as lead engineer on major bus procurements. They included (370) 40-foot buses, (200) 60-foot articulated buses and (301) 45-foot composite-body buses from NABI. In the last five years, he successfully introduced to LA Metro a fleet of (900) 40-foot Xcelsior buses built by New Flyer. He received a master's in Mechanical Engineering from the University of Iowa and has been a registered Professional Engineer in Iowa and California. For six years starting in 2000, he sat on the Hearing Board of the Southern California Air Quality Management District as an alternate engineer member.

Diego Ramirez is a Manager Transportation Planner, at Los Angeles County Metropolitan Transportation Authority since 2008. Responsible for management, compliance oversight and reporting for select FTA grant awarded funds under Section 5316 and Section 5317 to sub-recipients. Collectively these grants total over \$39 million and were awarded either through TEAM or TrAMS from the FTA grants systems. Prior to Metro he was involved in oversight for commercial and private real estate loans through Wachovia Bank N.A.

Thomas Small, is a Professional Engineer and a graduate of the University of Manitoba Faculty of Engineering (1994). He started his mechanical engineering career in agricultural equipment at New Holland Canada (now Buhler Versatile) in Winnipeg testing and designing tractors for agricultural applications.

In 2000, Mr. Small moved to the Winnipeg-based transit bus manufacturer, New Flyer Industries. In this fast-paced environment, he progressed through the Production Engineering Department to the New Product Development Department where he managed multiple large scale projects with emphasis on advancing powertrain technology over 11 years as a Project Engineer. Since 2012, Mr. Small manages a high performance team of engineers and technicians as the Director of the New Product Development Department overseeing the development of large scale emerging technology projects such as Battery Electric buses, Fuel Cells, and now stages of autonomous vehicle development.

Blake Whitson is a Technical Project Manager at CTE. Mr. Whitson provides management support for advanced transportation projects, including battery-electric and hydrogen fuel cell powered vehicle deployments. He also performs route analysis, vehicle modeling and simulation, and rate modeling activities to determine the feasibility of alternate fuel vehicles for client applications. Other responsibilities at CTE include estimating energy consumption and charging costs for bus deployment projects and conducting Buy America compliance assessments for transit bus procurement projects. Prior to CTE, Mr. Whitson was an Advanced Manufacturing Engineer at BorgWarner. He holds a Bachelor of Science in Mechanical Engineering from Clemson University.

DEOD SUMMARY

DEMONSTRATION OF COLLISION AVOIDANCE TECHNOLOGY / PS111340000

A. Small Business Participation

New Flyer of America, Inc. (New Flyer) is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs. New Flyer reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 4.20% to FTA for FY18, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0483, **File Type:** Contract

Agenda Number: 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: DOOR ENABLE SYSTEM (CORRECT SIDE DOOR OPENING PROJECT)

ACTION: APPROVE USE OF DESIGN-BUILD CONTRACT DELIVERY METHOD

RECOMMENDATION

CONSIDER:

- A. FINDING that awarding a design-build contract pursuant to Public Utilities Code Section 130242(b) will achieve for Metro certain private sector efficiencies through the integration of design, project work and components at Metro rail facilities and in Metro light rail vehicles in Los Angeles County as defined by the project listed in Attachment A. Approval requires a two-thirds affirmative vote;
- B. ADOPTING the use of the design-build process pursuant to Public Utilities Code Section 130242 et seq. will result in a reduction in project costs and expedite project completion. Approval requires a two-thirds affirmative vote; and
- C. AUTHORIZING the Chief Executive Officer to solicit a design-build contract for design and construction of the project listed in Attachment A pursuant to Public Utilities Code Section 130242 (a), (c), (d) and (e).

ISSUE

Metro is authorized to enter into design-build contracts pursuant to Public Utilities Code Section 130242. Recommendation A requires Board approval.

Public Utilities Code Section 130242 et seq. allows for the negotiation and award of a design-build contract to a responsible proposer whose proposal is determined to be the best value to Metro. Recommendation B requires Board approval.

BACKGROUND

The Door Enable System (Correct Side Door Opening) Project on LRT (CP 214002) is a light rail line safety improvement project for the Blue, Gold, and Expo Lines. The scope of the project is to install a

vital safety system to automatically detect the side of a platform that is immediately adjacent to a stopped train and open the train doors only on that side, thus preventing unintended opening of doors on the non-platform side or “wrong side” of a station. Additionally, this safety system will preclude an operator from opening a train’s doors if the train is not properly berthed at a station (i.e. when one or more bank of doors is off the platform) Currently, Metro (with the exception of the Green Line and the future Crenshaw Line) uses a system that is dependent on train operators opening the doors on the correct side. This project will deploy a vital feature such that light rail vehicle doors will only be enabled to open when properly aligned with the correct side of station platforms. This system will also satisfy an additional objective in providing foundational technology structure to ensure proper vehicle berth and switching of radio channels. Metro is working with our State Safety Oversight agency - the California Public Utilities Commission (CPUC) to implement an enhanced safety system under this project.

DISCUSSION

Design-build is a method of project delivery through which the project owner contracts directly with a single entity that is responsible for both design and subsequent construction services for the stated project. Metro has successfully utilized design-build contracts on various projects in its capital program. Staff seeks suitable opportunities to utilize the design-build delivery method for current and future capital program projects. The design-build approach offers a number of benefits:

- A single point of responsibility for design, installation, and construction.
- Staff project development resources are limited so more budgeted projects can be accomplished by adding design/build capacity.
- Risk for design is shifted to the design/build contractor; therefore, changes related to design are minimized.
- Schedule efficiency and significant time savings can be achieved because construction can proceed while design is being finalized.
- Administrative costs can be saved due to combining the solicitation process with design and construction; save construction management and engineering resources during the construction phase; and minimize contractor-generated changes resulting in a reduced contract closeout time.
- More competition can be obtained during the procurement process.

The project described in Attachment A will benefit from the design-build approach and pertinent elements of the project are as follows:

- The project described in Attachment A will benefit from the design-build approach and pertinent elements of the project are as follows: It is safety-driven - the project will enhance safe operations of Metro’ light rail vehicles;
- It will be implemented on the Blue, Gold and EXPO Lines;
- A single vendor will assure a well-coordinated design with the subsequent installation of a technologically driven system;

- Metro will achieve efficiency in procurement, design and installation time. Only one procurement process will be required as opposed to two; and
- Metro will mitigate other administrative, engineering and construction management costs that are customary utilizing design-build method of project delivery.

The contract will be awarded to the responsive, responsible bidder determined to be the best value to Metro meeting the criteria set forth in the invitation for bids.

DETERMINATION OF SAFETY IMPACT

The recommended action of a design-build delivery method will improve the implementation of this safety enhancement project and enhance Metro's ability to provide service that is safe and reliable.

FINANCIAL IMPACT

There is no financial impact resulting from this action. Funds for the project are included in the FY19 budget under project number 214002 Correct Door Enable on LRT. Since this is a multi-year project, the Project Manager will ensure that the balance of Life of Project (LOP) funds is budgeted in future years.

Impact to Budget

The current source of funds for this project is Prop A 35%. This funding source maximizes allowable project fund allocations given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The fulfilment of this project could be accomplished through separately procured design and construction contracts or through a design prepared by Metro staff followed by a traditionally procured construction contract. For this project, staff does not recommend this approach. Staff asserts that there are distinct advantages to Metro in having a single contracted firm responsible for all design, installation, construction and testing. There are achievable cost savings to Metro by mitigating or minimizing certain project management, administration and coordination costs, a significant cost reduction in contracting and reduction in the overall project schedule. Additionally, assurance of quality and reliable functionality of a technologically advanced system is significantly raised when a single contractor is responsible for its own design and installation.

NEXT STEPS

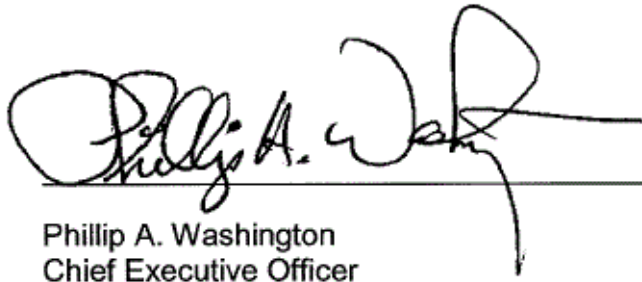
Design-build contract solicitation and award for the project will be pursued in FY 19.

ATTACHMENTS

Attachment A - Correct Side Door Opening Project Scope of Work

Prepared by: Geyner Paz, Sr. Admin Analyst, Rail MOW, (213)617-6251
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Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
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Phillip A. Washington
Chief Executive Officer

Attachment A

Correct Side Door Opening - Project Scope of Work

The following is a restatement of the current general scope of work for the Correct Side Door Opening project (System).

The Los Angeles County Transportation Authority (Metro) has initiated an effort to study, develop, and implement a safety enhancement for all its operating light rail vehicles (LRVs), with emphasis toward rehabilitating the existing lines. Metro is seeking to deploy a feature such that LRV doors can only be opened when properly aligned with the correct side of station platforms. This System shall be designed, constructed, and installed to operate on the Blue, Gold, and Expo Lines.

Metro seeks to obtain a vital solution for two safety-related functional objectives and two supplemental operational objectives achieved through a single operational system when designed, constructed, and implemented. Once the System is operational, it will:

- (1) Ensure that Metro's operating LRVs are one properly berthed, i.e., aligned, at station platforms;
- (2) Prevent doors on an LRV from opening in an unsafe condition unless intentionally overridden;
- (3) Alert the train operator to change radio channels when appropriate; and
- (4) Provide Ready to Dispatch prompts to the operator.



Board Report

File #: 2018-0486, File Type: Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: A650-2015, HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM

ACTION: APPROVE CONTRACT AMENDMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to Contract No. A650-2015, with Talgo Inc. for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), for the design and installation of an on-board Mist Fire Suppression System (MFSS) on 74 A650 Heavy Rail Vehicles (HRV) in the firm-fixed price amount of \$10,355,000 for a total contract value not-to-exceed \$83,325,494. The inclusion of the MFSS into the OCCRP will extend the period of performance by eight months.

ISSUE

Metro places a high priority on the safety of our customers, the public and our employees. To that extent, there has been a constant focus on taking proactive measures to maintain our infrastructure and seek out innovative approaches to prevent casualties on our rail system. Underground tunnel fires are extremely dangerous to human health and safety because smoke accumulates very quickly in such a confined space. The severity of an underground fire is demonstrated by the Daegu subway fire in which an arsonist set fire to a train stopped at a station of the Daegu Metropolitan Subway in Daegu, South Korea. The fire occurred on February 18, 2003, and killed 192 people, while injuring another 151 people. Hence, there is a need to improve fire suppression technology industry-wide to mitigate against such consequences.

BACKGROUND

The Metro Red Line, which opened in January 1993, was designed to the latest standards available in the 1980's and early 1990's. The design includes ventilation zones to help exhaust smoke that may accumulate in the event of fires in the tunnels. Given the planned service expansions, these existing measures may not be sufficient in the future to keep up with the expected smoke accumulation in the context of an accelerated fire. This is not an issue on the light rail tunnels as those lines opened later and were designed to more current standards.

DISCUSSION

To mitigate this issue, staff proposes adding MFSS to the vehicles that will be operating in the heavy rail lines. The use of such a system is intended to protect life and property from an on-board fire within the passenger compartment. The protection goal of the MFSS is to quickly and reliably suppress the spread of the occurrence of the fire condition through containment and prevention of a buildup of smoke and heat; affording protection to occupants, minimizing vehicle damage, and maintaining a tenable environment.

If the Contract Modification is approved, Talgo Inc. will integrate a service proven MFSS on the newest 74 A60 heavy rail vehicles currently undergoing a modernization effort.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Talgo Inc. has established a 2.61% DBE goal under the FTA TVM goal.

DETERMINATION OF SAFETY IMPACT

The approval of the Contract Modification will have a direct and positive impact to fire safety, system safety, service quality, system reliability, maintainability and overall customer satisfaction.

FINANCIAL IMPACT

The approved Capital LOP for HRV Midlife Overhauls (project 206038) is \$86,662,000. It includes budget for the base contract and requested contract modification. The base contract is \$72,970,494 and the requested contract modification is \$10,355,000. The revised contract value is \$83,325,494.

Funding of \$17,490,000 for this action is included in the FY19 budget in cost center 3043 - Rail Vehicle Acquisition, Account 50308 - Service Contract Maintenance, project 206038 - Heavy Rail Vehicle Midlife.

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

Impact to Budget

The current funding source for this action is Federal 5337 SGR and TDA Article 4. Staff is actively pursuing additional Federal, state, and Local funding as it becomes available.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Metro staff has reviewed various technologies deployed by qualified and mature manufacturers delivering successful on-board MFSS. The types of retardant materials these manufacturers utilized for its fire suppression systems for vehicles included, foam additives, powder, aerosol gas mixtures, gaseous extinguishing agents, water mist, and etc. Each of these materials was reviewed and analyzed as to its application and efficacy for interior and exterior type fire suppression, for impacting the health of passengers, and for the potential to compromise the safety of passengers. It should be noted that the primary objective of the on-board MFSS is to detect and suppress a vehicle's interior fire at the source, and provide tenable conditions for the passengers to reach a station stop and evacuate the vehicle.

Metro staff also reviewed the Metro Consultant studies, including their conclusions and recommendations on the performance of an on-board MFSS, and evaluated Industry Best Practices, standards and regulatory requirements.

Staff's findings determined that there were no current US standards on this subject matter. However, in the international arena, Western Europe had successfully implemented this type of system on its rolling stock and promulgated a number of standards for determining deployment of systems for this firefighting activity. The European authorities have issued a series of automatic fire detection and fighting systems fire codes and standards for rolling stock and guidelines including SI Loco & Pas 2014, EN 50553, EN 45545, ARGE Guidelines and UNI 11565 for both in the US. The majority of the on-board MFSS systems utilized water mist as the primary retardant methodology for the vehicles' interior portion, compliant with the regulatory requirements and international best practices.

Staff has confirmed that all other technologies employing the other forms of retardants are not suitable for use in an enclosed transit vehicle environment because of the potential of adverse health impacts to passengers. A water-based suppression system will not harm passengers, and is considered the safest extinguishing medium for an interior transit vehicle fire.

Based upon the aforementioned, Metro staff has determined that the best course of action is to use a "service proven technology" approach as implemented by the European manufacturers and to have a water-based MFSS installed as part of the ongoing A650 vehicle overhaul project.

The Board may choose not to approve the Contract Modification. However, this alternative is not recommended. Currently, Metro's HRVs do not contain active fire suppression mechanisms.

NEXT STEPS

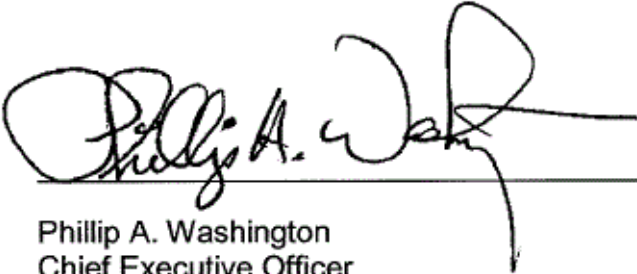
Upon Board approval, the Modification No. 2 to Contract No. A650-2015 will be exercised with Talgo, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - Funding & Expenditure Plan
Attachment D - DEOD Summary

Prepared by: Andrew Kimani, Senior Project Control Manager, (213) 922-3221
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT
REPLACEMENT PROGRAM/A650-2015

1.	Contract Number: A650-2015		
2.	Contractor: Talgo, Inc.		
3.	Mod. Work Description: Add Mist Fire Suppression System to Overhaul Program		
4.	Contract Work Description: Overhaul A650 Heavy Rail Vehicles		
5.	The following data is current as of: 8.10.18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10.5.16	Contract Award Amount: \$54,698,676
	Notice to Proceed (NTP):	01.16.17	Total of Modifications Approved: \$18,271,818
	Original Complete Date:	11.16.19	Pending Modifications (including this action): \$10,355,000
	Current Est. Complete Date:	05.16.22	Current Contract Value (with this action): \$83,325,494
7.	Contract Administrator: Wayne Okubo		Telephone Number: (213) 922-7466
8.	Project Manager: Andrew Kimani		Telephone Number: (213) 922-3221

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of the addition of an onboard Mist Fire Suppression System (MFSS) on 74 A650 Heavy Rail Vehicle (HRV) as part of the overhaul and critical component replacement program on the Option Buy A650 consisting of 37 married pairs.

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

On September 22, 2016, Metro's Board of Directors approved Board Agenda Item No. 37 to Talgo, Inc. in the amount of \$54,698,676 for the overhaul of 38 A650 Heavy Rail Vehicles, with the option to overhaul the remaining 36 vehicles of the newest A650 fleet. The intent of this overhaul program is to replace vital systems and components and update relevant technology to ensure the continued safety, reliability, availability, and maintainability of the fleet for full revenue service and maintain the fleet's State of Good Repair.

The recommended Contract Modification is to include the onboard MFSS to the A650 overhaul program currently underway by Talgo. The addition of the MFSS has

merit as this new and innovative safety feature complements the intent of the overhaul program by incorporating updated technology to ensure continued safety of the A650 fleet.

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$12,093,482	\$7,355,436	\$10,355,000

The difference between the Metro ICE and the Negotiated Amount is attributed to four factors not fully considered in the ICE; project risk, schedule, logistics, and equipment and materials.

Risk: The MFSS technology is a safety system that is limited in use, and has never been implemented onto a HRV platform in the US. Talgo will install the first system built to US standards.

Schedule: The integration of the MFSS into the A650 overhaul will extend the project by eight months. The schedule extension was not considered in the Metro ICE.

Logistics: The system and component manufacturers of the MFSS are European, primarily designed and manufactured in Italy and Germany. The logistical considerations for coordinating project reviews, inspections, and tests, were not included in the Metro ICE.

Equipment and Materials: The majority of the system and components are designed and built to European standards. Certification to US federal standards, including Buy America, will require additional effort and cost.

CONTRACT MODIFICATION/CHANGE ORDER LOG

HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT
REPLACEMENT PROGRAM/A650-2015

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option to overhaul 18 additional A650 HRV married pairs	Approved	10.26.17	\$18,271,818
2	Add MFSS to A650 HRV OCCRP	Pending	09.28.18	\$10,355,000
	Modification Total:			\$28,626,818
	Original Contract:			\$54,698,676
	Total:			\$83,325,494

ATTACHMENT C - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY16 Jun	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22		
Use of Funds		FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Project
Overhaul 38 Option-Buy Vehicles	\$0	\$7,925,747	\$1,920,702	\$20,189,568	\$19,985,362	\$3,827,858	\$849,440	\$54,698,676	83.2%
Professional Services	\$798,715	\$265,954	\$980,667	\$990,667	\$1,000,667	\$659,645	\$0	\$4,696,314	7.1%
MTA Administration	\$722,000	\$377,903	\$420,000	\$475,000	\$542,000	\$310,382	\$0	\$2,847,285	4.3%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$3,490,864	\$3,490,864	5.3%
38 Option Vehicle Summary	\$1,520,715	\$8,569,604	\$3,321,368	\$21,655,235	\$21,528,029	\$4,797,885	\$4,340,304	\$65,733,139	100.0%
Overhaul 36 Option Vehicles	\$0	\$0	\$4,624,856	\$1,240,633	\$0	\$10,338,548	\$2,067,781	\$18,271,818	87.3%
Professional Services (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$498,318	\$98,920	\$597,238	2.9%
MTA Administration (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$364,755	\$72,407	\$437,162	2.1%
Contingency (Increase Requested)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,622,643	\$1,622,643	7.8%
Option Order Summary	\$0	\$0	\$4,624,856	\$1,240,633	\$0	\$11,201,622	\$3,861,750	\$20,928,861	100.0%
Overhaul 74 Option-Buy Vehicles	\$0	\$7,925,747	\$6,545,557	\$21,430,201	\$19,985,362	\$14,166,406	\$2,917,221	\$72,970,494	84%
Professional Services	\$798,715	\$265,954	\$980,667	\$990,667	\$1,000,667	\$1,157,963	\$98,920	\$5,293,552	6%
MTA Administration	\$722,000	\$377,903	\$420,000	\$475,000	\$542,000	\$675,137	\$72,407	\$3,284,447	4%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$5,113,507	\$5,113,507	6%
Total Order Summary Total	\$1,520,715	\$8,569,604	\$7,946,224	\$22,895,867	\$21,528,029	\$15,999,507	\$8,202,054	\$86,662,000	100.0%
Sources of Funds		FY17	FY18	FY19	FY20	FY21	FY21	Total Sources	%
Measure R 2% (206038)	\$1,520,715	\$0	\$0	\$0	\$0	\$0	\$0	\$1,520,715	1.8%
PropA 35% Bonds/Cash		\$8,569,604	\$7,946,224	\$22,895,867	\$0	\$0	\$0	\$39,411,695	45.5%
Cap and Trade; Other State & Federal sources (206038)*					\$21,528,029	\$15,999,507	\$8,202,054	\$45,729,590	52.8%
<i>* Future Local, State & Federal Funds to be identified as they become available.</i>									
Total Funding Sources	\$1,520,715	\$8,569,604	\$7,946,224	\$22,895,867	\$21,528,029	\$15,999,507	\$8,202,054	\$86,662,000	100.0%

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

DEOD SUMMARY

HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT
PROGRAM / A650-2015**A. Small Business Participation**

Talgo Inc. is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs. Talgo Inc. reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 2.61% to FTA for Federal Fiscal Year 2018, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

E. Local Employment Plan Program

Local Employment Plan (LEP) Program is applicable on this Contract. Staff will be monitoring progress on all LEP commitments, including the contractual commitments in creating employment opportunities in Los Angeles County and the 10% commitment to hire disadvantaged workers.

Local Employment Plan Commitment:

LEP Commitment for Base + All Options	\$2,212,675
LEP Actuals to Date	\$0.00
Balance of LEP to be attained	\$2,212,675
Disadvantaged Workers attainment	\$0.00

The manufacturer Local Employment Plan identifies that the LEP achievements and Disadvantaged Worker participation will commence in the assembly stage of the Contract.



Board Report

File #: 2018-0489, File Type: Contract

Agenda Number: 26.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT CONTRACT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Modification No. 36 to Contract No. P3010 with Kinkisharyo International LLC to reduce the existing 100% performance bond requirements for Contract deliverables to realize a project savings of \$4,386,957, decreasing the total Contract value from \$926,142,679 to \$921,755,722. The Contract decrease does not affect the Life of Project Budget.

ISSUE

As of July 31, 2018, Kinkisharyo International (KI) has successfully delivered 140 out of the 235 P3010 LRVs under Contract, and has satisfied the delivery requirements for the Base Contract and its first two exercised Contract Options. KI's rate of vehicle delivery puts them in position to deliver all Contract LRVs in advance of the Contract completion date of December 2020. The P3010 LRV project is currently meeting its program goals and project schedule.

Maintaining a 100% performance bond is excessive in light of KI's proven performance and is not commensurate with the value of the open obligations remaining on the P3010 Contract. Replacing the existing 100% performance bond with a \$50 million Irrevocable Letter of Credit (LOC), in combination with existing contractual warranties and securities, provide Metro with an adequate level of financial security to meet the open obligations remaining on the P3010 Contract. This approach will offer a savings to Metro by decreasing the total Contract value by \$4,386,957. This savings will be applied as a LOP contingency to cover future contract changes for vehicle enhancements.

BACKGROUND

In October 2010, the Metro Board approved a new solicitation for 235 LRVs to meet Metro's projected Transit Rail Line requirements. In order to ensure on-time performance of the new LRV program to meet vehicle requirements for new rail lines in construction, the Board's solicitation approval included a 100% performance bonding requirement.

DISCUSSION

While a 100% performance bonding security was commensurate with the level of risk Metro faced at

that time of the procurement and award in 2012, such a high level of contract performance security is excessive in light of KI's proven performance. Thus far KI has performed adequately to meet Metro's rail car needs and was instrumental in ensuring that Metro had the vehicle resources to open two new transit lines; the Foothill and Expo Extensions.

Therefore, staff recommends reducing the contractual performance bonding requirement of 100% of the value of the P3010 Light Rail Vehicle (LRV) Contract. The reduction in performance bonding can be accomplished without negatively impacting the financial security and program incentives that Metro holds to ensure project completion of the P3010 LRV program, and this action will save \$4.38 million in the cost to the project. There will be no change to the LOP. The savings will be applied as a LOP contingency to cover future changes to enhance vehicle safety and performance, and passenger comfort. Specifically, staff recommends replacing the existing 100% performance bond with a \$50 million Irrevocable Letter of Credit (LOC). This supplements other financial security measures:

- Metro holds a 5% Contract retention through the completion of the project. Metro currently holds \$48 million; that cash retention will grow to \$69 million by the end of the project, and
- There is an existing LOC equal to 6% of the Contract value for warranty services through 2023.

The recommended changes to the Contract's requirements provide Metro with an adequate level of financial security to meet the open obligations remaining on the P3010 Contract.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact to safety, vehicle performance or passenger experience.

FINANCIAL IMPACT

Adoption of the recommendation to approve the Contract Modification will provide a savings to Metro by decreasing the contract price by \$4,386,957; from \$926,142,679 to \$921,755,722. This amount does not affect the P3010 project LOP of \$972,000,000. Funding for this project are included in the FY19 budget in Cost Center 3043 - Strategic Vehicle and Infrastructure Delivery, Account 53105 - Acquisition of Revenue Vehicle, Project 206035 - P3010 LRV Project including options.

Impact to Budget

The current source of funds for this action is Measure R, Federal STIP, and Proposition A 35%. These funding sources maximize allowable project fund allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This project will improve safety, service, and reliability, in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve staff's recommendation for the Contract Modification recommended above, Metro would not realize a project savings of \$4.38 million. This alternative is not recommended because a 100% performance bond on the existing mature project will not provide any additional financial security that is not already available through existing Contract retention, Final Acceptance Milestones payments held and a Letter of Credit that would secure and incentivize project completion.

NEXT STEPS

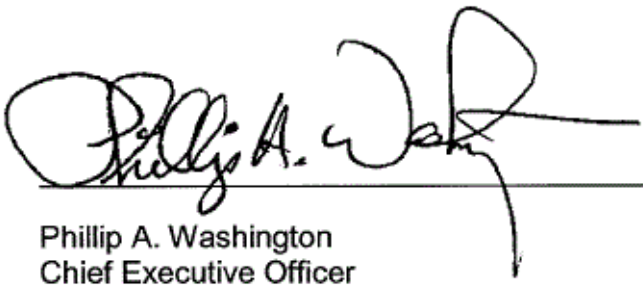
Upon Board approval, staff will execute Contract Modification No. 34, proceed with implementation of the changes outlined above, and continue delivery of the P3010 option order vehicles.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Authority (CMA) Summary
- Attachment C - DEOD Summary

Prepared by: Victor Ramirez, Deputy Executive Officer, Contract Administration, (213) 922-1059
Wayne Okubo, Director of Contract Administration, (213) 922-7466

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Greg Kildare, Chief Risk, Safety & Asset Management Officer, (213)922-4971



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE PERFORMANCE BONDING/CONTRACT P3010

1.	Contract Number: P3010		
2.	Contractor: Kinkisharyo International LLC		
3.	Mod. Work Description: The Contractor shall eliminate the existing 100% performance bond and replace it with a \$50 million Irrevocable Letter of Credit.		
4.	Contract Work Description: New Light Rail Vehicles		
5.	The following data is current as of: 8/7/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	4/20/2012	Contract Award Amount: \$890,142,275, inclusive of Options 1 through 4.
	Notice to Proceed (NTP):	8/2012	Total of Modifications Approved: 35
	Original Complete Date:	2/2017 (Base only)	Pending Modifications (including this action): 1
	Current Est. Complete Date:	01/2021 (including Options)	Current Contract Value (with this action): \$921,755,722
7.	Contract Administrator: Wayne Okubo		Telephone Number: (213) 922-7466
8.	Project Manager: Jason Yaw		Telephone Number: (213) 922-3325

A. Procurement Background

This Board Action is to approve Contract Modification No. 36 to Contract No. P3010 for the elimination of the 100% performance bond requirement defined in the P3010 Contract. The 100% performance bond would be replaced by a \$50,000,000 Irrevocable Letter of Credit (LOC).

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

In April 2012, Contract No. P3010 was awarded to Kinkisharyo International LLC (KI) in the firm fixed price amount of \$299,061,827 for the manufacturing and delivery of 78 light rail vehicles (LRV) for the base contract buy. The Board also authorized the CEO to negotiate and award up to four Contract Options totaling \$591,080,448 for up to 157 additional LRVs. These four options were executed on August 14, 2013 (Option 1 and 4) and July 31, 2015 (Option 2 and 3).

This Contract Modification is to enable KI to remove their responsibility to maintain a 100% performance bond with a responsible surety. In lieu of a performance bond, staff recommends the acceptance of a LOC from a financially responsible institution in the amount of \$50 million. In addition to the LOC, Metro currently holds cash retention of \$48 million and by the end of the Contract period of performance the retention would equal \$69 million in cash holdings. Metro staff recommends that the combination of LOC and cash retention is adequate to incentivize and protect the timely and full completion of the P3010 project.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon cost analysis and financial risk assessment.

Proposal Amount	Metro ICE	Negotiated Amount
(\$4,386,957)	(\$3,500,000)	(\$4,386,957)

ATTACHMENT B

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

P3010 LIGHT RAIL VEHICLE PERFORMANCE BONDING/CONTRACT P3010

Contract Modification No.	Description	Status	Estimated Cost
N/A	Award Base Contract	Approved	\$ 299,061,827.00
1	Modify SP-27 US Employment Plan, Section B – New FTE Positions	Executed	\$ 0.00
2	Exercise Contract Option No. 1 for \$104,428,419 and Option No. 4 for \$261,893,225 and Period of Performance	Executed	\$ 366,321,644.00
3	Revise Period of Performance to include 30 days retooling period after delivery of last car on prior order	Executed	\$ 0.00
4	Modify applicable commercial Specs and Technical Specs for Request for Change No. 9 LED on Recording Cameras. Increase Contract Amount for the Base Buy by \$120,362.19	Executed	\$ 120,362.19
5	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.10 - Door Close Operator Alert. Increase Contract Amount for the Base Buy by \$74,763.06	Executed	\$ 74,763.06
6	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.11 Train Operator Log In. Increase Contract Amount for the Base Buy by \$253,955.52	Executed	\$ 253,955.52
7	Modify Applicable Commercial and Technical specs for RFC No. 14 for revising car number to four digits	Executed	\$ 0.00
8	Modify Applicable Commercial and Technical specs for RFC No. 1 for the addition of a backup train operator display	Executed	\$ 861,695.00
9	Modify Applicable Commercial and Technical specs for RFC No. 8 Location for Emergency Tool Enclosures	Executed	\$ 0.00
10	Deleted	Not Executed	\$ 0.00
11	Exterior Rear View Mirrors	Executed	\$ 677,317.00
12	Sandbox Location	Executed	\$ 548,242.00
13	RFC No. 13 - Adding Graphic Display	Executed	\$ 355,848.00
14	Revised Invoice Procedures	Executed	\$ 0.00
15	RFC No. 2 - Exterior route signs with color ID	Executed	\$ 1,206,791.85

16	RFC No. 6 - Interior Route Information Signs	Executed	\$ 1,274,944.00
17	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 1 and Option 4	Executed	\$ 6,534,165.00
18	Exercise of Contract Options 2 and 3	Executed	\$ 224,758,804.00
19	Addition of Interior Route Information Signs – Design Change	Executed	\$ 169,146.38
20	Cab Console – Door Control	Executed	\$ 194,439.00
21	Vehicle Scale Model	Executed	\$ (75,000.00)
22	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 2 and Option 3	Executed	\$ 11,651,376.00
23	Transport of three LRVs (No. 1003, 1014, and 1016)	Executed	\$ 30,647.00
24	Windshield wipers and brake cut out skirt openings	Executed	\$ 248,892.00
25	Revision of SP-04 entitled "Approved Subcontractors and Suppliers" list	Executed	\$ 0.00
26	Extension of Time Base Contract from 53 to 56 months	Executed	\$ 0.00
27	Transport of 19 railcars from Monrovia to Green Line	Executed	\$ 205,571.00
28	Modification of CP-02. Modification changes the percentage for the Conditional Acceptance and Final Acceptance Milestones	Executed	\$ 0.00
29	Crenshaw Line Tie-In Support	Executed	\$ 191,747.16
30	RFC #19 Reflective Labels for 78 Base LRV's	Executed	\$ 609,974.61
31	Award RFC No. 1 for Addition of Train Operator, RFC No. 2 for Color Route ID, RFC No. 3 for Addition of exterior rear view mirrors, and RFC No. 6 for Interior route information signs on 157 LRVs, Options 1-4	Executed	\$ 5,687,691.00
32	Award RFC #7 for Sandbox Relocation and RFC# 19 Reflective Labels, on 157 LRVs, Options 1-4	Executed	\$ 3,675,427.00
33	Award RFC #11 for Train Operator Log-In and RFC# 13 for Graphic Design at ADA and Priority Seats on 157 LRVs, Options 1-4	Executed	\$ 913,473.00
34	Award RFC #23 for Car Paint on 78 Base Order LRV's and RFC #24 for Brake Cut-Out Skirt Opening on 157	Executed	\$ 355,656.00

	LRVs, Options 1-4		
35	Award RFC #9 for LED's on Recording Camera's, RFC #10 for Door Close Operator, and RFC #22 for Windshield Wiper, on 157 LRV's, Options 1-4	Executed	\$ 233,280.24
36	Replace existing 100% Performance Bond with a \$50 million Irrevocable Letter of Credit	Recommended for Approval	\$ (4,386,957.00)
	Subtotal – Negotiated and In Process Changes		\$ 921,755,722.01
	Subtotal – Negotiated and Recommended for Approval		\$ 0
	Subtotal – Negotiated but Not Executed, Recommended Approval for CEO to negotiate and execute (Pending)		\$ (4,386,957.00)
	Total Estimated Modifications Including Pending Changes		\$ 622,693,895.01
	Prior CMA Authorized by the Board (CMA 10% of aggregate amount of original award plus Options 1-4)		\$ 89,014,227.10
	Increased CMA requested		\$ 0.00
	Total CMA including this action		\$ 13,427,906.01
	Remaining CMA for Future Changes		\$ 75,586,321.09

DEOD SUMMARY

P3010 LIGHT RAIL VEHICLES PERFORMANCE BONDING/CONTRACT P3010**A. Small Business Participation**

Kinkisharyo International, LLC. is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs. Kinkisharyo reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 2.30% to FTA for FY18, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy.

B. Prevailing Wage Applicability

Prevailing wage is not applicable to the manufacturing of light rail vehicles.

C. Project Labor Agreement/Construction Careers Policy

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

D. United States Employment Plan Program (USEP)

United States Employment Plan Program is applicable on this contract. Staff has been monitoring progress on all USEP commitments, including the contractual commitment in creating employment opportunities in the U.S. The Contractor Kinkisharyo has currently created over 600 new jobs nationwide to support this project, totaling \$101,822,155 in new wages and benefits.

To date, Kinkisharyo has exceeded its USEP commitment in new wages and benefits.

USEP Commitment for Base + All Options	\$97,889,293.00
USEP Actuals to Date	\$101,822,155.49
Balance of USEP to be Attained	\$0.00



Board Report

File #: 2018-0495, **File Type:** Appointment

Agenda Number: 27.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro’s Service Councils (Attachment A).

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.

BACKGROUND

The Metro Service Councils are the first and foremost link for bus riders to interact with the Metro team concerning bus service, system performance, and development of the Measure M bus and rail system. Each Service Council consists of 9 representatives and maintaining a full dais provides the best representation for our customers and residents within each of the 5 designated geographic areas of the County. Depending on the Service Council, representatives are appointed by members of the Board of Supervisors, the Mayor of the City of Los Angeles, Local Councils of Governments, and groupings of cities within the designated geographic areas. All Service Council members nominated for appointment must be confirmed by the Metro Board of Directors.

DISCUSSION

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

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

The individual listed below has been nominated to serve by the Councils' appointing authorities. If approved by the Board, this appointment will serve a three-year term or the remainder of the seat's three-year term as indicated. A brief listing of qualifications for the new nominee is provided along with the nomination letters from the nominating authorities:

San Fernando Valley

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of five (5) Hispanic members and four (4) White members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- A. Jess Talamantes, San Fernando Valley Service Council, New Appointment
Nominated by: Cities of Burbank, Glendale, and San Fernando
Term Ending: June 30, 2021

DETERMINATION OF SAFETY IMPACT

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Transform Los Angeles County through Regional collaboration and national leadership. This program will continue to improve safety, service and cleanliness, in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

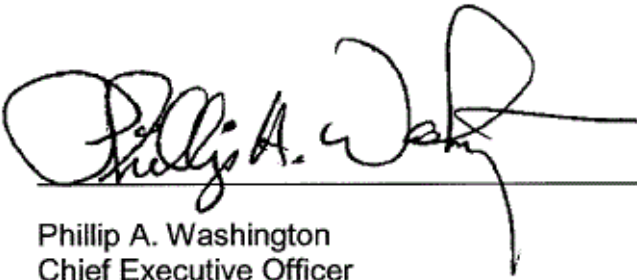
Attachment A - New Nominee Listing of Qualifications

Attachment B - Nomination Letters

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

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

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



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Jess Talamantes, Nominee for San Fernando Valley Service Council



Jess Talamantes was first elected to the Burbank City Council in 2009; he has served continuously since then and currently serving his third four year term. During his time on the Council, he has served two one year terms as Mayor and Vice Mayor. Prior to serving as an elected official, Vice Mayor Talamantes had a 32-year career as a Burbank Firefighter working on the frontlines in public safety. Mr. Talamantes has also been involved in a number of boards and commissions, including League of California Cities, San Fernando Valley Council of Governments, Southern California Association of Governments (SCAG), and Burbank City Federal Credit Union. Councilmember Talamantes previously served a term on the San Fernando Valley Service Council from July 2015 through June 2018. A Burbank resident since 1962, Jess is a graduate of John Burroughs High School. He earned his B.S. in Fire Protection Administration and Technology from California State University at Los Angeles.

APPOINTING AUTHORITY NOMINATION LETTERS



CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
FAX (818) 238-5804

August 2, 2018

Mr. Gary Spivack
Deputy Executive Officer
Metro San Fernando Valley Service Council
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Nomination of Burbank Councilmember Jess Talamantes to the Metro San Fernando Valley Service Council

Dear Mr. Spivack:

As you know, the term of one of the two San Fernando Valley Service Council seats representing the East Cluster cities of Burbank, Glendale, and San Fernando has expired. In order to maintain full representation to this important oversight group, I respectfully request that Burbank Councilmember Jess Talamantes be re-nominated to serve as a member of the Service Council to represent transit riders in the three cities. This nomination has been discussed with officials from the Cities of Glendale and San Fernando, who agree that Councilmember Talamantes is the appropriate person to join San Fernando Councilmember Robert Gonzales in representing the East Cluster cities on the Service Council.

Thank you for considering our request to nominate Jess Talamantes to the San Fernando Valley Service Council. Should you require any further information, please feel free to contact David Kriske in our Community Development Department at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,

Ron Davis
City Manager
City of Burbank

CC: John Takhtalian, Deputy City Manager – City of Glendale
Alexander P. Meyerhoff, City Manager – City of San Fernando



CITY OF GLENDALE, CALIFORNIA
Management Services

613 E. Broadway, Suite 200
Glendale, CA 91206-4308
Tel. (818) 548-4844 Fax (818) 547-6740
glendaleca.gov

August 1, 2018

Gary S. Spivack
Deputy Executive Officer, Metro Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

RE: Support for Nomination of Jess Talamantes to Metro San Fernando Valley Service Council

Dear Mr. Spivack:

The City of Glendale is in support of the nomination of Jess Talamantes to serve as one of two appointees for Metro San Fernando Valley Service Council, representing the Eastern Cluster cities of Burbank, Glendale, and San Fernando, for a term running from July 1, 2018 to June 30, 2021.

Council Member Vartan Gharpetian has respectfully withdrawn his nomination to serve on this Service Council, and thanks Mr. Talamantes for his service. We look forward to the great work the Service Council will provide in reviewing the NextGen Bus study, and representing the best interests of the residents of our three cities.

Should you or your staff have any questions, please contact John Takhtalian, Deputy City Manager at (818) 548-4844 or jtakhtalian@glendaleca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Yasmin K. Beers".

Yasmin K. Beers
City Manager
City of Glendale

CC: Ron Davis, City Manager, City of Burbank
Justin Hess, Assistant City Manager, City of Burbank
John Takhtalian, Deputy City Manager, City of Glendale

THE CITY OF
SAN FERNANDO

CITY COUNCIL

August 28, 2018

MAYOR
SYLVIA BALLIN

VICE MAYOR
ANTONIO LOPEZ

COUNCILMEMBER
ROBERT C. GONZALES

COUNCILMEMBER
JOEL FAJARDO

COUNCILMEMBER
JAIME SOTO

Gary S. Spivack, Deputy Executive Officer
Metro Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

SUBJECT: Support for Nomination of Jess Talamantes to Metro San Fernando Valley
Service Council

Dear Mr. Spivack:

The City of San Fernando is in support of the nomination of Jess Talamantes to serve as one of two appointees for Metro San Fernando Valley Service Council, representing the Easter Cluster cities of Burbank, Glendale, and Fernando, for a term running from July 1, 2018 to June 30, 2021.

We look forward to the great work the Service Council will provide and in representing the best interests of the residents of our three cities.

Should you have any questions, please feel free to contact City Manager Alexander Meyerhoff at (818) 898-1202 or AMeyerhoff@sfcity.org.

Sincerely,



Sylvia Ballin
Mayor

OFFICE OF THE
CITY COUNCIL

117 MACNEIL STREET
SAN FERNANDO
CALIFORNIA
91340

(818) 898-1201

WWW.SFCITY.ORG



Board Report

File #: 2018-0497, File Type: Contract

Agenda Number: 28.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: RAIL EMERGENCY RESPONSE UNIT CONTRACT

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP51822000 with Brandt Group, Road Rail Division, the lowest responsive and responsible bidder, for one (1) Rail Emergency Response Unit in the amount of \$1,429,680 inclusive of sales tax, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the replacement of a Metro owned and operated Heavy Duty Rail Recovery Truck (Rail Emergency Response Unit). This equipment is required to support the Rail Fleet Services (RFS) maintenance function of the Light Rail Vehicle (LRV) fleet throughout the Metro system.

BACKGROUND

A rail emergency response unit is used for three main purposes: 1) Pulling stranded LRVs from rail lines due to traction power, overhead catenary system (OCS), or LRV failures, 2) Re-railing LRVs that have derailed on the track, and 3) Commissioning of Mainline and yard to test track and LRVs before start-up of new rail lines or yards.

DISCUSSION

Metro owns and operates three rail emergency response units that are currently deployed at strategic locations supporting service on the Metro Blue, Gold, Green, and Expo, and the rapidly approaching Crenshaw light rail lines. Of these three units, one has been in operation since 1998 and is scheduled for replacement.

The new machine has tandem drive units that provide the ability to negotiate tight curves, specialized couplers to match the LRV's power supply and braking capabilities, contains on-chassis cabinets for re-railing tools and equipment. In addition, the vehicle will have specialized lighting to augment work at night or any dimly lit conditions such as tunnels.

This purchase of a new rail emergency response unit will provide Metro RFS with the equipment for

the consistent, timely and effective recovery, testing, yard movement and maintenance of the Metro LRV fleet for the next 20 years.

DETERMINATION OF SAFETY IMPACT

The purchase of a new rail emergency response vehicle will provide Metro with an advanced rail recovery vehicle that will ensure that Metro RFS has the equipment needed to quickly and effectively respond to rail system derailments and other emergencies. Response time is a critical factor to ensure the safety of our train operators, patrons, and the general public.

FINANCIAL IMPACT

The recommendation for award is \$1,429,680. The funding is included in the LOP of capital project 208601 - Non Rev High Rail Replacement in Cost Center 3790 Maintenance Administration; Account 53106, Acquisition of Service Vehicle. The delivery of the equipment is scheduled up to 12 months after the date of award.

Since this is a multi-year procurement, the cost center manager and project manager will ensure that expenditures are budgeted in future Fiscal Years.

Impact to Budget

The current funding for this acquisition is TDA Article 4. This funding source maximizes allowable fund use given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This project will improve safety, service, specifically response times during emergencies, in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Staff considered leasing additional equipment and/or contracting out emergency rail recovery services, but it was found to be cost prohibitive and not recommended. Further, rail recovery is an in-house task currently performed by ATU contract personnel. Contracting out this service would conflict with the Metro/ATU Collective Bargaining Agreement.

The alternative of retaining the existing rail emergency response unit for active continuous service is not recommended. Diminished reliability, high maintenance costs, scarcity of spare parts and frequent repairs over the past several years has rendered the use of the existing unit a poor alternative for continued primary operation, however, the back-up function is a cost effective solution while primary units get needed repairs or maintenance.

Not purchasing the recommended rail emergency response unit will significantly reduce the ability of Metro RFS to effectively respond to Metro light rail emergencies and support LRV commissioning.

Further, the expansion of the Metro rail system requires the purchase of new, reliable and advanced equipment to ensure effective and timely response to LRV emergencies on Metro system for the next 20 years. A do not purchase option is not recommended.

NEXT STEPS

Following the authorization and execution of the contract, the vendor will begin the manufacturing process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment 12 months after the award of the contract.

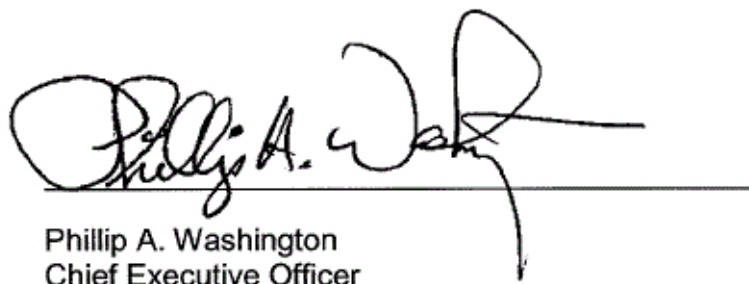
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Michael Ornelas, Sr. Director Rail Vehicle Maintenance, (213) 922-3223
Daniel Ramirez, Division Maintenance Superintendent, (213) 922-5797

Reviewed by: Debra Avila, Chief, Vendor/Contract Management, (213) 922-6383 James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HEAVY DUTY RAIL RECOVERY TRUCK (RAIL EMERGENCY RESPONSE UNIT)
OP51822000

1.	Contract Number: OP51822000	
2.	Recommended Vendor: Brandt Road Rail	
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: 03/30/2018	
	B. Advertised/Publicized: 04/02/2018	
	C. Pre-Bid Conference: 04/11/2018	
	D. Bids Due: 05/17/2018	
	E. Pre-Qualification Completed: 07/9/2018	
	F. Conflict of Interest Form Submitted to Ethics: 05/18/2018	
	G. Protest Period End Date: 09/20/2018	
5.	Solicitations Picked up/Downloaded: 11	Bids Received: 1
6.	Contract Administrator: Aryani L. Guzman	Telephone Number: 213-922-1387
7.	Project Manager: Dan Ramirez	Telephone Number: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. OP51822000 issued in support of the procurement of a heavy duty rail recovery truck. Board approval of contract award is subject to resolution of any properly submitted protest.

IFB No. OP51822 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on April 18, 2018, revised the bid due date.

A total of one bid was received on May 17, 2018.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro's Acquisition Policy for a single bid from Brandt Road Rail.

Brandt Road Rail was determined to be responsive and responsible to the IFB requirements, and in full compliance with the technical requirements.

Market Survey

Metro staff conducted a market survey to determine the reasons for the lack of formal bid responses to this IFB from other suppliers/distributors.

