

Metro

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



Agenda - Final

Thursday, June 15, 2017

10:15 AM

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

System Safety, Security and Operations Committee

Mike Bonin, Chair

Kathryn Barger, Vice Chair

Robert Garcia

Paul Krekorian

Mark Ridley-Thomas

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

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323.466.3876 x2

Español

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中文

русский

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ภาษาไทย

Tiếng Việt

ភាសាខ្មែរ

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Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 24.

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

CONSENT CALENDAR

24. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS [2017-0036](#)

APPROVE nominees for membership on Metro's Service Council as listed in the board report.

Attachments: [Attachment A - Listing of Qualifications 6-22-2017](#)
[Attachment B - Nomination Letters 6-2017](#)

NON-CONSENT

25. SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH [2017-0231](#)

PRESENT awards for the Operations Employees of the Month.

26. SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY AND OPERATIONS [2017-0232](#)

RECEIVE oral report on System Safety, Security and Operations.

27. SUBJECT: AUTOMATED PUBLIC TOILETS MAINTENANCE SERVICES [2017-0282](#)

AUTHORIZE the Chief Executive Officer to award a sole source firm fixed price Contract No. OP783190003367 for Automated Public Toilets Maintenance Services with Public Facilities and Services, Inc. This contract not-to-exceed amount is \$1,061,530 for the five year base period, effective July 15, 2017.

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

28. SUBJECT: TUNNEL WASHING SERVICES [2017-0283](#)

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP778590003367 for the Metro Red/Purple Line (MRL) and Pasadena Gold Line (PGL) Tunnel Washing services with Parkwood Landscape Maintenance Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$2,598,727 for the five-year contract, effective July 1, 2017; subject to resolution of protest(s), if any.

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

29. SUBJECT: P2550 LIGHT RAIL VEHICLE COMPONENT OVERHAUL [2016-0741](#)

CONSIDER:

- A. ESTABLISHING a Life-Of-Project (LOP) Budget for the implementation of a Component Overhaul Program for the P2550 Light Rail Vehicle (LRV) fleet, capital project number 214001 in the amount of \$35,007,546; and
- B. AUTHORIZING the Chief Executive Officer to award a 60 month indefinite quantity/indefinite delivery Contract No. MA27585 to ORX for the overhaul of 103 Ansaldo Breda P2550 light rail vehicle powered axle assemblies for a not-to-exceed amount of \$4,952,654, subject to resolution of protest(s), if any.

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

30. SUBJECT: CONTRACTED BUS SERVICE - SOUTH REGION [2017-0322](#)

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit price Contract No. OP38384000 to MV Transportation, Inc. (MV) for contracted bus services in the South Region in an amount not-to-exceed \$127,280,617, effective July 1, 2017, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Metro South Region Contract Service Bus Lines](#)
[Attachment C - DEOD Summary](#)

31. SUBJECT: CONTRACTED BUS SERVICE - EAST REGION

[2017-0299](#)

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit price Contract No. OP38382000 to Southland Transit, Inc. for contracted bus services in the East Region in an amount not-to-exceed \$65,245,597 effective July 1, 2017, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - East Region Service Map](#)
 [Attachment C - DEOD Summary](#)

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

[2017-0300](#)

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for an additional two years inclusive of \$1,091,577;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for an additional two years inclusive of \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226 for two years inclusive of \$485,705;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their designee,

to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

Attachments: [Attachment A - Glendale Service Area](#)
 [Attachment B - LADOT Service Area](#)
 [Attachment C - PVPTA Service Area](#)

**41. SUBJECT: THIRTY-FIVE 60' ZERO EMISSION TRANSIT BUS
 CONTRACT**

[2017-0303](#)

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed-price contract, Contract OP28367-001, Part D, to New Flyer of America for the manufacture and delivery of thirty-five 60' zero emission transit buses, in the amount of \$51,211,033 for the base contract, including charging equipment, taxes and delivery; exclusive of any contract option buses, subject to resolution of any properly submitted protest.
- B. AUTHORIZING the CEO to award an additional not-to-exceed amount of \$8,839,064 for Optional Vehicle Features, Spare Parts, and Training Aids for a total combined contract amount not-to-exceed \$60,050,097.
- C. ESTABLISHING a life-of-project budget of \$72,101,419 for the purchase of thirty five zero emission buses, charging equipment, installation costs, infrastructure upgrades, and contingency under CP 201073.
- D. FINDING that the award to New Flyer of America is made to the Proposer that provides the agency with the best value and is most advantageous to Metro. The recommended price addresses all contract requirements and represents the best overall value when all RFP evaluation factor are considered.
- E. RECEIVING AND FILING the presentation on the Strategic Planning for Metro's Transition to 100% Zero Emission Bus Fleet by 2030 (Attachment C).

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C – Metro's Zero Emission Bus Plans](#)
 [Attachment D - ZEB Bus Funding-Expenditure.pdf](#)

42. SUBJECT: 295 FORTY FOOT CNG TRANSIT BUS CONTRACT

[2016-0988](#)

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed-price contract, Contract No. OP28367-000 - Part A, to El Dorado National-California, Inc. (ENC) of Riverside, CA, for the manufacture and delivery of 295 40' CNG transit buses, in the amount of \$199,067,748 for the base contract, including taxes and delivery; exclusive of contract options, subject to resolution of any properly submitted protest.
- B. AUTHORIZING the CEO to award an additional not-to-exceed amount of \$4,500,000 for Optional Vehicle Features, Spare Parts, and Training Aids for a total combined contract amount not-to-exceed \$203,567,748.
- C. ESTABLISHING a life-of-project budget of \$207,567,748, for the 295 40' CNG buses under project no. CP 201057.
- D. FINDING that the award to ENC, Inc. is made to the Proposer that provides the agency with the best value and is most advantageous to Metro. The recommended price addresses all contract requirements and represents the best overall value when all RFP evaluation factors are considered, including advantages in the Local Employment Program incentives.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Funding Expenditure Plan](#)

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.



Board Report

File #: 2017-0036, **File Type:** Appointment

Agenda Number: 24.

REVISED
SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVE nominees for membership on Metro’s Service Council as listed in the board report.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

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

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for the new nominees is provided along with the nomination letters from the nominating authorities:

Gateway Cities

The demographic makeup of the Gateway Cities Service Council with the appointment of these nominees will consist of five (5) White members and four (4) Hispanic members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

- A. David Armenta, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2020

- B. Samuel Peña, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2020

- C. Joseph Strapac, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2020

San Fernando Valley

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of three (3) White members, five (5) Hispanic members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

- D. Yvette Lopez-Ledesma, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020

- E. Max Reyes, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020

- F. Robert Gonzales, San Fernando Valley Service Council, New Appointment
Nominated by: The City of Burbank
Term Ending: June 30, 2020

San Gabriel Valley

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of four(4) White members, one (1) Hispanic member, one (1) Native American member, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and one (1) woman.

- G. John Harrington, San Gabriel Valley Service Council, Re-Appointment
Nominated by: The City of San Marino
Term Ending: June 30, 2020

- H. John Harabedian, San Gabriel Valley Service Council, Re-Appointment
Nominated by: The City of La Cañada Flintridge
Term Ending: June 30, 2020

Note: There is one Service Council representative whose current term of service has not yet been renewed and whose term will expire on July 1, 2017; this representative may continue to sit with their Service Council and participate in discussions but will not be eligible to vote on any matter before their Service Council. There is also one other remaining vacancy due to the sudden passing of the Councilmember. The appointing authority for these seats has requested additional time to submit both nominations. Staff will continue to work with the nominating authority to fill these positions.

South Bay

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of three (3) ~~two (2)~~ Hispanic members, three (3) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) ~~six (6)~~ men and two (2) women.

- ~~I.J.~~ Ralph Franklin, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2020

- ~~J.K.~~ Luis Duran, South Bay Service Council, New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2020

- ~~K.L.~~ Meighan Langlois, South Bay Valley Service Council, New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2020

- L. Dan Medina, South Bay Valley Service Council, New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2018

~~Note: a member of the South Bay Service Council recently resigned, leaving one (1) vacancy on this Council. The appointing authority is currently recruiting and reviewing candidates and will submit their nomination for approval in the near future.~~

Westside Central

The demographic makeup of the Westside Central Service Council with the appointment of this nominee will consist of three (3) White members, four (4) Hispanic members, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

- M. Malcolm Harris, Westside Central Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020
- N. Jeremiah LaRose, Westside Central Service Council, Re-Appointment
Nominated by: Third District Supervisor Sheila Kuehl
Term Ending: June 30, 2020
- O. David Feinberg, Westside Central Service Council, Re-Appointment
Nominated by: Westside Cities Council of Governments
Term Ending: June 30, 2020

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Council having less diverse representation of their 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, implement, and improve bus service in their areas and the customer experience using our bus service.

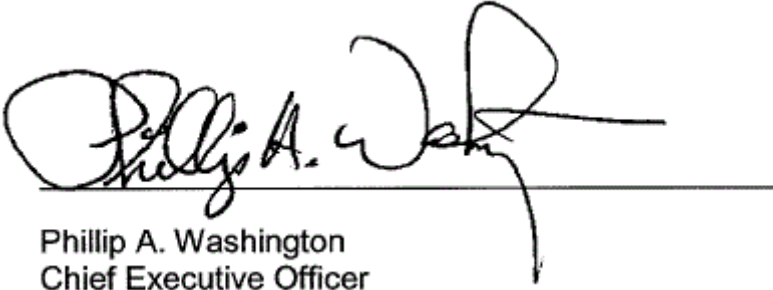
ATTACHMENTS

Attachment A - New Appointee Biographies and Listing of Qualifications

Attachment B - Appointing Authority Nomination Letters

Prepared by: Conan Cheung, Executive Officer of Transit Operations, (213) 418-3034

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



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Robert Gonzales, Nominee for San Fernando Valley Service Council



Mayor Robert Gonzales was first elected to the San Fernando City Council in November 2012, and was recently elected to his third term in March 2017. A longtime resident of the Valley, Mr. Gonzales is a graduate of Sylmar High School. He was the first in his family to attend and successfully complete college, and holds an Associate of Science degree in Criminal Justice from Mission College, Bachelor of Science degree in Criminal Justice from California State University of Los Angeles, and a Master of Science in Leadership and Management from the University of La Verne, College of Business and Public Management. In addition to dedicating

his time to the San Fernando City Council, Robert represents San Fernando while serving with other agencies including the President-elect of the Independent Cities Association's Executive Board of Directors and the Los Angeles County Library Commission.

Luis Duran, Nominee for South Bay Service Council



Luis Duran was born, raised and attended school in Hawthorne and currently lives in Hermosa Beach. Mr. Duran is currently employed at the Los Angeles County Department of Regional Planning as a land use planner. In that role, he has worked with Metro on multiple land use projects, including two Transit Oriented District (TOD) Specific Plans. Prior to working for the County, he worked as an environmental consultant for a small environmental firm in Santa Fe Springs, CA. Mr. Duran holds a B.A. in Environmental Studies from the University of California, Santa Barbara and an M.S. in Environmental Studies from California State University,

Fullerton. He is a member of the Los Angeles Chapter of the American Planning Association (APA). A committed transit user, Luis rides the LADOT Commuter Express to work and frequently uses Metro for work-related meetings and to destinations such as Dodger Stadium.

Meighan Langlois, Nominee for South Bay Service Council



Meighan Langlois has served in a variety of leadership positions within the Los Angeles World Airports (LAWA) organization where she has contributed to airport operations, contracts and administration, risk management, and ground transportation management. Her current management role as LAWA's Rideshare Program Administrator promotes transportation solutions for LAWA employees promoting environmentally focused alternatives including transit, vanpool, carpool and cycling at one of the busiest airports in the world. Prior to joining LAWA, Ms. Langlois worked in marketing of LADWP's Conservation Programs. Ms. Langlois

holds an MBA from California State University; she was recently awarded a Certificate in Sustainability "earned with distinction" from UCLA Extension. Meighan is a lifelong South Bay native and lives with her husband and children near LAX.

Dan Medina, Nominee for South Bay Service Council



Dan Medina is a long-time resident of Gardena and was first elected to the City Council in November 2008. He is currently serving his third term and is currently serving as Mayor Pro Tem. Mr. Medina has also held numerous other leadership positions in numerous local service organizations, including the Gardena Valley Lions Club; the Carson-Gardena-Dominguez Rotary Club; the Kiwanis Club of Gardena Valley; the Gardena Valley Democratic Club and the Gardena-based Mexican-American Democratic Club. Mayor Pro Tem Medina serves as the City of Gardena's delegate to the South Bay Cities Council of Governments, and serves as the District 28 representative

representing the cities of Hawthorne, Inglewood, and Gardena on the Southern California Association of Governments. He also serves on the South Bay Regional Public Communications Authority; the West Basin Water Association; and the Greater Los Angeles County Vector Control District Board of Trustees.

Malcolm Harris, Nominee for Westside Central Service Council




Malcolm Harris was born in Oakland and graduated from Santa Monica High School. He is a resident of the City of Los Angeles and has worked as the Director of Programs & Organizing for T.R.U.S.T. South LA in 2014. Prior to joining T.R.U.S.T. South LA, he worked as an organizer with the Service Employee's International Union International, where he ran strategic union organizing campaigns throughout the US and Canada, Program Coordinator for the AmASSI Center of South Los Angeles, and as Education Coordinator with the Community Coalition's South Central Youth Empowered thru Action. Mr. Harris holds a Bachelor's degree in Sociology with an emphasis in African-Area

Studies from UCLA, and serves as a National Coordinator for National Black Men's Xchange, a human rights, educational, anti-oppression and advocacy organization.

APPOINTING AUTHORITY NOMINATION LETTERS

SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Artesia

Avalon

Bell

Bellflower

East Gardena

Compton

Commerce

Coyote

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Rico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Part of Long Beach

April 12, 2017

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

Dear Mr. Washington:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three Service Council members to fill seats expiring on June 30, 2016.

At its regularly scheduled meeting of April 5, 2017, the Gateway Cities Council of Governments Board of Directors nominated Council Member David Armenta, and Community Members Sam Pena and Joseph Strapac, to fill the seats expiring June 30, 2017. A copy of the nominee's application is enclosed.

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

Sincerely,



Richard Powers
Executive Director

Enclosure

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

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

CITY OF BURBANK
OFFICE OF THE CITY MANAGER

March 14, 2017

Mr. Gary Spivack
Deputy Executive Officer
Metro San Fernando Valley Service Council
One Gateway Plaza, MS-99-7-2
Los Angeles, CA 90012

Re: Nomination of San Fernando Mayor Robert Gonzales to the Metro San Fernando Valley Service Council

Dear Mr. Spivack:

In your letter dated February 29, 2016, you indicated that San Fernando Councilmember Lopez submitted his resignation creating an immediate vacancy. In order to maintain representation to this important oversight group, the three East Cluster cities of Burbank, Glendale, and San Fernando respectfully request that Mayor Robert Gonzales be nominated to serve as a member of the Service Council to complete the remainder of Councilmember Lopez's July 1, 2014 – June 30, 2017 term and the July 1, 2017 – June 30, 2020 term. This nomination has been discussed with officials from the three East Cluster cities, who agree that Mayor Gonzales is the appropriate person to join Burbank Mayor Jess Talamantes in representing the East Cluster cities on the Service Council.

Thank you for considering our request to nominate Mayor Gonzales 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: Scott Ochoa, City Manager – City of Glendale
Nick Kimball, Interim City Manager – City of San Fernando



ERIC GARCETTI
MAYOR

May 25, 2017

Mr. Gary Spivack
Deputy Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby reappoint Ms. Yvette Lopez-Ledesma to serve as a representative on the San Fernando Valley Council, for a three year term ending on June 30, 2020.

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

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

EG:cl



ERIC GARCETTI
MAYOR

May 25, 2017

Mr. Gary Spivack
Deputy Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby reappoint Mr. Max Reyes to serve as a representative on the San Fernando Valley Council, for a three year term ending on June 30, 2020.

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

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Garcetti".

ERIC GARCETTI
Mayor

EG:cl

City of San Marino



March 26, 2014

Jon Hillmer
Regional Services Councils Director
Los Angeles County Metro
One Gateway Plaza
Los Angeles, California 90012-2952

Dear Mr. Hillmer:

The City of San Marino would like to nominate Mayor John Harrington for an additional term as the San Gabriel Valley Cities Metro's Service appointee to Metro's Service Council.

Mayor Harrington has expressed his willingness to serve, he lives in the area and he has represented us well. It is my belief that the appointment of Mayor Harrington to the Service Council will provide valuable continuity that will benefit San Marino, the San Gabriel Valley and L.A. Metro.

Thank you in advance for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Kneier".

Dennis Kneier
Mayor

cc: Sergio Gonzalez, City Manager, City of South Pasadena
Steve Preston, City Manager, City of San Gabriel
Mary Swink, City Manager, City of Alhambra

2200 Huntington Drive, San Marino, CA 91108-2691 • Phone: (626) 300-0700 Fax: (626) 300-0709



City Council
Michael T. Davill, Mayor
Terry Walker, Mayor Pro Tem
Jonathan C. Curtis
Leonard Pieroni
David A. Spence

May 19, 2017

Mr. Gary Spivak
Deputy Executive Officer, Metro Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

Sent via email to: spivakg@metro.net

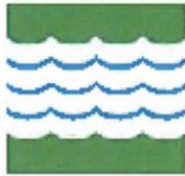
Dear Mr. Spivak:

The City of La Cañada Flintridge nominates Sierra Madre Council Member John Harabedian to be re-appointed as the San Gabriel Valley Service Sector Representative for a three-year term, from July 1, 2017 through June 30, 2020.

Sincerely,

Mark R. Alexander
City Manager

c: City Council
The Honorable John Capoccia, Mayor, City of Sierra Madre
Steve Mermell, City Manager, City of Pasadena
The Honorable Terry Tornock, Mayor, City of Pasadena
Blaine Aguilar, Interim City Manager, City of Sierra Madre
Phillip A. Washington, Chief Executive Officer
Stephanie Wiggins, Deputy Chief Executive Officer, Metro



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 28, 2017

The Honorable John Fasano, Chair
& Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of April 27, 2017 are Ralph Franklin (Inglewood Councilman resident and current member), Meighan Langlois (LA World Airports Rideshare Coordinator) and Luis Duran (Hermosa Beach resident, LA County land use planner & transit rider). These appointments are all for 3 years.

We request that you agendaize the appointment of these representatives as soon as possible so they can be seated in July, 2017.

Please notify us when the appointments are confirmed or if you have any questions.

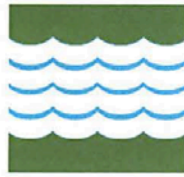
Sincerely,

Jim Osborne
SBCCOG Chair
Councilman, City of Lomita

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palms Palms Estates Rancho Palms Verdes Redondo Beach Rolling Hills
Roberg Hills Estates Torrance Los Angeles District #15 Los Angeles County



Gallagher

**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

May 26, 2017

Receive

MAY 31 2017

Office of the CEO

The Honorable John Fasana, Chair
& Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nomination to Fill Vacancy for South Bay Service Council

On May 1, the South Bay Cities Council of Governments (SBCCOG) received notice from Metro South Bay Metro Service Council member John Addleman that he was resigning as of May 12, 2017.

At the May 25 SBCCOG Board of Directors' meeting, Gardena Councilman Dan Medina was nominated to fill the vacancy which has one year remaining on the term. Councilman Medina has expressed his interest in serving on the Council for a while and he is a regular transit rider.

We request that you agendize his appointment as soon as possible so he can be seated with our other new members in July, 2017.

Please notify us when his appointment is confirmed or if you have any questions.

Sincerely,

Jim Osborne
SBCCOG Chair
Councilman, City of Lawndale

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARCETTI
MAYOR

April 25, 2017

Mr. Gary Spivack
Deputy Executive Officer
Metro Regionals Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack:

I hereby submit the nomination of Mr. Malcolm Harris to serve as a representative on the Westside/Central Service Council. I certify that in my opinion Mr. Harris is qualified for the work that will devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

EG:cl



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-3333 Fax: 213-625-7360 Sheila@bos.lacounty.gov

SHEILA KUEHL
SUPERVISOR, THIRD DISTRICT

April 19, 2017

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack,

This letter serves as the recommendation to re-appoint Jeremiah LaRose to serve as the Third District representative on the Westside Central Service Council for the term of July 1, 2017 - June 30, 2020.

I am confident that Mr. LaRose's knowledge and experience will continue to serve the Westside Central Service Council well.

Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Sheila Kuehl".

SHEILA KUEHL
Supervisor, Third District

NE:jj



Date: March 30, 2017

To: Gary Spivack
Deputy Executive Officer, Metro

From: Cecilia Estolano, WSCCOG Executive Director
Winnie Fong, WSCCOG Project Director

CC: Eric Geier, Community Relations Manager, Metro
Dolores Ramos, Sr. Administrative Analyst, Metro
David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus

Subject: Westside Cities COG Re-Appointment to the Metro Westside/Central Service Council

On March 30, 2017, the Westside Cities Council of Governments (WSCCOG) Board re-appointed David Feinberg to another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2017 to June 30, 2020. The WSCCOG Board voted unanimously to approve Mr. Feinberg's reappointment. Attached is his statement of interest.

Please accept this reappointment on behalf of the WSCCOG Board. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Winnie Fong at winnie@elpadvisors.com or at (213) 612-4545.



Metro

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

Board Report

File #: 2017-0231, **File Type:** Oral Report / Presentation

Agenda Number: 25.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

PRESENT awards for the Operations Employees of the Month.

