

# **Metro**

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



## **Agenda - Final**

**Thursday, September 21, 2017**

**9:00 AM**

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

### **System Safety, Security and Operations Committee**

*John Fasana, Chair*

*Robert Garcia, Vice Chair*

*Paul Krekorian*

*Mark Ridley-Thomas*

*Hilda Solis*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available

## DISCLOSURE OF CONTRIBUTIONS

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

## ADA REQUIREMENTS

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## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Board Meetings. Interpreters for Committee meetings and all other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

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

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Items: 23, 24 and 25.****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR**23. SUBJECT: P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL**[2017-0527](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, indefinite delivery/indefinite quantity Contract No. MA26495 to Dellner Incorporated, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Coupler assemblies, for a not-to-exceed amount of \$2,497,635 for the three year base period; \$24,600 for the first, one year option; and \$24,970 for the second, one year option; for a combined contract total of \$2,547,205, subject to resolution of protest(s), if any.

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

**24. SUBJECT: DIFFERENTIAL ASSEMBLY**[2017-0543](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month, indefinite delivery/indefinite quantity Contract no. MA41702000 to America Moving Parts, the lowest responsive and responsible bidder, for Differential Assemblies for a total contract amount of \$1,049,835; subject to resolution of protest(s), if any. The award is for a base year amount of \$343,541, inclusive of sales tax; option year 1 in the amount of \$343,541, inclusive of sales tax; and option year 2 in the amount of \$362,753, inclusive of sales tax.

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



25. SUBJECT: A650 DC TRACTION MOTOR OVERHAUL [2017-0545](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month indefinite quantity/indefinite delivery Contract No. MA3280700 to Walco Electric Company for the overhaul of direct current (DC) traction motors for a not-to-exceed amount of \$1,188,440, subject to resolution of protest(s), if any.

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

**NON-CONSENT**

26. SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH [2017-0495](#)

**RECOMMENDATION**

Operations Employee of the Month

**Attachments:** [Employee of the Month September 2017](#)

27. SUBJECT: ORAL REPORT ON SYSTEM SAFETY, SECURITY AND OPERATIONS [2017-0496](#)

**RECOMMENDATION**

RECEIVE oral report on System Safety, Security and Operations.

**Attachments:** [EV Pilot Presentation](#)

46. SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE [2017-0601](#)

**RECOMMENDATION**

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

**Attachments:** [Attachment A - System-Wide Supporting Crime Data July 2017](#)  
[Attachment B- Supporting Crime Data July 2017](#)  
[Attachment C- Key Performance Indicators](#)

28. SUBJECT: CALTRANS PARK AND RIDE LOTS [2016-0758](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute amendments to the I-110 and I-105 Operations & Maintenance (O&M) Agreements to allow Metro to provide enhanced maintenance services for 17 Caltrans park & ride locations.

**Attachments:** [Attachment A - Caltrans Park and Ride Lots](#)  
[Attachment B - O&M Agreement Amendment Terms](#)  
[Attachment C - Budget Impact Edits](#)

**29. SUBJECT: BUS TIRE LEASING AND MAINTENANCE SERVICES** [2017-0520](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP83932000-39383 for the lease and maintenance of tires of Metro-operated bus fleet and servicing of non-revenue vehicle tires to The Goodyear Tire & Rubber Company for the period covering October 1, 2017 through September 30, 2022, in an amount not to exceed \$40,908,927, subject to resolution of protest(s), if any.

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

**30. SUBJECT: BUS STOP LIGHTING** [2017-0562](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the Los Angeles Department of Public Works-Bureau of Street Lighting (BSL) to execute the design and construction of bus stop security lighting under the Metro Enhanced Bus Stop Lighting project totaling \$750,000.

**Attachments:** [Attachment B - Department of Public Works Board Report.pdf](#)  
[Attachment A - Bus Stop Locations Needing Security Enhancement.pdf](#)

**31. SUBJECT: PARKING ENFORCEMENT SERVICES TRANSITION** [2017-0253](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the transition of parking enforcement services from Metro Transit Security and the Los Angeles Sheriff's Department (LASD) to the Parking Management unit; and
- B. AUTHORIZING the Chief Executive Officer to execute a five-year, firm fixed price Contract No. PS37647008 to SP+ Municipal Services, for parking enforcement services at Metro parking facilities serving Metro's transit system in the amount of \$4,599,446, subject to resolution of protest(s), if any.

**Attachments:** [Attachment A -Procurement Summary](#)  
[Attachment B - DEOD Summary](#)  
[Attachment C - Parking Enforcement Services Presentation](#)

## 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**

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**File #:** 2017-0527, **File Type:** Contract**Agenda Number:** 23.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
SEPTEMBER 21, 2017****SUBJECT: P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL  
ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, indefinite delivery/indefinite quantity Contract No. MA26495 to Dellner Incorporated, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Coupler assemblies, for a not-to-exceed amount of \$2,497,635 for the three year base period; \$24,600 for the first, one year option; and \$24,970 for the second, one year option; for a combined contract total of \$2,547,205, subject to resolution of protest(s), if any.

**ISSUE**

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul of 107 couplers for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the 50 rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

**DISCUSSION**

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its eighth year of operation. In order to ensure continued safety and reliability the coupler assembly requires overhaul at the eight year or 600,000 mileage intervals as defined by the Original Equipment Manufacturer (OEM). The coupler assembly consists of electrical, mechanical, and pneumatic components that wear out in time. The coupler is an integral system that provides the mechanical connection and electrical communications between vehicles (consist), and, therefore, it is critical to maintain the coupler systems in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly contract was approved in June 2017 and staff is currently requesting the approval of the coupler assembly contract.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the coupler

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assembly based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance defined schedule and with technical specifications requirements.

### **DETERMINATION OF SAFETY IMPACT**

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The coupler assembly overhaul services in support of the complete P2550 overhaul program will ensure that the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

### **FINANCIAL IMPACT**

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546.

Funding of \$450,967 for this Contract is included in the FY18 budget in cost center 3944, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

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

#### **Impact to Budget**

The planned source of funds for this project comes from local funding source TDA Article 4 which is eligible for Bus and Rail Operating or Capital Projects.

### **ALTERNATIVES CONSIDERED**

Deferral of this program is not recommended as the coupler assembly is a safety critical device that if not properly maintained could result in catastrophic events upon accidental decoupling, loss of braking and propulsion signaling between vehicles due to worn mechanical components, electrical contact pins and/or defective wiring, all of which impact vehicle safety and reliability. Should the coupler overhaul be deferred there would be a high risk to passenger safety, negative impact to vehicle availability and reliability and therefore, it is not recommended.