Ten firms downloaded the solicitation and based on staff's communication with the plan-holders, eight indicated they were unable to meet the technical specifications. The two remaining plan-holders indicated they were unable to submit a competitive price. Staff also determined that there were no restrictive elements in the IFB requirements, and that the solicitation was conducted in a competitive environment.

C. Price Analysis

The recommended bid price from Brandt Road Rail is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid with the expectation of adequate price competition. Both Metro and the supplier anticipated there would be more than one acceptable bid submitted. The formal bid received reflects this anticipated competition. Overall the total bid price has been deemed fair and reasonable.

Bidder Name	Bid Amount	Metro ICE
Brandt Road Rail	\$1,429,680	\$1,450,000

D. Background on Recommended Contractor

The recommended firm, Brandt Road Rail, located in Saskatchewan, Canada, has been in business for 80 years and is a leader in machine manufacturing, engineering, design and development of top heavy duty equipment. Their products are used in 20 countries and on several continents including Australia, North America and Europe. Brandt Road Rail has provided heavy duty rail car mover trucks to Hensel Phelps/Herzog JV (Los Angeles, CA) and Foothill Transit (Azusa, CA).

DEOD SUMMARY

HEAVY DUTY RAIL RECOVERY TRUCK (RAIL EMERGENCY RESPONSE UNIT)
OP51822000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement, which involves the purchase of one heavy duty rail recovery truck. DEOD determined that there was a lack of availability of SBE certified firms to purchase the heavy duty rail recovery truck directly from the manufacturer's local dealers.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0504, File Type: Contract

Agenda Number: 29.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 20, 2018

SUBJECT: A650 TRACTION GEAR UNIT OVERHAUL (OPTION-BUY FLEET)

ACTION: CONTRACT AWARD

RECOMMENDATION

AWARD a 74-month indefinite delivery/indefinite quantity Contract No. MA47351000 for the overhaul of up to 296 traction gear units for 74 Breda A650 Option Rail Vehicles to ORX, for a not-to-exceed amount of \$4,925,746, subject to resolution of protest, if any.

ISSUE

The Original Equipment Manufacturer (OEM) establishes a timeline for vehicle maintenance and major systems overhauls in order to maintain the safety and level of performance of their vehicles.

Implementation of this overhaul program helps ensure the A650 Option-buy fleet remains in a constant State of Good Repair (SGR) by overhauling multiple systems on the vehicles including friction brake, doors, gear units, traction motors, trucks and suspension, auxiliary power and coupler systems. Completing this scheduled overhaul will ensure equipment safety, performance and longevity of the rail cars.

BACKGROUND

The Breda A650 Option-Buy Heavy Rail Vehicle Fleet is in its 21st year of revenue service operations with an average per car mileage of over 1.4 million miles, accumulated fleet mileage of over 98 million miles with consistent performance, and a reliable safety record. The A650 fleet, consisting of 74 rail cars, is due for traction gear unit overhauls per the original equipment manufacturer (OEM) and Metro engineering's recommendations. The traction gear unit overhaul is one of the fourteen vehicle system overhauls.

DISCUSSION

The traction gear unit is a main mechanical component connected to a traction motor that transforms electrical energy to mechanical energy to propel the rail car. Should a traction gear unit fail there is an impact to revenue service with catastrophic results and the vehicle will cease to move. Servicing and inspecting a traction gear unit is performed by in-house maintenance personnel but for a major overhaul, which is beyond the level of in-house maintenance capability, performance by a qualified

vendor is required. The contractor will perform services in accordance with OEM and Metro engineering specifications following production schedule of four traction gear units per month.

The traction gear unit overhaul is one of the fourteen vehicle system overhauls that will require procurement action in the future. The additional systems to be overhauled or modified include car interior renovations, bike area and railing modifications, loop step modification, seat insert replacement, passenger door, friction brake, air compressor, AC evaporator motor upgrade, coupler, semi-permanent drawbar, low voltage power supply, air spring replacement, traction motor, and gear unit overhaul.

DETERMINATION OF SAFETY IMPACT

Passenger and employee safety are of the utmost importance to Metro and, therefore, it is imperative to maintain the A650 option-buy fleet to a constant state of good repair. The traction gear unit overhaul is in support of the complete A650 component overhaul program. This effort will ensure that these vehicles are maintained within OEM recommendations and regulatory standards, according to the defined schedule and technical specification requirements, and within Metro's internal Corporate Safety standards.

FINANCIAL IMPACT

The total contract amount is \$4,925,746. Funding of \$100,000 for this procurement is included in the FY19 budget in cost center 3942, Rail Fleet Services Maintenance, under project number 206034, line item 50316, Professional & Tech Service.

Since this is a multi-year contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years

Impact to budget

The current source of funding for this acquisition is Proposition A35%. This funding source maximizes allowable allocations given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high quality mobility options that enable people to spend less time travelling. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Traction gear units are safety critical systems which are required to be overhauled per the OEM and regulatory requirements to avoid catastrophic events resulting from gear and bearing lock with resultant service delays and customer inconvenience. In addition to equipment failure and service delays, deferring the traction gear unit overhaul is not recommended as Metro could also be subject to penalties mandated by the California Public Utilities Commission.

NEXT STEPS

Overhaul of the traction gear unit systems on the A650 heavy rail vehicles will continue in accordance with Rail Fleet Services scheduled requirements. If approved, the project is scheduled to commence in December 2018.

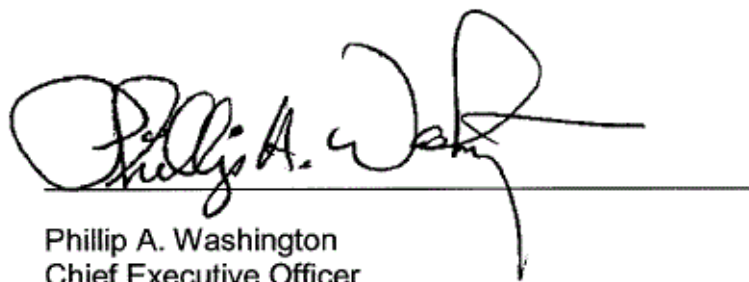
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Fred Kan, Director, Rail Fleet Services, (213) 922-3304
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance, (310) 816-6694
Robert Spadafora, Sr. Executive Officer, Rail Fleet Services (213) 922-3144

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**A650 (OPTION) TRACTION GEAR UNIT OVERHAUL
/MA47351000**

1.	Contract Number: MA47351000	
2.	Recommended Vendor: ORX	
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: 11/15/17	
	B. Advertised/Publicized: 11/17/17, 11/18/17	
	C. Pre-Bid Conference: 11/22/17	
	D. Bids Due: 2/16/18	
	E. Pre-Qualification Completed: 5/17/18	
	F. Conflict of Interest Form Submitted to Ethics: 2/21/18	
	G. Protest Period End Date: 09/22/18	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 2
6.	Contract Administrator: Lorretta Norris	Telephone Number: 213/922-2632
7.	Project Manager: Fred Kan	Telephone Number: 213/922-3304

A. Procurement Background

This Board Action is to approve Contract No. MA47351000 issued in support of Metro's Red Line A650 Heavy Rail Vehicle (HRV) to procure services required for the complete overhaul of the A650 (Option) traction gear units. A protest was formally lodged by one of the competing bids. That protest and subsequent appeal to the CEO have been reviewed, rejected and fully resolved. Board approval of contract award is subject to resolution of any new properly submitted protest(s), if any.

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

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

- Amendment No. 1, issued on November 20, 2017, established the Pre-Bid Conference date.
- Amendment No. 2, issued on December 12, 2017, revised the bid due date.
- Amendment No. 3, issued on January 10, 2018, replaced the Schedule of Quantities and Prices, extended the comments and questions period, and revised the bid due date.
- Amendment No. 4, issued on January 29, 2018, extended the comments and questions period; and revised the bid due date.
- Amendment No. 5, issued on February 22, 2018, replaced the Schedule of Quantities and Prices.

A Pre-Bid Conference was held November 22, 2017, and it was attended by two participants. A total of two bids were received on February 16, 2018.

B. Evaluation of Bids

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

1. Gray Manufacturing Industries (GMI), LLC
2. ORX

The firm recommended for award, ORX, was found to be in full compliance with the bid and technical requirements; and was deemed responsive and responsible. Although GMI’s bid price was the lowest, the exceptions contained in its formal bid made their offer non-responsive. GMI’s bid was rejected due to cited exceptions to the IFB requirements. GMI protested Metro’s bid rejection in March 2018. GMI’s protest was rejected by staff and the bid rejection was upheld after appeal to the CEO.

Based on staff’s market research, there are only a few technically qualified firms that can perform the A650 gear unit overhauls. Twelve firms downloaded the IFB, two firms submitted formal bids, and one of the formal bids was rejected due to cited exceptions to the IFB requirements.

Staff took a sample of the total number of firms that downloaded the solicitations to determine their reason(s) for not submitting a formal bid. Our findings were either the firms were not in this specialized overhaul business, or they were not technically qualified to complete the work. Staff found that there were no restrictive elements in the IFB requirements and a competitive environment existed at time of bid.

C. Price Analysis

The recommended bid price from ORX has been determined to be fair and reasonable based upon adequate price competition. Although only one bid was responsive and responsible, the recommend bid was offered under a competitive environment.

Proposer Name	Bid Amount	Metro ICE
ORX	\$4,925,746	\$4,185,000

D. Background on Recommended Contractor

The recommended firm, ORX, located at One Park Avenue, Tipton, PA, has been in business since 1979 and supplies new and remanufactured wheel set assemblies, axles, combo units, traction gear units and trucks to light rail and heavy rail car builders

to transit agencies and private entities throughout the United States and Canada. ORX has done business with New Jersey Transit and JFK AirTran New York City Transit. ORX is currently overhauling Metro's Blue Line wheel set assemblies and have performed satisfactorily.

DEOD SUMMARY

**A650 (OPTION) TRACTION GEAR UNIT OVERHAUL
/MA47351000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this solicitation due to lack of subcontracting opportunities. DEOD explored painting and shipping scopes, however the dollar value slated for these tasks was less than 2% and did not justify a goal.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0523, **File Type:** Contract

Agenda Number: 31.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: COPY CENTER EQUIPMENT AND SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year Contract No. PS110638000 to Canon Solutions America Inc. for Copy Center and Design Studio equipment and services in an amount not-to-exceed \$1,590,568, inclusive of sales taxes; subject to the resolution of protest(s), if any.

BACKGROUND

Metro's current contracts for the lease of high-speed copiers, document finishing equipment, maintenance, and other services will expire on December 31, 2018.

DISCUSSION

Metro requires high-speed copy machines, laminating equipment, binding and other finishing equipment to produce a wide range of documents that are required for agency business, including:

- Bus and rail "shake-up" materials
- Board and committee agenda packets
- Budget books
- Bound departmental reports
- Departmental forms
- Large format blueprints and posters
- Procurement IFB and RFP Packages
- Training manuals
- EIR/EIS and other planning documents

Documents are sent to the Copy Center whenever they can be produced more cost effectively and at a higher quality than is possible on convenience copiers. This contract will replace the current contract with Canon.

DETERMINATION OF SAFETY IMPACT

Approval of this Board item will have a neutral impact on safety.

FINANCIAL IMPACT

Funding of \$320,000 for this service is included in the FY19 Budget in cost center 6420 Copy Services within project 100001 General Overhead. Since this is a multi-year contract, the cost center manager and Chief Human Capital & Development Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of Federal, state and local funds. These funds are eligible for bus and rail operating costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal #5 (Provide responsive, accountable, and trustworthy governance). By continuing to be responsive, accountable and trustworthy, Metro will build credibility with decision-makers, customers, and employees and be able to perform more effectively to the changing needs of its business practices.

ALTERNATIVES CONSIDERED

One alternative would be to purchase the existing equipment at the current market value and purchase maintenance services and spare parts required to keep the machines operational. This alternative is not recommended because the current equipment has become less reliable as it has aged. This could delay document production, including documents required for high priority projects.

Another alternative would be to send all high volume jobs to an outside vendor. Sending all photocopying to an outside vendor would extend response time for production of critical documents. This alternative would also require modification of Metro's collective bargaining agreement with TCU that represents Copy Center employees who perform this work.

NEXT STEPS

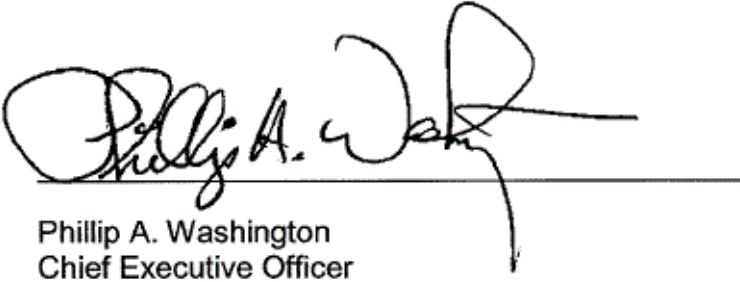
Upon Board approval, staff will execute Contract No. PS110638000 with Canon for copy center equipment and services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Steve Jaffe, DEO General Services
(213) 922-6284

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



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
COPY CENTER EQUIPMENT AND SERVICES / PS110638000**

1.	Contract Number: PS110638000	
2.	Recommended Vendor : Canon Solutions America, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 26, 2018	
	B. Advertised/Publicized: March 26, 2018	
	C. Pre-proposal/Pre-Bid Conference: April 3, 2018	
	D. Proposals/Bids Due: May 10, 2018	
	E. Pre-Qualification Completed: July 3, 2018	
	F. Conflict of Interest Form Submitted to Ethics: July 10, 2018	
	G. Protest Period End Date: September 24, 2018	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Raul Gomez	Telephone Number: (213) 922-4356

A. Procurement Background

This Board Action is to approve a contract award to lease equipment for the Metro Copy Center. The Contractor will be responsible for furnishing technical support, repair services by factory trained personnel, maintenance, initial and on-going training, applicable software and software licenses, hardware and hardware retrofits, equipment relocation/moving services, and all supplies throughout the term of the Contract. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Diversity and Economic Opportunity Department (DEOD) recommended a 5% Disadvantage Business Enterprise (DBE) goal for this procurement.

In January 2018, Request for Proposal (RFP) No. PS43240, which did not include a small business goal, was scheduled to be presented to the Board for award. However, staff withdrew the item from the Board agenda to allow small business participation in a reprocurement. On January 30, 2018, the solicitation was cancelled.

On March 26, 2018, RFP No. PS43240-2 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy.

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

- Amendment No. 1, issued on April 2, 2018, added equipment minimum requirements.

- Amendment No. 2, issued on April 4, 2018, included pre-proposal documents including the agenda, sign-in sheets, and planholder’s list.
- Amendment No. 3 , issued on April 11, 2018, included revised language for references, provided Metro Copy Center drawings, and extended the proposal due date.

A pre-proposal conference was held on April 3, 2018. A total of nine participants representing five firms were in attendance.

On May 10, 2018, Metro received three proposals from three firms as listed below, in alphabetical order:

1. American Business Machines
2. Canon Business Solutions, Inc.
3. Xerox Corporation

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from the Communications and General Services departments was convened and conducted a comprehensive technical evaluation of the proposal received.

Proposals were evaluated based on the following criteria and weights:

- | | |
|---|-----|
| • Degree of the Contractor’s (Firm and Staff) Skills and Experience | 30% |
| • Understanding of the Work and Effectiveness of Management Plan | 30% |
| • Cost Proposal | 25% |
| • Site Visit | 15% |

Site visits were conducted by the PET at proposing firms’ local customers in order to observe and interview staff about the equipment proposed by the firms. Site visits were conducted between May 31, 2018 and June 15, 2018.

Following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Canon Solutions America, Inc.				
3	Degree of the Contractor's (Firm and Staff) Skills & Experience	91.0	30%	27.30	
4	Understanding of the Work and Effectiveness of Management Plan	92.0	30%	27.60	
5	Cost Proposal	100.0	25%	25.00	
6	Site Visit	91.0	15%	13.65	
7	Total		100.00%	93.55	1
8	Xerox Corporation				
9	Degree of the Contractor's (Firm and Staff) Skills & Experience	89.3	30%	26.79	
10	Understanding of the Work and Effectiveness of Management Plan	85.0	30%	25.50	
11	Cost Proposal	88.0	25%	22.00	
12	Site Visit	86.0	15%	12.90	
13	Total		100.00%	87.19	2
14	American Business Machines				
15	Degree of the Contractor's (Firm and Staff) Skills & Experience	79.3	30%	23.79	
16	Understanding of the Work and Effectiveness of Management Plan	64	30%	19.20	
17	Cost Proposal	76	25%	19.00	
18	Site Visit	89.3	15%	13.40	
19	Total		100.00%	75.39	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, fact finding, and technical evaluation which included a review of equipment specifications as stated in the Statement of Work.

PROPOSER	PROPOSED AMOUNT	METRO ICE	AWARD AMOUNT
Canon Solutions America, Inc.	\$1,590,568	\$1,936,500	\$1,590,568
Xerox Corporation	\$1,783,065		
American Business Machines	\$2,123,629		

D. Background on Recommended Contractor

Since 1971, Canon Solutions America, Inc. (Canon) has been providing integrated systems technology that comprises one of the strongest solutions portfolios in the industry. Canon is a wholly-owned sales subsidiary of Canon U.S.A. Inc. operating within the United States and part of the region called Canon Americas. Canon has been the equipment vendor for the Metro Copy Center for the past five years. Over that period of time, they have been working closely with staff in support of Metro Copy Center and Canon has performed satisfactorily.

DEOD SUMMARY

COPY CENTER EQUIPMENT AND SERVICES / PS110638000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this procurement. Canon Solutions America, Inc. exceeded the goal by making a 5.50% DBE commitment.

Small Business Goal	5.00% DBE	Small Business Commitment	5.50% DBE
----------------------------	------------------	----------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express, Inc.	Hispanic American Female	1.16%
2.	Universal Reprographics, Inc.	Caucasian Female	4.34%
	Total		5.50%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0533, **File Type:** Contract

Agenda Number:

REVISED
CONSTRUCTION COMMITTEE
SEPTEMBER 20, 2018

SUBJECT: CITY OF LOS ANGELES FY19 ANNUAL WORK PLAN APPROVAL

ACTION: AUTHORIZE ANNUAL EXPENDITURE BUDGET

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an annual expenditure budget plan in the amount of ~~\$37,920,890~~ \$37,930,890 for the FY19 Annual Work Plan for the City of Los Angeles.

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. This support includes design reviews, permit approvals, inspection of work on City property, traffic control officers, traffic signal technicians and related engineering support. Approvals are required in a timely manner to support project schedules.

The annual work plan shall serve as a commitment from Metro for the reimbursement of services by City of Los Angeles reviewing departments for an estimated amount of services. Without an annual work plan, the reviewing departments have no funding sources to support the projects.

BACKGROUND

In December of 2002, a Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement was to establish a streamlined process among both entities to successfully construct Metro’s ongoing projects. A function of the MCA is to clearly identify a yearly budget for each City department to provide those city services. This function is labeled as the Annual Work Plan.

DISCUSSION

The action contained herein provides funding for the City of Los Angeles participation in each project within the limit of the current approved FY19 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 ~~\$37,920,890~~ \$37,930,890 is included in the FY19 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, generally from the capital project budgets. 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By executing the Annual Work Plan for FY19 and allowing the City departments to successfully review plans and provide a streamlined approval processes to successfully construct Metro's ongoing projects. It would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit networks and assets

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.

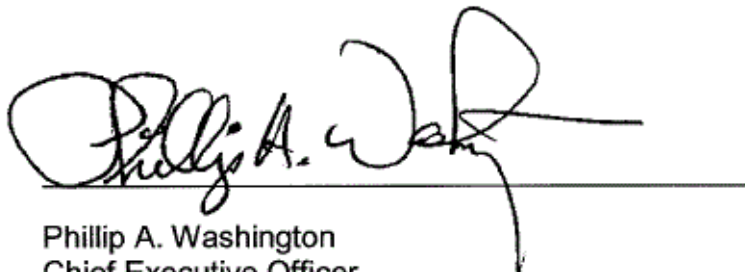
NEXT STEPS

Upon Metro 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

Attachment A - FY19 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Bryan Pennington, Senior Executive Officer; 213-922-7449
Androush Danielians, Executive Officer; 213-922-7598
Eduardo Cervantes, Deputy Executive Officer; 213-922-7255.
Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY19 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW/LAX TRANSIT

Dept. of Transportation	\$3,444,102
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$292,182
Bureau of Street Services	\$356,660
Contract Administration	\$1,210,903
Cross Coordination Support	\$132,473
Police Department/Safety	\$103,566
<hr/>	
Subtotal:	\$ 6,539,886

REGIONAL CONNECTOR

Dept. of Transportation	\$1,467,994
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$474,518
Bureau of Street Services	\$142,844
Contract Administration	\$407,295
Cross Coordination Support	\$309,320
Police Department/Safety	\$106,803
<hr/>	
Subtotal:	\$ 4,108,774

WESTSIDE EXTENSION SECTION 1

Dept. of Transportation	\$1,834,306
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$305,241
Bureau of Street Services	\$84,658
Contract Administration	\$738,193
Cross Coordination Support	\$132,616
Police Department/Safety	\$48,547
<hr/>	
Subtotal:	\$ 4,143,561

ATTACHMENT A (continued)

WESTSIDE EXTENSION SECTION 2

Dept. of Transportation	\$2,042,378
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$472,970
Bureau of Street Services	\$474,919
Bureau of Sanitation	\$70,678
General Services	\$120,419
Contract Administration	\$501,837
<hr/>	
Subtotal:	\$ 4,883,201

WESTSIDE EXTENSION SECTION 3

Dept. of Transportation	\$1,497,967
Bureau of Engineering	\$1,000,000
Bureau of Street Lighting	\$526,418
Bureau of Street Services	\$142,889
Bureau of Sanitation	\$ 60,678
General Services	\$123,438
Contract Administration	\$236,356
<hr/>	
Subtotal:	\$ 3,587,746

MBL SWING GATES

Dept. of Transportation	\$106,212
Bureau of Engineering	\$150,000
Bureau of Street Lighting	\$78,796
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 453,186

PATSAOURAS TRANSIT PLAZA

Dept. of Transportation	\$47,246
Bureau of Engineering	\$150,000
Bureau of Street Services	\$13,817
Bureau of Street Lighting	\$192,504
Contract Administration	\$118,177
<hr/>	
Subtotal:	\$521,744

ATTACHMENT A (continued)

LINK US

Dept. of Transportation	\$140,046
Bureau of Engineering	\$350,000
Bureau of Street Services	\$91,051
Bureau of Street Lighting	\$225,480
Contract Administration	\$15,000
<hr/>	
Subtotal:	\$821,577

ESOC

Dept. of Transportation	\$70,556
Bureau of Engineering	\$60,000
Bureau of Street Services	\$29,114
Bureau of Street Lighting	\$220,114
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 497,962

I405 SEPULVEDA

Bureau of Engineering	\$70,000
<hr/>	
Subtotal:	\$70,000

DIVISION 13 (#202001)

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

UNIVERSAL PED BRIDGE

Bureau of Engineering	\$20,000
<hr/>	
Subtotal:	\$20,000

THE BLOC PEDESTRIAN PASSAGEWAY (#204136)

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

PICO STATION SOUTH PARK WALKABILITY IMPROVEMENTS

Bureau of Engineering	\$30,000
<hr/>	
Subtotal:	\$30,000

ATTACHMENT A (continued)

MOLE RIGHT TURN GATES

Bureau of Engineering	\$68,871
Subtotal:	\$68,871

MBL PRESIGNAL

Bureau of Engineering	\$50,314
Subtotal:	\$50,314

METRO LEFT TURN GATES

Bureau of Engineering	\$18,140
Subtotal:	\$18,140

CIVIC CENTER SW ENTRANCE

Bureau of Engineering	\$10,000
Subtotal:	\$10,000

NORTH HOLLYWOOD STATION ENTRANCE

Bureau of Engineering	\$10,000
Subtotal:	\$10,000

RAILTO RIVER

Bureau of Engineering	\$430,000
Dept. of Transportation	\$542,188
Bureau of Street Services	\$171,608
Bureau of Street Lighting	\$267,674
Contract Administration	\$265,482
Subtotal:	\$ 1,676,952

1ST AND CENTRAL

Bureau of Engineering	\$150,000
Dept. of Transportation	\$264,055
Bureau of Street Services	\$131,219
Bureau of Street Lighting	\$287,666
Subtotal:	\$832,940

ATTACHMENT A (continued)

DORAN STREET SEPERATION

Dept. Of Transportation	\$146,453
Bureau of Street Services	\$23,064
Bureau of Street Lighting	\$123,618
Bureau of Engineering	\$150,000
Subtotal:	\$443,135

METRO SUNDWALLS #11

Bureau of Engineering	\$150,000
Dept. of Transportation	\$114,596
Bureau of Street Lighting	\$92,212
Contract Administration	\$236,357
Subtotal:	\$593,165

METRO ORANGE LINE TRANSIT PRIORITY MAINTENANCE

Dept. of Transportation	\$408,000
Subtotal:	\$408,000

UNION STATION FORECOURT AND ESPLANADE PROJECT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$66,800
Bureau of Street Lighting	\$180,000
Bureau of Street Services	\$71,851
Subtotal:	\$ 348,651

96th STREET STATION/AMC

Bureau of Engineering	\$60,000
Dept. of Transportation	\$278,555
Bureau of Street Services	\$37,789
Bureau of Street Lighting	\$342,686
Contract Administration	\$59,089
Subtotal:	\$778,119

ATTACHMENT A (continued)

DIVISION 20 PORTAL WIDENING

Bureau of Engineering	\$150,000
Dept. of Transportation	\$64,669
Bureau of Street Services	\$34,027
Bureau of Street Lighting	\$213,969
Contract Administration	\$118,178
<hr/>	
Subtotal:	\$ 580,843

MOLE GRADE SEPERATION

Bureau of Engineering	\$300,000
Dept. of Transportation	\$1,001,195
Bureau of Street Services	\$14,269
Bureau of Street Lighting	\$210,118
<hr/>	
Subtotal:	\$1,525,582

MBL SIGNAL REHAB

Bureau of Engineering	\$25,000
Dept. of Transportation	\$629,645
Bureau of Street Services	\$25,000
Bureau of Street Lighting	\$260,672
Contract Administration	\$118,177
<hr/>	
Subtotal:	\$1,058,594

MBL TRACK REFURBISHMENT

Bureau of Engineering	\$25,000
Dept. of Transportation	\$529,692
Bureau of Street Services	\$15,000
Bureau of Street Lighting	\$164,816
Contract Administration	\$59,089
<hr/>	
Subtotal:	\$793,597

ATTACHMENT A (continued)

ESVTC

Bureau of Engineering	\$300,000
Dept. of Transportation	\$568,866
Bureau of Street Services	\$114,772
Bureau of Street Lighting	\$295,127
<hr/>	
Subtotal:	\$1,278,765

WEST SANTA ANA

Bureau of Engineering	\$30,000
Dept. of Transportation	\$169,978
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$313,979

NH BRT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$41,132
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$185,133

NSF BRT

Bureau of Engineering	\$30,000
Dept. of Transportation	\$24,374
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$168,375

SEPULVEDA PHASE 1

Bureau of Engineering	\$30,000
Dept. of Transportation	\$153,240
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$297,241

ATTACHMENT A (continued)

VERMONT BRT

Bureau of Engineering	\$50,000
Dept. of Transportation	\$92,646
Bureau of Street Services	\$3,082
Bureau of Street Lighting	\$110,919
<hr/>	
Subtotal:	\$256,647

CESAR CHAVEZ BUS IMPROVEMENT

Bureau of Engineering	\$10,000
Dept. of Transportation	\$10,000
Bureau of Street Services	\$10,000
Bureau of Street Lighting	\$10,000
<hr/>	
Subtotal:	\$40,000

CENTURY AND GRAHAM

Dept. of Transportation	\$306,210
Bureau of Engineering	\$150,000
<hr/>	
Subtotal:	\$456,210

GRAND TOTAL: \$ 37,920,890

TOTAL FY19 BUDGET: \$ 37,920,890

**Board Report**

File #: 2018-0556, **File Type:** Contract**Agenda Number:** 37.

**CONSTRUCTION COMMITTEE
SEPTEMBER 20, 2018****SUBJECT: Foothill Gold Line Extension Phase 2B****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE Amendment No. 1 for the Funding Agreement between the Foothill Gold Line Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect award of Cap & Trade Funding in the amount of \$290,200,000 and to increase the Measure M 3% Local Funding Commitment estimate from \$33,000,000 to \$36,161,067.

ISSUE

The Gold Line Foothill Extension Construction Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project. Funding for the project is provided by Metro along with responsibility for assuring the project is designed and constructed in accordance with the Metro Rail Design Criteria. Upon completion of the project, the Construction Authority is to turn the project back to Metro to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the two agencies are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

With the award of the primary Mainline Design-Build Contract scheduled to be released by December 2018, an amendment to the Funding Agreement is needed to document the Cap & Trade award and to update the local contribution from each City along the alignment.

BACKGROUND

The Project includes stations and parking facilities in each of the six cities along the alignment and shares right of way with Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line. A portion of the project extends approximately 1.5 miles into San Bernardino County terminating at the Montclair Station.

At its June 2017 meeting, the Metro Board approved a Life of Project (LOP) Budget in the amount of \$1,406,870,750 along with authorization for the Chief Executive Officer to enter into the Funding agreement and MCA. At that time, staff advised the Board that additional funds would be needed to achieve the LOP. The shortfall also included matching funds needed by San Bernardino County to

complete the project to Montclair. (The Agreement anticipated that Metro would fund the portion of the project within Los Angeles County and San Bernardino County would fund the portion in San Bernardino County.)

DISCUSSION

Cap & Trade funding - Foothill Gold Line Extension Phase 2B has advanced Preliminary Engineering based on the Certified Final Environmental Impact Report for the 12.3 mile alignment from Glendora to Montclair. In coordination with the Gold Line Foothill Construction Authority and the San Bernardino County Transit Authority (SBCTA), Metro took the lead in applying for state grant funds administered by the California State Transportation Agency (CalSTA) in order to support the budget requirements of the entire project. In June 2018, CalSTA provided a commitment of \$290,200,000 in Transit and Intercity Rail Capital Program (TIRCP), Cap and Trade Funds to be applied to the Gold Line Foothill Extension Project Phase 2B. \$41M of these grant funds were specifically committed to San Bernardino County for the segment from the Claremont Station in Los Angeles County to the Montclair Station in San Bernardino County.

Measure M 3% Local Contribution: During the development of the Funding Agreement, contributions from the local agencies were estimated based on projections of labor, materials and equipment to be supplied by the Cities through the course of the project. An original estimated dollar amount of \$33,000,000 included in the Funding Agreement has been revised to \$36,131,067 as project design and schedule have been further developed.

DETERMINATION OF SAFETY IMPACT

There is no safety impact for the Foothill Extension as a result of this action.

FINANCIAL IMPACT

For FY19, \$35,349,900 has been budgeted in Project 865202 Foothill Gold Line Extension 2B under cost center 8510 (Construction procurements) and Account 50316 Professional Services. If approved, the recommendation does not change the FY19 budget.

The recommendation to approve the Amendment to the Funding Agreement will document award of the CalSTA grant. The CalSTA (Cap and Trade) funds in the amount \$290,200,000 were recently authorized by the California Transportation Commission, contributing to the LOP Budget of \$1,406,870,750. Since this is a multi-year project, the Project Manager, Cost Center Manager and Chief Program Management Officer will be responsible for project budgeting for the Life of Project and future Fiscal Year budgets.

Impact to Budget

The source of project funding is Measure M Transit Construction 35% which is not eligible for bus and rail operating expenditures. Other sources of funding are the carry-forward of Measure R 35%

and/or Proposition C and/or other available non-federal funds from Phase 2A, 3% Local Agency Contribution, and the state Transit and Intercity Rail Capital Program (TIRCP).

Funding of \$290,200,000 was provided through the State Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) as a Metro priority. The commitment to secure Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) funds as a Metro Board priority comes from the Metro Board of Director's action to approve the 2009 Long Range Transportation Plan, which states, in part: "As a first priority, pursue other potential funding sources, excluding Federal New Starts, which are not currently included in the 2009 Long Range Transportation Plan, to be programmed to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action is related to the Metro Strategic plan by updating the project Funding Agreement and providing needed Cap & Trade grant funds to a portion of the Gold Line Foothill Extension Phase 2B project.

ALTERNATIVES CONSIDERED

The Board may decide to forego amending the Funding Agreement. Staff recommendation is to proceed with the Amendment in order to assure grant funds are accounted for as a requirement of the Funding Agreement between Metro and the Construction Authority.

NEXT STEPS

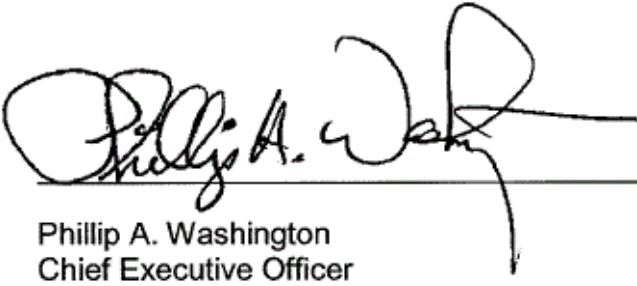
Upon Board approval, the Funding Agreement Amendment will be circulated for execution.

ATTACHMENTS

Attachment A - Project Funding Agreement Amendment No. 1

Prepared by: Rick Meade, Sr. Executive Officer, Program Management (213) 922-7917
William Ridder, Executive Officer, Countywide Planning & Development (213) 922-2887

Reviewed by: Richard Clarke, Chief Program Management Officer(213) 922-7557



Phillip A. Washington
Chief Executive Officer

**FIRST AMENDMENT TO
FOOTHILL EXTENSION PHASE 2B FUNDING AGREEMENT**

This First Amendment ("First Amendment") to Foothill Extension Phase 2B Funding Agreement Glendora to Claremont ("Agreement") is dated for reference purposes only _____, 2018 and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and the Metro Gold Line Foothill Extension Construction Authority ("Recipient"), FTIP# LA29212XY.

WHEREAS, the parties entered into the Agreement based on the written agreement that only those revisions set forth in the third paragraph of Section A2.2.2 would be included in any amendment to accommodate the amount of Cap and Trade Funds received from the State of California in connection with the Transit and Intercity Rail Capital Program;

WHEREAS, LACTMA received \$290,200,000 in Cap and Trade Funds for the Project ("Cap and Trade Funds") and desire to add this amount to the amount of funds available to Recipient to complete the Project;

WHEREAS, the parties acknowledge that Recipient desires that the Project extend into San Bernardino and terminate at the proposed Montclair station and that Recipient is procuring the Project in a manner that will allow for such an extension after the design-build contractor is selected for the Phase 2B light rail alignment; however, the parties acknowledge that the Funds may not be spent on such an extension until the parties execute a written amendment to the Agreement providing therefor.

NOW, THEREFORE, the parties hereby agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the Agreement, unless otherwise indicated.
2. Section A2.1. A second sentence is added to Section A2.1 which reads "The one-time grant referred to in the preceding sentence is increased by the amount of \$41,000,000 to accommodate amounts included in the TIRCP grant application awarded funding in 2018."
3. Section A2.1. The definition of the term "Funds" is hereby revised to include the Cap and Trade Funds, as defined herein.
4. Section A2.2. The \$1,364,664,635 referenced in the initial clause of Section A2.2 is hereby revised to be \$1,405,667,000.
5. Section A2.2.2. The first sentence of the first paragraph of Section A2.2.2 is hereby amended and restated to read as follows: "LACTMA received \$290,200,000 in Cap and Trade Funds from the State of California for the Project ("Cap and Trade Funds")."

6. Section A2.2.2. The first sentence of the second paragraph of Section A.2.2.2 is hereby amended and restated to read as follows: "If the Cap and Trade Funds are not sufficient to cover the entire cost of the Project, then LACMTA and Recipient shall both use good faith efforts to review their respective Project budgets and determine whether any cost savings are achievable through elimination of any project scope or services agreed to be unnecessary or not as much as originally anticipated."
7. Section A2.2.2. The third paragraph of Section A.2.2.2 is hereby amended and restated to read as follows: "If additional funding amounts are required to complete the Project and once it is determined how such additional amounts are to be funded, including any reduction in the Project LOP and any reduction in the LACMTA Requested Betterments and/or the Estimated Amount, LACMTA and Recipient shall amend this Agreement accordingly which amendment will be limited in scope to (i) redefine the term "Funds" to include the additional funding, if necessary, and (ii) revise any amounts that may have been modified with the reduction process, including, the Project LOP, LACMTA Requested Betterments and the Estimated Amount."
8. Section B8.1.

The last sentence of the first paragraph of Section B8.1 is hereby amended and restated to read as follows: "For accounting purposes only, adding the Recipient Funding Commitment of \$42,206,122 to the one-time grant in the amount of \$1,405,667,000, makes the total project cost equal to \$1,447,873,122."

The first sentence of the second paragraph of Section B8.1 is hereby amended and restated to read as follows: "To date, LACMTA acknowledges that Recipient has provided estimates showing how it intends to satisfy the first \$36,131,067 of the total Recipient Funding Commitment."

9. Attachment B. Attachment B is hereby amended and restated as set forth in the attached "Revised Attachment B".
10. Attachment C. Attachment C is hereby amended and restated as set forth in the attached "Revised Attachment C".
11. Attachment D. Attachment D – Scope of Work will be amended if the Montclair Extension is authorized and that, once such amendment occurs, \$41,000,000 of Cap and Trade Funds will be available to complete the Montclair Extension.
12. Recipient shall not authorize the Montclair Extension unless Recipient has obtained full and binding funding commitments for the total cost of the Montclair Extension from a source or sources other than LACMTA. Nothing in the Agreement or this First Amendment shall create an obligation on the part of LACMTA to fund any portion of the Montclair Extension.

IN WITNESS WHEREOF, the parties have caused this First Amendment to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

Recipient:

METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION
AUTHORITY

By: _____
Phillip A. Washington
Chief Executive Officer

By: _____
Habib F. Balian
Chief Executive Officer

Date: _____

Date: _____

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

APPROVED AS TO FORM:

Nossaman LLP

By: _____
Deputy

By: _____
Alfred E. Smith, II
General Counsel

ATTACHMENT B

PROJECT FUNDING

Metro Gold Line Foothill Extension Phase 2B Glendora to Claremont

(in millions of dollars escalated to the year of the expenditure) Initial Draft 05-18-17

Capital Project 865202 Sources of Funds	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total
Measure R 35%	4.1	3.2	9.0	20.5	35.3	24.4								96.5
Measure M					78.3	99.9	153.6	166.2	129.1	132.9	150.1	82.3	26.6	1,019.0
Transit and Intercity Rail Capital Program (TIRCP)						290.2								290.2
Total Project Funding	4.1	3.2	9.0	20.5	113.6	414.5	153.6	166.2	129.1	132.9	150.1	82.3	26.6	1,405.7

ATTACHMENT C

EXPENDITURE PLAN - COST AND CASHFLOW BUDGET

Metro Gold Line Foothill Extension Phase 2B Glendora to Claremont

(in millions of dollars escalated to the year of the expenditure) Initial Draft 05-18-17

Capital Project 865202 Uses of Funds	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total
Pre-Construction	4.1	3.1	9.2	14.1	7.5									38.0
Construction DB2					26.3	77.6	137.8	148.9	88.6	56.7	64.8	22.0		622.7
Construction DB3								20.0	40.0	40.0	20.0			120.0
Right of Way					30.0	36.0	3.0							69.0
Professional Services				12.0	19.4	19.7	19.4	19.6	19.8	20.4	20.8	17.9		169.0
Project Contingency					19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	22.0	174.0
Vehicles										10.0	30.0	29.0	15.0	84.0
Metro Costs				2.6	3.0	5.0	17.4	18.0	18.0	21.0	10.1	10.3	3.0	108.4
Metro Contingency						2.0	2.3	4.0	4.0	5.0	2.3	1.0		20.6
Total Project Costs	4.1	3.1	9.2	28.7	105.2	159.3	198.9	229.5	189.4	172.1	167.0	99.2	40.0	1,405.7



File #: 2018-0561, File Type: Ordinance / Administrative Code

Agenda Number: 38.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - TRANSIT COURT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE amendment of Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code (the "Code"), otherwise known as the Metro Customer Code of Conduct, as set forth in Attachment A. The amended Code will become effective October 1, 2018.

DISCUSSION

Proposed amendments to the Code are set forth in Attachment A to this Board Report to address:

Lost and Found

Items found on Metro facilities and vehicles are forwarded to Metro's Lost and Found. Hazardous materials or controlled substances may require other arrangements. The current policy provides that unclaimed items be discarded or donated to a charitable organization after 30 days. The amendments would change the retention period of unclaimed items to 90 days instead of 30 days, and provide that unclaimed items may be sold or destroyed in addition to being discarded or donated. The changes will make the Customer Code better aligned with Metro's current practices of retaining items for 90 days and California law which currently require retaining lost property for 90 days.

The proposed amendments will change section 6-05-130 of the Code to add the bolded and underlined language and delete the strikethrough language as follows:

6-05-130 Lost and Found

- A. Items found in a Metro facility or vehicle shall be turned in to a Metro operator or other authorized Metro representative, who will forward the items to the Metro Lost and Found **or other designated department or agent.**
- B. Items can be claimed in person at the Metro Lost and Found **or other designated location or agent** by providing proof of ownership. Items that remain unclaimed for ~~90~~ **30** days will be discarded, **sold, destroyed** or donated to a charitable organization, without liability for Metro **or its agents** to anyone.
- C. Metro is not responsible for items lost in a Metro facility or vehicle.

FINANCIAL IMPACT

There is no financial impact to this action.

NEXT STEPS


Following Board approval of the recommended amendments to the Code, Transit Court staff will continue to work with Metro Communications and Operations, as well as Transit Security, to communicate the Code including amendments to the public to promote awareness, compliance, and enforcement.

ATTACHMENTS

Attachment A - Code Amendments

Prepared by: Julie Chang, Principal Hearing Officer, Metro Transit Court, (213) 922-6881

Reviewed by: Karen Gorman, Chief Hearing Officer, Metro Transit Court, (213) 922-2975



Karen Gorman
Inspector General

ATTACHMENT A

CODE AMENDMENTS

LACMTA Administrative Code section 6-05-130

6-05-130 Lost and Found

- A. Items found in a Metro facility or vehicle shall be turned in to a Metro operator or other authorized Metro representative, who will forward the items to the Metro Lost and Found **or other designated department or agent.**
- B. Items can be claimed in person at the Metro Lost and Found **or other designated location or agent** by providing proof of ownership. Items that remain unclaimed for ~~90~~30 days will be discarded, **sold, destroyed** or donated to a charitable organization, without liability for Metro **or its agents** to anyone.³⁴
- C. Metro is not responsible for items lost in a Metro facility or vehicle.

³⁴ Civil Code § 2080.6



Board Report

File #: 2018-0358, **File Type:** Contract

Agenda Number: 40.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 19, 2018
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: METRO TRANSPORTATION SCHOOL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Final Feasibility Report for the Metro Transportation School;
- B. AMENDING the FY19 budget with up to \$1,000,000 for predevelopment activities associated with the school site;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract No. PS45385000 with causeIMPACTS LLC for additional support services for the Transportation School Consulting Services contract in the amount of \$200,709, increasing the total contract value from \$402,530 to \$603,239 and extending the contract period of performance by 12 months; and
- D. INCREASING Contract Modification Authority (CMA) specific to Contract No. PS45385000 in the amount of \$100,000 increasing the total authorized CMA amount from \$100,000 to \$200,000.

ISSUE

Metro is poised to dramatically transform the transportation infrastructure of the region with the passage of Measure M, and in doing so, propel the development of a sizeable workforce to support the planning, construction, operations, and maintenance of our expanding system. This increasing demand for a skilled transportation workforce, combined with at-risk youth’s employment needs, create a strategic opportunity for Metro to impact the cycle of poverty by serving as an engaged, founding industry partner in a public charter boarding school to provide students with real word learning opportunities that will expose, explore, engage, experience and employ them about careers in in the transportation industry. Metro can address multiple infrastructure agency needs and give

back to the community by educating and ultimately employing local youth.

BACKGROUND

At its April 2017 meeting, the Board approved Motion No. 43 by Directors Ridley-Thomas, Fasana, Garcetti, Barger, Garcia, and Dupont-Walker directing the CEO to develop a framework for a pilot educational and vocational training program, specifically, though not exclusively, targeting at-risk youth who had exposure to the County's safety net and who had historically been under-served educationally.

At its June 2017 meeting, the Board received and filed the proposed framework for a pilot educational and training program with the objective of facilitating career pathways for local youth in Los Angeles County's transportation sector. The framework identified retention of a consultant as a next step in developing a school program.

In November 2017, causeIMPACTS was retained as a consultant to develop a transportation school feasibility report. At the May 2018 meeting, the Board approved Metro to negotiate and enter into an MOU with the County for the development of the transportation school. At its June 19, 2018 meeting, the LA County Board of Supervisors authorized an Exclusive Negotiating Agreement with the SEED Foundation to serve as the boarding school operator for a site in the County's possession on the 8500 block of South Vermont Avenue in Los Angeles.

DISCUSSION

E3 and Transportation School Framework

The attached feasibility report outlines the key findings and analyses performed by causeIMPACTS through June 2018. After engaging 200 stakeholders, the need to develop and implement a county wide educational and career-training program was identified. Over the next five years, 46% of Metro employees will be eligible for retirement; in the next 10 years, more than 50% of the transportation industry workforce will also be eligible for retirement. This creates a need to hire and train a younger workforce to prepare for the jobs that these looming retirements will create. To address this need, the consultant and project team have developed the Metro Expose, Educate, Employ Youth Education (E3) Initiative that aims to expose, educate and employ the next generation of youth into the transportation industry. The centerpiece of the E3 initiative is the SEED School of Los Angeles County that plans to recruit youth from the County's safety net, along with youth from across the County, to a college-preparatory boarding academy that specializes in inspiring and training youth to pursue careers in the transportation and infrastructure sectors

The mission and goals of the E3 Initiative are to:

- Ensure the transportation school is a state-of-the-art, cutting edge facility, promoting innovation in the field. This is necessary to align with the technology revolution that is transforming Metro and the transportation industry.

-
- Align the curriculum development for synergy with Metro's workforce demands, to include the full arc of possibilities for youth to include career readiness for college preparatory education and options for immediate job opportunities through Metro and its contractors. This is necessary since 65% of Metro's job classifications require a college degree. Further, many construction and operations positions in the transportation and infrastructure industry provide skilled positions that are available post high school diploma with apprenticeships;
 - In addition to a transportation school, through a transit job training center, expand the opportunities for disadvantaged non-school aged residents from across the County to seek opportunities for job training to prepare themselves for careers in the transit industry in coordination with Metro's WIN LA Program;
 - Partner with labor, the private sector, community colleges and community organizations to develop culturally-sensitive training programs with wrap-around services (as needed); and
 - In addition, the E3 initiative will broaden Metro connections with the future workforce by expanding school tours, providing teacher education about careers in transportation and expanding internships and summer camp models to connect youth from throughout the County with the transportation industry.

Transportation School Site

On December 5, 2017, the Los Angeles County Board of Supervisors (BOS) approved the acquisition of 4.2 acres of land on the 8400 and 8500 blocks of Vermont Ave in South Los Angeles for the development of the Vermont and Manchester Transit Priority Joint Development Project. The proposed Project consists of a six-story mixed-use affordable housing and community serving/commercial retail building, an open transit plaza, a job training center, a six-story high school boarding school with faculty residential units, and 383 parking spaces located at the ground-level and within a 4.5-level parking structure. The County received possession of the property on May 7th.