June Operations Employees of the Month



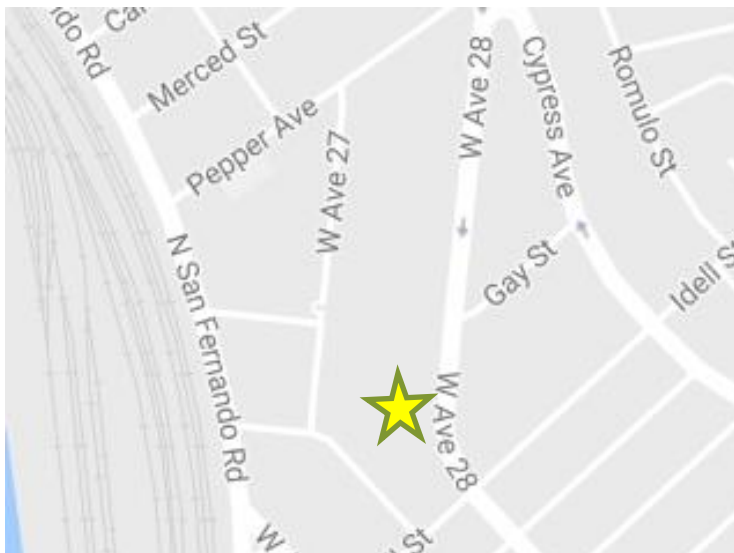
Operations Employees of the Month



Transportation

Transportation Operations Supervisor

Edin Escobar

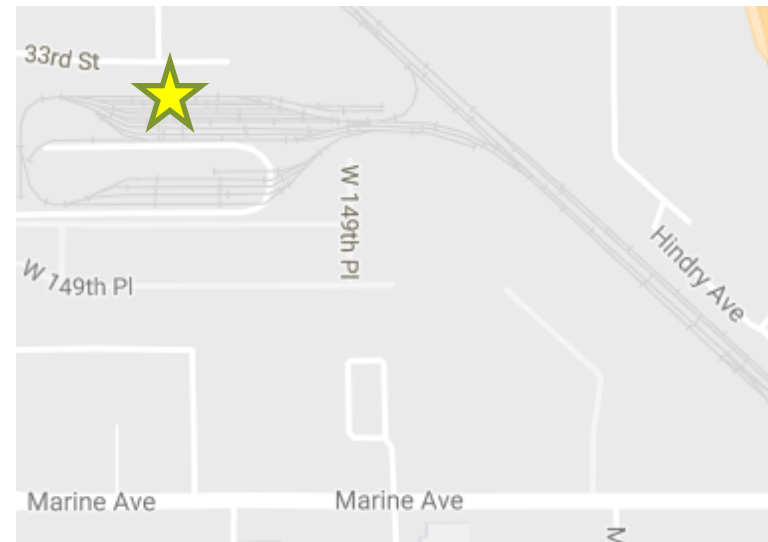


Division 3 – Los Angeles

Maintenance

Maintenance Specialist

Thomas Vo



Division 22 – Hawthorne



Board Report

File #: 2017-0232, **File Type:** Oral Report / Presentation

Agenda Number: 26.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

**SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY AND
OPERATIONS**

RECEIVE oral report on System Safety, Security and Operations.



Strategic Planning for Metro's Transition to Zero Emission Buses

June 15, 2017

Requirements and Guidelines/Guiding Principles

- Continue to replace aging bus fleet (~200 Buses per Year)
- Upgrade current CNG buses to “Near Zero” Low NOx engines
- Maintain existing bus fleet in a “State of Good Repair”
- Improve Service Quality and Reliability
- Transition Metro Orange Line (MOL) to Zero Emission by 2020
- Transition Metro Silver Line (MSL) to Zero Emission by ~ 2021
- Goal of 100% Zero Emission Bus Fleet by 2030

Challenges to Transitioning to 100% Zero Emissions

- 1. ZEB Service Requirements:** Long term, Metro will need ZE buses that meet/exceed Metro service and operating requirements:
 - 250+ miles range throughout 12 year vehicle life
 - Less than 31,000 lbs curb weight for 40' ZEB
 - 65mph Top speed; Ability to sustain 10% grade**Impacts to capital and operating costs; may require replacement on greater than 1:1 ratio**
- 2. Facilities and Infrastructure:** ZEB program will requires up front investment in ZEB charging equipment and related infrastructure upgrades
Impacts to ZEB deployment schedule; key pacing item
- 3. Technology:** Known and unknown technology risks with ZEB operation, particularly with battery and propulsion system technologies.
Impacts to capital and operating costs, reliability; implement risk mitigation strategies where practical
- 4. Funding:** Additional funding needs to be identified for 100% ZEB program.
Potential impacts to other projects, and/or degradation of service levels.

Strategic Approach – Two Phase Plan

Goal to achieve 100% ZE buses at 2030

Phase 1: Use service proven technology and products (e.g. En-route Charging)

- Award ZEB contracts for MOL and MSL.
- Upgrade to Near Zero CNG engines and RCNG
- Evaluate and mitigate issues that could impact service & operation.
- Develop ZEB Master Plan for fleet-wide operation

Key Milestone: ZEB Technology Assessment (2019-2020)

- “Go/No-Go” decision milestone on expanding use of ZEB fleet-wide at Metro in 2019-2020 (i.e. determine whether to move into Phase 2).



Phase 2:

- Continued assessment of technologies, mitigation strategies, cost, and schedules
- Take measured steps toward full implementation of 100% zero emission bus fleet for use throughout Metro’s operating region.

Current Bus Contracts

Top Level Procurement Schedule (Bus Only)																																
	FY17				FY18				FY19				FY20				FY21				FY22				FY23							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
<u>Current Bus Contracts</u>																																
ZEB Implementation Phase:	Phase 1 (MOL & MSL Electrification & ZEB Technology Assessment)												Phase 2 - ZEB Assessment and Expansion of ZEB Program to Rapid and Local Lines																			
CNG 40' Procurement (Group A)	Solicitation and Award		Design, engineering, material sourcing						Delivery 295 Buses		Options (Up to 305 Buses)																					
CNG 60' Procurement (Group B)	Solicitation and Award		Design, engineering, material sourcing						Delivery 65 Buses		Options (Up to 335 Buses)																					
ZEB 40' Bus Procurement (Group C, MSL)	Solicitation and Award		Design, engineering, material sourcing						Delivery 60 40' ZE Buses				Options (Up to 40 Buses)																			
ZEB 60' Bus Procurement (Group D, MOL)	Solicitation and Award		Design, engineering, material sourcing						Delivery 60' ZEB's 35 Buses				Remaining 60' ZEB Options (Up to 65 Buses)																			
New Flyer Low-No Grant (MOL) Five 60' ZEB Contract	Solicitation and Award			Delivery (5 Buses)																												
BYD Five 60' ZEB Contract (MOL) Five 60' ZEB Contract	Solicitation and Award			Delivery (5 Buses)																												

ZEB – Phase 1 – Key Program Elements

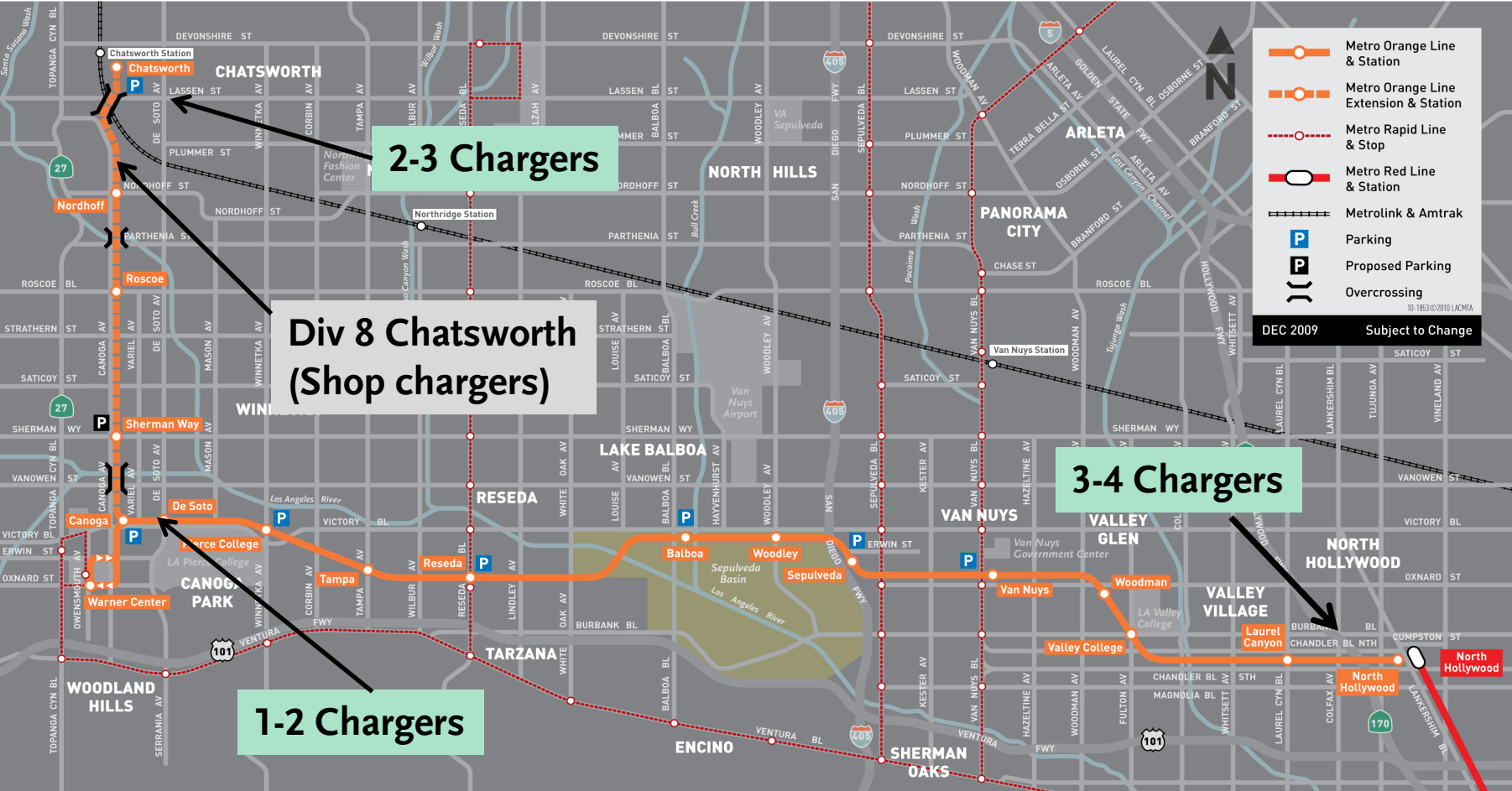
- Phase 1 ZEB (2017-2020)

- Upgrade CNG fleet to Low NOx engines and RCNG
- Continue to operate and maintain CNG fleet in “State of Good Repair”
- Start MOL and MSL operation using limited range ZE battery electric buses and “En-Route” charging
 - Install opportunity charging on the ROW of BRT Lines (901, 910, 950)
 - Continuous daily operation (no breaks for midday charging)
 - Maximize use of mature ZEB technologies that are commercially available, “Off-the-shelf” hardware
- By 2020, Open Metro Orange Line BRT (45 x 60’ ZE buses)
- By ~ 2021, Open Metro Silver Line BRT (60 x 40’ ZE buses)
- Develop “Master Plan” for fleet-wide ZEB implementation, and establish ZEB investment priorities and goals for Local and Rapid Lines (160+ lines, 2300 buses)

Metro Orange Line ZEB Program



Metro Orange Line



- Metro Orange Line & Station
- Metro Orange Line Extension & Station
- Metro Rapid Line & Stop
- Metro Red Line & Station
- Metrolink & Amtrak
- Parking
- Proposed Parking
- Overcrossing

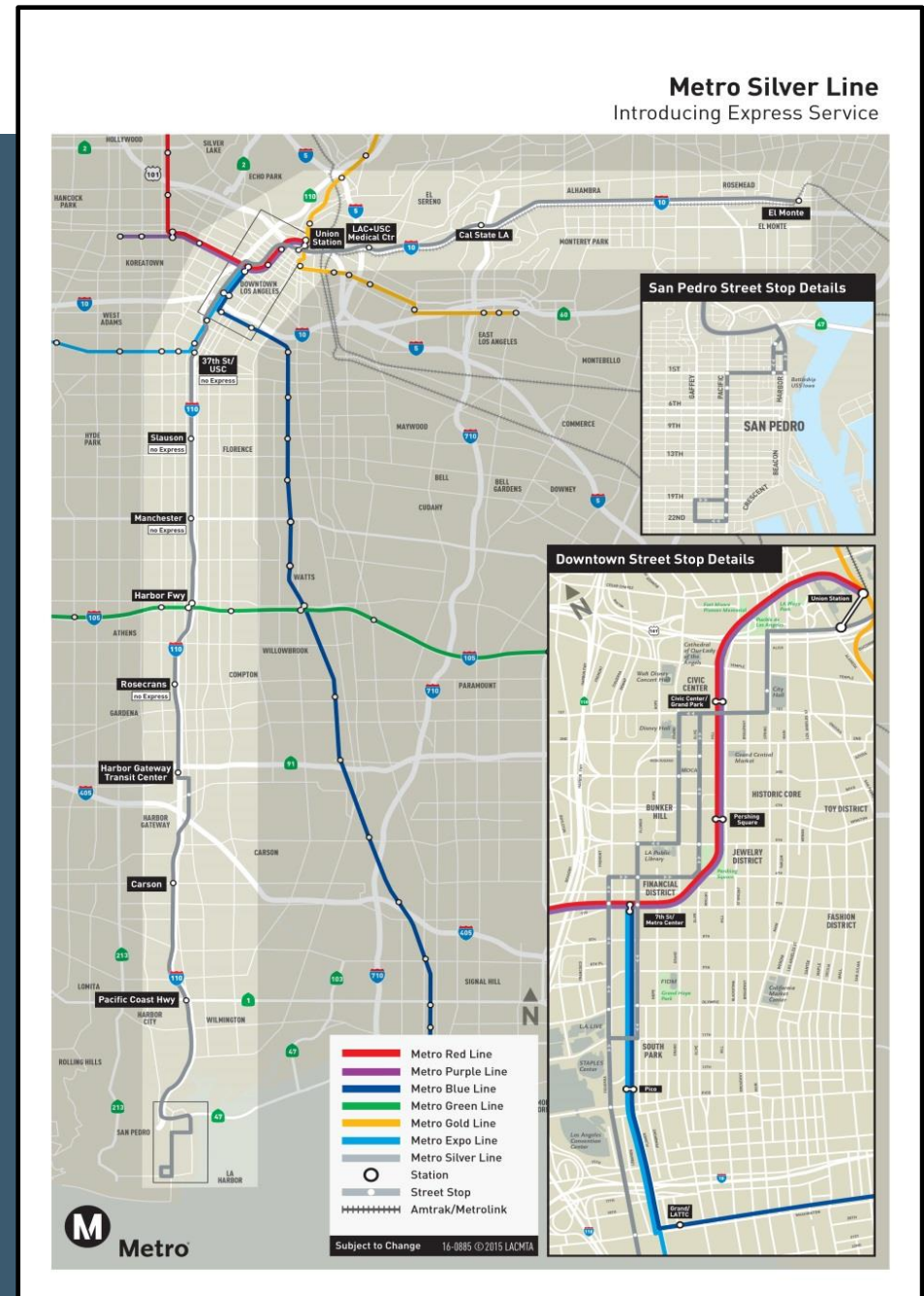
DEC 2009 Subject to Change

Metro Silver Line ZEB Program



Metro Silver Line

- 29 mile ROW
- Longer distances (1-5 miles) between stations
- Mostly HOT lane operation with 65 mph top Express speed
- Use of 60 x 40' ZEB's on this corridor.
- Potential opportunity charging locations in El Monte, Harbor Transit Center, and Carson (D18)



ZEB Phase 1 - ZEB Master Planning

Develop comprehensive plans for deploying ZEB's on Metro Local and Rapid bus routes (i.e. Phase 2 of Metro's ZEB program).

Master plan elements include:

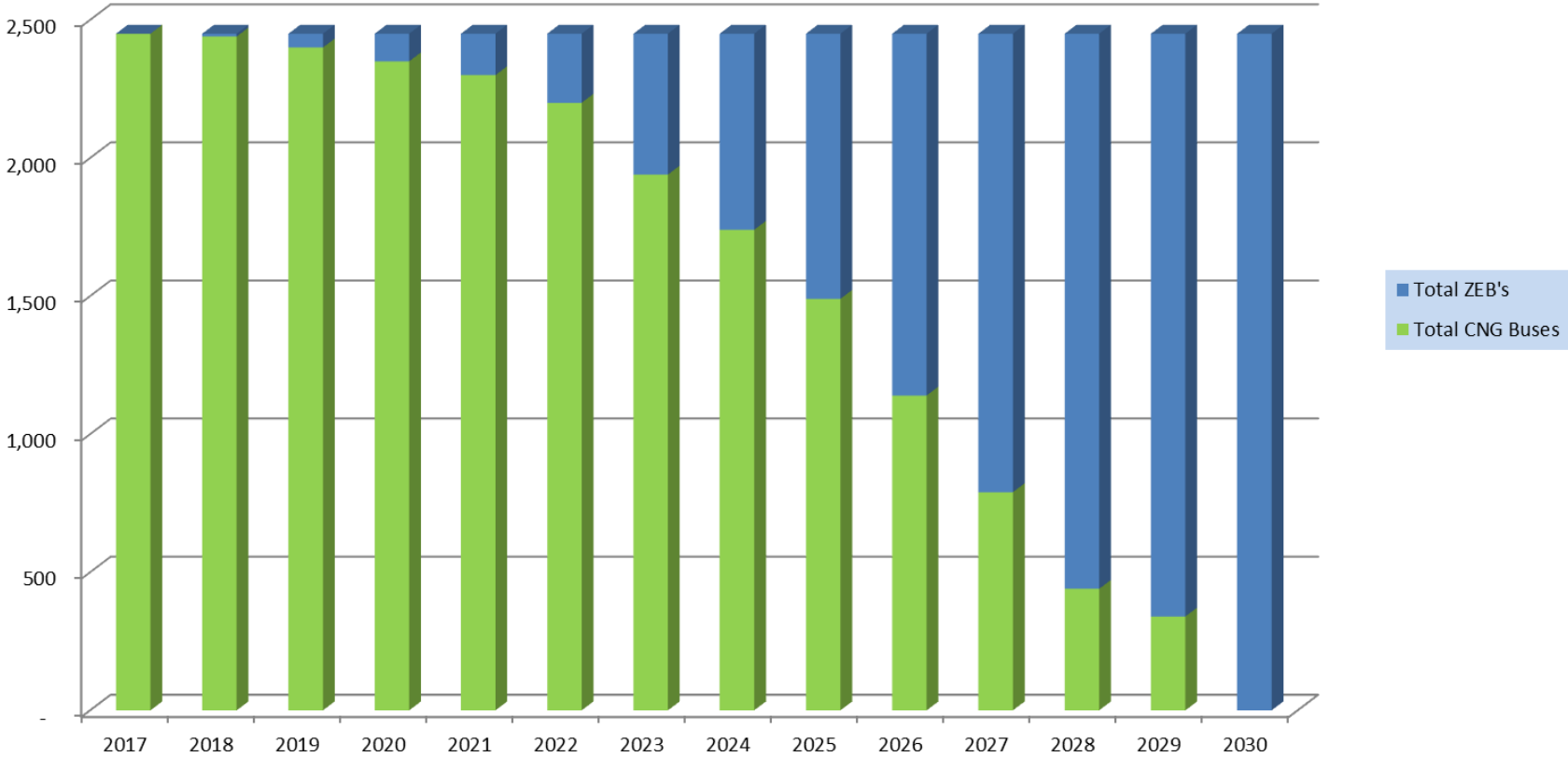
- Life-Cycle and Technology Configurations, Costs
- Utilities and Infrastructure Requirements
- Operating Considerations
- Material Sourcing Strategies and End of Life Recycling/Reuse
- ZEB Program Funding

ZEB – Phase 2



Metro's Transition to 100% ZEB

Metro Bus Fleet Transition to Zero Emission Buses (ZEB's)



CARB's goal is that by 2040 only ZEB's are in service.
LA Metro's 2030 ZEB plan would be ten years ahead of CARB goals.

ZEB – Phase 2 – Key Program Elements

- Phase 2 - ZEB Program (2020-2030)
 - Infrastructure: Solicit engineering and design services for installing electric charging infrastructure at all Metro bus operating locations.
 - Utilities: Coordinate with PUC, SCE and DWP to ensure support for ZEB programs, new power drops. Negotiate ZEB rate structures.
 - Range: Phase 2 will require new longer range 40' and 60' ZE buses that are capable of delivering at least 250 miles in Metro service, and meet seating, axle weight and other operating requirements.
 - Charging: Optimize operating assignments around overnight depot charging with minimal breaks for midday or opportunity charging.
 - Procurement: Strategies and alternate lease structures to help Metro reduce transition costs and mitigate technology and operating risks (e.g. battery leases).
 - Funding: Funding source evaluation and trade-offs





Board Report

File #: 2017-0282, **File Type:** Contract

Agenda Number: 27.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

SUBJECT: AUTOMATED PUBLIC TOILETS MAINTENANCE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole source firm fixed price Contract No. OP783190003367 for Automated Public Toilets Maintenance Services with Public Facilities and Services, Inc. This contract not-to-exceed amount is \$1,061,530 for the five year base period, effective July 15, 2017.

ISSUE

Under this new Contract, the contractor is required to provide technical support adjusting and/or repairing the electronic systems for the Automated Public Toilets (APT's) while inspecting and replenishing all consumables along with necessary corrective actions. These APT's are located at the Harbor Gateway and El Monte Transit Centers.

The existing contract with Public Facilities and Services, Inc. will expire on July 14, 2017. To continue providing clean, safe and operational APT's to Metro patrons, a new contract award is required effective July 15, 2017.

DISCUSSION

APT's are stationary restroom facilities that were installed in late 2012 and early 2013 at the El Monte Transit Center and Harbor Gateway for use by Metro patrons. These automated restrooms contain highly technical and specialized computer software, referred to as Programmable Logic Controllers (PLC). This specialized software provides the capability for these restrooms to automatically wash and disinfect their complete interior capsule via water sprays, hoses and ventilation fans to both air-out and dry all interior wall panels, floors and fixtures.

The technicians servicing these units must be well-trained to access, adjust and repair PLC systems via the control board located in the APT's service bay. Public Facilities and Services, Inc. is the sole service and maintenance provider for APT's within the United States and Canada, authorized by the Australian manufacturing company, Exeloo.

To avoid service interruption and continue providing the required maintenance services, a new contract award is required effective July 15, 2017.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure providing, safe, clean and reliable APT services to Metro patrons.

FINANCIAL IMPACT

The annual contract value is \$212,306. Funds are to be allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under project 300014, Regional Activities. 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.