### **NEXT STEPS**

Overhaul of the P2550 Light Rail Vehicle Coupler assemblies will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in December 2017.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services

(213) 922-3144

Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,

(310) 816-6944

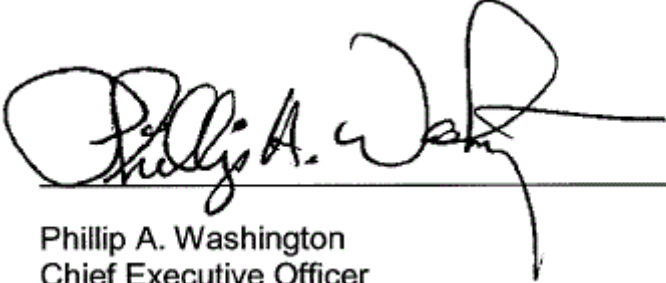
Russell Homan, Director, Rail Fleet Services, (626) 478-7831

Reviewed by:

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

Debra Avila, Chief Vendor/Contract Management Officer,

(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL / MA26495

1.	<b>Contract Number:</b> MA26495	
2.	<b>Recommended Vendor:</b> Dellner, Inc.	
3.	<b>Type of Procurement (check one):</b> <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> November 7, 2016	
	<b>B. Advertised/Publicized:</b> November 8, 2016	
	<b>C. Pre-Bid Conference:</b> January 10, 2017	
	<b>D. Bids Due:</b> February 28, 2017	
	<b>E. Pre-Qualification Completed:</b> February 28, 2017	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 14, 2017	
	<b>G. Protest Period End Date:</b> September 15, 2017	
5.	<b>Solicitations Picked up/Downloaded:</b> 9	<b>Bids Received:</b> 1
6.	<b>Contract Administrator:</b> Juelene Close	<b>Telephone Number:</b> 213-922-1066
7.	<b>Project Manager:</b> Russell Homan	<b>Telephone Number:</b> 626-471-7831

**A. Procurement Background**

This Board Action is to approve Contract No. MA26495 issued in support of Metro's P2550 Gold Line Vehicles to procure complete overhaul services of the Light Rail Vehicle coupler assemblies. The coupler connects the rail vehicles mechanically and electrically. Board approval of contract award is subject to resolution of any properly submitted protest.

The IFB was issued in accordance with Metro's Acquisition Policy and the contract type is a not-to exceed Indefinite Delivery, Indefinite Quantity (IDIQ).

Six amendments were issued during the solicitation phase of this IFB: MA26495

- Amendment No. 1, issued on November 15, 2016, revised critical IFB dates;
- Amendment No. 2, issued on November 22, 2016, clarified Workplace Drug and Alcohol Testing Programs and changed the bid due date;
- Amendment No. 3, issued on December 5, 2016, extended the bid due date;
- Amendment No. 4, issued on December 27, 2016, revised critical IFB dates;
- Amendment No. 5, issued on January 17, 2017, revised Technical Specification;
- Amendment No. 6, issued on February 10, 2017, revised Technical Specification.

Nine potential bidders downloaded the solicitation. A Pre-Bid Conference and site visit to view/inspect a coupler assembly was held on January 10, 2017. Two firms

attended the conference and job walk. One bid was received on February 28, 2017. The six month delay in presenting this item to the Board was driven by staff's re-evaluation and confirmation of the project requirements.

**B. Evaluation of Bids**

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The single bidder, Dellner Inc., was deemed a responsive responsible bidder, qualified to perform the overhaul services.

Metro conducted a market survey to determine the reasons for only receiving one bid. Several potential bidders indicated there was not adequate time to respond with a formal price bid even though Metro extended the bid due date on multiple occasions via formal Amendments to the IFB. Another potential bidder indicated that other business obligations and the time available to bid were factors in deciding not to make an offer.

None of the firms interviewed expressed any concerns regarding restrictions in Metro's specification or statement of work requirements. Based on the number of firms that received the bid, attended the Pre-Bid Conference and indicated an interest in the project, Metro determined that there was an adequate environment for competition and the single bidder, Dellner Inc. reasonably believed that other firms would likely participate in the solicitation.

**C. Price/Cost Analysis**

Based on an adequate environment of price competition, confirmed by market survey, the price of the single bid is considered fair and reasonable. Additionally, the price bid compares favorably to Metro's Estimating Department's Independent Cost Estimate (ICE). The bid price is 23.6% lower than the ICE.

<b>Bidder Name</b>	<b>Bid Amount</b>	<b>Metro ICE</b>
Dellner, Inc.	\$2,443,880.00	\$3,195,150.00

**D. Background on Recommended Contractor**

Dellner, Inc., located in Charlotte, NC, has been in business for 38 years. Dellner Inc. offers full train connection systems including couplers, gangways, hatches, and dampers. Dellner, Inc. offers after sales services based on modernizations, overhauls, repairs, technical support and training as well as maintenance services. Dellner, Inc. recently completed overhaul coupler services for the Port Authority of Allegheny County and has also provided overhaul services on Metro's Red Line P2550 coupler assemblies in the past. Dellner, Inc. has performed satisfactorily for Metro.



DEOD SUMMARY

P2550 LIGHT RAIL VEHICLE COUPLER OVERHAUL / MA26495

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 2% Small Business Enterprise (SBE) goal for this solicitation. Meeting the goal was neither a condition of award nor an issue of responsiveness. Dellner, Inc. did not make an SBE commitment.

Effective January 1, 2017, through Assembly Bill 2690, Metro was authorized to establish SBE/DVBE goals, as a condition of award, on non-federally funded IFBs; however, this procurement was advertised prior to the effective date of the new change. IFBs advertised after January 1, 2017, require bidders to meet or exceed SBE/DVBE goals to be eligible for award.

**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.



## File Summary

File Number	Title	Current Status
2017-0527	<p><b>Contract</b></p> <p>AUTHORIZE the Chief Executive Officer to award a 60-month, indefinite delivery/indefinite quantity Contract No. MA26495 to Dellner Incorporated, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Coupler assemblies, for a not-to-exceed amount of \$2,497,635 for the three year base period; \$24,600 for the first, one year option; and \$24,970 for the second, one year option; for a combined contract total of \$2,547,205, subject to resolution of protest(s), if any.</p> <p><b>Introduced:</b> 7/28/2017</p> <p><b>Meeting Date:</b> 9/21/2017</p> <p><b>Department:</b> Operations (Department)</p> <p><b>Drafter:</b> nazaryn@metro.net</p>	<p><b>Passed</b></p> <p><b>Controlling Body:</b> System Safety, Security and Operations Committee</p> <p><b>Sponsor(s):</b> Operations (Department)</p>

**Board Report**

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**File #:** 2017-0543, **File Type:** Contract**Agenda Number:** 24.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
SEPTEMBER 21, 2017****SUBJECT:** DIFFERENTIAL ASSEMBLY**ACTION:** AWARD CONTRACT**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month, indefinite delivery/indefinite quantity Contract no. MA41702000 to America Moving Parts, the lowest responsive and responsible bidder, for Differential Assemblies for a total contract amount of \$1,049,835; subject to resolution of protest (s), if any. The award is for a base year amount of \$343,541, inclusive of sales tax; option year 1 in the amount of \$343,541, inclusive of sales tax; and option year 2 in the amount of \$362,753, inclusive of sales tax.

**ISSUE**

The Bus Maintenance Midlife program targets buses at the mid-point of the bus life and includes major mechanical systems replacements and interior and exterior refurbishment. During the Midlife, the existing differential assembly will be replaced with a new assembly during the bus overhaul. Bus operating divisions also replace differential assemblies as needed on buses. This procurement is required to ensure differential assemblies are available for buses to continue revenue service without delays.

**DISCUSSION**

The bus differentials are a part of the rear axle assembly that contains a set of gears that take the rotation of the driveshaft from the engine through the transmission and applies a ratio from one rotation to over five to one to the axles and tires for driving the bus in either forward or reverse.

The contract to be awarded is a "requirements type" agreement in which we commit to order up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order the maximum quantity of differential assemblies. The bid quantities are estimates only, with deliveries to be ordered and released as required.

**DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

The funding of \$200,398 for these products is included in the FY18 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under line 50441, Parts - Revenue Vehicle and in Central Maintenance cost center 3366, under project 203036 Bus Midlife Project and line item 50441, Parts - Revenue Vehicle.

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

## **Impact to Budget**

The source of funds for this procurement will come from Federal formula funds, State MSRC, Proposition C 40%, and Enterprise Operating Funds including fares. These sources are eligible for Bus Operating or Capital projects. Use of these funding sources maximizes established funding provisions and guidelines.