The proposed project site provides the opportunity for Metro to partner with the County to build the premiere public charter transportation boarding school at this location as well as a job training center within the mixed-use development. The SEED School of Los Angeles will be open to all youth in LA County but will have a special focus on "opportunity youth" that have, or are at risk, of contract with the County's public safety, child protection and welfare departments, or youth who have historically been under-served educationally. High school graduation rates for this population are 45% in California compared to 71%-76% for the general population. The SEED Foundation's graduation rate for a population with consistent poverty indicators is 92%.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY19 budget currently includes \$200,000 in the Human Capital & Development budget, to fund the planning activities to establish the E3 initiative, including the school. Upon approval of recommendation B, the FY19 budget can be amended up to an increase by \$1,000,000 for a total cumulative amount of \$1,200,000 to continue planning and coordination efforts associated with Transit School planning activities. Since this is a multi-year contract, the cost center manager and Chief Human Capital & Development Officer will be responsible for budgeting the cost in future years.

Impact to Budget

Upon approval of recommendation B, the planning activities associated with the E3 and Seed School will be funded with Planning and Admin funds which is comprised of state and local funds, and are eligible for planning activities for transportation projects which aligns with Metro's vision and goals for improved mobility in LA County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal #3 (Enhance Communities and lives through mobility and access to opportunity) - Initiative #3.1 (To lift up local communities, Metro will create jobs and career pathways in transportation). Metro is currently developing a transportation focused school curriculum to extend the career pipeline to elementary, middle, and high school students to cultivate the transportation workforce of the future.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended actions. Staff does not recommend proceeding with this alternative since it does not address the priorities outlined in the Board motion to address the agency's workforce needs.

NEXT STEPS

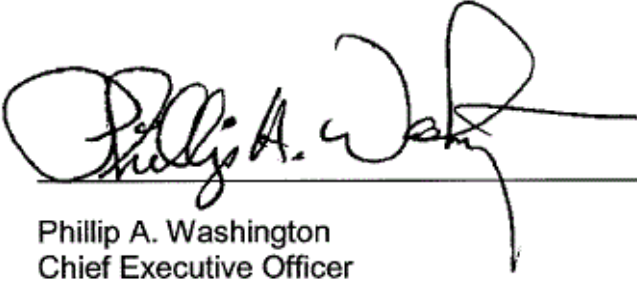
Upon approval by the Board, staff will execute Contract Modification No. 3 with cause IMPACTS and continue negotiations with the County and the SEED Foundation regarding the operating subsidy.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Principles for the MOU
Attachment E - Summary of Final Report

Prepared by: Joanne Peterson, Chief Human Capital & Development, (213) 418-3088

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO TRANSPORTATION SCHOOL – FINAL FEASIBILITY REPORT AND
CONSULTING SERVICES/PS45385000

1.	Contract Number: PS45385000		
2.	Contractor: CauseImpacts LLC		
3.	Mod. Work Description: E3 Implementation Support Services		
4.	Contract Work Description: E3 Implementation Support Services		
5.	The following data is current as of: 8/17/2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	12/15/2017	Contract Award Amount: \$302,692
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$99,838
	Original Complete Date:	7/16/2018	Pending Modifications (including this action): \$200,709
	Current Est. Complete Date:	10/31/2019	Current Contract Value (with this action): \$603,239
7.	Contract Administrator: Ana Rodriguez		Telephone Number: (213) 922-1076
8.	Project Manager: Joanne Peterson		Telephone Number: (213) 418-3088

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 issued in support of implementing the Metro Expose, Educate, Employ Youth Education (E3) Initiative.

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

On December 15, 2017, Contract No. PS45385000 for the Transportation School Consulting Services was awarded to CauseImpacts LLC in the firm fixed price amount of \$302,692 for a period of seven months.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

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 negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$200,709	\$198,755	\$200,709

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO TRANSPORTATION SCHOOL – FINAL FEASIBILITY REPORT AND
CONSULTING SERVICES/PS45385000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Specific Site Analysis	Approved	3/27/2018	\$64,543
2	Preliminary E3 Support	Approved	8/9/2018	\$35,295
3	E3 Implementation Support Services	Pending	8/17/2018	\$200,709
	Modification Total:			\$300,547
	Original Contract:			\$302,692
	Total:			\$603,239

DEOD SUMMARY

**METRO TRANSPORTATION SCHOOL - FINAL FEASIBILITY REPORT
AND CONSULTING SERVICES / PS45385000**

A. Small Business Participation

CauseIMPACTS LLC, an SBE Prime, made an 89.56% Small Business Enterprise (SBE) commitment and a 3.01% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 82% complete. Currently, CauseIMPACTS LLC is exceeding the SBE/DVBE goal with 95.32% SBE participation and 3.36% DVBE participation.

Small Business Commitment	89.56% SBE 3.01% DVBE	Small Business Participation	95.32% SBE 3.36% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Prime/ Subcontractors	% Committed	Current Participation¹
1.	CauseIMPACTS LLC	89.56%	95.32%
	Total	89.56%	95.32%

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

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Exit 4 Printing & Direct Mail	3.01%	3.36%
	Total	3.01%	3.36%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

PRINCIPLES FOR THE MOU

Potential Partnership with Metro and the County

Boarding School

- The County anticipates entering into a long-term ground lease with a boarding school developer/operator for a transit-focused charter boarding school.
- Significant gap subsidy is anticipated to ensure the effective operation of the boarding school. It is envisioned that the County, Metro, industry partners, and potentially philanthropic sources could share those costs.
- While LACOE would license the school, Metro could oversee/liaison with the operator to ensure that the curriculum and training activities meet Metro's standards.
- Metro would facilitate internships and other work experiences for the students, as well as connections to permanent positions either at Metro or with Metro-contractors.

Transit Training Center, Transit Plaza and Parking Lot

- The RFP anticipates the mixed-use developer constructing the transit plaza, mixed-use development and parking lot. Metro may want to facilitate transit oriented amenities including ticket vending machines, bike share or other features. Also, Metro may want to secure specific spaces in the parking lot for a park and ride for the future Vermont BRT.
- The County anticipates entering into a long-term ground lease with the mixed-use developer.
- The County has allocated \$6 million for the development of the transit plaza (in Prop A local return funds available to the Second Supervisorial District).
- As part of the RFP, the County indicates that approximately 15,000 square feet of the mixed-use development would be a transit vocational training center. It is envisioned that Metro would take the lead in financing and operating this center. It could become a separate air space parcel owned by Metro if that is the desire.
- Metro's Role
 - o In partnership with the school provider, Metro will infuse the curriculum with skill development related to the transportation industry
 - o Provide Metro Employee Support
 - o Provide E3 Supplemental Programming

-
- Build an innovative state-of-the-art Vocational Training
 - Provide Teacher Professional Development
 - Facilitate Partnerships
 - Support School Branding Efforts
 - Support Recruitment and Outreach
 - Connect graduating students and families to WIN-LA
-

Attachment E

http://libraryarchives.metro.net/DB_Attachments/2018-0358_Attachment_E_Summary_of_Final_Report.pdf



Board Report

File #: 2018-0534, File Type: Contract

Agenda Number: 41.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 20, 2018**

SUBJECT: DISADVANTAGED AND SMALL BUSINESS ENTERPRISE CERTIFICATION SERVICES

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD task order based bench Contract Nos. PS51863000 through PS51863002 to the firms listed below to provide disadvantaged and small business enterprise certification services for a four-year base term in an amount not to exceed \$1,997,880, with two, one-year options, each in an amount not to exceed \$499,470, for a total not to exceed amount of \$2,996,820, subject to resolution of protest(s), if any. The following firms are recommended for award:
 - 1. Gail Charles Consulting Services, LLC
 - 2. HSW Services, Inc.
 - 3. Small Business Enterprise Utilization Services
- B. EXECUTE individual task orders under these Contracts for disadvantaged and small business enterprise certification services in a total amount not-to-exceed \$2,996,820; and
- C. AUTHORIZE the CEO to award contracts to additional qualified firms throughout the term of this Contract to assist in the performance of this work.

ISSUE

The passage of Measure R, Measure M and the approval of the accelerated “Twenty-Eight by 28” projects task Metro with the responsibility to construct multi-billion dollars’ worth of rail and highway projects in Los Angeles County. Projects such as the Purple Line Extension, Crenshaw/LAX Transit project, and Regional Connector Transit project will provide an alternative transportation option and significant economic development. These projects will require an extensive pool of Disadvantaged Business Enterprise (DBE) and/or Small Business Enterprise (SBE) certified firms to meet the high volume of highway and transit infrastructure work and increase the pool of certified DBE and SBE firms available to participate in Metro contracts. With over 1,800 firms currently DBE and/or SBE certified with Metro, and the anticipated number of firms applying for certification with Metro’s growing

infrastructure, consultants will be able to assist Metro in meeting mandates that hold specific goals for engaging small businesses.

BACKGROUND

Metro is a certifying agency under the California Unified Certification Program (CUCP) in accordance with 49 Code of Federal Regulations (CFR) Part 26, Department of Transportation DBE program. The CUCP consists of four DBE certifying agencies in the Southern California region: City of Los Angeles (CLA), San Diego County Regional Airport Authority (SDCRAA), California Department of Transportation (Caltrans), and Metro. Though the CLA and SDCRAA are DBE certifying agencies the CLA has limited its acceptance of DBE certification applications to businesses only located within the City of Los Angeles and both CLA and SDCRAA focuses on Airport Disadvantaged Business Enterprise (ACDBE) certification. Metro receives the bulk of applications within Los Angeles County and the region. Along with certifying firms under the CUCP, Metro has its own SBE certification program which adds to the volume of applications processed on an annual basis.

DISCUSSION

Close to 400 firms were certified by Metro in Fiscal Year 2018 alone. With the mega projects and all other Metro projects that require goals, the number of applications for certification is expected to grow. Metro also processes expedited certifications for firms trying to meet bid or proposal due dates. Other agencies also refer applicants to Metro for DBE certification. The use of consultants will provide access to professional resources to maximize opportunity for businesses to obtain certification. Consultants will augment the current staff resources to ensure that Metro is compliant in accordance with 49 CFR Part 26 and Metro's SBE policy. The regulation requires strict protocols and criteria, including a detailed review of each firm's eligibility through mandated onsite visits. These consultants will also assist to provide technical assistance to business applicants.

DETERMINATION OF SAFETY IMPACT

Approval of these Contracts will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding of \$500,000 is included in the FY19 budget in cost center 2130, Diversity and Economic Opportunity under project 100001, General Overhead. Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for these services is federal, state, and local which are eligible for bus and rail operating costs. No other sources of funds were considered because these funds are programmed for this use.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item ties to Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization. Specifically, section 5.5 - Metro will expand opportunities for businesses and external organizations to work with us. As a certifying agency, Metro strives to provide small businesses with contracting opportunities through our DBE and SBE small business programs. Certification is the first step in that process.

ALTERNATIVES CONSIDERED

The Board could choose not to approve staff recommendations. The alternative would be to increase the staffing level of the Diversity and Economic Opportunity Department to handle increased workload. Currently the certification unit consists of four (4) FTEs that are also assigned to other certification related tasks such as application intake, monitoring and oversight of 1,800 active firms on the database, issuing of denial letters, assignment of files to the consultants, processing of annual updates affidavits, processing of additional North American Industry Classification System (NAICS) codes requests and in making final eligibility determinations as required by the regulations. In order to be able to do this work in house, Metro would need to match the current consultants staff augment of 8 staff members, thus adding eight (8) FTE positions. The current staff could not take on this additional responsibility and the alternative to add staff is not recommended as additional staff would be significantly more expensive than consultant support. Without the use of consultants, Metro would not be able to provide certification services as mandated by the regulations and cannot meet the 90 day regulatory processing time to complete applications.

NEXT STEPS

Upon Board approval, staff will establish and execute the bench contracts for disadvantaged and small business enterprise certification services, and issue task orders, on an as-needed basis.

ATTACHMENTS

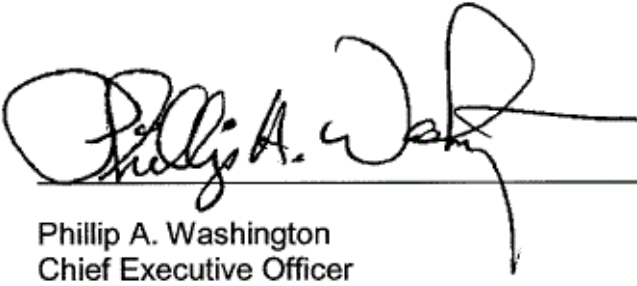
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Dr. Irma L. Licea, Director, Certification & Business Development
(213) 922 - 2207

Miguel Cabral, Executive Officer, Diversity & Economic Opportunity, (213) 418-3270

Reviewed by: Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3015



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DISADVANTAGED AND SMALL BUSINESS ENTERPRISE CERTIFICATION
SERVICES/PS51863000 – PS51863002

1.	Contract Number: PS51863000 – PS51863002	
2.	Recommended Vendor: Gail Charles Consulting Services HSW Services Small Business Enterprise Utilization Services	
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 4, 2018	
	B. Advertised/Publicized: May 4, 2018	
	C. Pre-Proposal Conference: May 14, 2018	
	D. Proposals Due: June 4, 2018	
	E. Pre-Qualification Completed: July 17, 2018	
	F. Conflict of Interest Form Submitted to Ethics: August 8, 2018	
	G. Protest Period End Date: September 24, 2018	
5.	Solicitations Picked up/Downloaded: 31	Bids/Proposals Received: 4
6.	Contract Administrator: Greg Baker	Telephone Number: (213) 922-7577
7.	Project Manager: Dr. Irma Licea	Telephone Number: (213) 922- 2207

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS51863000 through PS51863002, issued for support services in processing applications for eligibility determinations for Disadvantaged Business Enterprise (DBE) certification under the regulations at 49 CFR Part 26 and applications for Small Business Enterprise (SBE) certification under the Metro SBE Program to assist in meeting critical deadlines and assist with compliance services. The Contracts will be for a term of four years, with two, one-year options to be exercised at Metro's sole discretion for a cumulative not-to-exceed amount of \$2,996,820. The services will be performed on an as-needed basis for which task orders will be issued. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

Request for Proposals (RFP) No. PS51863 was issued in accordance with Metro's Acquisition Policy and the contract type is Task Order based. This solicitation was issued under the Small Business Set-Aside Program.

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

- Amendment No. 1, issued on May 17, 2018 clarified the deadline to submit questions to Metro; and

- Amendment No. 2, issued on May 22, 2018 clarified the ordering process under Article IX: Ordering.

A pre-proposal conference was held on May 14, 2018, and was attended by nine participants representing eight firms. Sixteen questions were received and Metro provided responses prior to the proposal due date.

The RFP was downloaded by 31 firms that were included in the planholders list.

Four proposals were received on the due date of June 4, 2018 and are listed below in alphabetical order:

1. Gail Charles Consulting Services, LLC
2. HSW Services
3. InfraWEST
4. Small Business Enterprise Utilization Services

A fifth proposal was received on June 5, 2018; however, the proposal was received after the stated deadline and, therefore, was not accepted and was returned to the Proposer unopened.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Diversity and Economic Opportunity Department (DEOD) was convened and conducted a comprehensive technical evaluation of the proposals received.

The RFP required that all firms must comply with the following Minimum Qualification Requirement on a pass/fail basis:

The firm's owner(s) must have at least five years of demonstrated experience processing and making eligibility determinations for Disadvantaged Business Enterprise (DBE) certification under the regulation 49 CFR Part 26 and Small Business Enterprise (SBE) certification in accordance with Small Business Administration size standards. Metro's SBE program certification standards mirror the DBE certification regulations outlined in 49 CFR Part 26 with the exception that the SBE Program does not have a gender or race requirement.

One of the firms did not meet the minimum qualification requirement based on the information provided in their proposal; therefore, their proposal was not further evaluated.

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

- Prime Consultant Qualifications (Skills and Experience) 40 percent

- Effectiveness of Management Plan/Understanding of Work and Appropriateness of Approach for Implementation 35 percent
- Cost Proposal 25 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar type of procurements. Several factors were considered when developing the weights, giving the greatest importance to the prime consultant qualifications (skills and experience).

The PET completed its independent evaluation of the three proposals and determined that all firms were qualified to provide the services required. Each firm’s proposal addressed the requirements of the RFP and demonstrated experience with all aspects of the required tasks.

The recommended firms for the bench are listed below:

Contract No.	Firm
PS51863000	HSW Services, Inc.
PS51863001	Small Business Enterprise Utilization Services
PS51863002	Gail Charles Consulting Services, LLC

All three recommended firms above are Metro Certified SBE.

Qualifications Summary of Firms within the Competitive Range:

Gail Charles Consulting Services, LLC

Gail Charles Consulting Services, LLC (GCCS) is based in Texas and is a Metro certified SBE public transportation consulting firm that provides legal and regulatory technical compliance services to multiple public agencies. GCCS has over 30 years of experience administrating and monitoring construction and professional services contracts for compliance with Federal and state regulations. GCCS is a contractor on the current DBE and SBE Certification Bench and has performed satisfactorily.

HSW Services

HSW Services (HSW) is based in Costa Mesa, California and has been in business since 1998. HSW is a Metro certified SBE firm providing evaluation of DBE/SBE applications according to applicable Federal and state laws. HSW is currently on the DBE and SBE Certification Bench and has performed satisfactorily.

Small Business Enterprise Utilization Services

Small Business Enterprise Utilization Services (SBEUS), based in Placentia, California is a Metro certified SBE firm. Its owner has over 28 years’ experience in administrating Federal programs from Department of Transportation, Department of

Labor, and Small Business Administration. SBEUS is a contractor on the current DBE and SBE Certification Bench and has performed satisfactorily.

C. Cost/Price Analysis

The recommended fixed unit rates from all firms have been determined fair and reasonable based upon adequate price competition and negotiations. Each task order will be alternated to each firm, based on existing workload, and staff availability.

D. Background on Recommended Contractor

All three firms listed above are recommended for award. These firms have been evaluated and determined to be qualified to work on Metro assignments on an as-needed, task order basis. Having multiple contracts in place ensures that Metro's DEOD will have a variety of on-call providers to support its DBE/SBE certification efforts. All three firms are incumbents on the existing DBE and SBE Certification Bench and have successfully supported Metro's effort in processing DBE/SBE certification applications in a timely manner.

DEOD SUMMARY

**DISADVANTAGED AND SMALL BUSINESS ENTERPRISE CERTIFICATION
SERVICES / PS51863000 – PS51863002**

A. Small Business Participation

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced 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**.

All bench participants are SBE primes and have committed to perform 100% of the work with their own workforce. Work throughout this Contract will be issued on a task order basis.

SMALL BUSINESS SET-ASIDE

	SBE Primes	SBE % Committed
1.	HSW Services	100%
2.	Small Business Enterprise Utilization Services	100%
3.	Gail Charles Consulting Services, LLC	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0577, **File Type:** Plan**Agenda Number:** 42.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 20, 2018****SUBJECT: TRANSIT LINE OPERATIONAL NAMING CONVENTION****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

DIRECT the Chief Executive Officer to return to the December 2018 Board meeting with a recommendation on a Transit Line Operational Naming Convention, including an implementation plan, and cost estimate.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (Metro) is implementing the largest transportation expansion program in the nation. As Metro grows, the agency will add more rail and bus rapid transit (BRT) lines across LA County. In addition, when the Regional Connector Project is complete, the agency will unite the operations of the Blue and Gold Lines, providing a one-seat ride between Azusa and Long Beach, and the operations of the Gold and Expo Lines, facilitating a one-seat ride between East LA and Santa Monica. The current naming convention impacts the customer experience and contributes to difficulties in navigating the system. As a result, the agency will need to establish the future operational naming convention for the rail and BRT system that can sustain the expansion.

BACKGROUND

Metro's current transit line naming convention is inconsistent. Most names are based on colors (Blue, Red, Gold, Purple, etc.) with one exception - the Expo Line. This is the only transit line that doesn't follow the consistency of the color designation system. As the system grows, continuing with color names will mean selecting line names based on shades of color (i.e. Lime, Rose, Aqua, Olive, Lavender, etc.). This can sometimes be difficult to decipher on maps and signage.

DISCUSSION

Metro's system is growing and changing. There are currently eight rail and BRT lines in Metro's system. With the passage of Measure M in 2016, the agency will build out and operate eight additional rail and BRT lines in the coming years. Staff believes the time is right to establish the naming convention of the future due to the following logic:

Clarity and Consistency

- The agency needs a clear, consistent, uniform navigation system to enhance the riding experience.
- Clarity of information and making it easy to use the system reflects the goals of The Metro Vision 2028 Strategic Plan, which commits to the agency being customer-focused and working to improve customer satisfaction.

The Timing is Right

- The New Blue Improvements is an opportunity to launch a new naming convention
- The Regional Connector will unite the Gold and Blue Lines between Azusa and Long Beach, and the Gold and Expo Lines between East LA and Santa Monica, which will change the existing operations and how the agency will refer to the lines.

World-Class System

- Metro already serves a diverse population that lives, works and plays in LA County, which will grow, especially when the agency welcomes the world for the 2028 Olympic and Paralympic Games.

Staff researched naming conventions used by various transit agencies around the world and found some main alternatives: colors paired with numbers, colors paired with letters, and colors only. In some cases, agencies name their lines for destinations or geographic location. Colors are used in all cases and often paired with another identifying factor since colors define the differences among lines on maps and other informational materials.

Staff then conducted a series of focus groups through a consultant partnership of Consensus and FM3 Research. The team tested the alternatives most commonly used in the transit industry: colors paired with numbers, colors paired with letters, colors only and Metro's current naming convention, a combination of colors and geographic location. Five focus groups were conducted at different locations around LA County with a cross-section of participants representing diverse backgrounds from each county supervisorial district. The focus groups were conducted with English-speaking riders, English-speaking non-riders, Spanish-speaking riders, English-speaking visually impaired individuals, and Korean-speaking residents to get feedback from a group whose language uses a different alphabet. While focus groups do not result in statistically precise data, they are an opportunity to collect qualitative feedback that helps guide a rationale for preferences.

Several findings emerged from the focus groups. Participants felt that consistency across the system is the most important factor when naming the lines, and that naming the lines with logic in mind is important. Non-riders said that simplicity and knowing Metro will expand the system to serve more places makes them more likely to try Metro in the future. Also, participants said if Metro decides to change its operational naming system, to do it as soon as possible to give people the chance to get used to it as the system grows.

When focus group participants were asked which naming convention they preferred most, responses fell into the following order of preference: *(For detail, see presentation attachment.)*

1. Colors paired with numbers
2. Colors paired with letters
3. Colors only
4. Combination of colors and geographic names

While focus group results are an important data point, staff will conduct additional broader research on how the alternatives appear on signage and the trip planner. Research is one of several factors including industry lessons learned that should be considered when making a decision about the transit line naming convention.

Another preference unrelated to the naming convention that emerged during the focus groups among riders and non-riders alike was the desire to have more help at stations to figure out how to get where they want to go (i.e. which lines to take, how to get to the right platform, etc.).

Moving forward, there are some important factors that help shape perspective when considering the operational naming convention for Metro's system. Clear, consistent, simple information enhances the customer experience and makes riding Metro less intimidating. Legacy names like the Expo Line, Gold Line, Crenshaw/LAX Line, etc. and the operational names of the lines can live in harmony. People can still refer to the legacy or corridor names, but consistent operational names are important for navigation purposes. And finally, no naming convention is perfect; there are benefits and challenges with all of them. A robust public education and marketing program will be a key component to helping riders understand the system, while also helping non-riders find the experience more inviting.

FINANCIAL IMPACT

Staff is developing cost estimates for a change of signage and customer information across the system, as well as marketing outreach costs to educate the public. If the agency changes to a new naming convention, staff will transition to the new naming system through a phased implementation plan that takes advantage of planned capital projects (i.e. New Blue Improvements, Project, Crenshaw/LAX Project, Regional Connector Project). If approved, the estimates could be presented to the Board along with a staff recommendation and implementation plan at the December meeting.

If the Board chooses to keep the existing naming convention but decides to change the naming convention in the future after some capital projects are complete, it will require retrofitting signage and customer information, which will ultimately result in increased costs.

NEXT STEPS

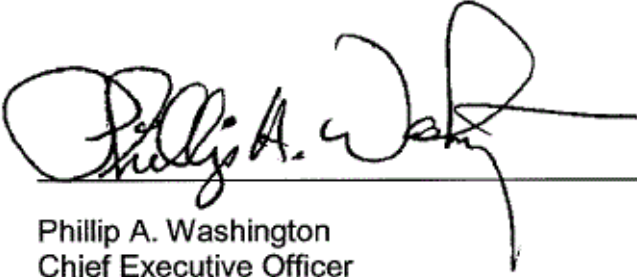
Staff will conduct additional research with diverse groups to test naming alternatives and how they appear on signage and the trip planner. Additional activities will include online quantitative research and field research pop-ups at some Metro rail stations.

ATTACHMENT

Attachment A - Transit Line Naming Focus Groups

Prepared by: Pauletta Tonilas, Chief Communication Officer, (213) 922-3777

Reviewed_by: Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer



Transit Line Naming Convention

Overview and Focus Group Results

Executive Management Committee
September 20, 2018



Metro

Naming for the Future

- Metro is growing and the system is changing
- Time to establish the naming convention of the future
 - Clarity and Consistency
 - Need a clear, consistent, uniform navigation system
 - Reflects Strategic Plan goals (customer-focus and satisfaction)
 - Metro's Magic Moment
 - New Blue is an opportunity to launch a new naming convention
 - Regional Connector will unite Gold and Blue Lines, and Gold and Expo Lines
 - Crenshaw opening will mean changes for Green Line
 - World-Class System
 - Always ready to welcome the world – especially in 2028



Metro

Current Transit Line Name Factors

- Metro's naming convention is 28 years old and riders have learned how to navigate the system
- Current naming is inconsistent – colors and Expo
- Future corridor names aren't clear (West Santa Ana)
- Current naming is a challenge for those who are color-blind
- Shades of colors can sometimes be difficult to decipher on a map or sign

Our System is Growing



Crenshaw/LAX

Sepulveda Transit Corridor

Transit Extension from Westwood to LAX Metro Connector

West Santa Ana Transit Light Rail Corridor

LAX BRT Connector

Vermont BRT Connector

BRT Connector Orange/Red Line to Gold Line

North San Fernando Valley BRT

*Anticipated by 2028



Metro

Industry Examples

New York City Subway

23 lines



Chicago CTA L

8 lines



Denver RTD

10 lines



Portland TriMet MAX

5 lines



Toronto TTC

7 lines



Washington Metro Metrorail

6 lines



Paris Metro

15 lines



Focus Groups Methodology

- 5 focus groups with current and future riders
- Focus groups were two hours each
- 47 total participants

Methodology

- Various locations and recruitment criteria to reflect some of the diversity of current and potential Metro riders

Date	Location	Group Type
August 22	Sherman Oaks	English-Speaking Non-Riders
August 25	Downtown LA	English-Speaking Metro Riders
August 25	Downtown LA	Spanish-Speaking Metro Riders
August 28	Mid-City	English-Speaking Visually-Impaired Residents
August 28	Koreatown	Korean-Speaking Residents

Focus Group Perspectives

- Participants were recruited to represent diverse backgrounds and perspectives, but are not statistically precise
- Provided an opportunity to collect qualitative feedback, i.e., the rationale for their preferences
- Allowed for testing visual collateral in real time and see people's expressions, verbal and non-verbal cues, and how they talk about this question with others

Structure of Focus Groups

Discussions were designed to assess preferences among four different transit line naming convention options:

- Combination of colors and geography (approximating the current system)
- Colors only
- Colors with numbers assigned in chronological order
- Colors with letters assigned in chronological order

Familiarity
with
Current
System

Initial
Comparison
of 2028
Maps

Preferences
for Station/
Platform
Signage

Ease of Trip
Planning

Reactions to
“Transition”
Flyer

Final Re-
Review of
2028 Maps

Current System Map



Metro Rail

- Blue Line** ● Downtown LA to Long Beach
- Red Line** ● North Hollywood to Union Station
- Green Line** ● Redondo Beach to Norwalk
- Purple Line** ● Wilshire/Western to Union Station
- Gold Line** ● East Los Angeles to Azusa
- Expo Line** ● Downtown LA to Santa Monica

Metro Busway

- Orange Line** ■ Chatsworth to North Hollywood
- Silver Line** ■ San Pedro to El Monte
Street Service in Downtown LA and San Pedro

AUG 2018 Subject to Change

Current System Map

- Current riders are mostly comfortable with the existing map and mostly understand it.
- For some riders, particularly Spanish-speakers and visually-impaired, it took a significant amount of work to learn the system.
- None of the non-riders had even seen the map in the past and they were surprised by the number of lines.
- Some found it hard to distinguish between colors of Red and Orange lines and some thought gold looked yellow
- Several people (including some who ride often) are confused by the “E” on the light blue dot for the Expo line and think it stands for “East,” “Express” or “Extension.”
- Some mentioned concerns about the inconsistency of having one line not named for a color.

Combination Map – 2028



Conceptual



Names are not official –
for testing purposes only

Metro Rail

- Blue Line** ●
Montclair to Long Beach
- Red Line** ●
North Hollywood to Union Station
- Green Line** ●
Expo/Crenshaw to Norwalk
- Purple Line** ●
Westwood/VA Hospital to Union Station
- Gold Line** ●
Santa Monica to Whittier
- South Bay/LAX Line** ●
LAX to Torrance
- East San Fernando Valley/Sepulveda Line** ●
Sylmar to West LA
- West Santa Ana Line** ●
Downtown LA to Artesia

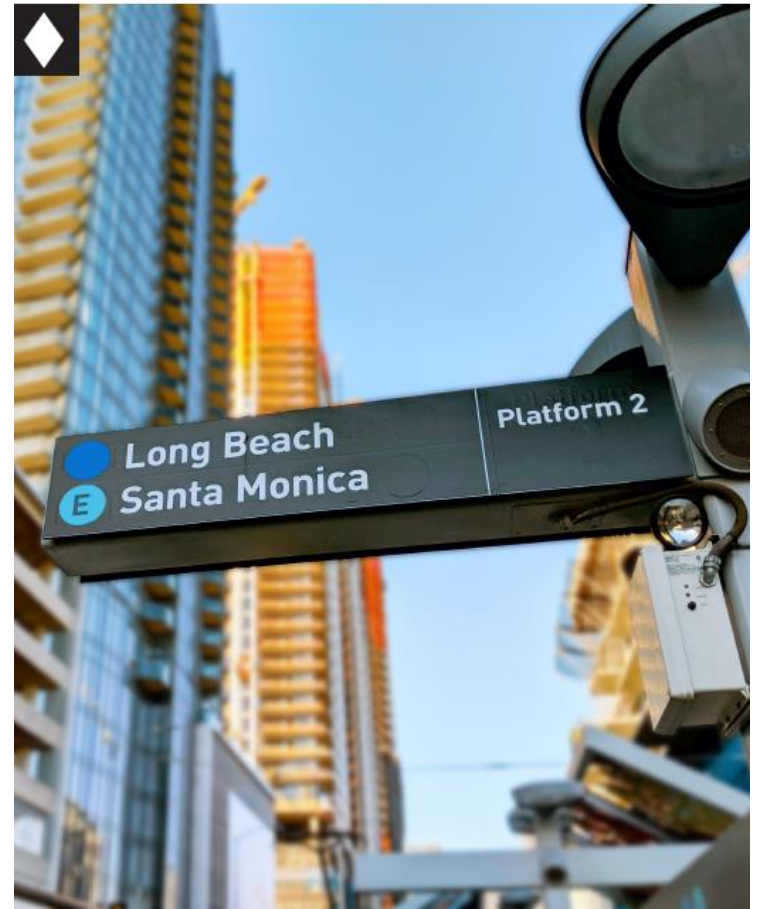
Metro Busway

- Orange Line** ■
Chatsworth to North Hollywood
- Silver Line** ■
San Pedro to El Monte
Street Service in Downtown LA and San Pedro
- Arroyo Verdugo Line** ■
North Hollywood to Pasadena
- North San Fernando Valley Line** ■
Chatsworth to North Hollywood
- Vermont Line** ■
Los Feliz to West Athens

Some projects in study phase.

AUG 2028 Subject to Change

Combination Signage



Combination

PRO

Continuation of current system

For some lines, gives a sense of where the line goes

CON

Lack of internal consistency

Some names are too long to say

Hard for quick references when catching a train/bus

Colors Only Map – 2028



Conceptual



Names are not official – for testing purposes only

Metro Rail

- Blue Line** ●
Montclair to Long Beach
- Red Line** ●
North Hollywood to Union Station
- Green Line** ●
Expo/Crenshaw to Norwalk
- Purple Line** ●
Westwood/VA Hospital to Union Station
- Gold Line** ●
Santa Monica to Whittier
- Olive Line** ●
LAX to Torrance
- Lime Line** ●
Sylmar to West LA
- Pink Line** ●
Downtown LA to Artesia

Metro Busway

- Orange Line** ■
Chatsworth to North Hollywood
- Silver Line** ■
San Pedro to El Monte
Street Service in Downtown LA and San Pedro
- Aqua Line** ■
North Hollywood to Pasadena
- Brown Line** ■
Chatsworth to North Hollywood
- Lavender Line** ■
Los Feliz to West Athens

Some projects in study phase.

AUG 2028

Subject to Change

Colors Only Signage



Colors Only

PRO

Consistent across system

Similar to current system

Simple

Preferred by
Spanish-dominant speakers

CON

Can be hard to distinguish between similar colors; color blindness

Only one point of reference

Hard for quick references when catching a train/bus

Multiple terms for the same color (i.e., aqua, sky blue, light blue, turquoise, etc.)

Colors are “just words” to those born blind

Numbers w/Colors Map – 2028



Conceptual



Names are not official –
for testing purposes only

Metro Rail

- 1** Montclair to Long Beach
- 2** North Hollywood to Union Station
- 3** Expo/Crenshaw to Norwalk
- 4** Westwood/VA Hospital to Union Station
- 5** Santa Monica to Whittier
- 9** LAX to Torrance
- 12** Sylmar to West LA
- 14** Downtown LA to Artesia

Metro Busway

- 6** Chatsworth to North Hollywood
- 7** San Pedro to El Monte
Street Service in Downtown LA and San Pedro
- 10** North Hollywood to Pasadena
- 11** Chatsworth to North Hollywood
- 13** Los Feliz to West Athens

Some projects in study phase.

AUG 2028

Subject to Change

Numbers w/Colors Signage



Numbers w/Colors

PRO

Consistent across system

Simple

Intuitive to many

Second point of reference

Makes map clearer at end points of lines and the transfer points

CON

Different from current system

Conflicts with bus numbering

Conflicts with platform numbers

Letters w/Colors Map – 2028



Conceptual



Names are not official – for testing purposes only

Metro Rail

- A** Montclair to Long Beach
- B** North Hollywood to Union Station
- C** Expo/Crenshaw to Norwalk
- D** Westwood/VA Hospital to Union Station
- E** Santa Monica to Whittier
- K** LAX to Torrance
- Q** Sylmar to West LA
- S** Downtown LA to Artesia

Metro Busway

- F** Chatsworth to North Hollywood
- G** San Pedro to El Monte
Street Service in Downtown LA and San Pedro
- L** North Hollywood to Pasadena
- N** Chatsworth to North Hollywood
- R** Los Feliz to West Athens

Some projects in study phase.

AUG 2028 Subject to Change

Letters w/Colors Signages



Letters w/Colors

PRO

Consistent across system

Second point of reference

Makes map clearer at end points of lines and the transfer points

Intuitive to many

CON

Some people try to associate letters with places or color names

Letters often have meaning (H=hospital, E=East, etc.)

Skipped letters were confusing to some

Different from current system

Difficult for people whose languages don't include the Roman alphabet/lack English literacy





















































First Choice for Naming Convention after All Information

	Colors	Letters	Numbers	Combination
English-Speaking Non-Riders	2	3	5	0
English-Speaking Metro Riders	2	4	3	1
Spanish-Speaking Metro Riders	5	1	4	0
English-Speaking Visually-Impaired Riders	1	3	0	3
Korean-Speaking Residents	0	0	10	0
Total	10	11	22	4

Other Findings

- Consistency across the system is one of the most important factors
- Riders and non-riders think the way the lines are named is important
 - For non-riders, simplicity and expanded system makes them more likely to try Metro
- Most could be satisfied with either numbers or letters
- Riders and non-riders alike want more help figuring out how to go where they want to go
 - Which lines to take
 - How to get to the right platform inside each station
- Readability matters to many
 - Contrast of colors with each other
 - Contrast of text to colors

Transit Line Naming Options 2028

Option 1 Colors	Option 2 Colors and Corridor Names	Option 3 Numbers	Option 4 Letters
1990 Blue Line 	1990 Blue Line 	1990 	1990 
1993 Red Line 	1993 Red Line 	1993 	1993 
1995 Green Line 	1995 Green Line 	1995 	1995 
1996 Purple Line 	1996 Purple Line 	1996 	1996 
2003 Gold Line 	2003 Gold Line 	2003 	2003 
2005 Orange Line 	2005 Orange Line 	2005 	2005 
2009 Silver Line 	2009 Silver Line 	2009 	2009 
2019 Olive Line 	2019 South Bay/LAX Line 	2019 	2019 
2022 Aqua Line 	2022 Arroyo Verdugo Line 	2022 	2022 
2023 Brown Line 	2023 North San Fernando Valley Line 	2023 	2023 
2027 Lime Line 	2027 East San Fernando Valley/Sepulveda Line 	2027 	2027 
2028 Lavender Line 	2028 Vermont Line 	2028 	2028 
2028 Pink Line 	2028 West Santa Ana Line 	2028 	2028 

Keeping it in Perspective

- A consistent, clear, uniform system enhances customer experience and makes riding Metro less intimidating
- Legacy names and operational names can live in harmony
- No naming convention is perfect; there are benefits and challenges with all of them
- A decision should take into account all of the following:
 - Research – what do “the people” think?
 - Knowledge and expertise
 - Industry lessons learned
 - What is best for Metro and LA County



Next Steps

- Conduct additional research with diverse groups to test alternatives, signage and trip planner
 - Online Survey
 - Field Research Pop-Ups at Metro Stations if necessary
 - Additional focus groups if necessary
- Present overview and Recommended Action at September Board meeting
 - Action to return to the Board at Nov./Dec. meeting with staff recommendation, cost estimation and schedule
- Provide staff recommendation to Board at Nov./Dec. meeting including cost estimate and schedule



**Thank you.
Questions?**



Metro

**Board Report**

File #: 2018-0591, **File Type:** Project**Agenda Number:** 43.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 19, 2018****SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

ISSUE

At the December 2016 Board Meeting, Metro staff provided a Raymer to Bernson Project funding update with a receive and file highlighting next steps for staff to continue to monitor state funds and return to the Board with recommendations by the first quarter of FY 19 if any changes occurred. Staff is providing an update on the change in direction of approximately \$80 million state funding for the Project. With the change in direction, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

DISCUSSION

The Raymer to Bernson Double Track Project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains.

On August 31, 2018, Metro received a letter from Southern California Regional Rail Authority (SCRRA) stating that SCRRA performed an operations analysis confirming the Raymer to Bernson Double Track Project provides strong reliability benefits, but that it only benefits capacity when train frequencies in the corridor reach 15 minutes in the future. The letter also indicated California State Transportation Agency intentions to reprogram the \$80 million funding of the State Transportation Improvement Program and Proposition 1B to other SCRRA's Southern California Optimized Rail Expansion (SCORE) Projects. Refer to Attachment A.

California State Transportation (CalSTA) awarded a Transit and Intercity Rail Capital Program (TIRCP) award to Southern California Regional Rail Authority (SCRRA) in April 2018 to achieve initial objectives of the California Southern California Optimized Rail Expansion (SCORE) Program,

including basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN Corridor).

Staff has spent \$6.3 million to date for the final design of the Raymer to Bernson Double Track Project before it was placed on hold in 2015. However, in light of the SCRRA's letter and CalSTA's intention to reprogram the remaining funds of approximately \$74 million, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

FINANCIAL IMPACT

Metro secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail.

Impact to Budget

The final design of the Project is on hold since 2015. CalSTA is reprogramming the remaining state funds which will have no impact to Metro's operating and capital budget.

ALTERNATIVES CONSIDERED

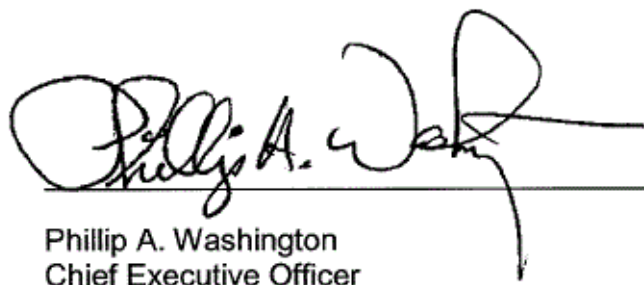
The alternative would be for the Board not to receive this report. This is not recommended as this update was requested by the Board.

ATTACHMENTS

Attachment A - Letter from SCRRA CEO to Metro CEO

Prepared by: Ayokunle Ogunrinde, Senior Manager, Transportation Planning,
(213) 418-3330
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

August 31, 2018

Mr. Phil Washington, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Analysis of Raymer-Bernson Double Track Project for SCORE and the
2018 Transit and Intercity Rail Capital Program

Dear Phil:

This letter provides background regarding the Raymer-Bernson double track project and the Southern California Regional Rail Authority's (SCRRA's) application for funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the Southern California Optimized Rail Expansion (SCORE) Program.

SCRRA believes that the Raymer-Bernson project is an essential component of the SCORE program.

The Authority's application for funding from the 2018 TIRCP for the entire Southern California regional rail system included a broad range of projects, including those that add capacity, provide reliability, and promote safety. The California State Transportation Agency (CalSTA) awarded a TIRCP grant to SCRRA to achieve initial objectives of the SCORE Program, including providing the basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor).

One of those projects included in the application was the Raymer-Bernson double track project being advanced along the LOSSAN Corridor in Los Angeles County. An operations analysis performed by SCRRA confirmed that the Raymer-Bernson double track project does provide strong reliability benefits, but that it benefits capacity when train frequencies in the corridor reached every 15 minutes. The analysis indicated that the project is not as essential at frequencies of 30 minutes or 60 minutes.

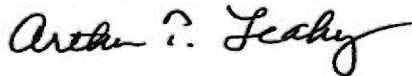
It has come to our attention that CalSTA is recommending a reprogramming of \$61 million in FY21 State Transportation Improvement Program Funding from the Raymer Bernson double track Project to projects in the Los Angeles County portion of the SCORE

Program. Eligible projects in Los Angeles County for the reprogrammed STIP funding include Link US and improvements to Burbank Junction, which will allow for 30- and 60-minute service frequencies. Separately, we understand that CalSTA is recommending reprogramming \$13 million of Proposition 1B Intercity Rail funds to other projects along the LOSSAN Corridor for similar reasons.

The Raymer-Bernson project is still important to the success of the SCORE program, especially when service in that section of the LOSSAN Corridor evolves toward higher 15-minute frequencies. SCRRA and SCORE partners will work with Metro to continue seeking funds to support investment in Raymer-Bernson double track.

We look forward to working with you on these important enhancements.

Sincerely,



Arthur T. Leahy
Chief Executive Officer



Board Report

File #: 2018-0479, File Type: Program

Agenda Number: 44.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: METRO BIKE SHARE PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on the status of performance of the new fare structure for the Metro Bike Share Program and potential integration with other Bike Share programs in Los Angeles County, and
- B. DIRECTING the CEO to complete an evaluation of the feasibility of continuing the Metro Bike Share Program after 12 months of performance data under the new fare structure authorized in May 2018.

ISSUE

At its May 2018 meeting, the Board adopted the new Bike Share Business Plan for the Metro Bike Share Program, including a new bike share fare structure. This action by the Board also included an amendment by Director Fasana requesting a report back in 90 days from the Office of Extraordinary Innovation (OEI) and the Planning Department on whether Metro should continue the Bike Share Program. This report is in response to the Fasana amendment.

BACKGROUND

In January 2014, Board approved Motion 58 by Directors Garcetti, Yaroslavsky, Bonin, Fasana, and Knabe authorized the CEO to procure, contract, and administer a countywide bike share program. With this Motion, Metro became the first transportation authority to launch a countywide bike share program. The business model approved by the Board was to implement bike share, in a phased approach, with a single-point agency (Metro) to ensure inter-operability among the different jurisdictions and integration with the TAP card.

The existing contract for bike share was signed in 2015. At that time, only the cities of Santa Monica and Long Beach had established publicly-owned bike share programs. In July 2016, the Metro Bike Share program officially launched Phase 1 in downtown Los Angeles. In 2017, Phase 2 expansion was launched in Pasadena, Port of Los Angeles, and Venice. In May 2018, Phase 3 expansion was

authorized for Marina del Rey, Culver City and various communities in Los Angeles.

The business model also outlined a cost sharing formula for capital costs and operations and maintenance costs between Metro and the partner cities. However, since the inception of the Metro Bike Share Program, privately-owned bike share and electric scooter providers have emerged with a no-cost business model for the cities in the region.

In order to respond to the competitive operating environment, staff developed a new Business Plan for the Metro Bike Share Program which was approved by the Board in May 2018.

Further, Phase 3 is anticipated to be operational during early- to mid-2019. Phase 3 will enable the bike share network to expand in a contiguous manner from downtown Los Angeles (DTLA) and the westside region of Los Angeles County. A lack of continuity for the existing system has been a challenge to our efforts to grow ridership. The contiguous network will provide a greater benefit to transit riders and make the bike share system more efficient.

To date the total cost for the program (Phases 1 and 2) totals \$22.2 M of which \$8.6 M was allocated for capital expenditures with \$6.8 M of the total reimbursed by grants. Total Cost for pre-launch activities, which includes station siting, installation, and marketing was \$3.2 M. Operations and maintenance since inception of the program to June 2018 was \$10.5 M. After cost reimbursement from the cities, Metro's total investment to date on the Bike Share program has been approximately \$5.4 M. See the following table for cost illustration.

Phase I & II	Total	Grants	User Revenue/ Fare Box Recovery	Cost Reimbursed from Partner Cities	Metro Costs
Capital	\$8,582,740	\$6,796,521		\$716,494	\$1,069,725
Pre-Launch	\$3,184,068			\$2,069,644	\$1,114,424
O&M	\$10,464,725		\$1,415,698	\$5,881,868	\$3,167,160
Total	\$22,231,533	\$6,796,521	\$1,415,698	\$8,668,006	\$5,351,308

DISCUSSION

The implementation of the new Business Plan is currently underway. The first phase of fare restructuring was completed within 45 days after the approval of the new Business Plan. Immediately after implementation, the ridership of Metro Bike Share increased by over 21% in July. However, the City of Pasadena recently withdrew from the Metro Bike Share Program based upon the amount of operating subsidy required, reallocating resources to other City programs.

Status of Other Elements of the New Business Plan

In addition to a new fare structure, the new Business Plan addresses sponsorships, defines performance metrics, identifies equity outcomes, discusses and establishes a preferred technology

approach, outlines a marketing and outreach strategy and performs a cost analysis. Phase 1 of the new fare structure was rolled out in July and Phase 2 will be rolled out with TAP Wallet Integration as early as next month. Securing title and/or non-title sponsorship opportunities are on-going and more viable as the network expands per Board direction. In addition, cost reductions in regards to operations and maintenance are on-going and will be implemented as soon as possible.

TAP Wallet Integration

Tap Wallet integration with the Bike Share Program is scheduled to publicly launch as early as next month. Integrating the Bike Share Program account into the TAP Wallet account-based system is the final phase, Step 3 - Seamless User Integration, in the TAP Bike Share Integration Strategy adopted by the Metro Board in November 2015. This account integration enables users to manage and access their Metro transportation services through a single account and, for the first time, will enable multimodal trips with a single fare. With this new functionality, the Bike Share Program will be able to function as a true first/last mile access service to bus and rail, providing a seamless user experience. Furthering the program's equity commitment, TAP Wallet will enable reduced fares to students, seniors and disabled and will allow cash customers to access the Bike Share Program.