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

Impact to Budget

The funding for this action will come from the Enterprise operating fund. No other sources of funds were considered for this activity because it supports bus operations. This activity is part of Metro facilities on-going maintenance costs.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP783190003367 with Public Facilities and Services, Inc., effective July 15, 2017, to provide APT Maintenance Services.

Attachments


ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AUTOMATED PUBLIC TOILETS / OP783190003367

1.	Contract Number: OP783190003367	
2.	Recommended Vendor: Public Facilities and Services, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 30, 2017	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: N/A	
	E. Pre-Qualification Completed: May 4, 2017	
	F. Conflict of Interest Form Submitted to Ethics: April 18, 2017	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 0	Bids/Proposals Received: 1
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Ruben Cardenas	Telephone Number: (213) 922-5932

A. Procurement Background

This Board Action is to approve a sole source contract to Public Facilities and Services, Inc. to continue maintaining two Automated Public Toilets (APTs) located at the Harbor Gateway and El Monte Transit Centers. Under this new Contract, the contractor is required to provide technical support adjusting and/or repairing the electronic systems for the APTs while providing custodial services and installing and replenishing all consumables.

B. Evaluation

Public Facilities and Services, Inc.'s submittal was determined to be responsive. The firm was deemed responsible and qualified to perform the required services based on the requirements of the statement of work, review and approval of the pre-qualification forms by the Prequalification Department, and technical evaluation by the Project Manager.

C. Cost/Price Analysis

The recommended pricing has been determined to be fair and reasonable based on historical pricing, comparison with Metro's independent cost estimate, and technical evaluation by the Project Management Team.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Public Facilities and Services, Inc.	\$1,061,530	\$999,720	\$1,061,530

D. Background on Recommended Contractor

The Automated Public Toilets (APT) are manufactured by Exeloo. Public Facilities & Services, Inc. was formed in 2005 and is the sole distributor and maintenance provider for Exeloo products in North America. APTs are commonly used by many travelers throughout Europe and Asia Pacific for their convenience and cleanliness. Exeloo APTs have anti-loitering, anti-vandalism and automatic cleaning features that create a point of difference from traditional public restrooms. As an exclusive distributor of Exeloo, Public Facilities & Services, Inc. offers a full line of related services including:

- APT and Kiosk Sales
- Site Preparation and Installation
- Service and Maintenance
- Related Mechanical Contracting Services

Public Facilities & Services, Inc. has customers in selected cities across the United States and Canada. Their main focus has been with municipalities and transportation authorities. The firm is currently under contract with Metro providing satisfactory service of two APTs located at the Harbor Gateway and El Monte Transit Centers.

DEOD SUMMARY**AUTOMATED PUBLIC TOILETS MAINTENANCE SERVICES / OP783190003367****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation, based on the lack of subcontracting opportunities. According to Metro's Project Manager, Pacific Facilities and Services Inc. (PFS) is the sole source vendor in the United States for service and maintenance of the subject Automatic Public Toilets.

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this Contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2017-0283, **File Type:** Contract**Agenda Number:** 28.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017****SUBJECT: TUNNEL WASHING SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP778590003367 for the Metro Red/Purple Line (MRL) and Pasadena Gold Line (PGL) Tunnel Washing services with Parkwood Landscape Maintenance Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$2,598,727 for the five-year contract, effective July 1, 2017; subject to resolution of protest(s), if any.

ISSUE

Under this Contract, the contractor is required to provide complete high pressure washing services throughout MRL and PGL tunnels.

To maintain safe operations and improve MRL and PGL tunnel cleanliness, a new contract award is required effective July 1, 2017.

DISCUSSION

The existing MRL heavy rail subway was opened in stages between 1993 and 2000. Since then and until 2013, the MRL twin tunnels including the Purple Line segment have not been cleaned. In 2013, a tunnel washing contract was awarded to provide complete tunnel washing services throughout MRL twin tunnels. Approximately 16 miles of the twin tunnels were cleaned; however, services were canceled following the contractor's request due to limited access and too many competing projects within the tunnel. Since the PGL Eastside Extension tunnel segment was opened in 2009, dirt and dust settlements are apparent on the internal walls, handrails, tracks, and catwalks; therefore, staff included the PGL tunnel to this scope of work to ensure providing safe and clean facilities to Metro patrons.

The entire length of the twin tunnels for the MRL is 36 miles and for the PGL is 3.4 miles, requiring pressure washing services to improve the overall conditions and cleanliness. Under this Contract, the contractor is required to provide detailed pressure washing services. The tunnel washing services include using pressurized water and degreaser solutions as necessary to remove debris and

particulates while cleaning walls, tracks, cover boards, insulators, catwalks, handrails, and the entire wall above the third rail within the stations.

Tunnel pressure washing and cleaning of trackway while removing trash and debris is necessary to maintain a safe and clean train path and mitigate potential fire hazards due to excessive grease and debris accumulation within the heavy rail confined space and next to an energized third rail.

The MRL provides heavy rail subway travel through its 16 stations and twin tunnels between downtown Los Angeles via the districts of Hollywood and mid-Wilshire to North Hollywood where it connects with the Metro Orange Line. The PGL light rail tunnel segment is located in the Boyle Heights district of Los Angeles and includes Mariachi Plaza and Soto stations.

DETERMINATION OF SAFETY IMPACT

The approval of this item will improve MRL and PGL overall safety and cleanliness conditions as well as improve the air quality within the stations in an effort to continue providing, safe, clean, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

The annual contract value is \$519,745. Subject to board approval of the FY18 budget, Funds are to be allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under project 300044, Rail Operations Red Line and 300055, Rail Operations Gold Line.

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

Impact to Budget

Funding for this action will come from the Enterprise operating fund. The source of funds will be Federal, State, and Local funds including sales tax and fares that are eligible for rail Operating projects. These funding sources will maximize fund use based on funding allocation provisions.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval, staff will execute Contract No. OP778590003367 to Parkwood Landscape Maintenance Inc., effective July 1, 2017, to provide MRL and PGL tunnel washing services.

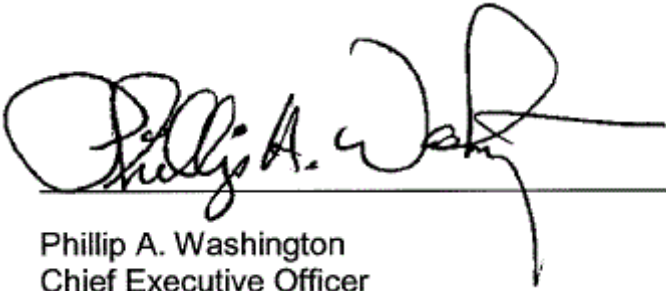
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington
Chief Executive Officer

DEOD SUMMARY

METRO TUNNEL WASHING SERVICES / OP778590003367

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal, inclusive of a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Parkwood Landscape, Inc. made a 10% Small Business commitment, inclusive of a 7% SBE and 3% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	7% SBE 3% DVBE
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	SBE Subcontractors	% SBE Committed
1.	Briteworks	7.00%
	Total SBE Commitment	7.00%

	DVBE Subcontractors	% DVBE Committed
1.	IECLT, Inc.	3.00%
	Total DVBE 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 Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

PROCUREMENT SUMMARY

METRO TUNNEL WASHING SERVICES / OP778590003367

1.	Contract Number: OP778590003367	
2.	Recommended Vendor: Parkwood Landscape Maintenance, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <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: January 30, 2017	
	B. Advertised/Publicized: January 30, 2017	
	C. Pre-proposal/Pre-Bid Conference: February 9, 2017	
	D. Proposals/Bids Due: March 27, 2017	
	E. Pre-Qualification Completed: May 1, 2017	
	F. Conflict of Interest Form Submitted to Ethics: April 18, 2017	
	G. Protest Period End Date: June 20, 2017	
5.	Solicitations Picked up/Downloaded: 18	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Alberto Garcia	Telephone Number: (213) 922-6760

A. Procurement Background

In 2016, Metro staff issued IFB No. OP28589 for Metro Red/Purple Line Tunnel Washing Services and received two bids. Staff's assessment concluded the low bidder was not appropriately licensed and, therefore, non-responsive. The second bid was 13% over Metro's ICE. A market review determined that it would be in Metro's best interest to reject all bids and re-issue a new solicitation.

This Board Action is to approve contract award in support of Facilities Maintenance to provide complete high pressure washing services for the Metro Purple/Red Line (MRL) and Pasadena Gold Line (PGL) tunnels as outlined in Invitation for Bid (IFB) No. OP28589-2. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

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

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

- Amendment No. 1, issued on February 10, 2017, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing and living wage information.
- Amendment No. 2, issued on March 8, 2017, extended the bid due date.
- Amendment No. 3, issued on March 15, 2017, extended the bid due date.

A pressure washing demonstration was scheduled on February 28, 2017 at Union Station from 10:00 p.m. to 12:30 a.m. The purpose of the demonstration was to provide potential bidders an opportunity to observe the vehicles and equipment that will be used to perform the tunnel washing services. A total of five firms attended the demonstration.

A total of three bids were received on March 27, 2017.

B. Evaluation of Bids

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

1. Parkwood Landscape Maintenance, Inc.
2. South Shore Building Services, Inc.
3. Woods Maintenance, Inc.

All firms were 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.

C. Cost/Price Analysis

The recommended pricing from Parkwood Landscape Maintenance, Inc. has been determined to be fair and reasonable based upon adequate competition, comparison with Metro’s independent cost estimate, and technical evaluation.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Parkwood Landscape, Inc.	\$2,598,726	\$3,056,700	\$2,598,726
South Shore Building Services, Inc.	\$3,588,300		
Woods Maintenance, Inc.	\$3,747,780		

D. Background on Recommended Contractor

Parkwood Landscape Maintenance, Inc. (Parkwood), located in Van Nuys, California, has provided professional landscape and pressure washing services in the Los Angeles area for over 48 years. Parkwood currently has contracts with the City of Palmdale, City of Los Angeles, City of Moorpark, Port of Los Angeles, and the City of Ventura. The firm is also Metro’s current contractor for graffiti abatement, landscape and irrigation maintenance, trash and vegetation removal services in

Regions 2 and 4. Through various contracts, Parkwood has acquired the necessary experience as required by the solicitation. Parkwood's high pressure washing experience was validated by reference checks and a technical evaluation by the Project Manager.



Board Report

File #: 2016-0741, File Type: Contract

Agenda Number: 29.

..Meeting_Body

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017

SUBJECT: P2550 LIGHT RAIL VEHICLE COMPONENT OVERHAUL

ACTION: ESTABLISH A LIFE OF PROJECT BUDGET

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-Of-Project (LOP) Budget for the implementation of a Component Overhaul Program for the P2550 Light Rail Vehicle (LRV) fleet, capital project number 214001 in the amount of \$35,007,546; and
- B. AUTHORIZING the Chief Executive Officer to award a 60 month indefinite quantity/indefinite delivery Contract No. MA27585 to ORX for the overhaul of 103 Ansaldo Breda P2550 light rail vehicle powered axle assemblies for a not-to-exceed amount of \$4,952,654, subject to resolution of protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) establishes a timeline for vehicle maintenance and major system overhauls in order to maintain the safety and level of performance of their vehicles. The P2550 fleet is due for a major system overhaul per the OEM's and Metro engineering's recommendations.

Implementation of this program helps ensure the P2550 fleet remains in a constant State of Good Repair (SGR) by overhauling multiple systems on the vehicles including the friction brake, propulsion, doors, truck and suspension, auxiliary power, and coupler systems. Completing this scheduled overhaul on time will ensure equipment safety, performance and longevity of the cars.

DISCUSSION

The P2550 LRV fleet was placed in revenue service in March 2008 to support the opening of the Gold Line Eastside line extension. Since 2008 the fleet has accumulated over 30 million miles; an average of 600,000 miles per car. The cars have a consistent performance, and a reliable safety

record.

The Component Overhaul Program consists primarily of the removal of aged components and the replacement with overhauled components, and may be performed several times during the life of the car. The Mid-life overhaul is performed only once, at approximately 15 years. Metro staff will perform the removal, testing and reinstallation of the overhauled components. Various vendors will perform the component teardown and overhaul. This contracted work requires specialized equipment, tooling, and training; and shall meet Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPUC) and Metro's Corporate Safety standards.

Metro's Rail Vehicle Engineering unit along with the Rail Fleet Services unit performed a maintenance review and condition assessment of the systems to be overhauled and then identified technical specifications to be prepared. It is expected that nine separate vendor contracts will be awarded to complete this component overhaul. The staff will return to the Board for approvals.

The Component Overhaul Program is coordinated with the Mid-life Rehabilitation Program and involves significant teardown and inspection of the car, truck and major assemblies, including system upgrades integration as obsolete systems are replaced with current technologies. Detailed planning for the Mid-life overhaul is expected to start in FY18. The OEM identifies the Mid-life Overhaul Program to be performed at the 15 year life cycle so that the vehicles achieve a design life of 30 years.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro; therefore, it is imperative to maintain the P2550 fleet. This program ensures that the fleet is overhauled in accordance with regulatory standards, the car builder prescribed maintenance cycles, and Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

Adoption of the overhaul program establishes an LOP Budget in the amount of \$35,007,500 ~~\$35,007,546~~ through FY23. Since this is a multi-year project, the cost center Director and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

Budget in the amount of \$2.7 million has already been included in FY17 annual budget under CP 214001. The planned source of funds for this project comes from local funding source TDA Article 4 which is eligible for Bus and Rail Operating or Capital Projects.

ALTERNATIVES CONSIDERED

The P2550 Fleet is one of Metro's most reliable rail fleets and in order to continue with consistent

reliability, availability, and safety record the component overhaul is an integral program to continue the positive trend. An alternative is to defer the component overhaul program; however, this is not recommended as it may negatively impact safety, which may result in service delays, exposure to risk of fines during regulatory audits, and impact equipment and vehicle design life.

NEXT STEPS

Upon Board approval, staff will execute Contract No. MA27585 to ORX for the overhaul of 103 Ansaldo Breda P2550 light rail vehicle powered axle assemblies. There will be an additional eight overhaul contracts that will be brought to the Board for approval to complete this LOP Budget over the next 12 months.

ATTACHMENTS

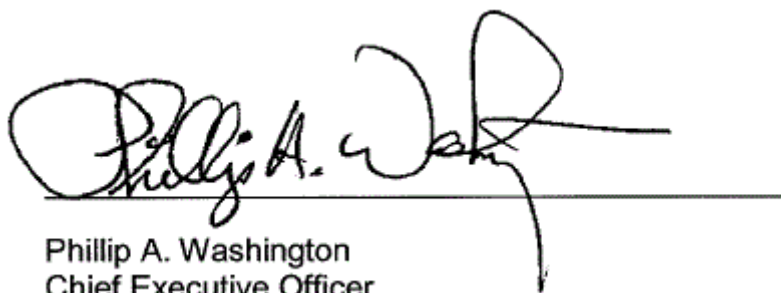
- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - LOP and Budget Summary

Prepared by:

Bob Spadafora, Sr. Executive Officer, Rail Fleet Services, (213) 922-3144
Richard M. Lozano, Sr. Director, Rail Fleet Services
(310) 816-6944
Russell Homan, Director of Rail Fleet Services, Metro Gold Line (626) 471-7831
Jesus Montes, Sr. Executive Officer, Rail Vehicle Acquisition and Engineering
(213)922- 3838

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

P2550 LIGHT RAIL VEHICLE COMPONENT OVERHAUL / MA27585

1.	Contract Number: MA27585	
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: 11/11/16	
	B. Advertised/Publicized: 11/15/16 – 11/28/16	
	C. Pre-Bid Conference: 12/6/16	
	D. Bids Due: 2/7/17	
	E. Pre-Qualification Completed: 2/2/17	
	F. Conflict of Interest Form Submitted to Ethics: 2/9/17	
	G. Protest Period End Date: 6/01/17	
5.	Solicitations Picked up/Downloaded: 23	Bids Received: 2
6.	Contract Administrator: Jean Davis	Telephone Number: 213/922-1041
7.	Project Manager: Russell Homan	Telephone Number: 626/471-7831

A. Procurement Background

This Board Action is to approve Contract No. MA27585 in support of Metro's P2550 Light Rail Vehicle (LRV) to procure services required for the complete overhaul and repair of the powered axle assemblies. Board approval of contract awards are subject to resolution of any properly submitted protest.

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

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

- Amendment No. 1, issued on November 18, 2016, to revise the specifications, establish the Pre-Bid Conference date, and extend the bid due date;
- Amendment No. 2, issued on November 23, 2016, to revise the specifications and bid price form;
- Amendment No. 3, issued on December 23, 2016, to revise the price form;
- Amendment No. 4, issued on January 18, 2017, to extend the bid due date.

A Pre-Bid Conference was held on December 6, 2016 and was attended by nine participants representing two firms. A total of two bids were received on February 7, 2017.

B. Evaluation of Bids

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

	Bidder Name	Bid Amount
1.	ORX	\$4,952,654.00
2.	IGW USA, INC.	\$5,204,303.74

The firm recommended for award, ORX, was found to be in full compliance with the bid and technical requirements.

C. Price Analysis

The recommended total bid price from ORX has been determined to be fair and reasonable based upon adequate price competition, in accordance with FTA 4220.1F, Third Party Contracting Guidance, and the selection of the lowest responsive and responsible bid. Based on our market research, there are only a few technically qualified firms that can perform the P2550 powered axle overhaul. The pressing work needs to be performed by Association of American Railroads (AAR) certified companies. AnsaldoBreda is the Original Equipment Manufacturer (OEM), but has since gone out of business. The subcontractors that have performed Metro's previous overhauls on other Metro Rail vehicle powered axles in the past are also included as subs in ORX's bid price. Additionally, 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 1) they were not in this specialized overhaul business; or 2) they were not technically qualified; or 3) they were not interested in a small quantity of overhauling four power axles per month.

Bidder Name	Bid Amount	Metro ICE
ORX	\$4,952,654.00	\$5,728,000.00

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, gear units and trucks to light rail and heavy rail car builders and operating authorities throughout the United States and Canada. ORX has done business with other transit agencies including New Jersey Transit, JFK AirTran New York City Transit. ORX is currently overhauling Metro's Blue Line wheel set assemblies and have performed satisfactorily.

DEOD SUMMARY

P2550 LIGHT RAIL VEHICLE COMPONENT OVERHAUL /
MA27585

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this Original Equipment Manufacturer (OEM) procurement due to the apparent lack of subcontracting opportunities. The Project Manager confirmed that the powered axle kits will be uninstalled by Metro staff and shipped to the OEM for overhaul services, and then returned to Metro for re-installation. While the PM initially confirmed that the specialized shipping requirements precluded subcontracting opportunities, ORX, through its outreach efforts, was able to identify an SBE to perform the shipping specifications. ORX made a 5.18% SBE commitment.

Small Business Goal	0%	Small Business Commitment	5.18% SBE
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	SBE Subcontractor	% Committed
1.	Vobecky Enterprises	5.18%
Total Commitment		5.18%

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.

LOP and Budget

BUDGET LOP	FY17 (adopted)	FY 18	FY 19	FY 20	FY 21	FY 22	FY23	Total
LABOR								
Metro Represented Labor (FM Supervisor & Maintenance Specialists)	\$ 1,123,744	\$ 1,109,793	\$ 1,617,280	\$ 1,582,431	\$ 1,606,431	\$ 1,110,433		\$ 8,150,112
Metro Non-Represented Labor (PM & Contract Manager)	\$ 9,656	\$ 30,898	\$ 10,638	\$ 11,157	\$ 3,789	\$ 3,896		\$ 70,034
Labor Total	\$ 1,133,400	\$ 1,140,691	\$ 1,627,918	\$ 1,593,588	\$ 1,610,220	\$ 1,114,329		\$ 8,220,146
NON-LABOR								
Professional & Technical Services	\$ 312,800	\$ 50,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 15,000		\$ 452,800
Acquisition - Parts (Revenue Vehicle)	\$ 664,400	\$ 664,000	\$ 3,196,000	\$ 3,066,000	\$ 3,066,000	\$ 2,045,000		\$ 12,701,400
Acquisition - Equipment	\$ 664,400	\$ 664,000	\$ 3,196,000	\$ 3,066,000	\$ 3,066,000	\$ 2,045,000		\$ 12,701,400
Non-Labor Total	\$ 1,641,600	\$ 1,378,000	\$ 6,417,000	\$ 6,157,000	\$ 6,157,000	\$ 4,105,000		\$ 25,855,600
CONTINGENCY								
Contingency							\$ 931,800	\$ 931,800
Contingency Total	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 931,800	\$ 931,800
Total Project Cost	\$ 2,775,000	\$ 2,518,691	\$ 8,044,918	\$ 7,750,588	\$ 7,767,220	\$ 5,219,329	\$ 931,800	\$ 35,007,546



Board Report

File #: 2017-0322, **File Type:** Contract

Agenda Number: 30.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

SUBJECT: CONTRACTED BUS SERVICE - SOUTH REGION

ACTION: AWARD CONTRACT FOR CONTRACTED BUS SERVICE

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit price Contract No. OP38384000 to MV Transportation, Inc. (MV) for contracted bus services in the South Region in an amount not-to-exceed \$127,280,617, effective July 1, 2017, subject to resolution of protest(s), if any.

ISSUE

The current contract with MV for operating bus services in the South Region is scheduled to expire on June 30, 2017. A new contract is required to continue the service.

DISCUSSION

Metro operates 18 bus lines that are contracted to private transportation companies. The South Region contractor currently operates seven of these lines as follows: 125, 128, 130, 205, 232, 607, and 625.

Line	Description	Annual RSH*	Annual Passengers
125	El Segundo - Downey via Rosecrans Ave.	44,595	1,612,779
128	Compton - La Mirada via Alondra Blvd.	11,466	320,248
130	Redondo Beach - Cerritos via Artesia Blvd.	33,235	942,404
205	Imperial/Wilmington Sta. - San Pedro via Wilmington Ave., Vermont Ave. & Western Ave.	45,300	1,193,736
232	Long Beach - LAX via Sepulveda Blvd.	60,198	1,893,401
607	Inglewood - Windsor Hills - Inglewood	2,310	18,263
625	Green Line Shuttle World Way West via Imperial Hwy.	4,860	91,367

*RSH = Revenue Service Hours

Metro began contracting a portion of our bus services in 1996. The first 13 contracted lines were

existing directly operated services. These lines were transferred due to their high subsidy per passenger rate ratio. The remaining five (5) contract lines include some of the new local shuttle and Consent Decree services that have been added since 1996. Contracting a portion of our bus service has provided both cost and operational benefits:

- Annual savings are realized through the lower operating costs of the contractors.
- Modifications or expansion to existing bus divisions are not necessary when new services are added.
- Contracts allow greater flexibility in operation. Lines can be quickly added, cancelled, or modified.