## **ALTERNATIVES CONSIDERED**

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

## **NEXT STEPS**

Metro's requirements for differential assemblies will be fulfilled under the provisions of the contract.

## **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Nathan Jones, Director of Contract Administration, (213) 922-6101  
Amy Romero, Senior Director Central Maintenance, (213) 922 - 5709

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## DIFFERENTIAL ASSEMBLY / MA41702000

1.	<b>Contract Number:</b> MA41702000	
2.	<b>Recommended Vendor:</b> American Moving Parts, 4408 Worth Street, Los Angeles, CA 90063	
3.	<b>Type of Procurement (check one):</b> <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	A. Issued: 6/22/17	
	B. Advertised/Publicized: 6/22/17	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 7/25/17	
	E. Pre-Qualification Completed: 8/10/17	
	F. Conflict of Interest Form Submitted to Ethics: 8/02/17	
	G. Protest Period End Date: 9/19/17	
5.	<b>Solicitations Picked up/Downloaded:</b> 12	<b>Bids Received:</b> 6
6.	<b>Contract Administrator:</b> Tanya Allen	<b>Telephone Number:</b> 213/922-1018
7.	<b>Project Manager:</b> Alex DiNuzzo	<b>Telephone Number:</b> 213/922-5860

**A. Procurement Background**

This Board Action is to approve Contract No. MA41702000 issued in support of differential assembly 4.89 ratio. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. MA41702 was issued in accordance with Metro's Acquisition Policy and the contract type is a fixed unit price indefinite delivery, indefinite quantity.

No amendments were issued. A total of six bids were received on July 25, 2017.

**B. Evaluation of Bids**

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

1. American Moving Parts
2. Axletech LLC
3. Gillig LLC
4. Muncie Reclamation & Supply
5. Neopart Transit LLC
6. The Aftermarket Parts (New Flyer)

All companies were determined to be in full compliance with the bid and technical requirements. Axletech LLC bid an approved equal.

**C. Price Analysis**

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

<b>Bidder Name</b>	<b>Bid Amount</b>	<b>Metro ICE</b>
American Moving Parts	\$1,049,835	\$1,211,400
Neopart Transit, LLC	\$1,108,573	
Gillig, LLC	\$1,109,903	
Muncie Reclamation & Supply	\$1,180,373	
The Aftermarket Parts (New Flyer)	\$1,185,241	
Axletech, LLC	\$1,538,712	

**D. Background on Recommended Contractor**

The recommended firm, American Moving Parts (AMP), located in Los Angeles, CA has been in business for 14 year, and is a leader in brake parts. AMP has provided differentials and various related products to other agencies including City of Los Angeles, Metro St. Louis, Santa Monica Big Blue Bus, Orange County Transportation Authority (OCTA), and Omni Transportation Authority, San Bernardino. In the past, AMP has provided satisfactory products and services to Metro.

DEOD SUMMARY

DIFFERENTIAL ASSEMBLY / MA41702000

**A. Small Business Participation**

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Race Conscious Disadvantaged Business Enterprise (DBE) goal for this procurement due to lack of subcontracting opportunities. The Differential ASM 4.89 Ratio 71000 Series Axle is an Original Equipment Manufacturer (OEM) part, which is shipped directly to Metro. American Moving Parts, LLC did not make a DBE Commitment.

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

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

**C. Prevailing Wage Applicability**

Prevailing wages are not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



**Board Report**

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**File #:** 2017-0545, **File Type:** Contract**Agenda Number:** 25.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
SEPTEMBER 21, 2017****SUBJECT:** A650 DC TRACTION MOTOR OVERHAUL**ACTION:** APPROVE CONTRACT AWARD**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month indefinite quantity/indefinite delivery Contract No. MA3280700 to Walco Electric Company for the overhaul of direct current (DC) traction motors for a not-to-exceed amount of \$1,188,440, subject to resolution of protest(s), if any.

**ISSUE**

This procurement is for the overhaul of 120 DC traction motors as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Accomplishing overhaul activities will ensure the 30 car DC traction motor fleet remains in a constant State of Good Repair (SGR) and that our fleet is assessed based on condition in an effort to proactively increase passenger safety, vehicle availability and performance.

**DISCUSSION**

The A650 car DC traction Heavy Rail Vehicle Fleet is in its 25<sup>th</sup> year of revenue operations with over 800,000 miles of service per vehicle. To ensure a continued level of vehicle performance and in accordance with the OEM recommended guidelines, the traction motor overhaul is required at the 250,000 mile interval. This is a new Contract to replace the existing overhaul contract currently in use that expires on December 12, 2017.

The DC traction motor is a primary component of the vehicle propulsion system that electrically propels the vehicle and if not properly maintained, is subject to failures with negative impact to vehicle performance, reliability and passenger safety.

DC traction motors include electrical and mechanical components that wear out requiring both routine maintenance and overhaul for sustained reliability and equipment longevity. Moreover, these components require specialized tooling, fixtures, and training that is beyond in-house Metro staff capabilities. The contractor will perform overhaul services in accordance with the OEM Maintenance Manuals and Metro engineering technical specifications. The production schedule includes a maximum of four traction motors per month.

**DETERMINATION OF SAFETY IMPACT**

Safety of our passengers and employees is of the utmost importance to Metro and, therefore, it is imperative to maintain the A650 fleet to the highest standards. The contract award for DC traction motor overhaul services will ensure that the motors are overhauled in accordance with regulatory standards, according to the defined schedule and within Metro's internal maintenance standards, policies and procedures.

### **FINANCIAL IMPACT**

Funding in the amount of \$118,844 for this procurement is included in the FY18 budget in cost center 3942, Rail Fleet Services Maintenance, under project number 300044, line item 50441, Parts - Revenue Vehicle. Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

### **Impact to Budget**

The FY18 funding for this Contract will come from the Enterprise Fund. These funds are eligible to be used for rail operations and capital projects. No other sources of funds were considered for this project because these are the designated funds available for rail operations. This procurement is part of the on-going maintenance costs of the rail fleet services program.

### **ALTERNATIVES CONSIDERED**

The alternative to defer A650 DC traction motor overhaul work is not recommended as doing so could increase the agency's exposure to risk and internal motor components could be subject to increased mechanical failures which would have a negative impact on safety, service and vehicle reliability. Deferral of A650 DC traction motor overhaul work can also result in bearing failures and damage to electrical components (e.g. commutator, windings, and electrical shuts) which could lead to short circuiting and electrical fires within tunnel operations.

### **NEXT STEPS**

Overhaul of the DC traction motors will continue in accordance with OEM and Metro's preventive and equipment overhaul requirements. If approved, the contractor is scheduled to commence DC traction motor overhaul services in December 2017.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## A650 DC TRACTION MOTOR OVERHAUL / MA3280700

1.	<b>Contract Number:</b> MA3280700	
2.	<b>Recommended Vendor:</b> Walco Electric Company	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 4/27/17	
	<b>B. Advertised/Publicized:</b> 5/1/17; 5/5/17,5/15/17	
	<b>C. Pre-Proposal Conference:</b> 5/9/17	
	<b>D. Proposals Due:</b> 6/5/17	
	<b>E. Pre-Qualification Completed:</b> 8/21/17	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 7/19/17	
	<b>G. Protest Period End Date:</b> 9/15/17	
5.	<b>Solicitations Picked up/Downloaded:</b> 12	<b>Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Jean Davis	<b>Telephone Number:</b> 213/922-1041
7.	<b>Project Manager:</b> Fred Kan	<b>Telephone Number:</b> 213/922-3304

**A. Procurement Background**

This Board Action is to approve Contract No. MA3280700 in support of Metro's A650 Red Line Heavy Rail Vehicle (HRV) to procure services required for the complete overhaul and repair of the DC traction motors. Board approval of contract awards are subject to resolution of any properly submitted protest.