TAP Wallet will provide a platform for interoperability with other third party mobility service providers. All integrated parties must comply with all public transportation policies and regulations that Metro currently follows, such as the privacy policy protecting the monetization of account, financial, ridership, or other data per the stipulations in the California Streets and Highways Code Section 31490, (

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=17.&title=&part=&chapter=8.&article=>=).

Third party entities will be responsible for the development cost of their own system to integrate with TAP Wallet as well as any additional development that may be required in TAP Wallet to accommodate the third party service. Coordination with "Bike Share Connect" systems (Breeze, WeHo Pedals, Beverly Hills Bike Share, and Bruin Bike Share) and Long Beach Bike Share has been initiated. Upon completion of TAP integration with Metro Bike Share, staff will hold a follow up discussion with these providers.

Executing Phase 3 Expansion

Per Board direction, Metro Bike Share will be expanding within the City of Los Angeles including the areas of Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, and Palms/Mar Vista/Playa del Rey/Playa Vista/Del Rey and in the cities of Culver City and Marina del Rey. The expansion will include approximately 1,400 bikes and stations. The expansion will also include ten "E-Bikes" (electric-powered, pedal-assisted) for demonstration purposes and provide data needed to enhance the system.

In the Phase 3 expansion, smart bikes (GPS, user-interface, and check in/check out technology and other features located on the bike) will be introduced into the fleet and enable door-to-door trip making. In addition, staff will be testing E-Bikes and evaluating their benefits prior to incorporating them into the bike share fleet. Through Step 3 TAP integration, customers will have access to the program through their TAP card. In contrast, private dockless providers currently are not available without a smart phone and credit card. This function will further advance Metro's equity initiative.

Funding Source for Phase 3 Expansion

The following table includes program cost for both FY19 and FY20 inclusive of both Metro and Partner allocations:

	Total	City Reimbursement	Metro Cost
Capital	\$7,681,664	\$4,993,082	\$2,688,582
Pre-Launch	\$2,823,329	\$1,835,164	\$988,165
Existing O&M	\$11,001,572	\$7,151,022	\$3,850,550
Phase III O&M	\$10,263,170	\$6,671,061	\$3,592,110
Total	\$31,769,735	\$20,650,328	\$11,119,407

In addition, at the June 2018 meeting, the California Transportation Commission allocated a \$2.5 M capital infrastructure grant for the Bike Share Program to expand to USC/University Park and surrounding communities. The allocation item and future expansion will be reviewed by the Board prior to implementation.

Lessons Learned

Based on the last two years of operation in DTLA, ridership is higher in areas with a contiguous network, where land use patterns are conducive to biking and bicycle infrastructure is available. In order to get a better understanding of performance in a contiguous network vs. individual networks, we have established two different Key Performance Indicators (KPIs) for FY 19 to monitor rides per bike per day inside and outside of DTLA. The data gathered will help with how the bike share network is developed to optimize ridership. The redeployment of the Metro-owned equipment in Pasadena will take these factors into consideration as well.

Year One Evaluation of Existing Bike Share Programs in LA County

At its July 2015 meeting, the Board requested an evaluation of the first operating year of existing bike share programs in Los Angeles County. The goals of the evaluation include the following: development of recommendations for participating systems to optimize their existing systems; identifying lessons learned from planning and implementing bike share in LA County and how these vary across vendor platforms; and development of considerations for the Metro Board to fund future bike share systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives. This study is led by Southern California Association of Governments (SCAG) and will be completed by June 2019.

Metro Bike Share vs. Private Dockless Bike & Other Shared Mobility programs

Metro Bike Share Program offers a viable transportation option to facilitate first and last mile connections to transit service and short commuting trips. Differences between Metro Bike Share and other private operators include public input, cost, performance oversight and dependability.

Public Input

Prior to launching a bike share expansion, Metro executes an environmental study and obtains public input. Staff works closely with partners to site bike share stations adjacent to transit hubs and other key destinations to provide fleet size, station location and services in line with partner expectations. Through a contracted operator, Metro Bike Share maintains high safety and service standards. The program operator maintains the bikes and ensures the bike share stations are clean and have a sufficient amount of bikes for transit customers to use on a daily basis. Metro staff also oversees the program's performance quality. Private operators typically launch with little to no public input, often resulting in a backlash or the need for city regulations.

Cost

Metro Bike Share Program incurs costs for planning, capital investment and operations that are not fully covered by fare revenues. Metro shares the overall cost of the program with partner cities. On the other hand, private program providers can deploy their fleets in city streets with fewer preparatory costs and no public funding. However, cities have had to allocate funds towards developing policies to regulate this equipment and allocate resources to enforce these regulations (see below).

Dependability

One major consideration is dependability of service. To date, one of the major private dockless bike share providers has left the region and is no longer operating in Los Angeles County. Another dockless bike share provider has shifted their business focus from bike share to other mobility devices. In Washington, D.C. a public bike share system operated alongside seven private dockless bike share providers within the same jurisdiction. Recently, one of the private dockless operators recently ceased operations due to profitability and abandoned bicycles throughout the city. In contrast, the Metro Bike Share Program is committed to provide its service through agreements with its partner cities. However, this can lead to deployments of service that are costly, and rigorous monitoring is essential to ensure a valuable return on investment of public funds.

Regulations

Currently the cities of Los Angeles and Santa Monica have implemented or are in the process of implementing a pilot program that will regulate private dockless providers that wish to operate for a limited amount of time in their respective cities. The regulations under consideration include a fee-driven permit process, sharing of ridership data and imposing limitations on where bikes can be parked. Other cities, such as Beverly Hills, West Hollywood, and Coronado have banned dockless providers until regulations have been developed and approved. The City of Monrovia has developed a program that partners with a dockless bike share provider, managing their fleet size and service performance. All implemented programs and policies require cities to allocate resources to regulate and enforce these programs.

Metro does not have jurisdiction for any on-street regulation program as that belongs to the cities and the County. Of interest, Denver's Regional Transportation District (RTD) has recently released regulations prohibiting dockless vehicles from operating in transit lanes or being transported on buses or trains. In addition, the regulations include where and how the dockless vehicles can be parked at RTD stations and properties. Staff recommends exploring the development of similar regulations as RTD, including resources that will be needed for enforcement at all Metro right of way, for future Board consideration.

Should Metro Continue the Bike Share Program?

Considering that the first 90 days of phase 1 of fare reduction has not been reached yet, it is too soon to determine how the new Business Plan has performed. More time is needed to secure title and non-title sponsorship opportunities now that we are in the process of expanding the network and reaching more communities. However, early trends such as increased ridership indicate a positive impact on the program.

The new Business Plan provides more flexibility in sponsorship opportunities for the Metro Bike Share Program. Non-title sponsorships in specific geographic areas or the utilization of certain bike assets such as station ad panels, social media, and/or bicycle components broaden the ability to attract potential sponsors.

Further, given that the independent evaluation of the existing bike share programs is underway by SCAG, the Board would benefit from those findings which will not be available until July 2019.

OEI Assessment

Metro has made significant investment in our bike share program and it has yielded results. Metro Bike Share has provided Los Angeles County residents with an additional sustainable transit option that has generated over 520,000 trips, provided over 1.6 million miles of mobility service and has reduced over 1.6 million pounds of CO2 gas emissions.

Growing ridership from the new fare structure, new bike technology options, and more contiguous network, along with potential sponsorship, are intended to enable a successful and financially sustainable public bike share network. We have developed specific performance measures to evaluate success in this regard. If and when we are not meeting those specific measures after the business plan has taken full effect, we should revisit the idea of whether a Metro-subsidized bike share plan makes sense. At that time, we will also have a better sense of the stability of the private bike share market and how well it might serve the County under an effective regulatory structure.

OEI continues to meet with and receive innovative proposals from shared mobility providers. Even during the implementation of the bike share business plan, OEI will continue to bring these proposals forward for consideration. If and when a potential partnership for bike share merits a pilot program, we will explore that possibility within Metro and test innovative ideas to see whether other models could be an improvement.

DETERMINATION OF SAFETY IMPACT

The Metro Bike Share receive and file will not have any adverse safety impacts on Metro employees and patrons.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Bike Share directly supports Strategic Plan Goal 1 by expanding transportation options with an easy, convenient, and reliable mode that increases mobility for users. Bike share provides on-demand point to point transportation to access jobs, housing, education, and health care and improves connectivity for seamless journeys. Equipment and service may be expanded relatively

quickly to provide service to areas in most need.

Metro Bike Share also aligns well with Strategic Plan Goal 3 by working directly with the community to identify bike share station locations. Crowdsourcing maps and outreach events allow community members to participate in the decision making process by identifying where these infrastructure investments are most needed.

NEXT STEPS

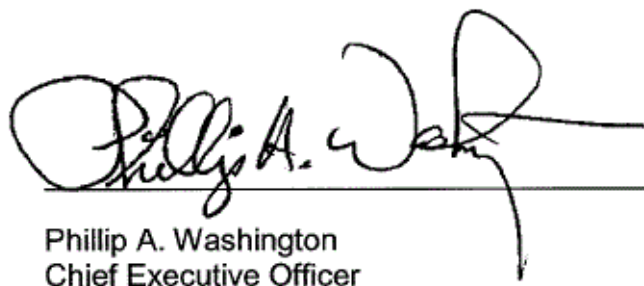
Staff will continue to implement the new Business Plan, TAP integration, and monitor ridership performance. Staff will report back in a year which aligns with the anticipated completion of the independent evaluation report from SCAG. Additionally, staff will collaborate with other shared mobility programs to identify innovative solutions and potential future integration.

ATTACHMENT

Attachment A - Motion 58

Prepared by: Basilia Yim, Senior Manager, Transportation Planning, Countywide Planning & Development, (213) 922-4063
Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

**MOTION BY:
MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY,
MIKE BONIN, JOHN FASANA & DON KNABE**

Item 58 — Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

- A. Undertake a study of how a Bike Share Program could be implemented throughout the County.
- B. Procure, contract and administer the bicycle share program once the implementation study is completed.
- C. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 1. Up to 50% of total capital costs per each city
 2. Up to 35% of total O&M costs per each city (on-going)
- D. Identify a financial business plan that includes:
 1. User fees
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above.
- E. Prioritize eligible grants to support the costs of the program including:
 1. State Active Transportation Program ("ATP") funds
 2. State "Cap & Trade" funds
 3. Federal bicycle and active transportation funds
 4. All other eligible funding sources
- F. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
- D. Identify a financial business plan that includes:
- G. Update on all of the above at the April 2014 Board meeting.
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above.
- E. Prioritize eligible grants to support the costs of the program including:
 1. State Active Transportation Program ("ATP") funds

DIRECTOR O'CONNOR'S MOTION REGARDING BIKE SHARE:

1. Is there a firm timeline for Metro's procurement?
2. How will this effort related to the procurement Long Beach is pursuing
3. How will this effort work with Santa Monica's RFP/market test?
4. Will there be coordination with the subregions? What form will that take?
5. Has LA solved its legal outdoor advertising problem?
6. Will there be flexibility for different business case models to operate within the Metro umbrella?
7. Will the Metro's Bikeshare program go beyond the Metro stations? Can the program be expanded to include greater coverage for cities?
6. What does Metro being the lead agency mean? Is this a clearing house for revenue sharing? What other elements are included?
7. What funding is available for phasing the rollout of the program during the first year of implementation on both capital and operating expenditures? How will allocations be made?
8. How will the system enable jurisdictions to make choices about how (what sources) they want to fund the operating gap?

This motion should be fortified with a fact sheet that informs regional cities on the "nuts and bolts" of the business model Metro is pursuing, the timeline for implementation, and subregional coordination.



Planning and Programming Committee
September 19, 2018
Legistar File 2018-0479

Receive & File
September 2018

Background

Total Trips



524,279

Passes Sold



29,228

Calories Burned



39,230,188

Miles Traveled



1,616,774

Emissions Reduced

Pounds of CO₂



1,535,935

21% increase in ridership after
new fares offered

One fare to get you there

\$1.75

SINGLE RIDE

Same low price as Metro Bus and Rail

[Find A Station](#)

[Sign Up](#)



* Data illustrates performance between
July 2016 to August 2018

Metro Bike Share Program Cost Summary

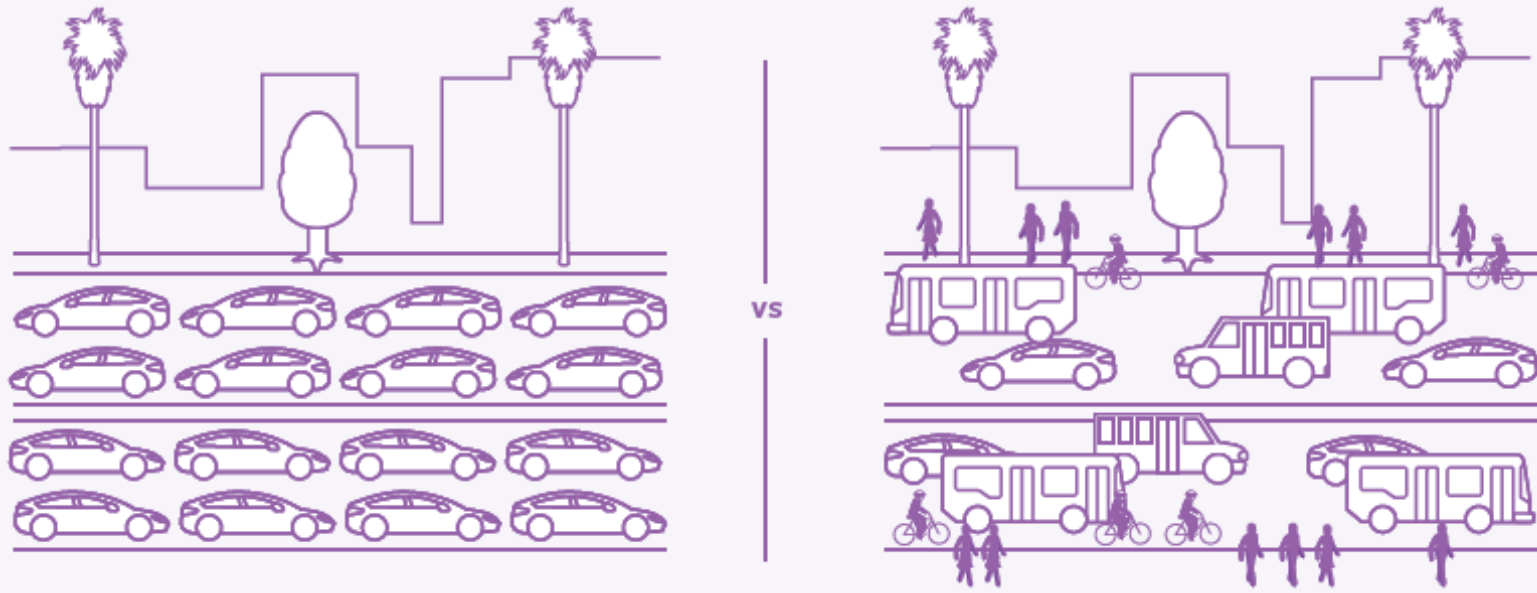
Phase I & II	Total	Grants	User Revenue/ Fare Box Recovery	Cost Reimbursed from Partner Cities	Metro Costs
Capital	\$ 8,582,740.00	\$ 6,796,521.00		\$ 716,494.00	\$ 1,069,725.00
Pre-Launch	\$ 3,184,068.34			\$ 2,069,644.43	\$ 1,114,423.92
O&M	\$ 10,464,725.05		\$ 1,415,697.86	\$ 5,881,867.67	\$ 3,167,159.51
Total	\$ 22,231,533.39	\$ 6,796,521.00	\$ 1,415,697.86	\$ 8,668,006.10	\$ 5,351,308.43

- **Cumulative since inception of the program to June 2018**
- **Metro Capital and Pre- Launching Cost was funded by Measure M 2% and General Fund.**
- **Metro Operating and Maintenance Cost was funded by Prop C 25% and General Fund.**



Supports Metro Strategic Plan

Finite and precious, our street space can be better used.

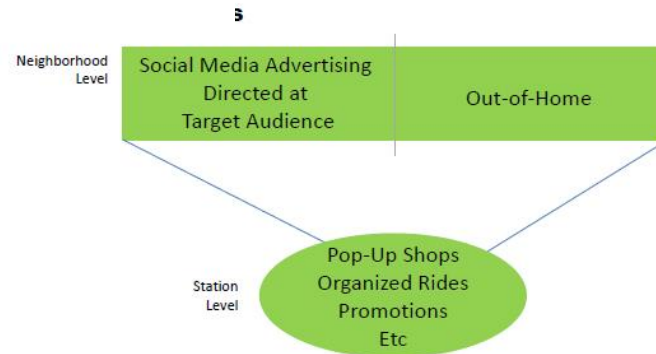


- Goal 1 Provide high quality mobility options that enable people to spend less time traveling
- Goal 3.3 Genuine public & community engagement to achieve better mobility outcomes for the people of LA County

New Business Plan



Media Strategy



Metro Rail/Bus Riders

Ads in Rail Stations
w/ Bike Share Stations



Big wall ads. Signage & station audio announcements directing to Bike Share (watch out: our stations are often not optimized in residential areas to receive bikes on other end)

Pop Up Tents at
Rail Stations



Similar to BTS's current event approach, but focused where we have product

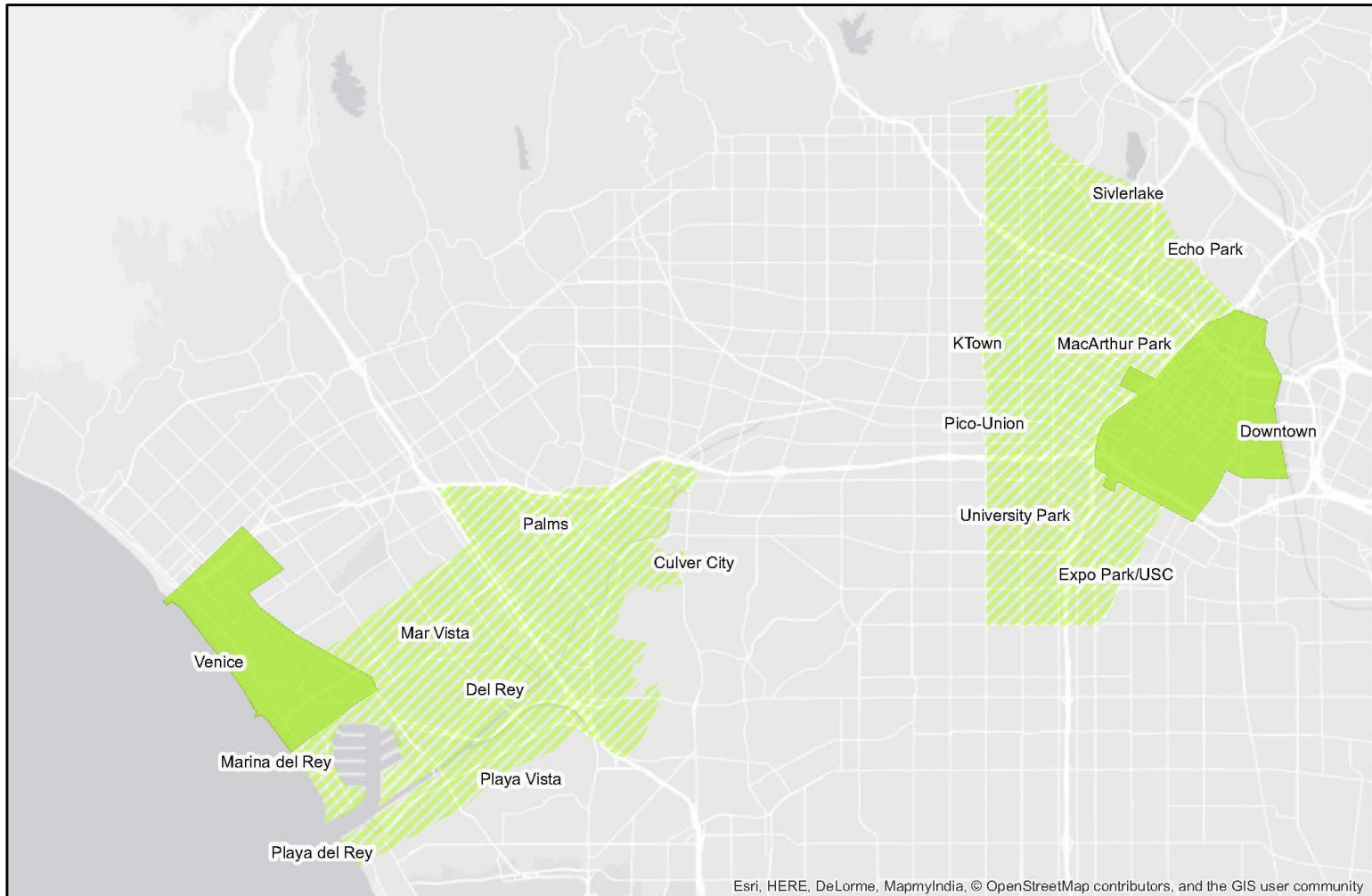
Social Media Ads
for Rail Riders





Serving ads on social media to Metro Rail riders



Phase 3 Expansion



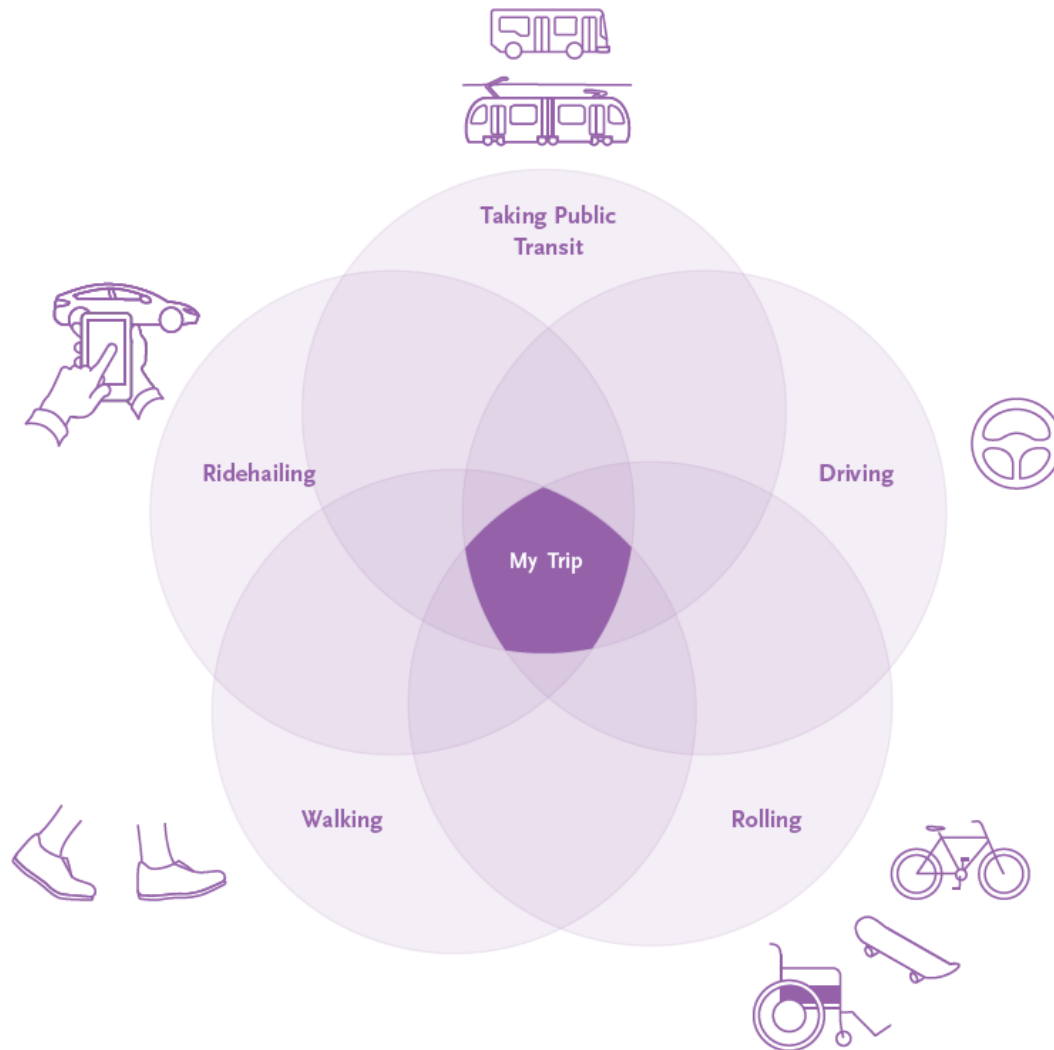
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

-  Phase 3 Expansion Communities
-  Existing System



0 2.25 4.5 Miles

TAP Wallet Integration



Metrics & Evaluation



- System Size & Equipment
- Ridership
- User Demographics & Equity
- Rebalancing
- Maintenance
- Customer Service
- Trip Data
- Fare Structure
- Funding Recommendations for Cities

Private Dockless Bike & Other Shared Mobility Programs vs. Metro Bike Share



- Planning and Public Input Process
- Cost
- Performance Standards
- Dependability
- Equitable & Accessibility



Regulations

City	Regulation Approach
Los Angeles	Permitting / Control Fleet Size
Santa Monica	Permitting / Control Fleet Size
Beverly Hills	Banned until Regulations Developed
Coronado	Banned until Regulations Developed
West Hollywood	Banned until Regulations Developed
Monrovia	Partnership / Control Fleet size

- Metro does not have on-street jurisdiction to regulate other programs
- Any regulations requires resources to enforce
- Recommend develop regulations at all Metro Right of Way

Recommendations

- Continue to implement new business plan strategies
- Complete TAP wallet integration
- Implement Phase 3 Expansion and redeploy capital equipment
- Test and implement new fleet options, i.e.: Smart Bike and E-Bike
- Evaluate performance based on developed metrics
- Develop regulations at all Metro Right of Way for Board consideration
- Potential sponsorships
- Explore new technologies and potential integrations with other shared mobility programs
- Report back to the Board in one year



Board Report

File #: 2018-0633, **File Type:** Informational Report

Agenda Number: 4.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

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

- **Letter from Solis, Hahn, and Garcetti.**

September 15, 2018

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Washington:

In 1998, financial strain combined with a ballot measure restricting spending on the Eastside subway crippled the development of transportation infrastructure east of Downtown Los Angeles. The results of decisions made 20 years ago have created a marked disparity in investments in Los Angeles' eastern portion. Now is the time to examine our priorities and correct an inequity that has left a low-income transit dependent community stranded.

As you know, Metro built and launched its first rail line, the Blue Line, in 1990. Soon after, more other rail projects were planned and constructed including the Red Line to North Hollywood and what is now the Purple Line along Wilshire Boulevard to Western Avenue. Despite the potential for high ridership, the forced halt to the Eastside subway signaled a preference for projects in West Los Angeles.

By prioritizing projects in West Los Angeles, Metro has successfully secured more than \$3 billion in federal funds for the Westside Purple Line. The same focus that helped secure those funds is necessary to achieving our regional goals and ensuring Los Angeles's Eastside is no longer underfunded and its population's needs are met.

Los Angeles was awarded the Summer Olympics of 2028 in 2017, providing an opportunity to accelerate Measure M projects and right an historic wrong. With the Olympic spotlight on Los Angeles, the global expectation is for us to deliver a robust transportation system. To achieve this goal we must be aggressive, which is why Metro is discussing the forward-thinking Twenty-Eight by '28 initiative that focuses the agency on completing 28 major transit projects, highway projects, and key transportation links by 2028.

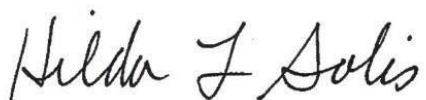
To deliver on our goals and finally build a world class transportation system that includes the East Los Angeles County, Metro needs to create a financial plan and a policy to support the implementation of 28 projects.

Having a financial plan will help correct the disparities of the past by accelerating the Gold Line Eastside Extension project. Many years ago metro began the planning and environmental phase of the Eastside Extension project. Now it is time to put those plans to use and make up for lost time. According to the Measure M expenditure plan, the Eastside

Extension is scheduled to be completed by 2035 with more than \$1 billion allocated by Measure M for one leg of the project. A healthy Board discussion to consider an acceleration will help us make educated decisions about the many priorities under consideration and will accelerate planning and construction of mega projects like the Eastside Extension project and completion of the 28 projects.

We look forward to working with you to start this conversation and settle on a financial plan to reach our goals and ensure Metro is in position to make significant investments in East Los Angeles.

Sincerely,



Hilda L. Solis
Los Angeles County Supervisor



Janice Hahn
Los Angeles County Supervisor



Eric Garcetti
Mayor
City of Los Angeles



Board Report

File #: 2018-0525, **File Type:** Contract

Agenda Number: 42.

REGULAR BOARD MEETING OCTOBER 25, 2018

SUBJECT: GROUP INSURANCE PLANS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees for the one-year period beginning January 1, 2019 as outlined in Attachment A.

BACKGROUND

A comprehensive package of health resources provides existing employees a foundation to maintain or improve health, and helps to attract and retain qualified employees. Los Angeles County Metropolitan Transportation Authority (LACMTA), including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost effective for the company and our employees.

DISCUSSION

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Roughly 99% of the employees covered by the benefit plans are PTSC employees. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in the flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis.

The overall premium cost is a decrease of 2.9% for calendar year 2019. This reflects \$1.15 million in negotiated reductions from the initial renewal quotes. The recommended medical, dental, and vision premiums are shown on Attachment A. As previously established by the Chief Executive Officer, Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Funding for the Non-contract and AFSCME group insurance plans is included in each department's FY19 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, estimated employer costs of \$50.4 million, a decrease of \$1.5 million from 2018, are expected to be within the adopted budget of \$67.6 million.

Implementation of the 40% excise tax (Cadillac Tax), a part of Health Care Reform, continues to be postponed until 2020. The Cadillac Tax is intended to be assessed on the cost of coverage for health plans that exceed an annual limit, currently set at \$10,200 for individual coverage and \$27,500 for family coverage. For fully-insured plans like ours, the excise tax is the responsibility of the insurance carrier, though it is anticipated that carriers may pass these costs back to the employer. However, since there continues to be volatility related to healthcare reform and the excise tax does not take effect until 2020, we will continue to monitor regulatory requirements and evaluate our plan provisions such as copays, out-of-pocket maximums and other features in order to mitigate exposure to the excise tax.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal #5 (Provide responsive, accountable, and trustworthy governance). By providing employee benefit plans supports the health and wellness, thereby allowing employees to focus on achieving the strategic goals of the agency.

ALTERNATIVES CONSIDERED

With the favorable renewal on the plans for 2019, the postponement of the Excise Tax until 2020, and the general uncertainty over healthcare at this time, it is recommended that the current plan designs be renewed, thereby avoiding provider access/disruption for 2019.

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims as well as the liability that would be assumed.

NEXT STEPS

Upon approval, staff will conduct the annual open enrollment for Non Contract and AFSCME employees during November 2018 and implement elections effective January 1, 2019.

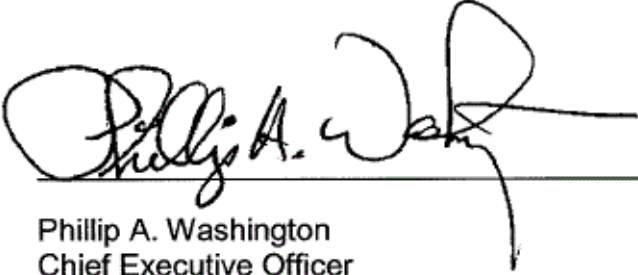
ATTACHMENTS

Attachment A - Monthly Premium Rates

Attachment B - Monthly Employee Contributions

Prepared by: Jan Olsen, Director, Pension & Benefits, (213) 922-7151

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 418-3088



Phillip A. Washington
Chief Executive Officer

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2018	CY 2019	%Change	Est # of Employees (1/1/19)
Blue Cross (PPO)	Single	\$1,277.89	\$1,226.77	-4.00%	228
	Couple	\$2,572.36	\$2,469.47	-4.00%	215
	Family	\$3,450.27	\$3,312.26	-4.00%	290
Blue Cross (HMO)	Single	\$795.45	\$775.57	-2.50%	90
	Couple	\$1,670.44	\$1,628.68	-2.50%	63
	Family	\$2,386.19	\$2,326.53	-2.50%	176
Kaiser (HMO)	Single	\$683.20	\$671.35	-1.74%	357
	Couple	\$1,366.41	\$1,342.70	-1.74%	256
	Family	\$1,933.47	\$1,899.92	-1.74%	447
Delta Dental (PPO)	Single	\$57.20	\$53.02	-7.30%	458
	Couple	\$99.41	\$92.15	-7.30%	572
	Family	\$149.37	\$138.47	-7.30%	708
DeltaCare (DHMO)	Single	\$20.21	\$20.21	0.00%	101
	Couple	\$36.71	\$36.71	0.00%	59
	Family	\$54.32	\$54.32	0.00%	129
Dental Health Services (DHMO)	Single	\$16.82	\$16.82	0.00%	71
	Couple	\$32.60	\$32.60	0.00%	47
	Family	\$49.15	\$49.15	0.00%	113
Vision Service Plan	Single	\$10.15	\$10.15	0.00%	302
	Couple	\$14.68	\$14.68	0.00%	298
	Family	\$26.30	\$26.30	0.00%	481
Voluntary Waiver of Coverage:*					
	Medical	\$251.00	\$244.00		166
	Dental	\$36.00	\$35.00		93
* Waiver of Medical coverage requires proof of alternative coverage.					

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/19	Change
Blue Cross (PPO)	Single	\$128.00	\$123.00	-\$ 5.00
	Couple	\$257.00	\$247.00	-\$10.00
	Family	\$345.00	\$331.00	-\$14.00
Blue Cross (HMO)	Single	\$80.00	\$78.00	-\$2.00
	Couple	\$167.00	\$163.00	-\$4.00
	Family	\$239.00	\$233.00	-\$6.00
Kaiser (HMO)	Single	\$68.00	\$67.00	-\$1.00
	Couple	\$137.00	\$134.00	-\$3.00
	Family	\$193.00	\$190.00	-\$3.00
Delta Dental (PPO)	Single	\$6.00	\$5.00	-\$1.00
	Couple	\$10.00	\$9.00	-\$1.00
	Family	\$15.00	\$14.00	-\$1.00
DeltaCare (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$4.00	\$4.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Dental Health Services (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$3.00	\$3.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Vision Service Plan	Single	\$1.00	\$1.00	\$0.00
	Couple	\$1.00	\$1.00	\$0.00
	Family	\$3.00	\$3.00	\$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to the nearest whole dollar) towards their individually selected plan's medical and dental premiums



Board Report

File #: 2017-0670, File Type: Agreement

Agenda Number: 8.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 19, 2018

SUBJECT: LICENSE AGREEMENT WITH CLEAR CHANNEL OUTDOOR FOR CONSTRUCTION AND OPERATION OF A DIGITAL BILLBOARD ON METRO PROPERTY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the CEO to execute a license agreement with Clear Channel Outdoor for a digital billboard on Metro Parcel 7406-026-915 for a term of thirty years upon commencement with guaranteed revenue of \$4,365,000.

ISSUE

The digital billboard will replace a Clear Channel Outdoor static board on a Metro property adjacent to the northbound side of the Harbor 110 Freeway (see Exhibit A) in the City of Carson. The proposed license agreement will grant a fixed 30-year term to Clear Channel Outdoor after which time Metro can cancel the license and instruct Clear Channel Outdoor to remove infrastructure without cost to Metro.

BACKGROUND

The existing static billboard predates the agency's acquisition of the land in the early 1990s from the Atchison-Topeka Santa Fe Railroad. At the time, billboards existing on railroad land were assigned to the Los Angeles County Transportation Commission. The assignment includes the associated revenue for licenses but also obligates Metro as landowner to terms and conditions contained within the license agreement at the time of assignment. These terms and conditions include:

- Undefined period for license holder
- Potential for payment of any lost revenue from cancellation of the licenses
- Potential for costs to relocate the billboard to a site of equivalent revenue earnings
- No definition of acceptable content for advertisements.

The license agreement before the Board today will provide a definite time horizon for the license with a term of 30 years and will allow Metro to terminate without significant outlay of capital.

DISCUSSION

This billboard will continue Metro’s efforts to remove and replace static billboards with digital signage in conjunction with industry partners like Clear Channel Outdoor as well as ensuring local government approvals through the entitlement process. In addition, this license will obligate Clear Channel Outdoor to ensure all advertising content fully conforms to the Metro content standards defined in Communications Department’s *System Advertising Policy*.

This project was fully entitled by the Carson City Council at its July 3, 2018 meeting. Upon expiration, Metro may cancel without incurring additional financial cost.

DETERMINATION OF SAFETY IMPACT

There is no identifiable safety impact to Metro from the approval of this action.

FINANCIAL IMPACT

The static billboard generates approximately \$38,000 annually. Under the proposed agreement, Metro will see a \$70,000 net increase beginning year one with a guaranteed revenue of \$108,000 per year and escalations of \$15,000 at every fifth year. The table below outlines guaranteed revenue for the entire term.

Years	Digital Billboard	Static Billboard	Net Increase
1-5	540,000	190,000	350,000
6-10	615,000	190,000	425,000
11-15	690,000	190,000	500,000
16-20	765,000	190,000	575,000
21-25	840,000	190,000	650,000
26-30	915,000	190,000	725,000
Total	4,365,000	1,140,000	3,225,000

Additionally, Metro has the potential to earn 25% of the asset’s gross advertising sales minus the annual guarantee for years 1-10 and 30% for years 11 through 30. The table below numerically demonstrates share of gross advertising sales for the first year.

Term Year 1

A. Estimated Gross Revenue ¹	\$800,000
B. Guaranteed Revenue (fixed amount)	\$108,000
C. Revenue Share Rate (years 1-10)	25%
D. Metro’s Potential Share of Gross Advertising Sales [A x C] - B]	<u>\$ 92,000</u>

¹ Based on the 3-year gross sales average of a Metro advertising billboard located in the City of Downey.

All costs to construct, operate, and maintain the asset will be borne by Clear Channel.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This license supports the Strategic Plan Goal: *5.2 Metro will exercise good public policy judgment and sound fiscal stewardship.*

This license will provide Metro additional revenue for programs and services in the immediate term while also creating a long-term avenue for the agency to exit the billboard market if it should ever choose. Although this is one site of many on Metro land, staff expects to increase the replacement static boards with digital boards to achieve a cost-effective management and control of all real estate assets.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the license agreement with Clear Channel Outdoor. This alternative would maintain the status quo; the static billboard would continue to operate and Metro would be required to pay future lost earnings to the license holder in the event of a future cancellation.

NEXT STEPS

Upon approval by the Board of Directors, staff will finalize the terms and conditions of the license agreement with County Counsel and Clear Channel Outdoor for final approval by the CEO.

ATTACHMENTS

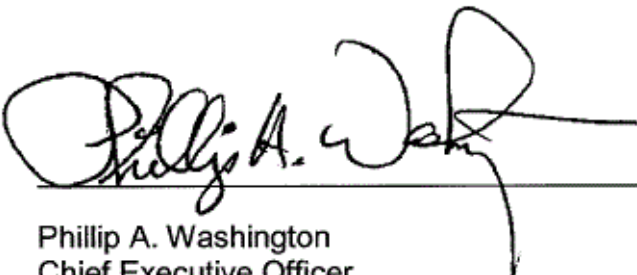
Attachment A - Proposed Location for Digital Billboard

Attachment B - Key Terms

Prepared by: Nick Szamet, Sr. Administrative Analyst, Countywide Planning and Development, (213) 922-2441

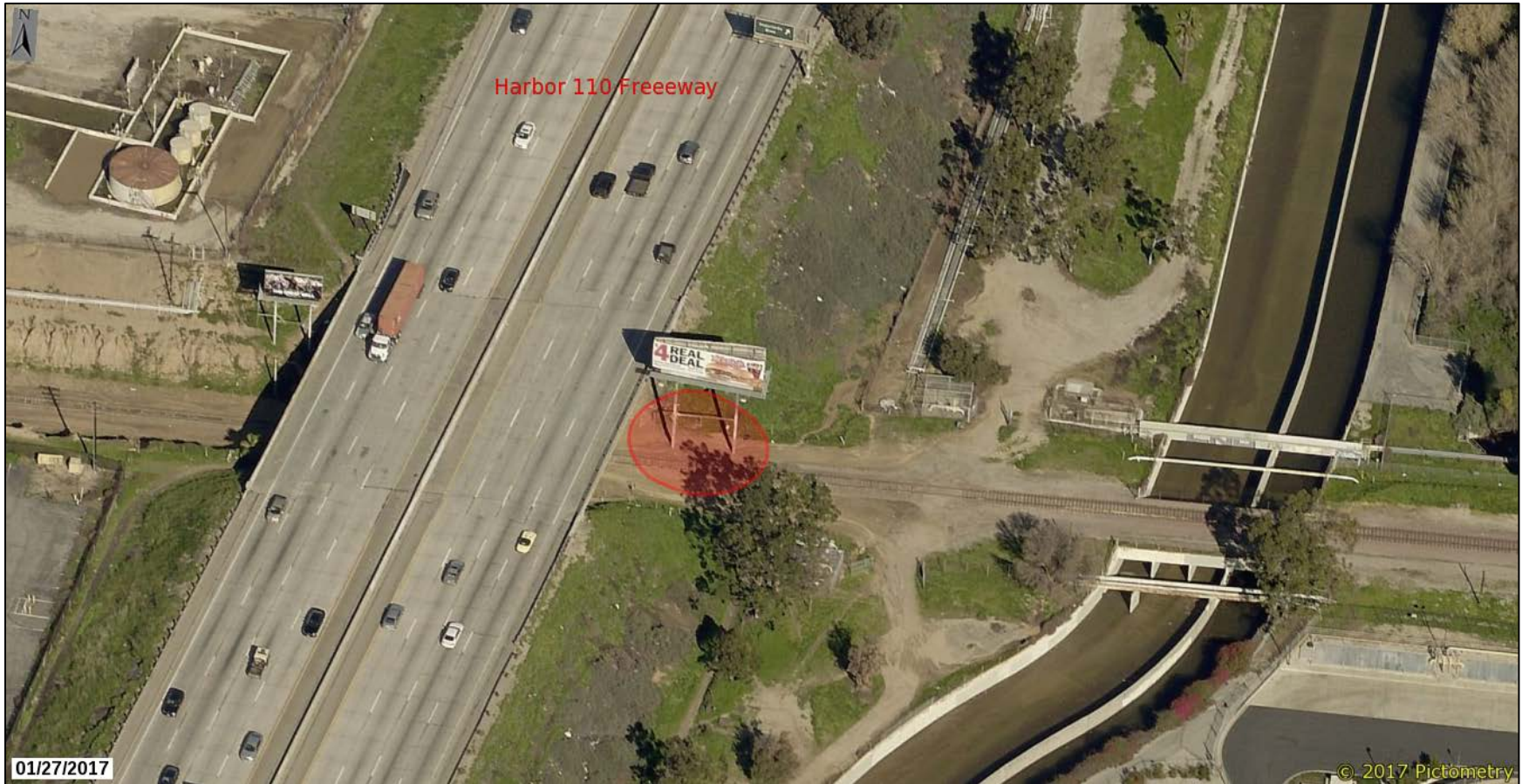
John Potts, Interim Executive Officer, Countywide Planning & Development, (213) 922-2435

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

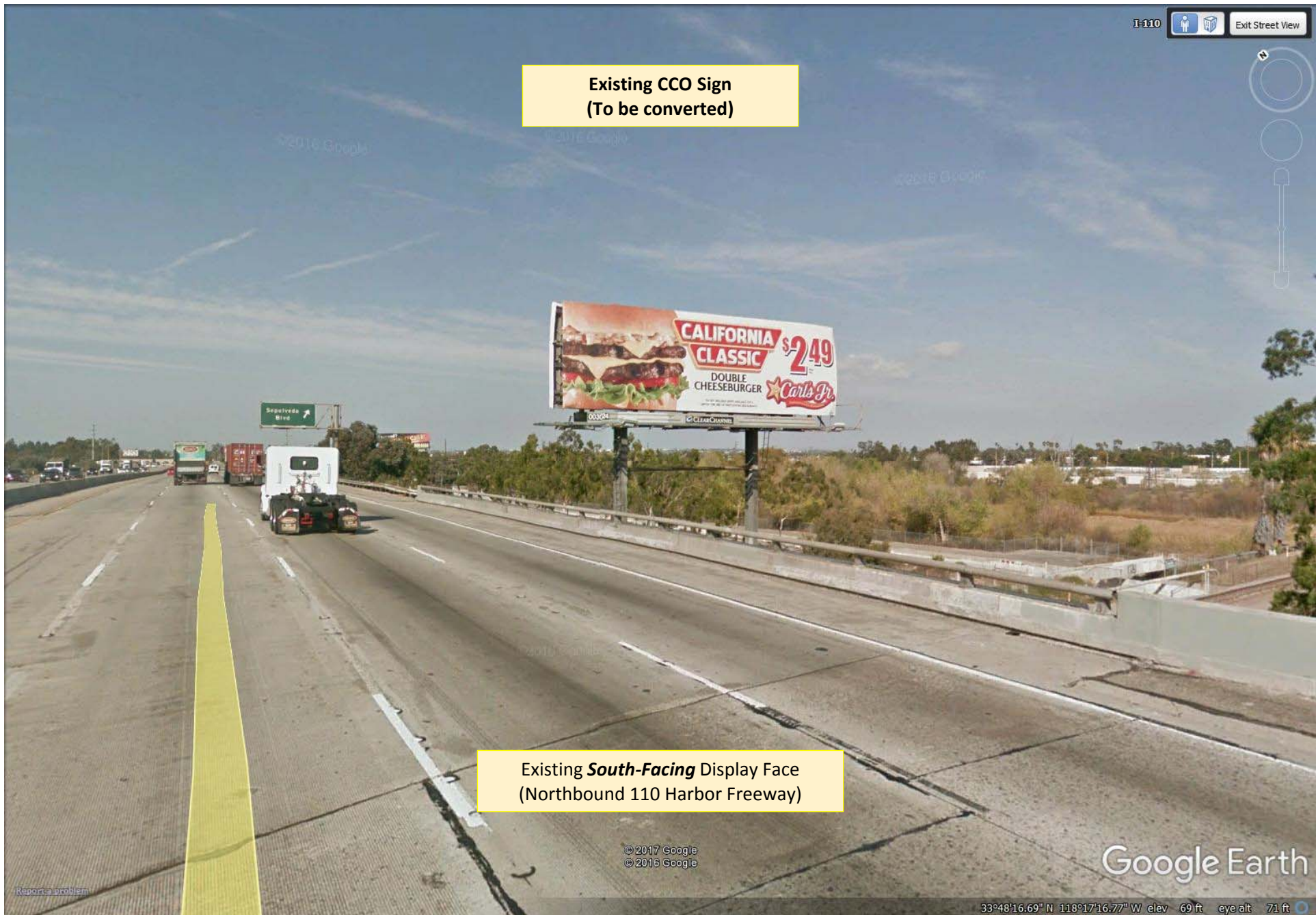


Phillip A. Washington
Chief Executive Officer

EXHIBIT A - LOCATION AND RENDERINGS



Assessor Parcel	740-6026-915
Proposed Operator	Clear Channel Outdoor
City Residing	Carson
Cross Streets	Metro ROW between Vermont Ave. and Figueroa St.
Subdivision	Harbor

