

Metro

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



Metro

Agenda - Final Revised

Thursday, April 14, 2016

10:15 AM

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

System Safety, Security and Operations Committee

John Fasana, Chair

Michael Antonovich, Vice Chair

Jacquelyn Dupont-Walker

Don Knabe

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

CALL TO ORDER

ROLL CALL

23. APPROVE Consent Calendar Items: 24 and 25

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

CONSENT CALENDAR

24. RECEIVE AND FILE status report on the **February 2016 Public Hearings.** [2016-0144](#)

Attachments: [Attachment A - June 2016 Public Hearing Changes](#)

25. RECEIVE AND FILE **monthly update on Transit Policing performance.** [2016-0265](#)

Attachments: [Attachment A - Transit Policing Division Report February 2016](#)
[Attachment B - Matrix of Bus Operator Assault Suspects](#)
[Attachment C - Presentation on Reducing the Adverse Impact of Homelessness](#)

NON-CONSENT

26. **Operations Employee of the Month** [2016-0075](#)

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

27. RECEIVE **Oral Update on Gold Line Ridership for the System Safety, Security and Operations Committee.** [2016-0076](#)

28. ADOPT: [2016-0153](#)

A. the finding of no Disparate Impact and no Disproportionate Burden resulting from **proposed major service discontinuations and major new service proposals for June 2016 implementation (Attachment A)**;

B. the finding that improving service on Line 704 to conform to the

new loading standards creates a Disparate Impact but no Disproportionate Burden. The Disparate Impact is created because Line 704 serves an area significantly less minority than the county average and there is no alternative that is less discriminatory (**Attachment A**); and

- C. the finding of no Disparate Impact and no Disproportionate Burden for proposed exemption of Line 577 from express fare charge (**Attachment B**).

Attachments: [Attachment A - Equity Evaluation- June 2016 Proposed Service Changes](#)
[Attachment B - Line 577 Exemption from Express Charge](#)
[Attachment C - Foothill Transit Letter of Commentment](#)

29. CONSIDER finding that a new procurement of 60' advanced transit buses under Public Utilities Code (PUC) §130232 low bid requirement does not constitute a procurement method adequate for LACMTA's needs. The Board, pursuant to Public Contract Code (PCC) §20217, hereby directs the **procurement of up to four hundred (400) new 60' advanced transit buses in a procurement by competitive negotiation.** [2016-0182](#)

(REQUIRES TWO-THIRDS VOTE)

Attachments: [Attachment A - Bus Replacement Schedule FY2018 - 2022](#)

30. AUTHORIZE the Chief Executive Officer to award a firm fixed-price Contract No. MA4829600, a single source procurement, to Hegenscheidt-MFD Corporation (USA) to **perform a midlife overhaul of the Blue Line Wheel Truing Machine** for \$1,385,769. [2016-0003](#)

Attachments: [Attachment A - Procurement Summary 2016-0003](#)
[Attachment B - DEOD Summary](#)

31. AWARD a three-year, firm fixed price Contract No. PS4443900HONEYWELL, a sole source procurement, to Honeywell International, Inc. (Honeywell) for the **Platform Track Intrusion Detection System (PTIDS) pilot program** for an amount of \$1,553,050 inclusive of sales tax. The contract includes both labor and materials, including project management support, installation and demonstration planning, system design and testing, and training of Metro staff on installation. Materials will include the PTIDS system, to be installed at three station platform sides on the Metro Rail system. [2016-0124](#)

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

6. AUTHORIZE the Chief Executive Officer to execute contract modifications under Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic): [2015-1804](#)
- A. Contract Modification No. 140 for the **purchase and installation of 54 TAP Vending Machines (TVMs) at key Metro stations**, in the amount of \$5,194,834; and
 - B. Contract Modification No. 94.03 for **maintenance support services** of these 54 TVMs in the amount of \$838,211 through June 2019; increasing the total contract value by \$6,033,045 from \$253,351,430 to \$259,384,475. No additional funds are being requested for Contract Modifications 140 and 94.03.

Attachments: [Attachment A - TVM Deployment Trans](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Contract Modification](#)
 [Attachment D - DEOD Summary](#)

(MOVED FROM FINANCE, BUDGET AND AUDIT COMMITTEE)

39. CONSIDER **Motion by Directors Krekorian and Kuehl** that the Board of Directors direct the CEO to implement a Rapid bus running along Nordhoff and Osborne Streets, providing service between the Rapid 794 line and the Nordhoff stop of the Metro Orange Line. Metro bus operations should work with the university to ensure that service is provided late enough into the evening to accommodate all students, faculty and staff who would need to remain on campus until later hours. FURTHER MOVE that Metro staff study utilizing all-door boarding along this line, similar to the pilot project that has been very successful along the Rapid 720 line at reducing dwell times and speeding up headways. [2016-0325](#)

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 #: 2016-0144, **File Type:** Informational Report**Agenda Number:** 24

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016****SUBJECT: FINDINGS OF THE FEBRUARY 2016 PUBLIC HEARINGS****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE status report on the **February 2016 Public Hearings**.**ISSUE**

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the affected Service Councils conducted a series of public hearings in February 2016, along with a Saturday hearing conducted at the Gateway Headquarters. The purpose of the hearings was to solicit public input, written comments and verbal testimony regarding proposed service changes to 24 bus lines that operate throughout the Metro region. These changes are slated for implementation on June 28, 2016 or later.

A review of public input, an analysis of impacts and staff's service change recommendations, as approved by the Service Councils, are outlined in this report. The Service Councils were requested to consider the possible impacts from these proposals before approval.

DISCUSSION

In compliance with federal public hearing requirements and MTA's administrative code, each Service Council is required to conduct a public hearing and consider public testimony before approving significant modifications to the bus system. As part of this process, each Service Council, respectively, is also required to consider potential impacts these changes may have on the community.

Each year Metro service development staff reviews bus routes to identify opportunities to improve productivity, safety, cost effectiveness, capacity utilization, and service quality. During this round of public hearings, route modifications were proposed to:

- Introduce a new line in East Los Angeles to improve access to USC/LAC General Hospital;
- Modify lines to serve the new Expo Line Sepulveda Station;

-
- Join lines together which have common terminals; allows for improvements in service frequency and eliminates the need to transfer;
 - Reduce duplication with Metro Rail and BRT lines; and
 - Discontinue service on lines which may be operated by a municipal operator, allowing for some service hours to be reinvested into other Metro lines.

The official notice of public hearing was finalized after the December 2015 service council meetings and was published in local newspapers beginning January 2016. Due to the systemwide nature of the proposals, public hearings were conducted in February at all five service council meetings, as well as one Saturday meeting held at the Metro Gateway headquarters building.

The published Notice of Public Hearing (**Attachment A**) gives the time, date, and location of each public hearing. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide, where appropriate. Approximately 81,000 marketing take-ones were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. The Notice of Public Hearing was also posted on Metro's main website, along with a link to maps showing the proposed changes. Patrons could also send responses to Metro via email at servicechanges@metro.net, fax, or mail.

In addition to the public hearings, staff presented the proposed changes to the February meetings of the Metro Citizen's Advisory Committee, General Managers, and Quarterly Transit Providers.

At the public hearings, staff asked attendees to indicate how they heard of the hearings. Of the 180 who signed in at the six meetings, the following data was collected:

Outreach Method	Number of Patrons
Brochure	52
Friend	28
Metro Website	20
Email	17
Facebook	8
The Source Blog	7
Twitter	2

Summary of Public Comment

A total of 180 individuals attended the six public hearings; 118 of those individuals provided verbal testimony; 291 written testimonies were received via letters, facsimiles and emails by Friday, February 12, 2016, the close of the public record.

Of the total testimony received systemwide via all methods, approximately 19% (54 comments) supported the proposals. Nearly 57% (165 comments) opposed, and another 11% (33 comments)

suggested modifications to the service change proposals. Roughly 13% (39) of the comments received were unrelated to the Public Hearing's proposed changes. In addition two petitions were received and are noted separately; Line 190/194 received a petition with 200 signatures and one for Line 460 with 152 signatures, all against the proposals.

The majority of the "opposed" comments received via email and testimony are related to the cancellation of Lines 190/194, 270, and 460. The following summarizes the most popular comments with a response from staff:

Lines 190/194

- 1) If the service is cancelled, there will be no way to travel to jobs, school, doctors, etc. *Metro will only cancel the service if another provider will begin operating the service the very next day.*
- 2) Metro operates later service than the municipal operators and will leave patrons stranded. *As stated in the Board approved Transit Service Policy, a new transit provider will be required to operate the same level of service, span of service, and days of operation for the first year of operation.*
- 3) TAP Cards are not interchangeable between operators. *TAP Cards with "stored value" and with the EZ designation (for local line travel) allows for transfers between all LA County operators with no additional fee charged at the farebox.*
- 4) Metro Bus Operators will lose their jobs. *No Metro employee will lose their job, however, some with lower seniority may, per their union contract, be assigned to a different division. However, at least 50% of the net savings from Lines 190/194 will be reinvested into San Gabriel Valley existing lines with higher demand. These proposals are:*

Line 268 - Extend service into Sierra Madre Station

Line 770 -Improve weekday service - 10" peak/15" base headway

Line 760 - Extend to Artesia Blue Line Station; improve weekday service to 10" peak/15" base headway

Line 762 - Improve headway to 15" peak/30" base headway

Line 270

- 1) Don't cancel the line. *Metro will only cancel the service if another provider will begin operating the service the very next day.*
- 2) If another operator takes over the service, ensure the transition is smooth and organized. *Students would find the same schedule and span of service should the line be transitioned to another Operator. Staff would ensure the "Go Rio" TAP program would remain in place.*
- 3) Do not cut the line in half. *Establishing El Monte Station as the transfer point would have minimal impact as there are relatively few through riding passengers. Staff reviewed the ridership which will be discussed further in this report.*

Line 460

- 1) If the service is cancelled, there will be no way to travel to jobs, school, doctors, etc. *It is proposed to only cancel the portion of the line from Downtown LA to the Norwalk Green Line*

Station. Service is provided by Metro Blue Line, Silver Line and Green Line.

- 2) Due to transfers between the remaining Line 460 and the proposed alternatives, it will cost more money. *Actually, it could cost less money. If a patron starts on Line 460 from Disneyland to Downtown LA, the cost is \$2.50. But, if a patron takes Line 460, transfers to the Green Line to the Metro Blue Line, the cost is only \$1.75 if using a TAP Card. Transfers are free for unlimited transfers up to two hours of travel.*
- 3) The Green Line span of service does not operate as late as Line 460. *Should the line be discontinued, late night trips would still be provided by Line 460 to Downtown Los Angeles.*

Recommendations

The following summarizes by Public Hearing proposal staff's recommendation, as approved by the Service Councils:

Line 16/316 - Downtown Los Angeles - Century City via 3rd St

Proposal - Combine with Line 220 at Cedar Sinai Hospital, providing one continuous line via new branch Line 17.

Service Council Action - Approved as proposed.

Line 51/52/351/352 - Wilshire Ctr - Downtown LA - Compton- Harbor Gateway TC via Avalon

Proposal - Discontinue Limited Stop Line 352 and replace with new Limited Stop Line 351. All existing limited stops on Line 352 will be served by the new Line 351. Line 51 operates more frequently than Line 52; therefore a new Line 351 will benefit more riders with a faster service.

Service Council - Approved as proposed.

Line 68 - Downtown LA - Montebello via Chavez - E. 1st St

Proposal - Replace the 1st St route segment from Indiana Station to East LA College with new Line 106. This new line will also operate to County USC Hospital and replace a large portion of Line 620.

Service Council Action - Approved as proposed.

Line 111/311 - LAX City Bus Center - Norwalk Sta via Florence Av

Proposal - Discontinue Line 311 limited stop service and operate as local service. Service for all patrons would be improved from every 20 minutes to every 10 minutes in the peak periods.

Converting limited stop trips into local trips will double the service for patrons at over 20 stops not served by the limited stop service.

Service Council Action - Approved as proposed.

Line 156 - Panorama City to Hollywood via Highland Av, Vineland Av & Van Nuys Bl

Proposal - Combine with Line 236, Route 237 on Van Nuys Bl at the Orange Line, providing a new continuous line from Hollywood to Granada Hills.

Service Council Action - Approved as proposed.

Line 175 - Silverlake - Hollywood via Hyperion Av - Sunset Bl

Proposal - Remove two underutilized mid-day trips.

Service Council Action - Approved as proposed.

Line 190/194 - El Monte Sta. - Cal Poly Pomona via Ramona Bl & Valley Bl

Proposal - Discontinue service, possibly to be operated by another provider.

Service Council Action - Approved as proposed. Foothill Transit has agreed to operate the same level of service for the next two years, add an additional late night trip on Line 190 and honor all Metro fare media on this line for at least one year on Lines 190/194 and 270.

Line 220 - Beverly Ctr - Culver City Sta via Robertson Bl

Proposal - Replace Line 220 with a branch route of Line 16 at Cedar Sinai Hospital; new branch Line 17 would operate from downtown LA to Culver City Expo Station.

Service Council Action - Approved as proposed.

Line 234 - Sylmar - Westwood via Sepulveda Bl

Proposal - Late night, early morning, Saturday and Sunday extension from Westwood to Sepulveda Expo Line Station, when opened.

Service Council Action - Approved as proposed.

Line 258 - Alhambra - Paramount via Fremont Av & Eastern Av

Proposal - Join line with Line 485 at Cal State LA, providing a continuous line from Paramount to Pasadena. For the first time, residents in Paramount and along Line 258 will have access to Cal State LA.

Service Council Action - Approved as proposed.

Line 270 - Monrovia - Norwalk Sta via Workman Mill - Peck Rds

Proposal - Discontinue service, possibly to be operated by another provider.

Service Council Action - The Gateway Cities Service Council voted to transition the northern portion of the line which operates from El Monte Station to Monrovia to Foothill Transit. They also voted to not transition the southern portion of the line to Norwalk Transit but have it be retained by Metro (contact operator). The staff proposal would have allowed the predominant transit provider in this region to incorporate this portion of Line 270 into their system, possibly adjusting other lines to achieve efficiencies while retaining the Line 270 service with lower fares. Metro would have then reallocated at least half of the net savings in buses and service hours to other lines within the Gateway Cities service area such as Line 266 on Lakewood and Rosemead Bl. and Line 130 on Artesia Bl. This would have expanded transit service within the region.

Line 460 - Downtown LA - Disneyland via Harbor Transitway - I-105 Fwy

Proposal - Discontinue route segment from Downtown LA to Norwalk Green Line Station (replacement service provided by Metro Silver Line, Silver Express, Blue Line, and Green Line).

Service Council Action - Staff recommended maintaining the original proposal to only operate service from Norwalk to Disneyland; however the Gateway Cities Service Council voted to maintain the line as operated today from Downtown Los Angeles to Disneyland.

Line 485 - Downtown LA - Altadena via Fremont - Lake Aves

Proposal - Discontinue service from Downtown LA to Cal State LA. Service north of Cal State LA will be operated to Altadena by an extension of Line 258.

Service Council Action - Approved as proposed. Of the total boardings on Line 485, only approximately 7 ride per bus trip travel from Alhambra to Union Station Those continuing to Union

Station may board frequent Silver Line service (5 minutes in the peaks and 15 minutes in the base periods).

Line 501 - NoHo - Pasadena Express

Proposal - New express service between Metro North Hollywood Red/Orange Line Stations to Metro Del Mar Gold Line Station.

Service Council Action - Approved as proposed.

Line 577 - El Monte Sta - Long Beach VA Medical Center via I-605 Fwy

Proposal - Add three stops between El Monte Station and Rio Hondo College. Exclude Line 577 from the express premium fare policy (requires Board of Directors approval).

Recommendation - Due to the recent passage of Motion 63 (study of an express bus from various Long Beach locations to the Metro Gold Line extension), staff recommends not implementing these proposals until the study is completed and brought back to the Board.

Line 620 - Boyle Heights Shuttle

Proposal - Discontinue service on Cesar E. Chavez, Forest Av, Wabash Av, Evergreen Av, Mott St, and 1st St. Replacement service is provided by the current routes of Lines 30, 68, 71, and 770. The remaining service will operate from the USC Medical Center, State St, 1st St, Boyle Av, Whittier Bl, Soto St, 4th St, Indiana St, then continuing out 1st St along the route of Line 68 to East LA College (see Line 68 above). The new service will be renumbered to Line 106 operating in both directions. Hours and days of operation will remain unchanged.

Service Council Action - Approved as proposed.

Line 704 - Downtown Santa Monica via Santa Monica Bl

Proposal - Make permanent experimental improvement of weekday mid-day service from every 20 minutes to every 15 minutes.

Service Council Action - Approved as proposed.

Line 734 - Sylmar Sta - Westwood via Sepulveda Bl

Proposal - Extend service from Westwood to Sepulveda Expo Line Station, when opened.

Service Council Action - Approved as proposed.

Line 788 - Metro Valley - Westwood Express

Proposal - Extend service from Westwood to Sepulveda Expo Line Station, when opened.

Service Council Action - Approved as proposed.

FINANCIAL IMPACT

The Board of Directors consideration of the of the service changes presented in this report is included in the FY17 adopted budget. The implementation of these changes would have no negative impact to the agency.

Impact to Budget

With the cancelation of Lines 190/194, and the northern portion of Line 270, and Foothill Transit

assuming those services, Metro will achieve a net saving. At least 50% of the net savings will be reinvested in Metro services (Lines 266, 268, 760, 762, and 770).

Based on the decision of the Gateway Cities Service Council, Metro will retain the southern portion of Line 270, which is contract operated.

The remaining lines and proposed changes listed in this report remain cost neutral.

ALTERNATIVES CONSIDERED

No alternatives are presented, as any adjustments made to the original service plans were considered and approved at the Service Council level.

NEXT STEPS

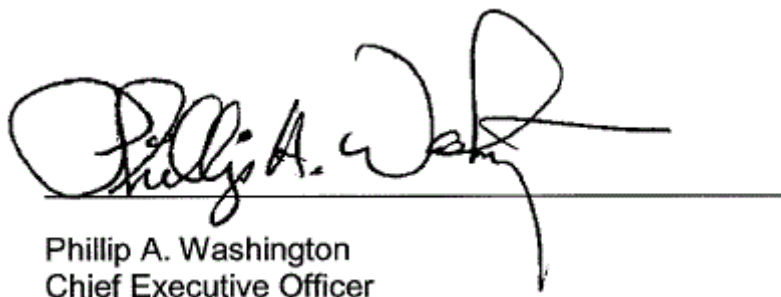
The proposals considered for public hearing and final recommendations as approved by the Service Council's will be implemented with the June 26, 2016 service changes.

ATTACHMENTS

Attachment A - Notice of Public Hearing

Prepared by: Scott Page, Director of Service Performance and Analysis, (213) 922-1228
Jon Hillmer, Executive Director, Service Development, Scheduling and Analysis, (213) 922-6972
Christopher Reyes, Transportation Planning Manager, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424



Phillip A. Washington
Chief Executive Officer



NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in February 2016 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective June 2016 or later. Details of the hearing dates, times, and locations are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines outlined in Section 2-50-025 of Metro’s Administrative Code, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective Service Councils that will host the public hearings. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public can attend any of these hearings and comment on proposals of interest to them.

