

Metro

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



Agenda - Final

Thursday, January 21, 2016

10:15 AM

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

System Safety, Security and Operations Committee

*John Fasana, Chair
Michael Antonovich, Vice Chair
Jacquelyn Dupont-Walker
Don Knabe
Ara Najarian
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer*

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

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

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

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

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

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

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Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)
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TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

33. APPROVE Consent Calendar Item: 34

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

CONSENT CALENDAR

34. RECEIVE AND FILE report on **space planning for the Union Station Gateway Building.** [2015-1725](#)

NON-CONSENT

35. **Operations Employee of the Month** [2015-1746](#)

Attachments: [January 2016 Employee of the Month](#)

36. RECEIVE oral **report on System Safety, Security and Operations** [2015-1747](#)

37. CONSIDER: [2015-1157](#)

- A. APPROVING a \$19.9 million multi-year life-of-project budget for **Union Station Capital Improvements project for Fire-Life-Safety (FLS) and Americans with Disabilities Act (ADA) compliance** to acquire and install a back-up generator, to integrate safety, security and emergency lighting upgrades, to complete ADA retrofitting of Union Station West; and
- B. ADOPTING a Life-of-Project (LOP) budget for Los Angeles Union Station (LAUS) FLS/ADA compliance capital program improvements of \$19.9 million for the following:
 - 1. Emergency back-up generator and fire alarm system for \$10.3M
 - 2. Safety, security and emergency energy efficient lighting system for \$3.8M
 - 3. ADA compliance - ADA access retrofitting the historic Union Station for \$5.8M.

-
38. APPROVE the FY16 budget amendment of \$42,900,000 for the **acceleration of FTA Section 5307 Federal Funding for FY16 to support the 900 Bus Acquisition** (project 201056). [2015-1699](#)

Attachments: [Attachment A - September Board Report](#)
 [Attachment B - Uses and Sources Table](#)

39. AUTHORIZE the Chief Executive Officer to award a 24 month, firm fixed price **contract under Bid Number SD17491 to Cummins Pacific the lowest responsive and responsible bidder for the procurement of 289 Natural Gas Fueled Heavy Duty Engines** for an amount not to exceed \$13,211,635. [2015-1314](#)

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

40. AUTHORIZE the Chief Executive Officer to award a three-year firm fixed unit rate **Contract No. OP4086600 for Uniform Rental Services with Prudential Overall Supply**, for a not-to-exceed amount of \$3,108,087.06 effective April 1, 2016 through March 31, 2019. [2015-1696](#)

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

41. AWARD a not-to-exceed **Contract under Bid No. IFB MA17204 to Worthington Cylinder, the lowest responsive and responsible bidder, for the procurement for Indefinite Delivery, Indefinite Quantity for Compressed Natural Gas (CNG) fuel (cylinder) tanks** for an amount not-to-exceed \$1,462,181.00 inclusive of sales tax. [2015-1316](#)

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

Adjournment

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.



Metro

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

Board Report

File #: 2015-1746, **File Type:** Oral Report / Presentation

Agenda Number: 35.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

Operations Employee of the Month

January Operations Employees of the Month



Metro

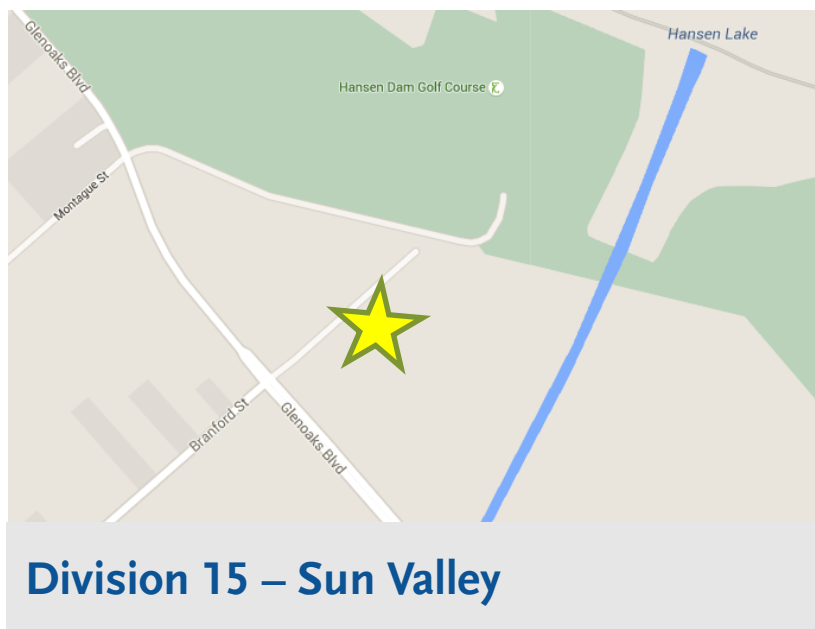
Operations Employees of the Month



Transportation



Bus Operator:
Fabrisio Contreras



Division 15 – Sun Valley

Maintenance



Traction Power Leader:
Donnell Wells



**Heavy Rail Maintenance of Way
Facility – LA**



Metro

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

Board Report

File #: 2015-1747, **File Type:** Oral Report / Presentation

Agenda Number: 36.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

RECEIVE oral **report on System Safety, Security and Operations**

An aerial photograph of a transit facility. In the center, a large paved lot contains numerous orange and white buses parked in rows. To the right, a long, modern building with a sloped roof is covered in solar panels. To the left, there is a multi-story building with a curved facade. The facility is situated next to a multi-lane highway with traffic. The background shows a dense urban area with various buildings and parking lots.

ITEM 36 System Safety, Security and Operations Report



Metro

James T. Gallagher
January 21, 2016

Division 13



Background Information

- Located on Vignes & Cesar Chavez Avenue
- First new operating division Metro has constructed in over 30 years
- Accommodates 200 CNG 40-foot buses
- 275,000 gallon underground storm water retention for reuse in bus washing
- First LEED-Gold facility
- Modern employee work spaces



Metro

Information

Operation Activation Plan



Hours of Operation

- Monday – Friday
- First Pull Out: 4:56 a.m.
- Last Pull In: 9:30 p.m.