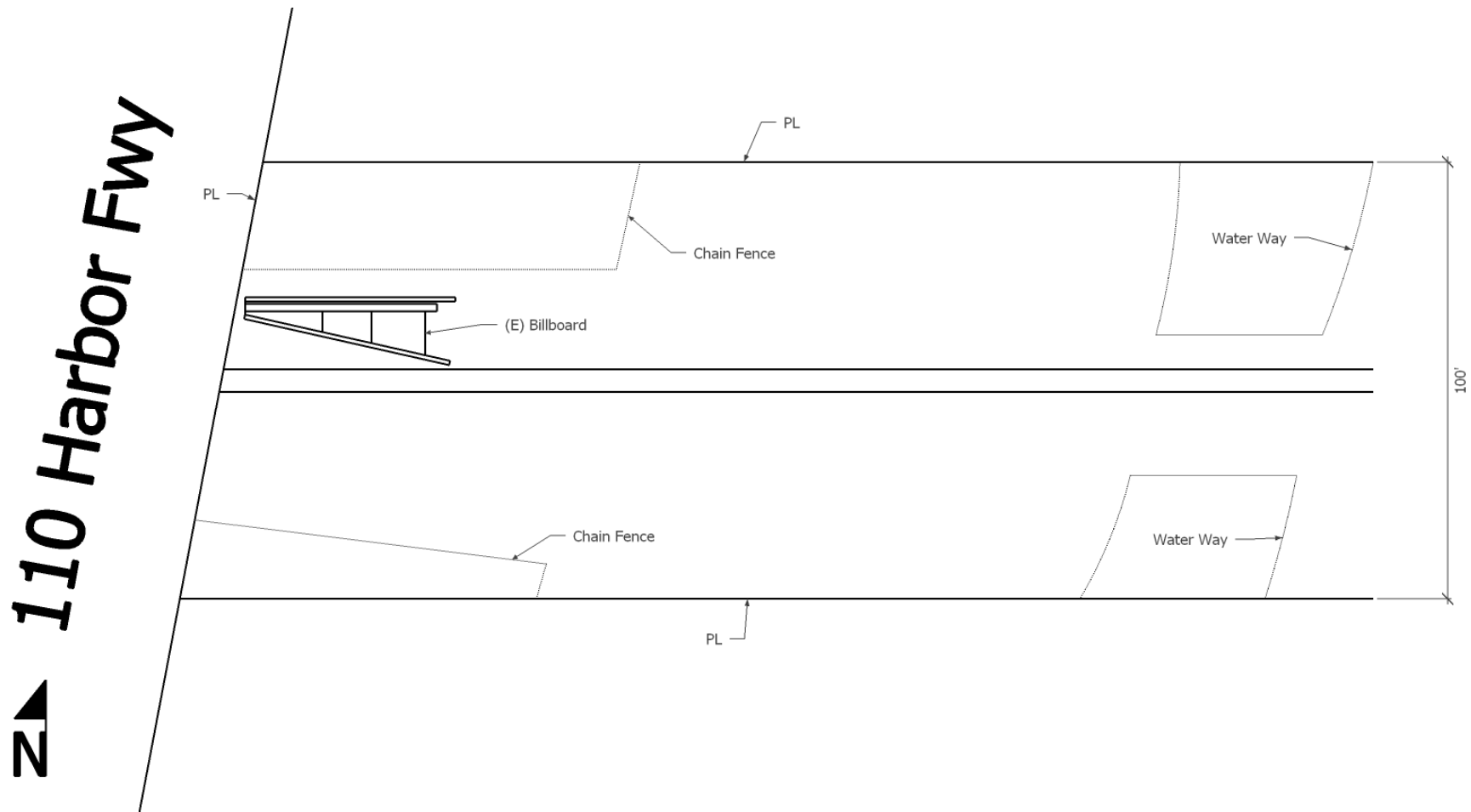


Existing CCO Sign
(To be converted)

Existing *South-Facing* Display Face
(Northbound 110 Harbor Freeway)



Existing (Static) Sign Layout



Proposed Digital Layout Options (A & B)

A = Located at approximately at or near existing sign's footprint**

B = South of the railroad tracks, approximate footing**

** Final sign placement and structural column footing will depend on site condition(s) and below grade uses.

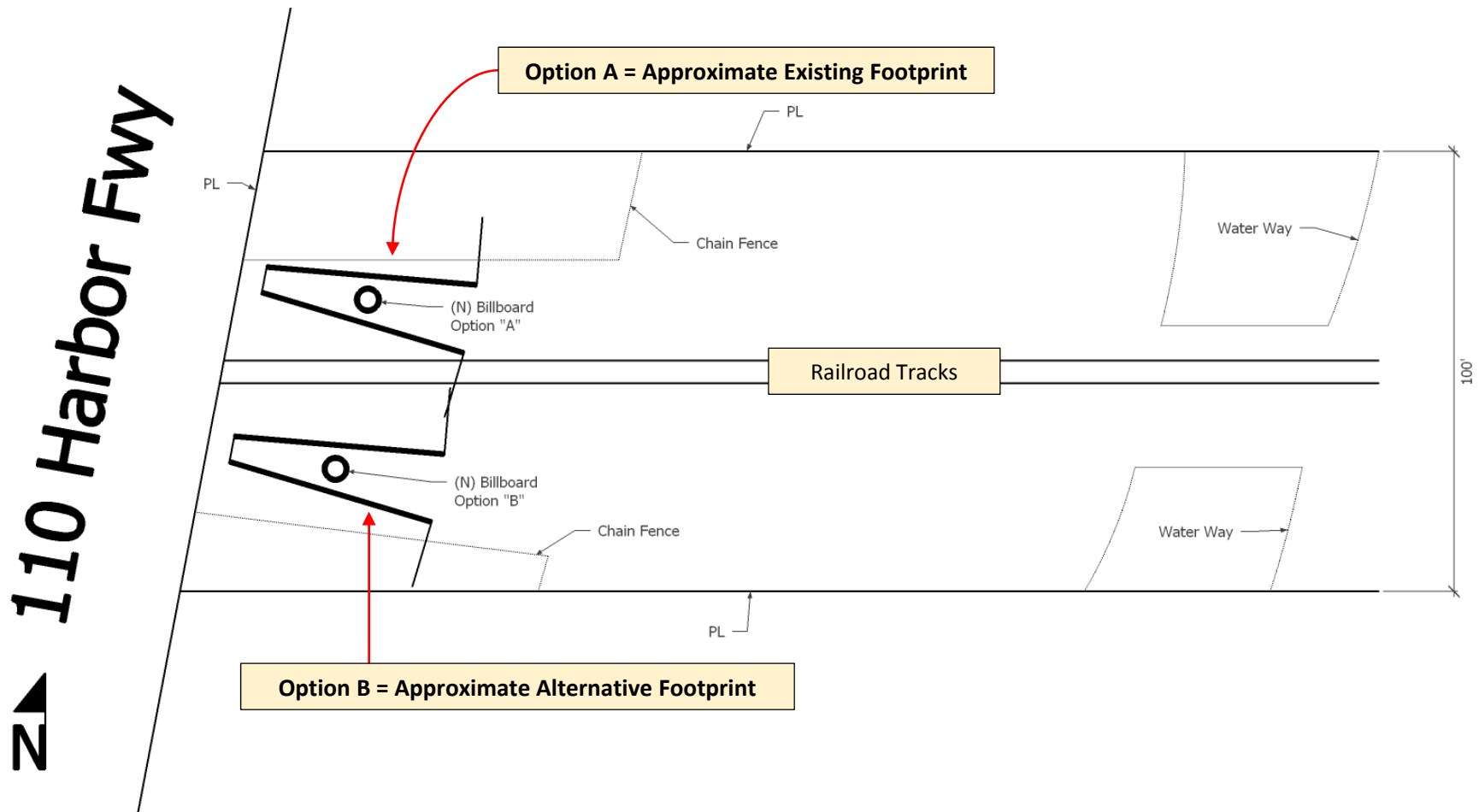
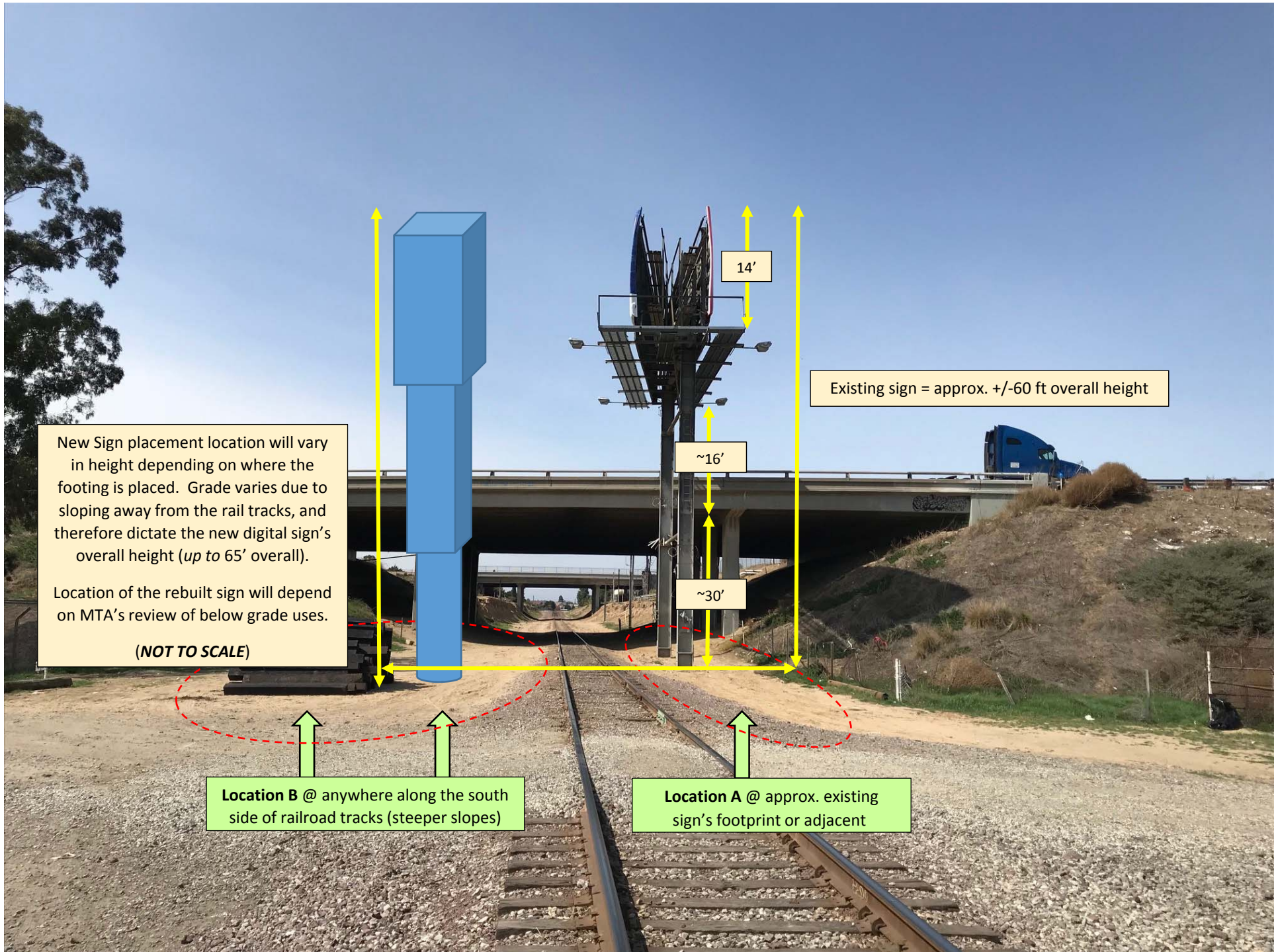




EXHIBIT A - LOCATION AND RENDERINGS



Sample Renderings



Samples of Actual Digital Sign Structures

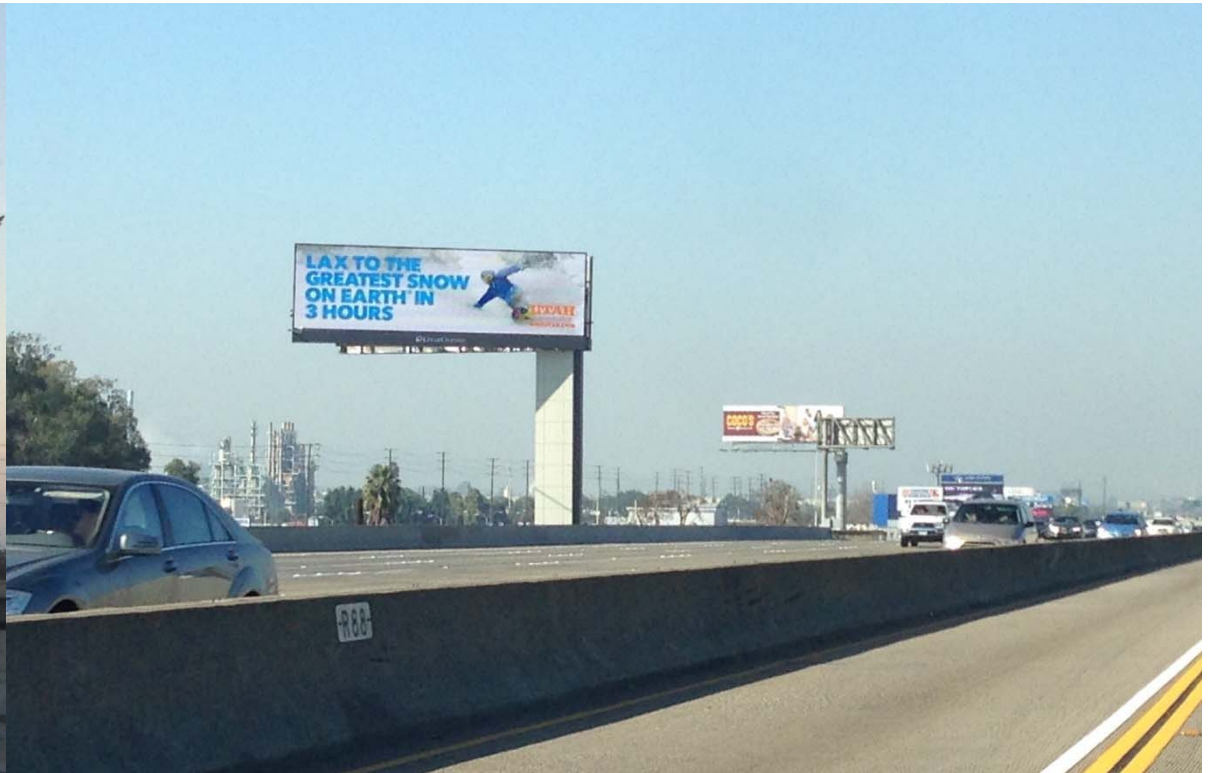


EXHIBIT B – KEY TERMS

	STATIC BILLBOARD (Existing)	DIGITAL BILLBOARD (Proposed)
TERM	Until cancelled.	30-years fixed with no options.
PAYMENT OF LOST REVENUE IF TERMINATED	Not waived by license holder. Metro could be liable if sought by license holder.	None unless terminated prior to expiration of term.
GUARANTEED REVENUE	\$38,278 per year with fair market value adjustments every three years.	\$108,000 per year with escalation of \$15,000 every five years of the term, for a grand total of \$4,365,000 over the 30 years.
REVENUE SHARE	None.	25% of gross advertising sales minus Guaranteed Revenue for first 10 years; 30% gross of advertising sales minus Guaranteed Revenue for last 20 years of term.

**Board Report**

File #: 2018-0140, **File Type:** Agreement**Agenda Number:** 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 19, 2018

SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT**ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

ISSUE

Following Metro Board of Directors (Metro Board) and County Board of Supervisors (County Board) authorization, on February 5, 2018, Metro and the County entered into a six-month Short Term Exclusive Negotiation Agreement and Planning Document (Short Term ENA) with the Developer for the Expo/Crenshaw Joint Development Project (Project). The Short Term ENA provided an interim period before executing a full term ENA so that the community could provide input on the Project and refinements could be considered. The Developer was also required to identify and enter into a letter of intent (LOI) with a community-based organization for its participation in the development of the Project.

In the Short Term ENA period, the Developer worked in good faith with Metro and County staff and performed pursuant to the requirements of the Short Term ENA, including executing a LOI with the West Angeles Community Development Corporation (WACDC).- Staff is now recommending entering into a full term ENA, which will enable the Developer to continue outreach and project scoping, advance Project design, pursue entitlements/California Environmental Quality Act clearance, and negotiate key terms of Joint Development Agreements and Ground Leases with Metro and the County.

BACKGROUND

In January 2017, Metro and the County released a Request for Proposals (RFP) for joint development of Metro- and County-owned parcels at the Expo/Crenshaw Station. On April 20, 2017,

Metro and the County received four proposals, and following evaluations, staff recommended entering into a Short Term ENA with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies, a Southern California-based owner/manager/developer with over 70 years of real estate experience. The Short Term ENA was approved by the Metro Board in November 2017 and the County Board of Supervisors in January 2018 and was executed on February 5, 2018.

Expo/Crenshaw Station Opportunity Site

The Site incorporates two properties in the City of Los Angeles: (1) a County Probation Department facility located at 3606 W. Exposition Boulevard (southwest corner of Exposition and Crenshaw Boulevards) which the County plans to vacate to repurpose for transit-oriented development; and (2) a Metro-owned property on the southeast corner of Exposition and Crenshaw Boulevards that currently serves as construction staging for the Crenshaw/LAX Transit Project (see Attachment A - Site Map). The community-driven Development Guidelines for the Site identify the opportunity for a culturally distinct gateway destination and pedestrian-scaled community serving residents and visitors with high quality and local-serving retail uses and a range of housing types, both market rate and affordable. It also identifies opportunities to foster job growth with attractive retail and/or business incubator space, among other goals.

DISCUSSION

Community-Based Partner

In March 2018, the Developer and WACDC (collectively, the “Development Team”) executed an LOI which outlines WACDC’s equity position in the Project and funds a WACDC staff position to support the Project. WACDC is a respected and established non-profit organization with strong ties to the local community. As they have done for other affordable housing projects in the Crenshaw area, WACDC will assist in outreach, marketing, and lease-up of the Project’s affordable component, and will deliver social services for the affordable housing units once the Project is operational. WACDC will also help the Developer identify opportunities for local job seekers and contractors in the construction and operation of the Project.

Community Outreach and Input

In March 2018, the Development Team and Metro staff hosted two community roundtable discussions with key Expo/Crenshaw stakeholder representatives from resident and homeowners associations, business groups, faith-based organizations, and other community-based organizations. Two larger community workshops were held in April 2018, and were promoted through the distribution of 5,000 flyers within one-half mile of the Site, e-blasts, social media, phone calls, and a Project website. Collectively, these four meetings attracted over 325 participants who engaged with the Development Team and Metro staff and provided input on the Project.

The Developer’s original proposal contemplated a total of 492 residential units dispersed over both sites, with 15% of those units restricted to households earning 50% or less of area median income (AMI). In the community meetings, many stakeholders expressed a desire for an increase in the number of affordable housing units in the Project. They also requested that the Project serve a greater range of household incomes. In response, the Developer has committed to providing a minimum of 400 total units in the Project, and 20-25% of the units will be restricted to households earning between 30-80% of AMI. Consistent with the original proposal, a minimum of 15% of the

Project's units will be restricted to households earning 50% of AMI or less (see Attachment B - Development Program Summary). During the ENA period, the Development Team will pursue affordable housing financing sources to support the additional income-restricted units. One goal of the Metro Joint Development Program is that 35% of all residential units built on Metro-owned land are affordable to households earning 60% of AMI or less. Assuming the minimum number of total units (400) and the minimum affordable housing commitment (20%) for the Expo/Crenshaw Site, 38% of the total units completed, in construction and/or in negotiations in the Joint Development portfolio would be affordable.

The Developer's proposal also includes a minimum of approximately 40,000 square feet of commercial and retail space, envisioned with a grocery store and locally-owned and -operated restaurants identified as potential tenants. In the community workshops, stakeholders shared their priorities on the types of businesses they would like to see in the Project, opportunities for activating public space around the Site, and ideas on community programming and public art in these spaces. The commercial/restaurant and community uses in the Project will be further defined during the term of the ENA.

The Developer's proposal also preserves the opportunity for an additional station entrance on the County property to facilitate efficient connections between the Crenshaw/LAX and Expo lines. Under the terms of the ENA, the Developer, Metro, and the County will continue to work together to identify strategies for realizing the additional station entrance. The Developer has also agreed to contribute \$50,000 in funding for an Expo/Crenshaw Station First/Last Mile Plan, which will identify opportunities to improve multi-modal access to the Station.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the Project will have no adverse impact on the station, portal and public areas on Metro's property. The eventual implementation of this joint development project at the Expo/Crenshaw Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections and transfers between the Crenshaw/LAX and Expo lines.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed Project is included in the FY19 budget in Cost Center 2210, Project 401045. In addition, the ENA will require a non-refundable fee of \$25,000 as well as a \$50,000 deposit to cover third party expenses during the negotiation, to be provided 90 to 150 days after the ENA execution.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developer, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact FY 2019 bus and rail operating and capital budget, Proposition A and C, TDA, Measure R or

M administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with the Developer, or (b) ~~continue communications regarding refinement of the Project with the Developer by extending the existing Short Term ENA,~~ or (c) not proceed with the proposed Project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives because the recommended action builds upon the significant community input and procurement process that has transpired thus far. The Short Term ENA will expired on August 5, 2018. A new RFP process would delay the development of the Site, and Metro and the County may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the ENA process does not create a project proposal suitable to the community, Metro, or the County, other options could still be considered.

NEXT STEPS

Upon Board approval of the recommended action and corresponding authorization by the County, the ENA will be executed. The Development Team, together with Metro and County staff, will continue to solicit community input to refine the Project. The Developer will advance Project design, begin the environmental clearance and entitlement process, and will pursue and begin to assemble financing for the Project including affordable housing resources. The Ground Lease terms under the initial proposal will likely be revised in order to accommodate the revised Project scope. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease. Staff will return to the Board with the terms of a recommended Joint Development Agreement and Ground Lease at the end of the ENA negotiation period.

ATTACHMENTS

Attachment A - Site Map

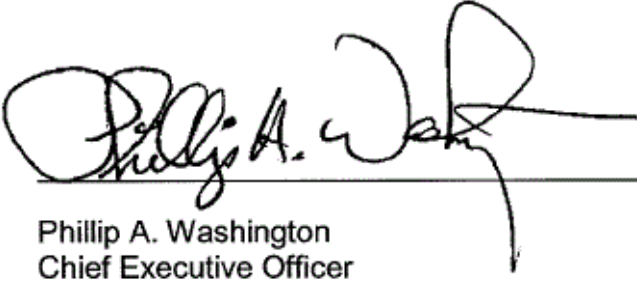
Attachment B - Development Program Summary

Prepared by: Nicole Velasquez, Manager - Transportation Planning, Countywide Planning & Development, (213) 922-7439

Nick Saponara, Deputy Executive Officer, Countywide Planning & Development, (213) 922-4313

Jenna Hornstock, Executive Officer, Countywide Planning & Development, (213) 922-7437

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

SITE MAP



SITE A

Owner: Los Angeles County
 Site: 1.66 acres
 Use: County Probation Department

SITE B

Owner: Metro
 Site: 1.77 acres
 Use: Construction staging

ATTACHMENT B

DEVELOPMENT PROGRAM SUMMARY*

Total Residential Units (#)	At least 400
<30-80% AMI	5-10% of total units
<50% AMI	At least 15% of total units
Total Affordable Units	20-25% of units
Commercial/Community Space	At least 40,000 square feet

* The Development Program is preliminary and subject to change during additional community outreach and scoping as well as the financial negotiation. The Board will consider final terms as part of the proposed Joint Development Agreement and Ground Lease approval.

Expo/Crenshaw Joint Development Project



Planning and Programming Committee

September 19, 2018

Agenda Item 11



Metro

Recommendation

- **Enter into a full term Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, dba WIP-A, LLC**
 - 18 months with an option to extend up to 30 months

Expo/Crenshaw Joint Development Site

County Property

Site: 1.66 acres

Use: County Probation
Department

Metro Property

Site: 1.77 acres

Use: Construction
Staging



Background

- **Late 2017/Early 2018** – Metro and County Boards approved Short-Term Exclusive Negotiation Agreement (ENA) with Watt Companies
 - Perform community outreach on proposed project and refine as necessary
 - Identify additional community-based partnerships and enter into a Letter of Intent (LOI) with community-based organization

Community Partner

- **March 2018** – Watt entered into an LOI with West Angeles Community Development Corporation (WACDC)
 - Outlines WACDC equity position
 - Funds a WACDC staff position to support project
 - Outreach, market, lease-up and social services for affordable housing units

Community Outreach

- **March 2018** – 2 roundtable discussions
- **April 2018** – 2 community workshops
- 325+ community stakeholders participated



Project Refinement

Uses	Original Proposal	Revised Proposal
Residential	492 units	Minimum of 400 units
≤50% Area Median Income (AMI)	15% of total units	15% of total units
30-80% AMI	0	5-10% of total units
Non-residential uses	47,500 square feet	Minimum of 40,000 square feet

- \$50,000 in developer funding for Metro First/Last Mile Plan

Next Steps

- **September 2018** – County Board to consider ENA
- **Late 2018/early 2019** – Additional outreach and project scope refinement
- **On-going through 2019**
 - Negotiate term sheet for Joint Development Agreements and Ground Leases with Metro and County
 - Environmental clearance and entitlements approval
 - Community engagement
- **Spring 2020** – Return to Metro and County Boards for consideration of final transaction terms



Board Report

File #: 2018-0410, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: OPEN STREETS GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$4 million to 15 new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$447,000 from two cancellations of Open Street Cycle Two events, Meet the Hollywoods and Burbank on the Boulevard, towards Cycle Three; and
- C. AMENDING the award amount of the lowest scored event application (Paramount & Bellflower Open Streets Neighborhood Connectivity Event) to \$161,000 per Cycle Three Application and Guidelines (Attachment C).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In March 2018 The Metro Board approved initiation of Cycle Three of the Open Streets Grant Program (Attachment C). Per a Director Fasana and Garcetti motion the maximum funding ceiling per event was increased to \$500,000 and the funding ceiling per jurisdiction was removed. The Cycle Three recommendation includes funding for 15 new events and supplemental programmatic elements, for a total of \$4 million over 2 calendar years. This funding recommendation is within the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to 15 Cycle Three events and reprogram two (2) canceled Cycle Two events.

BACKGROUND

Open Street events are one-day occurrences funded by grants that close public streets to automobile traffic and open them for bicyclist and pedestrians to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time. In addition the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One and Two Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. To date 23 events awarded funding in Cycle One and Cycle Two have been completed totaling nearly 150 miles of streets across 28 separate jurisdictions. By December 2018, 3 additional events in 5 jurisdictions covering more than 13 additional miles of car-free streets are expected to be delivered. Attendance from Cycle One events estimated at 459,000 people, and tabulation of Cycle Two attendance data is ongoing.

The Burbank on the Boulevard and Meet the Hollywoods events were cancelled at the request of the cities due to financial constraints. Staff recommends the \$447,000 grant award for these cancelled Cycle Two events to be reprogrammed in Cycle Three.

Open Streets Evaluation

Staff released a Request for Proposals Package (RFP) in the spring of 2016 seeking the professional services of a contractor to conduct an in-depth evaluation of the 11 implemented Cycle One events utilizing grantee's post-implementation reports, transit TAP data and other sources. The contractor will all also include an appendix of standardized data that the contractor collects at the Cycle Two events. The goal of the Evaluation Study is to determine the effectiveness of the program at providing opportunities for walking, riding transit and riding a bike on a city street, possibly for the first time; encouraging future mode-shift to more sustainable forms of transportation; and promoting civic engagement to foster the development of multi-modal policies and infrastructure at the local level. The initial event data shows the following:

- Similar to other large community events, Metro Rail system ridership increased by an average of 8% on the day of events compared to the average for non-event weekend day days during the previous month.
- Sales of new TAP Cards increased an average of 11% at Metro Rail system stations on the day of events which indicated introduction of new riders to experience riding Metro.
- 29% of Open Street participants arrive by bike, 18% by transit and 7% on foot, compared to

1%, 7% and 3% respectively for regular LA County travel.

- According to consultant's survey result 62% of participants attending an event for the first time report that they ride a bike regularly; whereas 80% of participants attending an event for the second time or more report that they ride a bike regularly.

Overall, the evaluation of Cycle One has shown that Open Street events provide opportunities for using non-automobile forms of transportation, attract new riders to experience the Metro system, and positively impact travel behavior of Los Angeles County residents on the day of events. However further evaluation is needed in order to determine whether the events have a lasting impact on travel behavior and meet the Board goals as listed above. The task can be completed by looking back at the impact that past events completed during Cycles One and Two created on travel behavior and infrastructure development. In addition, the assessment should also look forward at the impact of events during Cycle Three via the standardized data collection template discussed below. The final results of the Evaluation Study of Cycle One and appendix of data for Cycle Two will be delivered upon completion of Cycle Two events in December 2018.

DISCUSSION

Open Streets Cycle Three

Outreach

Following Board approval, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and the Streets and Freeways Subcommittee. Staff released the Open Streets Grant Application online on April 11, 2018 and subsequently hosted an Open Streets Program Workshop on May 8, 2018. The workshop featured speakers from across the region that have implemented Open Street events sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 100 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and hosted.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen Score. Separate criteria were added for new and existing applicants. The application evaluation was conducted by an internal and external technical team with experience in multi-modal transportation, including representatives from Metro Planning and Operations and the Southern California Association of Governments. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of 26 project applications were received on June 8, 2018 that included a total of \$7.2 million of

funding requests. Of the 26 applications received, 15 were for routes along disadvantaged communities, and 9 applications received were for multi-jurisdictional events. All of the 26 applications submitted received passing scores and the top 15 are recommended based on funding allocation (Attachment B-1). The total recommended events account for \$4.528 million of funding requests. We recommend that the top 14 applicants receive their full funding request, and that the 15th applicant receive an amended reduced award in order to use all available funding including funds reprogrammed from the two cancelled Cycle Two events. These recommended events are regionally diverse (Attachment B-2), connected to transit stations, regional bikeways and major activity centers.

Cycle Three includes 2 years of Open Street programming, with the first event being proposed for winter/spring 2019 and the final event being proposed for fall/winter 2020. The 2-year timeline will allow for the staging of events within the December 2020 deadline and ensure that events will maximize attendance and regional participation by not being held on consecutive dates.

Staff will utilize funds from the FY 18/19, 19/20 and 20/21 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for Open Streets events through December 2020. Operations are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Cycle Three Evaluation

During Cycle Three, jurisdictions will be provided with a standardized data collection template developed by the Cycle One and Two Evaluation Study contractor. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Three will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The funding of \$2 million for the first year of the program is included in the FY 18/19 budget in cost center number 4320, under project number 410077, Open Street Grant Program. We expect \$2 million to cover anticipated invoices for events (including Cycle Two and Three) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budget the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Transportation Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets Cycle Three aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility first hand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of Cycle Three of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing the Metro Open Streets Grant Program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate Memorandum of Understanding (MOU).

Staff will also follow up with grantees on post event implementation, per the Cycle Three evaluation requirements, which include enhancement efforts to invest on bicycle and pedestrian infrastructure and promoting public transportation mode shift.

ATTACHMENTS

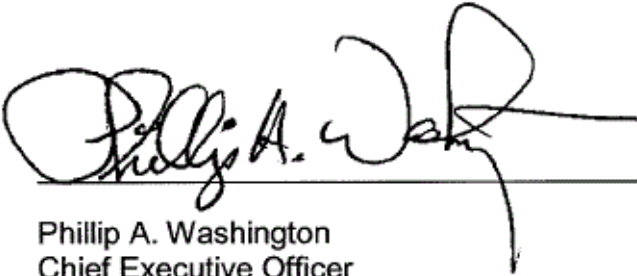
- Attachment A - June 2013 Metro Board Motion 72
- Attachment B-1 - Open Streets Cycle Three Scoring and Funding Recommendations
- Attachment B-2 - Open Streets Cycle Three Recommended Events (Map)
- Attachment C - Open Streets Cycle Three Application Package & Guidelines

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Dolores Roybal Saltarelli, Sr. Director, Countywide Planning & Development, (213) 922-3024

Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

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



Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Open Streets Cycle Three Scoring and Funding Recommendations

	Date	Event Title	Applicant	Grant Request	Award Amount	Length Miles	Average Score	Disadvant- aged	Multijuris- dictional
1	November 8, 2020	626 Golden Streets ArroyoFest	South Pasadena	\$420,000	\$420,000	7	90.5		X
2	May 19, 2019	626 Golden Streets Mission to Mission	South Pasadena	\$332,000	\$332,000	5	88.3		X
3	August 11, 2019	CicLAvia: Meet the Hollywoods	West Hollywood	\$500,000	\$500,000	6.5	84.5	X	X
4	March 3, 2019	CicLAvia: Culver City and Palms	Culver City	\$300,000	\$300,000	5.5	82.5		X
5	October 11, 2020	CicLAvia: Heart of LA 2020	Los Angeles	\$300,000	\$300,000	8.25	80.8	X	X
6	October 26, 2019	626 Golden Streets SGV Streets and Treats	SGVCOG	\$170,000	\$170,000	4.5	80.8	X	X
7	February 23, 2020	CicLAvia: South LA - Space Shuttle Endeavour Route	Los Angeles	\$335,000	\$335,000	5.5	80.3	X	
8	November 2, 2019	San Fernando Street Festival - Nocturnal Ride	San Fernando	\$144,000	\$144,000	4.01	80.3	X	
9	April 5, 2020	CicLAvia to the Sea	Los Angeles	\$300,000	\$300,000	9	79.3		
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11	December 2, 2020	CicLAvia: South LA/Watts	Los Angeles	\$335,000	\$335,000	5.8	78.8	X	
12	April 19, 2020	Heart of the Foothills	San Dimas	\$350,000	\$350,000	4.7	78.3	X	X
13	March 30, 2019	Beach Streets West	Long Beach	\$200,000	\$200,000	2.2	78.0	X	
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16	October 13, 2019	Downey Ride & Stride	Downey	\$129,361	\$0	4.96	76.8	X	
17	April 21, 2019	CicLAvia: Glendale Meets Atwater Village	Glendale	\$264,800	\$0	3.5	76.8	X	X
18	March 21, 2020	Beach Streets Downtown	Long Beach	\$216,000	\$0	4	76.3		
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22	September 29, 2019	COAST - City of Santa Monica's Open Streets Event 2019	Santa Monica	\$300,000	\$0	2.06	72.0		
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15 events in 18 cities

67% in disadvantaged communities

53% multijurisdictional

Total Grant Request	\$7,196,801
Less scores under funding limit	\$2,668,801
=	\$4,528,000

126.38	% All App	57.7%	34.6%
41.42	% Award	66.7%	53.3%
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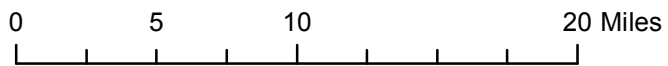
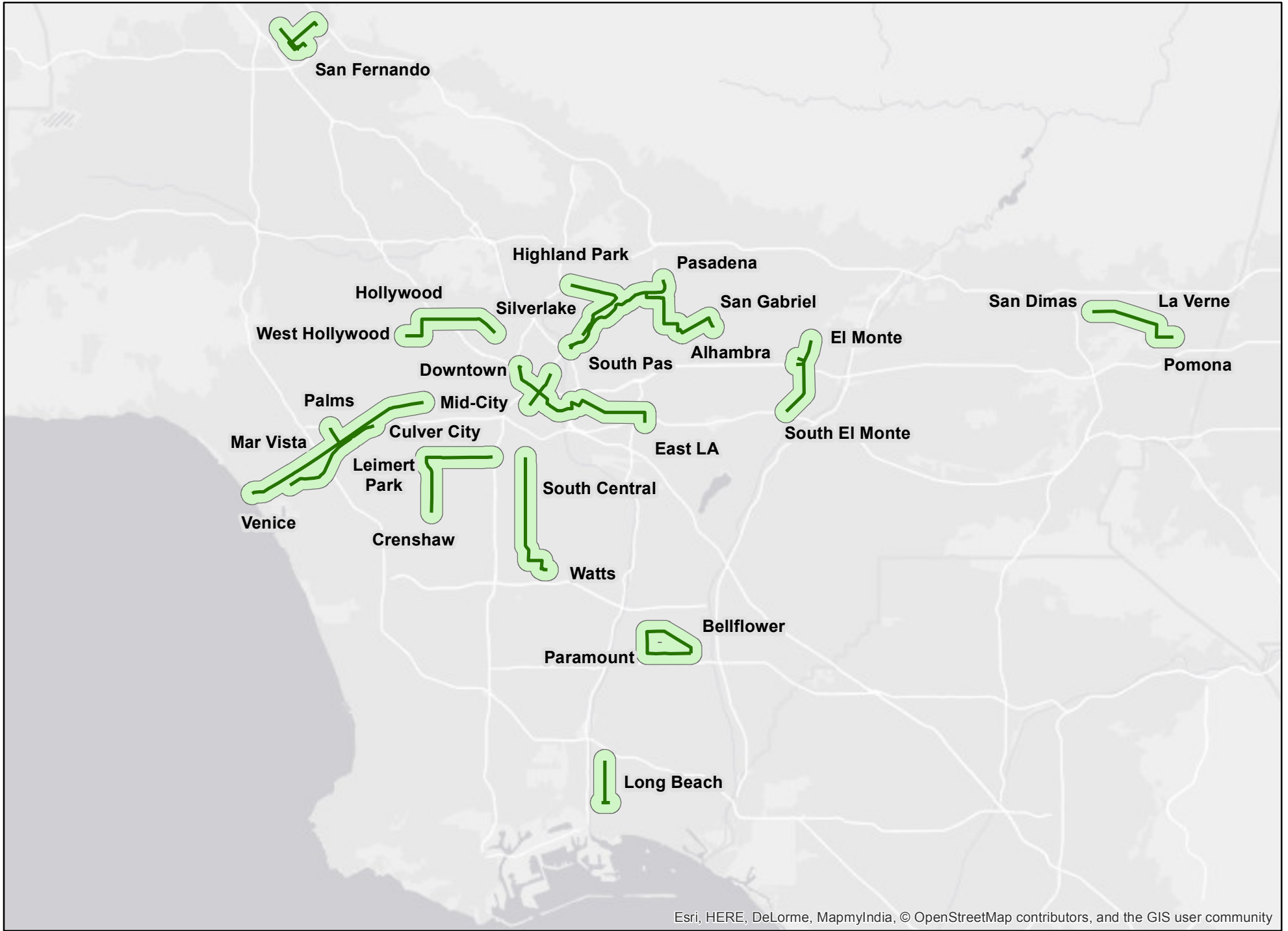
Funding Cap	\$4,000,000
Reprogrammed Cycle Two Funds	\$447,000
Total Cycle Amount	\$4,447,000

** Per Cycle Two App and Guidelines Lapsing Policy

Paramount's award reduction	\$81,000
Final Paramount award	\$161,000

* Per Cycle Three App and Guidelines Funding Section

Open Streets Cycle Three Recommended Events





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Open Streets Cycle Three Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

Applicants must be a city/county/council of government office within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle Three. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per a single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2019, pending Metro Board approval and events must be staged by December 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency's existing active transportation programs and policies	4
Community support	4

Matching funds committed	3
--------------------------	---

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco’s “Wiggle” - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro’s selected data collection methodology and survey instrument as provided by the Metro’s Open Street Evaluation Study contractor. Data should be provided to Metro in a post implementation report no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee’s post implementation report and data collection performance

according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes, and economic impact on local retailers.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Three events must be staged by December 31, 2020 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th

Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15A. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated Month & Year of Event (Funds will be available starting in January 2019, pending Metro Board approval. Event must be staged by December 31, 2020)

Maximum Allowed: 6 digits

19. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N

List all partner cities.

If "YES" to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. List all rail stations within a ½ mile radius of the event route.

Maximum Allowed: 250 characters

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Open Streets Cycle Three



Metro

Recommendation

Award and program a total of \$4 million for Cycle Three (3) of the Open Streets Grant Program (through December 2020) per the Metro Board Motion 72 and programmatic support as follows:

Including the following components:

- Award \$4 million to 15 new Open Street Events scheduled through December 2020**
- Reprogram \$447,000 from canceled Cycle Two Open Street events Meet the Hollywoods and Burbank on the Boulevard towards Cycle Three**
- Provide reduced funding award of \$161,000 to bottom scored application from the City of Paramount**

Cycle One and Two Open Street Implementation

- Board has awarded \$7.74 million to 28 events in 32 jurisdictions and set aside \$300,000 for an evaluation study.
 - 23 events have been staged totaling nearly 150 miles
 - 3 events to be held through December 2018 for 12 additional miles of Open Streets
 - Additional points granted to multijurisdictional events and disadvantaged communities



Open Streets Evaluation

- **The Cycle One Evaluation Study and Cycle Two data appendix will be delivered in December 2020**
 - **Shows that Open Street events provide opportunities to use non-auto forms of mobility, attract new riders to the Metro system, and positively impact travel behavior on the day of events.**
- **Further evaluation is needed to determine whether the events have a lasting impact on travel behavior and meet the goals of Board Motion 72**
 - **Staff will study the impact that past events created on travel behavior and infrastructure development.**
- **A standardized data collection template will be provided in Cycle Three and Grantees will provide post implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.**

Cycle Three Funding Recommendations

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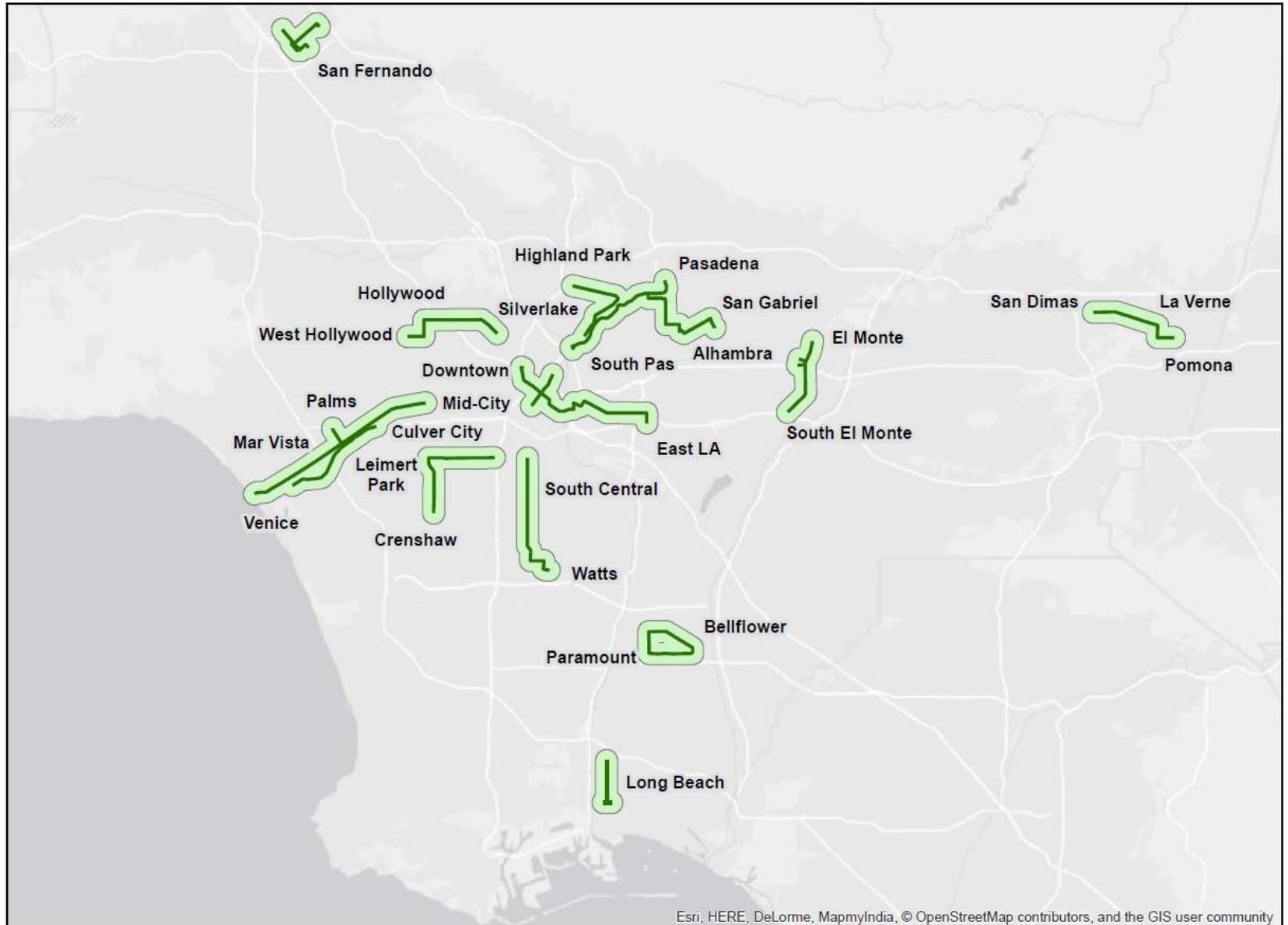
** Per Cycle Two App and Guidelines Lapsing Policy

Paramount's award reduction	\$81,000
Final Paramount award	\$161,000

* Per Cycle Three App and Guidelines Funding Section



Map of Cycle Three Recommended Events



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

0 5 10 20 Miles



Map of Recommended Events All Cycles



0 5 10 Miles

— Cycle Three Recommendations — Cycle One Funded Events — Cycle Two Funded Events



Regional Distribution of Applications and Awards

Subregion	Apps Received	Percent of Total Apps Received	Apps Awarded	Percent of Total Apps Awarded
Gateway Cities	19	29.7%	10	22.7%
Central Los Angeles	11	17.2%	9	20.5%
San Gabriel Valley	10	15.6%	9	20.5%
Westside Cities	10	15.6%	8	18.2%
South Bay	7	10.9%	3	6.8%
San Fernando Valley	4	6.3%	3	6.8%
Arroyo Verdugo	3	4.7%	2	4.5%
Total	64	100.0%	44	100.0%

Timeline For Next Steps

Fall 2018 - Execute MOU Agreements & work with community relations on event engagement strategy
Spring 2019 – Stage first event





Board Report

File #: 2018-0391, **File Type:** Contract

Agenda Number: 34.

CONSTRUCTION COMMITTEE SEPTEMBER 20, 2018

SUBJECT: MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES

ACTION: AWARD SUPPORT SERVICE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD AND EXECUTE a cost plus fixed fee Contract No. PS46817 to Ninyo & Moore for materials verification testing and inspection services with a base period of seven years for an amount not-to-exceed \$12,000,000, plus three one-year options; and
- B. EXECUTE individual Task Orders and changes within the Board approved not-to-exceed amount.

ISSUE

Staff seeks to award a materials verification testing and inspection services contract to assist Metro in the delivery of voter approved Measures R, M, and other Board approved Capital Improvement projects.

BACKGROUND

The ability of the Quality Department to perform materials verification testing and inspection services to support the existing projects under construction in addition to new Measures R, M depends on procuring consultant services to oversee and verify Contractor's compliance to the projects quality assurance requirements.

DISCUSSION

Metro Quality Management Program requires utilization of Consultant services to perform oversight materials testing and verification inspection of work performed by laboratories hired by the Contractors. Metro requires the contractors to perform 100% of inspections and materials verification. Metro's goal is to perform between 5-10% verification depending on the complexity of the work and the Contractors' performance. This independent verification provides Metro assurance that the contractors have a comprehensive testing program in place for items such as concrete strength, soil compaction and materials strength, durability and failure requirements. It is an important

component of Metro's overall quality assurance program.