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
16/316	Downtown Los Angeles - Century City via 3rd St	Combine with Line 220 at Cedar Sinai Hospital, providing one continuous line via new branch Line 17.					X
51/52/ 351/ 352	Wilshire Ctr – Downtown LA – Compton- Harbor Gateway TC via Avalon	Discontinue Limited Stop Line 352 and replace with new Limited Stop Line 351. All existing limited stops on Line 352 will be served by the new Line 351. Line 51 operates more frequently than Line 52; therefore a new Line 351 will benefit more riders with a faster service.			X	X	X
68	Downtown LA – Montebello via Chavez – E. 1st St	Replace the 1st St route segment from Indiana Station to East LA College with new Line 106. This new line will also operate to County USC Hospital and replace a large portion of Line 620. (See Line 620 below).		X			X
106	County USC Hospital – Indiana Sta – East LA College	Proposed new Line 106 will operate as a replacement to a portion of Line 68 on E 1st St and a large portion of Line 620.		X			X
111 /311	LAX City Bus Center – Norwalk Sta via Florence Av	Discontinue Line 311 limited stop service and operate as local service.			X	X	

ATTACHMENT A

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
156	Panorama City to Hollywood via Highland Av, Vineland Av & Van Nuys Bl	Combine with Line 236, Route 237 on Van Nuys Bl at the Orange Line, providing a new continuous line from Hollywood to Granada Hills. (See Line 236/237 below)	X				X
175	Silverlake – Hollywood via Hyperion Av – Sunset Bl	Remove two underutilized mid-day trips.					X
190/ 194	El Monte Sta - Cal Poly Pomona via Ramona Bl & Valley Bl	Discontinue service, possibly to be operated by another provider.		X			
220	Beverly Ctr – Culver City Sta via Robertson Bl	Replace Line 220 with a branch route of Line 16 at Cedar Sinai Hospital; new branch Line 17 would operate from downtown LA to Culver City Expo Station.					X
234	Sylmar – Westwood via Sepulveda Bl	Late night, early morning, Saturday and Sunday extension from Westwood to Sepulveda Expo Line Station, when opened.	X				X
236/ 237	Sylmar Sta – Encino via Glenoaks Bl, Balboa Bl Encino – Granada Hills – Sherman Oaks via Balboa Bl, Woodley Av, Victory Bl, Van Nuys Bl	Combine Route 237 with Line 156 on Van Nuys Bl at the Orange Line, providing a new continuous line from Hollywood to Granada Hills.	X				
258	Alhambra - Paramount via Fremont Av & Eastern Av	Join line with Line 485 at Cal State LA, providing a continuous line from Paramount to Pasadena.		X	X		
270	Monrovia – Norwalk Sta via Workman Mill – Peck Rds	Discontinue service, possibly to be operated by another provider.		X	X		
460	Downtown LA – Disneyland via Harbor Transitway – I-105 Fwy	Discontinue route segment from Downtown LA to Norwalk Green Line Station (replacement service provided by Metro Silver Line, Silver Express, Blue Line, and Green Line).			X		X
485	Downtown LA – Altadena via Fremont – Lake Avs	Discontinue service from Downtown LA to Cal State LA. Service north of Cal State LA will be operated to Altadena by an extension of Line 258.		X			X
501	NoHo – Pasadena Express	New express service between Metro North Hollywood Red/Orange Line Stations to Metro Del Mar Gold Line Station.	X	X			

ATTACHMENT A

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
577	El Monte Sta – Long Beach VA Medical Center via I-605 Fwy	Add three stops between El Monte Station and Rio Hondo College. Exclude Line 577 from the express premium fare policy (requires Board of Directors approval).		X	X		
620	Boyle Heights Shuttle	Discontinue service on Cesar E. Chavez, Forest Av, Wabash Av, Evergreen Av, Mott St, and 1st St. Replacement service is provided by the current routes of Lines 30, 68, 71, and 770. The remaining service will operate from the USC Medical Center, State St, 1st St, Boyle Av, Whittier Bl, Soto St, 4th St, Indiana St, then continuing out 1st St along the route of Line 68 to East LA College (see Line 68 above). The new service will be renumbered to Line 106 operating in both directions. Hours and days of operation will remain unchanged.		X			X
704	Downtown Santa Monica via Santa Monica Bl	Make permanent experimental improvement of weekday mid-day service from every 20 minutes to every 15 minutes.					X
734	Sylmar Sta – Westwood via Sepulveda Bl	Extend service from Westwood to Sepulveda Expo Line Station, when opened.	X				X
788	Metro Valley – Westwood Express	Extend service from Westwood to Sepulveda Expo Line Station, when opened.	X				X



Metro

ATTACHMENT A

PUBLIC HEARING SCHEDULE

SAN FERNANDO VALLEY

Wednesday, February 3, 2016

6:30PM

Marvin Braude Constituent Center
6262 Van Nuys Blvd.
Van Nuys, CA 91401

SOUTH BAY

Thursday, February 4, 2016

6:00PM

Carson Community Center
Adult Lounge
801 E. Carson
Carson, CA 90745

REGIONAL LOCATION

Saturday, February 6, 2016

10:00AM

Metro Boardroom
1 Gateway Plaza, 3rd Floor
Los Angeles, CA 90012

SAN GABRIEL VALLEY

Monday, February 8, 2016

6:00pm

Metro El Monte Division 9 Building
3449 Santa Anita Ave.
3rd Floor Service Council
Conference Room
El Monte, CA 91731

WESTSIDE/CENTRAL

Wednesday, February 10, 2016

6:00PM

Metro Headquarters Building
1 Gateway Plaza
Union Station Conference Room
Los Angeles, CA 90012

GATEWAY CITIES

Thursday, February 11, 2016

6:00 p.m.

Norwalk Arts & Sport Complex
Sproul Reception Center
12239 Sproul St.
Norwalk, CA 90650

The public hearings will commence at the listed times and will close after all oral testimony has been received by those members of the public present in accordance with hearing guidelines.

Note: These proposals may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service proposal under consideration (public comment will not be restricted to only bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Service Council, and considered prior to taking action on the service proposals. Persons unable to attend the hearings may submit written testimony postmarked through midnight Saturday, February 13, 2016, the close of the public record.

Comments sent via U.S Mail should be addressed to: **Metro Customer Relations**

Attn: June 2016 Service Changes
1 Gateway Plaza, 99-PL-4
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to: servicechanges@metro.net

Attn: "June 2016 Service Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988.

ADA REQUIREMENTS: Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA sponsored meetings and events.

LIMITED ENGLISH PROFICIENCY: Upon request, interpreters are available to the public for MTA sponsored meetings and events. Agendas and minutes will also be made available in other languages upon request.

All requests for reasonable accommodations, interpretation services and materials in other languages must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please submit requests by calling (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Individuals with hearing or speech impairment may use California Relay Service 711 + Metro phone number.



Board Report

File #: 2016-0265, **File Type:** Informational Report

Agenda Number: 25

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016**

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **monthly update on Transit Policing performance.**

ISSUE

On September 4, 2014, the board requested that staff provide a monthly update on transit policing performance to Systems Safety and Operations Committee. Specifically, the board requested monthly updates on criminal activity, fare enforcement, response time, deployment and perception of safety.

DISCUSSION

In February 2016, staff continues to be proactive in working with Operations, Los Angeles County Sheriff's Department (LASD), and Communications in addressing perception of safety, criminal activity, fare enforcement, response time, and deployment.

In the new law enforcement services contract, staff is including key performance indicators as tools to track performance.

Below are the key highlights for February 2016:

Actions to Improve the Ridership Experience

- Staff is working with Communications to develop a marketing campaign for safety and security. Marketing materials have been distributed to the system and continue to circulate. Concurrently, staff is working on the Sexual Harassment Awareness campaign and is partnering with Communications and Peace Over Violence.
- Staff is continuing to increase presence on the system using new technologies and redeployment of personnel.

- High Visibility
 - Transit Security Officers (TSO) and Los Angeles County Sheriffs have been engaging and interacting with patrons and operators to increase presence and increase the perception of safety on the Metro system.
 - TSO Bus Boarding Activity: The total number of TSO Bus Boardings for the month of February 2016 is 1,598. The total number of fare checks is 12,525.
 - LASD Bus Riding Team (BRT): The total number of BRT Bus Rides for the months of February 2016 is 1,095. The total number of fare checks is 44,219.

New Key Performance Indicators

As part of the new Law Enforcement Services Contract, the following additional key performance indicators listed below will be used for contract monitoring and compliance:

- Number of foot and vehicle patrols of bus stops, transit centers, train platforms/plazas/stations
- Ratio of staffing levels and vacant assignments
- Ratio of proactive versus dispatched activity
- Number of train boarding's
- Number of grade crossing enforcement operations

Criminal Activity:

FEBRUARY 2016





Bus Operator Assaults:

- From January to February 2016, there were 17 operator assaults. Of the 17 total operator assaults, 35% of the total assaults have had a suspect taken into custody. The majority of bus operator assaults are fare related followed by no reason.
- Comparing January-February 2015 to January-February 2016, Operator Assaults have decreased 29%.
- Of the 17 total operator assaults from January to February 2016, there were 17 non-aggravated assaults. The method of assault was as follows: 7 used hands, 7 used spit, 2 threw cold liquid, and 1 threw an object.
- Attachment B contains the matrix for the suspects who have assaulted Bus Operators that LASD has been tracking.
- From January to February 2016, there were 103,847,337 bus boardings and 17 total operator assaults, equating to 1 bus operator assault per 6.1 million boardings.

Operator Safety:

- The Metro Communications team is rolling out a new marketing campaign targeted at reducing Bus Operator assaults. The campaign features photographs of Metro bus operators and their children and grandchildren, and the accompanying messages are emotional, first-person pleas from these children to respect and protect our operators and their families.
- The sustained campaign will be featured on all Metro buses and outdoor ads, at Metro bus

divisions, and on metro.net and all Metro’s social media channels. Car cards are currently being posted in trains and on buses.

Significant Activities

- Staff has created a Metro Task Force to reduce the adverse impact of homelessness on the Metro Transit System. The goal of the task force is to develop a holistic, strategic approach combining policy, design features, enforcement, and providing services. Attachment C is a presentation detailing the actions of this task force.
- On 1/11/2016, on a Metro bus, 3 adult male suspects and 1 male juvenile suspect, began physically harassing an elderly male. The elderly man defended himself and was brutally beaten by all 4 of the suspects, who exited the bus prior to the arrival of LASD TPD Deputies. TPD Detectives and Crime Impact Team #1 deputies used bus video to identify the suspect and track them down. On 02/23/2016 the last suspect was taken into custody. All suspects have been charged with assault with a deadly weapon by the LA County District Attorney and the investigation is ongoing.

Fare Enforcement:

- In February 2016, law enforcement performed 765,428 fare checks on the rails and Orange Line. In comparison, law enforcement performed 535,295 fare checks on the rails and Orange Line in February 2015. Based on the monthly targets, in February 2016 law enforcement had a 9% saturation rate.

FEBRUARY	2015			2016			MONTHLY TARGET
	FARES CHECKED	TARGET ATTAINED	RIDERSHIP	FARES CHECKED	TARGET ATTAINED	RIDERSHIP	
	Red/Purple	196,106	89%	4,041,267	238,034	108%	
Blue	69,597	33%	2,205,297	167,834	79%	1,931,369	212,000
Green	91,835	68%	1,032,823	120,231	88%	930,041	136,000
Gold	89,324	77%	1,197,832	114,211	98%	1,223,831	116,000
Expo	38,800	43%	827,887	54,383	60%	795,970	90,000
Orange	42,692	46%	680,855	68,642	75%	678,491	92,000
Bus	6,941		-	2,093			
Total	535,295			765,428			
SATURATION RATE	7%			9%			

Response Time:

- In February 2016, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 16.9 minutes.
- LASD currently complies with Metro’s Performance Metrics requirement of average of 30 minutes for calls for service. The response time for emergency calls was 7.2 minutes for February 2016.

ATTACHMENTS

Attachment A - Transit Policing Division Report February 2016


Attachment B - Matrix of Bus Operator Assault Suspects

Attachment C - Presentation on Reducing the Adverse Impact of Homelessness on the Metro Transit System

Prepared by: Alex Wiggins, EO System Security and Law Enforcement, (213) 922-4433

Reviewed by:

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. ANDA, CHIEF*



**MTA
MONTHLY REPORT
February 2016**

Prepared by the Crime Analysis Unit



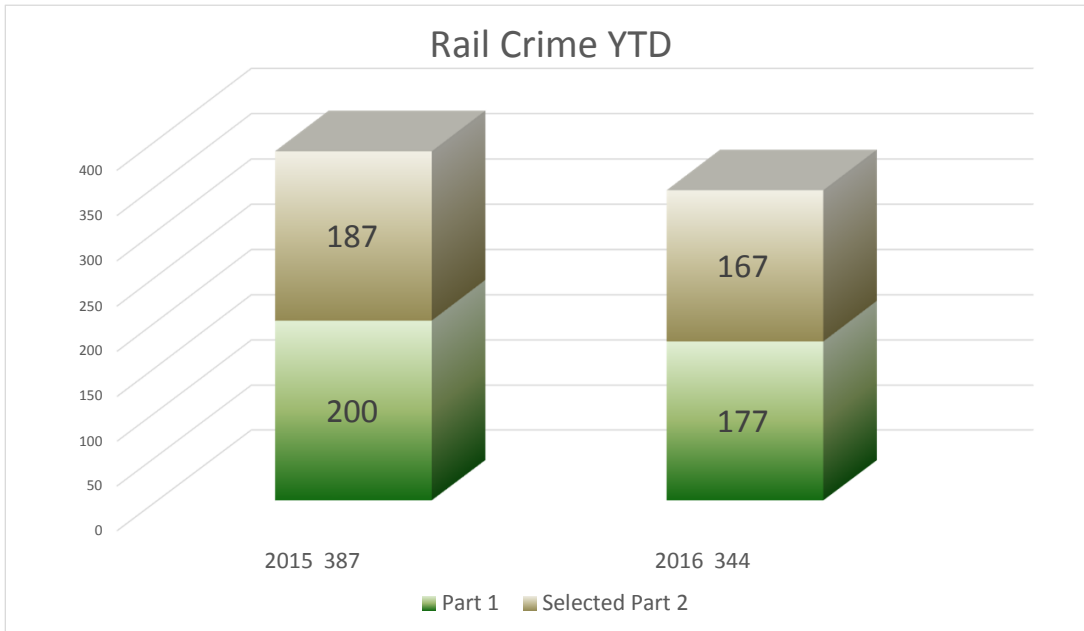
*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. ANDA, CHIEF*

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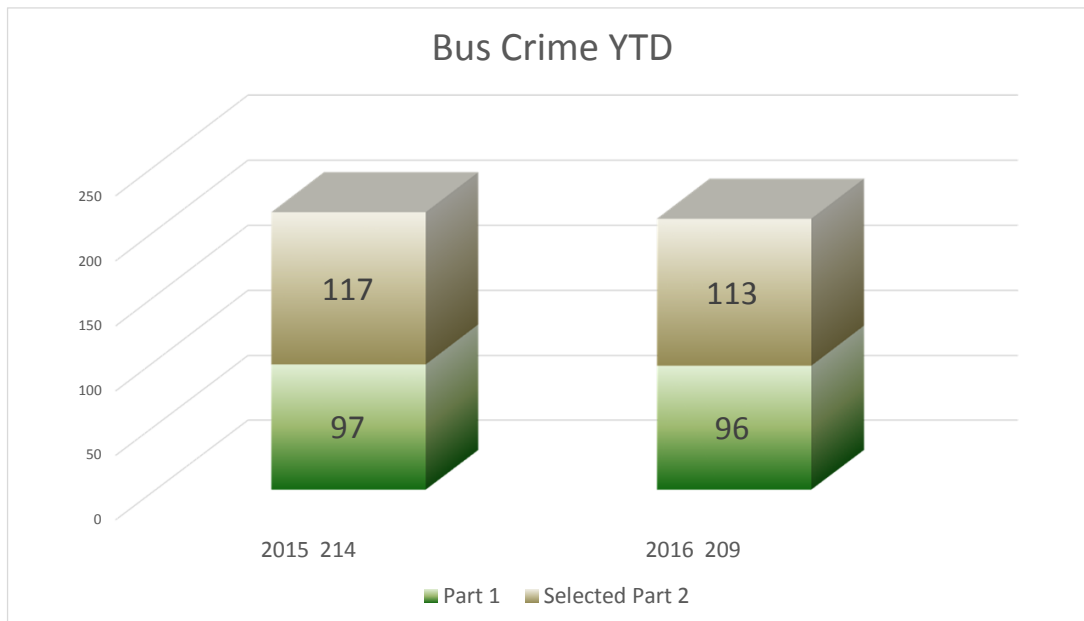
TRANSIT POLICING DIVISION - 2016



Rail Part 1 Crime
DOWN -11.5%
from last year

Rail Part 2 Crime
DOWN -10.7%
from last year

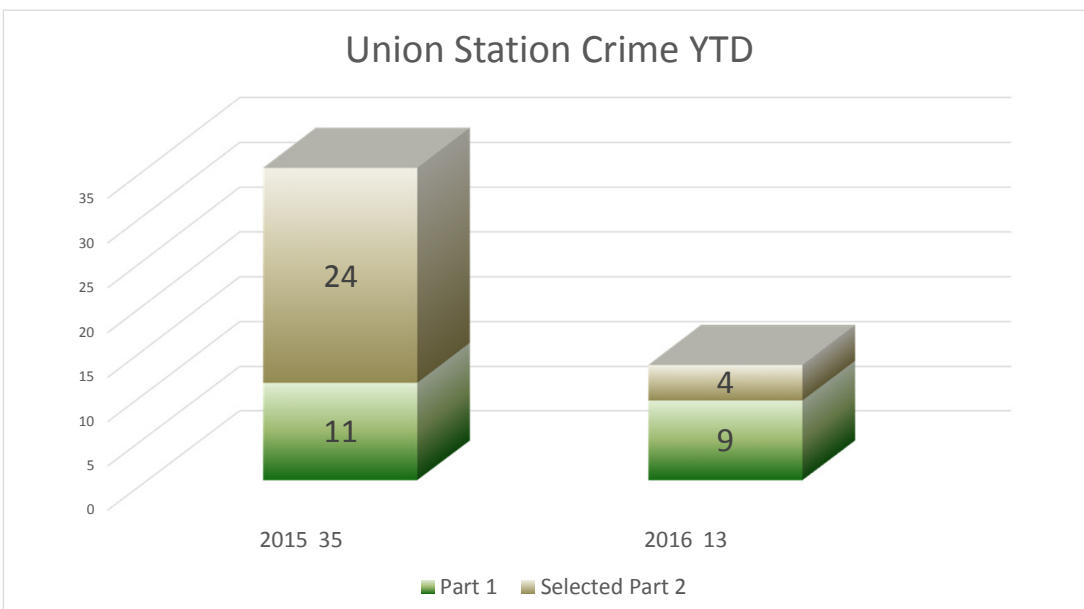
Total Rail Crime
DOWN -11.1%
from last year



Bus Part 1 Crime
UP -1.0%
from last year

Bus Part 2 Crime
DOWN -3.4%
from last year

Total Bus Crime
DOWN -2.3%
from last year



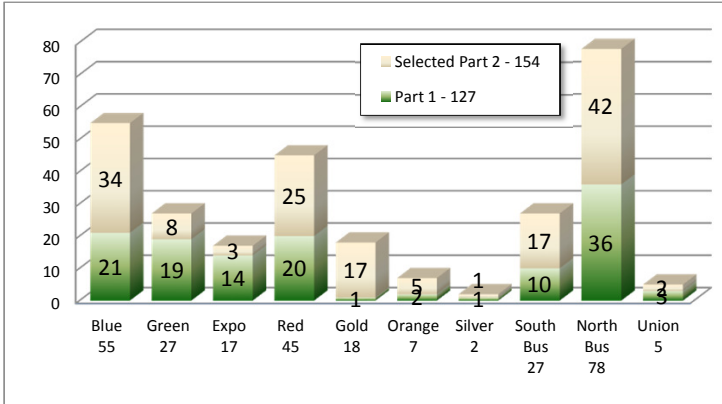
Union Station Part 1 Crime
DOWN -18.2%
from last year

Union Station Part 2 Crime
DOWN -83.3%
from last year

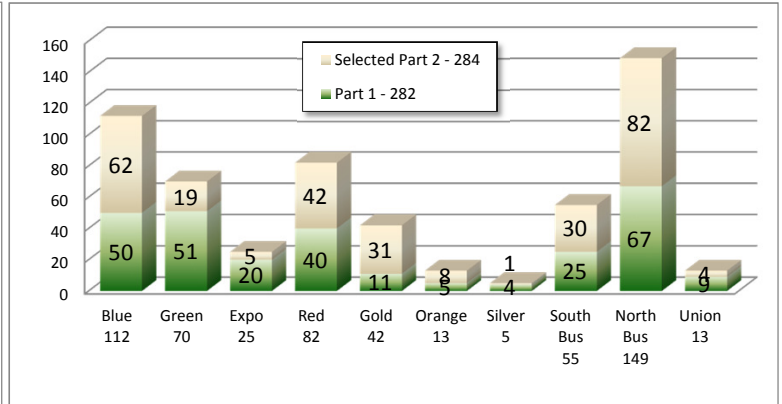
Total Union Station Crime
DOWN -62.9%
from last year

TRANSIT POLICING DIVISION - 2016

Feb Crimes - 281



YTD Crimes - 566

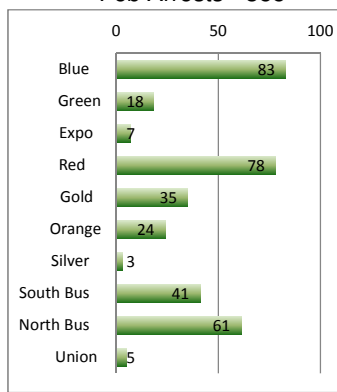


Part 1 Crimes per 1,000,000 Riders

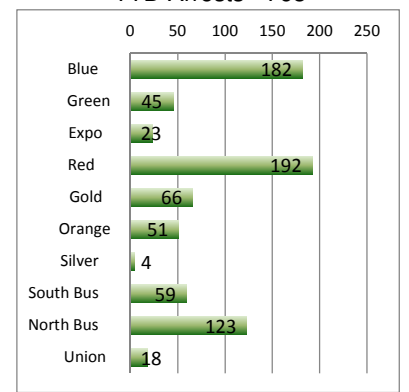
	2016 Jan - Feb	2015 Jan - Feb	2014 Jan - Feb	2013 Jan - Feb
Blue	12.8 ↓	15.9	12.8	14.4
Green	27.1 ↑	19.3	27.2	24.7
Expo	12.5 ↓	16.4	12.8	15.2
Red	5.4 ↑	4.4	3.9	5.3
Gold	4.5 ↓	13.1	5.9	7.1
Orange	3.9 ↑	3.6	4.3	4.8
Silver	5.1 ↑	0.0	1.4	0.0
Bus	1.9 ↑	1.8	1.5	1.2

Arrow indicates an increase or decrease from last year.

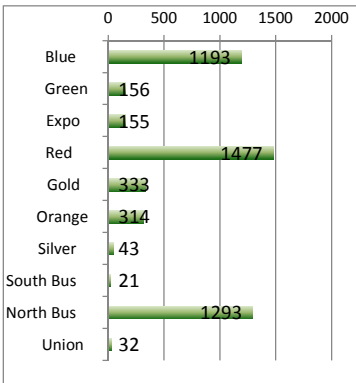
Feb Arrests - 355



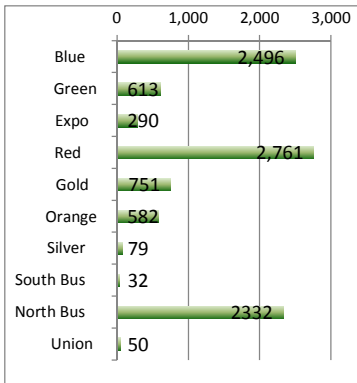
YTD Arrests - 763



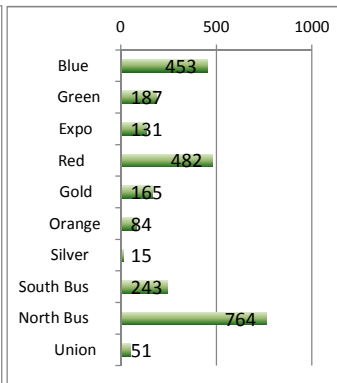
Feb Citations - 5017



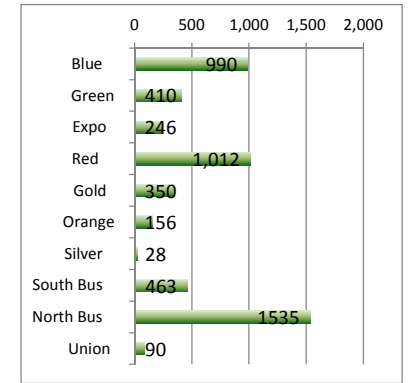
YTD Citations - 9986



Feb Calls For Service - 2575



YTD Calls For Service - 5280



SATURATION RATE

February	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	1,931,369	930,041	795,970	3,671,434	1,223,831	678,491	9,231,136
Contacts	167,837	120,234	54,383	238,034	114,211	68,642	763,341
%Passengers Inspected	8.69%	12.93%	6.83%	6.48%	9.33%	10.12%	8.27%
Boardings	0	0	0	0	0	0	0
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	0	0

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	3,913,008	1,880,403	1,604,734	7,441,443	2,460,840	1,272,533	18,572,961
YTD Contacts*	314,987	234,676	105,786	452,918	239,650	135,991	1,484,008
%Passengers Inspected	8.05%	12.48%	6.59%	6.09%	9.74%	10.69%	7.99%
Boardings	0	0	0	0	0	0	0
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	0	0

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 8% from Jan - Feb 2016 compared to Jan - Feb 2015.