Despite being operated by a contractor, Metro's Service Planning Department still includes all South Region routes in all performance and planning analyses. Changes are effected semiannually or when needed, to ensure optimal and efficient service performance.

In June 2010, the Board approved an award of a five-year contract with MV Public Transportation, Inc. which expires June 30, 2017. The new proposed Contract requires the contractor to pay for CNG fuel costs, but will continue to provide for reimbursement for actual fuel costs for diesel buses. The maximum cost Metro will pay for diesel fuel is based on an index price published by the Oil Price Information Service (OPIS). Reimbursement of diesel fuel used in revenue vehicles is a practice that Metro has used to minimize the risk of potentially volatile diesel fuel prices affecting costs over the five-year contract period and the potential need for price adjustments based on changes in fuel prices or varying diesel fuel consumption resulting from the replacement of diesel buses with new CNG buses. Metro requires contractors to pay for CNG fuel for revenue vehicles and develop a plan for the installation of a CNG station within their facility for continuity and reliability of operation.

The new Contract contains additional provisions related to vehicle maintenance, including dedicated positions for maintenance of Metro-owned communications equipment such as advance transportation management system (ATMS), automated passenger count (APC), and others, stricter body damage and appearance standards, and specific procedures for the transfer of vehicles to and from the contractor to further increase service versatility. Metro has initiated the process of acquiring new CNG buses which will replace the current diesel fleet during this Contract period. Metro's Vehicle Acquisition group expects that the buses will be replaced during FY18-FY19; pending a decision by Bus Fleet Management. The Contract also contains the same provisions that allow for service levels to be increased or decreased over the term of the Contract based on our operating needs. Additionally, Metro has implemented new provisions to incentivize the application for, and receipt of, fuel tax credits and grants relating to the maintenance of Metro's buses. These provisions allow the contractor to retain a majority of the fuel tax credits/grants toward the beginning of the contract period and gradually balance out to where the contractor and Metro evenly retain the fuel tax credits/grants.

The new Contract term will begin July 1, 2017 and end June 30, 2022.

DETERMINATION OF SAFETY IMPACT

The proposed Contract contains provisions requiring minimum levels for training that will ensure the safest possible operation of our equipment and service.

FINANCIAL IMPACT

The funding of \$24,029,963 for this contracted service is included in the FY18 budget in Cost Center 3593 3592; Project 306001, Operations Transportation, and Account 50801, Purchased Transportation. Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this service will come from Federal, State, and local funding sources including sales tax and fares that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities given funding provisions.

ALTERNATIVES CONSIDERED

Staff considered bringing these services in-house. Based on our proposed FY18 marginal bus operating cost of \$167.65 per Revenue Service Hours, it would cost more to operate these services in-house and would require physical modifications to our facilities to operate and maintain the vehicles used for this service. The new cost for services is \$97.36 per RSH for diesel and \$122.13 per RSH for CNG.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP38384000 to MV Transportation, Inc. In spring 2022, staff will return to the Board with recommendations based upon further evaluation of the services provided under this Contract.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Metro South Region Contract Service Bus Lines

Attachment C - DEOD Summary

Prepared by: Cathy Rosas, Manager, Transportation Contract Services, (213) 922-2875
George Del Valle, Transportation Contract Services Field Representative, (213) 922-7240

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

CONTRACT BUS SERVICES – SOUTH REGION/OP38384000

1.	Contract Number: OP38384000	
2.	Recommended Vendor: MV Transportation, 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: February 22, 2017	
	B. Advertised/Publicized: February 24, 2017	
	C. Pre-Proposal Conference: March 7, 2017	
	D. Proposals Due: April 5, 2017	
	E. Pre-Qualification Completed: Pending (Due to Proposal clarifications and revisions Pre-Qualification will be delayed)	
	F. Conflict of Interest Form Submitted to Ethics: May 1, 2017	
	G. Protest Period End Date: June 15, 2017	
5.	Solicitations Picked up/Downloaded: 27	Bids/Proposals Received: 2
6.	Contract Administrator: Antwaun Boykin	Telephone Number: 213-922-1056
7.	Project Manager: Cathy Rosas	Telephone Number: 213-922-2875

A. Procurement Background

This Board Action is to approve the award of Contract No. OP38384000 issued in support of contracted operation of local transit lines in the south region of Los Angeles County. The South Region includes seven transit lines which are predominantly operated within the Metro Gateway Cities and the South Bay service areas. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. OP38384 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. In an effort to limit the potential risk of loss of service due to failed CHP inspections, labor stoppage, and poor performance, RFP No. OP38382 stated that the contract award for RFP No. OP38382, Contracted Transportation Services – East Region will not be made to the same awardee of RFP No. OP38384, Contracted Transportation Services – South Region. Firms were allowed to propose on RFP No. OP38382, RFP No. OP38384, or both. However, one firm could not be awarded both contracts.

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

- Amendment No. 1, issued on March 13, 2017, clarified Pre-Proposal Documents;
- Amendment No. 2, issued on March 21, 2017, extended the proposal due date;

- Amendment No. 3, issued on March 27, 2017, clarified the Exhibit II Statement of Work, Attachment W Engine information, Additional information requested, Volume II Compliance Forms, and added the Variable Unit Rate Pricing Schedule.

Two proposals were received on April 5, 2017. Both firms were found to be responsive and responsible after initial review.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Safety, Revenue Collection, Transportation Operations, and Service Planning and Scheduling 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 | 10 percent |
| • Qualifications Of Proposed Staff | 15 percent |
| • Proposed Facility | 15 percent |
| • Operating Methodology/Work Plan | 25 percent |
| • Past Performance | 15 percent |
| • Price | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar contracted services. Several factors were considered when developing these weights, giving the greatest importance to the operating methodology/work plan.

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

1. First Transit, Inc.
2. MV Transportation, Inc.

During the week(s) of April 14 through April 28, the PET conducted proposed facility site visits and proposer interviews. The firms' project managers and key team members had an opportunity to present their team's qualifications and respond to questions from the evaluation committee. 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, facility plans, and work plans. Each team was asked questions relative to their firm's proposed alternatives and previous experience with similar projects.

Qualifications Summary of Firms within the Competitive Range:

MV Transportation, Inc.

Established more than 40 years ago, MV Transportation (MV) has 16 years of experience operating transit services in the Los Angeles area. MV is extremely familiar with the unique characteristics of the County. MV has also worked with the Los Angeles Department of Transportation (LADOT), the City of Santa Clarita Transit, and the Regional Transportation Commission of Southern Nevada. MV offers Metro the ongoing leadership of its existing Metro South Region management team. MV has operated Metro’s South Region services since 2010. MV proposed a team of locally-based transit professionals who offer experienced and highly specialized leadership in the areas of operations, contract management, safety, finance, maintenance, training, labor relations, human resources, recruiting, and numerous other areas.

First Transit, Inc.

First Transit, Inc. has 60 years of transportation operations and management experience with over 320 current contracts. With over 70 locations across the State of California, FirstGroup America (including First Transit, First Vehicle Services, First Student and Greyhound) is the largest private supplier of transportation services in the state. First Transit, Inc. and First Vehicle Services have nearly 40 contracts in California. First Transit, Inc. has region and corporate management professionals who have extensive transit expertise, providing location support in areas of safety, training, administration, accounting, insurance claims management, and human resources.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	MV Transportation, Inc.				
3	Qualifications Of The Firm	92.00	10.00%	9.20	
4	Qualifications Of Proposed Staff	86.53	15.00%	12.98	
5	Contractor Facility	97.46	15.00%	14.62	
6	Operating Methodology/Work Plan	91.52	25.00%	22.88	
7	Past Performance	88.53	15.00%	13.28	
8	Price For Services	95.5	20.00%	19.10	
9	Total		100.00%	92.06	1
10	First Transit, Inc.				
11	Qualifications Of The Firm	90.00	10.00%	9.00	

12	Qualifications Of Proposed Staff	91.60	15.00%	13.74	
13	Contractor Facility	80.00	15.00%	12.00	
14	Operating Methodology/Work Plan	90.00	25.00%	22.50	
15	Past Performance	84.26	15.00%	12.63	
16	Price For Services	100.00	20.00%	20.00	
17	Total		100.00%	89.87	2

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	MV Transportation, Inc.	\$127,280,617.00	\$156,048,655.00	\$127,280,617.00
2.	First Transit, Inc.	\$125,419,496.00		

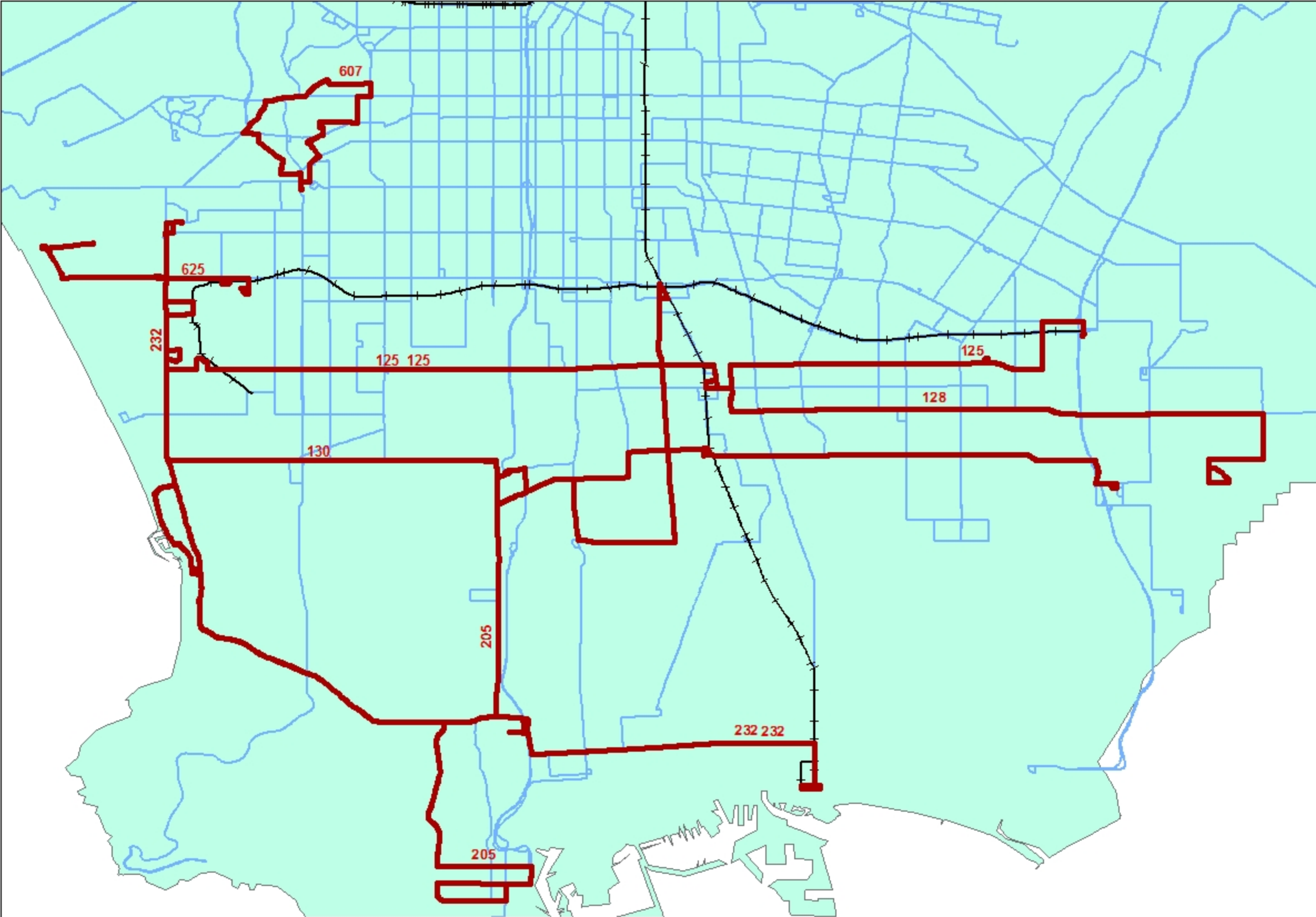
D. Background on Recommended Contractor

The recommended firm, MV Transportation, Inc. (MV), located in Dallas, TX has been in business for 40 years and is a leader in the field of transportation services. In Southern California, MV operates more fixed route and shuttle services than any other contractor. In addition to its current work in Metro’s South Region, MV operates fixed route and commuter services for LADOT, the City of Santa Clarita, and numerous cities within the greater Los Angeles metropolitan area. MV’s proposed General Manager has nearly 40 years of general transportation experience, including more than 20 years of management experience. In his current role as general manager of MV’s North Region Commuter Express and DASH operation for LADOT, he oversees the daily operation of a fleet of 80 vehicles.

MV Transportation, Inc. is the incumbent for the current contract with Metro and has performed satisfactory.



Metro South Region Contract Service Bus Lines



Legend

- Metro South Region Contract Lines
- +— Metro Rail Lines
- Metro Bus Lines
- Major Streets
- Metro Service Area



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DEOD SUMMARY

CONTRACT BUS SERVICES – SOUTH REGION/OP38384000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. MV Transportation exceeded the goal by making a 5.39% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5.39% DBE
----------------------------	---------------	----------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	JCM & Associates, Inc.	Hispanic American	0.06%
2.	J.D. Evans, Inc.	Caucasian Female	0.03%
3.	First Fuel, Inc.	Caucasian Female	5.30%
Total DBE Commitment			5.39%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor one DBE firm for protégé development. The selected DBE protégé is J.D. Evans, Inc.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0299, **File Type:** Contract

Agenda Number: 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

SUBJECT: CONTRACTED BUS SERVICE - EAST REGION

ACTION: AWARD CONTRACT FOR CONTRACTED BUS SERVICE

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit price Contract No. OP38382000 to Southland Transit, Inc. for contracted bus services in the East Region in an amount not-to-exceed \$65,245,597 effective July 1, 2017, subject to resolution of protest(s), if any.

ISSUE

The current contract with Southland Transit, Inc. (Southland) for operating bus services in the East Region is scheduled to expire on June 30, 2017. A new contract is required to continue the service.

DISCUSSION

Metro operates 18 bus lines that are contracted to private transportation companies. The East Region contractor currently operates five of these lines as follows: 254, 256, 266, 577, and 605.

Line	Description	Annual RSH*	Annual Passengers
254	Boyle Heights - 103rd St. Station via Lorena St. & Boyle Ave.	10,575	227,198
256	Commerce - Altadena via Eastern Ave. & Hill Ave.	26,435	533,293
266	Lakewood - Pasadena via Roasemead Blvd. & Lakewood Blvd.	37,551	1,581,242
577	Metro Express (El Monte Station - Downtown Long Beach via I-605 Fwy.)	15,762	214,672
605	Grande Vista Ave. - Boyle Heights - LA County + USC Medical Center	17,095	680,051

*RSH = Revenue Service Hours

Metro began contracting a portion of bus services in 1996. The first 13 contracted lines were existing services Metro operated. These lines were transferred because of their high subsidy per passenger. The remaining contract lines include some of the new local shuttle and Consent Decree services that have been added since 1996. Contracting a portion of the bus services has provided both cost and

operational benefits:

- Annual savings are realized through the lower operating costs of the contractors.
- Modifications or expansion to existing bus divisions are not necessary when new services are added.
- Contracts allow greater flexibility in operation. Lines can be quickly added, cancelled, or modified.

Despite being operated by a contractor, Metro Service Planning Department still includes all East Region routes in all performance and planning analyses. Changes are effected semiannually or when needed to ensure optimal and efficient service performance.

In July 2010, the Board approved an award of a five-year contract with Southland Transit which expires June 30, 2017. The new proposed Contract requires the contractor to pay for CNG fuel costs for buses and develop a plan for the installation of a CNG station within their facility for reliability of operation.

The new Contract contains additional provisions related to vehicle maintenance, including dedicated positions for maintenance of Metro-owned communications equipment such as advance transportation management system (ATMS), automated passenger count (APC), and others, stricter body damage and appearance standards, and specific procedures for the transfer of vehicles to and from contractor to further increase service versatility. The Contract also contains the same provisions that allow for service levels to be increased or decreased over the term of the Contract based on our operating needs. Additionally, Metro has implemented new provisions to incentivize the application for, and receipt of, fuel tax credits and grants relating to the maintenance of Metro's buses. These provisions allow the contractor to retain a majority of the fuel tax credits/grants toward the beginning of the contract period and gradually balance out to where the contractor and Metro evenly retain the fuel tax credits/grants.

The new Contract term will begin July 1, 2017 and end June 30, 2022.

DETERMINATION OF SAFETY IMPACT

The proposed Contract contains provisions requiring minimum levels training that will ensure the safest possible operation of our equipment and service.

FINANCIAL IMPACT

The funding of \$12,070,511 for this contracted service is included in the FY18 budget in Cost Center 3593; Project 306001, Operations Transportation, and Account 50801, Purchases Transportation. Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this service will come from Federal, State, and local funding sources including sales tax and fares that are eligible for Bus Operating Projects. These funding sources will

maximize the use of funds for these activities given funding provisions.

ALTERNATIVES CONSIDERED

The alternate to awarding a new contract, staff considered in-house services. Based on the proposed FY18 marginal bus operating cost of \$167.65 per Revenue Service Hours, it would cost more to operate these services in-house and would require physical modifications to our facilities to operate and maintain the vehicles used for this service. The new cost for services is \$104.96 per Revenue Service Hour for CNG. The East region does not operate diesel vehicles.

NEXT STEPS

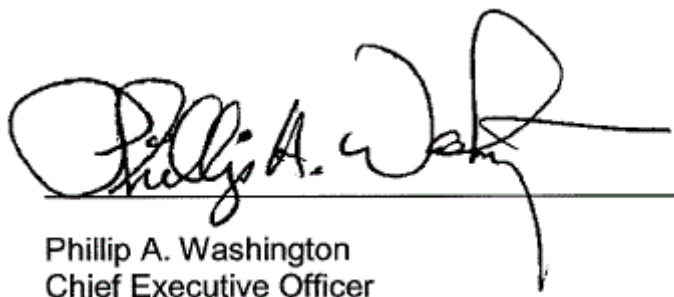
Upon Board approval, staff will execute Contract No. OP38382000 to Southland Transit, Inc. In spring 2022, staff will return to the Board with recommendations based upon further evaluation of the services provided under this Contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - East Region Service Map
Attachment C - DEOD Summary

Prepared by: Cathy Rosas, Manager, Transportation Contract Services, (213) 922-2875
George del Valle, Transportation Contract Services Field Representative, (213) 922-7240

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

CONTRACT BUS SERVICES – EAST REGION/OP38382000

1.	Contract Number: OP38382000	
2.	Recommended Vendor: Southland Transit, 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: February 22, 2017	
	B. Advertised/Publicized: February 24, 2017	
	C. Pre-Proposal Conference: March 7, 2017	
	D. Proposals Due: April 5, 2017	
	E. Pre-Qualification Completed: Pending (Due to Proposal clarifications and revisions Pre-Qualification will be delayed)	
	F. Conflict of Interest Form Submitted to Ethics: May 1, 2017	
	G. Protest Period End Date: June 15, 2017	
5.	Solicitations Picked up/Downloaded: 21	Bids/Proposals Received: 3
6.	Contract Administrator: Antwaun Boykin	Telephone Number: 213-922-1056
7.	Project Manager: Cathy Rosas	Telephone Number: 213-922-2875

A. Procurement Background

This Board Action is to approve the award of Contract No. OP38382000 issued in support of contracted operation of local transit lines in the east region of Los Angeles County. The East Region includes five transit lines which are predominantly operated within the Metro Gateway Cities and the San Gabriel Valley service areas. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. OP38382 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. In an effort to limit the potential risk of loss of service due to failed CHP inspections, labor stoppage, and poor performance, RFP No. OP38382 stated that the Contract award for RFP No. OP38382, Contracted Transportation Services – East Region will not be made to the same awardee of RFP No. OP38384, Contracted Transportation Services – South Region. Firms were allowed to propose on RFP No. OP38382, RFP No. OP38384, or both. However, one firm could not be awarded both contracts.

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

- Amendment No. 1, issued on March 13, 2017, clarified Pre-Proposal Documents;
- Amendment No. 2, issued on March 21, 2017, extended the proposal due date;

- Amendment No. 3, issued on March 27, 2017, clarified the Exhibit II Statement of Work, Attachment W Engine information, Additional information requested, Volume II Compliance Forms, Add Variable Unit Rate Pricing Schedule;

Three proposals were received on April 5, 2017. All three were found to be responsive and responsible after initial review.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Safety, Revenue Collection, Transportation Operations, and Service Planning and Scheduling 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 | 10 percent |
| • Qualifications Of Proposed Staff | 15 percent |
| • Proposed Facility | 15 percent |
| • Operating Methodology/Work Plan | 25 percent |
| • Past Performance | 15 percent |
| • Price | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar contracted services. Several factors were considered when developing these weights, giving the greatest importance to the operating methodology/work plan.

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

1. First Transit, Inc.
2. MV Transportation, Inc.
3. Southland Transit, Inc.

During the week(s) of April 14 through April 28, the PET conducted proposed facility site visits and proposer interviews. The firms' project managers and key team members had an opportunity to present their team's qualifications and respond to questions from the evaluation committee. 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, facility plans, and work plans. Each team was asked questions relative to their firm's proposed alternatives and previous experience with similar projects.

Qualifications Summary of Firms within the Competitive Range:

Southland Transit, Inc.

Southland Transit, Inc. has established itself as the leading local transit firm in southern California by providing professionally operated, cost effective transit service to a variety of different size governmental agencies. Southland Transit has consistently exceeded on-time performance standards and achieved close to 100% service delivery. In addition to their experience at Metro, Southland Transit's management team has experience serving contracted lines for such agencies as, Los Angeles Department of Transportation (LADOT), Foothill Transit, AVTA, OCTA, RTA, and MTS.