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

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

- Amendment No. 1, issued on May 15, 2017, revised the critical dates, established the Pre-Proposal Conference date, and extended the proposal due date;
- Amendment No. 2, issued on May 24, 2017, revised the specifications and proposal price form and extend the proposal due date.

A Pre-Proposal Conference was held on May 9, 2017, and was attended by nine participants and represented by two firms. A total of five proposals were received on May 9, 2017.

## **B. Evaluation of Proposals**

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP procurement process. All proposers were deemed technically acceptable to perform the DC Traction Motor overhaul services. The five proposals received are listed in alphabetical order below:

	<b>Proposer Name</b>	<b>Proposal Amount</b>
1.	Dahl-Beck Electric Company	\$1,468,760.00
2.	RAM Industrial Services, LLC	\$1,519,981.00
3.	Sherwood Electro Motion Inc.	\$1,395,424.00
4.	Swiger Coil Systems, Inc.	\$1,605,040.00
5.	Walco Electric Company	\$1,188,440.00

Metro evaluated each proposal to determine technical compliance and acceptability on a pass/fail basis. All five firms met the technical acceptability requirements and the award recommendation is made to the lowest price technically acceptable firm. Walco Electric Company, the lowest price proposer, was found to be in full compliance with the RFP and technical requirements.

## **C. Price Analysis**

This procurement was a TALP. Walco Electric offered the lowest total price proposal. The recommended total proposal price from Walco Electric has been determined to be fair and reasonable based upon adequate price competition, in accordance with TALP RFP requirements.

<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>
Walco Electric Company	\$1,188,440.00	\$2,400,000.00

## **D. Background on Recommended Contractor**

The recommended firm, Walco Electric Company, has been in business since 1937 and has specialized in transit and commuter rail business since 1995. Walco's Rail Transportation Group specializes in rebuilding, rewinding and remanufacturing of AC and DC traction motors, generators and auxiliary equipment. The firm's current customer base includes New York City Transit, Long Island Transit Authority, Metro North, SEPTA, WMATA, and MBTA. Walco also currently has a contract with Southern California Regional Rail Authority (SCRRA) Metrolink.

DEOD SUMMARY

A650 DC TRACTION MOTOR OVERHAUL / MA3280700

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation based on the lack of subcontracting opportunities. Walco Electric Company did not make an SBE/DVBE commitment.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

**C. Prevailing Wage Applicability**

Prevailing wages are not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



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

## Board Report

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**File #:** 2017-0495, **File Type:** Oral Report / Presentation

**Agenda Number:** 26.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
SEPTEMBER 21, 2017**

**SUBJECT: OPERATIONS EMPLOYEE OF THE MONTH**

**RECOMMENDATION**

Operations Employee of the Month

# September Employees of the Month





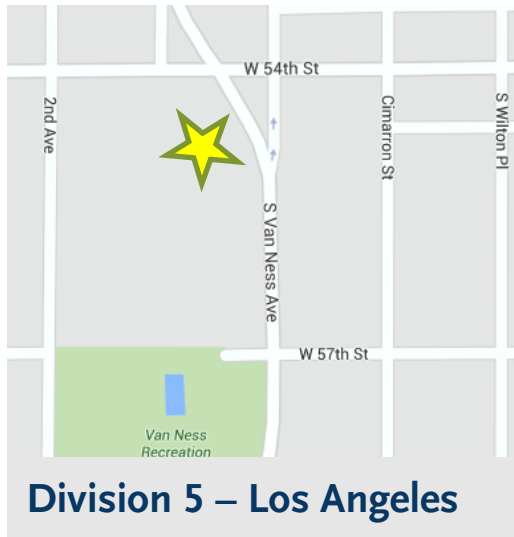
# Employees of the Month



## Transportation

### Bus Operator

Javier Lopez

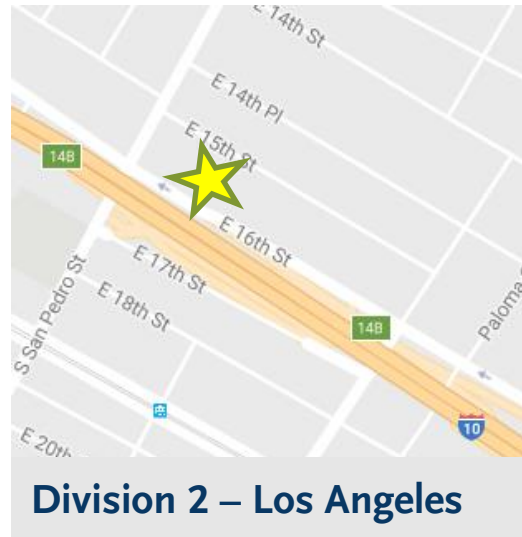


Division 5 – Los Angeles

## Maintenance

### Mechanic A

Joe Moreno

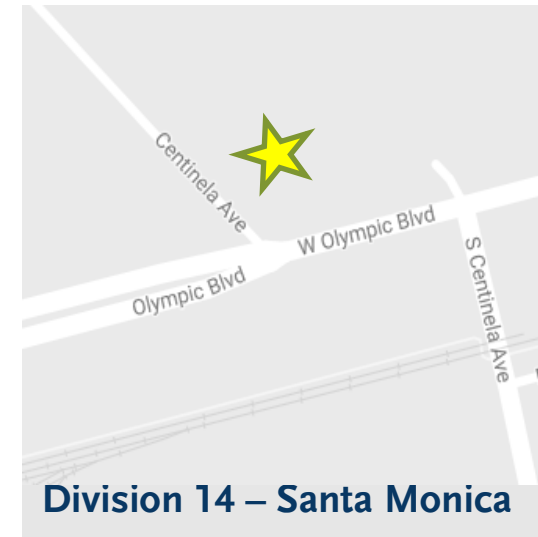


Division 2 – Los Angeles

## Logistics

### Storekeeper

Joaquin Rosas



Division 14 – Santa Monica



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

## Board Report

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**File #:** 2017-0496, **File Type:** Oral Report / Presentation

**Agenda Number:** 27.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 21, 2017

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

#### **RECOMMENDATION**

RECEIVE oral report on System Safety, Security and Operations.

# Non-Revenue Fleet Electric Vehicle (EV) Pilot Project

*Operations*

*In partnership with Environmental Compliance & Sustainability and General Services*