The Blue, Expo, and Gold Lines had a decrease in part 1 crimes per 1,000,000 riders, while the other lines had an increase.

Overall, buses had an increase in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	0	0	0	0	0	0	0	0	0	0	19
Agg Assault	2	5	0	0	0	0	0	0	0	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	0	0	0	0	0	0	0	0	0	0	10
Petty Theft	3	4	0	0	0	0	0	0	0	0	0	0	7
GTA	1	0	0	0	0	0	0	0	0	0	0	0	1
BTFV	3	3	0	0	0	0	0	0	0	0	0	0	6
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	0	0	0	0	0	0	0	0	0	0	50

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	0	0	0	0	0	0	0	0	0	0	11
Agg Assault	6	1	0	0	0	0	0	0	0	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	0	0	0	0	0	0	0	0	0	0	10
Petty Theft	1	7	0	0	0	0	0	0	0	0	0	0	8
GTA	4	5	0	0	0	0	0	0	0	0	0	0	9
BTFV	2	2	0	0	0	0	0	0	0	0	0	0	4
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	0	0	0	0	0	0	0	0	0	0	51

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	0	0	0	0	0	0	0	0	0	0	6
Agg Assault	0	2	0	0	0	0	0	0	0	0	0	0	2
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	0	0	0	0	0	0	0	0	0	10
Petty Theft	2	0	0	0	0	0	0	0	0	0	0	0	2
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	0	0	0	0	0	0	0	0	0	0	20

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	0	0	0	0	0	0	0	0	0	0	10
Agg Assault	4	8	0	0	0	0	0	0	0	0	0	0	12
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	2	3	0	0	0	0	0	0	0	0	0	0	5
Petty Theft	6	5	0	0	0	0	0	0	0	0	0	0	11
GTA	1	0	0	0	0	0	0	0	0	0	0	0	1
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	0	0	0	0	0	0	0	0	0	0	40

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	0	0	0	0	0	0	0	0	0	2
Agg Assault	2	0	0	0	0	0	0	0	0	0	0	0	2
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	5	0	0	0	0	0	0	0	0	0	0	0	5
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1	0	0	0	0	0	0	0	0	0	0	11

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards.
 Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	1	2	0	0	0	0	0	0	0	0	0	0	3
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	0	0	0	0	0	0	0	0	0	0	5

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	1	0	0	0	0	0	0	0	0	0	0	3
Agg Assault	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	0	0	0	0	0	0	0	0	0	4

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	3	4	0	0	0	0	0	0	0	0	0	0	7
Agg Assault	2	3	0	0	0	0	0	0	0	0	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	0	0	0	0	0	0	0	0	0	0	3
Petty Theft	6	0	0	0	0	0	0	0	0	0	0	0	6
GTA	2	0	0	0	0	0	0	0	0	0	0	0	2
BTFV	1	1	0	0	0	0	0	0	0	0	0	0	2
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	10	0	0	0	0	0	0	0	0	0	0	25

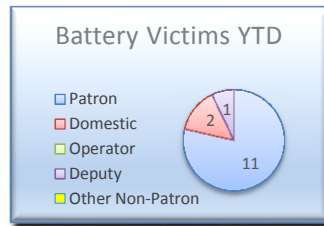
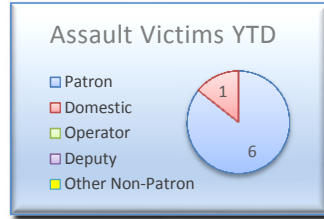
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	6	5	0	0	0	0	0	0	0	0	0	0	11
Agg Assault	6	7	0	0	0	0	0	0	0	0	0	0	13
Agg Assault on Op	0	1	0	0	0	0	0	0	0	0	0	0	1
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	14	9	0	0	0	0	0	0	0	0	0	0	23
Petty Theft	5	11	0	0	0	0	0	0	0	0	0	0	16
GTA	0	2	0	0	0	0	0	0	0	0	0	0	2
BTFV	0	1	0	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	36	0	0	0	0	0	0	0	0	0	0	67

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	0	0	0	0	0	0	0	0	0	0	3
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	3	1	0	0	0	0	0	0	0	0	0	0	4
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	3	0	0	0	0	0	0	0	0	0	0	9

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	2	1	0	0	0	0	0	0	0	0	0	0	3
Robbery	40	30	0	0	0	0	0	0	0	0	0	0	70
Agg Assault	24	26	0	0	0	0	0	0	0	0	0	0	50
Agg Assault on Op	0	1	0	0	0	0	0	0	0	0	0	0	1
Burglary	2	1	0	0	0	0	0	0	0	0	0	0	3
Grand Theft	39	24	0	0	0	0	0	0	0	0	0	0	63
Petty Theft	28	30	0	0	0	0	0	0	0	0	0	0	58
GTA	8	7	0	0	0	0	0	0	0	0	0	0	15
BTFV	11	7	0	0	0	0	0	0	0	0	0	0	18
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	155	127	0	0	0	0	0	0	0	0	0	0	282

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	6	19
Agg Assault	5	7
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	10
Petty Theft	4	7
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	3	6
Arson	0	0
SUB-TOTAL	21	50
Selected Part 2 Crimes		
Battery	9	14
Battery Rail Operator	0	0
Sex Offenses	1	3
Weapons	4	6
Narcotics	4	10
Trespassing	11	19
Vandalism	5	10
SUB-TOTAL	34	62
TOTAL	55	112



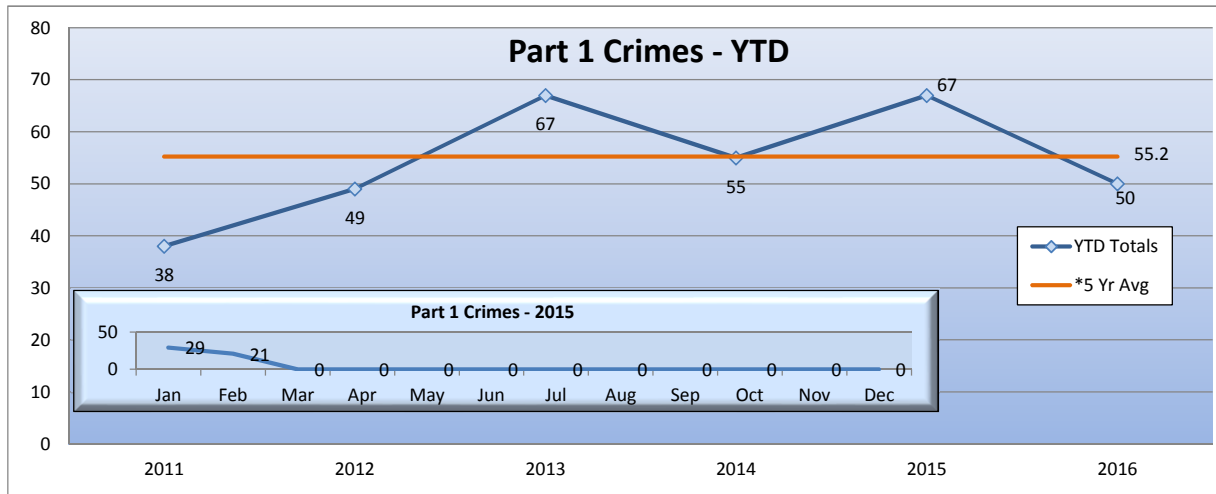
Part 1 Crimes per Station		
Station	Feb	YTD
7th/Metro	1	2
Pico	0	0
Grand	0	0
San Pedro	1	1
Washington	0	0
Vernon	0	1
Slauson	1	2
Florence	0	2
Firestone	5	7
103rd St	0	3
Willowbrook	0	0
Compton	2	6
Artesia	1	2
Del Amo	7	12
Wardlow	0	2
Willow	0	3
PCH	0	2
Anaheim	0	1
5th St	1	1
1st St	0	0
Transit Mall	2	2
Pacific	0	1
Rail Yard	0	0
Total	21	50

ARRESTS		
Type	Feb	YTD
Felony	23	50
Misdemeanor	60	132
TOTAL	83	182

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	828	1,759
Other Citations	196	394
Vehicle Code Citations	169	343
TOTAL	1,193	2,496

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	44	7.2	78	6.7
Priority	236	12.8	516	13.4
Routine	173	19.6	396	20.9
Total	453	14.9	990	15.9

FARE ENFORCEMENT		
	Feb	YTD
Ridership	1,931,369	3,913,008
Contacts	167,837	314,987
% of Patrons Inspected	8.69	8.05
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Blue Line Highlights

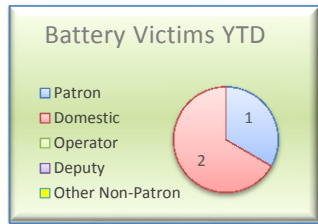
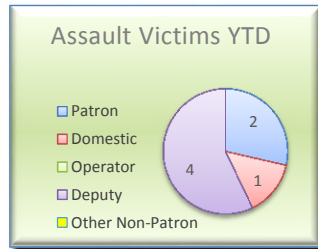
The Blue Line had 17 less part 1 crimes, which is a 25% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	1
Robbery	3	11
Agg Assault	1	7
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	1	10
Petty Theft	7	8
Motor Vehicle Theft	5	9
Burg/Theft From Vehicle	2	4
Arson	0	1
SUB-TOTAL	19	51
Selected Part 2 Crimes		
Battery	0	3
Battery Rail Operator	0	0
Sex Offenses	0	0
Weapons	0	1
Narcotics	1	3
Trespassing	2	2
Vandalism	5	10
SUB-TOTAL	8	19
TOTAL	27	70



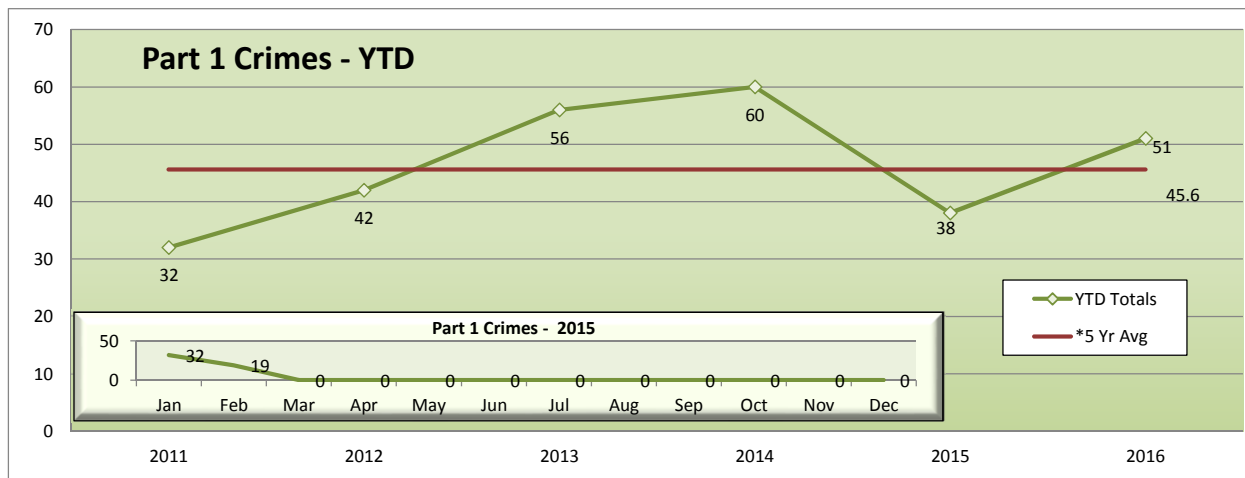
Part 1 Crimes per Station		
Station	Feb	YTD
Redondo Beach	1	1
Douglas	0	0
El Segundo	2	2
Mariposa	0	0
Aviation	1	1
Hawthorne	0	1
Crenshaw	0	4
Vermont	1	8
Harbor	3	8
Avalon	1	2
Willowbrook	3	4
Long Beach	6	12
Lakewood	0	3
Norwalk	1	5
Total	19	51

ARRESTS		
Type	Feb	YTD
Felony	3	17
Misdemeanor	15	28
TOTAL	18	45

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	84	360
Other Citations	10	53
Vehicle Code Citations	62	200
TOTAL	156	613

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	10	5.5	25	6.2
Priority	69	10.3	167	11.3
Routine	108	18.2	218	19.8
Total	187	14.6	410	15.5

FARE ENFORCEMENT		
	Feb	YTD
Ridership	930,041	1,880,403
Contacts	120,234	234,676
% of Patrons Inspected	12.93	12.48
Boardings	0	0
Ride	0	0
Fare Warning	0	0



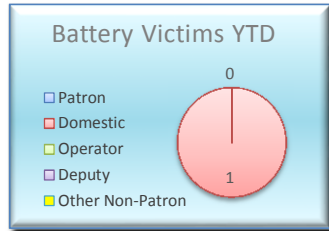
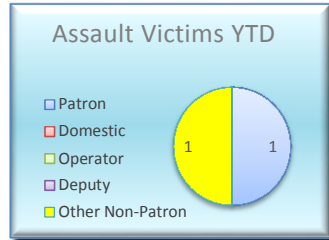
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Green Line Highlights
The Green Line had 13 more part 1 crimes, which is a 34% increase from the same period last year.
Part 1 crimes per 1,000,000 riders were up from the same period last year.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	6	6
Agg Assault	2	2
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	6	10
Petty Theft	0	2
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	14	20
Selected Part 2 Crimes		
Battery	1	1
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	1	1
Trespassing	0	0
Vandalism	0	2
SUB-TOTAL	3	5
TOTAL	17	25



Part 1 Crimes per Station

Station	Feb	YTD
7th/Metro	0	0
Pico	0	0
23rd St	0	1
Jefferson/USC	1	2
Expo/USC	0	0
Expo/Vermont	2	3
Expo/Western	1	1
Expo/Crenshaw	2	2
Farmdale	4	4
La Brea	1	1
La Cienega	0	0
Culver City	3	6
Total	14	20

ARRESTS

Type	Feb	YTD
Felony	4	8
Misdemeanor	3	15
TOTAL	7	23

CITATIONS

Type	Feb	YTD
Fare Evasion Citations	95	175
Other Citations	14	21
Vehicle Code Citations	46	94
TOTAL	155	290

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	13	5.7	19	5.5
Priority	63	16.2	124	15.5
Routine	55	21.1	103	23.7
Total	131	17.2	246	27.5

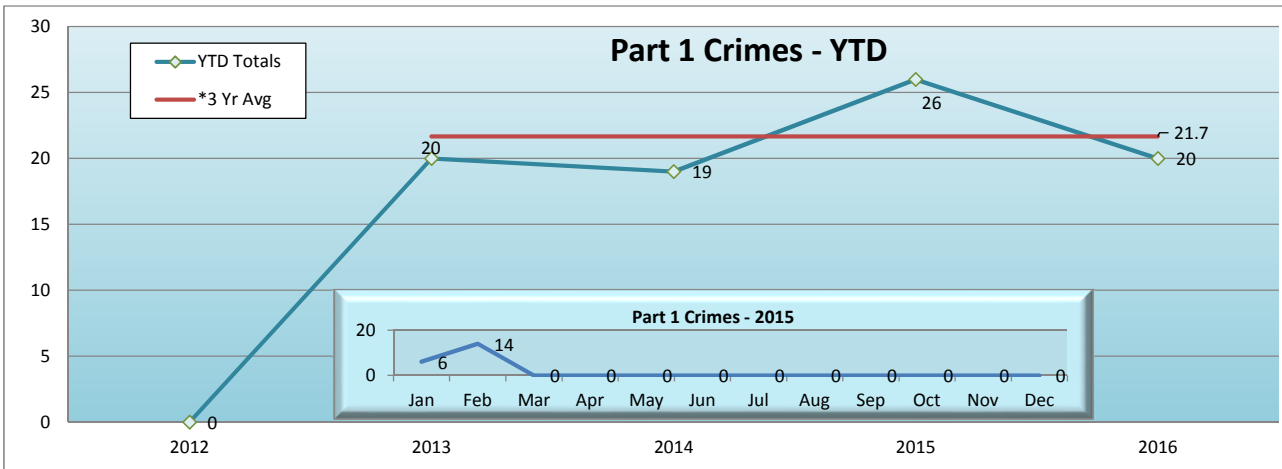
FARE ENFORCEMENT

	Feb	YTD
Ridership	795,970	1,604,734
Contacts	54,383	105,786
% of Patrons Inspected	6.83	6.59
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 6 less part 1 crime, which is a 23% decrease from the same period last year.

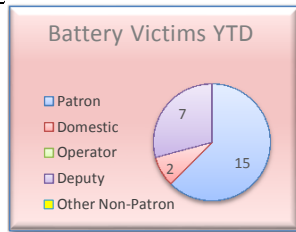
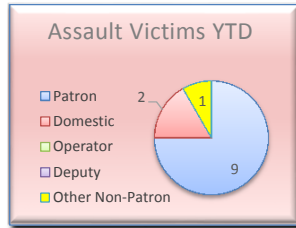
Part 1 crimes per 1,000,000 riders were down from the same period last year.



*Expo line opened in April 2012, so a 3 yr average from 2013 - 2015 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	1
Robbery	4	10
Agg Assault	8	12
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	5
Petty Theft	5	11
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	20	40
Selected Part 2 Crimes		
Battery	14	24
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	1	1
Narcotics	4	8
Trespassing	4	4
Vandalism	2	4
SUB-TOTAL	25	42
TOTAL	45	82



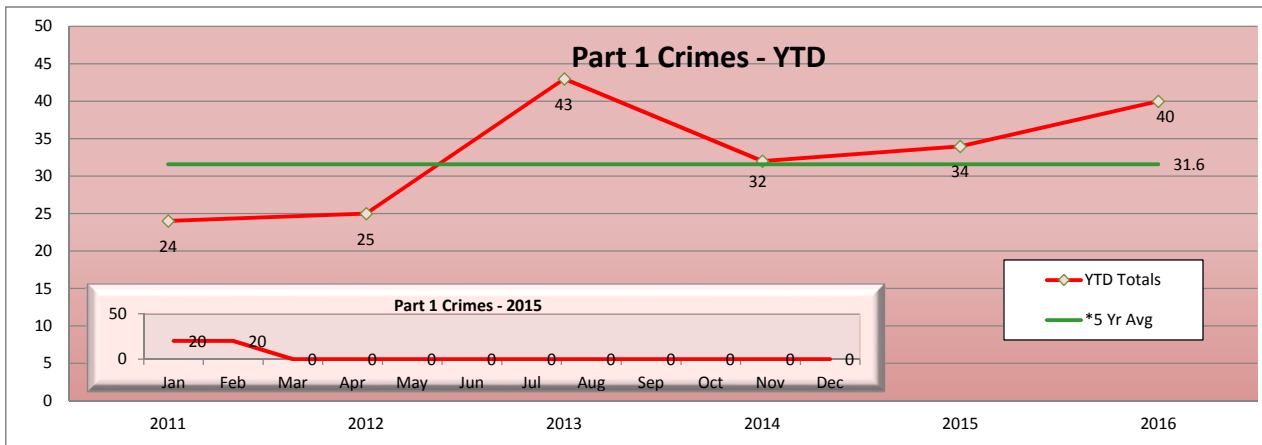
Part 1 Crimes per Station		
Station	Feb	YTD
Union Station	2	4
Civic Center	1	2
Pershing Square	0	2
7th/Metro	1	1
Westlake	4	5
Wilshire/Vermont	2	3
Wilshire/Normandie	0	0
Vermont/Beverly	0	1
Wilshire/Western	1	1
Vermont/Santa Monica	2	3
Vermont/Sunset	1	1
Hollywood/Western	2	2
Hollywood/Vine	1	3
Hollywood/Highland	1	6
Universal	0	0
North Hollywood	2	6
Red Line Rail Yard	0	0
Total	20	40

ARRESTS		
Type	Feb	YTD
Felony	14	41
Misdemeanor	64	151
TOTAL	78	192

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	1,199	2,128
Other Citations	137	262
Vehicle Code Citations	141	371
TOTAL	1,477	2,761

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	27	4.6	53	5.1
Priority	246	17.3	529	15.2
Routine	209	26.4	430	24.0
Total	482	20.5	1012	18.4

FARE ENFORCEMENT		
	Feb	YTD
Ridership	3,671,434	7,441,443
Contacts	238,034	452,918
% of Patrons Inspected	6.48	6.09
Boardings	0	0
Ride	0	0
Fare Warning	0	0