Term

Due to the length of time needed to deliver major capital improvement projects, it is very inefficient and disruptive to change the contractor during project delivery. The recommended materials verification testing and inspection services Contract term will provide greater continuity, consistency and less disruption by implementing a base seven year contract with three one-year options.

Scope

The scope of services to be provided by the Consultant includes, but is not limited to: development of Metro Verification Testing Program Manual, project-specific test plans, testing of construction materials in accordance with the test plan and contract specifications; input of test data and reports into a Quality Management (QM) database to be provided by Metro in the future; documented reports on the overall quality of materials; and provision of the material, labor, equipment and properly accredited laboratory facilities to perform a variety of material testing functions. The Consultant will collect samples for the purpose of validating the construction contractor quality programs. Such validation includes the accuracy of contractor-controlled test results, and the adequacy of testing based on materials quantities.

While the primary purpose of this Contract is for verification testing, Metro may utilize the selected Consultant for acceptance testing on certain projects. In these cases, Metro's construction contractor would still be responsible for the quality of the work, but not required to conduct materials acceptance testing. On these select projects the Consultant will conduct 100% of the required testing on behalf of Metro. Metro may also, on an as needed basis, request the Consultant to perform other specialized testing and inspection services such as, but not limited to non-destructive testing, weld inspection, paint thickness testing, or other materials testing/inspection and functions.

The services to be performed will include providing portal-to-portal transportation, approved facilities, equipment and appropriately qualified personnel. Carrying out the services requires determination of the characteristics and qualities of the materials and/or workmanship processes.

The scope of services also includes special analyses services if a catastrophic failure occurs on a project and a forensic study will then be needed to determine the root cause of the failure.

DETERMINATION OF SAFETY IMPACT

This board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons. A comprehensive quality program including this independent testing can help assure that there is not a subsequent failure that can lead to safety issues.

FINANCIAL IMPACT

Task Orders (TO) with a detailed scope of work will be issued. Fiscal year 2019 funds required for

TOs are included in the adopted budget in projects utilizing the service. Respective project managers will ensure the budgetary needs do not exceed the Board authorized LOP. Since this is a multiyear contract, the Project Managers, Cost Center Managers, and Chief Program Management Officer will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The funding for TOs issued under this action is provided by the specific project requiring the services. The source for these funds are projects' funding plans and may consist of federal and/or state grants as well as local funds. Many state of good repairs and capital improvement projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEFIC PLAN GOALS

Executing Contract No.PS46817 would permit Metro's Program Management/Quality Department to provide an efficient, consistent and high level of support to Measures R, M projects; therefore, it would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit network and assets.

ALTERNATIVES CONSIDERED

The Metro Board may reject the recommendation or the proposed duration. Staff does not recommend these alternatives. The use of a Consultant for all projects during construction allows Metro to secure the services without the necessary increase in Metro long term labor costs. Further, by providing for an overall term of seven years plus three one year options, an integrated and consistent approach across all projects serves Metro's interests.

As another alternative Metro Board may recommend action and direct staff to solicit and award individual contracts for each project. Individually procuring these services have associated inconstant approaches/delivery and most likely higher administrative and execution costs and inefficiencies.

NEXT STEPS

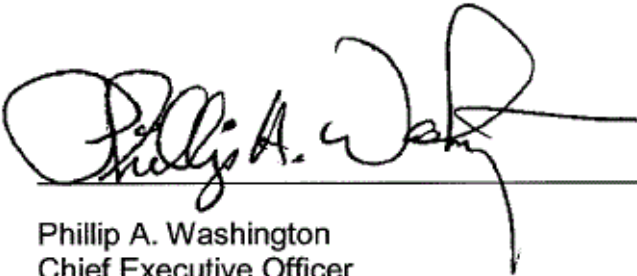
Upon Board approval, staff will complete the process to award Contract No. PS46817. Specific task orders will be subsequently issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Camelia Davis, Sr. Director Quality Management, (213) 922-7342

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES
CONTRACT NUMBER PS46817**

1.	Contract Number: PS46817	
2.	Recommended Vendor: Ninyo & Moore	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 13, 2018	
	B. Advertised/Publicized: April 10, 2018	
	C. Pre-Proposal Conference: April 20, 2018	
	D. Proposals Due: May 14, 2018	
	E. Pre-Qualification Completed: August 3, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 22, 2018	
	G. Protest Period End Date: September 21, 2018.	
5.	Solicitations Picked up/Downloaded: 65	Proposals Received: 6
6.	Contract Administrator: Noelle Santos	Telephone Number: 213-922-3647
7.	Project Manager: Camelia Davis	Telephone Number: 213-922-7342

A. Procurement Background

This Board Action is to approve Contract No. PS46817 Materials Verification Testing and Inspection Services to provide a full service laboratory to perform oversight testing and verification inspection of work performed by laboratories hired by the construction contractor when the construction contractor performs work under a Design-Build or Design-Bid-Build contract. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policies and Procedures. Metro held a pre-proposal conference on April 20, 2018, in the Henry Huntington Conference Room on the 3rd floor of the Gateway Building. There were twenty-five (25) representatives from eighteen (18) firms that attended the pre-proposal conference. Sixty-five (65) individuals from various firms picked up or downloaded the RFP Package.

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

- Amendment No. 1, issued on April 30, 2018, clarified the Submittal Requirements and Evaluation Criteria.

A total of six proposals were received on May 14, 2018, from the following firms:

1. AESCO Technologies
2. Kleinfelder, Inc.
3. Ninyo & Moore Geotechnical and Environmental Sciences Consultants
4. SCST, Inc.
5. Smith-Emery Laboratories
6. Wood Environment & Infrastructure Solutions, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Systems Engineering and Metro Quality Assurance and Compliance was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Capabilities of the Firms on the Consultant’s Project Team.....(25%)
- Key Personnel’s Skills and Experience.....(25%)
- Effectiveness of Management Plan.....(20%)
- Understanding of Work and Appropriateness of Approach for Implementation.....(20%)
- Cost Proposal.....(10%)

The evaluation criteria are appropriate and consistent with criteria developed for other Professional Service procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the firms on the Consultant’s Project Team and Key Personnel’s Skills and Experience.

During the months of May and June 2018, the PET evaluated the six written proposals. On June 20, 2018, and June 21, 2018, the PET met with all six Proposers for oral presentations. The firms were given the opportunity to present on: 1) Effectiveness of Management Plan and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms had the opportunity to present their proposed project managers, key personnel, and some of their key members, as well as respond to the PET’s questions. In general each presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer’s commitment to the success of the contract.

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

1. Kleinfelder, Inc.
2. Ninyo & Moore Geotechnical and Environmental Sciences Consultants
3. Wood Environment and Infrastructure Solutions, Inc.

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

Qualifications Summary of Firms within the Competitive Range:

Ninyo & Moore Geotechnical and Environmental Sciences Consultants

Ninyo & Moore Geotechnical and Environmental Sciences Consultants (Nino & Moore) specializes in materials testing on behalf of the owners for various delivery methods. With over 32 years of experience, Ninyo & Moore has a proven record of successful projects providing similar services. Key personnel have over 10 to 20 years of experience. Ninyo & Moore has worked supporting Metro on the Orange Line Canoga North Extension, I-405 Sepulveda Pass Widening, Crenshaw/LAX Corridor, and the Regional Connector and has performed satisfactorily.

Wood Environment & Infrastructure Solutions, Inc.

Wood Environment & Infrastructure Solutions, Inc. (Wood Environment) has three testing labs located in Southern California. Wood Environment specializes in providing independent Quality Assurance program development and third party testing and inspection services across a broad spectrum of public agencies and private clients. Each member listed in the key personnel has over 15 years of experience with the appropriate certifications. Wood Environment has over 25 years working with Metro and has completed work satisfactorily.

Kleinfelder, Inc.

Kleinfelder, Inc. (Kleinfelder) was founded in 1961 and has been specializing in construction quality management and materials engineering and testing. With over 60 offices located throughout the United States, Kleinfelder has demonstrated the ability to mobilize to meet large scale project requirements. The Kleinfelder team has direct experience working with Metro, including their current on-call Environment Engineering and Countywide Planning contracts.

The Proposal Evaluation Team (PET) ranked the three proposals within the competitive range, based on the evaluation criteria in the RFP, and assessed major

strengths, weaknesses and associated risks of each of the Proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

1.	Firm	Average Score**	Factor Weight	Weighted Average Score *	Rank
2.	Ninyo & Moore				
3.	Experience and Capabilities of the Firms on the Consultant's Project Team	88.61	25%	22.15	
4.	Key Personnel's Skills and Experience	90.47	25%	22.62	
5.	Effectiveness of Management Plan	89.33	20%	17.87	
6.	Understanding of Work and Appropriateness of Approach for Implementation	92.50	20%	18.50	
7.	Cost Proposal	76.81	10%	7.68	
8.	Total		100.00%	88.82	1
9.	Wood Environment				
10.	Experience and Capabilities of the Firms on the Consultant's Project Team	89.25	25.0%	22.31	
11.	Key Personnel's Skills and Experience	84.67	25%	21.17	
12.	Effectiveness of Management Plan	87.33	20%	17.47	
13.	Understanding of Work and Appropriateness of Approach for Implementation	84.00	20%	16.80	
14.	Cost Proposal	100.00	10%	10.00	
15.	Total		100.00%	87.75	2
16.	Kleinfelder				
17.	Experience and Capabilities of the Firms on the Consultant's Project Team	85.76	25.0%	21.44	
18.	Key Personnel's Skills and Experience	84.00	25%	21.00	
19.	Effectiveness of Management Plan	90.17	20%	18.03	
20.	Understanding of Work and Appropriateness of Approach	90.58	20%	18.12	

	for Implementation				
21.	Cost Proposal	31.29	10%	3.13	
22.	Total		100.00%	81.72	3

* Weighted scores are rounded to the nearest second decimal point.

** Evaluation criteria including a factor for cost proposals were first evaluated to determine the competitive range. Scores shown above for the cost proposals are based on the comparison of only the cost proposals within the competitive range.

C. Cost/Price Analysis

Metro performed a cost analysis of labor rates and a price analysis of testing unit rates, comparing the three (3) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on unit rates for the estimated number of tests and direct labor rates for test samples and other services that may be required by Metro. Each firm proposed unit prices for the tests and direct labor rates to perform these tests. The unit prices and direct labor rates for the recommended firm were determined to be fair and reasonable.

	Proposer Name	Proposal Amount ⁽¹⁾	Metro ICE ⁽²⁾	NTE Amount ⁽³⁾
1.	Ninyo & Moore	\$75,271.42	\$12,000,000	\$12,000,000
2.	Wood Environment	\$57,817.46		
3.	Kleinfelder, Inc.	\$184,795.00		

Notes:

(1) The proposal amounts shown were for evaluation purposes only and were based on the unit rates for each test and direct labor used one time since there was no definable level of effort for the Scope of Work. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

(2) The amount \$12,000,000 is a Not-to-Exceed amount estimated for the basic term of the contract.

(3) The amount of \$12,000,000 is the Not-to-Exceed amount for the basic term of the contract. Work will be funded according to an Annual Work Program. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

D. Background on Recommended Contractor

The recommended firm, Ninyo & Moore, is located in Los Angeles, CA, as well as other offices located throughout Southern California, has been in business for over 32 years and is a leader in the field of providing materials testing services on behalf of the owners for the various delivery methods proposed.

Ninyo & Moore has successfully provided Quality Assurance testing and support services on the I-15 Widening project in Utah, the first billion dollar design-build project in the United States. This project established an on-site laboratory, was ISO certified and provided Quality Assurance testing for the highway widening project. For the past 13 years Ninyo & Moore has provided materials testing and inspection services supporting Metro on the Orange Line Canoga North Extension, I-405 Sepulveda Pass Widening, Crenshaw/LAX Corridor, and the Regional Connector.

Ninyo & Moore is committed to being available 24-hours-a-day, seven days a week to meet the demands of Metro's various projects. Their large pool of professionals are available to support multiple-shift construction schedules ensuring a successful project delivery. Ninyo & Moore also commits to utilizing Metro Small Businesses and Disabled Veterans Business Enterprises.

DEOD SUMMARY

MATERIALS VERIFICATION TESTING AND INSPECTION SERVICES/PS46817

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Ninyo & Moore made a 15% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on the cumulative DBE participation of all Task Orders awarded.

Small Business Goal	15% DBE	Small Business Commitment	15% DBE
----------------------------	----------------	----------------------------------	----------------

	DBE Subcontractors	Ethnicity	% Committed
1.	The G-Crew	Asian Pacific American Female	TBD
2.	Fountainhead Consulting Corporation	Hispanic American	TBD
	Total DBE Commitment		15%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0399, **File Type:** Contract**Agenda Number:** 45.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018****SUBJECT: PASADENA SUBDIVISION SHARED USE AGREEMENT FOR THE GOLD LINE
FOOTHILL EXTENSION PHASE 2B****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amendment to the Pasadena Subdivision Shared Use Agreement (SUA) with BNSF Railway Company ("BNSF") for the Gold Line Foothill Extension Phase 2B Project (Attachment A).

ISSUE

At its March 2011 meeting, the Metro Board authorized a Settlement Agreement with BNSF related to the Gold Line Foothill Extension Phase 2A Project. The purpose of this amendment is to add the Gold Line Foothill Extension Phase 2B ("Project") from Glendora to Montclair, which is the continuation of the Phase 2A Project via a shared corridor with freight and commuter rail lines. The Phase 2B Project will be operated by Metro, and is being constructed on the Pasadena Subdivision by the Foothill Gold Line Construction Authority.

BNSF has also proposed an amendment to the SUA specifically related to relocation of BNSF Freight tracks as part of the Phase 2B Project, which is incorporated in the proposed amendment.

BACKGROUND

The Phase 2B Project from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between East Los Angeles and Azusa. The Project is part of the growing network of rail lines in Los Angeles County and will add new stations, one in each of the corridor cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The Glendora to Montclair segment will be built along the former Atchison, Topeka and Santa Fe (ATSF) railroad right-of-way and will share the 100-foot-wide (on average) rail corridor with freight throughout and Metrolink from Pomona east to Montclair. While the different rail services will share the corridor, they will not share tracks or stations.

Metro and BNSF are parties to a SUA (Pasadena Subdivision (Los Angeles County) dated October 30, 1992, as successors in interest to the Los Angeles County Transportation Commission and the ATSF, respectively. The SUA governs the party's relationship concerning BNSF use of the Pasadena

subdivision pursuant to the Reserved Rail Freight Service Easement.

DISCUSSION

Currently, the SUA does not include the Gold Line Foothill Phase 2B Project. Approval of the staff recommendation will formally incorporate the Phase 2B Project. In addition, the BNSF Freight track and systems will be relocated as part of the Phase 2B Project being constructed on Metro Right of Way. The proposed amendment to the SUA with BNSF provides indemnification to BNSF for any claims arising out of the relocation of the freight track. The amendment also provides BNSF the opportunity to review, comment on, and approve design plans related to relocation of the freight track.

Metro staff and legal counsel have reviewed the amendment and take no exception to the proposed language. Authorization of this amendment will help to facilitate and expedite review and approval of design for the Phase 2B Project and assure that freight track relocation has been reviewed and approved by the freight operator.

DETERMINATION OF SAFETY IMPACT

There is no safety impact resulting from this report

FINANCIAL IMPACT

There is no financial impact resulting from this report.

NEXT STEPS

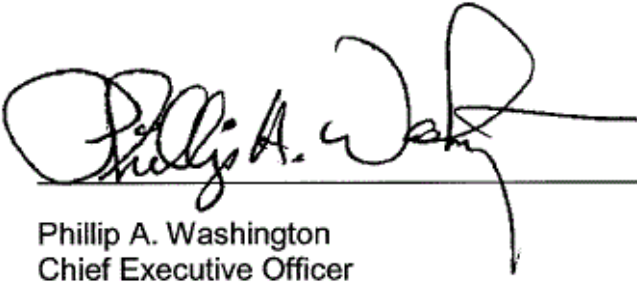
Upon Board approval, Metro will execute the amendment to the Pasadena Subdivision SUA for the Gold Line Foothill Extension Phase 2B Project.

ATTACHMENTS

Attachment A - Proposed Amendment to Shared Use Agreement
Attachment B - Pasadena Subdivision Section Shared Use Agreement

Prepared by:
Rick M. Meade, Senior Executive Officer, (213) 922-7917

Reviewed by:
Richard Clarke, Chief Program Management Officer, (213) 922-7557
Greg Kildare, Chief of Risk, Safety, & Asset Management, (213) 922-4971



Phillip A. Washington
Chief Executive Officer

AGREEMENT
(Pasadena Subdivision, Los Angeles County)

This Agreement (“Agreement”) effective as of _____, 201__ is entered into between BNSF Railway Company (“BNSF”), a Delaware corporation that is the successor following merger to The Atchison, Topeka and Santa Fe Railway Company and Los Angeles County Metropolitan Transportation Authority (“LACMTA”), a government agency organized under the laws of the state of California, formerly known as the Los Angeles County Transportation Commission.

A. BNSF and LACMTA are parties to that certain Shared Use Agreement (Pasadena Subdivision, Los Angeles County) dated as of October 30, 1992 as amended by that certain Agreement (the “First Amendment”) dated as of March 31, 2011 (as amended, the “SUA”) which governs their respective rights and obligations in and to the Property.

B. All capitalized terms used herein and not otherwise defined shall have the meanings specified in the SUA. LACMTA shall have the same meaning as the term “Agency” as it is used in the SUA, and BNSF shall have the same meaning as the term “Santa Fe” as it is used in the SUA.

C. As contemplated in the First Amendment LACMTA extended its current light rail service eastward over the Pasadena Subdivision from Pasadena, California to Azusa, California (“Phase 2A”).

D. Phase 2A required that BNSF cease Freight Rail Service and quitclaim and release any rights in and to the Reserved Freight Rail Service Easement as to that portion of the Property between the western end of the Pasadena Subdivision at Milepost 124.2, just east of the Santa Anita Blvd. at-grade crossing in Arcadia, California, and Milepost 119.35, just east of the San Gabriel River, in Irwindale, California (this rail line segment being referenced hereinafter as the “West End Segment”).

E. Phase 2A also required the relocation of the existing BNSF main line and other rail facilities, as described in the Conceptual Plan, as defined herein, starting with MP 119.35, the area near the Miller Brewery in Irwindale, and ending near MP 115.4, near the Azusa/Citrus Station (this rail line segment being referenced hereinafter as the “East End Segment”).

F. The parties contemplated in the First Amendment that LACMTA would subsequently further extend its light rail service from Glendora to Montclair, CA (“Phase 2B”), which will require the relocation of the existing BNSF main line and other rail facilities between mileposts 104 and 115.4 (the “Phase 2B Segment”). In negotiating the extension, the parties agreed Exhibit E of the SUA had to be amended to express the agreement of the parties regarding subrogation.

NOW, THEREFORE, for and in consideration of the foregoing and the mutual covenants contained herein BNSF AND LACMTA agree as follows:

1. Except as provided below in this Paragraph, BNSF, its assigns, investors, parent companies, subsidiaries, successors and related or associated persons or entities of any type, and each past or present employee, agent, representative, officer, director, stockholder, partner, attorney, or any other person, firm or corporation now, previously or hereafter affiliated in any manner with BNSF, hereby releases and discharges LACMTA, and each of its present or former directors, officers, agents, employees, attorneys, successors and assigns, from any and all claims, debts, liabilities, causes of action, known or unknown, which any such releasing party now owns or holds, or has at any time owned or held, against any of the released parties by reason of any act, omission, matter, cause or thing whatsoever relating to or arising out of the relocation of BNSF tracks in accordance with the terms of this Agreement. Except as provided below in this Paragraph, LACMTA, its assigns, parent entities, subsidiaries, successors and related or associated persons or entities of any type, and each past or present employee, agent, representative, officer, director, stockholder, partner, attorney, or any other person, firm or government agency now, previously or hereafter affiliated in any manner with LACMTA, hereby releases and discharges BNSF, and each of its present or former directors, officers, agents, employees, attorneys, successors and assigns, from any and all claims, debts, liabilities, causes of action, known or unknown, which any such releasing party now owns or holds, or has at any time owned or held, against any of the released parties by reason of any act, omission, matter, cause or thing whatsoever relating to or arising out of the relocation of BNSF tracks in accordance with the terms of this Agreement. Notwithstanding the foregoing provisions of this Paragraph, nothing in this Agreement is intended to release any claims, rights or indemnifications that either Party may have as a result of any incidents of damage to property (including contamination of any real property) or injury or death to persons that occur prior to the date of this Agreement; it being agreed that as between the Parties, the terms of the SUA in effect prior to the date of this Agreement shall continue to apply with respect to any such incidents that occur prior to the Closing.
3. LACMTA shall construct on the Phase 2B Segment in accordance with the conceptual plans approved by BNSF and attached hereto as Exhibit A (the "Approved Conceptual Plans") and in accordance with the construction phasing plan attached hereto as Exhibit B (the "Construction Phase Plan") in order to avoid interrupting Freight Rail Service.
4. As the Approved Conceptual Plans evolve into 100% design level plans, BNSF shall have the right to review, comment and approve plans for track work on the Phase 2B Segment in accordance with the same process described in Exhibit "D" to the First Amendment. The Parties will work cooperatively and coordinate their respective activities during the design and construction process to minimize any impacts to their respective operations and activities. In addition, BNSF will support LACMTA (at LACMTA's expense) in filing and obtaining any regulatory approvals necessary for construction or operation of the Light Rail Tracks and the Freight Track, including California Public Utilities Commission (CPUC) crossing approvals and Federal Railroad Administration (FRA) petition approval.
5. Effective as of the date of this Agreement, the SUA (and particularly, the First Amendment) is amended such that the term East End Segment is amended to include the

Phase 2B Segment and Exhibit "E" is amended and restated as set forth in Exhibit E hereto (so named for consistency with the First Amendment), and shall apply with respect to the Phase 2B Segment as well as the remainder of the East End Segment. With respect to any other portions of the Property, the SUA shall remain unmodified.

6. All rights and obligations of BNSF and LACMTA in the SUA that are not expressly amended by this Agreement shall remain unchanged by this Agreement.
7. This Agreement shall be binding upon BNSF, LACMTA and their respective successors and permitted assignees.
8. This Agreement shall be governed by, and construed in accordance with, the laws of the State of California.
9. This Agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, authorized representatives of BNSF and LACMTA have duly executed this Agreement as of the day and year first written herein.

BNSF RAILWAY COMPANY

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

By: _____
Title:

By: _____
Title:

Acknowledged and agreed to as to paragraphs 5, 7, 8, 9 and Exhibit E only by:
SOUTHERN CALIFORNIA REGIONAL
RAILROAD AUTHORITY

By: _____
Title:

EXHIBIT A

Approved Conceptual Plans

EXHIBIT B

Construction Phasing Plan

EXHIBIT E

The SUA is hereby amended by adding new Article 18 which shall apply only to the East End Segment (starting with MP 119.35 on the Pasadena Subdivision, the area near the Miller Brewery in Irwindale, and ending at MP 104.

1. “ARTICLE 18. EAST END SEGMENT

18.1 With respect to the East End Segment, all terms and conditions of the SUA shall apply except as specifically set forth in this Article 18.

18.2 Section 3.5 of the SUA is amended by adding after the third sentence thereof the following: “Notwithstanding the foregoing, Liability for injury or death of persons on such cars and Trains occurring on the East End Segment shall be governed by Article 19 (see Sections 19.1.1 and 19.3(b)).”

18.3 Section 4.1(a) of the SUA is amended by deleting the third sentence thereof.

18.4 Personal and Property Liability on the East End Segment shall be governed by Article 19 of the SUA; Article 8 of the SUA shall not apply to the East End Segment (except to the extent specifically incorporated into Article 19 below).

18.5 Insurance on the East End Segment shall be governed by Article 20 below, Article 9 of the SUA shall not apply to the East End Segment (except to the extent specifically incorporated into Article 20 below).”

2. The SUA is hereby amended by adding new Article 19 which shall apply only to the East End Segment.

“ARTICLE 19. EAST END SEGMENT: PERSONAL AND PROPERTY
LIABILITY

19.1 The parties shall allocate Liability as between them as follows to the extent allowed by law:

19.1.1 Santa Fe shall be responsible for all Liability incurred by Santa Fe, or any Santa Fe Party, or their respective Employee, customer, shipper, receiver, supplier, or Santa Fe Invitee;

19.1.2 Agency shall be responsible for all Liability incurred by Agency, any Agency Party, or their respective Employee, Agency Invitee,

Commuter or Passenger; and

19.1.3 If Amtrak operates on the East End Segment in the future, as between the Agency and Santa Fe, the party who grants Amtrak the right to operate on the East End Segment shall be responsible for all Liability incurred by Amtrak and notwithstanding the definition of “Passenger” under the SUA, if Santa Fe grants Amtrak the right to operate on the East End Segment, a passenger of Amtrak shall be deemed to be a Santa Fe Party and if Agency grants Amtrak the right to operate on the East End Segment, a passenger of Amtrak shall be deemed to be an Agency Party. For purposes of this Article 19, a Santa Fe Train shall be defined to include an Amtrak train if Santa Fe grants Amtrak the right to operate on the East End Segment and an Agency Train shall be defined to include an Amtrak train if the Agency grants Amtrak the right to operate on the East End Segment.

19.2 Further, to the extent allowed by law, the parties shall allocate Liability (as between them only and this provision shall not grant any rights to any Third Party) incurred as to a Third Party, as follows:

19.2.1 Liability to a Third Party arising out of an incident involving only a Santa Fe Train and not an Agency Train shall be Santa Fe’s responsibility;

19.2.2 Liability to a Third Party arising out of an incident involving only Agency Trains shall be Agency’s responsibility;

19.2.3 Liability to a Third Party arising out of an incident involving both (i) a Santa Fe Train, and (ii) an Agency Train shall be allocated 10 % to Santa Fe and 90 % to Agency; and

19.2.4. Liability to a Third Party not arising out of an incident involving a Santa Fe Train, Agency Train shall be allocated to the Party responsible under this Agreement for maintaining the area or facility on the East End Segment on which the incident occurred.

19.3 For purposes of this Article 19, (a) Agency Train shall include any light rail vehicle operated by Agency, (b) any person aboard freight customer Trains, board of directors Trains, employee excursion Trains, or Trains with government officials (including business cars at the end of freight Trains) as contemplated in Section 3.5 shall be considered a Santa Fe Party and not a Passenger or Commuter, (c) “Santa Fe Invitee” shall be defined as a person who comes onto the Property upon invitation by Santa Fe (which shall include persons present at the express or implied invitation of BNSF) and (d) “Agency Invitee” shall be defined as a person who comes onto the Property upon invitation by Agency (which shall include persons present at the express or implied invitation of

Agency). SCRRA or any other Operator of Agency is an Agency Party and shall not be considered a Santa Fe Invitee for any reason.

19.4 Santa Fe shall indemnify, defend and hold Agency harmless from and against all Liabilities which are Santa Fe's responsibilities pursuant to Sections 19.1.1, 19.1.3, 19.2.1, 19.2.3 and 19.2.4, as applicable, and the terms of this Article 19; provided, however, that such indemnification and agreement to defend and hold harmless shall apply only to the extent: (i) allowed by applicable laws or governmental regulations; (ii) that Santa Fe can legally obtain insurance coverage for the Liabilities covered by such indemnification and agreements to defend and hold harmless; and (iii) the Liabilities do not include punitive or exemplary damages. In reviewing applicable laws or governmental regulations, the parties will consider California Civil Code section 1668, California Insurance Code section 533 and 49 U.S.C. section 28103(b). The Parties agree that this Agreement is not intended to be a construction contract.

19.5 Agency shall indemnify, defend and hold Santa Fe harmless from and against all Liability which are Agency's responsibilities pursuant to Sections 19.1.2, 19.1.3, 19.2.2, 19.2.3 and 19.2.4, as applicable, and the terms of this Article 19; provided, however, that such indemnification and agreement to defend and hold harmless shall apply only to the extent: (i) allowed by applicable laws or governmental regulations; (ii) that Agency can legally obtain insurance coverage for the Liabilities covered by such indemnification and agreements to defend and hold harmless; and (iii) the Liabilities do not include punitive or exemplary damages. In reviewing applicable laws or governmental regulations, the parties will consider California Civil Code section 1668, California Insurance Code section 533 and 49 U.S.C. section 28103(b). The Parties agree that this Agreement is not intended to be a construction contract.

19.6 The provisions of this Article 19 concerning Liability shall bind and inure to the benefit of only Agency and Santa Fe, and no other person or entity shall be entitled to rely upon or benefit from any of such provisions, except during construction of the Agency's light rail line on the East End Segment, the Pasadena Gold Line Construction Authority shall have the same benefits as the Agency under this Article 19. Nothing contained in this Agreement shall impose any liability upon the Agency or Santa Fe in favor of any such other person or entity, relieve any such other person or entity from any liability it may have for any Liabilities described in this Agreement, or obligate the Agency or Santa Fe to defend, indemnify or hold harmless any such other person or entity against any such Liabilities.

19.7. Sections 8.2 (h), (i), (j) and (k), which subsection 8.2(k) refers to Section 3.5 of the SUA as modified herein, of the SUA and Section 8.3 of the SUA are hereby incorporated into this Article 19 by reference and shall apply to the East End Segment.”

3. The SUA is hereby amended by adding new Article 20 which shall apply only to the East End Segment.

“ARTICLE 20. EAST END SEGMENT: INSURANCE

20.1. During the period of time Agency, or Gold Line on behalf of the Agency, is constructing its light rail line on the East End Segment, Agency shall acquire and maintain general liability coverage of \$100 million per occurrence for Agency, Contractor and Santa Fe. Once Agency commences passenger rail service for its light rail line on the East End Segment, Agency shall acquire and maintain general liability coverage of \$200 million per occurrence for Agency, its Operator and Santa Fe, or an amount as set forth by federal legislation as a limit on liability for commuter and passenger operations.

20.2 Agency shall maintain coverage for: (i) Agency and Agency Parties and/or Santa Fe’s conduct that give rise to Liability where Agency is required to indemnify Santa Fe against such Liability as set forth in Article 19 above, and (ii) other liabilities of Agency as may be covered by such policies.

20.3 Agency shall be responsible for paying a self insured retention or deductible and Agency’s policy of insurance shall have a self insured retention or deductible of no more than \$20 million, increasing annually at the national CPI-U or such higher amount as mutually agreed by the parties. The amount of any self insured retention or deductible below \$20 million will be determined by Agency.

20.4 The Parties may renegotiate of the limits of coverage of both Parties every 5 years upon 1 year notice, or if federal legislation limiting liability for passenger rail service is overturned, revoked or otherwise becomes ineffective as the result of a federal statutory change or a final, non-appealable, court ruling, or if federal legislation reduces liability limits. Except with respect to a change in insurance caused by the events regarding federal legislation described in the preceding sentence, any renegotiation shall be based on the national CPI-U and prevailing conditions in the liability insurance market, take into account any safety improvements or enhancements implemented by one or both parties or installed on one or more of the covered rail lines, and any dispute shall be resolved by arbitration in accordance with the procedures set forth in Article 12 of the SUA; such adjustments shall also apply to the self insured retention or deductible.

20.5 Agency shall not be required to maintain liability coverage above limits set by federal legislation applicable to passenger or commuter rail operations, but in no event shall Agency maintain coverage of less than \$200 million per occurrence, except as expressly provided in Section 20.1 above. Agency also shall not be required to maintain liability coverage in excess of \$200 million for any year that would result in its having to pay 125% of the prior year’s premium amounts (except for the initial purchase pursuant to this Article 20).

20.6 Agency's insurance shall be primary and non-contributing.

20.7 Santa Fe shall be a named insured under Agency's policy, however, Agency's insurance coverage described herein will only be available to Santa Fe where Agency is required to be responsible for claims handling or to indemnify Santa Fe under the terms of Articles 19 and 20 of the SUA.

20.8 If Agency's required coverage lapses or is not obtained when required, upon reasonable notice and an opportunity to cure, Santa Fe may, but will not be required to, obtain such coverage, and Agency shall reimburse Santa Fe for all costs associated with such procurement of insurance and premiums. Any dispute regarding coverage shall be resolved by arbitration in accordance with the procedures set forth in Article 12 of the SUA.

20.9 Agency's insurance is intended to apply to all liability against which Agency is required to be responsible for claims and to indemnify Santa Fe under the terms of Article 19 and 20 of the SUA (but such coverage shall only apply to the extent permitted by law, including but not limited to California Civil Code section 1668, California Insurance Code Section 533 and 49 U.S.C. section 28103(b), and shall not include punitive damages).

20.10 During the period of time Agency or Gold Line is constructing its light rail line on the East End Segment, Santa Fe shall acquire and maintain general liability insurance coverage of \$150,000,000 per occurrence for Santa Fe and Agency. Once Agency commences passenger rail service for its light rail line on the East End Segment, Santa Fe shall acquire and maintain general liability coverage of \$200 million per occurrence for Santa Fe and Agency, or an amount as set forth by federal legislation as a limit on liability for commuter and passenger operations.

20.11 Santa Fe shall maintain coverage for: (i) Santa Fe and Santa Fe Parties and/or Agency's conduct that give rise to Liability where Santa Fe is required to indemnify Agency against such Liability as set forth in Article 19 above, and (ii) other liabilities of Santa Fe as may be covered by such policies

20.12 Santa Fe shall be responsible for paying a self insured retention or deductible and Santa Fe's policy of insurance shall have a self insured retention or deductible of no more than \$20 million, or such higher amount as mutually agreed by the parties. The amount of any self insured retention or deductible below \$20 million will be determined by Santa Fe.

20.13 Santa Fe's insurance shall be primary and non-contributing.

20.14 Agency shall be a named insured under Santa Fe's policy, however, Santa Fe's insurance coverage described herein will only be available to Agency where

Santa Fe is required to be responsible for claims handling or to indemnify Agency under the terms of Articles 19 and 20 of the SUA.

20.15 Santa Fe's insurance is intended to apply to all liability against which Santa Fe is required to be responsible for claims and to indemnify Agency under the terms of Article 19 and 20 of the SUA (but such coverage shall only apply to the extent permitted by law, including but not limited to California Civil Code section 1668, California Insurance Code Section 533 and 49 U.S.C. section 28103(b), and shall not include punitive damages).

20.16 Agency will require all other passenger railroads using the East End Segment to maintain insurance similar to Agency.

20.17 Agency and Santa Fe shall look first to available insurance proceeds to pay any claims covered by the indemnity provisions in this SUA, and insurance payments will be applied against any such indemnity obligations to reduce or eliminate such indemnity obligations.

20.18 Section 9.2 of the SUA is hereby incorporated herein by reference and shall apply to the East End Segment.

20.19 Nothing in this Agreement limits the right of Agency to pursue any other third party (other than a Santa Fe Party or their respective Employee, customer, shipper, receiver, supplier, or Santa Fe Invitee), or of Santa Fe to pursue any other third party (other than an Agency Party or their respective Employee, Agency Invitee, Commuter or Passenger), for indemnity, contribution or otherwise as may be permitted by law or in equity, in the payment of any Liabilities. Agency, SCRRA, and Santa Fe waive subrogation against each other.

4. Except as expressly amended hereby, the SUA remains in full force and effect as originally executed. All rights and obligations of the parties under the SUA that are not expressly amended hereby shall remain unchanged by this Amendment.

**AGREEMENT
(Pasadena Subdivision, Los Angeles County)**

This Agreement (“Agreement”) effective as of _____, 201__ is entered into between BNSF Railway Company (“BNSF”), a Delaware corporation that is the successor following merger to The Atchison, Topeka and Santa Fe Railway Company and Los Angeles County Metropolitan Transportation Authority (“LACMTA”), a government agency organized under the laws of the state of California, formerly known as the Los Angeles County Transportation Commission.

A. BNSF and LACMTA are parties to that certain Shared Use Agreement (Pasadena Subdivision, Los Angeles County) dated as of October 30, 1992 as amended by that certain Agreement (the “First Amendment”) dated as of March 31, 2011 (as amended, the “SUA”) which governs their respective rights and obligations in and to the Property.

B. All capitalized terms used herein and not otherwise defined shall have the meanings specified in the SUA. LACMTA shall have the same meaning as the term “Agency” as it is used in the SUA, and BNSF shall have the same meaning as the term “Santa Fe” as it is used in the SUA.

C. As contemplated in the First Amendment LACMTA extended its current light rail service eastward over the Pasadena Subdivision from Pasadena, California to Azusa, California (“Phase 2A”).

D. Phase 2A required that BNSF cease Freight Rail Service and quitclaim and release any rights in and to the Reserved Freight Rail Service Easement as to that portion of the Property between the western end of the Pasadena Subdivision at Milepost 124.2, just east of the Santa Anita Blvd. at-grade crossing in Arcadia, California, and Milepost 119.35, just east of the San Gabriel River, in Irwindale, California (this rail line segment being referenced hereinafter as the “West End Segment”).

E. Phase 2A also required the relocation of the existing BNSF main line and other rail facilities, as described in the Conceptual Plan, as defined herein, starting with MP 119.35, the area near the Miller Brewery in Irwindale, and ending near MP 115.8, near the Azusa/Citrus Station (this rail line segment being referenced hereinafter as the “East End Segment”).

F. The parties contemplated in the First Amendment that LACMTA would subsequently further extend its light rail service from Glendora to Montclair, CA (“Phase 2B”), which will require the relocation of the existing BNSF main line and other rail facilities between mileposts _____ and _____ (the “Phase 2B Segment”).

NOW, THEREFORE, for and in consideration of the foregoing and the mutual covenants contained herein BNSF AND LACMTA agree as follows:

1. Except as provided below in this Paragraph, BNSF, its assigns, investors, parent companies, subsidiaries, successors and related or associated persons or entities of any type, and each past or present employee, agent, representative, officer, director, stockholder, partner, attorney, or any other person, firm or corporation now, previously or hereafter affiliated in any manner with BNSF, hereby releases and discharges LACMTA, and each of its present or former directors, officers, agents, employees, attorneys, successors and assigns, from any and all claims, debts, liabilities, causes of action, known or unknown, which any such releasing party now owns or holds, or has at any time owned or held, against any of the released parties by reason of any act, omission, matter, cause or thing whatsoever relating to or arising out of the relocation of BNSF tracks in accordance with the terms of this Agreement. Except as provided below in this Paragraph, LACMTA, its assigns, parent entities, subsidiaries, successors and related or associated persons or entities of any type, and each past or present employee, agent, representative, officer, director, stockholder, partner, attorney, or any other person, firm or government agency now, previously or hereafter affiliated in any manner with LACMTA, hereby releases and discharges BNSF, and each of its present or former directors, officers, agents, employees, attorneys, successors and assigns, from any and all claims, debts, liabilities, causes of action, known or unknown, which any such releasing party now owns or holds, or has at any time owned or held, against any of the released parties by reason of any act, omission, matter, cause or thing whatsoever relating to or arising out of the relocation of BNSF tracks in accordance with the terms of this Agreement. Notwithstanding the foregoing provisions of this Paragraph, nothing in this Agreement is intended to release any claims, rights or indemnifications that either Party may have as a result of any incidents of damage to property (including contamination of any real property) or injury or death to persons that occur prior to the date of this Agreement; it being agreed that as between the Parties, the terms of the SUA in effect prior to the date of this Agreement shall continue to apply with respect to any such incidents that occur prior to the Closing.

3. LACMTA shall construct on the Phase 2B Segment in accordance with the conceptual plans approved by BNSF and attached hereto as Exhibit A (the “Approved Conceptual Plans”) and in accordance with the construction phasing plan attached hereto as Exhibit B (the “Construction Phase Plan”) in order to avoid interrupting Freight Rail Service.

4. As the Approved Conceptual Plans evolve into 100% design level plans, BNSF shall have the right to review, comment and approve plans for track work on the Phase 2B Segment in accordance with the same process described in Exhibit “D” to the First Amendment. The Parties will work cooperatively and coordinate their respective activities during the design and construction process to minimize any impacts to their respective operations and activities. In addition, BNSF will support LACMTA (at LACMTA’s expense) in filing and obtaining any regulatory approvals necessary for construction or operation of the Light Rail Tracks and the Freight Track, including California Public Utilities Commission (CPUC) crossing approvals and Federal Railroad Administration (FRA) petition approval.

5. Effective as of the date of this Agreement, the SUA is amended such that the term East End Segment is amended to include the Phase 2B Segment and the Exhibit “E” terms shall apply with respect to the Phase 2B Segment as well as the remainder of the East End

Segment. With respect to all other portions of the Property, the SUA shall remain unmodified.

6. Prior to construction of any further extensions of the light rail system over the Pasadena Subdivision, the parties will meet to discuss the implementation of Phase 2B, which discussions will include, without limitation, indemnity and insurance obligations between the parties. Each party reserves any and all rights they might have under the SUA with respect to.
7. All rights and obligations of BNSF and LACMTA in the SUA that are not expressly amended by this Agreement shall remain unchanged by this Agreement.
8. This Agreement shall be binding upon BNSF, LACMTA and their respective successors and permitted assignees.
9. This Agreement shall be governed by, and construed in accordance with, the laws of the State of California.
10. This Agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, authorized representatives of BNSF and LACMTA have duly executed this Agreement as of the day and year first written herein.

BNSF RAILWAY COMPANY

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

By: _____
Title:

By: _____
Title:

EXHIBIT A
Approved Conceptual Plans

EXHIBIT B
Construction Phasing Plan

**Board Report**

File #: 2017-0810, **File Type:** Contract**Agenda Number:** 46.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018****SUBJECT: CONSULTING SERVICES FOR BUS CONTRACTS - PROJECT CONTROL
SUPPORT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AWARD a cost plus fixed fee Contract No. PS50321 for consulting services for bus contracts, and project control support to Capitol Government Contract Specialists (Capitol GCS), in the not-to-exceed amount of \$1,884,286, for a period of up to 30 months from issuance of a Notice-to-Proceed (NTP), in support of the current bus acquisition contracts, subject to resolution of protest(s), if any.

ISSUE

This action authorizes contract award to Capitol GCS, Inc., a certified SBE firm, to support Metro's designated bus acquisition project management with project control, document management and oversight of the Bus OEM Contractors to ensure performance is consistent with the requirements of the five bus acquisition contracts. The consultant shall apply appropriate program control resources and oversight support services to facilitate and ensure the timely production and delivery of the buses.

BACKGROUND

In summary, contracts for 465 buses have been awarded from the 1005 buses authorized by the Metro Board under RFP Nos. OP28367, and OP29199. Given the pressing timelines to build and deliver these buses which are needed for ongoing support of Bus Operations, as well as the conversion process of Metro Orange Line and Metro Silver Line to zero emission operation, the contracts must run concurrently, necessitating additional supporting resources to assist with management and oversight for the bus builds.

In April 2016, Metro's Board of Directors authorized staff to initiate RFP No. OP28367 for the procurement of up to 1,000 CNG or Zero Emission Transit Buses for replacement of up to 600, 40' transit buses and 400 60' transit buses. Subsequently, four contracts were awarded in response to RFP No. OP28367, one for each vehicle type:

- Part A, 40' CNG buses (base order of 295 buses, awarded to ENC in June 2017)

- Part B, 60' CNG buses (base order of 65 buses, awarded to NF in July 2017)
- Part C, 40' ZE buses (base order of 60 buses, awarded to BYD in July 2017)
- Part D, 60' ZE buses (base order of 35 buses, awarded to NF in July 2017, plus 5 buses added through FTA LoNo Grant in April 2018)

An additional fifth contract for five 60' ZE buses awarded to BYD was also entered into through the Advance Transit Vehicle Consortium (ATVC) in June of 2017.

Capitol GCS, Inc. shall provide support to Metro's designated Project Managers or their designees, with program control and oversight of the five bus contracts to ensure that performance is consistent with the delivery requirements.

The Consultant shall provide, on a task order basis, highly qualified project support staff with expertise in all areas associated with the bus procurements. The scope of services shall include, but not be limited to:

- Provide oversight of project status,
- Identify any potential variances from schedule or delivery requirements,
- Assess and report regularly on project performance,
- Provide a document management system to facilitate the submittal and review process for contract documents and CDRLs,
- Budget and schedule analysis,
- Provide other management and oversight as directed by Metro.

The Diversity and Economic Opportunity Department (DEOD) has determined this project is eligible for the Small Business Set Aside status and has completed an initial evaluation of the Proposer's commitment to meet the SBE goal established for this project.

DETERMINATION OF SAFETY IMPACT

The approval of this contract will have a direct and positive impact to system safety. The procurement of 465 new buses will feature the most current safety and ADA systems available to replace older buses currently in service.

FINANCIAL IMPACT

The total not-to-exceed contract amount is \$1,884,286 and is included in cost center 3320, Vehicle Technology's budget in Capital Projects 201057, 201073, 201074, 201076 and 201077. Since this is a multi-year contract, the cost center manager will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds are Federal: Urbanized Area Formula 5307, Capital Investment 5309, and Clean Fuels Program 5308 and Local: Measure R 35% and Prop C 40%. Staff will reassess funding

sources and apply other applicable fund sources as they become available.

ALTERNATIVES CONSIDERED

Metro could rely exclusively on internal staff to perform the work. This alternative is not recommended as it would not be cost effective to maintain this level of expertise in-house on a full-time basis. Additionally, it would take staff away from the core operation functions, and would be more costly than contracting these functions out on a task order basis.

The Board of Directors may choose not to authorize the contract award for the project; however, this alternative is not recommended by staff, as this project is critical to support the bus contracts supplying buses needed by Metro to maintain safe, effective service, as well as, to convert the Orange and Silver lines to zero emission operation within the timelines required in the Board Motions. Without the additional contract support the timely delivery of these buses would be at risk.

NEXT STEPS

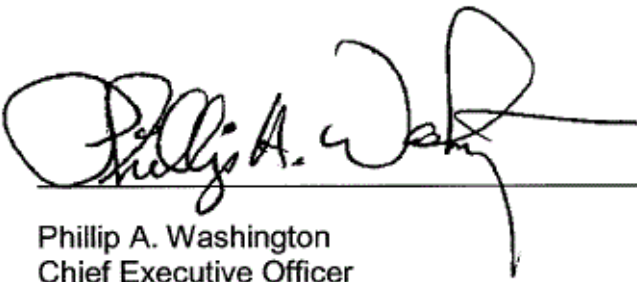
Upon Board approval, staff will award Contract No. PS50321 and issue Notice-to-Proceed to Capitol Government Contract Specialists (Capitol GCS Inc.) a certified SBE firm. Metro and Capitol GCS, Inc., will mobilize required resources to ensure timely completion of deliverables by the vehicle manufacturers.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Philip Rabottini, Senior Engineer, Vehicle Technology and Acquisition (213) 617-6269
Jesus Montes, Sr. Executive Officer, Vehicle Acquisition (213) 418- 3277

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSULTING SERVICES FOR BUS CONTRACTS
PROJECT CONTROL SUPPORT/PS50321**

1.	Contract Number: PS50321	
2.	Recommended Vendor: Capitol Government Contract Specialists Inc. (Capitol GCS)	
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: 02.05.18	
	B. Advertised/Publicized: 02.09.18	
	C. Pre-Proposal Conference: 02.13.18	
	D. Proposals Due: 03.07.18	
	E. Pre-Qualification Completed: 06.08.18	
	F. Conflict of Interest Form Submitted to Ethics: 06.15.18	
	G. Protest Period End Date: 07.20.18	
5.	Solicitations Picked up/Downloaded: 71	Bids/Proposals Received: 4
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466
7.	Project Manager: Phil Rabottini	Telephone Number: (213)617-6269

A. Procurement Background

This Board Action is to approve Contract No. PS50321 issued to provide and maintain a content management solution, and to assist and augment Metro staff in the project management, administration, and on-time delivery of up to five separate contracts for Zero Emission and Compressed Natural Gas buses. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

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

- Amendment No. 1, issued on February 16, 2018, extended the proposal due date;
- Amendment No. 2, issued on February 28, 2018, clarified scope requirements and evaluation criteria;
- Amendment No. 3, issued on April 13, 2018, requested Best and Final Offers.