**Metro**

# GOAL

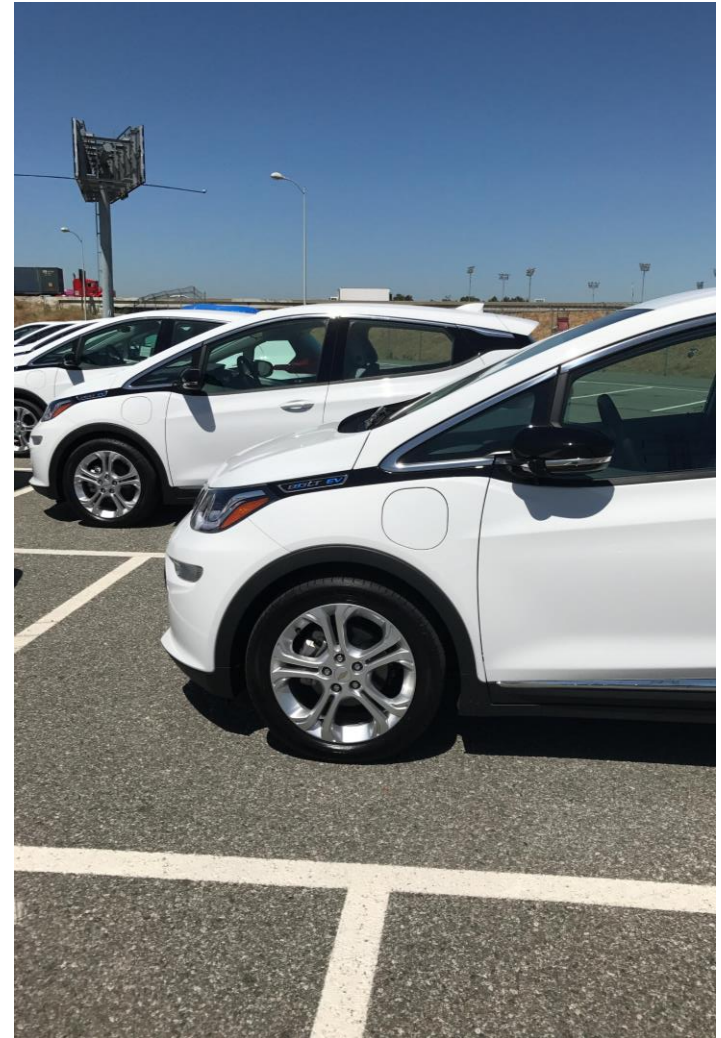
Evaluate the economic viability and suitability of replacing conventional non-revenue fleet vehicles with Electric Vehicles (EVs)





## PILOT DETAILS

- 10 Chevy Bolt EVs procured for vehicle pool and manager use
- EV charging infrastructure installed at Gateway, Division 13, 18 and CMF
- On-board and networked charger data collection
- Online EV driver training



## BENEFITS

- Lower maintenance costs
- Lower fuel costs
- State & regional emission reduction goals
- Sustainable power source
- Public health improvements
- Reduced energy dependence



**Metro**

# CHALLENGES

- Driving range
- Recharge time
- Vehicle cost
- Charging infrastructure
- Charging logistics
- Driver education



## MEASUREMENT AND VERIFICATION OF PILOT

Collect and evaluate data to determine Total Cost of Ownership (TCO) and viability:

- User data
  - Vehicle use, miles driven & typical charge period
- Infrastructure
  - Required quantity of chargers and location
- Maintenance and operating expenses
  - Fuel cost, maintenance cost & battery/vehicle longevity



**Metro**

\*See appendix for TCO matrix and Bolt selection criteria



## NEXT STEPS

- Expand pilot project and replace additional conventional fleet vehicles with EVs
- Evaluate alternate EV manufacturers and models that meet Metro criteria, as developed in pilot
- Evaluate additional non-revenue uses for EV deployment



Picture	Year, Make, and Model	Passenger Volume	Electric Motor /Battery	Time to Charge with Level 2 (240V)	Range with Full Tank / Charge	Fuel Economy Miles Per Gallon (MPG) & Equivalent (MPGe)	Grams CO <sub>2</sub> per vehicle mile traveled <sup>1</sup>	MSRP (Rebate) <sup>2</sup>	Operating Costs			Total Cost of Ownership (10 Years)	Cost per Mile
									Fuel <sup>3</sup>	Maintenance and Repair <sup>4</sup>	Residual Value <sup>5</sup>		
	2017 Hyundai Ioniq Electric	96 ft <sup>3</sup>	88 kW	4 hours	124	MPGe 150 City 122 Highway 136 Combined	100	TBD \$10,000	\$3,250	\$3,656	-\$3,600	TBD	TBD
	2017 BMW i3 BEV	84 ft <sup>3</sup>	125 kW	5 hours	114	MPGe 129 City 106 Highway 118 Combined	120	\$43,600 \$10,000	\$3,770	\$3,656	-\$4,360	\$36,666	\$0.38
	2017 Chevrolet Bolt	95 ft <sup>3</sup>	150 kW	9.3 hours	238	MPGe 128 City 110 Highway 119 Combined	110	\$36,000 \$10,000	\$3,640	\$3,656	-\$3,600	\$29,696	\$0.31
	2017 Kia Soul Electric	97 ft <sup>3</sup>	81 kW	4 hours	93	MPGe 120 City 92 Highway 105 Combined	130	\$37,500 \$10,000	\$4,160	\$3,656	-\$3,750	\$31,566	\$0.33
	2017 Toyota Camry Hybrid LE	103 ft <sup>3</sup>	2.5 L, 4 cyl	N/A	680	MPG 42 City 38 Highway 40 Combined	260	\$26,790	\$5,900	\$6,770	-\$2,679	\$39,441	\$0.37
	2017 Honda Accord Hybrid	103 ft <sup>3</sup>	2.0 L, 4 cyl	N/A	758	MPG 49 City 47 Highway 48 Combined	223	\$29,000	\$4,917	\$6,770	-\$2,900	\$40,667	\$0.38
	2017 Hyundai Sonata Hybrid SE	106 ft <sup>3</sup>	2.0 L, 4 cyl	N/A	777	MPG 39 City 45 Highway 42 Combined	274	\$26,000	\$5,619	\$6,770	-\$2,600	\$38,370	\$0.36
	2017 Chevrolet Malibu Hybrid	100 ft <sup>3</sup>	1.8 L, 4 cyl	N/A	598	MPG 49 City 43 Highway 46 Combined	222	\$27,875	\$5,130	\$6,770	-\$2,788	\$39,756	\$0.37

<sup>1</sup> Data from [www.fueleconomy.gov](http://www.fueleconomy.gov)

<sup>2</sup> California Air Resources Board Clean Car Rebate (\$10,000/vehicle) is available for the first 30 vehicles for public fleets

<sup>3</sup> Assumes Total Mileage of 100,000 per vehicle and a fuel cost for Gasoline (\$2.36/gallon) and Electricity (\$0.13/kWh)

<sup>4</sup> Maintenance Cost Methodology provided by Metro Non-Revenue Staff

<sup>5</sup> Residual Value is estimated at 10% of the MSRP (Including Rebate for BEV)



Thank you



Metro®



## Board Report

File #: 2017-0601, File Type: Informational Report

Agenda Number: 46.

**REVISED**  
**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE**  
**SEPTEMBER 21, 2017**

**SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE Monthly Update on Transit Policing Performance.

**ISSUE**

This report reflects July 2017 performance data as reported under the new transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets, and a multi-agency law enforcement deployment strategy by the Los Angeles County Sheriff's Department (LASD), Los Angeles Police Department (LAPD), and the Long Beach Police Department (LBPD). The information in this report summarizes system-wide Part 1 and 2 crime data, average emergency response times, assaults on bus operators, and Metro's fare compliance efforts. Five (5) of the six (6) new Key Performance Indicators (KPI) are introduced in the current report. The final KPI will be forthcoming when technology issues are resolved (Attachment C).

The full deployment began on July 1<sup>st</sup>, so it is important to note that the 26.2% increase in July's part 1 crime activity is due in large part to two basic factors: 1) High visibility staffing resulting in more officers and deputies patrolling the system; 2) a high ratio of proactive work on the part of officers and deputies. More than 85% of July's enforcement activities were self-initiated by officers and deputies on patrol, rather than relying on 911 calls alone. Staff expects reported crimes will stabilize over time as the high visibility model achieves the goal of crime prevention.

**DISCUSSION**

The key highlights for July 2017:

**New Multi-Agency Deployment Strategy:**

As of July 1<sup>st</sup>, all of Metro's law enforcement partners have achieved full mobilization. The LAPD has assumed 100% of the patrol and response duties within the City of Los Angeles; the LASD redeployed their personnel to Metro service areas outside of Los Angeles and Long Beach; The LBPD has assumed patrol and response duties for eight (8) Metro Blue Line stations within the City

of Long Beach.