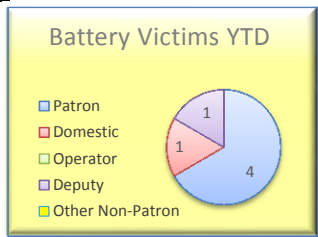
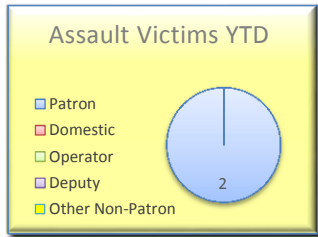
RED Line Highlights
The Red Line had 6 more part 1 crimes which is a 18% increase from the same period last year.
Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	1	2
Agg Assault	0	2
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	0	1
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	5
Arson	0	0
SUB-TOTAL	1	11
Selected Part 2 Crimes		
Battery	2	6
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	3	3
Trespassing	7	14
Vandalism	5	7
SUB-TOTAL	17	31
TOTAL	18	42



Part 1 Crimes per Station

Station	Feb	YTD
Sierra Madre	0	1
Allen	0	2
Lake	0	0
Memorial Park	1	1
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	0
Highland Park	0	0
SW Museum	0	0
Heritage Square	0	0
Lincoln Heights	0	1
Chinatown	0	1
Union Station	0	0
Little Tokyo	0	0
Pico	0	0
Mariachi	0	0
Soto	0	0
Indiana	0	0
Maravilla	0	0
East La	0	0
Atlantic	0	5
Total	1	11

ARRESTS

Type	Feb	YTD
Felony	3	6
Misdemeanor	32	60
TOTAL	35	66

CITATIONS

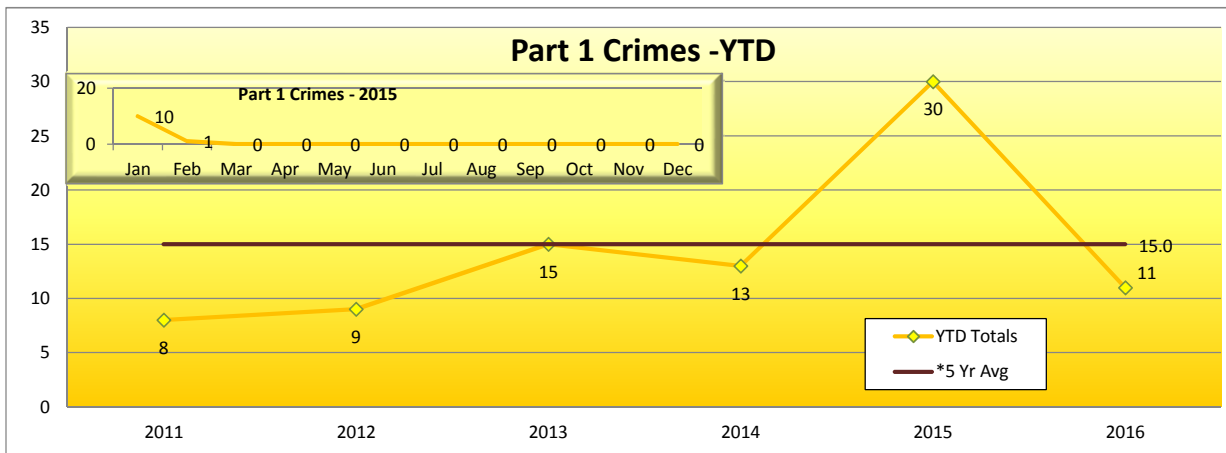
Type	Feb	YTD
Fare Evasion Citations	197	464
Other Citations	28	53
Vehicle Code Citations	108	234
TOTAL	333	751

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	7	5.7	12	7.8
Priority	95	16.3	192	14.7
Routine	63	25.1	146	25.4
Total	165	19.2	350	18.9

FARE ENFORCEMENT

	Feb	YTD
Ridership	1,223,831	2,460,840
Contacts	114,211	239,650
% of Patrons Inspected	9.33	9.74
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Gold Line Highlights

The Gold Line had 19 less part 1 crimes, which is a 63% decrease of from the same period last year.

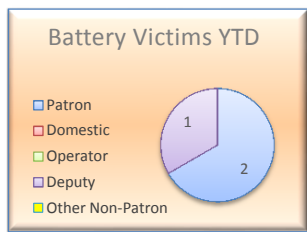
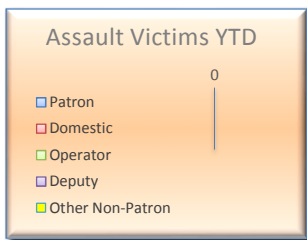
Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	0	1
Agg Assault	0	0
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	2	3
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	2	5
Selected Part 2 Crimes		
Battery	3	3
Battery Bus Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	1
Trespassing	0	0
Vandalism	1	3
SUB-TOTAL	5	8
TOTAL	7	13



Part 1 Crimes per Station

Station	Feb	YTD
North Hollywood	0	0
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	1	2
Sepulveda	0	1
Woodley	0	0
Balboa	0	0
Reseda	0	0
Tampa	0	0
Pierce College	1	1
De Soto	0	0
Canoga	0	0
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	1
Total	2	5

ARRESTS

Type	Feb	YTD
Felony	2	5
Misdemeanor	22	46
TOTAL	24	51

CITATIONS

Type	Feb	YTD
Fare Evasion Citations	215	379
Other Citations	6	16
Vehicle Code Citations	93	187
TOTAL	314	582

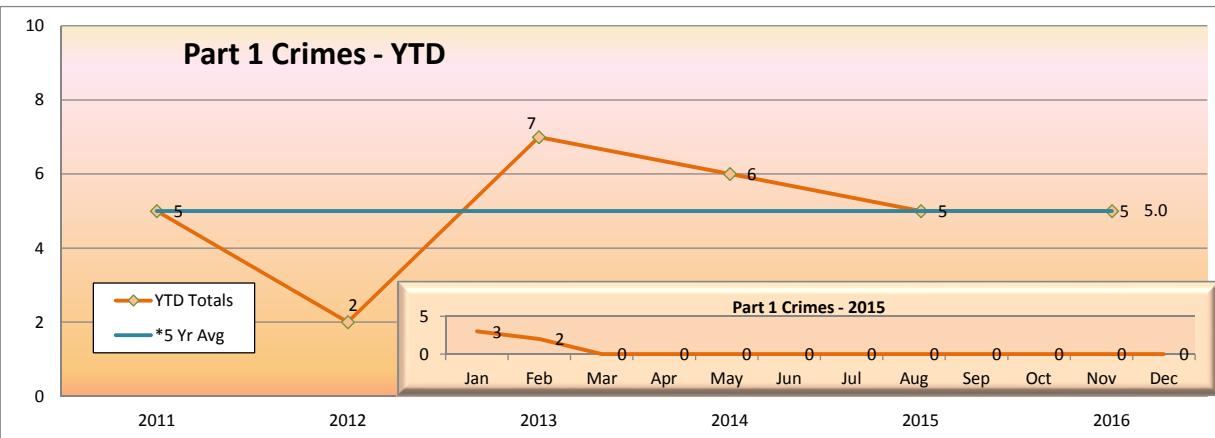
CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	6	10.7	8	10.4
Priority	51	15.9	92	14.5
Routine	27	19.7	56	20.6
Total	84	16.7	156	16.5

FARE ENFORCEMENT

	Feb	YTD
Ridership	678,491	1,272,533
Contacts	68,642	135,991
% of Patrons Inspected	10.12	10.69
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Part 1 Crimes - YTD



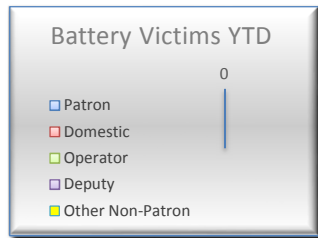
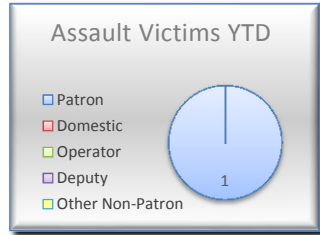
Orange Line Highlights

The Orange Line had the same amount of part 1 crimes compared to the same period last year.

Part 1 crimes per 1,000,000 riders were up from the same period last year.

SILVER LINE

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	1	3
Agg Assault	0	1
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	0
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	4
Selected Part 2 Crimes		
Battery	0	0
Battery Bus Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	1	1
TOTAL	2	5



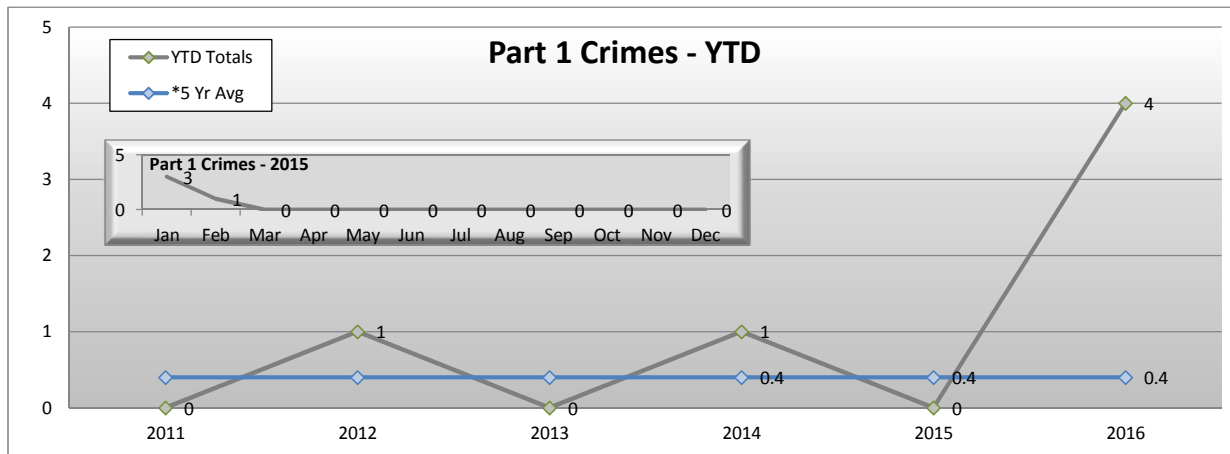
Part 1 Crimes per Station		
Station	Feb	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	1	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	0	2
Rosecrans	0	0
Harbor/Gateway	0	0
Total	1	4

ARRESTS		
Type	Feb	YTD
Felony	0	0
Misdemeanor	3	4
TOTAL	3	4

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	0	2
Other Citations	25	34
Vehicle Code Citations	18	43
TOTAL	43	79

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	1	4.0	2	6.0
Priority	9	12.3	15	11.4
Routine	5	63.6	11	37.5
Total	15	28.9	28	21.3

FARE ENFORCEMENT		
	Feb	YTD
Ridership	399,888	779,872
Contacts	0	1,249
% of Patrons Inspected	0.00	0.16
Boardings	0	0
Ride	0	0
Fare Warning	0	2



Silver Line Highlights

The Silver Line had 4 more part 1 crimes compared to the same period last year.

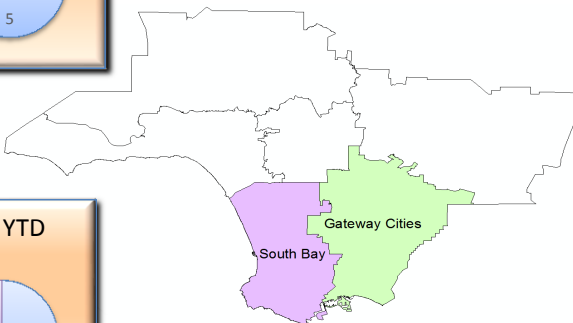
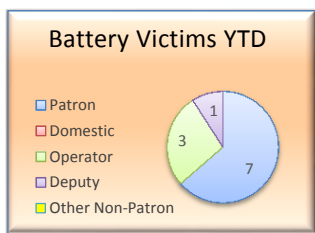
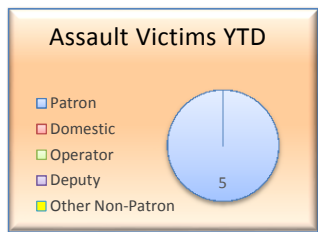
Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	4	7
Agg Assault	3	5
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	2	3
Petty Theft	0	6
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	1	2
Arson	0	0
SUB-TOTAL	10	25
Selected Part 2 Crimes		
Battery	4	8
Battery Bus Operator	2	3
Sex Offenses	2	3
Weapons	2	4
Narcotics	2	4
Trespassing	0	0
Vandalism	5	8
SUB-TOTAL	17	30
TOTAL	27	55

Part 1 Crimes per Sector		
Sector	Feb	YTD
Gateway Cities	1	5
South Bay	9	20
Total	10	25



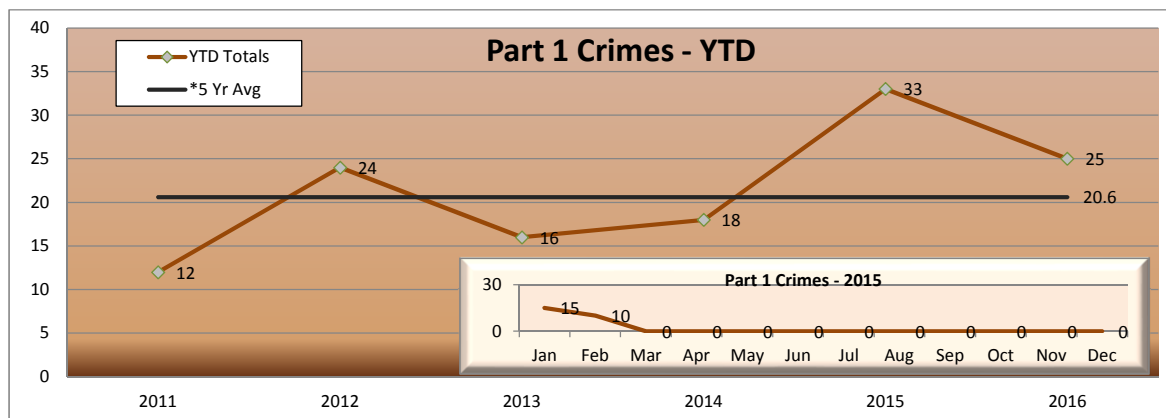
ARRESTS		
Type	Feb	YTD
Felony	11	20
Misdemeanor	30	39
TOTAL	41	59

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	2	6
Other Citations	3	5
Vehicle Code Citations	16	21
TOTAL	21	32

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	10	7.7	23	7.6
Priority	146	15.5	279	14.7
Routine	87	30.8	161	29.6
Total	243	20.7	463	19.5

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.



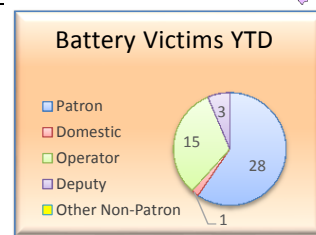
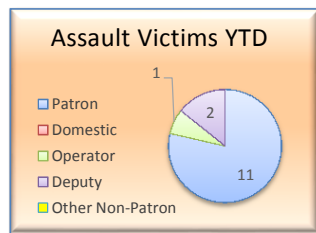
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Highlights

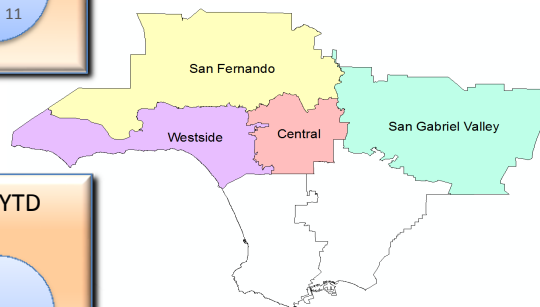
The South bus Lines had 8 less part 1 crimes, which is a 24% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	5	11
Agg Assault	7	13
Agg Assault on Op	1	1
Burglary	0	0
Grand Theft	9	23
Petty Theft	11	16
Motor Vehicle Theft	2	2
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	36	67
Selected Part 2 Crimes		
Battery	19	32
Battery Bus Operator	10	15
Sex Offenses	2	8
Weapons	0	2
Narcotics	2	6
Trespassing	0	0
Vandalism	9	19
SUB-TOTAL	42	82
TOTAL	78	149



Part 1 Crimes per Sector		
Sector	Feb	YTD
San Gabriel	3	4
Westside	3	6
San Fernando	5	8
Central	25	49
Total	36	67

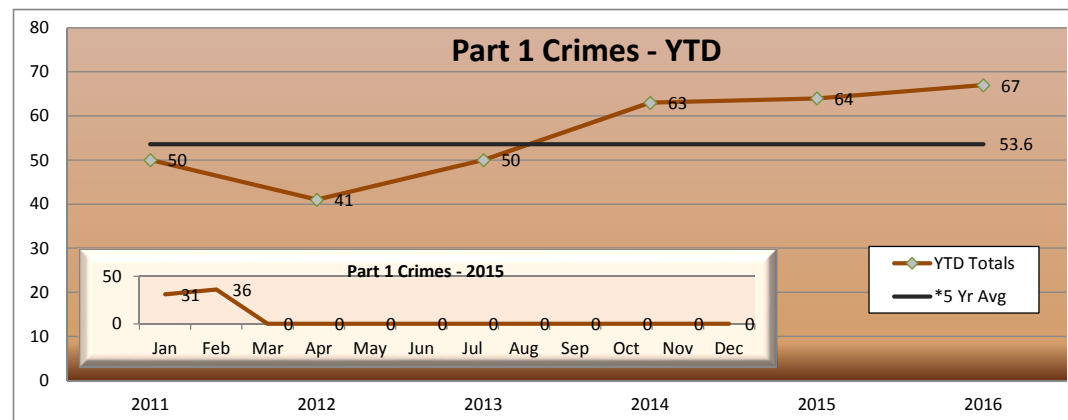


ARRESTS		
Type	Feb	YTD
Felony	12	19
Misdemeanor	49	104
TOTAL	61	123

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	74	103
Other Citations	23	36
Vehicle Code Citations	1,196	2,193
TOTAL	1,293	2,332

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	33	8.0	55	10.1
Priority	441	16.1	915	15.6
Routine	290	31.5	565	28.2
Total	764	21.6	1,535	20.0

FARE ENFORCEMENT		
	Feb	YTD
Ridership*	25,154,764	48,845,061
Contacts	2,092	3,702
% of Patrons Inspected	0.01	0.01
Boardings	3,923	7,682
Rides	2,166	3,395
Fare Warning	438	739

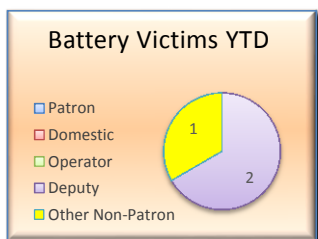
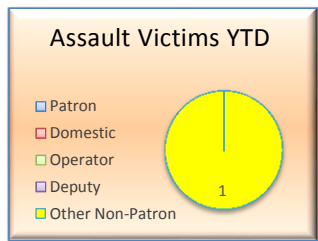


North Bus Highlights
The North Bus Lines had 3 more part 1 crimes, which is a 5% increase from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	1	1
Robbery	0	0
Agg Assault	0	1
Agg Assault on Op	0	0
Burglary	1	3
Grand Theft	0	0
Petty Theft	1	4
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	3	9
Selected Part 2 Crimes		
Battery	1	3
Battery Bus Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	2	4
TOTAL	5	13



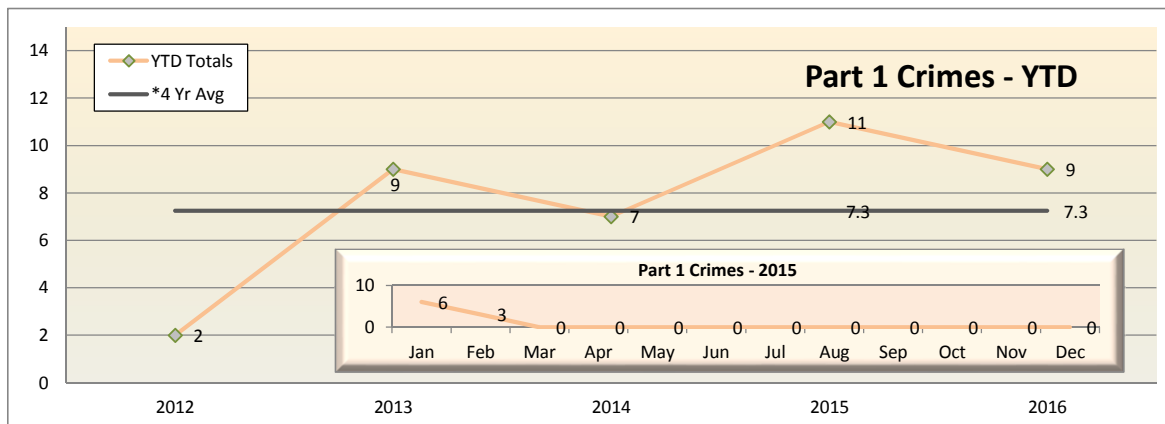
Part 1 Crimes at Union Station		
Side	Feb	YTD
Westside	3	8
Eastside	0	1
Total	3	9



ARRESTS		
Type	Feb	YTD
Felony	3	5
Misdemeanor	2	13
TOTAL	5	18

CITATIONS		
Type	Feb	YTD
Fare Evasion Citations	9	11
Other Citations	16	28
Vehicle Code Citations	7	11
TOTAL	32	50

CALLS FOR SERVICE				
TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	2	3.0	4	1.5
Priority	29	6.4	48	6.7
Routine	20	13.3	38	14.5
Total	51	9.0	90	9.8



Union Station Highlights

Union Station had 2 less part 1 crime, which is an 18% increase from the same period last year.

*4 yr average is based on the average of part 1 crimes from 2012 - 2015.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. ANDA, CHIEF

**ALLOCATION OF LAW ENFORCEMENT SERVICES
 RESERVE COMPANY SERVICES
 FEBRUARY 2016**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40											52
Westside/Central Motors	161	120											281
SGV Volunteer Company	16	21											37
Blue/Green Line Sector	16	16											32
TOTAL	205	197	0	0	0	0	0	0	0	0	0	0	402

*Each month, Reserve totals will display totals from the previous month because totals are not submitted until the end of each month.