MV Transportation, Inc.

Established more than 40 years ago, MV Transportation (MV) has 16 years of experience operating transit services in the Los Angeles area. MV is extremely familiar with the unique characteristics of the County. MV has also worked with LADOT, the City of Santa Clarita Transit, and the Regional Transportation Commission of Southern Nevada. MV offers Metro the ongoing leadership of its existing Metro East Region management team. MV has operated Metro's East Region services since 2010. MV proposed a team of locally-based transit professionals who offer experienced and highly specialized leadership in the areas of operations, contract management, safety, finance, maintenance, training, labor relations, human resources, recruiting, and numerous other areas.

First Transit, Inc.

First Transit, Inc. has 60 years of transportation operations and management experience with over 320 current contracts. With over 70 locations across the State of California, FirstGroup America (including First Transit, First Vehicle Services, First Student and Greyhound) is the largest private supplier of transportation services in the state. First Transit and First Vehicle Services have nearly 40 contracts in California. First Transit, Inc. has region and corporate management professionals who have extensive transit expertise, providing location support in areas of safety, training, administration, accounting, insurance claims management, and human resources.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	MV Transportation, Inc.				
3	Qualifications Of The Firm	88.00	10.00%	8.80	
4	Qualifications Of Proposed Staff	80.13	15.00%	12.02	
5	Contractor Facility	88.00	15.00%	13.20	
6	Operating Methodology/Work Plan	88.08	25.00%	22.02	
7	Past Performance	86.13	15.00%	12.92	
8	Price For Services	100.00	20.00%	20.00	
9	Total		100.00%	88.96	1
10	Southland Transit, Inc.				
11	Qualifications Of The Firm	88.00	10.00%	8.80	
12	Qualifications Of Proposed Staff	84.00	15.00%	12.60	
13	Contractor Facility	92.00	15.00%	13.80	
14	Operating Methodology/Work Plan	88.56	25.00%	22.14	
15	Past Performance	88.53	15.00%	13.28	
16	Price For Services	89.50	20.00%	17.90	
17	Total		100.00%	88.52	2
18	First Transit, Inc.				
19	Qualifications Of The Firm	88.00	10.00%	8.80	
20	Qualifications Of Proposed Staff	90.00	15.00%	13.50	
21	Contractor Facility	82.13	15.00%	12.32	
22	Operating Methodology/Work Plan	90.08	25.00%	22.52	
23	Past Performance	83.2	15.00%	12.48	
24	Price For Services	75.00	20.00%	15.00	
25	Total		100.00%	84.62	3

As previously stated, firms were allowed to propose on RFP No. OP38382 (East Region), RFP No. OP38384 (South Region), or both. However, one firm could not be awarded both contracts as stipulated in the RFPs. Although MV Transportation's score was slightly higher as a result of this evaluation, MV Transportation is being recommended for award for the South Region. Therefore, Southland Transit is recommended for award for the East Region.

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Southland Transit, Inc.	\$65,245,596.52	\$58,775,515.04	\$65,245,597.00
2.	MV Transportation, Inc.	\$58,315,350.00		
3.	First Transit, Inc.	\$77,781,165.17		

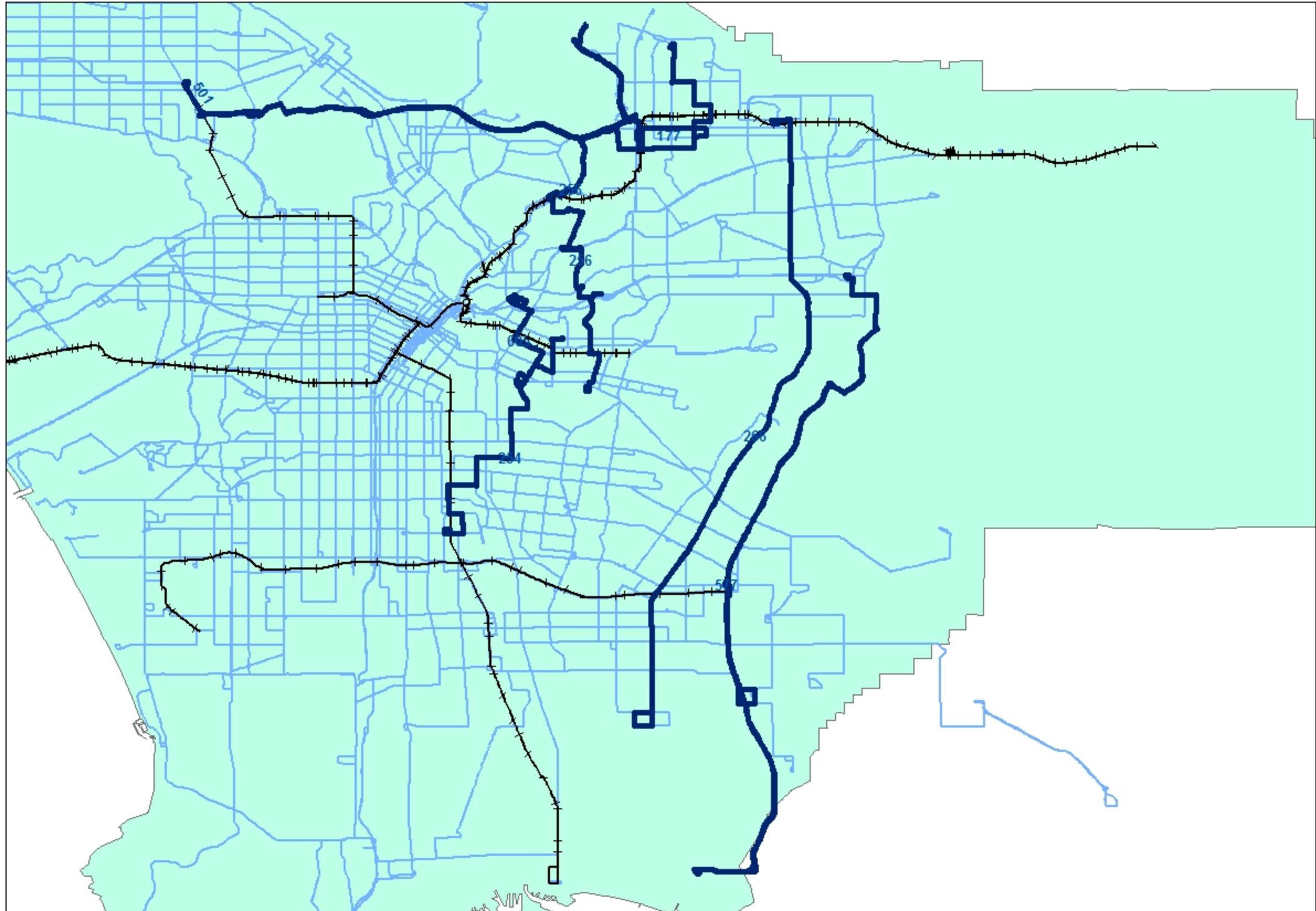
D. Background on Recommended Contractor

The recommended firm, Southland Transit, Inc., located in El Monte, CA has been serving Southern California communities for over 64 years and has provided professionally operated, cost effective transit service to a variety of different size governmental agencies. In addition to being the current operator of the LA Metro East Region Services many of the other projects operated by Southland Transit are in the San Gabriel Valley and the greater Los Angeles County for LADOT, City of Santa Clarita, and numerous cities within the greater Los Angeles Metropolitan area. Southland Transit is proposing four of their professional management staff to lead the team on this service. The professional staff is current employees already assigned to the East Division management team. The proposed General Manager has built a progressive distinguished record of accomplishment in the transit industry as a driver, Road Supervisor, Operations Manager, and as a General Manager.





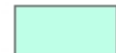
Southland Transit, Inc. is the incumbent for the current contract with Metro and has performed satisfactory.



Metro East Region Contract Service Bus Lines



Legend

-  Metro East Region Contract Lines
-  Metro Rail Lines
-  Metro Bus Lines
-  Major Streets
-  Metro Service Area



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DEOD SUMMARY

CONTRACTED BUS SERVICES – EAST REGION/OP38382000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Southland Transit, Inc. exceeded the goal by making a 5.15% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5.15% DBE
----------------------------	---------------	----------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Performance Auto Body	Hispanic American	1.87%
2.	JCM & Associates, Inc.	Hispanic American	0.34%
3.	J.D. Evans, Inc.	Caucasian Female	0.05%
4.	Carl's Electric, Inc.	Asian Pacific American	0.21%
5.	Tranco Upholstery	Asian Pacific American	0.32%
6.	Trans-Global Services	Asian Pacific American Female	2.36%
Total Commitment			5.15%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor one (1) DBE firm for protégé development. The selected DBE protégé is Trans-Global Services.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0300, **File Type:** Agreement

Agenda Number: 32.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

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

ACTION: APPROVE TRANSIT SERVICE OPERATION AGREEMENTS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for an additional two years inclusive of \$1,091,577;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for an additional two years inclusive of \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226 for two years inclusive of \$485,705;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

ISSUE

The current agreement between LACMTA and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2017. Staff is requesting Board authority to

continue the agreement through June 30, 2019, as the service replaces the former western extension of Metro's directly operated Line 177.

The current agreement between LACMTA and LADOT to fund a portion of Dash 601, Dash 602, and Commuter Express 422 will expire on June 30, 2017. Staff is requesting Board authority to continue the agreement through June 30, 2019. This service provides a vital community based service that originally was part of the Consent Decree. In FY1998 Metro implemented a Consent Decree Pilot Program to improve mobility for the transit dependent. In July 1999 the Board of Directors approved the service modifications based on the Pilot Program and Public Hearing results. The term of the agreement was for one year from the initial date of operations with automatic one year renewals which include changes to service levels as needed.

The current agreement between LACMTA and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2017. Staff is requesting Board authority to continue the agreement through June 30, 2019.

DISCUSSION

City of Glendale

In February 2000, the LACMTA Board approved a 10 year agreement in which LACMTA would discontinue operating service on the western portion of MTA Route 177 between the Jet Propulsion Laboratory (JPL) and downtown Glendale. Line 177 is now a contract line operated for Metro via a private bus company. The service is considered to be a local, community based service that is more suited to be integrated into the Beeline service operated by the City of Glendale.

The City of Glendale agreed to operate on the days of week, span of service, and frequencies of service equal to or better than that operated by the LACMTA. The rate will be indexed each year according to the Consumer Price Index (CPI).

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between LACMTA and the City of Los Angeles has been effective since its implementation as part of the Consent Decree which ended in 2010. The service has enabled both agencies to focus on operating services more appropriate to each agency's core mission. Currently, Line 422 averages 11 boardings per hour, Line 601 averages 44 boardings per hour and Line 602 averages 24 boardings per hour. These levels are all above the average boardings for community based transit services. In FY16, lines 422, 601 and 602 scheduled 106,536 RSH and reported approximately 3,585,881 annual passenger trips.

City of Palos Verdes Peninsula Transportation Authority

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent Decree Metro Line 225/226 was the only local bus line operated in this part of the County. In 2006 it was determined that Line 225/226 would be best, and most cost effectively, operated by PVPTA via subsidy from LACMTA. In FY16, line 225/226 scheduled 6,288 RSH and reported approximately 34,108 annual passenger trips. Please refer to Attachments A, B, and C for additional ridership and service information relating to City of Glendale, LADOT and PVPTA service.

Performance Evaluation

During the coming months Metro staff will continue to evaluate the performance of the lines to ensure that the service provided aligns with Metro's Transit Service Policy, efficiency standards, and meets the needs of our customers. In spring 2019, staff will return to the Board with recommendations based upon further evaluation of the services provided under these Transit Service Operation Agreements along with possible alternative funding sources.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The full value of the City of Glendale service agreement is \$1,091,577, LADOT is \$8,900,520, and PVPTA is \$485,705. Funding of \$5,238,901 is included in the FY18 budget to provide the FY18 service levels. All funds for these transit service agreements are included in the FY18 budget cost center 3590, Account 54001 under project number 306006 (System-wide Bus Operations Management and Administration), task 01.001.s.

Since these are multi-year contracts, the cost center/project manager will be responsible for budgeting these costs in future fiscal years.

Impact to Budget

Funding for this action will come from the Enterprise Operating fund. The source of funds will be from Federal, State, and Local sources including sales tax and fares. These funding sources are eligible for Bus Operating Projects and will maximize fund use based on funding allocation provisions.

ALTERNATIVES CONSIDERED

The Board could elect to no longer operate the service based on the termination terms delineated in the agreements, although this would be at a detriment to the community based approach that Metro advocates for. Another option would be to bring the services in-house as part of LACMTA's directly operated services. This option would result in a higher cost to LACMTA due to increased dead-head, additional equipment purchase and maintenance costs, along with increases to the number of FTEs needed to operate the service. The final option considered would be to find an alternative funding source for these services. This option may be viable but will likely result in a lapse in service while alternative funding sources are evaluated and applied for.

NEXT STEPS

Staff will execute a renewal of the current Transit Service Operation Agreements between LACMTA

and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between LACMTA and the City of Los Angeles for Lines 422, 601 and 602; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the coming months LACMTA staff will continue to evaluate the performance of the lines to ensure that the service provided aligns with Metro's Transit Service Policy, efficiency standards, and meets the needs of our customers. In spring 2019, staff will return to the Board with recommendations based upon further evaluation of the services provided under these Transit Service Operation Agreements along with possible alternative funding sources.

ATTACHMENTS

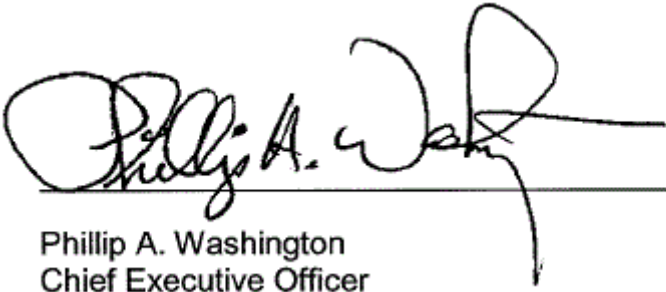
Attachment A - Map of Glendale Service Area

Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Prepared by: Cathy Rosas, Manager, Transportation Contract Services, (213) 922-2875
George Del Valle, Transportation Contract Services Field Representative, (213) 922-7240

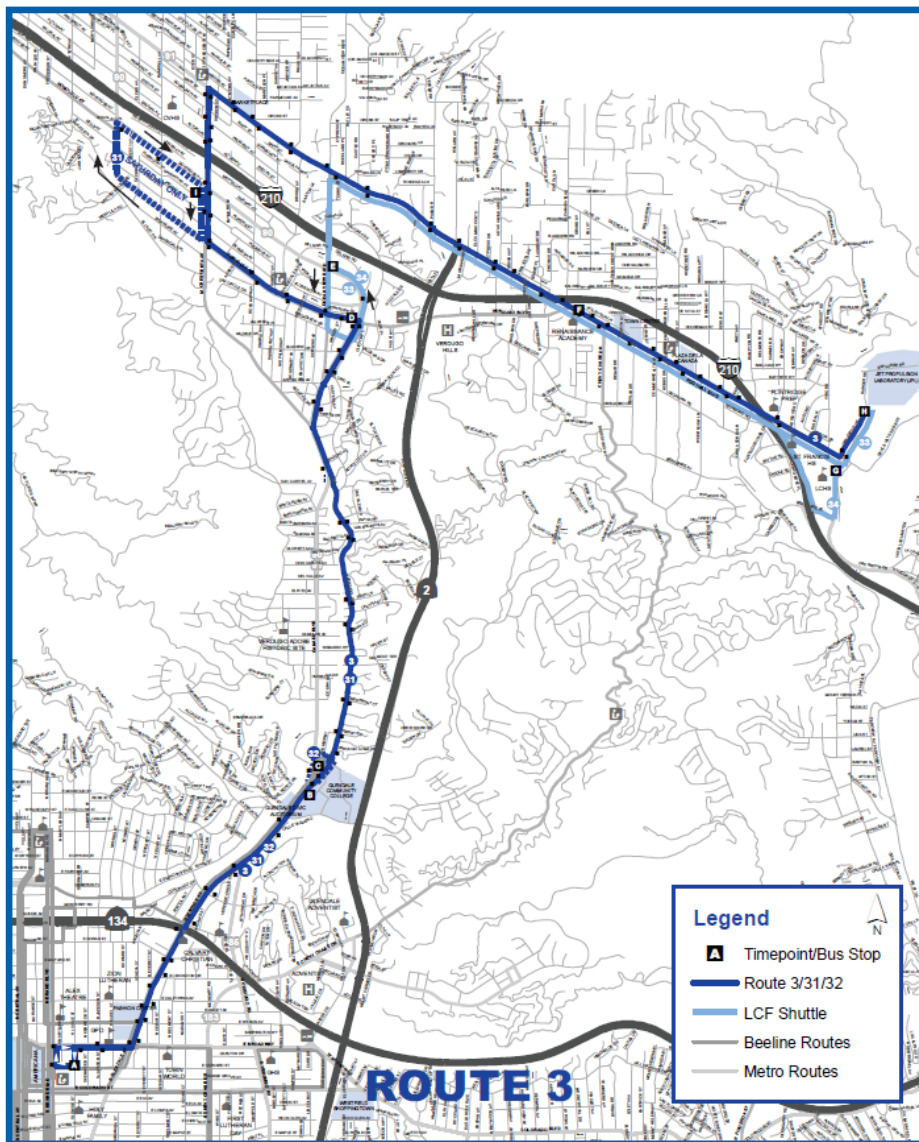
Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

GLENDALE

	FY 14 Beeline Route 3	FY 14 Line 177 Equivalent	FY 15 Beeline Route 3	FY 15 Line 177 Equivalent	FY 16 Beeline Route 3	FY 16 Line 177 Equivalent
Annual Scheduled Revenue Hours	3,999.6	6,756.4	4,005.0	6,756.4	4,088.7	6,756.4
Days of Operation	M-F	M-F	M-F	M-F	M-F	M-F
Service Frequency	20-50 min	20-50 min	20-50 min	20-50 min	20-50 min	20-50 min
Span of Service	5:05 AM-8:57 PM	5:05 AM-8:57 PM	5:05 AM-8:57 PM	5:05 AM-8:57 PM	5:05 AM-8:57 PM	5:05 AM-8:57 PM
Annual Passenger Trips	117,841	199,068	122,132	206,038	123,751	204,492
Boardings per Hour	29.5	29.5	30.5	30.5	30.3	30.3
Cash Fare	\$1 Reg \$0.50 Sr/Dis/Med	\$1 Reg \$0.50 Sr/Dis/Med	\$1 Reg \$0.50 Sr/Dis/Med	\$1 Reg \$0.50 Sr/Dis/Med	\$1 Reg \$0.50 Sr/Dis/Med	\$1 Reg \$0.50 Sr/Dis/Med



LADOT-DASH Boyle Heights (Line 601)

LADOT-DASH Pico Union (Line 602)

LADOT-Commuter Express (Line 422)

	LADOT								
	FY 14 Line 422	FY 14 Line 601	FY 14 Line 602	FY 15 Line 422	FY 15 Line 601	FY 15 Line 602	FY 16 Line 422	FY 16 Line 601	FY 16 Line 602
Annual Scheduled Revenue Hours	13,877.53	60,013.90	32,489.78	13,537.93	60,013.90	32,558.68	13,598.72	60,234.71	32,702.73
Days of Operation	255 (M-F)	365	365	255 (M-F)	365	365	256 (M-F)	365	365
Service Frequency	10-40 mins	10-15 mins	M-F 20 mins; Sa & Su 25 mins	AM & PM only	10-15 mins	M-F 20 mins; Sa & Su 25 mins	AM & PM only	10-15 mins	M-F 20 mins; Sa & Su 25 mins
Span of Service	4:55 am - 9:11 am; 1:55 pm - 8:17 pm	5:00 am - 10:30 pm	M-F 5:30 am - 10:00 p-m; Sa & Su 6:00 am - 10:00 pm	4:55 am - 9:11 am; 1:55 pm - 8:17 pm	5:00 am - 10:30 pm	M-F 5:30 am - 10:00 pm; Sa & Su 6:00 am - 10:00 pm	4:55 am - 9:11 am; 1:55 pm - 8:17 pm	5:00 am - 10:30 pm	M-F 5:30 am - 10:00 pm; Sa & Su 6:00 am - 10:00 pm
Annual Passenger Trips	242,451	2,946,236	802,501	213,027	2,768,573	815,384	186,431	2,629,074	770,376
Boardings per Hour	14	49	25	13	46	25	11	44	24
Cash Fare	\$0.75 to \$3.00 Depending on Zones	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification	\$0.15 to \$0.50 based on Fare Classification