Metro fully executed the contract agreements with LAPD and LBPB prior to July 1. The Los Angeles County Board of Supervisors approved the Metro/LASD contract in August. Metro's contract with LASD takes effect September 1, 2017.

### **Physical Security Improvements:**

The Systems Security and Law Enforcement division continues to provide a secure and safe environment for our patrons and employees. During the last few months, Metro staff have partnered with the Transportation Security Administration (TSA) to test a person-borne explosive screening device at Metro. Staff continues to leverage the relationship with TSA to bring the newest technology to our operations.

Staff has assigned private security guards to safeguard critical infrastructure at fixed facilities and rail stations. Furthering the physical security improvements, staff has initiated a procurement to conduct an assessment of critical infrastructure needs and the mitigation methods needed to protect the facilities.

### **Significant Activities:**

#### **Los Angeles Police Department**

- **7/17/17-** A male adult suspect riding the Orange Line grabbed the buttocks of a female passenger and was later arrested for sexual battery.
- **7/17/17-** An intoxicated male suspect riding the Orange Line inappropriately touched a female rider on her arms and chest. The suspect was initially arrested for battery; the charge was later amended to sexual battery.
- **7/29/17-** A Gold Line rider reported that he had been inappropriately touched by another rider, who then stole his tap card. Responding officers made contact with the victim and arrested the suspect at the scene. The suspect was placed under arrest for theft and sexual battery.

#### **Long Beach Police Department:**

- **7/6/17-** LASD Transit Bureau called LBPB dispatch advising that a group of juveniles committed a robbery on the Green Line, then fled southbound on the Blue Line towards Long Beach. A LBPB Sergeant, working Metro Transportation overtime, located and detained the group near Pacific Coast Highway and Linden Avenue. The subsequent joint investigation conducted by LASD and LBPB led to the arrest of the six juveniles and recovery of some of the stolen items.
- **7/26/17-** While patrolling the Downtown Long Beach Station, two LBPB officers witnessed a theft in progress - a rider stealing a backpack from a sleeping passenger on the train. The

officers detained and arrested the suspect for theft.

- **7/30/17**- LBPD Metro and Patrol units were dispatched to the Pacific Coast Highway Station regarding a strong-arm robbery. The victim reported the suspect pushed him off the platform and onto the tracks, and then attacked the victim and stole his backpack. LBPD officers located and arrested the suspect. The victim sustained moderate injuries and was treated at a local hospital.

#### **Los Angeles County Sheriff:**

- **7/4/17**- Units responded to a business disturbance call of a person refusing to exit the train at Santa Monica Station. Upon arrival, they found a male adult who was unresponsive and no pulse could be detected. Paramedics were requested and the deputies performed chest compressions until a pulse was detected. Patient transported to St. Johns hospital.
- **7/6/17**- A deputy was flagged down while on patrol of the Expo Line. The deputy observed a male threatening to jump from the overpass onto the I-110 freeway - he had one leg over the pedestrian guardrail. The deputy approached and grabbed the suicidal person before he jumped. The individual was later transported to a local hospital to receive care.
- **7/16/17**- A deputy arrested a male suspect for various identity theft, forgery, and theft violations at the Lakewood Green Line Station. The deputy initially observed the suspect parked in a handicapped parking spot without a placard. The deputy made contact and determined the suspect was wanted on a warrant out of Orange County. After arresting the suspect, the deputy discovered multiple items of miscellaneous identity theft articles in his possession.

#### **Community and Problem Oriented Policing Activities:**

Transit law enforcement attended the following community events during the month of July:

- 1<sup>st</sup> Anniversary of the Metro Bike Program Event
- LAPD Safe Summer Tip Off Event

#### **Homeless Action Plan**

In spring 2016, Metro created a Metro Homeless Task Force to address the homeless that have turned to Metro system and properties for alternative shelter. Out of that Task Force, Metro created the Metro Transit Homeless Action Plan which was presented to the Metro Board of Directors in February 2017. The Action Plan's main goals are to enhance the customer experience, maintain a safe and secure system and provide coordinated homeless outreach to those homeless in need. Parts of that plan's components include Metro's coordination with County and City Measure H and Measure HHH. The plan also calls for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as motioned by Metro's Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless to ultimately get them in housing resources.

*Metro's C3 Homeless Outreach Teams:*

Metro's C3 Homeless Outreach teams' twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro's C3 Homeless Outreach teams Metro's C3 teams have provided substantial homeless outreach-- with 1250 homeless contacts, 923 of which have been unduplicated. Of these contacts, 142 individuals have been placed into permanent housing resources.

C3 Homeless Outreach May 22, 2017 through July 31, 2017:

Performance Measure	Fiscal Year to Date Number Served
Number of initiated contacts with unduplicated individuals	1250
Number of Unduplicated individuals engaged	923
Number of Unduplicated individuals provided services (obtaining vital documents, follow-up activities, transportation, CES packet, clinical assessment, etc.) or successful referral (supportive services, benefits linkage etc.)	309
Number of unduplicated individuals engaged who are successfully linked to an interim housing resource	40
Number of unduplicated individuals engaged who are linked to a permanent housing resource	102
Number of unduplicated individuals engaged who are permanently housed	3

**Race Snapshot of Metro Bus and Rail Homeless:**

Race	Percentage
Asian / Pacific Islander	1%
Black/ African- American	75%
Hispanic/ Latino	10%
White/ Caucasian	12%
Other/ Unknown	2%

*New Homeless Encampment Identified:* An area along the Blue Line north of Carson Street and south of Del Amo Boulevard has been identified as having homeless encampments. This is outside of the Blue Line right-of-way, but is readily visible from both north and southbound trains. Metro Transportation officers are working with the North Division Patrol Resource Officer and Multi-Service Center personnel in an attempt to remove the encampments.

*New Homeless Encampment Identified:* The eastern portion of Veterans Park, which is north of the

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Willow Street Station, has been identified as an emerging transient encampment. This is outside of the Blue Line right-of-way, but is readily visible from both north and southbound trains. Metro Transportation officers are working with the West Division Patrol Resource Officer and Multi-Service Center personnel in an attempt to remove the emerging encampment.

The LASD Transit Mental Evaluation Teams (TMET) have been proactively working with various agencies and help groups to continue to provide services for the patrons of the Metro system. They made over 451 contacts with person's in need, resulting in 27 being transported to outreach services and 11 being committed for 5150 WIC. They participated in the clean-up of the area near the Slauson Pax on the Blue Line, which was related to two power outages on the Metro Blue Line.