The LASD reserve units are attached to regular LASD units of assignments. The reserves are there to perform the same function as any deputy. In that way, the reserves augment the force at no increase in cost. Contract agencies benefit significantly by the presence of reserves since they are directly paying for the LASD contract and do not have to pay for the additional reserve force.

*N/C = Not Complete

www.lasdreserve.org

Bus Operator Assault Matrix

Div	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Sentence (Probation/Time/Jail or Prison)
15	Battery	1/6/2016	Wed	21:00	Sus MB/50/510/180/Blk/Bro spit in the bus op face for passing him up, no barrier	Y				
10	Battery	1/8/2016	Fri	19:37	Battery sus arrested for bumping bus op outside of bus after she asked for fare, barrier, only half shut					
18	Battery	1/11/2016	Mon	15:15	Sus MH/35/601/250 spit on the bus op after he was asked for fare	Y				
18	Battery	1/16/2016	Sat	12:52	Battery sus arrested for spitting on bus op after he wouldn't stop the bus where the sus wanted					
8	Battery	1/17/2016	Sun	17:19	Battery sus arrested for pucnhing bus op in the face for missing her stop, no barrier					
8	Battery	1/21/2016	Thu	17:50	Sus MB/18-20 threw cold liquid on bus op after sus stated his TAP card wasn't working, vic said Whatever, no barrier					
8	Battery	2/2/2016	Tue	16:30	Sus FW/25-30 spit on bus op when he asked her to leave for yelling, no barrier					
1	Battery	2/3/2016	Wed	9:25	Sus MB/25-30/511/thin spit on bus op after he asked to see his day pass					
8	Battery	2/5/2016	Fri	11:30	Battery sus arrested for throwing coin slot cover at bus op for not holding bus for her brother and requesting fare					
3	Battery	2/10/2016	Wed	23:20	Sus MH/25/507/508/175 punched bus op in the face unprovoked, no barrier					
2	Battery	2/13/2016	Sat	12:15	Battery sus arrested for hitting bus op in the head with a purse for missing a stop, barrier installed, only bottom portion being used					
18	Battery	2/13/2016	Sat	16:10	Battery sus arrested for assaulting vic1 and then spitting on bus op for calling the police					
1	Battery	2/19/2016	Fri	9:59	Sus MB/20-25/511/170 reached over barrier and poured water on bus op after he asked for fare, barrier in use					
9	Battery	2/20/2016	Sat	11:45	Sus MW/509/170/Bro/Blu grabbed bus op shoulders with both hands and held on, vic pushed him away					
15	Battery	2/21/2016	Sun	19:46	Battery sus arrested for attacking bus op and 2 other patrons, mentally ill, happened outside bus (no barrier)					
7	Battery	2/26/2016	Fri	16:32	Sus MB/20/507/140 spit on bus op for passing sus stop b/c it was a rapid bus, no barrier					
5	Battery	2/27/2016	Sat	13:34	Sus MB/50/600/165/Blk/Bro attempted to assault bus op for no reason, but was unable to get					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.



Metro Task Force: Address the Impact of Homelessness on Ridership

Overview

- ***Goal: Reducing the adverse impact of homelessness on the Metro Transit System***
- Ideas previously discussed:
 - Station design
 - Elevators locked during non revenue hours
 - Deployment of private security at hotspots
 - Provide services
 - Transit specific grants
 - One seat, one ride
 - Develop a modal approach

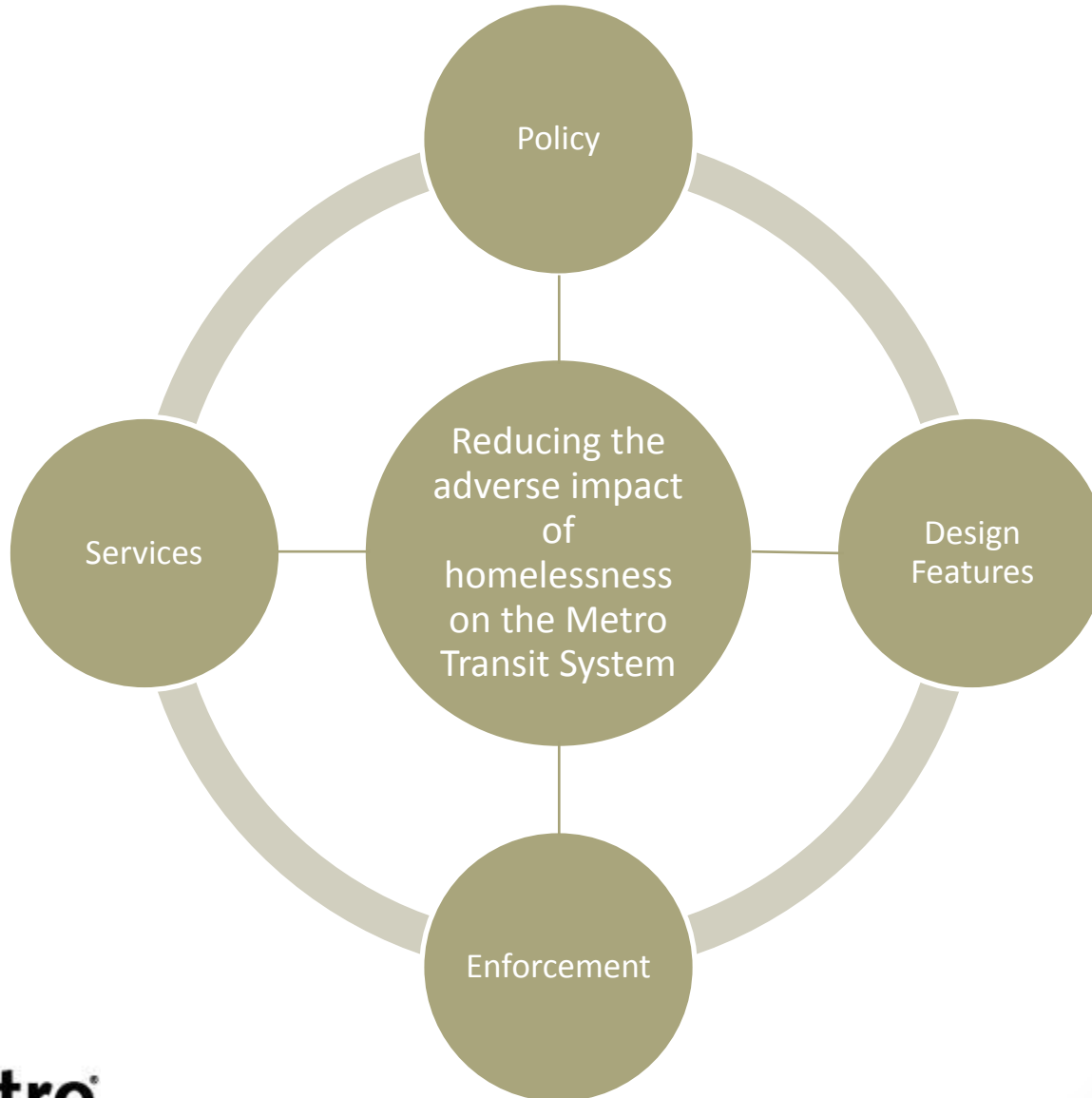


Impact on ridership



Metro®

Holistic Approach



Metro

Current Resources

- Transit Policing Division
 - Crisis Response Unit (CRU)
 - 4 specially trained deputies teamed with Department of Mental Health RN or Psych Technician
 - Mission: Provide services to those in need

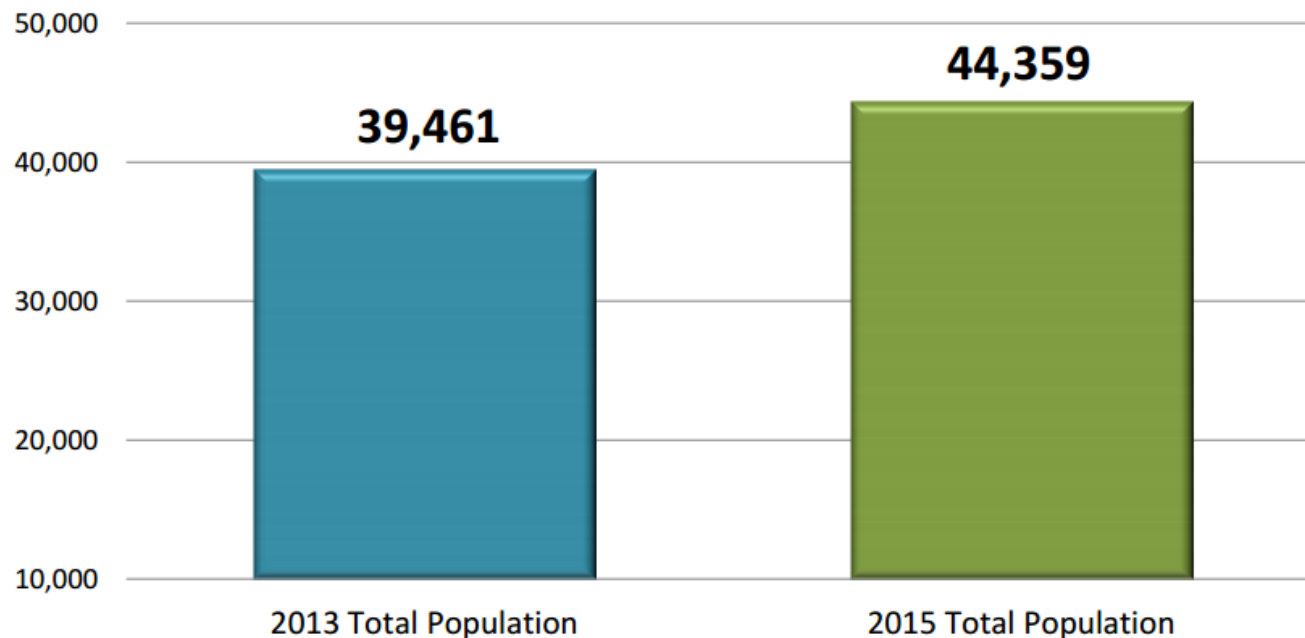


Metro[®]

2015 LAHSA Homeless Count

**2015 Los Angeles County
Total Homeless Population
(Includes Glendale, Long Beach, and Pasadena)**

**An increase of 12% or
4,898 homeless persons
across the County of LA.**



BART's Actions to Address Homelessness

BART



Current/Potential Solutions

3.5 ft high "no trespassing gates" - \$400k

Hiring of 15 "special projects" workers to clean stations + current staff

Contract for an outside team to deal with biohazards

Hiring of a Homeless Outreach Team manager (cleans up stations, gets people services)

Ban on sleeping, lying, or sitting with legs extended

Rule banning riders from spreading into multiple train seats (fines up to \$500)

New subway posters

Design & build permanent gated canopies at 27 BART & Muni station entrances (\$60m)



Metro

CTA's Actions to Address Homelessness

CTA



Current/Potential Solutions

Partner with outreach organizations/social services

Hiring of "Renew Crews" that go to stations and do repairs/ cleanings based on the needs of a station

Provides homeless students with transit cards

Subway etiquette campaign against littering, seat sprawling, obnoxious behavior, etc.



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King County's Actions to Address Homelessness



Current/Potential Solutions

King County is increasing homeless shelter capacity

ORCA LIFT card for low income riders to save 50% or more on Transportation which led to an increase in ridership

ORCA LIFT - nation's largest reduced-fare program for lower-income riders

Provides homeless students with transit cards



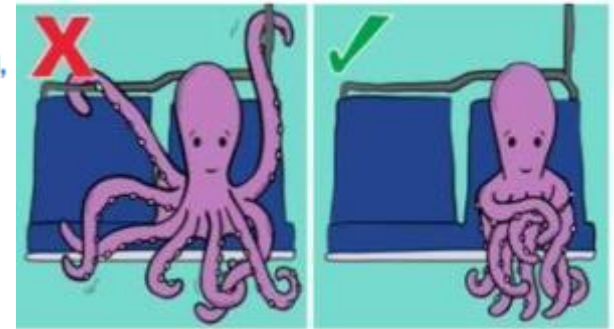
One seat, one ride

- New York MTA, in addition to similar slogans by Seattle, Philadelphia, Chicago



NY MTA

Dude...
Stop The Spread,
Please
It's a space issue.



Sound Transit



SEPTA



CTA

Next Steps

- Goal: *Reduce the adverse impact of homelessness on the Metro Transit System*

FY16Q4

- Develop a list of partnerships

FY17Q1

- Create a strategic action plan

FY17Q2

- Execute action plan

FY17Q4

- Evaluate results & determine next steps



Metro

Feedback

- Other approaches
- Current partnerships
 - Los Angeles County Sheriff's (Crisis Response Unit, Community Services Bureau) Los Angeles Homeless Services Authority, Department of Mental Health
 - *Potential Partnerships: Veteran's Affairs*
 - Additional partnerships?



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

Board Report

File #: 2016-0075, **File Type:** Oral Report / Presentation

Agenda Number: 26

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016**

Operations Employee of the Month

April Operations Employees of the Month



Operations Employees of the Month



Transportation

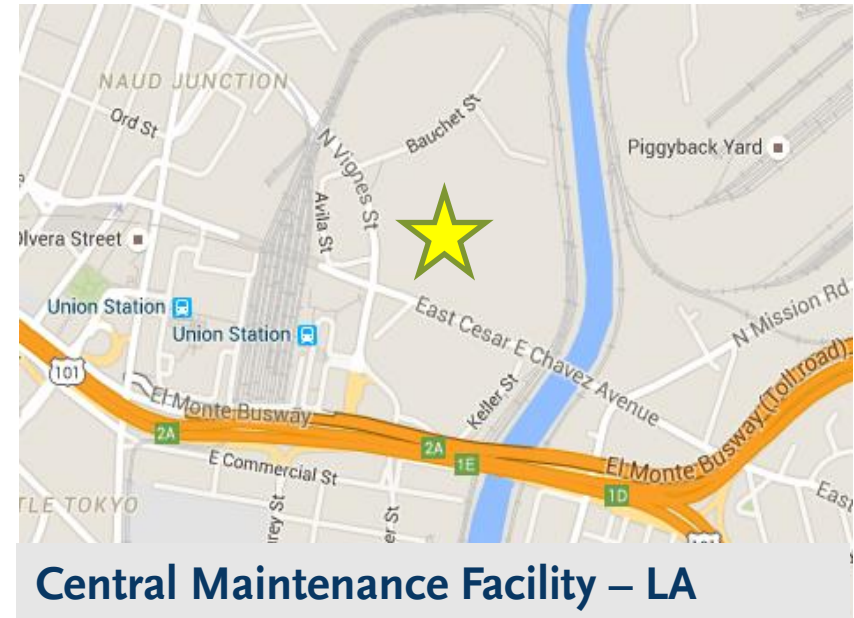
Train Operator
Aubrey Harrison



Division 22 – Green Line, Hawthorne

Maintenance

Facilities Systems Technician
Kongkiti(Andy)Prapha-Phatana



Central Maintenance Facility – LA



Metro

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

Board Report

File #: 2016-0076, **File Type:** Oral Report / Presentation

Agenda Number: 27

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016**

RECEIVE Oral Update on Gold Line Ridership for the System Safety, Security and Operations Committee.

 **Gold Line**



Gold Line Ridership Update

April 14, 2016



Metro

Gold Line Foothill Extension



11 miles, 6 new stations extension to Azusa

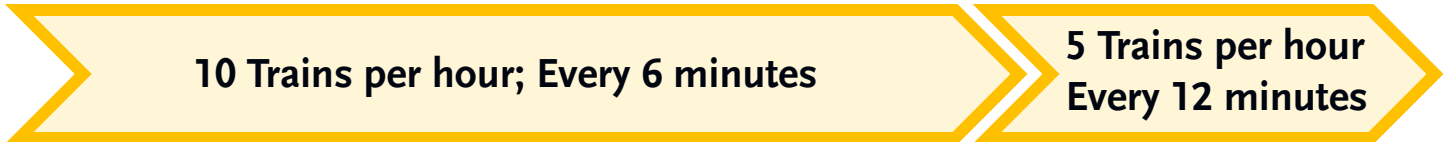
Opened March 5, 2016

Division 24 located in Monrovia

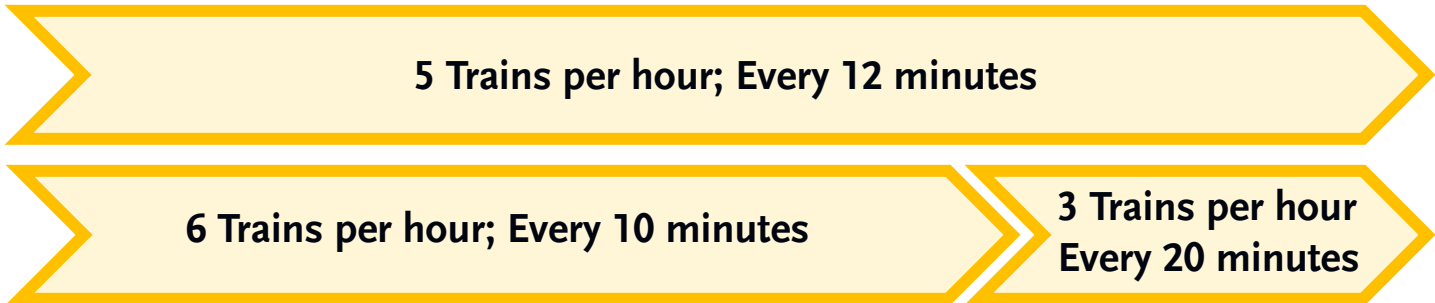
Service Pattern

Atlantic	Downtown Union Station	Sierra Madre Villa	APU Citrus College
----------	------------------------	--------------------	--------------------

AM and PM Peaks

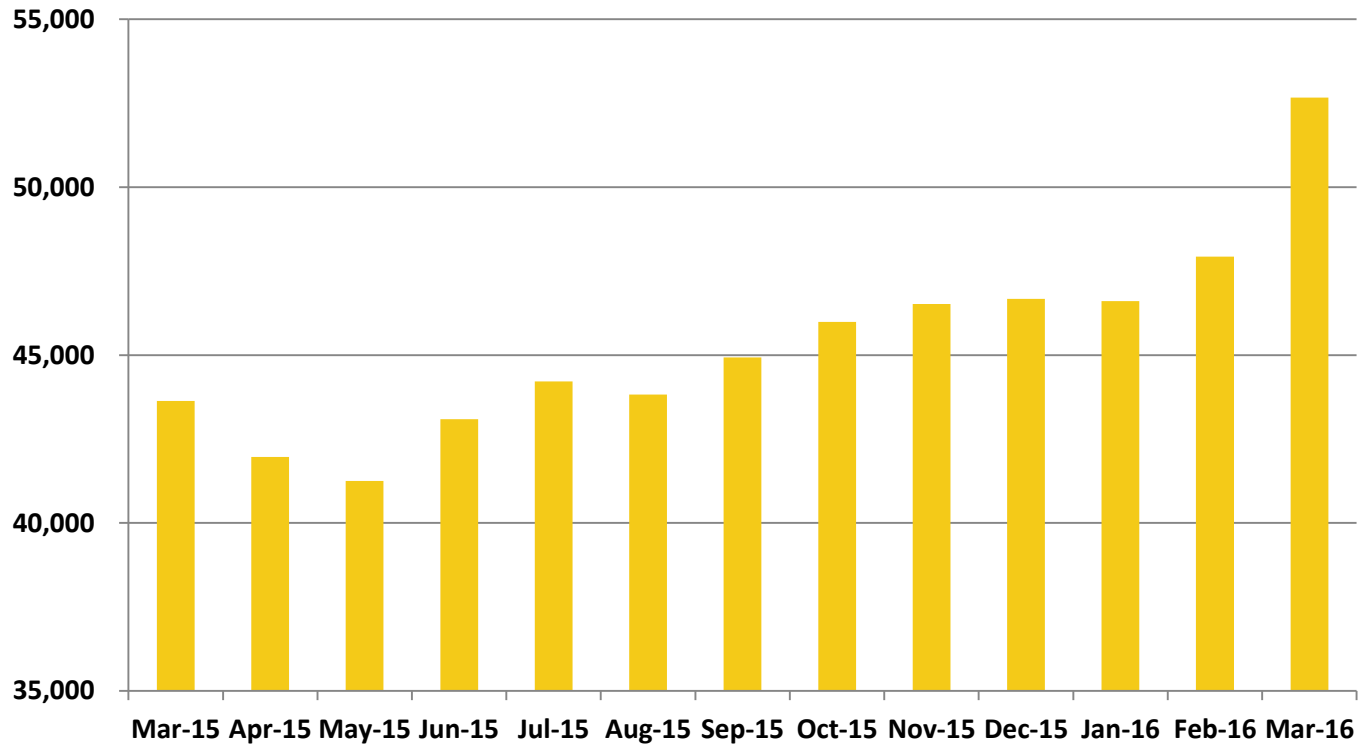


Midday and Evenings



Average Weekday Ridership Atlantic to Azusa

Average Weekday Boardings

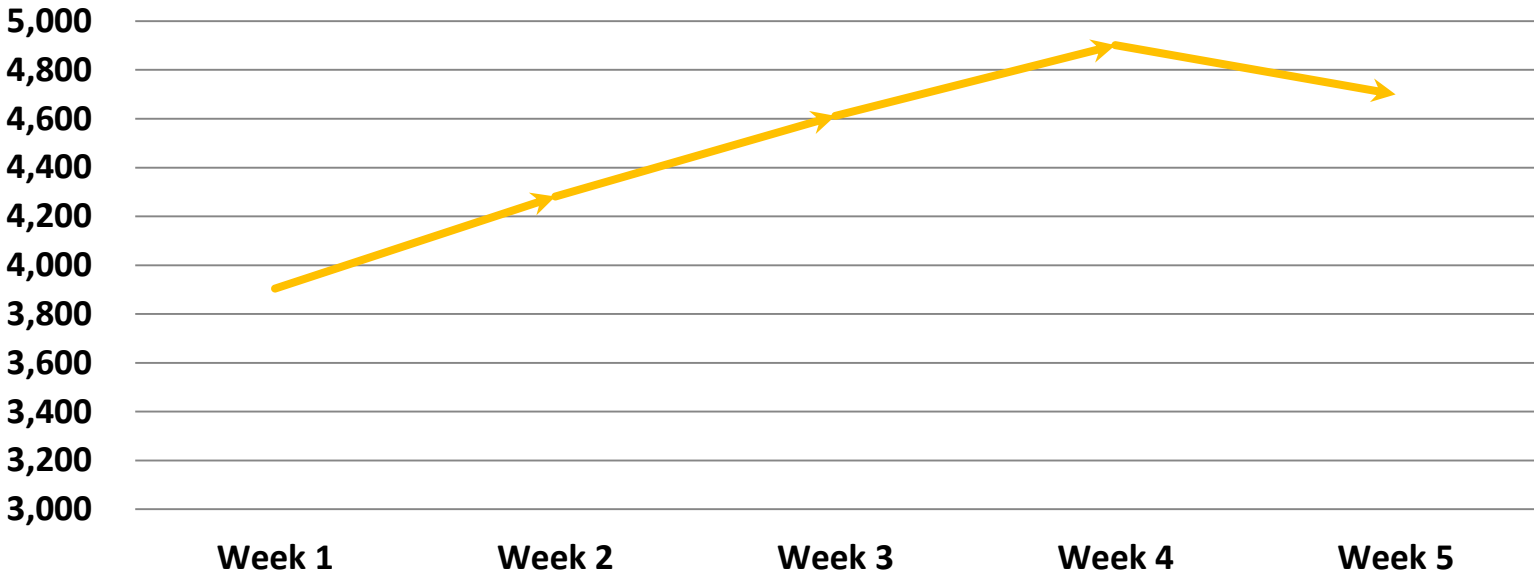


	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16
Average Weekday Boardings	43,631	41,962	41,248	43,087	44,211	43,829	44,931	45,984	46,520	46,673	46,608	47,931	52,672