Starting Budgeted Staff

- 41 Bus Operators
- 11 mechanics
- 10 Service Attendants
- 4 Clerks and ERS
- 2 Storekeepers
- 4 Supervisors & Management

Shared Lines

- 2 – Sunset
- 20 – Wilshire
- 30 – Pico
- 33 – Venice
- 66 – Olympic
- 68 – Cesar Chavez
- 745 – Broadway Rapid

Vehicles

- 40' 5600 New Flyers
- 40' 7600 NABI
- 45' 8000 NABI

Moving Forward

Look Ahead



Revenue Operations

- February 1, 2016

Monitor Division and Augment Service

- With the next few bi-annual shake-ups, Operations will optimize service, and reposition vehicles and staff to reach full division capacity

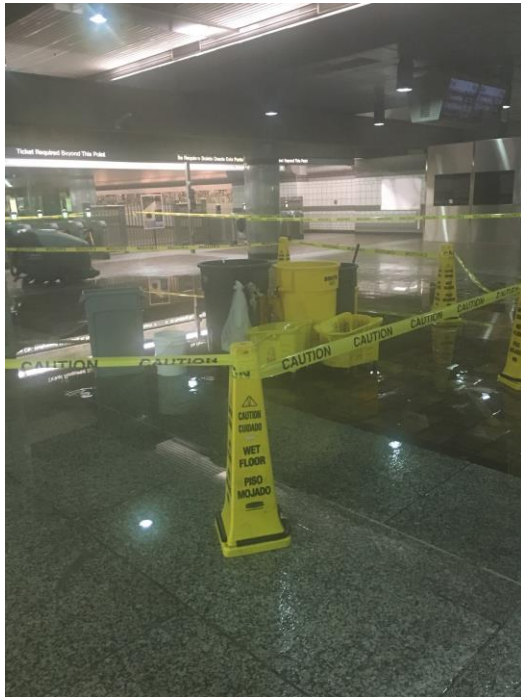
El Niño Preparedness

Division 24 - Communication and Mechanical Room Water Intrusion



El Niño Preparedness

7th / Metro Station
Flooded Figueroa
Mezzanine level



Union Station Box



Mariachi Plaza Station
Entrance by Bailey St.



El Niño Preparedness

Actions Taken

- **Develop Inclement Weather Plan to guide emergency situations**
- **Identify areas and locations prone to inclement weather for effective response recovery**
- **Provide training in emergency priority communication services**
- **Evaluate resources to determine priorities and future needs**
- **Respond to events as needed**
- **Follow up with mitigations as possible**



Metro



Board Report

File #: 2015-1699, File Type: Contract

Agenda Number: 38.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

SUBJECT: ACCELERATE FEDERAL FUNDING FOR FY16 TO SUPPORT THE 900 FORTY-FOOT BUS ACQUISITION PROJECT

ACTION: APPROVE FY16 BUDGET AMENDMENT OF \$42.9 MILLION

RECOMMENDATION

APPROVE the FY16 budget amendment of \$42,900,000 for the **acceleration of FTA Section 5307 Federal Funding for FY16 to support the 900 Bus Acquisition** (project 201056).

ISSUE

The FY16 Budget for \$5.568B was approved at the May 21, 2015 Board meeting, which included \$97.5M for the 900 Forty Foot Bus Acquisition project. Staff anticipated that bus delivery for the 350 bus option would occur through FY17 and the project would be completed within the adopted Life of Project (LOP) Budget of \$503.4 million.

DISCUSSION

The Contract delivery requirement for the 900 Bus Buy Contract is 8 buses per week for both the 550 Base buy and the 350 Option buy. Due to agency financial constraints in FY16, New Flyer agreed to reduce the weekly delivery rate of the Option buy buses from 8 buses per week to between 5-6 buses per week for the duration of production. At the current rate of production, New Flyer will deliver approximately 257 buses during FY16.

As part of the 900 Bus Buy Contract, New Flyer made a commitment to create new jobs under the U.S. Employment Program. Included in New Flyer's U.S. Employment Program was a commitment to employ approximately 50 new workers to perform final assembly work on Metro buses at its manufacturing facility in Ontario, CA. During negotiations for the 350 Bus Option, New Flyer agreed to reduce the delivery rate from 8 buses per week to 5-6 buses per week without impact to their U.S. Employment Program commitment. If Metro were to reduce the delivery rate to below 5-6 buses per week it will have a negative impact on the U.S. Employment Program that could lead to layoffs at New Flyer's Ontario, CA facility.

On May 21, 2015, the Board adopted the FY16 budget which included a \$97.5 million budget for the 900 Bus Acquisition project. On September 17, 2015 the System Safety, Security and Operations Committee approved item 64 (Attachment A) which requested approval for a safety related retrofit for

operator barriers and live video monitors on remaining New Flyer buses and price escalation for the 350 Bus Option. On September 24, 2015, the Board approved item 64 on consent. This increased the LOP by \$3.7 million from \$503.4 million to \$507.1 million. This approval further increased the FY16 budget from \$97.5 million to \$101.1 million.

In parallel with the September Board report, staff was investigating the opportunity to accelerate FTA Section 5307 Federal Funding to support accelerated delivery of the 350 bus buy option. At this time, staff is prepared to accelerate the federal funding for delivery of the remaining 350 Option buses. There is no impact to the \$507.1 million Life of Project budget with this plan. If this action is approved, the FY16 budget for the 900 Bus Acquisition Project (201056) will be increased by \$42.9 million from the last Board adopted FY16 budget of \$101.1 million to \$144.0 million.

Financial Impact

If this action is approved, the additional FY16 funding would be programmed into Capital Project No. 201056 - 900 Forty-Foot Bus Procurement; Cost Center 3320 - Vehicle Technology; and Account 53105 - Acquisition of Vehicles. This action does not impact the adopted LOP.

Since this a multi-year project, the Project Manager and Chief Operations Officer would be responsible for budgeting project costs in future fiscal years.

Impact to Budget

This project is funded by Federal Funding sources: CMAQ, FTA Sections 5307, 5309 and 5339. It is also funded by Local Funding sources: Prop 1B, Proposition C 40%, Measure 35% Bus Capital and TDA 4. The funding source details are included in this report found in Attachment B. These funding sources are eligible for this project as well as activities supporting Bus and Rail Operations. This action does not impact the project funding sources other than to accelerate a portion of the Federal 5307 Funding from FY17 into FY16. No other funds have been considered.

NEXT STEPS

Upon approval, staff will proceed with the necessary administrative steps to enact an increase to the FY16 Budget to \$144.0 million for this project. Project staff will ensure delivery of the buses in conjunction with this funding acceleration.