## **ATTACHMENTS**

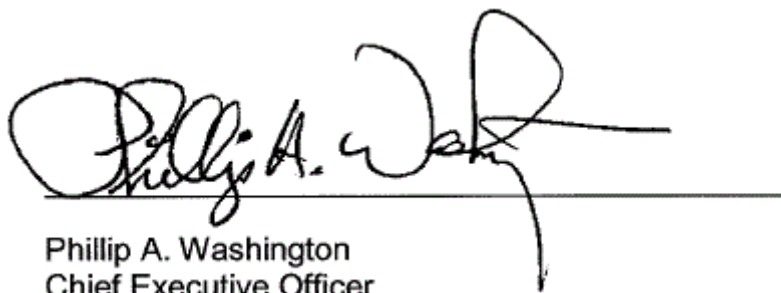
Attachment A - System-Wide Law Enforcement Overview July 2017

Attachment B - Supporting Crime Data July 2017

Attachment C- Key Performance Indicators

Prepared by: Alex Z Wiggins, Chief, 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

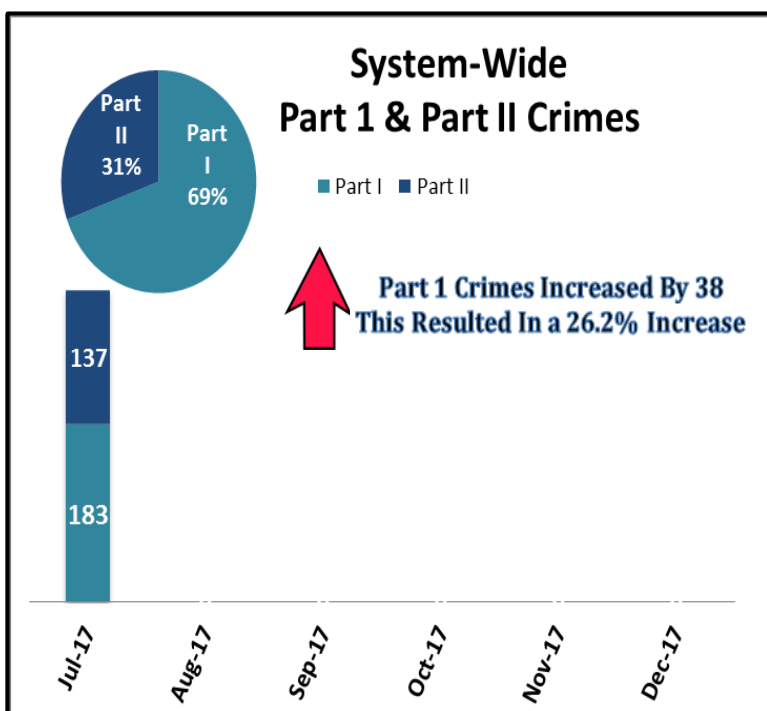


# METRO'S SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JULY 2017

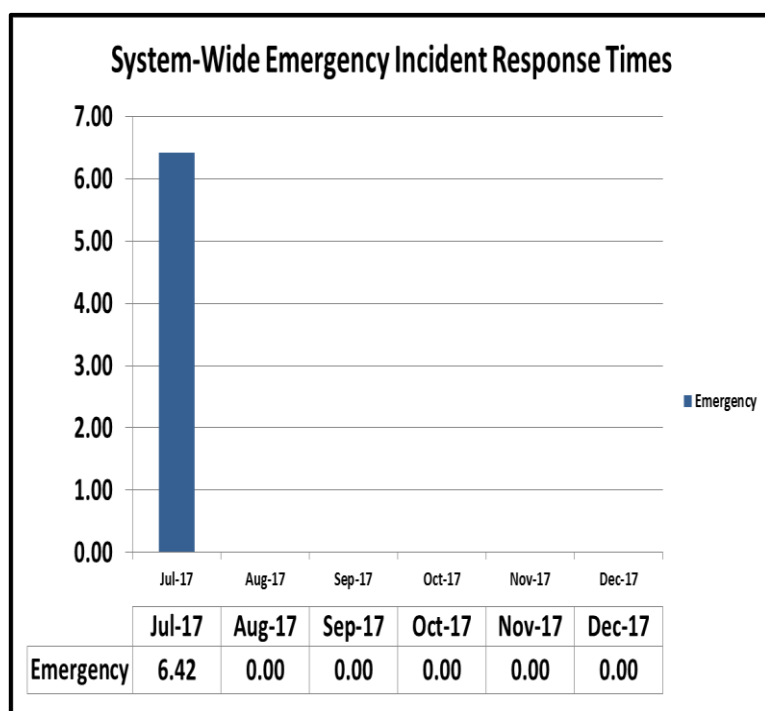
Attachment A

## System Wide Part I & Part II Crimes



Comparing part 1 crimes from the same period last year, there were 145 part 1 crimes, which is a 26.2% increase from last year. Comparing part 2 crimes, there were 144 part 2 crimes, which is a 4.8% decrease

## Average Emergency Response Times



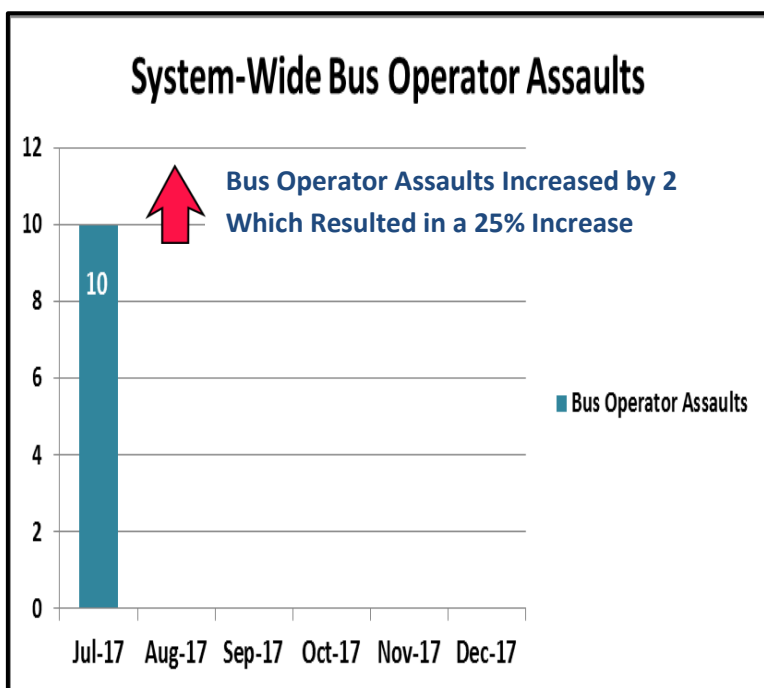
For the month of July, the system-wide emergency response time was 6.42 minutes

# METRO'S SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JULY 2017

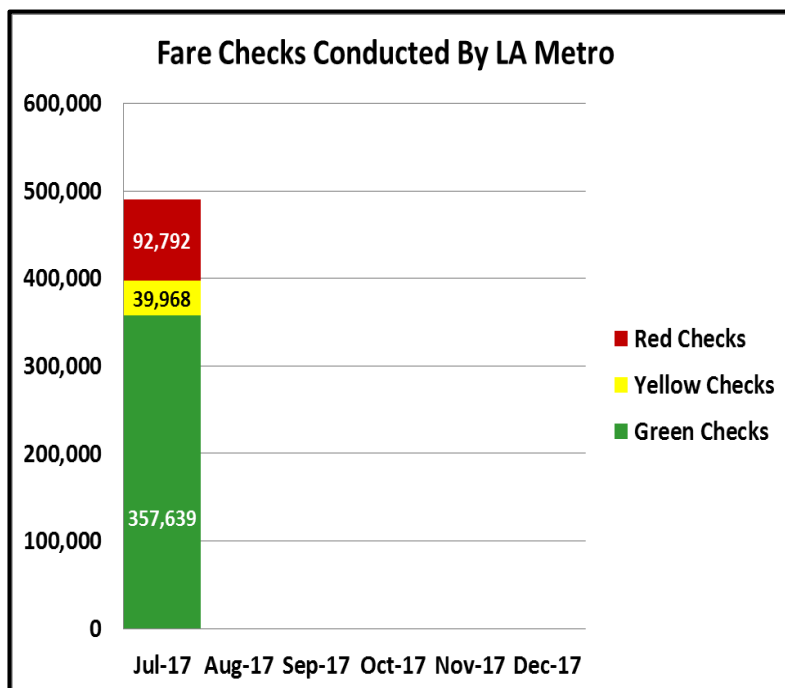
Attachment A

## Bus Operator Assaults



For the month of July, there were a total of 10 Bus Operator Assaults. Comparing the Bus Operator Assaults from the same period last year, there were 8 Operator Assaults, which is a 25% increase