Average Weekday Ridership New Segment

	Week 1	Week 2	Week 3	Week 4	Week 5
Average Weekday Entries (TAP)	3,904	4,281	4,612	4,902	4,699



→ Average Weekday (TAP)

Rider Migration Sierra Madre Villa

Pre Opening

- 952 Parking Spaces
- Parking usage: 100%
- Sierra Madre Villa Station Boardings: 3,000

Post Opening

- Parking usage: 30%
- Parking spaces occupied: 285
- Sierra Madre Villa Station Boardings: 2,000

The parking usage has reduced by 667 cars or about 730 boardings
TAP count reduction indicates 1,000 riders migrated

New Customer Boardings

Outcome #1

- Average TAP Boardings (New Extension) for weeks 1-5 → 4,480
- Rider Migration → 1,000
- Return trip is 80% of initial entries

New Riders → $4,480 - 1,000 = 3,480 \times 1.80 = 6,264$

Outcome #2

- Performance Survey indicates 71% of riders are “new”
- Return trip is 80% of initial entries

Therefore → $4,480 \times .71 = 3,180 \times 1.80 = 5,724$

About 5,724 – 6,264 New Boardings
Project Build-out: 13,600 estimated average weekday new boardings for the year 2030



Preference Survey

Survey Conducted

- Arcadia Station to APU Citrus College
- March 22-24 (no Spring Break)
- AM Peak (6:00am-11:00am)
- Each station staffed by TAP “Blue Shirts” who surveyed customers on their travel patterns and perception of specific Gold line attributes
- 654 surveys completed

New vs. Existing Riders

Before the extension, did you ride the Gold Line regularly (3 times or more weekly)?	
Existing Riders	29%
New Riders	71%

Two thirds of new riders are discretionary, previously driving

How did you usually make this trip <u>before</u> the Gold Line Extension?	
Drive by myself	66%
Bus	14%
Carpool/vanpool	8%
Metrolink	8%
Other	4%

70% Foothill Transit
25% Metro

“First Mile”

How do you usually get to this station?	
Drive by myself	62%
Walk/Bike	18%
Get dropped off	13%
Bus	5%
Carpool/vanpool	2%
Other	1%

Active transportation was the second most popular way to get to the station

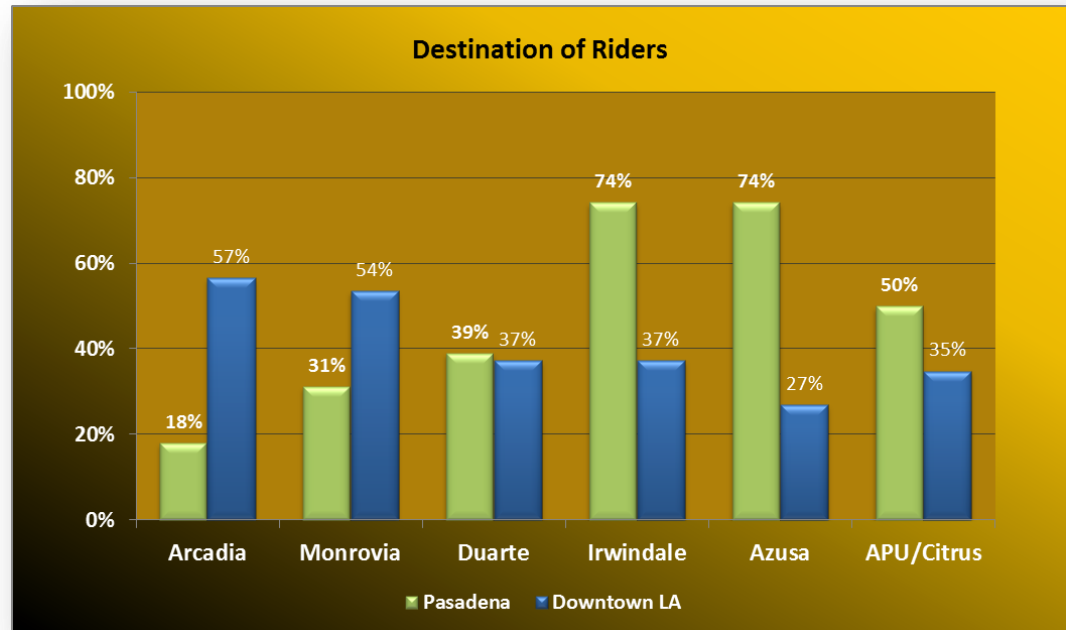
	Drive	Get dropped off	Carpool/vanpool	Walk/Bike	Bus	Other
Arcadia	56%	9%	0%	29%	6%	0%
Monrovia	63%	14%	4%	14%	5%	1%
Duarte	47%	13%	3%	28%	8%	0%
Irwindale	93%	4%	1%	0%	1%	0%
Azusa	73%	7%	1%	12%	7%	1%
APU/Citrus	35%	29%	3%	30%	3%	1%
Total	62%	13%	2%	18%	5%	0%

Rider Destinations

Which station will you get off at?		
	Pasadena	Downtown LA
Existing Riders	19%	60%
New Riders	57%	29%
Total	46%	38%

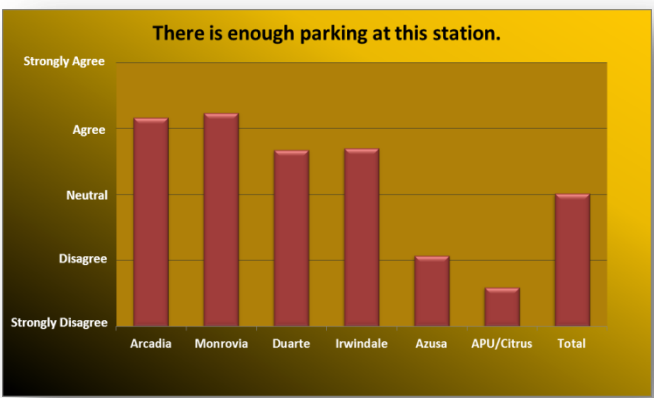
- New riders are more targeted to Pasadena destinations

- Multiple destinations; efficient operation

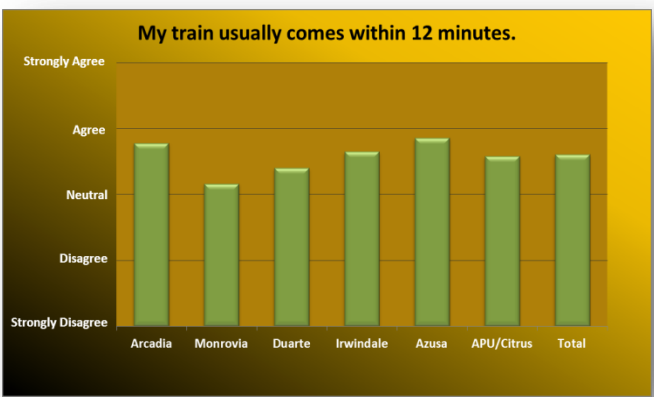
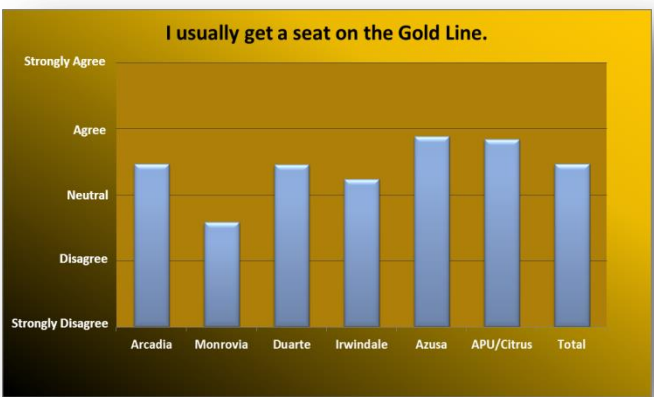


Rider Satisfaction

- One third of all comments were on the lack of parking



- One third of all comments were on needing more cars and trains



Rider Satisfaction

Rider Satisfaction	Strongly Disagree				Strongly Agree	
	Disagree	Disagree	Neutral	Agree	Agree	
Station Safety	1%	1%	7%	42%	50%	
Station Amenities	2%	3%	12%	44%	38%	
Transit Information	2%	2%	12%	43%	42%	
Feel Safe Riding	0%	2%	10%	43%	45%	
Value	1%	1%	5%	36%	57%	
Overall Metro Service	0%	2%	9%	39%	50%	

- Both existing and new riders are satisfied with the Gold Line and Metro bus and rail services overall.



Board Report

File #: 2016-0153, File Type: Policy

Agenda Number: 28

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016

SUBJECT: TITLE VI & ENVIRONMENTAL JUSTICE EQUITY EVALUATIONS OF MAJOR SERVICE AND FARE CHANGES FOR JUNE 2016 SERVICE CHANGE PROGRAM

ACTION: ADOPT FINDINGS OF EVALUATIONS

RECOMMENDATION

ADOPT:

- A. the finding of no Disparate Impact and no Disproportionate Burden resulting from **proposed major service discontinuations and major new service proposals for June 2016 implementation (Attachment A)**;
- B. the finding that improving service on Line 704 to conform to the new loading standards creates a Disparate Impact but no Disproportionate Burden. The Disparate Impact is created because Line 704 serves an area significantly less minority than the county average and there is no alternative that is less discriminatory (**Attachment A**); and
- C. the finding of no Disparate Impact and no Disproportionate Burden for proposed exemption of Line 577 from express fare charge (**Attachment B**).

ISSUE

Metro's Administrative Code Section 2-50 requires an equity evaluation in accordance with Federal Transit Administration Circular 4702.1B for defined major service changes and any fare changes. These evaluations determine whether there are significant differences in the minority shares of impacted riders and systemwide riders that may indicate an adverse effect upon minority riders (Disparate Impact), and whether there are significant differences in the poverty shares of impacted riders and systemwide riders that may indicate an adverse effect upon poverty level riders (Disproportionate Burden). The thresholds of significance are Board adopted and stated in Metro's Administrative Code Section 2-50.

For major service changes a Disparate Impact may result from an absolute difference in the minority shares greater than 5% and/or a relative difference in the minority shares exceeding 20%. A Disproportionate Burden may result from an absolute difference in the poverty shares greater than 5% and/or a relative difference in the poverty shares exceeding 20%. For fare changes the

respective levels of significance are 5% and 35%.

DISCUSSION

There are 14 major service changes among those proposed for June 2016 implementation, and one action that would result in fare changes to riders. The service changes are evaluated in Attachment A. The fare changes are evaluated in Attachment B (Line 577). The assumption of service by Foothill Transit on Lines 190/194 and 270 had no findings of a Disparate Impact or Disproportionate Burden. This is because Foothill Transit has committed to retain the Metro fare structure on these lines for one year (Attachment C).

The major service changes included eight proposals to discontinue all or part of a route, six proposals to implement new or extended services, and one proposal to increase midday headways. None of these proposals was found to cause a Disproportionate Burden on poverty level populations served. However, the proposal to increase midday headways on Line 704 was found to cause a Disparate Impact on minority populations served. In the instance of a Disparate Impact, the action can proceed provided that a significant agency objective is achieved by the action, and no alternative action that would achieve the objective would result in a lesser impact. The proposed action would conform midday service on Line 704 to recently adopted Loading Standards designed to limit crowding. No alternative to adding service would accomplish this objective.

It was proposed to exempt Line 577 riders from payment of an express charge normally applicable to services with significant segments of freeway travel. No Disparate Impact or Disproportionate Burden would result from this action. Because of Board adoption of Motion 63 in February 2016, staff recommended that the affected Service Councils not approve the proposed action to reduce the fare so that service restructuring in the corridor could be studied.

DETERMINATION OF SAFETY IMPACT

The requested actions in this report will have no direct impact on the safety of Metro's employees or customers.

FINANCIAL IMPACT

The impact of these findings and all related service modifications will be reflected in the FY17 proposed budget.

Impact to Budget

All related service modifications will be funded with Federal, State, and Local funds that are eligible for Bus Operations.

ALTERNATIVES CONSIDERED

There is no alternative to conducting service and fare equity evaluations for proposed major service changes or any proposed fare changes. These actions are required both by Federal Transit

Administration Circular 4702.1B and Section 2-50 of Metro's Administrative Code.

NEXT STEPS

The adoption of the recommended findings will permit implementation of the service changes adopted by Metro's Service Councils in June 2016.

ATTACHMENTS

Attachment A - Service Equity Analysis Methodology & Results

Attachment B - Line 577 Exemption from Express Charge

Attachment C - Foothill Transit Letter of Commentment

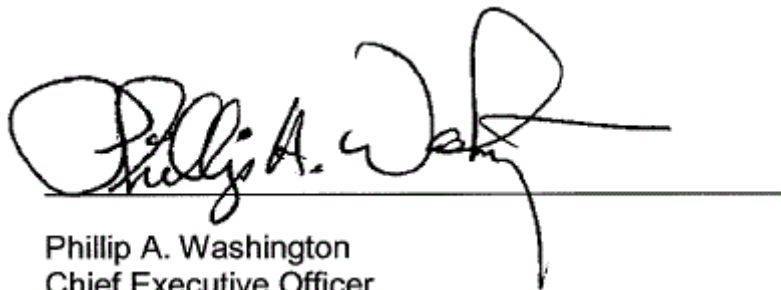
Prepared by: Jon Hillmer, Executive Director of Service Development, Scheduling & Analysis
(213) 922-6972

Scott Page, Director of Service Planning (213) 922-1228

Dana Woodbury, Transportation Planning Mgr IV, (213) 922-4207

Reviewed by: Daniel Levy, Executive Officer of Civil Rights Program Compliance (213) 922-8891

James T. Gallagher, Chief Operations Officer (213) 922-4424



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

**Service Equity Analysis
Methodology & Results**

**June 2016
Proposed Major Service Changes**

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

1.	Proposal Overview	1
2.	Methodological Approach.....	1
	Data Sources.....	2
	Methodology.....	2
3.	Results.....	3

1. PROPOSAL OVERVIEW

A proposed program of service changes for possible implementation in June 2016, or later, is scheduled for public comment in February 2016. The major service changes contained in that proposal are the subject of this equity evaluation.

2. METHODOLOGICAL APPROACH

A Service Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed major service changes that will be considered at public hearings in February 2016.

The proposed changes have been grouped by type of change for this analysis. There are three groups consisting of routes or segments proposed for discontinuation, routes or segments that represent new services, and routes proposed for increased service frequency. Each group is evaluated separately using demographic data associated with the group's services.

Only the major service change proposals as defined in Metro's Administrative Code Section 2-50 are included in this analysis. There are additional proposals being presented for public comment that are not a part of this evaluation. A service change is considered major if it meets one or more of the following criteria:

A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months;

A revision to an existing transit service that increases or decreases the revenue hours operated by at least 25% or by 25,000 annual revenue service hours at one time or cumulatively in any period within 36 consecutive months;

A change of more than 25% at one time or cumulatively over any period within 36 consecutive months in the number of total revenue trips scheduled on routes serving a rail or BRT station, or an off-street bus terminal serving at least 4 bus routes;

A change of more than 20% of the total system revenue miles or revenue hours in any 12 month period;

The implementation of any new transit route that results in a net increase of more than 25,000 annual revenue hours or 250,000 annual revenue miles;

Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the new subsections 1 – 5 above.

Two proposals meeting the criteria for major changes have been excluded from this analysis as the Administrative Code provides an exception to the equity evaluation requirement when a service is replaced by a different mode or operator providing a service with the same headways, fare, transfer options, span of service and stops. The proposed discontinuation of Lines 190-194 and 270 is contingent on the assumption of service by Foothill Transit.

Data Sources

Data on the ethnicity of Metro's service area population is obtained from block group level data from the 2010 U. S. Census. Poverty income data is from the American Community Survey administered by the U. S. Census for the five year period from 2006-2010 and is provided at the census tract level.

Methodology

For any route or route segment included in this evaluation the population and minority population of each block group that is at least partially included in a buffer area around each stop served by the affected route or segment is accumulated. The buffer is generally a circle of one-quarter mile radius around each stop. For rail stations the buffer has a one-half mile radius, and for major park/ride facilities the buffer has a five mile radius. Similarly, census tract level data for population and poverty population is accumulated from all tracts at least partially included in each buffer.

The major changes are grouped by type of change (discontinuation, new service, or increased frequency), and the associated population, minority population, and poverty population is accumulated for each group. Each group's overall minority population share and poverty population share is compared with the corresponding Metro service area shares to determine whether or not a disparate impact, or disproportionate burden would result.

3. RESULTS

The Board of Directors has adopted thresholds for determining when disparate impacts and/or disproportionate burdens are imposed by a proposed service change action.

A disparate impact occurs when the absolute difference between the minority share of the impacted population and the minority share of Metro's service area population exceeds 5%, and/or the relative difference between the minority share of the impacted population and the minority share of Metro's service area population exceeds 20%.

A disproportionate burden occurs when the absolute difference between the impacted poverty population share and the Metro service area poverty population share exceeds 5% and/or the relative difference between the poverty population share of the impacted population and the poverty share of Metro's service area population exceeds 20%.

The results of this equity evaluation are shown in Table 1. There is no disparate impact or disproportionate burden resulting from the service discontinuation and new service actions. The increased frequency proposed for Line 704 would result in a disparate impact since the improvement occurs on a line that serves an area that has significantly fewer minority residents than the county average along its route, but would not result in a disproportionate burden.

When a disparate impact is found the proposed action may only be implemented if (1) there is a substantial legitimate justification for the proposed service change, and (2) there are no alternatives that would have a less disparate impact and still accomplish the goals of the action. In this instance, the action is proposed to conform passenger loading during the midday to recently revised passenger loading standards. There are no alternatives to adding service to reduce passenger loading, and not doing so would violate adopted Board policy resulting in crowding.

Table 1
Equity Evaluation of Major Service Change Proposals for June 2016

DISCONTINUATION OF ROUTE OR SEGMENT

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
111	Discontinue Route 311 (reinvest in Line 111)	X		-244,310	-228,526	93.5%	-349,160	-69,406	19.9%
156	Discontinue Burbank/Kester/Oxnard Loop	X		-18,579	-10,684	57.5%	-28,901	-5,638	19.5%
220	Discontinue line (replace with new Route 17)	X		-53,401	-16,915	31.7%	-68,042	-7,522	11.1%
236	Discontinue branch line 237	X		-164,559	-92,194	56.0%	-204,516	-24,570	12.0%
258	Discontinue service east of Fremont/Commonwealth	X		-32,739	-29,082	88.8%	-38,056	-6,028	15.8%
460	Discontinue service west of Norwalk Station	X		-81,896	-65,143	79.5%	-85,549	-34,872	40.8%
485	Discontinue line (parts replaced by rerouted Line 258)	X		-120,667	-87,390	72.4%	-154,781	-22,285	14.4%
620	Discontinue service between Indiana Station State St via Chavez	X		-44,714	-43,893	98.2%	-59,995	-15,659	26.1%
Total				-760,865	-573,827	75.4%	-989,000	-185,980	18.8%

Metro Service Area **70.5%** **15.9%**
Absolute Difference **4.9%** **2.9%**
Relative Difference **7.0%** **18.3%**

NEW SERVICE

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
156	Extend from Van Nuys/Burbank via Route 237 to Mission Hills		X	95,656	63,639	66.5%	111,257	15,776	14.2%
258	Add extension to CSULA		X	10,547	9,585	90.9%	16,006	1,889	11.8%
258	Add extension from Fremont/Commonwealth to Altadena		X	74,390	46,329	62.3%	113,333	11,858	10.5%
501	New service		X	44,623	20,922	46.9%	63,759	8,731	13.7%
620	Extend service from Indiana Station to E. LA College via 1st. St.		X	49,274	48,029	97.5%	66,030	12,143	18.4%
Total				274,490	188,504	68.7%	370,385	50,397	13.6%

Metro Service Area **70.5%** **15.9%**
Absolute Difference **-1.8%** **-2.3%**
Relative Difference **-2.6%** **-14.4%**

INCREASED FREQUENCY

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
704	Add midday service (cumulative impact)		X	259,255	126,979	49.0%	313,798	57,176	18.2%
Total				259,255	126,979	49.0%	313,798	57,176	18.2%

Metro Service Area **70.5%** **15.9%**
Absolute Difference **-21.5%** **2.3%**
Relative Difference **-30.5%** **14.6%**

ATTACHMENT B

Line 577
Exemption from Express Charges

Fare Equity Analysis
Methodology & Results

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

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1. PROPOSAL OVERVIEW

In an effort to increase ridership on a poorly patronized express bus line, Metro is proposing to eliminate express fare charges on Line 577 effective with the June 2016 Service Change Program.