ATTACHMENTS

Attachment A - Item #64 Board Report from 9/17/15

Attachment B - Sources and Uses Table

Prepared by: Richard Hunt, General Manager Vehicle Engineering & Acquisitions,
(213) 922-7462

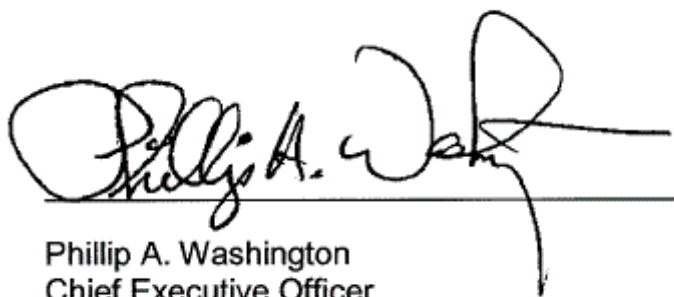
John Drayton, Director of Vehicle Technology Acquisitions
(213) 617-6285

Quintin Sumabat, Deputy Executive Officer (213) 922-2277

Chris Reyes, Transportation Planning Manager III (213) 922-4808

Reviewed by:

James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

..Meeting_Body

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
SEPTEMBER 17, 2015

..Subject/Action

SUBJECT: NEW FLYER BUSES

ACTION: APPROVE RETROFIT OF OPERATOR BARRIERS AND LIVE VIDEO MONITORS ON REMAINING NEW FLYER BUSES AND OPTION 1 PRICE ESCALATION

..Heading

RECOMMENDATION

..Title

AUTHORIZING the Chief Executive Officer to:

- A. Increase the Life of Project (LOP) budget for the **900 bus buy project to include funding for Option 1 price escalation; retrofit of operator safety barriers; and Live Video Monitoring System (LVMS)** in the amount of \$3,617,152 from \$503,442,500 to \$507,059,652; and
- B. Approve Contract Modifications 9 and 10 for Contract OP33202869 to New Flyer of America, in the amount of \$6,043,492, for Option 1 price escalation and for retrofit of operator safety barriers and LVMS, increasing the total Contract value from \$498,652,341 to \$504,695,833.

..Issue

ISSUE

Contract OP33202869 is a firm fixed price contract for the purchase of up to 900 forty-foot CNG transit buses. The Base Order Contract for 550 buses was executed on February 1, 2013. In February 2015, Metro's Board approved Contract Option 1 for 350 additional buses for a total of 900 buses. Base order buses purchased under this contract went into service in December 2013. Option 1 buses are currently being delivered to Metro at a rate of 5 buses per week with a delivery completion date of October 2016.

In response to increased operator assaults, Metro's CEO directed staff to retrofit all of Metro's bus fleet with protective operator barriers in order to provide additional protection to operators.

..Discussion

DISCUSSION

Operator Barriers & Live Video Monitoring System

In September 2014, New Flyer was directed to begin installation of LVMS during production on 618 buses. In February 2015, Metro directed New Flyer to begin installation of protective operator barriers on 473 buses during production.

The first phase of Metro CEO's directed fleet retrofit plan will include installation of operator barriers and LVMS on the base order New Flyer buses purchased under Contract OP33202869 that did not have this equipment installed during production. Currently, there are 427 New Flyer buses that do not have operator safety barriers installed, and there are 282 New Flyer buses that do not have the LVMS installed.

In the last couple years, several major U.S. transit operators are installing operator barriers to help reduce the number of bus operator assaults (Attachment D). The barriers are being installed as part of new bus procurements and continue to be in use. Metro will continue to monitor advancements in operator barriers and protective systems internally and within the transit industry. The information gathered from manufacturers and transit agencies only indicates who is using protective operator barriers, there is no current information available on their effectiveness against operator assaults.

Between April and August 2015 Metro conducted surveys and sent bus operators several pieces of communications to inform them and solicit their feedback regarding protective operator barriers and LVMS. The results of this survey found:

- 62% of operators surveyed expressed that they would use the barriers in the future
- 58% of operators surveyed felt that the barriers made their job easier or did not affect their job in a negative way
- 59% of operators surveyed reported that they felt safe or somewhat safe when operating a bus with a barrier
- 63% of operators surveyed felt safe or somewhat safe when operating a bus with the on-board video monitor

The total retrofit cost of the operator safety barriers is \$2,512,726 and LVMS is \$1,104,426. Once this project begins, it is estimated that barrier installations will be completed in 25 weeks, and video monitor installations will be completed in 15 weeks.

Escalation for 350 Bus Option

Option buses purchased under the Contract are subject to escalation based on the Producer Price Index (PPI) for bus and truck bodies. The Total Contract Value approved by the Board in February was based on projected escalation using the latest PPI figure (Dec '14) available at the time of board approval. Between January and March 2015, the PPI increased 1.33% or \$2,426,340, increasing the Total Contract value for the 350 Option buses from \$498,652,341 to \$501,078,681, inclusive of sales

tax. Staff recommends an increase to the Total Contract Value for Option 1 buses in the amount of \$2,426,340 to cover the cost of escalation accrued between January and March 2015 for the 350 vehicle Option approved by the Board in February 2015.

..Determination_Of_Safety_Impact
DETERMINATION OF SAFETY IMPACT

Operator safety is at the forefront of Metro's priorities. The installation of protective barriers and video monitors on the new fleet is expected to help reduce the rate of Operator assaults.

..Financial_Impact
FINANCIAL IMPACT

Funding for this recommendation will be included in the FY16 capital program by an LOP increase to project 201056 550 40' Foot Bus Buy. Budget will be allocated to cost center 3320 in account 53105 – Vehicle Technology for \$3,617,152 in the FY16 budget. The balance of the project shall be funded in accordance with the cashflow plan found in Attachment C. Should additional funds be identified or become available throughout the life of this action, project management will coordinate with funding staff to accelerate the bus delivery. Since this is a multi-year action, the cost center manager and project manager will be responsible for budgeting in future fiscal years.

Impact to Budget

The recommended action will be funded with Federal 5307, Federal 5339 and Local TDA-4 funds which are eligible for Bus and Rail Operations.

..Alternatives_Considered
ALTERNATIVES CONSIDERED

Operator Barriers & LVMS

Staff considered conducting a new procurement for barriers and monitors for all Metro buses fleet-wide. This option is not recommended for the New Flyer buses because it would delay the installation and will compromise fleet uniformity for the New Flyer fleet and create additional inventory and training costs. If outside vendors (other than New Flyer) were to do this work it may void the warranty coverage on these buses.

Escalation for Option 1

Staff considered purchasing slightly fewer than the full 350 buses to stay within previously approved contracting authority limits. This action is not recommended because funding is already programmed that covers the cost of this increase, and all of these New Flyer buses are needed to replace older CNG buses that are scheduled to be retired.

..Next_Steps

NEXT STEPS

If this action is approved, staff will issue Contract Modification No. 9, and Contract Modification No. 10 to direct New Flyer to immediately begin a retrofit program for all 5600 series buses that do not already have protective operator safety barriers and/or video monitors. New Flyer will begin retrofitting buses within 30 days of the Notice-to-Proceed. The estimated completion timeline is 25 weeks for operator safety barriers and 15 weeks for LVMS.

While the operator barriers meet all Federal Motor Vehicle Safety Standards, Operations understands that the barriers are new to our environment. As concerns are raised, staff will review and work with the equipment suppliers to rectify any operational and safety concerns.