A pre-proposal conference was held on February 13, 2018, and was attended by 23 individuals representing 18 different firms. A total of four proposals were received on March 7, 2018.

The proposal evaluation included reviews of the written proposals, clarifications requests and responses, oral presentations, face-to-face discussions, and Best and

Final Offers. These series of evaluation processes were necessary to assess and evaluate the proposers' strengths and weaknesses in their respective technical and price proposals.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Vehicle Technology and Acquisition, and Rail Vehicle Acquisition was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|------------|
| • Degree of the Team's Skill and Experience | 35 percent |
| • Proposed Resources | 20 percent |
| • Understanding of the Work and Effectiveness of the Execution Plan | 20 percent |
| • Price | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services engagements. Several factors were considered when developing these weights, giving the greatest importance to the proposed team's skill and past performance experience in similar scopes of work in support of rolling stock acquisition contracts.

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

1. Alliance/CMS/O2EPCM JV
2. Capitol GCS, Inc.
3. MARRS Services, Inc.
4. Virginkar and Associates, Inc.

Proposal evaluation began on March 8, 2018. The evaluation team met on March 13, 2018 to discuss the proposals strengths, weaknesses, clarifications, and deficiencies. As a result of this initial evaluation meeting, clarifications were requested and deficiencies were identified to the proposers. All firms were required to clarify and correct deficiencies by March 26, 2018. On March 28, 2018, all deficiencies were deemed to have been corrected and clarifications sufficiently explained. Initial scores revealed that all proposers were within a competitive range, so on April 2, 2018 all proposers were requested to prepare a presentation led by each proposed Project Manager. Presentations were held on April 9, 2018 after which each proposer's strengths and weaknesses were also discussed. Best and Final Offers (BAFO) were then requested on April 13, 2018 with a due date of April 20, 2018. All BAFOs were received and final evaluation and recommendation for award was then made by the PET.

Qualifications Summary of Firms within the Competitive Range:

Capitol GCS

Capitol GCS is a certified Small Business Enterprise (SBE) firm specializing in project management consulting for metropolitan transit agency rolling stock procurements and overhaul programs. Their proposed team provides industry with technical support for transit projects including rolling stock document control systems experience. The technical team includes resources from WSP USA's pool of engineers experienced in transit applications. The proposed document control solution is developed on a Sharepoint platform and supported by WSP and Information Design Consultants, Inc. (IDCI).

Alliance/CMS/O2EPCM JV

The Alliance/CMS/O2EPCM JV chose RailPlan International as its technical partner because of RailPlan's past experience in support of new rolling stock acquisitions, vehicle overhauls, and vehicle maintenance. The team provides program management and project controls support for Metro transit and rolling stock programs and local SBE capability.

MARRS Services, Inc.

MARRS Services, Inc. has teamed with Atkins North America/SNCLavalin as a significant subcontractor for its bus procurement expertise, and KAYGEN for IT programming support. The team provides project control support services to transit agencies for engineering, procurement, and construction.

Virginkar and Associates, Inc.

Virginkar and Associates, Inc. is a certified Small Business Enterprise (SBE) that specializes in rolling stock design, manufacture, assembly, inspection, test, shipping, operations, and maintenance. Virginkar has teamed with STV as its primary technical support service provider, to provide services related to rolling stock procurements and the necessary support services.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Capitol GCS				
3	Degree of the Team's Skill and Experience	7.50	35.00%	26.25	
4	Proposed Resources	8.10	20.00%	16.19	
5	Understanding and Effectiveness of Execution Plan	8.33	20.00%	16.67	
6	Price		25.00%	22.63	
7	Total		100.00%	81.74	1
8	Alliance/CMS/O2EPCM JV				
9	Degree of the Team's Skill and Experience	7.08	35.00%	24.79	
10	Proposed Resources	6.51	20.00%	13.02	
11	Understanding and Effectiveness of Execution Plan	6.83	20.00%	13.67	
12	Price		25.00%	23.99	
13	Total		100.00%	75.47	2
14	MARRS, Inc.				
15	Degree of the Team's Skill and Experience	6.67	35.00%	23.33	
16	Proposed Resources	6.88	20.00%	13.75	
17	Understanding and Effectiveness of Execution Plan	6.78	20.00%	13.56	
18	Price		25.00%	24.34	
19	Total		100.00%	74.98	3
20	Virginkar and Associates				
21	Degree of the Team's Skill and Experience	6.71	35.00%	23.48	
22	Proposed Resources	6.19	20.00%	12.39	
23	Understanding and Effectiveness of Execution Plan	6.75	20.00%	13.50	
24	Price		25.00%	25.00	
25	Total		100.00%	74.37	4

C. Cost/Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Alliance/CMS/O2EPCM	\$ 2,056,374	\$ 1,674,560	\$ 1,777,839
2.	Capitol GCS	\$ 2,186,095	\$ 1,674,560	\$ 1,884,286
3.	MARRS, Inc.	\$ 1,835,412	\$ 1,674,560	\$ 1,751,974
4.	Virginkar & Associates	\$ 1,763,606	\$ 1,674,560	\$ 1,705,684

Note that the Metro ICE does not include fee or travel in its calculation.

D. Background on Recommended Contractor

The recommended firm, Capitol GCS, Inc., located in Irvine, California, has been in business since 2011 in the program management consulting field. Capitol GCS has supported a variety of rolling stock acquisition/overhaul support contracts with agencies such as LACMTA, Southern California Regional Rail (Metrolink), North County Transit District, and Washington DC Metropolitan Transit Agency.

DEOD SUMMARY

**CONSULTING SERVICES FOR BUS CONTRACTS
PROJECT CONTROL SUPPORT/PS50321**

A. Small Business Participation

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

Capitol Government Contract Specialists, an SBE Prime, is performing 61.74% of the work with its own workforce and made a total SBE commitment of 88.73%. The prime listed one (1) SBE firm, Information Design Consultants, Inc. and one (1) non-SBE firm, WSP, Inc. as subcontractors on this project.

SMALL BUSINESS SET-ASIDE

	SBE Contractor	SBE % Committed
1.	Capitol Government Contract Specialists (Prime)	61.74%
2.	Information Design Consultants, Inc.	26.99%
	Total Commitment	88.73%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0238, **File Type:** Contract**Agenda Number:** 47.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018****SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR
SR-57/SR-60 INTERCHANGE IMPROVEMENTS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a three-year, firm fixed price Contract No. AE51890000 to WKE, Inc. in the amount of \$21,771,625 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications and Estimates (PS&E) for SR-57/SR-60 Interchange Improvements, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans, the San Gabriel Valley Council of Governments (SGVCOG), and the Cities of Diamond Bar and Industry, is leading improvements to the SR-57/SR-60 Interchange to alleviate operational deficiencies and improve mobility and safety along both roadways. This contract award will enable Metro to complete the PS&E for the proposed improvements in the eastbound direction of the SR-57/SR-60 interchange (Attachment C).

DISCUSSION

The SR-57 and SR-60 are major freeways and important interregional transportation and goods movement corridors in Los Angeles County. They meet in the Cities of Industry and Diamond Bar in the San Gabriel Valley and share the same alignment, or confluence, for over one mile. Within this confluence is the Grand Avenue interchange. This segment experiences severe congestion because of high truck volumes and numerous weaving movements between the SR-57 and SR-60 and traffic entering and exiting Grand Avenue. Higher than statewide average accident and injury rates occur in several locations within the limits of the proposed improvements. Project Approval and Environmental Document (PA&ED) phase was completed and approved by Caltrans in October 2013.

Recognizing the need for corrective measures at the SR-57/SR-60 interchange, this project is funded in part by Measure M and the Metro Board approved placement of this project on the "TWENTY-EIGHT BY '28" project list for expeditious delivery. This engineering services contract is for preparation of PS&E and a bid package for construction of the aforementioned improvements.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro's patrons, employees or users of these facilities. Caltrans highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

This PS&E contract relates to improvements with a total estimated cost of \$300 million in year of expenditure. The funding for the improvements is included in the Long Range Transportation Plan Financial Forecast and is comprised of State and federal formula and discretionary grants, and Measure M funding for pre-construction costs.

The Measure M Expenditure Plan allocates \$205 million in Measure M Highway 17% funding for the SR-57/SR-60 Interchange Improvements (Line 18 of the Expenditure Plan). The Measure M funding is available for construction starting in FY 2025. Furthermore, this project received a recent award of \$22 million from SB 1 Trade Corridors Enhancement Program (TCEP), of which \$17 million is available for the PS&E phase.

Highway Program staff has requested \$12 million in Measure M funds in the FY 19 budget in Highway Program cost center 4720, in SR-57/SR-60 Interchange Improvements Project 475002, Task 5.3.100, Account 50316 (Services, Professional/Technical). Based on TCEP grant requirements, approximately \$8.2 million of the FY19 projected expenses of \$12 million will be funded by the TCEP grant and the remaining amount will be funded by local matching funds.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this project is Measure M Highway Construction Capital (17%) funds and TCEP funds from SB1. These funds are not eligible for bus and rail operating capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award the contract. However, this alternative is not recommended. Awarding this professional services contract will allow for completion of the pre-construction activities and project readiness for construction, which in turn, will allow for greater opportunities to seek and secure grant funds that may become available for construction of much needed improvements at this interchange.

NEXT STEPS

Upon Board approval, Contract No. AE 51890000 with WKE, Inc. will be executed to prepare the PS&E for improving the SR-57/SR-60 Interchange.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project Location Map

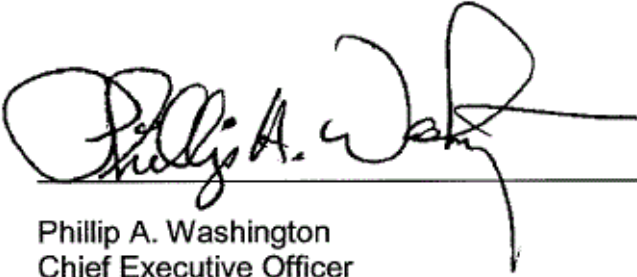
Prepared by: Bruce Schmith, Sr. Director (213) 418-3367

Aline Antaramian, Deputy Executive Officer (213) 922-7589

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Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PS&E FOR SR 57/SR 60 INTERCHANGE IMPROVEMENTS/AE51890000

1.	Contract Number: AE51890000	
2.	Recommended Vendor: WKE, 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: March 9, 2018	
	B. Advertised/Publicized: March 9, 2018	
	C. Pre-Proposal Conference: March 14, 2018	
	D. Proposals Due: April 5, 2018	
	E. Pre-Qualification Completed: May 23, 2018	
	F. Conflict of Interest Form Submitted to Ethics: April 12, 2018	
	G. Protest Period End Date: July 23, 2018	
5.	Solicitations Picked up/Downloaded: 91	Bids/Proposals Received: 2
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Bruce Schmith	Telephone Number: (213) 418-3367

A. Procurement Background

This Board Action is to approve Contract No. AE51890000 issued in support of the Plans, Specifications and Estimate (PS&E) for the State Route 57 and State Route 60 Interchange improvements. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a total SBE/DVBE goal of 27% (SBE 24% and DVBE 3%).

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

- Amendment No. 1, issued on March 15, 2018, updated the RFP Submittal Requirements and the Scope of Services.

A pre-proposal conference was held on March 14, 2018, and was attended by 28 participants representing 22 companies. There were six questions asked and responses were released prior to the proposal due date.

A total of 91 firms downloaded the RFP and were registered in the planholders' list. Two proposals were received on April 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of Metro staff from the Highway Programs department and one external transportation expert from the California Department of Transportation (Caltrans), convened and a comprehensive technical evaluation of the proposals was conducted.

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

- Project Manager, Key Staff & Subcontractors Qualifications 20 percent
- Firm/Team Qualifications 30 percent
- Work Plan 20 percent
- Project Understanding & Approach 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) highway improvement procurements. Several factors were considered when developing these weights, giving the greatest importance to firm/team qualifications and project understanding and approach.

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

During the period from April 10, 2018 through April 23, 2018, the PET completed its independent evaluation of the two proposals received. Both firms were determined to be within the competitive range and are listed below in alphabetical order:

1. Parsons Transportation Group, Inc. (Parsons)
2. WKE, Inc. (WKE)

On April 23, 2018, oral presentations were held for both firms. At each firm's interview, project managers and key team members discussed factors that were critical for meeting the project schedule and elaborated on the viability of their proposed alternative designs.

Both firms also responded to the PET's questions. They responded to questions inquiring about their ability to address design standard changes, their solutions to project risks, and their strategies for coordinating among public agencies, municipalities, and other stakeholders that may have differing views and conflicting objectives.

Qualifications Summary of Recommended Firm:

WKE

WKE is a civil engineering firm that specializes in planning, engineering, and designing civil and structural projects for all modes of transportation infrastructure, including highway interchange improvements. WKE demonstrated expertise in highway design and comprehensive understanding of project requirements.

The proposed project manager has delivered over 40 PS&Es for major freeway widening and interchange reconstructions. Key personnel have extensive experience in PS&E projects including the I-5 Widening from SR 73 to Oso Parkway, PS&E for the I-5/Avery Parkway Interchange, PS&E for the I-5 Widening/Avenida Pico Interchange, PS&E for the SR 22/Valley View Street Interchange, and PS&E for the SR 55 improvement Project from I-5 to I-405, all of which have been delivered under the direction of the proposed project manager.

WKE addressed all aspects of the Scope of Services, including a variety of project issues and concerns, such as surveying, utilities, sewer, drainage, and right-of-way. WKE also examined the redesign of the interchange's adjacent Los Angeles County golf course, providing detailed illustrations of the redesign. WKE demonstrated that its approach would have minimal impacts to the project area. It employed an array of visuals to show how its design avoided nearby hotels, restaurants, and businesses.

WKE demonstrated its ability and commitment to meet the project schedule. A detailed work breakdown schedule was provided, the need for recurring constructability reviews was emphasized, and the use of pre-cast structures was recommended.

Extensive knowledge of Caltrans policies, procedures, and practices was presented. WKE listed recent policy updates and revisions and discussed how those changes applied to the project. Significantly, WKE highlighted that its approach requires only one design exception to the Caltrans Highway Design Manual.

Extensive stakeholder experience was presented. WKE highlighted prior projects with numerous stakeholders. WKE also highlighted that it had reached out to these stakeholders to ascertain their concerns and develop engagement strategies.

Parsons

Parsons is a global engineering and construction company headquartered in Pasadena. Its infrastructure experience encompasses work on more than 8,000 miles of freeways and 4,500 bridges throughout the world. A significant portion of that experience involves Southern California projects.

Parsons presented a well-qualified team that demonstrated significant experience in PS&E projects and a variety of highway projects. Recent PS&E project experience includes the I-5 North Managed Lanes, I-710 Soundwalls Package 2, US 101/Palo Comado Canyon Road Interchange, and I-605/South Street Interchange.

However, all aspects of the Scope of Services were not addressed in detail. For example, although a recommendation to place a sewer system below the highway was made, elaboration on how the low-lying sewer system would be accessed and maintained was not addressed. Though Parsons recommended a truck bypass tunnel, it did not address the need for any hydraulic pump station.

Though Parsons recommended an accelerated schedule, details were not provided on how an accelerated schedule could be achieved. High risk activities that could be performed first were not identified; and the need for any environmental revalidation of its tunnel approach, which may require a significant amount of lead time, was not discussed.

Final scoring determined that WKE is the highest qualified firm. Set forth below is a summary of the scores in order of rank:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	WKE, Inc.				
3	Project Manager, Key Staff & Subcontractors Qualifications	91.00	20.00%	18.20	
4	Firm/Team Qualifications	88.56	30.00%	26.57	
5	Work Plan	90.00	20.00%	18.00	
6	Project Understanding & Approach	92.00	30.00%	27.60	
7	Total		100.00%	90.37	1
8	Parsons Transportation Group, Inc.				
9	Project Manager, Key Staff & Subcontractors Qualifications	83.83	20.00%	16.77	
10	Firm/Team Qualifications	87.11	30.00%	26.13	
11	Work Plan	84.00	20.00%	16.80	
12	Project Understanding & Approach	79.89	30.00%	23.97	
13	Total		100.00%	83.67	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Significant cost savings primarily resulted from a reduction in escalation and project management.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
WKE, Inc.	\$27,980,508	\$26,004,000	\$21,771,625

D. Background on Recommended Contractor

The recommended firm, WKE, is a civil engineering firm that specializes in planning, engineering, and designing transportation infrastructures. Its experience covers a range of multi-modal transportation projects, including streets and highways, bridges and viaducts, freight corridors and rail structures, transit and light rail structures. Projects include the SR 57/SR 60 Confluence Project PSR & PA/ED, Grand Avenue at Golden Springs Drive PS&E, I-605 Corridor Improvement Project PSR-PDS & PA/ED, Link Union Station PA/ED, and I-405/I-605 HOV West County Connector.

The proposed project manager possesses 38 years of highway engineering management experience that includes the delivery of the PS&E for the I-105/I-405 Interchanges in Los Angeles County, PS&Es for six interchanges along the I-10 for the High Occupancy Vehicle (HOV) Widening in Los Angeles County, PS&E for the I-405/SR 22 Interchange in Orange County, PS&E for the SR 241/SR 91 Interchange in Orange County, and PS&E for the US 101/US 1 Interchange Reconstruction in Ventura County.

DEOD SUMMARY

PS&E FOR SR 57/SR 60 INTERCHANGE IMPROVEMENTS/AE51890000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. WKE, Inc. exceeded the goal with a 24.25% SBE and 3.03% DVBE commitment.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24.25% SBE 3.03% DVBE
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	SBE Subcontractors	% Committed
1.	2R Drilling Inc.	1.31%
2.	A Cone Zone, Inc.	0.99%
3.	ADVANTEC Consulting Engineers, Inc.	2.17%
4.	Arellano Associates	0.49%
5.	DC Traffic Control	0.18%
6.	D'Leon Consulting Engineers	0.23%
7.	Earth Mechanics, Inc.	4.62%
8.	FRS Environmental	0.06%
9.	Galvin Preservation Associates, Inc., dba GPA Consulting	1.39%
10.	Geo-Advantec, Inc.	1.22%
11.	Impact Sciences, Inc.	0.18%
12.	Kroner Environmental Services, Inc.	1.78%
13.	LIN Consulting, Inc.	5.51%
14.	Martini Drilling Corp.	0.22%
15.	Performance Analytical Laboratories, Inc.	0.69%
16.	Safeprobe, Inc.	0.41%
17.	Tatsumi and Partners, Inc.	1.37%
18.	V&A, Inc.	0.16%
19.	Wagner Engineering & Survey, Inc. (WES)	1.27%
	Total Commitment	24.25%

	DVBE Subcontractors	% Committed
1.	Brentwood Reprographics	0.88%
2.	MA Engineering	2.15%
	Total Commitment	3.03%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor one SBE firm and DVBE firm for protégé development. WKE, Inc. selected as protégés Geo-Advantec (SBE) and MA Engineering (DVBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

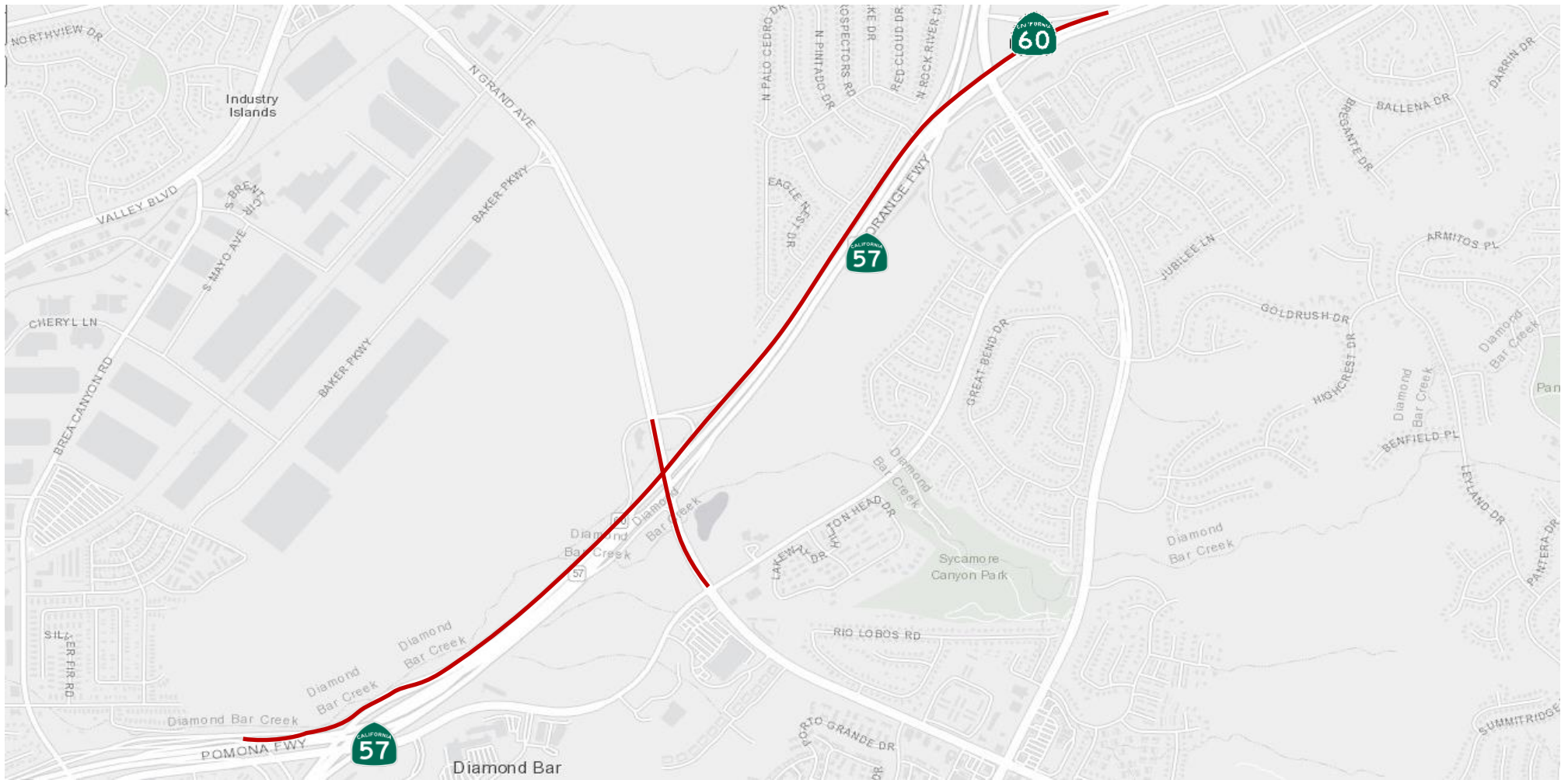
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

E. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C: Project Location Map

SR-57/SR-60 Interchange Improvements





Board Report

File #: 2018-0244, **File Type:** Contract

Agenda Number: 48.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018**

**SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR METRO RAIL
PROJECTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. an increase to the total authorized funding for Contract No. PS601830026445 with Destination Enterprises, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS), in an amount not to exceed \$6,123,000 increasing the total contract value from \$3,000,000 to \$9,123,000; and
- B. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

ISSUE

In December 2016, the Metro Board awarded contract PS601830026445 to Destination Enterprises (DE), a Metro Small Business Enterprise and female owned firm, for CMSS for rail facilities in an amount of \$3,000,000 for a term of three years, inclusive of two one-year options. To date, staff has awarded task orders totaling \$2,493,336 and has approximately \$500,000 of the authorized funding remaining. The amount remaining is not sufficient to support capital projects that are currently in planning or under contract.

BACKGROUND

The primary role of DE is to provide skilled and qualified staff to augment Metro staff in the performance of construction management services for Metro's rail facilities construction contracts. Both Metro and DE staff work side-by-side in integrated project management offices (IPMO). In essence, the DE contract allows Metro to efficiently and effectively augment Metro Construction Management staff as required, so that the proper resources required to manage a contract are available to Metro both in terms of staff availability and technical expertise. Contract funds are

authorized by issuing separate TOs for various projects using labor classifications and rates set forth in the contract, with funding solely supported through their respective Life of Project budget. This method of funding and releasing work under the contract results in more efficient cost and schedule management, since TOs and modifications to existing TOs are negotiated and issued as the work or changed work is identified and defined. For each TO or modification, Metro prepares a scope of work and an estimate of hours, and DE subsequently provides a proposal. If there is a discrepancy, Metro and DE will fact-find and negotiate the hours. After agreement, the task order is issued and the work proceeds.

The initial \$3,000,000 contract award was calculated based on three years of small to midsize TOs, primarily for Resident Engineers, Office Engineers, Inspectors and night-time oversight on construction jobsites for rail facilities capital projects. However, due to the technical expertise of DE's staff, their team has also been able to assist Metro with other needs, such as constructability reviews, cost and schedule analysis, and railroad flagging operations. DE's services are also being used to support projects funded by departments outside of Program Management. For example, DE was able to provide support for Division 14 Rail Operations and Maintenance Facility in Santa Monica, Inspection support for Metro Facilities grouting and repairs within the Red Line tunnel, and oversight for adjacent development construction along multiple rail lines.

The New Blue

DE's original scope of work included Metro Blue Line Rail Replacement and Booting project, Metro Blue Line Overhead Catenary System Rehabilitation, and Metro Blue Line Signal System Rehabilitation. These individual projects are now included in the New Blue initiative. However, since the execution of the DE contract, the scope and magnitude of these projects has increased, and the New Blue initiative has commenced. The New Blue now includes Willowbrook/Rosa Parks Rehabilitation, along with multiple additional Maintenance of Way and State of Good Repair projects. Additionally, the plan to perform the New Blue initiative under full closures of the Metro Blue Line now requires 2nd and 3rd shift work that was not contemplated within DE's original scope of work. Due to the complex nature of the New Blue, staff has determined that consistency of project and construction management across the multiple New Blue projects is desired. It is primarily due to this support that staff is requesting additional funding. Current budget forecasts reflect a total value of \$6,123,000 in staff augmentation for projects related to the New Blue. A listing of the current task orders, proposed projects, and forecasted task order amounts is included as Attachment B. As shown on the attachment, the requested contract value is \$9,123,000.

Destination Enterprises, a SBE Prime, made a 56% SBE commitment. Destination Enterprises is currently exceeding their SBE commitment with an SBE participation of 64.46%.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The funding for these services is included in the approved FY19 budget in various rail facilities capital projects, as indicated in Attachment B. Task Orders will be issued and funded from the associated life-of-project (LOP) budgets. The funding source differs depending on the individual project. The contract task orders can only be issued when there is sufficient funding within the approved life-of-project budget for each respective project.

Since this is a multi-year contract, the cost center manager, Chief Program Management Officer and Deputy Executive Officer, Construction Management will be responsible and accountable for budgeting the cost of the annual work program for the current and future fiscal years for the term of the contract, including any option(s) exercised.

Impact to Budget

Funding for this action will come from various sources eligible for rail facilities capital expenditures and major construction projects funded with specific grant and local sales tax matching sources. Approval of this action will result in use of funding which are also eligible for Rail Operations.

ALTERNATIVES CONSIDERED

The Board may elect to discontinue using Destination Enterprises, Inc., for CMSS. Staff does not recommend this alternative as the construction projects are in various degrees of completion and the loss of staff would cause these projects to be significantly impacted.

Another alternative would be to hire Metro staff to perform the required services. This alternative is also not recommended since the intent of the CMSS is to augment Metro staff in terms of technical expertise and availability of personnel. CMSS are typically required on a periodic or short-term basis to accommodate for peak workloads or specific tasks over the life of the projects. Further, for some projects, the specific technical expertise required may not be available within the ranks of Metro staff, whereas the CMC consultant can provide the technical expertise on an as-needed basis.

NEXT STEPS

Upon Board approval, staff will issue a contract modification and issue task orders, as needed.

ATTACHMENTS

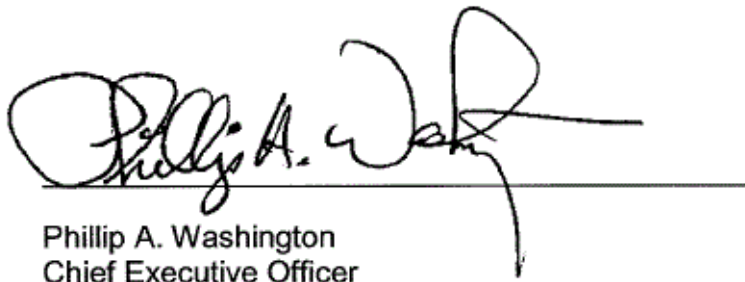
Attachment A - Procurement Summary
Attachment B - Contract Task Order/Modification Log

Attachment C - DEOD Summary

Prepared by: Brad Owen, Deputy Executive Officer, Construction Management (213) 418-3143
Tim Lindholm, Executive Officer, Project Management (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contracts Management Officer, (213) 418-3051
Richard F. Clarke, Chief Program Management Officer, (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR
METRO RAIL PROJECTS / PS601830026445**

1.	Contract Number: PS601830026445		
2.	Contractor: Destination Enterprises, Inc.		
3.	Mod. Work Description: CMSS for Willowbrook/Rosa Parks Station, Metro Blue Line Signal Rehabilitation, Metro Blue Line Track and System Refurbishment, and Rail-to-River Active Transportation Corridor Project		
4.	Contract Work Description: Construction Management Support Services (CMSS) for Metro Rail Projects		
5.	The following data is current as of: May 4, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	12/01/2016	Contract Award Amount: \$ 3,000,000.00
	Notice to Proceed (NTP):	01/27/2017	Total of Task Orders and Modifications Approved: \$ 2,493,335.89
	Original Complete Date:	01/27/2020	Proposed and Pending Task Orders and Modifications (including this action): \$ 6,506,180.76
	Current Est. Complete Date:	01/27/2021	Current Contract Value (with this action): \$ 9,123,000.00
7.	Contract Administrator: Robert Romanowski		Telephone Number: (213) 922-2633
8.	Project Manager: Brad Owen		Telephone Number: (213) 418-3143

A. Procurement Background

On December 1, 2016, the Board approved award of this SBE set-aside procurement of Contract No. PS601830026445 to Destination Enterprises, Inc., in the amount of \$3,000,000, for Construction Management Support Services (CMSS) including Resident Engineers, Office Engineers, Project Controls, and staff augmentation in those areas of expertise.

Destination Enterprises has two significant subcontractors on its team to help perform those services. To date, Arcadis U.S., Inc. has performed \$650,038.62 of the work and CER Scheduling Consultants has performed \$371,306.40 of the work.

Attachment B shows that seventeen Contract Task Orders and Modifications have been issued to date to authorize and/or delete work and two Contract Task Order Modifications are currently in negotiations.

This Board Action is to approve an increase to the total authorized funding for Contract No. PS601830026445 in support of additional Construction Management Support Services (CMSS) for projects including Willowbrook/Rosa Parks Station, Metro Blue Line Signal Rehabilitation, Metro Blue Line Track and System Refurbishment, and Rail-to-River Active Transportation Corridor Project. This Contract Modification also extends the period of performance through January 27, 2021.

B. Cost/Price Analysis

All direct labor rates and the negotiated fixed fee factor for this cost reimbursable plus fixed fee contract remain unchanged from the original contract.

A fair and reasonable price for all future Task Orders will be determined based upon fact finding, technical evaluation, cost analysis, and negotiations, before issuing work to the Consultant. Task Orders will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

CONTRACT TASK ORDER / MODIFICATION LOG

CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR
METRO RAIL PROJECTS / PS601830026445

Mod/ Task Order (TO) No.	Description	Status	Contract Value (A)	Mod/ TO Value (B)	Board Approved CMA (C)
N/A	Initial Award		\$ 3,000,000.00		\$ 3,000,000.00
1	CMSS for Bob Hope Airport/ Hollywood Way Station: Resident Engineer (RE) & Inspector Support	Approved (in- process)		\$ 340,194.49	
Mod 1.1	Additional Level of Effort for Bob Hope Airport / Hollywood Way Station	Approved (in- process)		\$ 63,370.55	
2	CMSS for Ivy Station Culver City J.D. Project: RE Support	Approved (in- process)		\$ 128,958.80	
3	Railroad Flaggers Support for Metro Blue Line (MBL) Pedestrian and Swing Gate Installation Project	Approved (in- process)		\$ 323,352.20	
Mod 3.1	Railroad Flaggers Support for Metro Blue Line (MBL) Signal System Rehabilitation Project	Approved (in- process)		\$ 326,686.42	
4	CMSS for Metro Facilities Grouting & Repairs – Construction Inspector Support	Approved (in- process)		\$ 65,728.14	

Mod 4.1	Additional Level of Effort for Metro Facilities Grouting & Repairs – Construction Inspector Support	Approved (in-process)		\$ 200,076.19	
5	CMSS for Construction Management Manual Revision	Approved (Complete)		\$ 21,600.00	
6	CMSS for Rail to River – Project Controls Pre-Construction Services	Approved (in-process)		\$ 28,607.18	
7	<i>Eastside Access Project Controls</i>	<i>On Hold</i>		\$ 0.00	
8	Patsaouras Plaza Scheduling Support	Approved (in-process)		\$ 90,556.23	
Mod 8.1	Patsaouras Plaza – Field Engineer Support	Approved (in-process)		\$ 50,294.09	
9	Soundwall Package 11 Scheduling Support	Approved (in-process)		\$ 127,916.44	
10	LAX Airport / Metro Connector Scheduling Support	Approved (in-process)		\$ 52,888.53	
11	Construction Inspector Support Services in Support of LADWP Project	Approved (Complete)		\$ 9,894.39	
Mod 11.1	Deletion of Work and Closeout of Task Order #11	Approved (Complete)		(\$ 4,323.39)	
12	Willowbrook/ Rosa Parks Scheduling Support – Phase E&F	Approved (in-process)		\$ 52,888.53	

Mod 12.1	Willowbrook/ Rosa Parks – Office Engineer Support – Phase E&F	Approved (in-process)		\$ 77,375.52	
Mod 12.2	Additional Level of Effort for Willowbrook/ Rosa Parks – Office Engineer Support – Phase E&F	Approved (in-process)		\$ 91,058.41	
Mod 12.3	Willowbrook/Rosa Parks – Field Engineer Support – Phase E&F	Approved (in-process)		\$ 121,022.56	
13	Willowbrook/Rosa Parks Scheduling Support – Phase A&C	Approved (in-process)		\$ 18,449.49	
Mod 13.1	Willowbrook/Rosa Parks Scheduling Support – Phase A&C – No Cost Time Extension	Approved (in-process)		\$ 0.00	
14	Constructability Review for LAX Airport / Metro Connector (AMC) Project	Approved (in-process)		\$ 159,532.40	
15	Division 20 Widening Project – Inspection Support Services for Design Services	Approved (in-process)		\$ 21,293.74	
16	Metro Blue Line (MBL) Signal Rehabilitation Project – OE Support	Approved (in-process)		\$ 61,900.42	
Mod 16.1	MBL Signal Rehabilitation Project – Constructability Review	Approved (in-process)		\$ 21,427.07	

17	Division 14 – Seismic Retrofit – Inspection Support Services	Approved (in-process)		\$ 42,587.49	
Subtotal Approved Task Orders and Modifications				\$ 2,493,335.89	
Mod 13.2	Willowbrook/Rosa Parks Phase A&C Resident Engineer Support	Pending		\$ 227,574.36	
Mod 16.2	Metro Blue Line (MBL) Signal Rehabilitation Project – Scheduling Support	Pending		\$ 155,606.40	
Subtotal Pending Modifications				\$383,180.76	
Subtotal Approved and Pending Task Orders and Modifications				\$ 2,876,516.65	
TBD	Willowbrook/Rosa Parks – Resident Engineer	Proposed		\$ 1,007,400.00	
TBD	Willowbrook/Rosa Parks – Project Engineer	Proposed		\$ 800,800.00	
TBD	Willowbrook/Rosa Parks – Civil Inspector – Nights /Weekends	Proposed		\$894,000.00	
TBD	Willowbrook/Rosa Parks – Project Controls – Scheduling	Proposed		\$305,000.00	
TBD	Metro Blue Line (MBL) Signal Rehabilitation – Resident Engineer	Proposed		\$623,000.00	
TBD	MBL Signal Rehabilitation – Project Engineer	Proposed		\$443,000.00	
TBD	MBL Signal Rehabilitation – Civil Inspector	Proposed		\$503,000.00	

TBD	MBL Signal Rehabilitation – Scheduling	Proposed		\$199,800.00	
TBD	MBL Track & System Refurbishment – Project Engineer	Proposed		\$403,200.00	
TBD	MBL Track & System Refurbishment – Civil Inspector – Daytime	Proposed		\$419,000.00	
TBD	MBL Track & System Refurbishment – Civil Inspector – Nights/Weekends	Proposed		\$391,400.00	
TBD	MBL Track & System Refurbishment – Scheduling	Proposed		\$133,400.00	
Subtotal Future Proposed Task Orders				\$ 6,123,000.00	
Subtotal Approved Task Orders and Modifications					\$2,493,335.89
Subtotal Pending Modifications					\$ 383,180.76
Subtotal Approved Task Orders and Modifications and Pending Modifications					\$2,876,516.65
Subtotal Proposed Task Orders					\$6,123,000.00
Original Contract Value					\$3,000,000.00
TOTAL					\$9,123,000.00

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR
METRO RAIL PROJECTS / PS601830026445

A. Small Business Participation

Destination Enterprises made a 56% SBE commitment. The project is 40% complete. Destination Enterprises is currently exceeding their SBE commitment with an SBE participation of 65.52%.

Small Business Commitment	56.00% SBE	Small Business Participation	65.52% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Destination Enterprises, Inc.	56.00%	65.52%
	Total	56.00%	65.52%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0782, File Type: Contract

Agenda Number: 49.

REGULAR BOARD MEETING SEPTEMBER 27, 2018

**SUBJECT: TECHNICAL CONSULTANT FOR ZERO EMISSION BUS
(ZEB) PROGRAM MASTER PLAN**

ACTION: CONTRACT AWARD

RECOMMENDATION

CONSIDER:

- A. AWARDING a cost plus fixed fee Contract No. PS51220 to ZEBGO Partners, JV for technical consultant services for the Zero Emission Bus (ZEB) Program Master Plan, in the not-to-exceed amount of \$7,139,376 for a period of performance of up to 21 months from issuance of a Notice-to-Proceed (NTP), subject to resolution of protest(s), if any; and
- B. AMENDING the FY19 budget by \$6,111,500 for anticipated contract expenses.

ISSUE

In July 2017, the Board approved Motion #50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (with amendments) to establish a working group and develop strategies for a master plan detailing the steps and costs associated with converting the Metro bus fleet to Zero Emission by 2030. (Attachment C) This action authorizes contract award to ZEBGO Partners, JV (ZEBGO) to provide technical consulting support services to develop comprehensive plans for phasing in zero emission buses (ZEB) on Metro's entire system, including Local and Rapid bus routes, by 2030.

BACKGROUND

In July 2017, the Metro Board endorsed staff's Strategic Plan for the Transition to Zero Emission Buses. The first phase in that plan is to convert the Metro Orange Line to full Zero Emission operation by 2020 and the Metro Silver Line as soon as feasible, thereafter. The second phase involves the creation of a Zero Emission Master Plan that would evaluate the entire Metro bus system and map out the best strategy and anticipated cost to convert to zero emission operation. Authorization of this Contract will support staff's efforts to affect the Strategic Zero Emissions Master Plan [Plan].

The transition plan is in agreement with Metro's Alternative Fuel Initiative policy that was adopted in

1993 and keeps Metro at the forefront of a healthier environment for our growing population. This plan also accelerates by 10 years the schedule being considered by CARB to require all of California's transit services to transition to 100% zero emissions by 2040.

To date, Metro has awarded three ZEB contracts for the electrification of the Orange and Silver BRT lines; two with BYD for five 60' ZEB's intended for the Orange Line and sixty 40' ZEB's intended for the Silver Line; and one with New Flyer for forty 60' ZEB's intended for the Orange Line.

DISCUSSION

Awarding this professional services contract to ZEBGO ensures Metro remains on schedule with transitioning to a zero emissions bus operation by 2030. The award recommendation is based on a Best Value selection that considered price and non-price factors. ZEBGO's proposal provides the Best Value and is most advantageous to Metro. Price analysis shows that the negotiated amount for the recommended firm, ZEBGO, is \$633,670 above the ICE. ZEBGO's higher priced proposal, from a Best Value perspective, offers clear advantages in the areas of relevant Zero Emission vehicle and infrastructure experience and capability; project understanding, approach, and management plan; and past experience for similar projects evaluation categories.

ZEBGO's higher proposed price is offset by providing a team of subject matter experts that far exceeded the minimum staff qualifications, and collectively have multiple transit agency experience in operating, maintaining and procuring buses, from both the transit manufacturing and operations sides. The ZEBGO team demonstrated a wide array of global electric bus experience, including deployment of electric bus depot and in-route chargers, and experience on projects with other United States transit agencies that are similar in scope and scale as the Metro program. This relevant experience and expertise in ZEB vehicle and infrastructure is critically important to the technology transition because of Metro's program timeline objectives and the rapid changes occurring in this developing field.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract will have no negative impact to system safety.

FINANCIAL IMPACT

The total not-to-exceed contract amount is \$7,139,376. Staff recommends that the FY19 budget be amended by \$6,111,500 to include the portion of effort scheduled for completion in FY19. The budget will be allocated to project 405407 - ZEB Program Master Plan. Since this is a multi-year contract, the cost center manager will be accountable for budgeting the balance of funds in future fiscal years.

Impact to Budget

The current source of funds for this action is Measure R Admin. Staff will reassess funding sources and apply other applicable fund sources as they become available.

ALTERNATIVES CONSIDERED

Metro could rely exclusively on internal staff to perform the work. This alternative is not recommended as it would not be cost effective to maintain this level of expertise in-house on a full-time basis. Additionally, it would take staff away from the core operation functions, and would be more costly than contracting these functions on a task order basis.

The Board of Directors may choose not to authorize the Contract award for the project; however, this alternative is not recommended by staff, as this project is critical to support the planning necessary for conversion to Zero Emission operation by 2030. Without the additional contract support the timely delivery of this plan would be at risk.

NEXT STEPS

Upon Board approval, staff will execute the contract and issue a Notice-to-Proceed to ZEBGO.

ATTACHMENTS

Attachment A - Procurement Summary

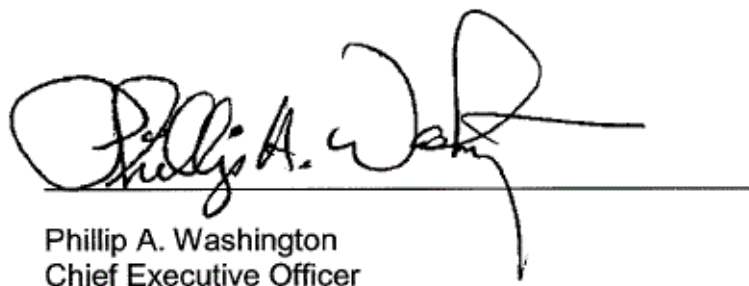
Attachment B - DEOD Summary

Attachment C - Board Motion

Board Motion 2017-0524 Endorsing Strategic Plan for Metro's Transition to Zero Emission

Prepared by: Steve Schupak, Sr. Manager, Project Control, (213) 617-6294
Marc Manning, Sr. Director, Vehicle Engineering & Acquisition (213) 617-6201
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition (213) 418-3277

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**TECHNICAL CONSULTANT FOR ZERO EMISSION BUS PROGRAM
MASTER PLAN/PS51220**

1.	Contract Number: PS51220	
2.	Recommended Vendor: ZEBGO Partners, Joint Venture	
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: 02/14/18	
	B. Advertised/Publicized: 02/20/18; 02/21/18; 02/26/18	
	C. Pre-Proposal Conference: 02/27/18	
	D. Proposals Due: 03/29/18	
	E. Pre-Qualification Completed: 05/17/18	
	F. Conflict of Interest Form Submitted to Ethics: 05/31/18	
	G. Protest Period End Date: 07/20/18	
5.	Solicitations Picked up/Downloaded: 61	Bids/Proposals Received: 2
6.	Contract Administrator: Elizabeth Hernandez	Telephone Number: (213) 922-7334
7.	Project Manager: Marc Manning	Telephone Number: (213) 617-6201

A. Procurement Background

This Board Action is to approve Contract No. PS51220 for technical consulting support services to develop comprehensive plans for phasing in zero emission buses (ZEB) on Metro's entire system, including Local and Rapid bus routes, by 2030. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

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

- Amendment No. 1, issued on March 12, 2018, clarified proposal requirements;
- Amendment No. 2, issued on March 23, 2018, clarified proposal requirements;
- Amendment No. 3, issued on May 7, 2018, clarified proposal requirements;
- Amendment No. 4, issued on May 11, 2018, solicited Best and Final Offers (BAFO); and
- Amendment No. 5, issued on May 15, 2018, clarified BAFO submittals.

A Pre-Proposal Conference was held on February 27, 2018. Proposer Questions and Metro staff answers were issued and made accessible to the planholders by posting them at Metro's website. A total of two proposals were received on March 29, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Vehicle Engineering and Acquisition, Maintenance and Operations departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Capability 30 percent
- Project Understanding/Approach and Management Plan 20 percent
- Firm's Experience on Similar Projects 15 percent
- Availability 5 percent
- Price 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services procurement. Several factors were considered when developing these weights, giving the greatest importance to experience and capability in performing similar work.

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

1. Ramboll US Corporation
2. ZEBGO Partners, Joint Venture

The proposal evaluation period from March 29, 2018 through May 29, 2018 included reviews of the written proposals, clarifications requests and responses, oral presentations, face-to-face and conference call discussions, and transit agency reference checks. On April 26, 2018 the PET met and interviewed the firms. The firms' project manager, deputy project manager, and lead subject matter experts (SMEs) had an opportunity to present individual and team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, perceived program challenges and risk mitigation process. Each team was asked questions relative to each firm's proposed methodology/approach and previous experience for a program with similar scope and size.

A cost analysis was performed on the Proposer's price offers in preparation of negotiations conducted on May 3, 2018. Proposer strengths and weaknesses in technical and price elements were discussed prior to requesting Best and Final offers. Best and Final Offers (BAFO) were solicited on May 11, 2018 and submittals

were received on May 22, 2018. The BAFOS were reviewed and evaluated by the PET from May 23, 2018 through May 29, 2018.

Qualifications Summary of Firms within the Competitive Range:

ZEBGO Partners, JV

WSP (Partner)

WSP is an engineering and professional consulting firm founded in 1885 and has 42,000 employees and 500 offices globally. It has 100 offices in the United States and four of them are located in Southern California with a staff of 300 employees.

WSP has electric bus experience with more than 30 projects in the world, including 13 in North America for transit agencies such as Massachusetts DOT, King County Metro, DART, and IndyGo. WSP has planned, designed and rehabilitated more than 700 bus maintenance facilities.

STV (Partner)

STV, Incorporated was founded over 100 years ago and provides architectural, engineering, planning, environmental, and construction management services for transportation systems, infrastructure, buildings, energy, and other facilities.

STV has over 30 years of experience planning, designing and implementing bus projects for public transit agencies such as LADOT, SANDAG, OCTA and SEPTA.