BOYLE HEIGHTS/EAST LA

EFFECTIVE FEBRUARY 1, 2017
A PARTIR DEL 1 DE FEBRERO, 2017

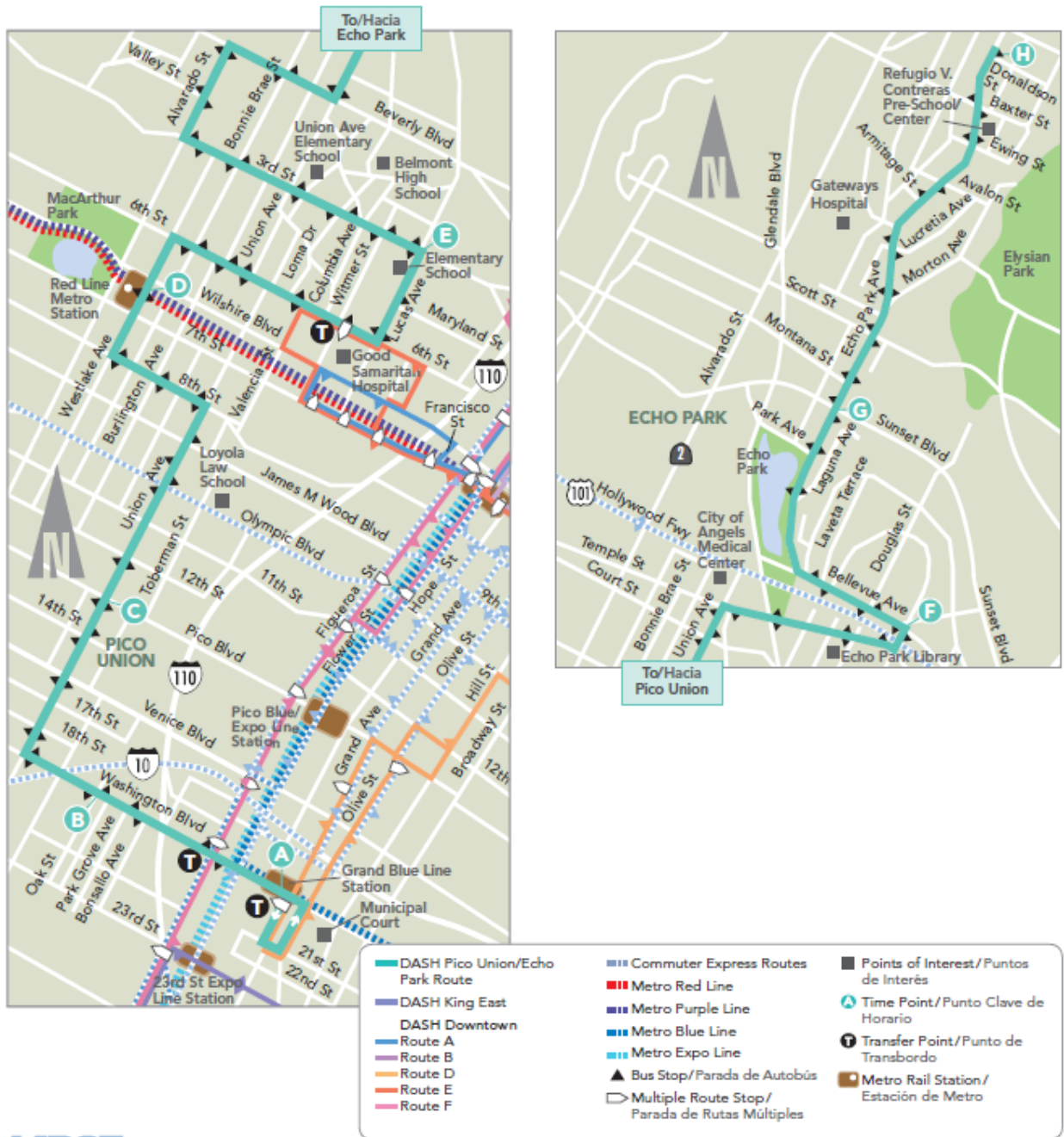


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PICO UNION/ECHO PARK

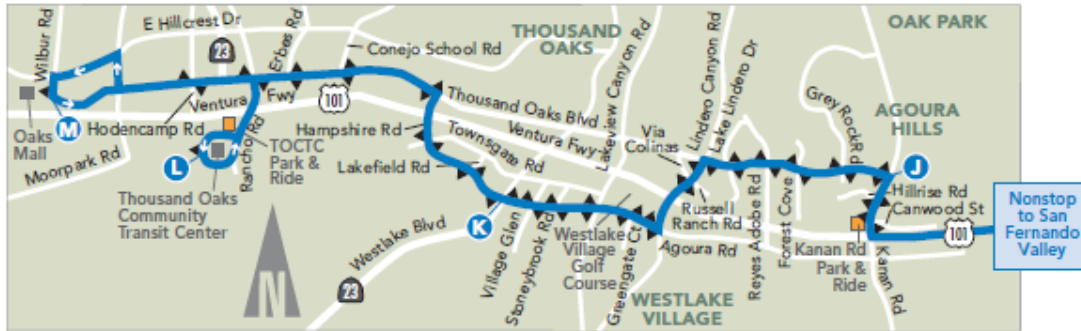
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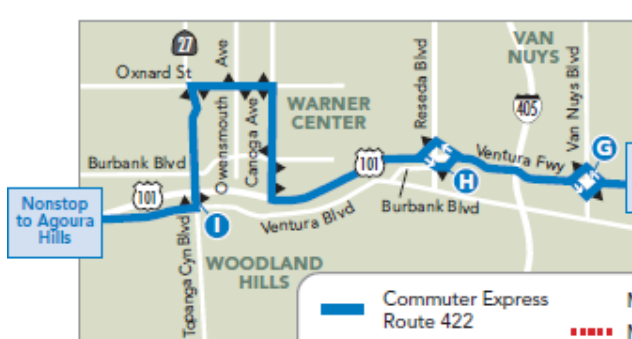
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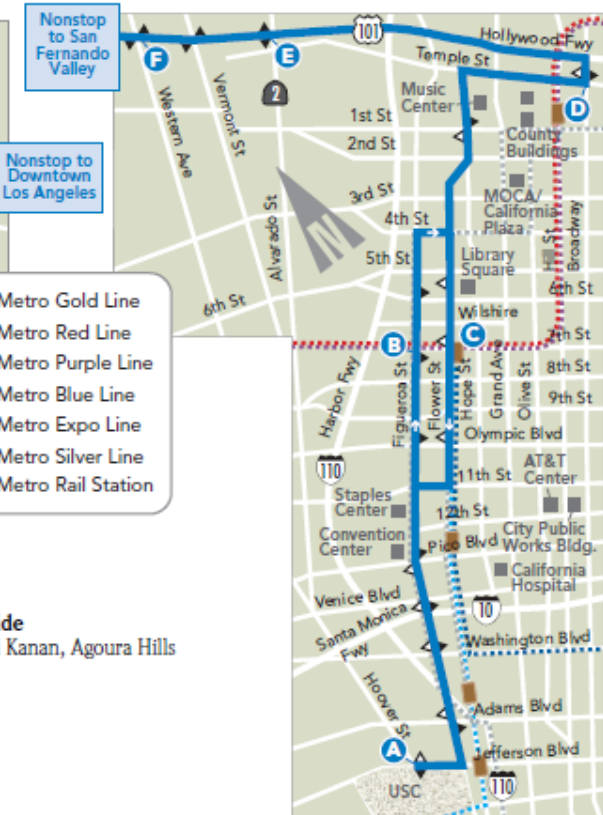
THOUSAND OAKS/AGOURA HILLS



SAN FERNANDO VALLEY



DOWNTOWN LOS ANGELES



	Commuter Express Route 422		Metro Gold Line
	Bus Stop		Metro Purple Line
	Drop-off Only		Metro Blue Line
	Points of Interest		Metro Expo Line
	Time Point		Metro Silver Line
	Park and Ride Lot		Metro Rail Station

PARK & RIDE LOCATIONS
 Thousand Oaks Community Transportation Center (TOCTC) Park & Ride
 265 S. Rancho Road, Thousand Oaks

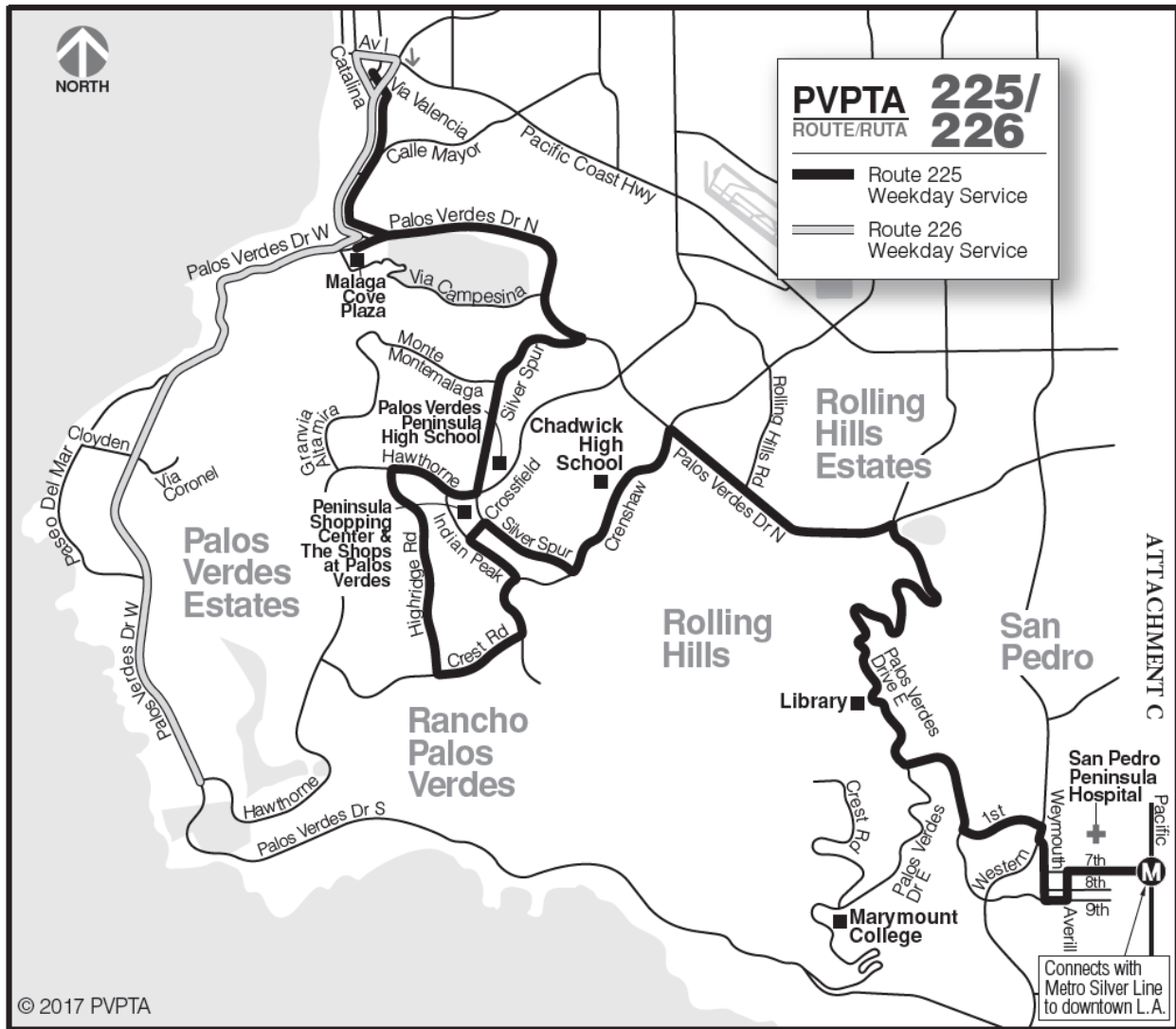
Caltrans Park & Ride
 (NW) Canwood and Kanan, Agoura Hills

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PVPTA

	FY 14 225/226	FY 15 225/226	FY 16 225/226
Annual Scheduled Revenue Hours	6,493	6,521	6,288
Days of Operation	M-F	M-F	M-F
Service Frequency	30-60 Minutes	30-60 Minutes	30-60 Minutes
Span of Service	6:00 am to 7:24 pm	6:00 am to 7:24 pm	6:00 am to 7:24 pm
Annual Passenger Trips	42,035	40,101	34,108
Boardings per Hour	6.47	6.15	5.43
Cash Fare	\$ 2.50	\$ 2.50	\$ 2.50





Board Report

File #: 2017-0303, **File Type:** Contract

Agenda Number: 43

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JULY 20, 2017**

**SUBJECT: THIRTY-FIVE 60' ARTICULATED ZERO EMISSION
TRANSIT BUS CONTRACT**

ACTION: AWARD CONTRACT FOR REPLACEMENT OF 60' TRANSIT BUSES

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed-price contract, Contract OP28367-001, Part D, to New Flyer of America for the manufacture and delivery of thirty-five 60' zero emission transit buses, in the amount of \$51,211,033 for the base contract, including charging equipment, taxes and delivery; exclusive of any contract option buses, subject to resolution of any properly submitted protest.
- B. AUTHORIZING the CEO to award an additional not-to-exceed amount of \$8,839,064 for Optional Vehicle Features, Spare Parts, and Training Aids for a total combined contract amount not-to-exceed \$60,050,097.
- C. ESTABLISHING a life-of-project budget of \$72,101,419 for the purchase of thirty five zero emission buses, charging equipment, installation costs, infrastructure upgrades, and contingency under CP 201073.
- D. FINDING that the award to New Flyer of America is made to the Proposer that provides the agency with the best value and is most advantageous to Metro. The recommended price addresses all contract requirements and represents the best overall value when all RFP evaluation factor are considered.
- E. RECEIVING AND FILING the presentation on the Strategic Planning for Metro's Transition to 100% Zero Emission Bus Fleet by 2030 (Attachment C).

ISSUE

Between FY18-FY22, Metro is scheduled to retire and replace two-hundred sixty (260) 60' CNG buses that will reach the end of their useful life. Recently, staff was also directed to initiate plans to

operate only Zero Emission Buses on Metro's Orange Line by 2020.

This action authorizes the award of a contract for thirty five 60' buses to New Flyer for the replacement of retirement eligible CNG buses currently operating on the Orange Line, and for the initial deployment of related charging equipment on the MOL right-of-way, and at Metro Division 8 in Chatsworth.

DISCUSSION

In April 2016, Metro's Board of Directors authorized staff to initiate RFP OP28367 for the procurement of up to 1,000 CNG or Zero Emission Transit Buses. RFP OP28367, issued in July 2016, consists of four parts, one separately evaluated procurement of each vehicle type:

- Part A, 40' CNG buses (base order of 295, award targeted for June 2017)
- Part B, 60' CNG buses (base order of 65, award targeted for July 2017),
- Part C, 40' ZE buses (base order of 60, award targeted for July 2017),
- Part D, 60' ZE buses (base order of 35, award targeted for June 2017).

This recommended Board action pertains solely to Part D, 60' Zero Emission buses.

Staff will return later this year with recommendations for the remaining two parts of this solicitation. Staff prioritized the solicitation review of Part D as these 60' zero emission buses are needed as soon as possible to replace 60' CNG buses that have reached the end of their service life and ensure the electrification of the Metro Orange Line by 2020.

For this contract procurement, Metro used a "Best Value" competitive negotiation process which considered such factors as:

- Broadest possible range of competing products and materials available
- Fitness for purpose
- Scoring preference for participation in Metro's Local Employment Program
- Manufacturer's warranty
- Performance and Reliability
- Life Cycle Costs
- Delivery Schedules
- Support logistics

Utilization of a "Best Value" solicitation process for this procurement identified the 60' ZEB bus most suited to Metro's operating needs by permitting discussions with proposers to evaluate performance and reliability of the proposed components, warranty, cost data and delivery schedule.

The Local Employment Program (LEP) is a FTA approved pilot for Metro's Rolling Stock procurements. The LEP allows for geographical preferences to be applied as part of Metro's evaluation scoring. The voluntary program provides proposers with incentive points for creating new jobs in California. The proposed awardee New Flyer of America was unable to participate in this voluntary program for this contract due to the low production volume of only 35 buses.

PLAN TO TRANSITION TO 100% ZEB FLEET BY 2030

This procurement supports both Metro's bus fleet management and replacement plans for FY18 - 22 and supports transition to a 100% zero emission fleet by 2030 (Attachment C).

To achieve these objectives, Metro's electrification plan consists of near and long term elements. The near term elements are those that may be applied now with limited risk to service while providing Metro with the needed opportunity to evaluate and initiate mitigations for real and possible impacts to service and operations. Metro's plan to transition to a 100% Zero Emission Fleet considers:

- Current status of electric bus technology,
- Production,
- Impact to Service,
- Impact to Facilities & Infrastructure,
- Impact to Operating Practices and Operating Environment,
- Impact to Operator and Maintainer Training,
- Service contracts with energy utilities, and
- Costs

In brief, it is currently not possible to immediately transition to 100% zero emission operation without significant risks to service and operation:

- Current ZE bus technologies do not permit a 1:1 replacement of CNG buses with ZE buses due to differences in costs and performance. In particular, this includes issues with ZE buses that include operating range and vehicle weight;
 - Facilities and infrastructure modifications will be required to support ZE bus operation & maintenance; this will take time and money.
 - There are additional unknowns about potential operating impacts related to maturity of ZE technologies, such as ZE technology maturity and battery life durability (i.e. will a ZE buses operating range degrade over time).
- Currently, there are no mitigation plans in place should a power outage occur preventing buses from charging overnight or through-out the day.

Near term elements of Metro's ZEB plans consist of:

1. Electrification of the Metro Orange Line by 2020 (45 ZE buses required)
 - Procurement of 5 60' ZE buses from BYD (Contract awarded)
 - Procurement of 35 60' ZE buses from New Flyer under this request for Contract Award
 - Procurement of 5 additional 60' ZE buses from New Flyer through a Lo-No Emission Grant
 - Negotiation and establishment of service contracts with third-party energy utilities and PUC
 - Electrification of facilities, operating lines, and infrastructure under separate public works procurements

2. Electrification of Metro Silver Line by approximately 2021 (~ 60 ZE buses required)
 - Coordinate with Foothill Transit for Bus Bay Charging Stations
 - Identify other candidate locations along ROW for installation of opportunity chargers (potentially Harbor Gateway Transit Center in South Bay)
 - Negotiate and establish service contracts with third-party energy utilities
 - Electrify facilities, operating lines, and infrastructure under separate public works procurements
 - In approximately FY2019, exercise option for additional ZE buses

Long term elements of Metro's ZEB plans consist of:

- Return to the Board in the FY18-FY19 timeframe, and periodically thereafter, to present plans for further expand electrification of Metro's bus transit system;
- Challenge the bus manufacturing and battery industries to develop ZEB designs that exceed Metro's goals for operating range, weight and cost;
- Develop a working group with local utilities (i.e. DWP and SCE) to ensure their support expanding the bus charging networks at Metro operating locations; negotiate with PUC and local utilities to refine rate structures that are optimized to electric bus charging and operations;
- Work with engineering/design firms to refine optimal procedures for installing and operating bus "Depot" and en-route charging systems;
- Seek funding support for Metro's ZEB program from federal, state and local sources;
- Evaluate alternate options for procuring battery electric bus technologies, such as using

commercial leases to help mitigate operational risks associated with batteries and/or propulsion system technologies.

DETERMINATION OF SAFETY IMPACT

There will be anticipated safety improvements for operating these new battery electric buses in Metro's bus fleet. These buses will also incorporate the latest safety features and designs, including improved ADA amenities and boarding ramps. The batteries and high voltage powertrain equipment on these buses includes special safety provisions, and "Locks out" employee access while they are energized. New buses also will provide a safer, cleaner environment for Metro patrons and employees.

FINANCIAL IMPACT

Total LOP funding of \$72,101,419 is included in Cost Center 3320 - Vehicle Technology, in project 201073. For FY18, there is \$20,993,816 million programmed to cover expenses for purchasing these buses. Because this is a multi-year contract, the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

Future funding for this procurement may come from various eligible available Federal, State and local funding sources including financing options and grants that are eligible for Bus Capital Projects. Staff will pursue all sources of funding maximizing their use for these activities.

ALTERNATIVES CONSIDERED

Staff considered awarding an additional 45 ZE 60' buses as part of the initial base award recommendation to cover Metro's Silver Line BRT service. Staff determined that 40' ZE Buses are more suitable for operating on this corridor.

Staff considered purchasing CNG 60' replacement buses to cover this service, or continuing operation of 60' CNG buses. In both cases, these options are not recommended and would not comply with Metro Board's directives to operate zero emission buses on the Metro's Orange Line corridor. New 60 CNG buses would cost about \$42 million, \$20 million less than zero emission electric buses. Extending the service life of existing CNG buses would require an extensive overhaul, including a retrofit of the fuel system Retrofitting a new "Low NOx" CNG engine and transmission PPA package would add another cost. Even with these investments, Metro's older CNG buses do not come close to providing the reliability, passenger & operator comfort, cost effectiveness, and value as new buses do for Metro and our riders.

NEXT STEPS

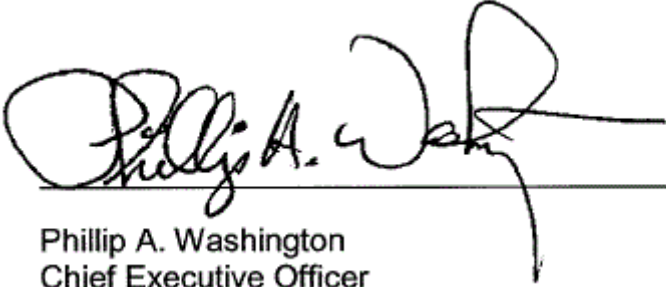
Upon Board approval, staff will execute the Contract with New Flyer and issue a Notice to Proceed. Staff will also report back annually on the status of the Plan to transition to a 100% ZEB fleet.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Metro's Zero Emission Bus Plans
Attachment D - Funding and Expenditure Plan

Prepared by: John Drayton, Director of Vehicle Technology, (213) 617-6285
Jesus Montes, Sr. Executive Officer, Vehicle Acquisition (213) 922-3838

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

THIRTY-FIVE 60 FOOT ZERO EMISSION TRANSIT BUS CONTRACT
/OP28367-001 (Group D)

1.	Contract Number: OP28367-001	
2.	Recommended Vendor: New Flyer of 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: 07.29.16	
	B. Advertised/Publicized: 08.04.16; 08.08.16; 08.12.16; 08.15.16	
	C. Pre-Proposal Conference: 08.30.16	
	D. Proposals Due: 02.10.17	
	E. Pre-Qualification Completed: 06.05.17	
	F. Conflict of Interest Form Submitted to Ethics: 05.26.17	
	G. Protest Period End Date: 06.16.17	
5.	Solicitations Picked up/Downloaded: 63	Bids/Proposals Received: 2
6.	Contract Administrator: Elizabeth Hernandez	Telephone Number: (213) 922-7334
7.	Project Manager: John Drayton	Telephone Number: (213) 617-6285

A. Procurement Background

This Board Action is to approve Contract No. OP28367-001 issued in support of Metro's bus fleet replacement plan to procure new 60' Zero Emission (ZE) buses for the replacement of retirement-eligible 60' CNG buses currently operating on the Orange Line. The RFP solicitation Group D – 60' ZE bus Base Buy consists of 35 ZE buses, with Option orders of up to 65 additional buses for a total of 100 60' ZE 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 firm fixed unit price.