Staff also plans to issue a new competitive solicitation for the installation of operator safety barriers on approximately 1,500 other buses in Metro's fleet that do not already have this equipment.

Staff will continue to evaluate the effectiveness of the operator barriers. Operations will provide the Board with the information gained internally through Metro's usage of the barriers, and through partnerships with our peer agencies that utilize operator barriers.

..Attachments

ATTACHMENTS

Attachment A – Procurement Summary

Attachment B – Contract Modification / Change Order Log

Attachment C – Funding / Expenditure Plan

Attachment D – Transit Agencies Using Operator Barriers

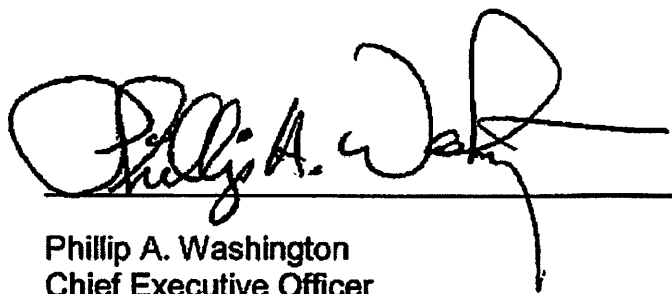
..Prepared_by

Prepared by: John Drayton, Director, Vehicle Technology (213) 617-6285

Questions: Christopher Reyes, Transportation Planning Manager III,
Operations
(213) 922-4808

..Reviewed_By

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT/
MODIFICATION NO. 9 & 10

1.	Contract Number: OP33202869			
2.	Contractor: New Flyer of America, Inc.			
3.	Mod. Work Description: Retrofit installation of Operator Barriers and Live Video Monitors, Option 1 escalation			
4.	Contract Work Description: Up to 900 Bus Buy			
5.	The following data is current as of: 8/7/15			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	2/1/13	Contract Award Amount:	\$302,094,178
	Notice to Proceed (NTP):	2/1/13	Total of Modifications Approved:	\$196,558,163
	Original Complete Date:	7/31/15	Pending Modifications (including this action):	\$6,043,492
	Current Est. Complete Date (with this action):	10/30/16	Current Contract Value (with this action):	\$504,695,833
7.	Contract Administrator: Joe Marzano		Telephone Number: (213) 922-7014	
8.	Project Manager: John Drayton		Telephone Number: (213) 922-5882	

A. Procurement Background

This Board Action is to approve contract modification no. 10 for \$3,617,152 issued to New Flyer in support of a retrofit installation of a Live Video Monitoring System (LVMS) on 282 New Flyer buses and operator barriers on 427 New Flyer buses. This Board Action also includes approval of contract modification no. 9 for escalation accrued between January and March 2015 for Option 1 buses in the amount of \$2,426,340. The total value for contract modification no. 9 and 10 is \$6,043,492.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

On January 24, 2013, Metro's Board of Directors approved board agenda item no. 54, to New Flyer of America, Inc., in the amount of \$302,094,178, for manufacturing and delivery of 550 forty-foot CNG transit buses exclusive of contract options for up to 350 additional buses for a total of 900 buses. On February 26, 2015, Metro's Board of Directors approved board agenda item no. 23 in the amount of \$193,979,571 to exercise Option 1 for 350 additional forty-foot CNG buses. Approval of this Board

recommendation item will increase the total value of the option purchase to \$196,405,911.

On October 23, 2014, Metro's Board of Directors approved board agenda item no. 10 for the installation of a LVMS on the 128 production buses. On January 20, 2015, staff executed contract modification no. 8 for the installation of operator barriers on 123 production buses. The recommended contract modification no. 10 is to retrofit operator barriers and LVMS on the remaining New Flyer fleet that currently does not have this equipment installed. The value of the contract modification is for a firm fixed amount of \$3,617,152 including, tax and delivery.

Attachment B shows that eight modifications have been issued to date for vehicle configuration changes, non-taxable ADA equipment tax adjustments, and corrections to Diagnostic Test Equipment pricing.

B. Cost/Price Analysis

Live Video Monitoring System & Operator Barriers

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

Item	Proposed Amount	Metro Independent Cost Estimate	Negotiated Amount
Live Video Monitoring System	\$1,262,125	\$1,258,961	\$1,104,426
Operator Barriers	\$2,781,358	\$2,902,347	\$2,512,726
Total	\$4,043,483	\$4,161,308	\$3,617,152

Escalation for Option 1

The total contract value for Option 1 approved by the Board in February 2015 was based on projected escalation using the latest PPI figure (Dec '14) available at the time of board approval. The actual escalation costs for Option 1 are based on the March 2015 Producer Price Index for Truck and Bus Bodies, Series No. 1413. Between January and March 2015, the PPI increased 1.33% or \$2,426,340. The firm fixed price for Option 1 is \$196,405,911, including escalation, is determined to be fair and reasonable for the 350 option buses based upon adequate price competition for the base and option quantities, and a price analysis that included both base and option prices, including escalation prior to contract award.

C. Small Business Participation

The Diversity and Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this rolling stock procurement. Transit Vehicle Manufacturers (TVM), as a condition of authorization to

bid or propose on FTA-assisted transit vehicle procurements, must certify that it has complied with the requirements of 49 Code of Federal Regulations (CFR) Part 26.49(a). Only those transit vehicle manufacturers listed on FTA's certified list of Transit Vehicle Manufacturers at the time of solicitation are eligible to bid. In compliance with 49 CFR Part 26.49, TVMs report direct to FTA.

D. Living Wage Service Contract Worker Policy

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT

Request for Change. (RFC) No.	Description	Status	Estimated Cost
N/A	Award Base Contract	Approved	\$302,094,178
1	Updated ADA Equipment and Safety Provisions	Approved	\$2,936,786
1a	Correction to bus unit price for non-taxable ADA Equipment not accounted for in the proposal price	Approved	(\$717,994)
2	Period of Performance extension for the first 275 buses from June 30, 2014 to October 31, 2014	Approved	\$0
3	PLC cover color change and two (2) additional stop request buttons per bus	Approved	\$54,243
4	Change from 3 position bicycle rack to 2 position bicycle rack	Approved	(\$52,924)
5	Additions/reductions in quantities of special tools, diagnostic test equipment, training aids, and AMS server upgrade	Approved	(\$428,920)
5a	Correction to BAFO Pricing Form PF-4 Diagnostic Test Equipment, AMS Server Price	Approved	(\$692,075)
6	Installation of Live Video Monitoring System as a cut-in on remaining 128 production buses	Approved	\$964,877
7	Change from 2 position bicycle rack to 3 position bicycle rack	Approved	\$14,698
8	Installation of operator barriers on 123 production buses	Approved	\$499,901
N/A	Exercise Option No.1 for up to 350 buses	Approved, Pending Execution	\$193,979,571
9	Option 1 escalation	Pending Board Approval	\$2,426,340
10	Retrofit Installation of Operator Barriers and Live Video Monitoring System on remaining New Flyer fleet	Pending Board Approval	\$3,617,152
Total – Approved Change Orders/Modifications (excluding Options)			\$2,578,592
Total – Pending Change Orders/Modifications			\$6,043,492
Total Amount – Option 1 including Escalation			\$196,405,911
Total Contract Value including Option 1 and Change Orders/Modifications			\$504,695,833
Increased CMA requested			0
Total CMA including this action			\$30,209,418
Remaining CMA for Future Changes			\$21,587,334