The ZEBGO JV proposes to augment its capabilities with expertise and specialty resources in areas such as utility coordination and interface, technology facilitation, industry outreach and best practices, facilities inventory and conversion options, sustainability practices and metrics, project administration, document control, Buy America compliance, and bus procurement and inspection. The ZEBGO team includes the following subcontractors:

- Advantec Consulting Engineers, Inc.
- Advanced Mobility Group
- Capitol GCS
- Center for Transportation and Environment (CTE)
- Fuel Solutions
- 3Cotech
- Virginkar & Associates

ZEBGO has multiple subject matter experts (SME) with transit agency experience in operating, maintaining, and procuring buses. ZEBGO would be able to leverage three different electric bus modeling techniques that had been developed and

utilized for other agencies. ZEBGO's proposal discussed experience for over 50 Zero Emission Bus (ZEB) projects. This includes an electric bus feasibility study with King County. With these projects, ZEBGO has relevant experience in deploying both depot and en-route charging infrastructure. ZEBGO's subcontractor, CTE, has worked with numerous transit agencies to model, procure, and deploy electric and fuel cell buses. Due to relevant experience, they have the ability to work on various tasks with minimal Metro oversight and accelerate various tasks as needed to meet procurement schedules.

Ramboll US Corporation

Ramboll US Corporation, formed in 1982, provides technical and strategic consulting expertise to clients for environmental and health issues. Ramboll has more than 13,000 employees in 200 offices located in 35 countries. Ramboll's local management staff is located in Los Angeles.

Ramboll currently provides technical support to Metro through the Advanced Technology Transit Vehicle Consortium (ATVC) for its recent Zero Emission Bus procurements and with regulatory agencies on air pollution policy impacts to Metro's bus acquisition plans. Ramboll also has project experience with the municipality of Oslo and Akershus county of Norway in assessment of bus fleet electrification via in-motion-charging trolley buses. Ramboll's clients include the Port of Los Angeles, AC Transit, San Diego Metropolitan Transportation Systems (MTS), SANDAG, Santa Monica, Foothill, and Translink.

Ramboll proposed a team of subject matter experts in ZE technologies and systems integration, bus operations, service planning, facilities, utilities, and financing at the local level and from global and nationwide agencies consisting of the following:

- AECOM
- M.J. Bradley & Associates
- Gladstein, Neandross & Associates
- Capitol CGS
- Connetics Transportation Group
- Burns & McDonnell
- McCormick Busse, Inc.
- Virginkar & Associates

Ramboll's proposal identified some key personnel from local and global resources. Additionally, they have staff with zero emission vehicle experience at Metro. They also demonstrated experience in utility and capacity planning with Los Angeles Department of Water and Power (LADWP). Currently, their relevant electric bus experience is limited on deployment of charging infrastructure. They have a few projects in process that would provide that relevant experience in the future. The PET evaluated the proposals and assessed strengths, weaknesses and associated risks of each Proposal utilizing the evaluation criteria factors and sub-

factors defined in the RFP to determine the score for each firm. The ZEBGO JV had demonstrated advantages in all technical areas of Experience and Capability; Project Approach and Experience for relevant Projects of similar scope and size. Based upon the collective evaluations, ZEBGO Partners, JV is determined to be the PET's recommendation for the top ranked firm based on the scores as indicated in the table below.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	ZEBGO Partners, JV				
3	Experience and Capability	86.40	30.00%	25.92	
4	Project Understanding/Approach and Management Plan	82.50	20.00%	16.50	
5	Firm's Experience on Similar Projects	82.53	15.00%	12.38	
6	Availability	85.00	5.00%	4.25	
7	Price	75.20	30.00%	22.56	
8	Total		100.00%	81.62	1
9	Ramboll US Corporation				
10	Experience and Capability	60.63	30.00%	18.19	
11	Project Understanding/Approach and Management Plan	61.75	20.00%	12.35	
12	Firm's Experience on Similar Projects	55.00	15.00%	8.25	
13	Availability	66.20	5.00%	3.31	
14	Price	100.00	30.00%	30.00	
15	Total		100.00%	72.10	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, Management Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE*	Negotiated or NTE amount
1.	ZEBGO Partners, JV	\$7,690,905	\$6,505,706	\$7,139,376
2.	Ramboll US Corporation	\$5,483,671	\$6,505,706	\$5,370,780

*ICE includes costs for labor, travel and fee; excludes direct costs and general and administrative costs

Best Value Analysis

Metro's PET determined that when considering price and non-price factors, ZEBGO's proposal provides the Best Value and is most advantageous to Metro. Price analysis shows that the negotiated amount for the recommended firm, ZEBGO, is \$633,670 above the ICE. ZEBGO's higher priced proposal, from a Best Value perspective, offers clear advantages in the areas of relevant Zero Emission vehicle and infrastructure experience and capability, project understanding/ approach and management plan, and past experience for similar projects evaluation categories.

ZEBGO's higher proposed price is offset by providing a team of subject matter experts that far exceeded the minimum staff qualifications and collectively, have multiple transit agency experience in operating, maintaining and procuring buses, both from the manufacturing and transit operations sides. The ZEBGO JV team demonstrated a wide array of global electric bus experience, including deployment of electric bus depot and in-route chargers and experience with projects with other United States transit agencies that are similar in scope and scale as the LA Metro program. This relevant experience and expertise in ZEB vehicle and infrastructure is critically important to the technology transition because of Metro's program timeline objectives and the rapid changes occurring in this developing field. ZEBGO will utilize three types of service-proven simulation and modeling tools to validate various bus electrification scenarios.

D. Background on Recommended Contractor

The recommended firm, ZEBGO Partners, Joint Venture, is a partnership formed between WSP USA Inc. (formerly WSP|Parsons Brinckerhoff) and STV Incorporated to provide technical consulting services for Metro's Zero Emission Bus (ZEB) Program Master Plan. Both of the partners in the JV have offices located in Los Angeles, California.

Under a similar joint venture partnership, WSP and STV were awarded contracts to develop the performance-based technical specifications and commercial requirements for procurement of heavy rail vehicles for Metro and Massachusetts Bay Transportation Authority (MBTA). As a joint venture, these firms have undertaken the following transportation projects for Los Angeles:

- Heavy Rail Vehicle Acquisition Consulting Services and Program Control Support Services (LACMTA)
- Los Angeles World Airport Landslide Access Modernization Program
- Connect LAX Airport Metro Connector

ZEBGO's team of subject matter experts has ZEB master planning experience with other large transit agencies that include Boston, Seattle, Indianapolis and Albuquerque in the U.S., and Halifax and Calgary in Canada.

DEOD SUMMARY

**TECHNICAL CONSULTANT FOR ZERO EMISSION BUS MASTER PLAN /
CONTRACT NUMBER PS51220**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this solicitation. ZEBGO Partners, Joint Venture exceeded the goal by making a 17.26% DBE commitment.

Small Business Goal	15% DBE	Small Business Commitment	17.26% DBE
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	DBE Partners	Ethnicity	% Committed
1.	ADVANTEC Consulting Engineers, Inc.	Asian Pacific American	1.87%
2.	Capitol Government Contract Specialist	Hispanic American	10.08%
3.	3COTECH, Inc.	Caucasian Female	0.36%
4.	Virginkar & Associates, Inc.	Subcontinent Asian American	4.95%
	Total Commitment		17.26%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

Metro



Board Report

File #:2017-0524, File Type:Motion / Motion
Response

Agenda Number:50

**REVISED
REGULAR BOARD MEETING
JULY 27, 2017**

Motion by:

**DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER**

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in

technologies that provide mobility, sustain a healthy environment and create career paths in clean energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-emission transit vehicles;
- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

**Board Report**

File #: 2018-0589, **File Type:** Contract**Agenda Number:**

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018****SUBJECT: CRENSHAW NORTHERN EXTENSION PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION****AUTHORIZE:**

- A. the preparation of an Advanced Alternatives Screening Study with further engineering design, initiation of the procurement process for a Project Environmental Impact Report (EIR) with additional studies to facilitate subsequent National Environmental Quality Act (NEPA) review, conducting public/stakeholder engagement and supporting the City of West Hollywood in preparing a Funding and Delivery Strategic Plan, with all work efforts subject to subsequent funding appropriations by the Board of Directors; and
- B. the Chief Executive Officer to increase Contract Modification Authority (CMA) specific to Task Order No. PS4686900 with AECOM Technical Services, Inc. in the amount of \$400,000, increasing the CMA amount from \$100,000 to \$500,000, for the Advanced Alternatives Screening Study.

ISSUE

The Crenshaw Northern Extension is a Measure M project with a groundbreaking date of Fiscal Year (FY) 2041, project completion date of FY2047 and a funding allocation of \$2.24 billion (2015\$). A Feasibility/Alternatives Analysis Study, which yielded five potential alignment alternatives (Attachment A and B), was accepted by the Board as a Receive and File item on July 26, 2018 (Legistar # 2018-0236). Targeted stakeholder and elected officials outreach regarding the Study outcomes have occurred, which provided valuable feedback. However, broader public/stakeholder outreach is needed to obtain input on these five alignments, along with additional technical study, to winnow the number of alternatives to be carried forward into future environmental review. Doing so allows the environmental review to be conducted more efficiently, over a shorter period. A key outcome of the Study was the finding that all the alternatives studied exceed the funding allocation, some by approximately double.

The City of West Hollywood formally committed by City Council action to develop and propose to Metro an early project delivery strategy that would be consistent with the conditions to consider

accelerating project delivery. Staff recommends providing support to the City in its efforts to prepare a viable, accelerated funding and delivery strategy. This is consistent with Metro's prior commitment to advance planning and environmental review for the Crenshaw Northern Extension to bring it to a state of readiness that could facilitate acceleration.

BACKGROUND

A northern extension was first identified as a part of planning studies for the Crenshaw/LAX Line project in 2009. Studies at that time considered an extension of the Crenshaw/LAX Line north of the Metro Expo Line, to the Metro Purple Line on Wilshire Boulevard, with the potential to ultimately extend farther north to the Metro Red Line in Hollywood via West Hollywood. Funding for the extension was not identified at the time and therefore the northern terminus of the Crenshaw/LAX project was set at the Exposition/Crenshaw Station; further studies of the northern extension were deferred.

In February 2016, the Crenshaw Northern Extension project was included in the Chief Executive Officer's "Operation Shovel Ready Initiative" list of projects for advancement through early stages of project planning. The Crenshaw Northern Extension Feasibility Study was initiated in May 2016. Following the passage of the Measure M in November 2016, it was further expanded to include an Alternatives Analysis.

The study defines and analyzes four potential alignment alternatives that could extend the Crenshaw/LAX Line northward from the Metro Expo Line to the Metro Purple Line on Wilshire Boulevard and onto the Metro Red Line in Hollywood, as well as one alignment alternative that would extend from the Expo Line to the Red/Purple Line Wilshire/Vermont Station, with a connection to Hollywood via transfer to the existing Metro Red Line, but would not serve West Hollywood.

In July 2018, the Crenshaw Northern Extension Feasibility/Alternatives Analysis Study was completed and presented to the Metro Board as a Receive and File item. Metro staff was asked to meet with the cities of West Hollywood and Los Angeles to review next steps in the planning process and report back as soon as the September 2018 board meeting.

A meeting was held on September 12, 2018 to facilitate the cities of Los Angeles and West Hollywood understanding their respective goals, opportunities and issues surrounding the northern extension of the Crenshaw/LAX Line. Discussion occurred about how scopes of work would be approached and structured. A draft schedule was presented at that meeting (subsequently revised as Attachment C) defining key steps going forward for further technical work, public outreach and environmental review, along with parallel efforts to explore how to achieve accelerating project delivery.

The City of West Hollywood's fundamental requests of Metro included:

- Find all reasonable and appropriate approaches to streamline the process to expedite bringing the project to a state of readiness that would enable it to be delivered much earlier than scheduled, should the opportunity exist to do so. Move aggressively on the schedule to complete the work effort.
- Prepare a Project EIR, rather than a Program or Staged EIR, to reduce the potential for needing additional environmental clearance in the future and bolster efforts to accelerate

delivery. Procure the environmental work as a joint NEPA-CEQA (California Environmental Quality Act) document, with an option for invoking the NEPA scope of services.

- Prepare additional studies to support subsequent NEPA review and clearance in the future, to streamline that transition, when appropriate and authorized by the Federal Transit Administration.
- Simplify the public engagement process by eliminating low-performing alternatives early, packaging similar alternatives and conducting latter outreach efforts with the benefit of additional technical information.
- Deliver the project as a single, complete phase, as early as possible.

The City of Los Angeles' initial input regarding the proposed, continued work on the Crenshaw Northern Extension project included:

- Public engagement needs to be adequate and address all alternatives.
- West Hollywood should consult with the City of Los Angeles on its Funding and Delivery Strategy.
- Study land use and demographics, which would inform an understanding of the process to winnow the alternatives.

Both cities agree that Metro should set a threshold for deciding when to enter the procurement process for preliminary engineering (30 percent design), while being understanding that Metro should only undertake this work when efforts to accelerate project delivery appear promising. The Advanced Alternatives Screening Study will result in more detailed engineering design.

DISCUSSION

There has been a long-standing interest among West Hollywood local elected officials and stakeholders to accelerate the delivery of the Crenshaw Northern Extension project. Within the provisions allowed under Measure M, Metro staff has committed to exploring a viable path forward to accelerate the project, consistent with adopted Board policy Early Project Delivery Strategy, led by the City of West Hollywood. A significant finding emerging out of the Feasibility/Alternatives Analysis Study is the fact that the cost of all five alternatives exceed Measure M funding allocations, some by approximately double. This funding gap is even greater, should even longer segments of the routes require below-ground, subway construction than currently identified. Any potential acceleration strategy at this juncture would have to address that factor, either through mitigating cost, securing new revenue, or a hybrid of both.

To better support the City of West Hollywood in identifying project delivery options and a funding strategy in collaboration with Metro, there is a need to conduct broad public outreach and further technical study to narrow the number of alternatives. This work effort would focus more detailed design, transit-oriented communities study, environmental review and cost estimation to support public engagement and winnowing of the alternatives.

Two separate rounds of community meetings are proposed in early and mid-2019 in locations throughout the Study Area to raise awareness about the Crenshaw Northern Extension Study and gather input on the alternatives. While there is clearly interest in this project, concerns are being

raised about entire alignments and design of alignment sections from the limited stakeholders currently aware of the study outcome. For outreach to glean meaningful, broad input to determine which alignments are appropriate to carry forward for further study, awareness of the project and its potential alignments and features needs to be raised.

Once the outreach is complete, the technical evaluation of each alternative would be expanded to consider the issues raised through the public outreach process and further refine and modify these alternatives as necessary, including cost estimation. Staff is therefore proposing to modify the existing Task Order with AECOM Technical Services, Inc. to conduct an Advanced Alternatives Screening Study. Staff will return to the Board of Directors in fall 2019 with the results and findings of the Advanced Alternatives Screening Study and a recommendation for a reduced number of alternatives to carry forward for environmental review. A decision about whether to advance into environmental review will be dependent upon the City of West Hollywood's Funding and Delivery Strategy, which will be the basis for an evaluation pursuant to Metro's policy for an Early Project Delivery Strategy.

Funding and Delivery Strategic Plan

As a parallel process and in conjunction with the Advanced Alternatives Screening Study, staff will consult, as requested, in efforts led by the City of West Hollywood, in coordination with the City of Los Angeles, to prepare a Project Funding and Delivery Strategic Plan. The City of West Hollywood's study will evaluate strategies to attract private, state and federal investment and assess the revenue potential, logistics and strategic options for additional local funding sources that could help achieve early project delivery, including value capture, such as an Enhanced Infrastructure Finance District (EIFD); bonding against the City of West Hollywood's Measure M local return funds; and/or a local sales tax increase. Metro will issue a Challenge Statement to the private sector to solicit feedback and ideas on efforts to accelerate project delivery.

Environmental Clearance

Immediately after this requested Board action, Metro will initiate the procurement process for consultant services to prepare a Project EIR, with the ability to support transitioning to a joint NEPA-CEQA document. During environmental review, Metro will initiate procurement of preliminary engineering (30 percent design). Staff will return to the Board in fall 2019 with a recommendation on alternatives to carry forward into environmental review, following the conclusion of the Advanced Alternatives Screening Study and the public outreach associated with it. Importantly, initiating environmental review would be coupled with a finding that the Funding and Delivery Strategic Plan prepared by the City of West Hollywood, as evaluated by Metro, demonstrates that a reasonable ability to fund, operate and accelerate delivery of the project exists.

Key Considerations

Key considerations surrounding the efforts to study, plan, environmentally clear and accelerate project delivery include:

- Public Outreach - Stakeholder engagement during the initial study effort was focused. Broader public awareness and engagement efforts will result in significantly more input. The

listening and responding that comes with genuine public engagement necessitates adaptability and flexibility during the process. This may result in the process taking additional time to work with the public and partner agencies.

- Acceleration Potential - The commitment and energy demonstrated by the City of West Hollywood and other supporters, in consultation with Metro, is needed to identify a capital, operations and maintenance funding strategy to advance delivery of the project from the currently planned FY2047 operating date to a much earlier date, while also addressing what the Feasibility /Alternatives Analysis Study found to be a significantly costlier project. The City of West Hollywood's Funding and Delivery Strategic Plan will be crucial in determining whether the project warrants advancing into environmental review.
- Private Sector Ideation - The Challenge Statement to be issued by Metro will garner how the private sector views the challenges and solutions for achieving a greatly accelerated delivery of the Crenshaw Northern Extension project.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The FY 2018-19 budget includes an initial \$500,000 in Cost Center 4350 (Systemwide Team 2), Project 475558 (Crenshaw Northern Extension) to prepare the Advanced Alternatives Screening Study. Additional funding will be required, which will be requested of the Board at one or more future meetings.

Impact to Budget

The source of funding for this project is Measure M 35%. As these funds are earmarked for the Crenshaw Northern Extension project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Crenshaw Northern Extension project into an Advanced Alternatives Screening Study, including public outreach and screening of alternatives. This is not recommended because additional study with the benefit of broad public engagement is needed to advance the existing study to a level that would support future decision-making. The Board may also decline to conduct any further work, absent a realistic delivery and funding strategy being presently identified to deliver the project earlier than FY2047. This is not recommended because the City of West Hollywood has proposed to prepare a Funding and Delivery Strategic Plan to consider, which would be based upon Metro's policy for an Early Project Delivery Strategy. Moreover, in 2016, Metro committed to conducting a study and environmental review of the Crenshaw Northern Extension project.

NEXT STEPS

Should the Board choose to approve the recommendations, staff will proceed to implement the Board's authorizations. Staff will keep the Board apprised and return to the Board at project milestones (Attachment C).

ATTACHMENTS

Attachment A - Map of Crenshaw Northern Extension Alternatives

Attachment B - Crenshaw Northern Extension Feasibility/Alternatives Analysis Study Report - Executive Summary

Attachment C - Crenshaw Northern Extension Schedule

Attachment D - Procurement Summary

Attachment E - Task Order Modification Log

Attachment F - DEOD Summary

Prepared by: Alex Moosavi, Manager, Transportation Planning (213) 922-2661

Roger Martin, Sr. Manager, Transportation Planning (213) 922-3069

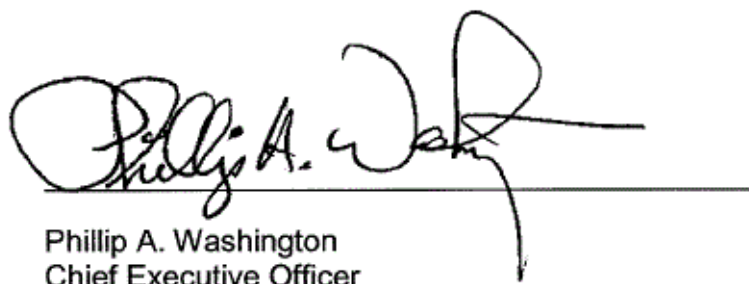
Cory Zelmer, Sr. Director, Countywide Planning and Development (213) 922-1079

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David Mieger, Executive Officer, Countywide Planning and Development (213) 922-3040

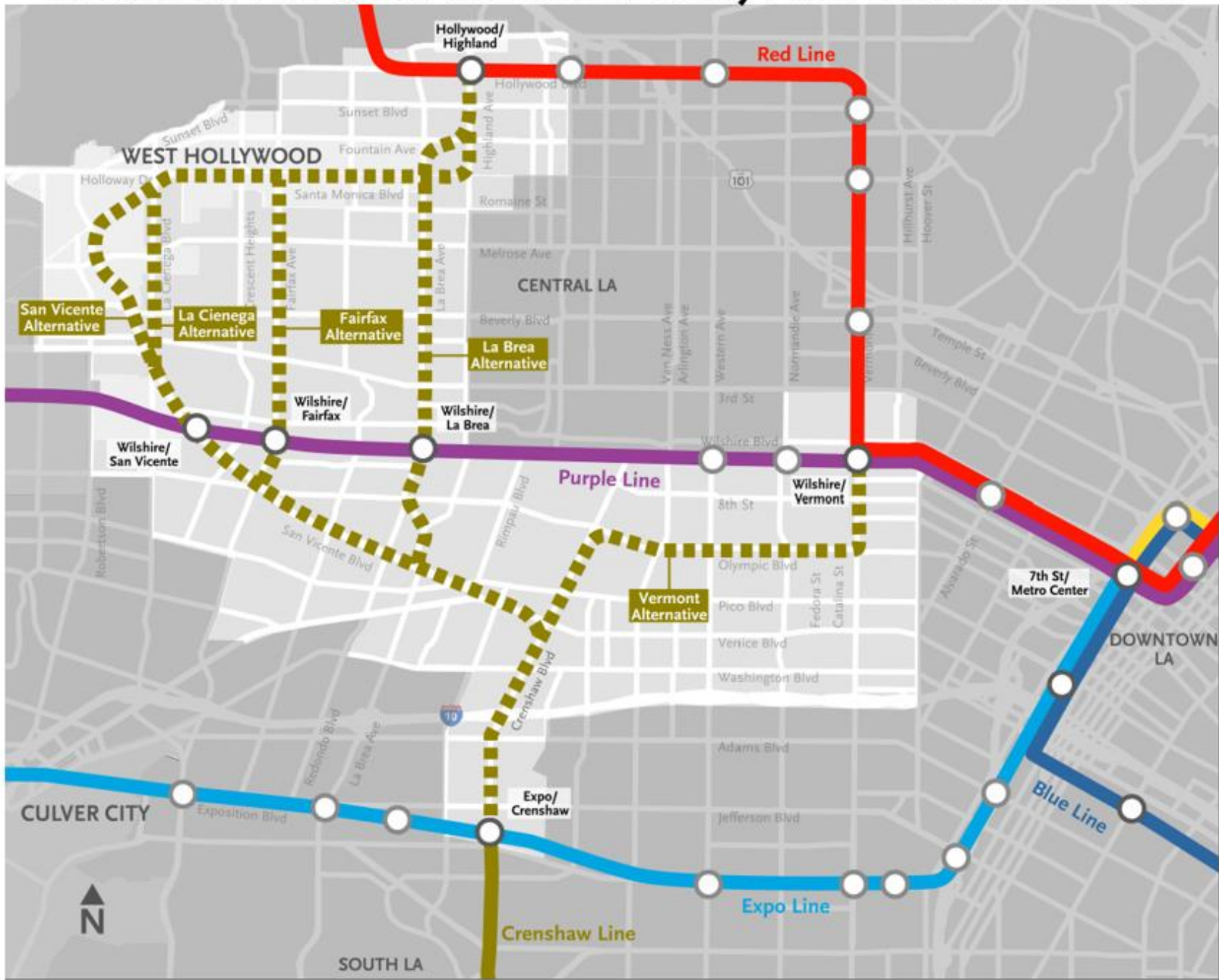
Manjeet Ranu, Senior Executive Officer, Countywide Planning and Development, (213) 418-3157

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



Phillip A. Washington
Chief Executive Officer

Crenshaw Northern Extension Study Area and Alternatives



Attachment B
Crenshaw Northern Extension Feasibility/Alternatives Analysis Study Report

https://media.metro.net/projects_studies/crenshaw_northern_extension/images/feasibility_report_final_crenshaw_north.pdf

Crenshaw Northern Extension Schedule

	2018				2019								2020								2021																		
	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
Execute Outreach Contract																																							
Board Action on Screening Study, etc.	◆																																						
Execute Screening Study Contract Modification																																							
Advanced Alternatives Screening Study																																							
Public Outreach																																							
Board Action on Screening Study														◆																									
EIR Procurement & Board Authorization																◆																							
EIR Notice to Proceed															◆																								
EIR																																							
Delivery & Funding Strategy (WeHo Lead)					◆									◆																									

◆ = Milestone Date

Updated 9-20-18

* Metro will issue a "Challenge Statement" as a separate effort to be conducted in parallel with West Hollywood's Delivery & Funding Strategy work

PROCUREMENT SUMMARY

CRENSHAW/LAX NORTHERN EXTENSION PROJECT - FEASIBILITY STUDY
TRANSPORTATION PLANNING SERVICES/PS4010-3041-A-XX

1.	Contract Number: PS4010-3041-A-XX (Task Order No. PS4686900)		
2.	Contractor: AECOM Technical Services, Inc.		
3.	Work Description: Crenshaw/LAX Northern Extension Feasibility Study Transportation Services		
4.	The following data is current as of: 09/11/18		
5.	Contract/TO Completion Status:		
	Award Date:	05/04/16	Awarded Task Order Amount: \$799,193
	Notice to Proceed (NTP):	05/04/16	
	Original Completion Date:	07/01/17	Value of Mods. Issued to Date (including this action): \$99,908
	Current Est. Complete Date:	12/31/18	Additional Contract Modification Authority Requested: \$400,000
6.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
7.	Project Manager: Alex Moosavi		Telephone Number: (213) 922-2661

A. Procurement Background

On May 4, 2016, Task Order No. PS4686900 was awarded to AECOM Technical Services, a contractor on the Countywide Planning Bench, Discipline No. 1 (Transportation Planning), in the firm fixed amount of \$799,193 for the Crenshaw/LAX Northern Extension Feasibility Study Transportation Services.

Attachment E shows that six Contract Modifications have been issued to date to add work and no Contract Modifications are currently in negotiation or pending.

B. Cost Analysis

The recommended price of any future modifications will be determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

ATTACHMENT E

**TASK ORDER MODIFICATION LOG
COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041
TASK ORDER LOG VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	No Cost Time Extension	Approved	06/19/17	\$0
2	Additional model runs, technical presentation materials and time extension.	Approved	11/08/17	\$49,942
3	No Cost Time Extension	Approved	11/15/17	\$0
4	No Cost Time Extension	Approved	01/19/18	\$0
5	Additional travel demand modeling, addendum to final feasibility report and time extension.	Approved	04/12/18	\$49,966
6	No Cost Time Extension	Approved	08/16/18	\$0
	Task Order Modification Total:			\$99,908
	Original Task Order Amount:	05/04/16		\$799,193
	Total:			\$899,101

TASK ORDER MODIFICATION LOG

**COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041
TASK ORDER LOG VALUE ISSUED TO DATE**

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
1/Transportation Planning	PS4010-3041-O-XX	David Evans & Associates, Inc.	\$459,587.68
	PS4010-3041-BB-XX	IBI Group	\$1,782,195.46
	PS4010-3041-F-XX	Cambridge Systematics, Inc.	\$4,166,426.74
	PS4010-3041-U-XX	Fehr & Peers	\$1,978,617.34
	PS4010-3041-YY-XX	STV Corporation	\$490,954.00
	PS4010-3041-I-XX	CH2M Hill, Inc.	\$286,865.00
	PS4010-3041-DD-XX	Iteris, Inc.	\$1,911,605.06
	PS4010-3041-Y1-XX	HDR Engineering, Inc.	\$1,641,541.24
	PS4010-3041-Y1-XX	KOA Corporation	\$298,142.85
	PS4010-3041-RR-XX	Parsons Transportation Group	\$1,832,178.00
	PS4010-3041-EE-XX	Kimley Horn & Associates, Inc.	\$291,005.46
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$2,655,179.96
		PS4010-3041-QQ-XX	Parsons Brinckerhoff, Inc.
		Subtotal	\$19,623,476.79
2/Environmental Planning	PS4010-3041-FF-XX	Kleinfelder, Inc.	\$1,138,230.77
		Subtotal	\$1,138,230.77

6/Architecture	PS4010-3041-RR-XX	Parsons Transportation Group	\$115,817.00
	PS4010-3041-W-XX	Gensler	\$269,041.34
		Subtotal	\$384,858.34
7/Urban Design	PS4010-3041-W-XX	Gensler	\$406,905.18
		Subtotal	\$406,905.18
9/Environmental Graphic Design	PS4010-3041-WW-09	Selbert Perkins Design	\$248,361.00
		Subtotal	\$248,361.00
11/Financial Analysis	PS4010-3041-I-XX	CH2M Hill, Inc.	\$587,011.00
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$95,976.53
		Subtotal	\$682,987.53
12/Land Use and Regulatory Planning	PS4010-3041-BB-XX	IBI Group	\$1,286,323.00
		Subtotal	\$1,286,323.00
13/Sustainability/Active Transportation	PS4010-3041-U-XX	Fehr & Peers	\$1,950,067.67
	PS4010-3041-XX-13	Stantec Consulting Services, Inc.	\$618,390.76
		Subtotal	\$2,568,458.43
14/Database Technical Services	PS4010-3041-PP-14	Novanis	\$1,310,664.93
	PS4010-3041-KKK-14	Accenture	\$101,000
		Subtotal	\$1,411,664.93
17/Community Outreach/ Public Education & Research Services	PS4010-3041-EEE-17	The Robert Group	\$771,839.00
	PS4010-3041-D	Arellano Associates	\$564,877.00
		Subtotal	\$1,336,716.00
Total Task Orders Awarded to Date			\$29,029,688.17
Board Authorized Not-To-Exceed (NTE) Cumulative Total Value			\$30,000,000.00
Remaining Board Authorized NTE Cumulative Total Value			\$970,311.83

DEOD SUMMARY

**CRENSHAW/LAX NORTHERN EXTENSION PROJECT - FEASIBILITY STUDY
TRANSPORTATION PLANNING SERVICES/PS4010-3041-A-XX**

A. Small Business Participation

AECOM made a 25.70% SBE commitment. The project is 93% complete and current SBE participation is 20%, representing a 5.70% shortfall.

AECOM explained that the reason for their shortfall is due to Contract Modification No. 2 (stakeholder meeting support and travel demand modeling), and Modification No. 4 (final reporting). Both Modifications required heavy involvement and knowledge of the prime, and Modification No. 2 eliminated geotechnical investigation, which was slated to be performed by SBE subcontractor, Diaz Yourman. In addition, AECOM indicated that Here Design was added after Melendrez voluntarily withdrew from the project. Here Design is able to provide the same services with a reduced cost, which increased the SBE shortfall.

To address this shortfall, AECOM plans to allocate 40% of the upcoming Supplemental Alternative Analysis phase for SBE participation, including Here Design and Sapphos Environmental, to assist with additional analysis once the scope of work is provided. AECOM expects to meet its SBE contract commitment by the completion of the project.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that AECOM is on schedule to meet or exceed its SBE commitments. If AECOM is not on track to meet its small business commitment, Metro staff will ensure that a plan is submitted to mitigate shortfalls. Additionally, access has been provided to Metro's tracking and monitoring system to more key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	25.70% SBE	Small Business Participation	20% SBE
----------------------------------	-------------------	-------------------------------------	----------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Melendrez	11.60%	0.00%
2.	Sapphos Environmental	8.01%	7.72%
3.	Diaz Yourman Associates	6.09%	1.78%
4.	Here Design	Added	10.50%
	Total	25.70%	20.00%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts in excess of \$2.5 million.

Crenshaw Northern Extension

Item #50

Regular Board Meeting: September 27, 2018

File 2018-0589



Crenshaw Northern Extension Recommendation

- **AUTHORIZE:**
 - A. Preparation of an Advanced Alternatives Screening Study, including:
 - Public/stakeholder engagement
 - Alternatives refinement
 - Support for West Hollywood in preparing Funding & Delivery Strategic Plan
 - Initiation of Procurement Process for Project EIR including studies to facilitate subsequent NEPA review
 - B. The CEO to increase Contract Modification Authority (CMA) with AECOM Technical Services, Inc. in the amount of \$400,000 for the Advanced Alternatives Screening Study

Follow-up to July Board Action

- July 26, 2018
 - Board Received and Filed Crenshaw Northern Extension Feasibility/AA Study
 - Directed staff to meet with cities of West Hollywood and Los Angeles to further review next steps and report back
- September 12, 2018
 - Meeting with cities to review scope of next phase planning and environmental studies

Measure M Provisions and Feasibility/AA Study Alternatives

■ Schedule

- FY 2041 Groundbreaking
- FY 2047 Opening

■ Funding

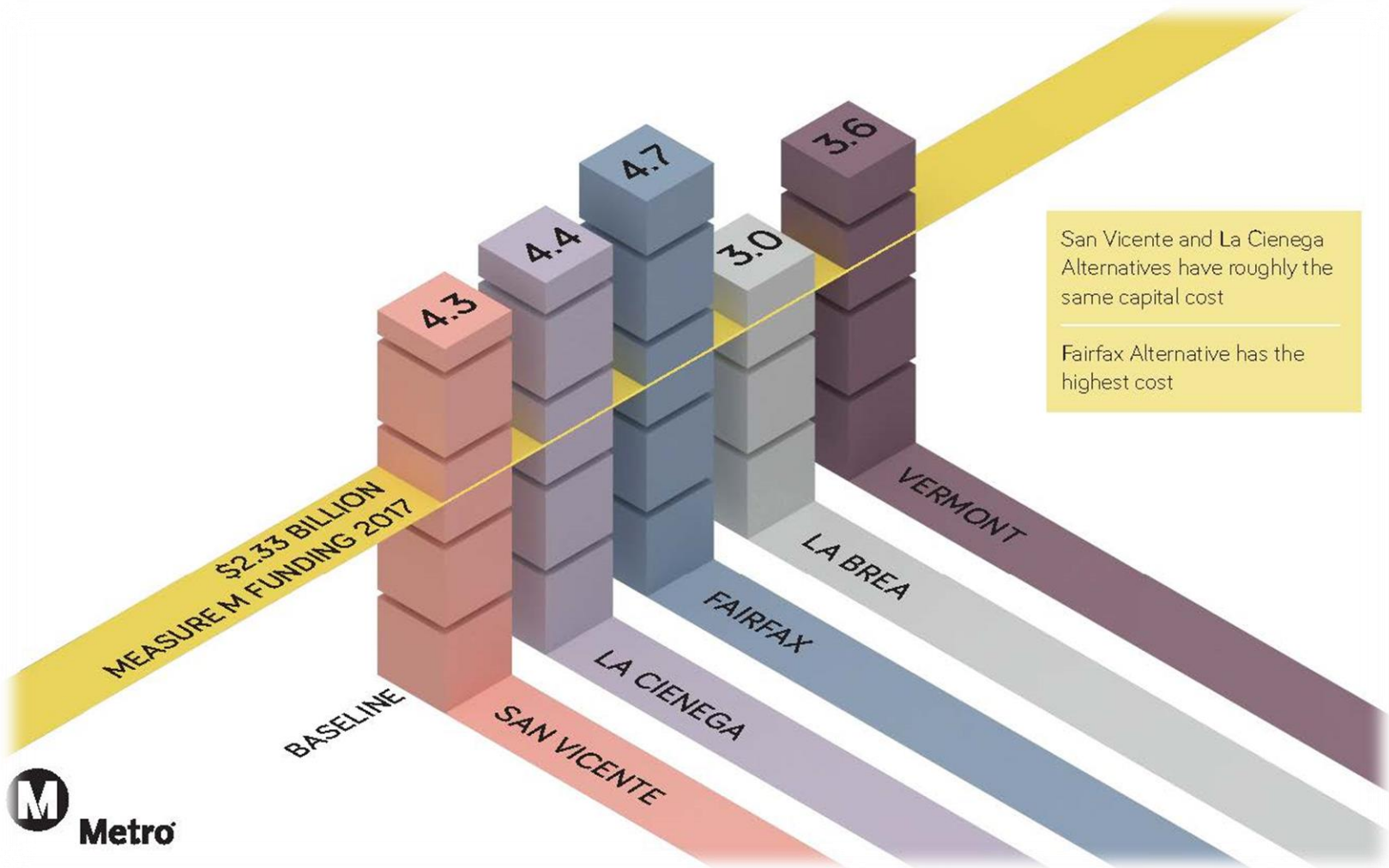
- \$2.24 billion (2015\$)

■ Alternatives Evaluated

- San Vicente
- La Cienega
- Fairfax
- La Brea
- Vermont



Capital Cost of Alternatives (2017 \$ Billions)



Cities of West Hollywood and Los Angeles

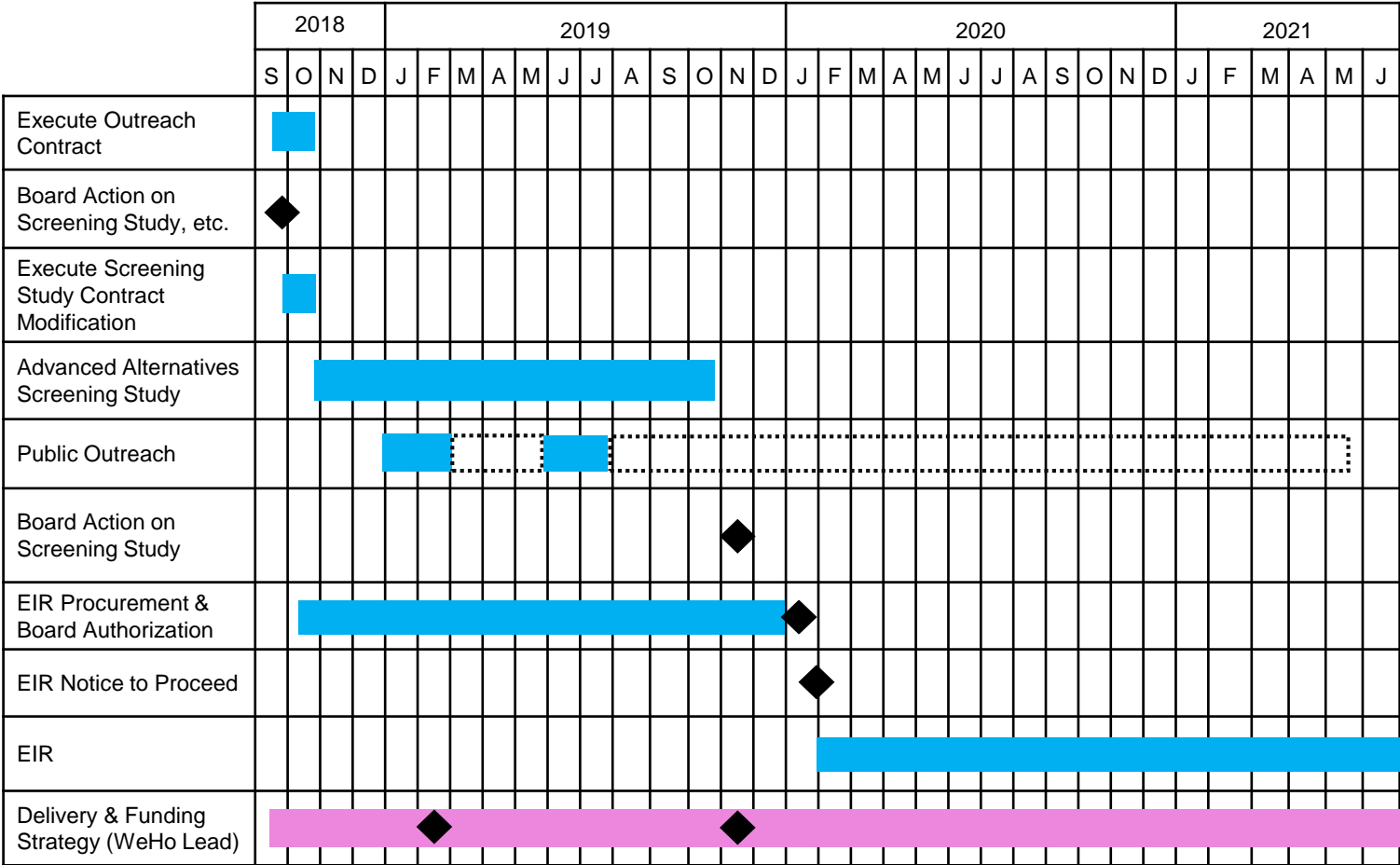
Requests of Metro

- West Hollywood
 - Find all reasonable approaches to streamline project readiness
 - Prepare a Project EIR
 - Additional studies to support combined CEQA/NEPA environmental review
 - Screen out lower performing alternatives early
- Los Angeles
 - Public outreach needs to be adequate and address all alternatives
 - West Hollywood should work with the City of Los Angeles on its Funding and Delivery Strategy
 - Study land use and demographics, which would inform the process to winnow the alternatives

Key Considerations

- **Broader Outreach and Additional Study Needed**
 - Broader public engagement needed to inform alternative refinements
 - May affect pace of project schedule
 - Winnow and refine alternatives based on input and further technical analysis
- **Acceleration Potential**
 - Commitment demonstrated by West Hollywood and others, in consultation with Los Angeles and Metro, needed to advance a Funding and Delivery Strategic Plan
 - Crucial in determining whether project warrants advancing into environmental review
- **Private Sector Ideation**
 - A Challenge Statement issued by Metro will garner how the private sector views the challenges and solutions for achieving greatly accelerated delivery

Schedule/Next Steps



◆ = Milestone Date

Updated 9-20-18

* Metro will issue a "Challenge Statement" as a separate effort to be conducted in parallel with West Hollywood's Delivery & Funding Strategy work

**Board Report**

File #: 2018-0559, **File Type:** Policy**Agenda Number:** 43.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2018****SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. HOLDING a public hearing on proposed Resolutions of Necessity (Attachment B); and
- B. ADOPTING Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire subsurface easements in the properties identified as Parcels W-3404 (APN 4328-008-050 through 4328-008-053); W-3501 (APN 4328-007-020); W-3503 (APN: 4328-007-107, 4328-007-108, 4328-007-109, and 4328-007-110); W-3504 (APN 4328-007-017); and W-3505 (APN 4328-005-001) (hereinafter the "Property").

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Acquisition of the above-referenced subsurface easements referred to herein as the "Property" is required for the construction and operation of the Westside Purple Line Extension Section 2 ("Project"). The subsurface easements are required for the tunnel alignment that will connect the Century City Constellation Station with the Beverly Hills Wilshire Rodeo Station.

Written offers to purchase were delivered to the Owners of Record ("Owners") of the Property as required by California Government Code Section 7267.2. The address, record owners (as indicated by a title report) ("Owners") physical description, and nature of the property interest sought to be acquired for the Project are summarized on Attachment A1 to the attached Staff Report. The Owners have not accepted the Offers of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not reached a negotiated settlement as of this date because the Property is necessary for construction of the Project. Staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public

acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which sets forth the required findings (Attachment A).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

EQUITY PLATFORM FRAMEWORK CONSISTENCY

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision making process with regards to the acquisition of their property.

STRATEGIC PLAN CONSISTENCY

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the approved fiscal year 2019, Project budget under Measure R Project 865522 (Purple Line Westside Extension Project Section 2), in Cost Center 8510, and Account Number 53103 (Acquisition of Land). Approval of the recommendation does not impact the FY19 adopted project budget.

Since this is a multi-year project, the Cost Center Manager, the Project Manager and the Chief

Executive Officer - Program Management will be responsible for future fiscal year budgeting and the Life of Project Budget.

Impact to Budget

The approved FY19 budget is designated for the Westside Purple Line Extension, Section 2 and does not have an impact to operations funding sources. The funds were assumed in the Long Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law.

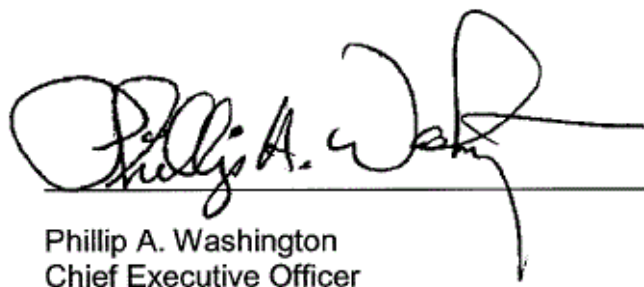
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolutions of Necessity

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A1

SUMMARY OF PROPERTY OWNERS AND PROPERTY REQUIREMENTS

Parcel No. Assessor's No. Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
W-3404 4328-008- 050 Through 4328-008- 053	133 S. Spalding Dr., Beverly Hills, CA	Spaulding Court, LLC, a California Limited Liability Company	Construction and operation of underground tunnel	Exclusive Subsurface Easement with upper limit of <u>100</u> feet below finish grade; lower limit <u>143</u> feet.
W-3501 4328-007- 020	200 S. Lasky Drive Beverly Hills, CA	Lasky LLC, a limited liability company	Construction and operation of underground tunnel	Exclusive Subsurface Easement with upper limit of <u>87</u> feet below finish grade; lower limit <u>131</u> feet
W-3503 4328-007- 107 Through 4328-007- 110	208 S. Lasky Drive Beverly Hills, CA	Payman Eskandari, a married man as his sole and separate property and Arian Eskandari, as to an undivided 2/3 interest and Alex Ashtiani and Roya Ashtiani, Trustees of the Alex and Roya Ashtiani Family Trust, as to an undivided 1/3 interest	Construction and operation of underground tunnel	Exclusive Subsurface Easement with upper limit of <u>82</u> feet below finish grade; lower limit <u>126</u> feet
W-3504 4328-007- 017	212 S. Lasky Drive Beverly Hills, CA	EPDE Holdings, LLC, a California limited liability company	Construction and operation of underground tunnel	Exclusive Subsurface Easement with upper limit of <u>79</u> feet below finish grade; lower limit <u>123</u> feet
W-3505 4328-005- 001	223 S. Lasky Drive Beverly Hills, CA	Beverly Lasky, LLC, a California Limited Liability Company	Construction and operation of underground tunnel	Exclusive Subsurface Easement with upper limit of <u>68</u> feet below finish grade; lower limit <u>117</u> feet

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY”) FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2

BACKGROUND

The Property is required for the construction and operation of the Westside Purple Line Extension Section 2 ("Project"). The address, record owners (as indicated by a title report) ("Owners"), physical description, and nature of the property interest sought to be acquired for the Project are summarized on Attachment "A" attached hereto.

A written offer to acquire the Property, consisting of Parcels W-3404, W-3501, W-3503, W-3504, and W-3505 was mailed to the Owners by letters dated April 20, 2018 and April 27, 2018 for acquisition of a subsurface tunnel easement under the subject property. To date, the Owners have not accepted the offers to purchase.

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion in Los Angeles County. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of County jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over-capacity Interstate-405 San Diego and Interstate 10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation. It will also provide a competitive means of transportation to the automobile in rush-hour travel times.
4. The Project will be a major link in the existing County-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and mitigate increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guide way, alternative alignments and transit technologies within the proposed Project Area. The fixed-guide way alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project may cause the temporary displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located

in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing, but is accessible to the Board and the public at: www.metro.net Accordingly, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property is required for construction and operation of the underground tunnel connecting Wilshire/Rodeo Station and Century City/Constellation Station. The selected alignment requires subsurface tunneling beneath the Property to connect the two stations. The subsurface easements required for the Project are listed in Attachment A. The legal description of the required subsurface easement is attached to each Resolution of Necessity as Exhibit "A" and is depicted on the Plat Map attached as Exhibit B. The Property requirements were chosen based upon the approved FEIS/FEIR for the Project.

It is recommended that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;
3. Determined the Owners of the Property by examining the County assessor's

records, preliminary title reports, and occupancy of the Property;

4. Made a written offer to purchase to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, Metro has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENTS

Attachment A1 – Summary of Property Owners and Property Requirements
Attachment B1 – B5 – Resolution of Necessity for each Acquisition

Attachment B1-B5

http://libraryarchives.metro.net/DB_Attachments/2018-0559_Attachment%20B1-B5_ROM_for_each_Acquisition.pdf