Twenty six amendments (26) were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 08.03.16, updated the required certifications;
- Amendment No. 2, issued on 08.08.16, provided revised Pre-Proposal Conference date and venue;
- Amendment No. 3, issued on 08.11.16, updated due dates for requests for approved equals and clarifications;
- Amendment No. 4, issued on 08.26.16, edited the submittal forms and technical specifications;
- Amendment No. 5, issued on 09.07.16, extended the proposal and clarifications requests due dates, edited submittal forms and technical

specifications, and established a project data repository for plan holder access to RFP documents;

- Amendment No. 6, issued on 09.16.16, extended the proposal and clarifications requests due dates, edited submittal forms and technical specifications, and scheduled on site bus inspections for proposers;
- Amendment No. 7, issued on 09.30.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 8, issued on 10.14.16, edited pricing and clarification request forms, technical specifications, and commercial terms and conditions;
- Amendment No. 9, issued on 11.02.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 10, issued on 11.07.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 11, issued on 11.10.16, extended the due dates for Groups A and B, 40' and 60' CNG proposals, and edited commercial terms and conditions;
- Amendment No. 12, issued on 11.22.16, edited pricing and submittal forms;
- Amendment No. 13, issued on 12.12.16, extended the due dates for Groups C and D 40' and 60' zero emission bus proposals;
- Amendment No. 14, issued on 01.12.17, edited commercial terms and conditions for Group A;
- Amendment No. 15, issued on 01.13.17, extended the due dates for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 16, issued on 01.26.17, extended the due dates for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 17, issued on 01.31.17, edited pricing forms and technical specifications for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 18, issued on 02.06.17, edited pricing forms for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 19, issued on 02.10.17, solicited best and final offers (BAFO) from Group A proposers;
- Amendment No. 20, issued on 02.24.17, edited documents for Group A;
- Amendment No. 21, issued on 02.28.17, edited documents for Group A;
- Amendment No. 22, issued on 03.30.17, solicited BAFO from Group A proposers.
- Amendment No. 23, issued on 05.05.17, solicited BAFO from Group D proposers.
- Amendment No. 24, issued on 05.05.17, edited documents for Group B proposers.
- Amendment No. 25, issued on 05.09.17, solicited conforming offer for Group B proposers.
- Amendment No. 26, issued on 05.10.17, edited documents for BAFO from Group D proposers.

A pre-proposal conference was held on August 30, 2016. On-site bus inspections were performed on October 4, 5, and 6, 2016. A total of two proposals were received on February 10, 2017.

Questions received throughout the solicitation process and Metro's responses to those questions were made accessible to the RFP plan holders by posting them at Metro's project data repository. Nine sets of Questions and Answers were issued for a total of 754 questions and answers uploaded to the repository from August 12, 2016 to December 30, 2016. Proposers for Group D 60' ZE buses requested, and Metro granted, several extensions changing the proposal due date from the initial date of December 2, 2016 to February 10, 2017.

The proposal evaluation period, from February 13, 2017 through May 26, 2017, included reviews of the written proposals, clarifications requests and responses, oral presentations, proposers' manufacturing and engineering site visits, face-to-face and conference call discussions, and transit agency reference checks. These series of evaluation processes were necessary to assess and determine 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 Metro's Vehicle Technology and Acquisition, Maintenance, and Operations was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Technical Compliance	400 points
• Price	300 points
• Project Management Experience	100 points
• Experience and Past Performance	100 points
• Life Cycle Costs	<u>100 points</u>
Sub-Total	1,000 points
• Voluntary Local Employment Program (Incentive Points)	<u>50 points</u>
Total Available Points	1,050 points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar bus procurements. Several factors were considered when developing these weights, giving the greatest importance to the technical compliance of the proposed bus.

The Local Employment Program (LEP) is a FTA approved pilot for Metro's Rolling Stock procurements. The LEP allows for geographical preferences to be applied as part of Metro's evaluation scoring. The voluntary program provides proposers with

incentive points for creating jobs in California. The voluntary LEP may not be used as a basis for award.

Both Proposers are listed below in alphabetical order:

1. BYD Coach & Bus, LLC (BYD)
2. New Flyer of America Inc. (NFA)

The PET began its review of the written technical proposals submitted by the two proposers on February 13, 2016. Based on the PET's initial review, 164 written requests for clarification were sent to the two proposers and the appropriate responses were received and reviewed accordingly.

In April 2017, the PET scheduled site visits to each of the proposers' manufacturing and engineering facilities. The agenda for the site visits included facility/plant/site manufacturing process tour, in depth presentations and discussions by the Proposer's management, engineering and project key personnel on the following topics:

1. Technical Proposal – Detailed presentations of the proposed vehicle systems and sub-systems vis-à-vis Metro's technical specifications;
2. Project Management;
3. Experience and Past Performance;
4. Consolidated comments and discussions of the strengths, weaknesses, deficiencies, and risks in the technical Proposals as noted by the PET in the individual evaluations.

The PET was supported by Consultant Technical Advisors (TAs) with subject matter expertise relative to the review, evaluation, assessments, and recommendations for the Life Cycle Costs (LCC) and Local Employment Program (LEP) submittals. The TAs comments and findings on the strengths, weaknesses, and deficiencies in the proposed Local Employment Plan were discussed with the respective Proposers. BYD voluntarily participated in the LEP by committing to hire new local residents to support this contract and capital investment in facility upgrades and expansion and received the maximum preferential scoring points. For this bus type (Group D 60' ZE), NFA elected not to submit a Local Employment Plan and received no preferential scoring points. NFA has the existing workforce and facility capabilities in place to manufacture this quantity of buses without any expansion to its local workforce in Ontario, CA.

A total of 93 Requests for Deviations were submitted by the Proposers for Metro's review and consideration. The deviations were discussed individually with the Proposers during negotiation discussions conducted through the third week of April.

The PET determined both Proposers to be in the competitive range and the invitation to submit their best and final offer was issued on May 5, 2017. Resolution

of acceptable and unacceptable deviations necessitated that Best and Final Offers be submitted by the Proposers.

Best and Final Offer (BAFO)

Best and Final Offer (BAFO) submittals were received on May 17, 2017, and were reviewed and evaluated by the PET. The PET reviewed the BAFOs and prepared a recommendation for award memorandum on May 24, 2017.

Qualifications Summary of Firms within the Competitive Range:

BYD Coach & Bus, LLC

BYD Coach & Bus, LLC is a bus and coaches manufacturing division under BYD Heavy Industries which has been open at its current location in Lancaster, California since 2013 and proposes to build LACMTA bus orders at this facility. The parent company is BYD Motors, Inc. with corporate offices located in downtown Los Angeles. BYD has globally supplied fully electric and plug in hybrid vehicles. BYD has been awarded contracts to provide 60' ZE vehicles by the City of Albuquerque, IndyGo and LACMTA.

BYD's proposal ranked second in technical compliance, project management, and experience and past performance, and first in price, and life cycle costs. BYD's Local Employment Plan ranked first in dollar value for jobs creation and facility capital investment.

New Flyer of America Inc. (NFA)

NFA is a North Dakota corporation organized in October 1989 and is a wholly owned subsidiary of Transit Holdings, a holding company that owns New Flyer of America, Inc. and New Flyer Industries Canada ULC.

NFA proposes to build LACMTA bus orders in its St. Cloud, Minnesota and Ontario, California facilities. The St. Cloud plant is a production and finishing facility. The Ontario, California facility houses production, service and aftermarket parts. NFA's transit agency clients include Boston, Orange County, San Francisco, Dallas and Washington.

NFA scored first in technical compliance, project management, and experience and past performance, second in price and life cycle costs. NFA did not offer to participate in the voluntary Local Employment Program for the 60' ZE bus Group D due to the low production quantity and received no preferential scoring points.

NFA was ranked first overall between the two Proposers primarily on the strength of its superior technical proposal in the areas of Technical Compliance, Project Management and Experience and Past Performance.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Firm 1 – BYD				
3	Technical Compliance	60.66	400	242.63	
4	Price	100.00	300	300.00	
5	Project Management	61.50	100	61.50	
6	Experience and Past Performance	44.25	100	44.25	
7	Life Cycle Costs	100.00	100	100.00	
8	Local Employment Plan	100.00	50	50.00	
9	Total		1050	798.38	2
10	Firm 2 – NFA				
11	Technical Compliance	76.20	400	304.81	
12	Price	93.5	300	280.50	
13	Project Management	79.90	100	79.90	
14	Experience and Past Performance	74.63	100	74.63	
15	Life Cycle Costs	93.60	100	95.80	
16	Local Employment Plan	0.00	50	0.00	
17	Total		1050	835.64	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate (ICE), technical evaluation, fact finding, and negotiations. The Base and Option vehicles are based on Firm Fixed Unit Rate prices. The Optional Vehicle Features are also based on Firm Fixed Prices for total Base Buy and Option Buy quantities. There is no obligation to purchase any Option buses. Option vehicles may be ordered in minimum increments of 10 buses.

	Proposer Name	Initial Proposal Amount ***	Base Buy (35)	Option Buy (65)	Optional Features (Base & Option)	Negotiated or NTE amount (BAFO)
	Metro ICE*		\$42,000,000.00	\$78,000,000.00	N/A	\$120,000,000
1.	BYD	\$122,912,239	\$48,967,928	\$89,491,292	\$11,826,827**	\$150,286,047

2.	NFA	\$125,413,592	\$51,211,033	\$94,726,013	\$14,707,828**	\$160,644,874
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*Note: Metro's estimate did not include pricing for Optional Features or enroute/opportunity and shop chargers.

** Pricing Form for Optional Vehicle Configuration included items for alternative ADA securements, APC, enhanced camera systems, USB, wireless stops, spares, special tools, DTE, training aids, etc. The recommended value for the Base Optional Features is \$8,839,064.

*** Initial pricing did not include all necessary charging equipment.

The PET determined that when considering price and non-price factors, NFA's proposal provides the Best Value and is most advantageous to Metro. Price analysis shows that the negotiated amount for the recommended firm, NFA, is \$10 million higher than the price negotiated with BYD. NFA's higher priced proposal, from a Best Value perspective, offers advantages in the areas of technical compliance, project management, and experience and past performance evaluation categories. NFA's higher proposed price is offset by offering a more service-proven bus design, structure, door system, and powerplant, in addition to its proven project management experience and past performance exhibited on the latest Metro bus contract successfully completed in 2016.

Local Employment Program

BYD participated in Metro's **voluntary** Local Employment Program (LEP). This participation resulted in maximum incentive points based on total proposed wages, benefits and training of new employees hired in California. The LEP also provides points for facility improvements made to facilities in California. The table below describes the commitment levels for BYD for new local jobs and facility improvements. BYD received the maximum 50 incentive points for new local jobs, training and facility improvements.

NFA chose not to participate in Metro's voluntary LEP, proposing to fulfill this Group D requirement with existing workers in St. Cloud, MN and Ontario, CA, and received no preferential scoring points.

Proposers:	BYD
Total Local Employment, Facility and Training Investment	\$13,716,747

D. Background on Recommended Contractor

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

NFA proposes to support the Metro project with existing workforce in production, manufacturing, engineering, quality assurance and warranty services from its locations in Winnipeg, Canada, St. Cloud, Minnesota and Ontario, California. NFA will build Metro buses from the St. Cloud and Ontario facilities. The 380,000 square foot St. Cloud facility opened in 1999 and has two production lines for full production

and finishing processes. The 100,000 square foot service center Ontario facility will include a production team for finishing and delivery of the buses, field service support for warranty and retrofit activities, and a team for aftermarket parts and materials. NFA recently completed delivery of the 900 40'CNG bus buy to Metro.

NFA's proposed a dedicated Customer Project Manager and primary point of contact for this project who previously worked with Metro staff for the 900 bus buy. NFA's proposed project team has combined extensive years of experience in the transit/bus industry for engineering, manufacturing, quality control, production, testing, systems integration, and field/warranty support delivering buses to major transit agencies such as Boston, New York, Washington, D.C. and Dallas.

DEOD SUMMARY

THRITY-FIVE 60 FOOT ZERO EMISSION TRANSIT BUS CONTRACT/
OP28367-000 (Group D)

A. 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 they have an FTA approved DBE overall goal methodology in compliance with 49 Code of Federal Regulations (CFR) Part 26.49(a)(1). New Flyer of America submitted a TVM Certification with their proposal, and is currently on FTA's list of eligible TVMs. In compliance with 49 CFR Part 26.49, TVMs report directly to FTA.

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.



Strategic Planning for Metro's Transition to Zero Emission Buses

July 20, 2017

Requirements and Guidelines/Guiding Principles

- Continue to replace aging bus fleet (~200 Buses per Year)
- Upgrade current CNG buses to “Near Zero” Low NOx engines
- Maintain existing bus fleet in a “State of Good Repair”
- Improve Service Quality and Reliability
- Transition Metro Orange Line (MOL) to Zero Emission by 2020
- Transition Metro Silver Line (MSL) to Zero Emission by ~ 2021
- Goal of 100% Zero Emission Bus Fleet by 2030

Challenges to Transitioning to 100% Zero Emissions

1. ZEB Service Requirements: Long term, Metro will need ZE buses that meet/exceed Metro service and operating requirements:
 1. 250+ miles range in CBD duty cycle with 1.4 passenger load factor
 2. Less than 31,000 lbs. curb weight for 40' ZEB
 3. 250+ miles range throughout the 12 year vehicle life
 4. 65mph top speed; ability to sustain 10% grade
2. Facilities and Infrastructure: ZEB program will require up front investment in ZEB charging equipment and related infrastructure.
3. Technology: Known and unknown technology risks with ZEB operation, particularly with battery and propulsion system technologies.
4. Funding: Additional funding needs to be identified for 100% ZEB program.

Impacts to other capital and operating costs, deployment schedule and/or service levels and reliability. May require replacement on greater than 1:1 ratio.

Strategic Approach – Two Phase Plan

Phase 1:

- Award ZEB contracts for MOL and MSL based on service proven products, with a high-probability of success, and minimal impact to service.
- Upgrade to Near Zero CNG engines and RCNG
- Evaluate and mitigate issues that could potentially impact service & operation.
- Develop ZEB Master Plan, including technology assessment, for fleet-wide operation

Key Milestone: ZEB Technology Assessment (2019-2020)

- “Go/No-Go” decision milestone on expanding use of ZEB fleet-wide at Metro in 2019-2020 (i.e. determine whether to move into Phase 2).



Phase 2:

- Continue assessment of ZEB technologies.
- Take measured steps toward full implementation of 100% zero emission bus fleet for use throughout Metro’s operating region.

Current Bus Contracts

Top Level Procurement Schedule (Bus Only)																												
Current Bus Contracts	FY17				FY18				FY19				FY20				FY21				FY22				FY23			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ZEB Implementation Phase:	Phase 1 (MOL & MSL Electrification) & ZEB Technology Assessment												Phase 2 - ZEB Re-Assessment and Expansion of ZEB Program to Rapid and Local Lines															
CNG 40' Procurement (Group A)	Awarded June 2017				Design, engineering, material sourcing				Delivery 295 Buses				Options (Up to 305 Buses)															
CNG 60' Procurement (Group B)	Solicitation and Award				Design, engineering, material sourcing				Delivery 65 Buses				Options (Up to 335 Buses)															
ZEB 40' Bus Procurement (Group C, MSL)	Solicitation and Award				Design, engineering, material sourcing				Delivery 60 Buses				Options (Up to 40 Buses)															
ZEB 60' Bus Procurement (Group D, MOL)	Solicitation and Award				Design, engineering, material sourcing				Delivery 60' ZEB's 35 Buses				Remaining 60' ZEB Options (Up to 65 Buses)															
New Flyer Low-No Grant (MOL) Five 60' ZEB Contract	Solicitation and Award								Delivery (5 Buses)				Award targeted for Fall 2017															
BYD Five 60' ZEB Contract (MOL) Five 60' ZEB Contract	Solicitation and Award								Delivery (5 Buses)				Awarded March 2017															

ZEB – Phase 1 – Key Program Elements

- Phase 1 ZEB (2017-2020)

- Upgrade CNG fleet to Low NOx engines and RCNG
- Continue to operate and maintain CNG fleet in “State of Good Repair”
- Start MOL and MSL operation using limited range ZE battery electric buses and “En-Route” charging
 - Install opportunity charging on the ROW of BRT Lines (901, 910, 950)
 - Continuous daily operation (no breaks for midday charging)
 - Maximize use of mature ZEB technologies that are commercially available, “Off-the-shelf” hardware
- By 2020, Open Metro Orange Line BRT (45 x 60’ ZE buses)
- By ~ 2021, Open Metro Silver Line BRT (60 x 40’ ZE buses)
- Develop “Master Plan” for fleet-wide ZEB implementation, and establish ZEB investment priorities and goals for Local and Rapid Lines (160+ lines, 2300 buses)

ZEB Phase 1 - ZEB Master Planning

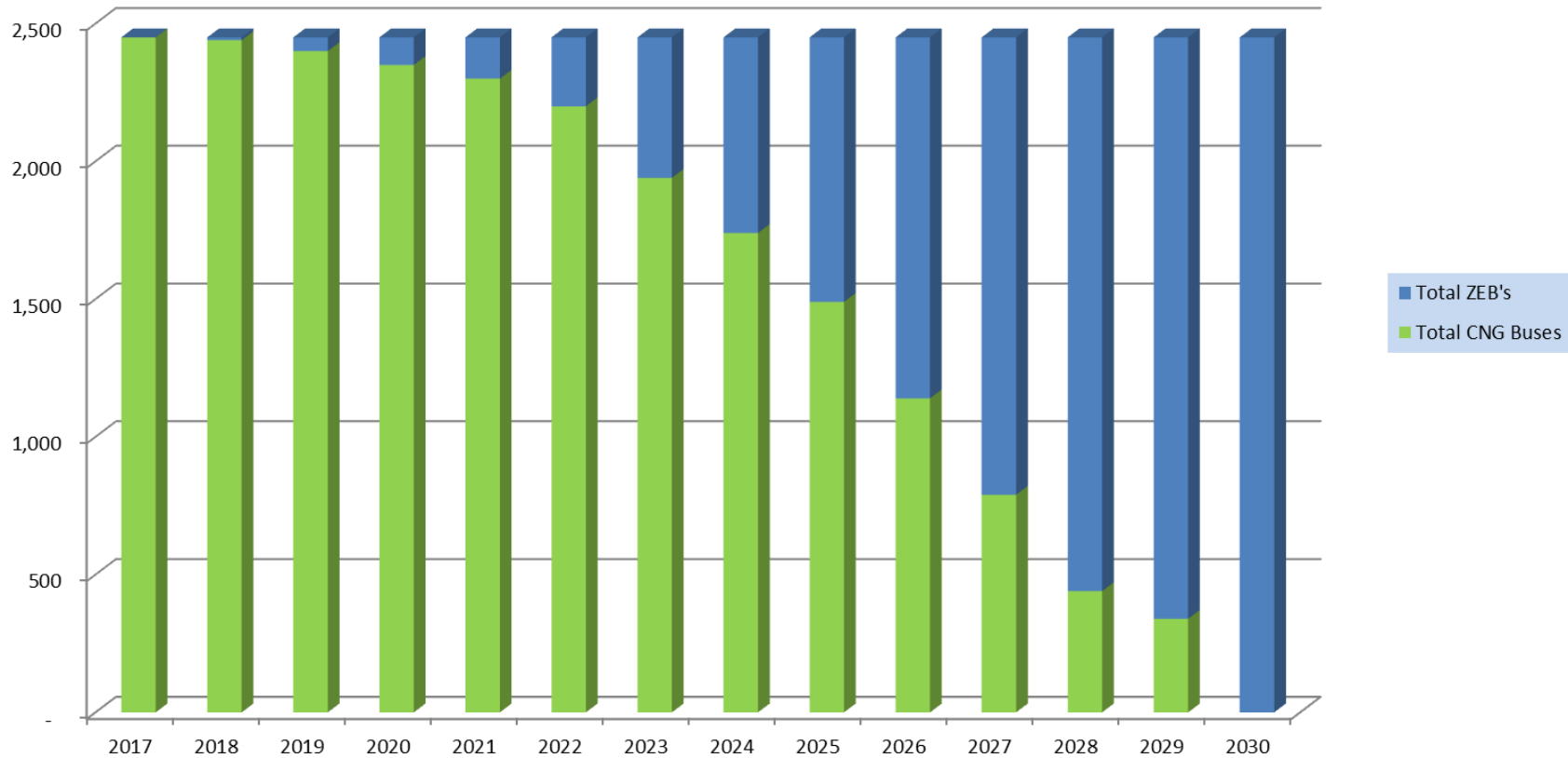
Develop comprehensive plans for deploying ZEB's on Metro Local and Rapid bus routes (i.e. Phase 2 of Metro's ZEB program).

Master plan elements include:

- Life-Cycle and Technology Configurations, Costs
- Utilities and Infrastructure Requirements
- Operating Considerations
- Material Sourcing Strategies and End of Life Recycling/Reuse
- ZEB Program Funding

Metro's Transition to 100% ZEB

Metro Bus Fleet Transition to Zero Emission Buses (ZEB's)



CARB's goal is that by 2040 only ZEB's are in service.
LA Metro's 2030 ZEB plan would be ten years ahead of CARB goals.