FUNDING/EXPENDITURE PLAN

NEW FLYER BUSES - UP TO 900 CNG BUS CONTRACT

In Thousands	900 CNG Buses (Forecast expenses thru FY15) ¹	FY16	FY17	Total	% of Total
Uses of Funds					
Bus Acquisition ¹	296,009.1	100,617.2	97,000.0	493,626.3	97.4%
Professional Services	855.1			855.1	0.2%
Labor	2,052.4	500	500	3,052.4	0.6%
Travel	940.7			940.7	0.2%
Spare Parts, Training, Service Manuals	5,094.6			5,094.6	1.0%
Contingency	3,490.6			3,490.6	0.7%
Total Project Cost	\$308,442.5	\$101,117.2	\$97,500.0	\$507,059.7	100.0%

In Thousands	900 CNG Buses (Forecast expenses thru FY15)	FY16	FY17	Total	% of Total
Sources of Funds					
BOS	4,000.0			4,000.0	0.8%
Prop C 40%	16,300.0			16,300.0	3.2%
TDA Article 4	63,230.0	16,217.2	12,800.0	92,247.2	18.2%
Measure R 35%	15,272.5			15,272.5	3.0%
Prop 1B PTMISEA	162,470.0			162,470.0	32.0%
CMAQ	22,170.0			22,170.0	4.4%
Federal Bus Capital	25,000.0			25,000.0	4.9%
Fed 5307		50,000.0	50,000.0	100,000.0	19.7%
Fed 5339		34,900.0	34,700.0	69,600.0	13.7%
Total Project Funding	\$308,442.5	\$101,117.2	\$97,500.0	\$507,059.7	100%

¹ Budget approved for New Flyer 900 bus contract in February 2015.

Transit Agencies Using Operator Barriers

ATTACHMENT D

Agency	City	Bus Type	# Buses Equiped	Barrier Type	Length of Service	Notes
CTA	Chicago, IL	Novabus	250	Full enclosure	1 year	Tempered glass fully enclosed operators compartment
CTA	Chicago, IL	New Flyer	1030	1/2 area glass	6 years	Originally designed as "snowball" barriers, now CTA is working to retrofit to full enclosure
CTA	Chicago, IL	New Flyer Xcelsior Electric	2	Full enclosure	1 year	OEM supplied by New Flyer, similar to LACMTA design
Metro	New York, NY	New Flyer		Full enclosure	3 years	First released in 2012
Metro	New York, NY	Orion NG Hybrid	852	Full enclosure	2 years	
Port Authority	Pittsburgh, PA	Gillllig LF Diesel	60	Full enclosure	1 year	
Port Authority	Pittsburgh, PA	Gillllig LF Diesel	90	Full enclosure		Current production
MTA	Baltimore, MD	New Flyer		Full enclosure	3 years	First released in 2012
MUNI	San Francisco, CA	New Flyer		Full enclosure	2 years	First released in 2013
WMATA	Washington DC	New Flyer		Full enclosure	2 years	First released in 2013
WMATA	Washington DC	NABI		Full enclosure		
GCRTA	Cleveland, OH	NABI		Full enclosure		
DART	Dallas, TX	NABI		Full enclosure		
MDTA	Miami, FL	NABI		Full enclosure		



MINUTES

Thursday, September 24, 2015

9:00 AM

Regular Board Meeting

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

Directors present:

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 2nd Vice Chair

Mike Bonin

James Butts

Diane DuBois

Jacquelyn Dupont-Walker

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

64. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to: 2015-1228

- A. Increase the Life of Project (LOP) budget for the **900 bus buy project to include funding for Option 1 price escalation; retrofit of operator safety barriers; and Live Video Monitoring System (LVMS)** in the amount of \$3,617,152 from \$503,442,500 to \$507,059,652; and
- B. Approve Contract Modifications 9 and 10 for Contract OP33202869 to New Flyer of America, in the amount of \$6,043,492, for Option 1 price escalation and for retrofit of operator safety barriers and LVMS, increasing the total Contract value from \$498,652,341 to \$504,695,833.

65. AUTHORIZED the Chief Executive Officer to: 2015-1164

- A. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 1 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), Inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1**, for a not-to-exceed amount of \$16,542,520 for the three-year base period, \$5,462,340 for the first option year, and \$5,462,340 for the second option year, for a combined total of \$27,467,200, effective October 1, 2015 through September 30, 2020.
- B. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 2 to **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL),IROWs and various bus and rail locations within the geographical area specified as Region 2**, for a not-to-exceed amount of \$12,599,235 for the three-year base period, \$4,352,459 for the first option year, and \$4,568,300 for the second option year, for a combined not-to-exceed total of \$21,519,994, effective October 1, 2015 through September 30, 2020.

(Continued on next page)

USES AND SOURCES TABLE

Uses (in 000's):	Est thru FY15	FY16	FY17	Total
Bus Acquisition	296,009.1	143,500.0	54,117.2	493,626.3
Professional Services	855.1			855.1
Metro Labor	2,052.4	500.0	500.0	3,052.4
Travel	940.7			940.7
Spare Parts, Training , Svc Manuals	5,094.6			5,094.6
Contingency	3,490.6			3,490.6
TOTAL USES	308,442.5	144,000.0	54,617.2	507,059.7

Sources (in 000's):	Est thru FY15	FY16	FY17	Total
FTA Section 5307		46,994.5	42,330.0	89,324.5
FTA Section 5309	35,000.0			35,000.0
FTA Section 5339		68,881.2		68,881.2
CMAQ	22,936.9	1,132.0		24,068.9
Federal Sources	57,936.9	117,007.7	42,330.0	217,274.6
Prop 1B PTMISEA	135,468.9			135,468.9
Prop C 40%	25,150.0			25,150.0
Prop 1B SLPP	36,250.0			36,250.0
Measure R 35% Bus Capital	14,600.0			14,600.0
TDA4	39,036.7	26,992.3	12,287.2	78,316.2
Local Sources	250,505.6	26,992.3	12,287.2	289,785.1
TOTAL SOURCES	308,442.5	144,000.0	54,617.2	507,059.7



Board Report

File #: 2015-1314, File Type: Contract

Agenda Number: 39.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

SUBJECT: NATURAL GAS FUELED ENGINES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24 month, firm fixed price **contract under Bid Number SD17491 to Cummins Pacific the lowest responsive and responsible bidder for the procurement of 289 Natural Gas Fueled Heavy Duty Engines** for an amount not to exceed \$13,211,635.