2. METHODOLOGICAL APPROACH

A Title VI Fare Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed exemption of Line 577 riders from express fare charges.

Express fare charges are only applicable on Metro Express bus lines, including the Metro Silver Line for which the express premium is built into the line fare. As only the express premium fare is affected by the proposed to lower the fare, the demographics of Line 577 riders will be compared with those of all express riders to determine whether some portion of minority and/or disproportionate passengers in this group is disparately impacted and/or disproportionately burdened by the proposed action.

Data Sources

Data on the ethnicity and household income levels of riders of specific Metro bus lines is obtained from the systemwide Onboard Survey conducted in 2012. Two express lines, Line 439 and Line 445, are no longer operated, however, riders of former Line 445 are now almost entirely users of the Metro Silver Line.

Poverty level household annual income was not determined in the Onboard Survey, so Low Income, defined as less than \$25,000, was used for the evaluation.

Step By Step Methodology

The following steps were performed to complete the analysis:

- Data for the numbers of linked trips surveyed by express route and by ethnicity were obtained from the Onboard Survey database (Table 1);

	MT-439	MT-442	MT-445	MT-450	MT-460	MT-485	MT-487	MT-489	MT-534	MT-550	MT-577	MT-910	
Asian	5		9	13	11	39	53	23	1	18	17	31	220
Black	9	6	44	16	136	160	89	7	171	105	77	86	906
Hispanic	6		19	6	10	26	24	2	21	15	21	18	168
White	13	24	23	6	29	49	12	3	8	39	25	22	253
Native Amer					1	2				2	2	1	8
Totals	33	30	95	41	187	276	178	35	201	179	142	158	1555

Table 1
Surveyed Linked Trips by Route and by Ethnicity

- Data for the numbers of linked trips surveyed by express route and by household income category were obtained from the Onboard Survey database (Table 2);

	MT-439	MT-442	MT-445	MT-450	MT-460	MT-485	MT-487	MT-489	MT-534	MT-550	MT-577	MT-910	
\$10,000-\$14,999	2	2	10	2	28	30	19	2	41	32	25	14	207
\$15,000-\$24,999	1	1	12	3	34	32	22		58	35	14	21	233
\$25,000-\$34,999	2	3	12	2	27	41	17	5	31	26	22	17	205
\$35,000-\$49,999	9	4	20	1	28	44	36		21	30	20	23	236
\$50,000-\$69,999	3	2	8	1	21	31	19	3	17	9	14	18	146
\$70,000-\$134,999	6	5	10	5	12	18	18	7	2	14	13	11	121
less than \$5,000	4	8	4	5	14	22	7	4	4	13	8	11	104
Totals	5	3	12	10	7	18	11	9	3	5	8	25	116
Totals	32	28	89	36	175	241	158	32	178	167	130	152	1418

Table 2
Surveyed Linked Trips by Route and by Household Income

- The percentages of surveyed linked trips by route and by ethnicity (Table 3), and the percentages of surveyed linked trips by route and by household income (Table 4) were then calculated;

	MT-439	MT-442	MT-445	MT-450	MT-460	MT-485	MT-487	MT-489	MT-534	MT-550	MT-577	MT-910	
Asian	15.15%	0.00%	9.47%	31.71%	5.88%	14.13%	29.78%	65.71%	0.50%	10.06%	11.97%	19.62%	14.15%
Black	27.27%	20.00%	46.32%	39.02%	72.73%	57.97%	50.00%	20.00%	85.07%	58.66%	54.23%	54.43%	58.26%
Hispanic	18.18%	0.00%	20.00%	14.63%	5.35%	9.42%	13.48%	5.71%	10.45%	8.38%	14.79%	11.39%	10.80%
White	39.39%	80.00%	24.21%	14.63%	15.51%	17.75%	6.74%	8.57%	3.98%	21.79%	17.61%	13.92%	16.27%
Native Amer	0.00%	0.00%	0.00%	0.00%	0.53%	0.72%	0.00%	0.00%	0.00%	1.12%	1.41%	0.63%	0.51%
Totals	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Table 3
Percentage of Surveyed Linked Trips by Route and by Ethnicity

	MT-439	MT-442	MT-445	MT-450	MT-460	MT-485	MT-487	MT-489	MT-534	MT-550	MT-577	MT-910	
less than \$5,000	0.00%	0.00%	1.12%	19.44%	2.29%	2.07%	5.70%	6.25%	0.56%	1.80%	4.62%	7.89%	3.53%
\$5,000-\$9,999	18.75%	17.86%	11.24%	13.89%	6.86%	7.47%	11.39%	21.88%	1.12%	8.38%	10.00%	7.24%	8.53%
\$10,000-\$14,999	6.25%	7.14%	11.24%	5.56%	16.00%	12.45%	12.03%	6.25%	23.03%	19.16%	19.23%	9.21%	14.60%
\$15,000-\$24,999	6.25%	10.71%	13.48%	5.56%	15.43%	17.01%	10.76%	15.63%	17.42%	15.57%	16.92%	11.18%	14.46%
\$25,000-\$34,999	28.13%	14.29%	22.47%	2.78%	16.00%	18.26%	22.78%	0.00%	11.80%	17.96%	15.38%	15.13%	16.64%
\$35,000-\$49,999	9.38%	7.14%	8.99%	2.78%	12.00%	12.86%	12.03%	9.38%	9.55%	5.39%	10.77%	11.84%	10.30%
\$50,000-\$69,999	12.50%	28.57%	4.49%	13.89%	8.00%	9.13%	4.43%	12.50%	2.25%	7.78%	6.15%	7.24%	7.33%
\$70,000-\$134,999	15.63%	10.71%	13.48%	27.78%	4.00%	7.47%	6.96%	28.13%	1.69%	2.99%	6.15%	16.45%	8.18%
\$135,000 and more	3.13%	3.57%	13.48%	8.33%	19.43%	13.28%	13.92%	0.00%	32.58%	20.96%	10.77%	13.82%	16.43%
Totals	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Table 4
Percentage of Surveyed Linked Trips by Route and by Household Income

- The percentages of Line 577 and All Express Minority riders were compared, and the absolute and relative differences between these shares were calculated (Table 5); and

Table 5
Comparison of Minority Rider Shares

	MT-577 All Express	
Minority Share	82.39%	83.73%
Absolute Difference	-1.34%	
Relative Difference	-1.6%	

- Finally, the percentages of Line 577 and All Express Low Income riders were compared, and the absolute and relative differences between these shares were calculated (Table 6).

Table 6
Comparison of Low Income Rider Shares

	MT-577 All Express	
Low Income Share	50.77%	41.11%
Absolute Difference	9.65%	
Relative Difference	23.5%	

3. RESULTS

The Board of Directors has adopted thresholds for determining when disparate impacts and/or disproportionate burdens are imposed by a proposed action.

A disparate impact occurs when the absolute difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 35%.

A disproportionate burden occurs when the absolute difference between the low income share of impacted riders and the low income share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the low income

share of impacted riders and the low income share of similarly situated riders not directly impacted exceeds 35%.

In the case of the proposed exemption of Line 577 from express premium charges, Table 5 shows that there is no disparate impact on minority riders from this action. Table 6 shows that there is an impact on low income riders, however, because this is a positive impact, no mitigation measures are required.



Foothill Transit

Going Good Places

April 4, 2016

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

Re: Honoring Metro Fares on Lines 190/194 and 270

Dear Mr. Washington:

All of us at Foothill Transit continue to be excited about the possible transition of lines 190, 194 and 270. As part of our preparations, on Friday, April 1st, the Foothill Transit Executive Board approved honoring all Metro fare media for these three lines for a period of one year. We also will operate schedules that provide the same or additional service compared to what is operated today. This will make the transition seamless for riders and we believe that it will address the Environmental Justice concerns identified by Metro.

With your approval, we propose to enter into a MOU with Metro whereby Metro will reimburse Foothill Transit at the Foothill Transit average cash fare per boarding for riders using Metro fare media on the 190/194 and 270 lines.

Thank you for your continuing consideration of this proposal. If you have any questions about our Board's actions or any other matters related to this transition, please contact me at (626) 931-7200

We look forward to moving to the next steps in the process.

Sincerely,

Doran J. Barnes
Executive Director

Attachments

cc: Stephanie Wiggins, Deputy Chief Executive Officer
Nalini Ahuja, Executive Director, Finance

100 S. Vincent Ave., Suite 200 • West Covina, CA 91790 W foothilltrans1t.org P 626.931.7300 F 626.915.1143

MEMBER CITIES Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina and Los Angeles County A PUBLIC AGENCY

**Board Report**

File #: 2016-0182, **File Type:** Contract**Agenda Number:** 29

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016

SUBJECT: NEW BUS PROCUREMENTS 2018-2022**ACTION: INITIATE PROCUREMENTS FOR BUS REPLACEMENT****RECOMMENDATION**

CONSIDER finding that a new procurement of 60' advanced transit buses under Public Utilities Code (PUC) §130232 low bid requirement does not constitute a procurement method adequate for LACMTA's needs. The Board, pursuant to Public Contract Code (PCC) §20217, hereby directs the **procurement of up to four hundred (400) new 60' advanced transit buses in a procurement by competitive negotiation.**

(REQUIRES TWO-THIRDS VOTE)

ISSUE

Metro's bus fleet replacement plan anticipates that over the next five years up to 400 articulated buses will reach the end of their useful life. The buses being retired will be in excess of 14 years old.

This Board's finding and direction allows staff to issue a new procurement for up to four hundred (400) new replacement 60' transit buses utilizing a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 provides the Board with statutory authority to award contracts for the purchase of buses by competitive negotiation when a low bid (IFB) approach is not adequate for the agency's needs.

DISCUSSION

It is in the public's and Metro's best interest to utilize the Best Value competitive negotiation method rather than a sealed bid process to consider factors other than price in the award of contracts for vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in low bid procurement.

By establishing explicit factors that identify Metro's definition of Best Value, the solicitation can use important evaluation criteria to augment price considerations such as past performance related to

schedule adherence, quality, reliability, maintainability and vehicle performance.

In April 2015, Metro's Board approved a negotiated procurement for up to 600 40' buses using similar evaluation criteria. To achieve favorable economies of scale, staff is planning on consolidating the 40' and 60' bus requirements into a single RFP for release in the summer of 2016.

The Best Value competitive negotiation process will consider such factors as:

- Past performance
- Experience & Expertise of Project Team
- Broadest possible range of competing products and materials available
- Best fit for Metro operating requirements
- Comply with updated FTA Buy America Rules
- ~~Scoring preference for enhanced US Content~~
- Scoring preference for new local job creation
- Manufacturer's warranty
- Consideration of Performance, Reliability, Safety and Maintainability
- Consideration of Operator Ergonomics and Operator/Machine Interface
- Standardization of life cycle costs
- Delivery schedules
- Support logistics
- Innovation and creativity
- Small business mentor protégé program, as applicable
- Other similar factors in addition to price in the award of the contracts

In addition to the ability to evaluate key technical and schedule factors, the Best Value Request for Proposal process permits direct discussions and negotiations with Proposers to clarify the requirements, evaluate the performance and reliability of proposed components, consider warranty factors, delivery schedule, and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies prior to awarding a contract.

Staff will ensure that proposers commit to meeting the updated U.S. Buy America requirements as mandated by the Federal Transit Administration (FTA), once those new rules are formalized by FTA. Staff recommends removing the scoring preference from the RFP because the new Buy America domestic content requirements of 65% in FY17 and FY18, and 70% in FY19. A preferential scoring incentive in the RFP would have limited added value.

~~Staff will apply explicit scoring preferences for Proposers that commit to U.S. content greater than the 60% of the cost of all components in a rolling stock procurement mandated under federal Buy America requirements. The preference is authorized under California law enacted January 1, 2012, and is consistent with Federal Transit Administration (FTA) current written guidance encouraging grantees to create ways to generate jobs in this manufacturing area.~~

In September 2015 the Federal Transit Administration (FTA) granted Metro approval of a Local Hiring Program on the 40' 600 bus procurement as a Department of Transportation pilot initiative. The

Local Hiring Program allows Metro, on a pilot basis only, to create evaluation scoring preferences for proposers that commit to hiring State of California residents as new employees that work directly on the awarded contract. This pilot program has been applied to three other rolling stock projects, the new Heavy Rail Car, A650 Red Line Car Overhaul and P2000 Light Rail Overhaul procurements. The Local Hiring Program will provide incentive points to those proposers that generate new jobs and invest in manufacturing, assembly and warranty support facilities within California. The key measurement for obtaining preferential points will be aggregate wages and benefits for new California workers and investment on new or retrofit on facilities.

In order to combine the Local Hiring Program requirements for the 40' and 60' vehicles into a single RFP, staff intends to obtain clarification from the FTA that its approval to implement the pilot local jobs program may also be applied to 60' vehicles. In the meantime the solicitation will include the Local Hiring Program for both 40' and 60' vehicles while Metro obtains FTA concurrence.

DETERMINATION OF SAFETY IMPACT

New buses incorporate the latest safety systems and features that should help improve both passenger and pedestrian safety. Some of the safety enhancements that may be included on new buses: improved ADA securement provisions and self-leveling ADA boarding ramps; improved vehicle monitoring; pedestrian warning systems; curbside cornering lights; operator safety barriers and video monitors; real-time video security system accessibility; and improved passenger door sensors.

FINANCIAL IMPACT

Funds required to issue procurements for both 40' and 60' buses are included in the FY17 budget in projects 201057 (40' buses), 201073 (60' buses) and 306002, Cost Center 3320 Vehicle Technology. Once this solicitation is complete, staff will return to the Board to authorize the contract award(s) and to establish life-of-project budgets for these buses.

Funding for these buses is included in Metro's adopted Long Range Plan and Ten Year Financial Forecasts. The final decision and commitment to buy buses will be made after the solicitation is complete and the total cost for buses is known. If this action is approved, funding for this procurement would be identified and committed as part of the annual update of the FY18-22 Capital Program and Ten Year Forecast. These forecasts currently have \$660.3 million programmed for anticipated bus replacement and acquisitions during this period. Since these procurements will be multi-year contracts, the Chief Operations Officer and Project Manager will be responsible to ensure that these procurements are properly funded in future fiscal year budgets.

ALTERNATIVES CONSIDERED

Running buses past the end of their design life was considered. This alternative is not recommended because it will require additional investment in replacing expired CNG tanks. Extending vehicle life also adversely impacts fleet reliability and diminishes the quality of service provided to Metro's passengers.

Procurement by a low bid process was also considered, but is not recommended. The competitively negotiated procurement process provides for consideration of critical non-price related evaluation factors in the selection process. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that one firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder.

NEXT STEPS

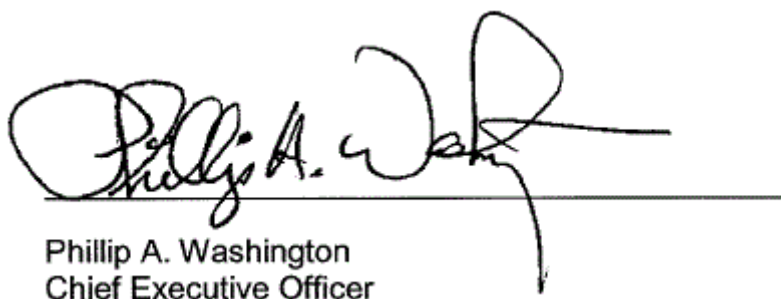
If this item is approved, Metro will initiate a competitive solicitation for 40' and 60' buses, and a new bus contract will be issued for new buses to be delivered starting in FY18.

ATTACHMENTS

Attachment A - Bus Replacement Schedule FY2018 - 2022

Prepared by: John Drayton, Director of Vehicle Technology, (213) 617-6285
Christopher Reyes, Transportation Planning Manager III,
(213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Bus Replacement Schedule FY2018 - 2022

	FY18	FY19	FY20	FY21	FY22	Total
40 Foot Buses	150	150	50	50	50	450
60 Foot Articulated Buses	50	50	100	100	100	400
Total	200	200	150	150	150	850

Metro Bus Fleet Replacement Plans

Bus Fleet Replacement 2017-2022

New Bus RFP

1. New bus RFP for 40' and 60' buses in FY2018-2022
2. Buses either CNG or Zero Emission
3. Will replace existing 40' and 60' buses in operation
4. Single RFP, however Metro has the option of awarding a single contract for all buses, or can split awards for 40' and 60' buses to separate bus manufacturers
5. Will comply with FTA's DBE Requirements and updated Buy America Rules
6. Will include provisions for Local Jobs
7. RFP to be released by June 2016
8. Bus delivery to start in FY18 (after July 2017)

Updates

Bus Replacement Schedule FY2018 – 2022

- Scheduled replacement plans for 40' and 60' buses:

	FY17	FY18	FY19	FY20	FY21	FY22	Total
40' Buses	1*	149	150	50	50	50	450
60' Articulated Buses	1*	49	50	100	100	100	400
Total	2*	198	200	150	150	150	850

* Potential Pilot Buses

**Board Report**

File #: 2016-0003, **File Type:** Contract**Agenda Number:** 30

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016****SUBJECT: BLUE LINE WHEEL TRUING MACHINE OVERHAUL****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed-price Contract No. MA4829600, a single source procurement, to Hegenscheidt-MFD Corporation (USA) to **perform a midlife overhaul of the Blue Line Wheel Truing Machine** for \$1,385,769.

ISSUE

This procurement is for the services of the Original Equipment Manufacturer (OEM), Hegenscheidt-MFD Corporation (USA) (HMFd), to perform a midlife overhaul of the existing Wheel True Machine located at Division 11, the Blue Line Maintenance Facility. The existing machine, model 106T, was installed and went into operation in 1999. Time, usage, and parts obsolescence requires that the 15-year overhaul be performed on the wheel truing machine to bring it up to full functionality and increase the useful life of the machine by 15 more years.

DISCUSSION

The Blue Line Wheel Truing Machine is vital to the safe operation of the fleet as it is used to maintain the Vehicle Manufacturer's recommended tolerances for profiles and wheel diameters. Not maintaining these tolerances can increase the risk of wheel hunting, derailments, poor ride quality, and premature equipment failure.

A consultant, CH2MHILL, evaluated the current condition of the truing machine and the need to either overhaul or totally replace it. The findings were that significant costs can be avoided by not purchasing a new wheel truing machine. A comparable machine has an estimated cost of \$3,000,000, including civil engineering that will be required for installation of the new machine.

Single Source Justification

The significance of this single source procurement is to ensure continued safe operational availability and reliability of the wheel truing function for Blue Line cars. There are a few manufacturers of wheel truing machines. Hegenscheidt wheel truing machines utilize proprietary software that is fully

integrated into the wheel truing process. The machine is custom fit into its "pit" location at Division 11. Significant efficiencies will be realized by utilizing the OEM instead of another vendor, as it will eliminate the need to reverse engineer new software to the machine. Thus, it was determined by Metro's engineering team, cost estimating department and CH2MHILL that it is critical the OEM perform the overhaul.

The existing control system software will be replaced with Hegenscheidt's new, current technology controls that are also used in the wheel truing machines currently in use at other Metro facilities. Utilizing similar control systems at multiple Metro facilities will allow for unified training and increased efficiency as specialists will have the ability to operate multiple wheel truing machines.

DETERMINATION OF SAFETY IMPACT

Award of the Contract to procure the wheel truing machine overhaul services will improve the efficiency and accuracy of wheel cutting to meet the Vehicle Manufacturer's recommended tolerances for profiles and wheel diameters. Maintaining the Vehicle Manufacturer's recommended tolerances is vital to the continued safe operation of the vehicles as doing so reduces the risk of wheel hunting, derailments, poor ride quality, and premature equipment failure.

FINANCIAL IMPACT

Funding of \$1,385,769 is included in cost center 3941 under project 206040 for the Blue Line Wheel True Machine. Since this is a multi-year contract, the cost center manager, project managers, and Executive Director, Maintenance will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The source of funding for this contract will come from Prop A 35% which are eligible for bus and rail Operating and Capital Projects. This funding source will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

One alternative is to not award this Contract and continue using existing equipment with poor reliability, parts obsolescence, and poor wheel cutting performance. This will result in extended wheel rework and increase vehicle downtime.

A second alternative is a total replacement of the existing machine with a new one at a cost of approximately \$3,000,000, inclusive of civil engineering work.