ZEB – Phase 2 – Key Program Elements

- **Phase 2 - ZEB Program (2020-2030)**
 - **Infrastructure:** Solicit engineering and design services for installing electric charging infrastructure at all Metro bus operating locations.
 - **Utilities:** Coordinate with PUC, SCE and DWP to ensure support for ZEB programs and new power drops. Negotiate ZEB rate structures.
 - **Range:** Phase 2 will require new longer range 40' and 60' ZE buses that are capable of delivering at least 250 miles in Metro service, and meet seating, axle weight and other operating requirements.
 - **Charging:** Optimize operating assignments around overnight depot charging with minimal breaks for midday or opportunity charging.
 - **Procurement:** Strategies and alternate lease structures to help Metro reduce transition costs and mitigate technology and operating risks (e.g. battery leases).
 - **Funding:** Funding source evaluation and trade-offs



**35 ZEB BUS CONTRACT
FUNDING/EXPENDITURE PLAN**

In Thousands	FY18	FY19	FY20	Total LOP	% of Total
Uses of Funds					
Bus Acquisition	12,010	36,030		48,040	67%
Bus Charging System Installation, Power Drops, Site prep	7,808			7,808	11%
Professional Services	200	100	100	400	1%
Labor	876	876	437	2,189	3%
Travel/Admin	100	200	200	500	1%
Spare Parts, Training, Service Manuals, Charging Equip		6,005	6,005	12,010	17%
Contingency			1,154	1,154	2%
Total Project Cost	20,994	43,211	7,896	72,101	100%

In Thousands	FY18	FY19	FY20	Total LOP	% of Total
Sources of Funds					
Federal					
FTA LoNo Grant	4,275			4,275	6%
Local					
TDA 4/PC40	16,719	43,211		59,930	83%
Measure R 35			7,896	7,896	11%
Total Project Funding	20,994	43,211	7,896	72,101	100%



Board Report

File #: 2016-0988, File Type: Contract

Agenda Number: 42.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 15, 2017

SUBJECT: 295 FORTY FOOT CNG TRANSIT BUS CONTRACT

ACTION: AWARD CONTRACT FOR REPLACEMENT TRANSIT BUSES

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed-price contract, Contract No. OP28367-000 - Part A, to El Dorado National-California, Inc. (ENC) of Riverside, CA, for the manufacture and delivery of 295 40' CNG transit buses, in the amount of \$199,067,748 for the base contract, including taxes and delivery; exclusive of contract options, subject to resolution of any properly submitted protest.
- B. AUTHORIZING the CEO to award an additional not-to-exceed amount of \$4,500,000 for Optional Vehicle Features, Spare Parts, and Training Aids for a total combined contract amount not-to-exceed \$203,567,748.
- C. ESTABLISHING a life-of-project budget of \$207,567,748, for the 295 40' CNG buses under project no. CP 201057.
- D. FINDING that the award to ENC, Inc. is made to the Proposer that provides the agency with the best value and is most advantageous to Metro. The recommended price addresses all contract requirements and represents the best overall value when all RFP evaluation factors are considered, including advantages in the Local Employment Program incentives.

ISSUE

Between FY18-FY22, Metro will require up to 600 40' buses to replace existing 40' CNG buses reaching the end of their useful life during this period. This action authorizes the award of a base contract for 295 40' buses to ENC for the replacement of 295 existing 40' CNG buses that have passed the end of their useful life and are slated for retirement.

DISCUSSION

In April 2016, Metro's Board of Directors authorized staff to initiate RFP OP28367 for the

procurement of up to 1,000 CNG or Zero Emission Transit Buses. RFP OP28367 was issued in July 2016. There are four parts to the RFP, one for each of four vehicle types:

- Part A, 40' CNG buses;
- Part B, 60' CNG buses;
- Part C, 40' Zero Emission buses; and
- Part D, 60' Zero Emission buses.

This recommended Board action pertains solely to Part A, 40' CNG buses.

This bus procurement is part of Metro's bus fleet replacement plans for FY18 - 22. During this period, Metro will be replacing 40' buses that were purchased between 2000 and 2005 and are past FTA's recommended minimum threshold of 500,000 miles or 12 years in revenue service.

Staff will return later this year with award recommendations for the other three parts of this solicitation. Staff prioritized the solicitation review of Part A as these 40' CNG buses are needed as soon as possible to replace 40' CNG buses that have reached the end of their service life and are experiencing declining reliability and availability due to their advancing age.

For this contract procurement, Metro used a "Best Value" competitive negotiation process which considered factors such as:

- Broadest possible range of competing products and materials available
- Fitness for purpose
- Scoring preference for voluntary participation in Metro's Local Employment Program
- Manufacturer's warranty
- Performance and Reliability
- Life Cycle Costs
- Delivery Schedules
- Support logistics

Utilization of a "Best Value" solicitation process for this procurement identified the 40' CNG bus most suited to Metro's operating needs by permitting discussions with proposers to evaluate performance and reliability of the proposed components, warranty, cost data and delivery schedule.

The Local Employment Program (LEP) is a FTA approved pilot for Metro's Rolling Stock procurements. The LEP allows for geographical preferences to be applied as part of Metro's evaluation scoring. The voluntary program provides proposers with incentive points for creating new jobs in California. The proposed awardee ENC committed to creating 36 new FTEs with wages, benefits, and facility improvements totaling \$5.9 million.

DETERMINATION OF SAFETY IMPACT

There will be anticipated safety improvements for operating these new CNG buses in Metro's bus fleet. These buses will also incorporate the latest safety features and designs, including improved ADA amenities and boarding ramps. New buses will provide a safer, cleaner operating environment for Metro's passengers and employees.

FINANCIAL IMPACT

Total LOP funding of \$207,567,748 is included in Cost Center 3320 - Vehicle Technology, in project 201057. For FY18, there is \$1.38 million programmed to cover expenses for purchasing these buses. Because this is a multi-year contract, the Cost Center Manager will be responsible for ensuring that future year funding is programmed. In addition to the direct contract award, \$4.5 million in funding has been included in the contract award recommendation amount to cover costs for optional equipment, including upgraded passenger counters, stop request buttons and USB passenger charging ports, as well as spare parts, diagnostic test equipment, and training aids.

Impact to Budget

Future funding for this procurement may come from various Federal, State and local funding sources including financing options that are eligible for Bus Capital Projects. Staff will pursue all sources of funding maximizing their use for these activities.

ALTERNATIVES CONSIDERED

Staff considered purchasing exclusively 40' Zero Emission Buses (ZEB's). This is not recommended at this time as a service-proven ZEB program has not been identified that can effectively cover the broad scope of Metro's operational needs without impacting service. Due to charging requirements and range limitations, battery electric ZEB's are not currently capable of replacing CNG buses on a 1:1 basis. Additionally, significant electrification for Metro's operating lines and facilities would first have to be completed to support operation of a 295 electric bus fleet.

Staff also considered replacing CNG fuel tanks on buses that are slated for retirement to extend their service life. This is not recommended as operating CNG buses that are past the end of their useful life will result in degraded quality of service, reduced fleet reliability, and increased operating and maintenance costs. The costs to return retirement eligible CNG buses back to "Service Ready" condition is significant, often \$150,000-\$200,000 per bus.

NEXT STEPS

Upon Board approval, staff will execute the contract with ENC and issue a Notice to Proceed.

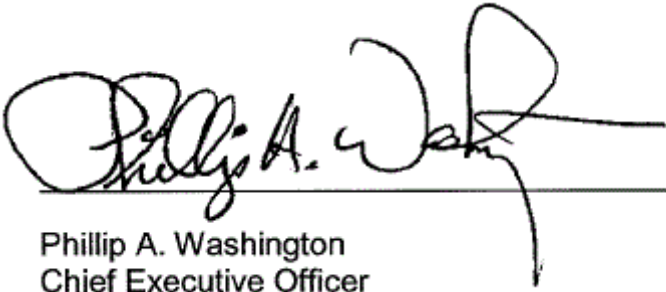
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Attachment C - Funding/Expenditure Plan

Prepared by: John Drayton, Director of Vehicle Technology, (213) 617-6285
Jesus Montes, Sr. Executive Officer, Vehicle Acquisition (213) 922-3838

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

295 FORTY FOOT CNG TRANSIT BUS CONTRACT/OP28367-000 (Group A)

1.	Contract Number: OP28367-000	
2.	Recommended Vendor: ElDorado National (California), 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: 07.29.16	
	B. Advertised/Publicized: 08.04.16; 08.08.16; 08.12.16; 08.15.16	
	C. Pre-Proposal Conference: 08.30.16	
	D. Proposals Due: 11.28.16	
	E. Pre-Qualification Completed: 05.26.17	
	F. Conflict of Interest Form Submitted to Ethics: 04.19.17	
	G. Protest Period End Date: 06.16.17	
5.	Solicitations Picked up/Downloaded: 63	Bids/Proposals Received: 3
6.	Contract Administrator: Elizabeth Hernandez	Telephone Number: (213) 922-7334
7.	Project Manager: John Drayton	Telephone Number: (213) 617-6285

A. Procurement Background

This Board Action is to approve Contract No. OP28367-000 issued in support of Metro's bus fleet replacement plan to procure new buses for replacement of 40' CNG buses that will reach the end of their useful life. Group A – 40' CNG bus buy base order consists of 295 buses, with Option orders of up to 305 additional buses for a total of 600 40' CNG 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 firm fixed unit price.

Twenty two amendments (22) were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 08.03.16, updated the required certifications;
- Amendment No. 2, issued on 08.08.16, provided revised Pre-Proposal Conference date and venue;
- Amendment No. 3, issued on 08.11.16, updated due dates for requests for approved equals and clarifications;
- Amendment No. 4, issued on 08.26.16, edited the submittal forms and technical specifications;
- Amendment No. 5, issued on 09.07.16, extended the proposal and clarifications requests due dates, edited submittal forms and technical specifications, and established a project data repository for plan holder access to RFP documents;

- Amendment No. 6, issued on 09.16.16, extended the proposal and clarifications requests due dates, edited submittal forms and technical specifications, and scheduled on site bus inspections for proposers;
- Amendment No. 7, issued on 09.30.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 8, issued on 10.14.16, edited pricing and clarification request forms, technical specifications, and commercial terms and conditions;
- Amendment No. 9, issued on 11.02.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 10, issued on 11.07.16, edited pricing forms, technical specifications, and commercial terms and conditions;
- Amendment No. 11, issued on 11.10.16, extended the due dates for Groups A and B, 40' and 60' CNG proposals, and edited commercial terms and conditions;
- Amendment No. 12, issued on 11.22.16, edited pricing and submittal forms;
- Amendment No. 13, issued on 12.12.16, extended the due dates for Groups C and D 40' and 60' zero emission bus proposals;
- Amendment No. 14, issued on 01.12.17, edited commercial terms and conditions for Group A;
- Amendment No. 15, issued on 01.13.17, extended the due dates for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 16, issued on 01.26.17, extended the due dates for Groups C and D, 40' and 60' zero emission bus proposals.
- Amendment No. 17, issued on 01.31.17, edited pricing forms and technical specifications for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 18, issued on 02.06.17, edited pricing forms for Groups C and D, 40' and 60' zero emission bus proposals;
- Amendment No. 19, issued on 02.10.17, solicited best and final offers (BAFO) from Group A proposers;
- Amendment No. 20, issued on 02.24.17, edited documents for Group A;
- Amendment No. 21, issued on 02.28.17, edited documents for Group A;
- Amendment No. 22, issued on 03.30.17, solicited BAFO from Group A proposers.

A pre-proposal conference was held on August 30, 2016. On-site bus inspections were scheduled on October 4, 5, and 6, 2016. A total of three proposals were received on November 28, 2016.

Questions received throughout the solicitation process and Metro's responses to those questions were made accessible to the RFP plan holders by posting them at Metro's project data repository. Nine sets of Questions and Answers were issued for a total of 754 questions and answers uploaded to the repository from August 12, 2016, to December 30, 2016. Proposers for Group A, 40' CNG buses requested, and Metro granted, several extensions changing the proposal due date from the initial date of September 30, 2016 to November 28, 2016.

The proposal evaluation period from November 29, 2016 through March 27, 2017, included reviews of the written proposals, clarifications requests and responses, oral presentations, proposers' manufacturing and engineering site visits, face-to-face and conference call discussions, and transit agency reference checks. These series of evaluation processes were necessary to assess and determine 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 Metro's Vehicle Technology and Acquisition, Maintenance, Operations, and Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Technical Compliance	400 points
• Price	300 points
• Project Management Experience	100 points
• Experience and Past Performance	100 points
• Life Cycle Costs	<u>100 points</u>
Sub-Total	1,000 points
• Voluntary Local Employment Program (Incentive Points)	<u>50 points</u>
Total Available Points	1,050 points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar bus procurements. Several factors were considered when developing these weights, giving the greatest importance to the technical compliance of the proposed bus.

The Local Employment Program (LEP) is a FTA approved pilot for Metro's Rolling Stock procurements. The LEP allows for geographical preferences to be applied as part of Metro's evaluation scoring. The voluntary program provides proposers with incentive points for creating jobs in California.

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

1. EIDorado National (California), Inc. (ENC)
2. New Flyer of America, Inc. (NFA)
3. Nova Bus, a Division of Prevost Car (US) Inc. (Nova)

The PET began its review of the written technical proposals submitted by the three proposers on November 28, 2016. Based on the PET's initial review, written requests for clarification were sent to the three proposers and the appropriate responses were received and reviewed accordingly.

In January 2017, the PET scheduled site visits to each of the proposers' manufacturing and engineering facilities. The agenda for the site visits included facility/plant/site manufacturing process tour, in depth presentations and discussions by the Proposer's management, engineering and project key personnel on the following topics:

1. Technical Proposal – Detailed presentations of the proposed vehicle systems and sub-systems vis-à-vis Metro's technical specifications;
2. Project Management;
3. Experience and Past Performance;
4. Consolidated comments and discussions of the strengths, weaknesses, deficiencies, and risks in the technical Proposals as noted by the PET in the individual evaluations.

The PET was supported by Consultant Technical Advisors (TAs) with subject matter expertise relative to the review, evaluation, assessments, and recommendations for the Life Cycle Costs (LCC) and Local Employment Program (LEP) submittals. Each of the Proposers voluntarily participated in the LEP by committing to hire new local residents to support this contract.

A total of 389 Requests for Deviations were submitted by the Proposers for Metro's review and consideration. The deviations were discussed individually with the Proposers during negotiation discussions conducted in January through the first week of February.

The PET conducted telephone reference checks with prior clients of the three proposers. The reference check resources did not discuss any major issues of concern to the PET members.

All three proposers were determined by the PET to be in the competitive range and the invitation to submit their best and final offer was issued on February 10, 2017.

Best and Final Offer (BAFO)

Best and Final Offer (BAFO) submittals were received on March 6, 2017, and were reviewed and evaluated by the PET. All three BAFO submittals contained shortcomings or weaknesses in the Local Employment Program, technical requirements, or price. Upon review by Metro's PET Executive Oversight Committee, it was determined that Metro and the Proposers would all benefit from re-entering into discussions and issuing a second BAFO request. The second BAFO requests were issued on March 30, 2017, with a due date of April 7, 2017. The PET

reviewed the second BAFOs and prepared a recommendation for award memorandum on April 20, 2017.

Qualifications Summary of Firms within the Competitive Range:

EIDorado National (California), Inc. (ENC)

EIDorado National (California), Inc. (ENC), is a California corporation located in Riverside, California. ENC, a subsidiary of REV group, was established in 1975, and designs and manufactures low floor and standard floor medium and heavy-duty buses for public transit/paratransit, airport, parking and university transportation markets. ENC has delivered 40' CNG buses to Sonoma County Transit, Victor Valley Transit Authority, and City of Los Angeles Department of Transportation.

ENC's proposal ranked second in technical compliance and price, and third in life cycle costs, project management, and experience and past performance. ENC's Local Employment ranked highest in dollar value for jobs creation and facility capital investment.

Nova Bus, a Division of Prevost Car (US) Inc. (Nova)

Nova Bus is a wholly owned subsidiary of Volvo Bus Corporation, a world manufacturer of coaches and buses. Nova Bus is a division of Volvo Bus Corporation's Prevost Car (US), Inc.

Nova Bus has a vehicle structure plant in Saint-Francois-du-Lac, Quebec Canada, and a final assembly plant in Plattsburgh, New York. Nova proposed final assembly of LACMTA vehicles at their Plattsburgh facility.

Nova scored first in technical compliance, project management, and experience and past performance, third in price, second in life cycle costs, and third in local employment plan. Nova is ranked second overall among the three proposers.

New Flyer of America, Inc. (NFA)

NFA is a North Dakota corporation organized in October 1989 and is a wholly owned subsidiary of Transit Holdings, a holding company that owns New Flyer of America, Inc. and New Flyer Industries Canada ULC.

NFA proposed to build LACMTA bus orders in its St. Cloud, Minnesota and Ontario, California facilities. The St. Cloud plant is a production and finishing facility. The Ontario, California facility houses production, service and aftermarket parts.

NFA has delivered 40' CNG buses to transit agencies such as Washington Metropolitan Area Transit Authority (WMATA), Orange County Transit Authority (OCTA), Dallas Area Rapid Transit (DART), Massachusetts Bay Transit Authority

(MBTA), and Clark County Regional Transportation Commission, including LACMTA's 900 bus order.

NFA scored third in technical compliance, project management, and experience and past performance, second in price, first in life cycle costs, and second in local employment plan. NFA was ranked third overall among the Proposers.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Firm 1 – ENC				
3	Technical Compliance	80.64	400	322.55	
4	Price	97.43	300	292.28	
5	Project Management	72.55	100	72.55	
6	Experience and Past Performance	72.35	100	72.35	
7	Life Cycle Costs	89.48	100	89.48	
8	Local Employment Plan	100.00	50	50.00	
9	Total		1050	899.21	1
10	Firm 2 – Nova				
11	Technical Compliance	81.64	400	326.55	
12	Price	97.32	300	291.97	
13	Project Management	80.30	100	80.30	
14	Experience and Past Performance	77.90	100	77.90	
15	Life Cycle Costs	93.60	100	93.60	
16	Local Employment Plan	39.21	50	19.61	
17	Total		1050	889.93	2
18	Firm 3 – NFA				
19	Technical Compliance	71.16	400	284.65	
20	Price	100.00	300	300.00	
21	Project Management	76.65	100	76.65	
22	Experience and Past Performance	75.25	100	75.25	
23	Life Cycle Costs	100.00	100	100.00	
24	Local Employment Plan	72.81	50	36.40	
25	Total		1050	872.95	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate (ICE), technical evaluation, technical evaluation, fact finding, and negotiations. The Base and Option vehicles are based on Firm Fixed Unit Rate prices. The Optional Vehicle Features are also based on Firm Fixed Prices for total Base Buy and Option Buy quantities.

	Proposer Name	Proposal Amount	Base Buy (295)	Option Buy (305)	Optional Features**	Negotiated or NTE amount
	Metro ICE*		\$169,625,000.00	\$175,375,000.00	\$19,045,275.64	Not Applicable
1.	ENC	\$421,840,739.08	\$199,067,747.90	\$205,721,544.10	\$10,082,988.65	\$414,872,280.66
2.	Nova	\$401,124,569.00	\$198,654,031.84	\$205,409,950.75	\$11,253,889.77	\$415,317,872.36
3.	NFA	\$376,016,808.51	\$188,967,503.05	\$195,129,436.39	\$20,102,229.35	\$404,199,168.79

*Note: Metro's estimated per unit cost of the vehicle is based upon the 900 bus order configuration that did not include the design requirement for electronically driven accessories. Metro is the first transit agency to require electronically driven accessories in a CNG bus configuration.

** \$4,500,000 of the ENC amount shown for Optional Features is for the Base Buy for a total contract price of \$203,567,748.

The PET determined that ENC's proposal provides the Best Value and is most advantageous to Metro. Price analysis shows that the negotiated amount for the recommended firm, ENC, is slightly lower than that from the second-highest overall rated firm, Nova, and \$10.67 million higher than the third-highest overall rated firm, NFA. ENC's proposal, from a Best Value perspective, offers Metro advantages in local job creation and price over Nova, and provides Metro with advantages in the local jobs program and the combined technical categories over NFA.

Local Employment Program

All three firms participated in Metro's voluntary Local Employment Program (LEP). This participation resulted in incentive points based on total proposed wages, benefits and training of new employees hired in California. The LEP also provides points for facility improvements made to facilities in California. The table below describes the commitment levels for all three Proposers for new local jobs and facility improvements. ENC received the most incentive points for new local jobs, training and facility improvements.

Proposers:	ENC	Nova	NFA
Total Local Employment, Facility and Training Investment	\$5,976,164	\$2,343,396	\$4,351,031

D. Background on Recommended Contractor

The recommended firm, EIDorado National (California), Inc. (ENC), located in Riverside, California, established in 1975, designs and manufactures low floor and standard floor medium and heavy-duty buses for public transit/paratransit, airport,

parking and university transportation markets. ENC's entire manufacturing operations, engineering, purchasing, warranty, publications and service support, as well as its financial and administrative offices are all located in its 226,869 square feet plant and facility in a 17-acre property in Riverside which became operational in April 2004. ENC has a current commitment to deliver 300 buses from November 1, 2016 to October 31, 2017. Its manufacturing facility has the capacity, and capability to support double its current production volume.

ENC is a subsidiary of REV group, a parent company of a 26 brands of vehicles that produce 20,000 vehicles per year for the bus, emergency, recreation and specialty markets. ENC anticipates REV's financial and human resources support with workforce, facilities and administration for this project.

ENC's proposed project lead and point of contact for this project has 28 years of experience with bus manufacturing in the United States transit industry, including project management and bid administration. ENC's proposed project team have years of experience in the transit/bus industry for engineering, quality control, production, testing, systems integration, and field/warranty support.

**295 BUS CONTRACT
FUNDING/EXPENDITURE PLAN**

In Thousands	FY17	FY18	FY19	FY20	Total LOP	% of Total
Uses of Funds						
Bus Acquisition ¹		750	170,396	27,922	\$199,068	96%
Labor	200	600	1,500	600	\$2,900	1.4%
Travel/Admin		25	50	25	\$100	0.00%
Spare Parts, Training, Service Manuals			2,250	2,250	\$4,500	2.2%
Contingency				1,000	\$1,000	0.5%
Total Project Cost	\$200	\$1,375	\$174,196	\$31,797	\$207,568	100%

In Thousands	FY17	FY18	FY19	FY20	Total LOP	% of Total
Sources of Funds						
Federal '5307	160	1,099	138,049	27,541	\$166,849	80.3%
State TCRP			13,422		\$13,422	6.5%
Local TDA 4/PC40	40	276	22,725	4,256	\$27,546	13.2%
Total Project Funding	\$200	\$1375	\$174,196	\$31,797	\$207,568	100%

DEOD SUMMARY

295 FORTY FOOT CNG TRANSIT BUS CONTRACT/OP28367-000 (Group A)

A. 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 an FTA approved DBE overall goal methodology in compliance with 49 Code of Federal Regulations (CFR) Part 26.49(a)(1). El Dorado National submitted an FY17 TVM Certification with their proposal, and is currently on FTA's list of eligible TVMs. In compliance with 49 CFR Part 26.49, TVMs report direct to FTA.

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.