ISSUE

As part of the Central Maintenance Facility (CMF) Bus Midlife/Engine replacement program, the existing Cummins ISL G 280 engines currently installed in our NABI 8100 series 45-foot buses will be replaced with new engines. This procurement is required to ensure the current engine replacement program continuation without delays and with no impact on revenue service.

DISCUSSION

CMF staff has identified a requirement to purchase up to 289 natural gas fueled heavy duty engines to replace currently installed Cummins ISL G 280 engines during the period FY16 through FY18. The Cummins ISL G 280 engines covered under this procurement will be installed as part of the bus midlife overhaul program.

This Cummins ISL G 280 engine is certified for 2012 and compliant to Federal Environmental Protection Agency (EPA) urban bus emission levels and California Air Resources Board (CARB) low Nitrogen Oxides for year 2012. The Cummins ISL G 280 natural gas fueled heavy-duty engines are warranted to be free from defects in design and materials for two-years with unlimited mileage with full parts and labor on all warrantable failures.

DETERMINATION OF SAFETY IMPACT

The award of this contract will result in a positive impact on safety. Installation of these new engines will ensure that buses are maintained in accordance with Metro Maintenance standards and improve on-road performance and reliability, with beneficial impact on system safety.

FINANCIAL IMPACT

Total base contract value is not-to-exceed \$ 13,211,635.00. The funding of \$1,828,600 for these engines is included in the FY16 budget in cost center 3366, under project 203036, Bus Midlife Program and line item 50441, Parts- Revenue Vehicle. Since this is a multi-year contract, the project manager, 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 source of the funds for this procurement is Transportation Development Act (TDA) funds. No other sources of funds were considered for the Cummins ISL G 280 engines because these are the designated funds available for this effort. By proceeding with the purchase of these engines, operating costs will remain neutral.

ALTERNATIVES CONSIDERED

The alternative is not to award this master agreement contract and procure natural gas fueled heavy-duty engines on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and a guaranteed fixed price for natural gas fueled heavy-duty engines.

NEXT STEPS

Refurbishment of the NABI bus fleet will continue in accordance with Operations Support Services bus mid-life program and engine replacement program. The engine replacement of this NABI bus series is scheduled to be completed by the end of the third quarter, FY18.

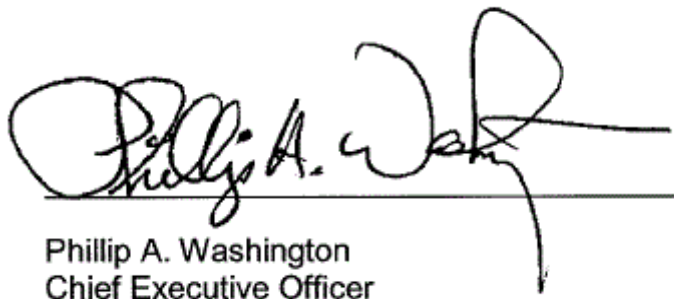
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Amy Romero, Director of CMS, (213) 922-5709
Christopher Reyes, Transportation Planning Manager III, (213) 922-4808

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NATURAL GAS FUELED ENGINES/IFB NO. SD17491

1.	Contract Number: IFB No. SD17491	
2.	Recommended Vendor: Cummins Pacific LLC	
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: 09/25/15	
	B. Advertised/Publicized: 09/26/15	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 11/17/15	
	E. Pre-Qualification Completed: 12/03/15	
	F. Conflict of Interest Form Submitted to Ethics: 11/19/15	
	G. Protest Period End Date: 1/27/16	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 2
6.	Contract Administrator: Mona Ismail	Telephone Number: 213-922-7376
7.	Project Manager: Amy Romero	Telephone Number: 213-922-5709

A. Procurement Background

This Board Action is to approve a Contract resulting from an IFB no. SD17491 procurement issued in support of natural gas fueled heavy duty engines for bus maintenance and operations.

The IFB 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 November 3, 2015, answered vendor questions and changed Section 2.8 of the Technical Specification to allow for an alternate Zero Emission Fuel engine.

Two bids were received and opened November 17, 2015.

B. Evaluation of Proposals/Bids

A total of two bidders, Cummins Pacific, LLC and R-T Welding, responded to this solicitation. Both submitted bids for the Natural Gas Engines and both submitted an alternate bid for Zero Emissions Engines. All submittals including the alternates were found to be fully compliant with the bid requirements. R-T Welding requested

and was allowed to withdraw their bid because of the company's financial concerns regarding maintaining the pricing and warranty submitted with the bid.

Therefore, the firm recommended for award is Cummins Pacific LLC the lowest, responsive, responsible bidder.

	Bidder/Proposer Name	Bid Amount For Natural Gas Engines	Alternate Bid Amount for Zero Emissions Engines
1.	*R-T Welding alternate	\$13,207,300.00	\$16,920,950.00
2.	Cummins Pacific LLC alternate	\$13,211,635.00	\$16,929,620.00

*** Bid withdrawn per vendor's request**

C. Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate price competition, a price analysis with the previous purchase pricing and the end user's estimate.

Low Bidder Name	Bid Amount For Natural Gas Engines	Metro ICE
Cummins Pacific LLC	\$13,211,635.00	\$12,736,880.00

D. Background on Recommended Contractor

The recommended firm, Cummins Pacific LLC, located in Irvine, CA, has been in business for 24 years, is a leader in the field of manufacturing engines and is an aftermarket distributor of bus parts. Cummins Pacific LLC has provided similar products to other transit agencies including Orange County Transportation Authority, Santa Monica Big Blue Bus, San Diego Metropolitan Transit System, and other agencies. To date, Cummins Pacific LLC has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

NATURAL GAS FUELED ENGINES/IFB NO. SD17491

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Race-Conscious Disadvantaged Business Enterprise (RC DBE) based on limited subcontract opportunities, and as part of an ongoing program, Metro personnel will be responsible for the continuous engine replacement. Although there were no opportunities for subcontracting identified by Metro, Cummins Pacific outreached to DBE shipping firms and made a 0.48% DBE commitment.