NEXT STEPS

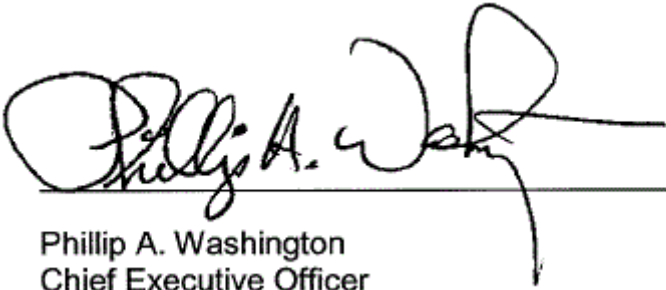
After Board approval, staff will execute the Contract award and Notice to Proceed (NTP) to the contractor, Hegenscheidt-MFD Corporation to start working on this project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Nick Madanat, Director, Rail Vehicle Engineering and Warranty
(213) 617-6281
Christopher Reyes, Transportation Planning Manager
(213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BLUE LINE WHEEL TRUING MACHINE OVERHAUL/MA4829600

1.	Contract Number: MA4829600	
2.	Recommended Vendor: Hegenscheidt-MFD Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 2, 2015	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: December 7, 2015	
	E. Pre-Qualification Completed: December 11, 2015	
	F. Conflict of Interest Form Submitted to Ethics: January 22, 2016	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Jean Davis	Telephone Number: 213 922-1041
7.	Project Manager: Nizar Madanat	Telephone Number: 213 617-6281

A. Procurement Background

This Board Action is to approve single source Contract No. MA4829600 in support of an overhaul of the Hegenscheidt Model 106T wheel truing machine installed at Metro's Blue Line. The existing Metro wheel truing machine was furnished by Hegenscheidt who is the original equipment manufacturer (OEM). It was determined by Metro's engineering and operations team that to ensure full operational capability of the truing machine that the machine should be overhauled by the OEM. The awardee is the OEM.

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

B. Evaluation of Proposal

This is a single-source procurement. Metro's technical staff conducted technical fact-finding meetings and a technical evaluation of the technical proposal. The technical evaluation consisted of reviews of the proposer's proposed labor hours, proposed assigned technical personnel and labor categories, proposed material items and spares, and the proposed overhaul schedule. The proposal was found to be technically acceptable.

Qualification Summary of the Firm:

Hegenscheidt-MFD Corporation is an international, mid-sized manufacturer of specialist machine tools. Hegenscheidt is the OEM of Metro’s current wheel truing machine. The company is part of the Niles Simmons Hegenscheidt Group (NSH), which combines more than 175 years of experience on machine tool construction in Germany and the US. Among other services, the company manufactures and sells single machines and turnkey production systems to railway companies and to the automotive industry. Hegenscheidt-MFD and Simmons Machine Tool Corporation merged operations to perform as a single company. Overhaul and support for earlier machines are provided by Hegenscheidt-MFD while new sales are provided by Simmons.

C. Cost Analysis

The recommended contractor’s price proposal was evaluated in compliance with Metro’s Acquisition Policies and Procedures. Staff conducted a cost analysis of the price proposal. Based on our cost analysis, technical analysis, fact-finding, clarifications, and negotiations with the proposer, the final agreed to price of \$1,385,769 is considered fair and reasonable. Metro will recognize an appreciable savings of approximately \$240,000 from the initial proposed price.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Hegenscheidt-MFD	\$1,630,327.46	\$1,400,000	\$1,385,769.00

D. Background on Recommended Contractor

Hegenscheidt-MFD Corporation, located in Sterling Heights, MI, has been in business for over 40 years. Hegenscheidt-MFD is among the global market leaders in above-floor and underfloor wheel set lathes for the re-profiling of wheel sets. Hegenscheidt-MFD also provides wheel set presses, diagnostic systems for wheel sets, and re-railing systems for rail vehicles.

DEOD SUMMARY

BLUE LINE WHEEL TRUING MACHINE OVERHAUL/MA4829600

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a participation goal for this single-source procurement based on the lack of subcontracting opportunities. According to the Project Manager, the software used in the proposed Computer Numerical Control is proprietary and it is in the best interest of Metro to utilize the Original Equipment Manufacturer to perform the required overhaul services with its own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0124, **File Type:** Contract**Agenda Number:** 31

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 14, 2016****SUBJECT: FTA PLATFORM TRACK INTRUSION DETECTION SYSTEM PILOT PROGRAM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AWARD a three-year, firm fixed price Contract No. PS4443900HONEYWELL, a sole source procurement, to Honeywell International, Inc. (Honeywell) for the **Platform Track Intrusion Detection System (PTIDS) pilot program** for an amount of \$1,553,050 inclusive of sales tax. The contract includes both labor and materials, including project management support, installation and demonstration planning, system design and testing, and training of Metro staff on installation. Materials will include the PTIDS system, to be installed at three station platform sides on the Metro Rail system.

ISSUE

In February 2015, Metro was selected for a grant to pilot the PTIDS at three platform station locations, as part of the United States Department of Transportation Federal Transit Administration (FTA)'s Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations grant program. FTA will be awarding Metro \$1,722,400, with a Metro match of \$430,600 for Metro labor and \$247,000 for contingency. The award of this contract will allow Honeywell, who helped prepare the grant application, to complete its tasks in the scope of work through the funding programmed by FTA.

DISCUSSION

In December 2013, Metro, in partnership with Honeywell International Inc., and ProTran Technology LLC, submitted an application in response to FTA's Notice of Funding Availability (NOFA) Solicitation of Project Proposals for Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations, dated October 1, 2013. Metro's project sought to demonstrate the performance of the proposed innovative electronic PTIDS. PTIDS is a radar system that detects and alerts staff to track intrusions.

Metro is focused on a strategy to improve safety at rail passenger station platforms and reduce vulnerabilities, risks, and system delays. Track intrusions represent not only a safety hazard but a

security risk as well. Unauthorized track entry has the potential to lead to vandalism or theft, which creates additional safety, security, and operational hazards.

The purpose of this project is to demonstrate that the PTIDS can be relied upon to increase safety and security at/near rail passenger station platforms by detecting bodies/obstacles intruding the right-of-way and providing immediate warning to rail operation safety systems and personnel. Sensors trigger safety systems and alert personnel to stop trains if a person/object enters the right-of-way. PTIDS detects and alerts the intrusion immediately upon occurrence, thereby allowing the maximum amount of time for response and mitigation. PTIDS is innovative because it incorporates fail-safe mechanisms and uses algorithms to minimize false alarms; thereby, ensuring rail operational safety and resiliency with interruptions limited to actual intrusions.

In May 2015, Metro submitted a request for a Buy America waiver for the manufacturing of the PTIDS technology. The system is currently being manufactured in Europe, and is therefore non-compliant with the FTA Buy America program. There are no similar technologies being manufactured in the United States, and the FTA approved the waiver, publishing a Federal Register Notice in December 2015. The FTA provided an award of grant funding to Metro for this project.

The contract allows Honeywell to design and manufacture the system for three station platform tracks: one aerial (Metro Gold Line - Chinatown), one subway (Metro Red Line - Civic Center), and one at-grade (Metro Blue Line - 103rd Street). The contract also includes training Metro staff for installation, and overseeing the 6-month demonstration. Additionally, Metro staff will award up to \$95,000 for materials, design, and labor to Protran Technology, under separate cover.

Sole Source Justification

The significance of this sole source procurement is that there is no other company currently producing this form of technology. Metro staff confirmed through independent research that there are no competitors for a radar-based track intrusion technology. This was further confirmed by FTA during the Buy America waiver process, as FTA staff had to ensure that there were no US-manufactured technologies that could be used in lieu of the Honeywell technology.

DETERMINATION OF SAFETY IMPACT

The implementation of the Pilot program will evaluate this technology as a method of improving passenger safety on rail station platforms, which has the potential for a positive safety impact.

FINANCIAL IMPACT

The funding of \$1,553,050 to Honeywell for PTIDS design, manufacturing, installation training, and monitoring is being awarded by FTA. Approximately \$1,000,000 would be needed in FY17 and is budgeted in project number 205103, cost center 3960. The remaining costs would be expended in FY18 and the beginning of FY19. Since this is a multiyear contract, the Chief Operations Officer and

Project Manager will be responsible for future fiscal year budgeting.

Impact to Budget

The source of funding for the project is Prop A 35% and a FTA grant. No other source of funds were considered or are eligible for the project.

ALTERNATIVES CONSIDERED

The Board may decide to not authorize the award of this Contract. This alternative is not recommended. In prior years, Metro has considered the use of other platform track intrusion technologies, but has not found alternatives that are reliable enough to effectively alert the system for intrusions with minimal impact on operational delays. As such, there is currently no track intrusion system installed on Metro Rail, and intrusions are only noticed by Closed Circuit Television (CCTV) observers, which can be limiting and result in injuries and fatalities.

NEXT STEPS

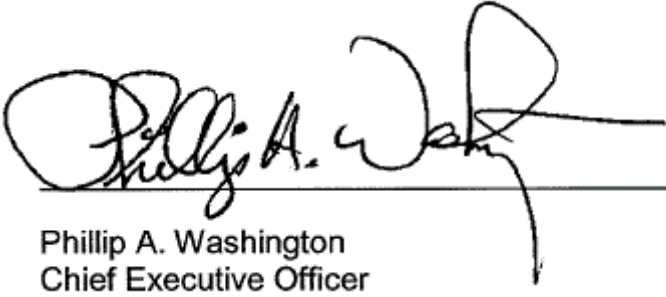
After approval by the Board, staff will execute Contract No. PS4443900HONEYWELL with Honeywell International, Inc. for PTIDS. Staff will continue to monitor the PTIDS and will evaluate the effectiveness of the system.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Patrick Preusser, Executive Officer, Rail Operations, (213) 922-7974
Tamar Fuhrer, Transportation Planning Manager IV, Rail Operations, (213) 922-6937
Chris Reyes, Transportation Planning Manager III, Operations (213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FTA PLATFORM TRACK INTRUSION DETECTION SYSTEM PILOT PROGRAM /
PS4443900HONEYWELL

1.	Contract Number: PS4443900HONEYWELL	
2.	Recommended Vendor: Honeywell International, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: N/A	
	E. Pre-Qualification Completed: N/A – FTA Issued Grant	
	F. Conflict of Interest Form Submitted to Ethics: 3/11/16	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 0	Bids/Proposals Received: 1
6.	Contract Administrator: Linda Rickert	Telephone Number: (213) 922-4186
7.	Project Manager: Tamar Fuhrer	Telephone Number: (213) 922-6937

A. Procurement Background

This Board Action is to approve sole source Contract No. PS4443900HONEYWELL to Honeywell International, Inc. (Honeywell) being issued to implement an FTA approved grant of pilot program for track intrusion detection.

In December 2013, Metro, in partnership with Honeywell International Inc., and ProTran Technology LLC, submitted an application in response to FTA's Notice of Funding Availability (NOFA) Solicitation of Project Proposals for Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations, dated October 1, 2013.

The FTA also waived the Buy America requirement to allow Honeywell to install their platform track intrusion detection system on three Metro rail platforms. The system incorporates fail-safe mechanisms and uses algorithms to minimize false alarms.

B. Evaluation of Proposals/Bids

Metro staff reviewed the system and found it to be advantageous to Metro. Metro staff, along with Honeywell, then applied to the FTA for a waiver of the Buy America requirement due to the fact that the system was created and is currently in use in Europe. The waiver was granted and the FTA funded a research grant for the Honeywell portion of the costs, subsidized by contributions from Metro.

Qualifications Summary of Firm:

Honeywell International, Inc.

Honeywell International, Inc. is the only manufacturer of this type of system and has successfully operated this intrusion detection system in Nuremberg, Germany for over ten years. Installation on the Metro system will mark the first time this system has been implemented in the United States.

C. Cost/Price Analysis

The price has been found to be fair and reasonable based upon cost analysis of the price proposal, including Honeywell's GSA price schedules for labor and material costs, and project management's technical review of the labor hours. As this is a firm fixed price contract and not a cost reimbursable contract, a formal MASD audit of the proposal is not required under Procurement procedures.

Bidder Name	Bid Amount	Metro ICE	Final Amount
Honeywell	\$1,553,027.00	\$1,722,400*	\$1,553,027.00

*This amount was included in the grant application submitted to the FTA and does not include Metro matching funds. Total cost of the project is \$2,153,000 with Metro contribution of \$430,600.

D. Background on Recommended Contractor

Honeywell International, Inc. is a Fortune 500 firm. Headquartered in Morristown, New Jersey, the firm has made significant contributions to technology in aerospace and automation controls. The original company was created in 1906 and has undergone several mergers, retaining the name due to its global recognition.

DEOD SUMMARY

PLATFORM TRACK INTRUSTION DETECTION SYSTEM/PS4443900

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a DBE goal on this sole source contract. FTA identified in advance which contractors would be performing the work in the grant award, and as such the work was not competitively bid.

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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2015-1804, File Type: Contract

Agenda Number: 6

~~FINANCE, BUDGET AND AUDIT COMMITTEE~~~~APRIL 13, 2016~~SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEEAPRIL 14, 2016**SUBJECT: UNIVERSAL FARE SYSTEM****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute contract modifications under Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic):

- A. Contract Modification No. 140 for the **purchase and installation of 54 TAP Vending Machines (TVMs) at key Metro stations**, in the amount of \$5,194,834; and
- B. Contract Modification No. 94.03 for **maintenance support services** of these 54 TVMs in the amount of \$838,211 through June 2019; increasing the total contract value by \$6,033,045 from \$253,351,430 to \$259,384,475. No additional funds are being requested for Contract Modifications 140 and 94.03.

ISSUE

Staff performed a study to identify key rail and bus locations that require TVMs. For rail stations, the study looked at ridership and the number of available TVMs. The study found that 29 stations needed 44 additional TVMs (refer to Attachment A), and the overall rail system needed 10 spares to replenish the stock of spares in order to adequately respond to future assignments based on customer demand. This TVM installation plan includes support to the Board approved Silver Line All Door Boarding pilot to ensure that customers have access to TAP cards and fare media.

DISCUSSION

The study consisted of analyzing daily sales data with in-service TVMs at stations along five (5) Metro Rail Lines and on the Metro Orange Line to determine stations that are in need of additional TVMs to support ridership demand and TVM usage. Staff also performed site surveys of the Silver Line bus stops from El Monte Transit Center to Harbor Gateway Transit Center to identify key bus stops where TVMs should be installed. Staff also recommends additional TVMs at rail stations near event venues such as Civic Center station serving Grand Park and at major transit hubs such as Patsaouras Plaza at Union Station.

The first TVM is anticipated to be installed and accepted in January 2017. The maintenance contract goes in effect 30 days following the installation. The projected maintenance cost is as follows: \$357,100 in (calendar) year 2017, \$317,100 in year 2018, and \$164,011 in year 2019. The Cubic maintenance contract ends June 30th, 2019. Staff is reviewing maintenance options to replace this contract.

DETERMINATION OF SAFETY IMPACT

Additional TVMs at key rail stations, Silver Line bus stops, and at the Patsaouras Plaza positively impact safety on our system. Implementing additional TVMs improves the customer experience, and reduces wait times and customer queuing.

FINANCIAL IMPACT

The Ticket Vending Machine Acquisition and Installation project (# 210134) has a Board authorized LOP of \$6.7 million. This is sufficient to absorb the \$5.2 million Contract Modification 140 for TVM purchase and installation. The infrastructure improvements required for the TVM installation along the Silver Line per Metro design criteria is estimated at \$650,000 which will also be absorbed in the same capital project LOP. These infrastructure improvements will be implemented using in-house resources and are not part of the Cubic contract modification.

The fiscal year 2016 funding requirement in the amount of \$1.5 million is included in cost center 3020 TAP Operations, project 210134 Ticket Vending Machine Acquisition. Fiscal year 2017 portion of \$2.5 million is requested as part of Metro's FY2017 Capital Program. The fund required in FY2017 is executed through the annual budget approval in May 2016. The \$1.2 million balance of the contract will be requested in FY2018. Since this is a multiyear contract, executive officer of TAP Operations and the project manager is responsible for budgeting for future year requirements.

No additional funds are required for FY16; LOP budget is not impacted by this recommendation.

Impact to Budget

The funding source for equipment acquisition is Proposition C 40%. The maintenance cost will be funded by operating revenues which includes fare revenue. These sources are eligible for Metro bus and rail operations and capital improvements.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the purchase and installation of TVMs. This is not recommended as the Silver Line All Door pilot success relies on TVMs at Silver Line Stations and high volume stations are in need of TVMs to reduce queuing, improve the customer experience and improve access to TAP cards and fare media.

NEXT STEPS

Upon approval by the Board, staff will execute Modifications No. 140 and No. 94.03 to Contract No.

OP02461010 with Cubic Transportation Systems, Inc. for the purchase, installation, and maintenance services of 54 additional TVMs at key Metro stations.

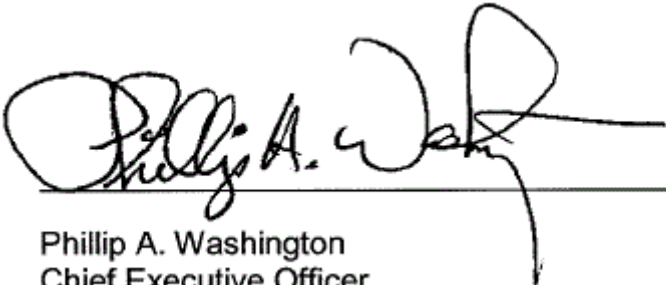
ATTACHMENTS

Attachment A - TVM Deployment Locations
Attachment B - Procurement Summary
Attachment C - Contract Modification / Change Order Log
Attachment D - DEOD Summary

Prepared by: David Sutton, Executive Officer, TAP, (213) 922-5633

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

Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

TVM Deployments

Stations	Existing TVMs	Number of Additional TVMs to be Installed	Average Daily Transactions per TVM	Approximate Installation Schedule (Calendar Year)	Comments	
Silver Line - Harbor Gateway TC	2	2	0	1st quarter of 2017	Support All-Door Boarding Project	
Silver Line - Rosecrans	0	2	0	1st quarter of 2017		
Silver Line - Manchester	0	2	0	1st quarter of 2017		
Silver Line - Slauson	0	1	0	1st quarter of 2017		
Silver Line - 37th Street	0	1	0	1st quarter of 2017		
Silver Line - USC Medical Center	0	1	0	1st quarter of 2017		
Silver Line - CSULA	0	1	0	1st quarter of 2017		
Silver Line - El Monte TC	4	2	0	1st quarter of 2017		
Patsaouras Bus Plaza	0	1	0	2nd quarter of 2017	High demand; customer convenience	
Vignes/Chavez Bus Stop	0	1	0	2nd quarter of 2017		
Orange Line - Canoga	6	2	0	2nd quarter of 2017	Support new entrance	
MRL Hollywood/Highland	5	2	444	2nd quarter of 2017	In order of Average Daily TVM Transactions per Day (High to Low)	
MRL North Hollywood	7	3	421	2nd quarter of 2017		
MRL Hollywood/Vine	3	2	380	2nd quarter of 2017		
MBL Artesia	2	3	377	2nd quarter of 2017		
MRL Vermont/Beverly	2	2	356	2nd quarter of 2017		
MRL Universal City	4	1	331	2nd quarter of 2017		
MBL Pacific Coast Highway	2	1	322	2nd quarter of 2017		
MRL Hollywood/Western	3	2	321	3rd quarter of 2017		
MBL 103 rd Street	2	1	317	3rd quarter of 2017		
MBL Compton	3	1	317	3rd quarter of 2017		
MBL Firestone	2	1	293	3rd quarter of 2017		
MRL Wilshire/Vermont	4	1	282	3rd quarter of 2017		
MRL Westlake/MacArthur Park	5	2	276	3rd quarter of 2017		
MRL Wilshire/Normandie	2	1	258	3rd quarter of 2017		
MBL Del Amo	3	1	255	3rd quarter of 2017		
MBL Vernon	2	1	254	3rd quarter of 2017		
MRL Wilshire/Western	3	2	253	4th quarter of 2017		
MRL Civic Center	5	1	150	4th quarter of 2017		Support Special Events at Grand Park
Subtotal		44				
Spare TVMs	0	10				
Total:		54				

Note: The goal is to reduce the average daily transactions to 250 per TVM.

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Procurement, Installation, and Maintenance of 54 TVMs		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: March 21, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/20/02	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/02	Total of Modifications Approved: \$169,347,986
	Original Complete Date:	9/1/07	Pending Modifications (including this action): \$6,033,045
	Current Est. Complete Date:	7/1/20	Current Contract Value (with this action): \$259,384,475
7.	Contract Administrator: Richard Chiou		Telephone Number: (213) 922-7074
8.	Project Manager: David Sutton		Telephone Number: (213) 922-5633

A. Procurement Background

This Board Action is to approve Contract Modification No. 140 to procure, install, and maintain 54 Ticket Vending Machines (TVMs) at key Metro station locations, as specified in Attachment A, and Contract Modification No. 94.03 for the maintenance support services of these 54 TVMs.

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

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board. The Contract provides countywide fare collection system to serve Metro's public transit customers. The Contract was issued on March 7, 2002 to Cubic Transportation Systems, Inc.

A summary of Contract Modifications, including these Modifications, is provided in Attachment C, Contract Modification/Change Order Log.

B. Cost/Price Analysis

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

Modification No.	Proposal Amount	Metro ICE	Negotiated Amount
140	\$5,222,146	\$5,391,061	\$5,194,834
94.03	\$838,211	\$1,055,225	\$838,211
Total	\$6,060,357	\$6,446,286	\$6,033,045

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / CONTRACT NO. OP02461010

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

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

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

	Modifications, North Hollywood and Avalon Stations			
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632

106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666

135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
140	54 TVMs, purchase and install	Pending		\$5,194,834
94.03	Maintenance Support Services for 54 TVMs	Pending		\$838,211
	Modification Total:			\$175,381,031
	Original Contract:			\$84,003,444
	Total:			\$259,384,475

DEOD SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment for this contract. The project is 96.52% complete and the current DBE participation is 8.17%, which exceeds their DBE commitment.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 8.17%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.56%
2.	Lows Enterprises	African American	0.13%	0.06%
3.	TechProse	Caucasian Female	0.41%	0.11%
4.	Robnett Electrical	African American	2.53%	6.45%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.33%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.06%
7.	KLI, Inc.	Asian Pacific American	0.25%	0.16%
8.	Kormex Metal Craft	Asian Pacific American	1.02%	0.44%
	Total		5.65%	8.17%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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