Small Business Goal	DBE 0%	Small Business Commitment	DBE 0.48%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express, Inc.	Hispanic American	0.48%
	Total Commitment		0.48%

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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2015-1696, File Type: Contract

Agenda Number: 40.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year firm fixed unit rate **Contract No. OP4086600 for Uniform Rental Services with Prudential Overall Supply**, for a not-to-exceed amount of \$3,108,087.06 effective April 1, 2016 through March 31, 2019.

ISSUE

Per the current ATU and TCU Collective Bargaining Units' agreements, Metro is required to provide each of the units up to 11 uniforms per employee, along with uniform laundry services.

The existing uniform rental services Contract OP30002227 with Prudential Overall Supply will expire on June 30, 2016. A new contract award is required effective April 1, 2016 to avoid uniform rental service interruption and to ensure timely issuance of new uniforms to all employees.

DISCUSSION

Under the existing contract, uniform rental services are provided to over 2,300 Metro represented labor employees supporting the Metro system, as well as providing vehicle seat covers and laundry services for hand towels and floor mats. Several uniform options are provided including but not limited to coveralls, sets of shirts and pants with male or female fit options, as well as Fire Resistant garments.

Metro staff has been actively working with the contractor as well as Metro represented employees to improve service delivery through developing new procedures and improving communications among parties involved. Staff will continue to proactively work with the contractor and encourage them to explore opportunities for small business participation.

Uniform rental and laundry services are necessary to ensure compliance with safety requirements and provide a safe and clean working environment to Metro employees and the public.

Staff will continue to do outreach to the uniform industry during this contract term to attempt to find more viable bidders. This will be done with the intent to include a greater opportunity for small business involvement.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro represented labor employees and continue delivering safe, quality, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$260,000 for this contract is included in the FY16 budget in multiple maintenance cost centers, account - 50215 (F/B Uniforms), projects 306002 (Bus Operations), 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), 301012 (Orange Line Operations), and 300066 (Expo Line).

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

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities. This activity is part of Metro's on-going maintenance costs.

ALTERNATIVES CONSIDERED

Staff considered purchasing uniforms, hand towels, mats, and vehicle seat covers, along with providing in-house laundry services. This would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute contract PS16407 to Prudential Overall Supply, to provide uniform rental and laundry services effective April 1, 2016.


ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Brady Branstetter, Director, Facilities Maintenance, (213) 922-6767

Lena Babayan, Facilities Maintenance Manager, (213) 922-6765
Christopher Reyes, Transportation Planning Manager III, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES/OP4086600

1.	Contract Number: OP4086600	
2.	Recommended Vendor: Prudential Overall Supply	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 26, 2015	
	B. Advertised/Publicized: August 26, 2015	
	C. Pre-proposal/Pre-Bid Conference: September 9, 2015	
	D. Proposals/Bids Due: September 30, 2015	
	E. Pre-Qualification Completed: October 7, 2015	
	F. Conflict of Interest Form Submitted to Ethics: October 8, 2015	
	G. Protest Period End Date: January 27, 2016	
5.	Solicitations Picked up/Downloaded: 5	Bids/Proposals Received: 1
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Carlos Martinez	Telephone Number: (213) 922-6761

A. Procurement Background

Actions to competitively procure a new contract for Uniform Rental Services began in April 2015 with the release of a Request for Proposals (RFP) as full and open public competition to provide the services. One proposal from Prudential Overall Supply was received. Metro staff determined that the proposal from Prudential Overall Supply did not meet the SBE/DVBE and Living Wage requirements set forth in the RFP. Subsequently, the proposal was deemed non-responsive and the procurement was canceled. Metro staff reprocured the Uniform Rental Services program as an Invitation for Bid (IFB), modifying the solicitation in an effort to increase competition and attract more companies to do business with Metro.

This Board Action is to approve contract award in support of Facility Maintenance to provide uniform rental services to over 2,300 Metro represented labor employees supporting the Metro system, as well as providing vehicle seat covers and laundry services for hand towels and floor mats as outlined in IFB No. PS16407.

The IFB was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

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

- Amendment No. 1, issued on September 21, 2015, provided bidders with pre-bid conference documents including sign in sheets, living wage rate documents, and the Planholder's list.

A pre-bid conference was held on September 9, 2015. A total of one bid was received on September 30, 2015.

Metro staff conducted a market survey to determine why there were no other bid submittals as per the Acquisition Policy and Procedures Manual. Two firms responded with the following reasons:

1. Potential bidder chose to focus on other opportunities.
2. Potential bidder could not provide a competitive bid since they did not have appropriate resources available.

Based on the market survey, it was determined that the solicitation was not restrictive and the decisions not to bid were based on individual business considerations as affirmed by the responses. Adequate competition exists as the solicitation was performed in an environment where all bidders believed that competition was available. Based on the market survey, there is no evidence that a new procurement would result in a different outcome. Therefore, this solicitation can be awarded as a competitive award.

Prudential Overall Supply did not make a Small Business Enterprise commitment. Although, the solicitation originally included two, one year options, staff is only recommending the base three-year award.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with, standard Procurement policies and procedures for a competitive sealed bid. One bid was received from the incumbent, Prudential Overall Supply. The firm was determined to be responsive, responsible and qualified to perform the required services based on the IFB's minimum requirements and technical evaluation by the Project Manager. Reference checks were conducted which resulted in positive remarks.

C. Cost/Price Analysis

The recommended pricing for the contract is determined to be fair and reasonable based on price analysis, historical comparison with the current contract pricing, and technical evaluation. Prudential's bid price utilizes the same unit prices as the current contract. Adequate competition existed as the solicitation was conducted in a competitive environment where multiple firms were capable of submitting bids.

BIDDER	BID AMOUNT	METRO ICE*	AWARD AMOUNT
Prudential Overall Supply	\$3,108,087	\$1,858,171\$2,566,853	\$3,108,087

* The ICE amount for this IFB solicitation took into consideration the previous solicitation proposal received for a three year base total of \$1,675,033. That solicitation was cancelled as the proposer did not meet the SBE/DVBE and Living Wage requirements set forth in the RFP. However, staff subsequently learned the proposer made an error in the pricing under the previous solicitation, but staff was not aware of the error at the time the ICE was prepared. The ICE would be adjusted to \$2,566,853.

D. Background on Recommended Contractor

Prudential Overall Supply is an American company with headquarters in Commerce, California. The company was founded in 1932 as a uniform and textile laundry service, serving industrial clients such as automotive production facilities. The company currently serves municipal, industrial and service industry companies. Prudential Overall Supply specializes in offering a variety of uniform programs and is a supplier of facility services and industrial products such as dust control mops, towels, mats, restroom supplies and paper products. Prudential Overall Supply customers' includes more than 300 companies that have been utilizing the company's services for more than 35 years. In addition to currently providing the service to Metro, they also provide uniforms to the Orange County Transportation Authority.

DEOD SUMMARY

UNIFORM RENTAL SERVICES/OP4086600

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Small Business Enterprise (SBE) goal for this solicitation. Meeting the goal is neither a condition of award nor an issue of responsiveness. Prudential Overall Supply did not make an SBE commitment and is not eligible for the SBE preference.

According to guidance provided by County Counsel, SBE goals on non-federally funded IFBs cannot be a condition of award because Metro can only award to the lowest bidder in accordance with Section 130232(5) of the California Public Utilities Code. Staff is working with Government Relations to sponsor a draft bill requesting a legislative change to the Public Utilities Code. This change would authorize Metro's ability to require meeting the SBE goal as a condition of award. Bidders recommended for award who did not meet the goal are strongly encouraged to identify opportunities for SBEs throughout the life of the contract.

Small Business Goal	5% SBE	Small Business Commitment	0%
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B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will be applicable on this contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2015-1316, **File Type:** Contract

Agenda Number: 41.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 21, 2016

SUBJECT: COMPRESSED NATURAL GAS FUEL CYLINDERS

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AWARD a not-to-exceed **Contract under Bid No. IFB MA17204 to Worthington Cylinder, the lowest responsive and responsible bidder, for the procurement for Indefinite Delivery, Indefinite Quantity for Compressed Natural Gas (CNG) fuel (cylinder) tanks** for an amount not-to-exceed \$1,462,181.00 inclusive of sales tax.

ISSUE

In 1998, Metro initiated an Accelerated Bus Replacement program for its transit bus fleet. Between 1999 and 2002, over 1,200 40' CNG buses were purchased. All of these buses used CNG cylinders that cannot be used after they reach their 15 year expiration limits. CNG cylinders are tested and date stamped for a given lifespan. Federal regulations do not permit the use of CNG cylinders past their expiration dates, and there is no known process to recertify or otherwise extend the life of CNG cylinders.

DISCUSSION

Metro has been purchasing an average of 200 buses annually and continues to receive new buses under the current contract with New Flyer. However due to the Accelerated Bus Replacement program in 1999, there remains a short-term equipment deficit for the next few years. Purchasing cylinders for a replacement program is necessary to bridge this time gap and minimize the impact on bus service.

The first series of buses targeted for CNG fuel cylinder replacement are 2000-01 New Flyer 5300 Series buses with repowered engines. The New Flyer buses have expiring CNG cylinders and have been removed from service. The CNG cylinders being purchased are designed to fit in this particular type of bus. Current inventory and this contract will enable Bus Maintenance to replace CNG fuel cylinders in 150 buses. It is anticipated that additional buses will be required for CNG fuel cylinder replacement depending on future bus service requirements at which point supplemental procurements will be initiated.

DETERMINATION OF SAFETY IMPACT

Award of contract will result in a positive impact on safety. Replacing the CNG cylinders on the bus will help ensure the safe and compliant operation of the vehicle.

FINANCIAL IMPACT

The funding of \$1,462,181.00 for these fuel cylinders is included in the FY16 budget in cost center 3366, under project 306002, Operations Maintenance and line item 50441, Parts- Revenue Vehicle.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The alternative is not to award this master agreement contract and procure CNG cylinders on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and guaranteed fixed price CNG cylinders.

Unless additional funding is identified to procure new buses, there are no alternative options available other than replacing CNG cylinders on Metro buses with expiring cylinders. Not pursuing this strategy will impact the quantity of buses available for revenue service and would necessitate service reductions.

NEXT STEPS

Upon receipt of the new CNG cylinders, 5300 series buses will be brought to the Central Maintenance Shops for removal of expired fuel cylinders and installation of new cylinders.

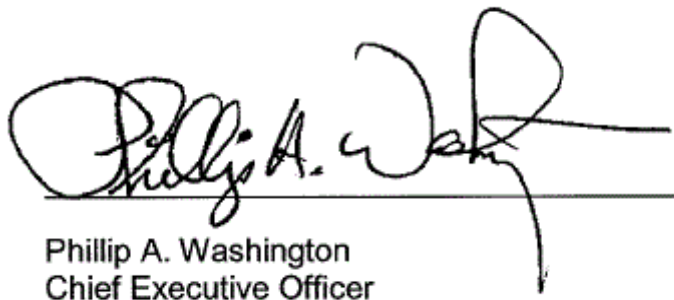
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Amy Romero, Director, (213) 922-5709
Christopher Reyes, Transportation Planning Manager III, Operations (213) 922-4808

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CNG FUEL (CYLINDER) TANKS/IFB NO. MA17204

1.	Contract Number: IFB no. MA17204	
2.	Recommended Vendor(s): Worthington Cylinder	
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: 9/23/15	
	B. Advertised/Publicized: 9/23/15	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 10/8/15	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: 11/30/15	
	G. Protest Period End Date: : 01/27/16	
5.	Solicitations Picked up/Downloaded: 6	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: John Roberts	Telephone Number: 213/922-5060

A. Procurement Background

This Board Action is to approve a Contract under IFB no. MA17204 issued in support of replacement campaign of CNG fuel (cylinder) tanks.

IFB no. MA17204 was issued in accordance with Metro's Acquisition Policy and the contract type is a Not-to-Exceed, Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on October 1, 2015 clarified potential bidder's questions;
- Amendment No. 2, issued on October 2, 2015 clarified potential bidder's questions.

A total of three bids were received on October 8, 2015.

B. Evaluation of Bids

The firm recommended for award, Worthington Cylinder, was found to be in full compliance with the bid requirements.

No.	Bidder Name	Bid Amount
1.	Worthington Cylinder	\$1,462,181
2.	Hexagon Lincoln	\$1,741,275
3.	New Flyer	\$2,640,177

C. Price Analysis

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

Low Bidder Name	Bid Amount	Metro ICE
Worthington Cylinder	\$1,462,181	\$3,465,000

D. Background on Recommended Contractor

The recommended firm, Worthington Cylinder, located in Pomona, CA, has been in business for 60 years and is a leader in the field of manufacturing of CNG cylinder assemblies, aircraft, space craft, rail cars, and natural gas vehicles. Worthington Cylinder has provided similar products to other transit agencies including New York Metro, Sacramento Transit, Riverside Transit, MARTA, Cleveland Transit and other agencies that operate CNG buses. To date, Worthington Cylinder has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY**COMPRESSED NATURAL GAS FUEL CYLINDERS/MA17204****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal because of the lack of available DBE distributors. According to Operations and Contract Administration, Tank Assembly is an item specified as Original Equipment Manufacturer (OEM), which designates the particular part or sub-assembly used by the manufacturer to assemble the final end product. The replacement parts can only be provided by an approved distributor or the original manufacturer of the OEM part.

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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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