## Fare Compliance



**Red Checks**- Occurs when a patron fails to TAP during their trip

**Yellow Checks**- Occurs when a patron fails to TAP at a transfer point

**Green Checks**- Occurs when a patron has valid fare and has tapped at all locations

# BLUE LINE-JULY

REPORTED CRIME - JULY				
PART 1 CRIMES	LAPD	LASD	LBPD	YTD
Homicide	0	0	0	0
Rape	1	0	0	1
Robbery	0	4	2	6
Agg Assault	1	2	8	11
Agg Assault on Op	0	0	0	0
Burglary	0	0	0	0
Grand Theft	0	5	0	5
Petty Theft	0	4	4	8
Motor Vehicle Theft	0	1	0	1
Burg/Theft From Vehicle	0	0	0	0
Arson	0	0	0	0
<b>SUB-TOTAL</b>	<b>2</b>	<b>16</b>	<b>14</b>	<b>32</b>
<b>Selected Part 2 Crimes</b>				
Battery	4	2	0	6
Battery Rail Operator	0	0	0	0
Sex Offenses	0	1	1	2
Weapons	0	1	0	1
Narcotics	0	3	4	7
Trespassing	0	1	0	1
Vandalism	0	4	0	4
<b>SUB-TOTAL</b>	<b>4</b>	<b>12</b>	<b>5</b>	<b>21</b>
<b>TOTAL</b>	<b>6</b>	<b>28</b>	<b>19</b>	<b>53</b>

Part 1 CRIMES PER STATION		
Station	JULY	YTD
7th/Metro	0	0
Pico	0	0
Grand	0	0
San Pedro	0	0
Washington	1	1
Vernon	0	0
Slauson	1	1
Florence	2	2
Firestone	5	5
103rd St	1	1
Willowbrook	2	2
Compton	1	1
Artesia	3	3
Del Amo	2	2
Wardlow	1	1
Willow	1	1
PCH	3	3
Anaheim	4	4
5th St	1	1
1st St	0	0
Transit Mall	4	4
Pacific	0	0
Rail Yard	0	0
<b>Total</b>	<b>32</b>	<b>32</b>

## Blue Line Highlights

The Blue Line had 2 more part 1 crimes than the same period last year, which is a 6% increase

ARRESTS - JULY				
TYPE	LAPD	LASD	LBPD	YTD
Felony	1	7	11	19
Misdemeanor	2	35	85	122
<b>TOTAL</b>	<b>3</b>	<b>42</b>	<b>96</b>	<b>141</b>

CITATIONS - JULY				
TYPE	LAPD	LASD	LBPD	YTD
Other Citations	0	8	327	335
Vehicle Code Citations	0	63	49	112
<b>TOTAL</b>	<b>0</b>	<b>71</b>	<b>376</b>	<b>447</b>

CALLS FOR SERVICE - JULY				
TYPE	LAPD	LASD	LBPD	YTD
Routine	N/A*	21	9	30
Priority	N/A*	99	99	198
Emergency	N/A*	77	48	125
<b>TOTAL</b>	<b>0</b>	<b>197</b>	<b>156</b>	<b>353</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE			
TYPE	LAPD	LASD	LBPD
Dispatched	16%	9%	13%
Proactive	84%	91%	87%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
LINE	JULY
Blue Line-LAPD	89%
Blue Line-LASD	N/A*
Blue Line-LBPD	60%

\*N/A= LASD was not able to provide data

GRADE CROSSING OPERATIONS - JULY				
LOCATION	LAPD	LASD	LBPD	YTD
Wardlow Station			4	4
Washington Station	3			3
Willowbrook		1		
103rd St	2			2
<b>TOTAL</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>9</b>

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

# GREEN LINE-JULY

REPORTED CRIME - JULY			
PART 1 CRIMES	LAPD	LASD	YTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	5	7
Agg Assault	1	1	2
Agg Assault on Op	0	0	0
Burglary	0	2	2
Grand Theft	1	2	3
Petty Theft	0	2	2
Motor Vehicle Theft	0	9	9
Burg/Theft From Vehicle	0	3	3
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>4</b>	<b>24</b>	<b>28</b>
<b>Selected Part 2 Crimes</b>			
Battery	0	3	3
Battery Rail Operator	0	0	0
Sex Offenses	0	0	0
Weapons	0	1	1
Narcotics	0	2	2
Trespassing	0	0	0
Vandalism	0	2	2
<b>SUB-TOTAL</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>TOTAL</b>	<b>4</b>	<b>32</b>	<b>36</b>

PART 1 CRIMES PER STATION		
Station	JULY	YTD
Redondo Beach	1	1
Douglas	0	0
El Segundo	0	0
Mariposa	0	0
Aviation	0	0
Hawthorne	0	0
Crenshaw	3	3
Vermont	3	3
Harbor	3	3
Avalon	1	1
Willowbrook	4	4
Long Beach	6	6
Lakewood	7	7
Norwalk	0	0
<b>Total</b>	<b>28</b>	<b>28</b>

ARRESTS - JULY			
TYPE	LAPD	LASD	YTD
Felony	0	17	17
Misdemeanor	2	34	36
<b>TOTAL</b>	<b>2</b>	<b>51</b>	<b>53</b>

CITATIONS - JULY			
TYPE	LAPD	LASD	YTD
Other Citations	0	12	12
Vehicle Code Citations	0	52	52
<b>TOTAL</b>	<b>0</b>	<b>64</b>	<b>64</b>

CALLS FOR SERVICE - JULY			
TYPE	LAPD	LASD	YTD
Routine	N/A*	16	16
Priority	N/A*	53	53
Emergency	N/A*	103	103
<b>TOTAL</b>	<b>0</b>	<b>172</b>	<b>172</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	15%	9%
Proactive	85%	91%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JULY
Green Line-LAPD	89%
Green Line-LASD	N/A*

\*N/A= LASD was not able to provide data

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

## Green Line Highlights

The Green Line had 7 less part 1 crimes than the same period last year, which is a 25% decrease

# EXPO LINE-JULY

REPORTED CRIME - JULY			
PART 1 CRIMES	LAPD	LASD	YTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	0	2
Agg Assault	0	0	0
Agg Assault on Op	0	0	0
Burglary	0	0	0
Grand Theft	5	0	5
Petty Theft	4	4	8
Motor Vehicle Theft	0	0	0
Burg/Theft From Vehicle	1	0	1
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>12</b>	<b>4</b>	<b>16</b>
<b>Selected Part 2 Crimes</b>			
Battery	1	2	3
Battery Rail Operator	0	0	0
Sex Offenses	0	0	0
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	1	1
<b>SUB-TOTAL</b>	<b>1</b>	<b>3</b>	<b>4</b>
<b>TOTAL</b>	<b>13</b>	<b>7</b>	<b>20</b>

Part 1 Crimes per Station		
Station	July	YTD
7th/Metro	2	2
Pico	0	0
23rd St	0	0
Jefferson/USC	1	1
Expo/USC	1	1
Expo/Vermont	2	2
Expo/Western	3	3
Expo/Crenshaw	1	1
Farmdale	0	0
La Brea	1	1
La Cienega	1	1
Culver City	3	3
Palms	0	0
Expo/Westwood	0	0
Expo/Sepulveda	0	0
Expo/Bundy	0	0
26th St /Bergamot	1	1
17th St/SMC	0	0
D/T Santa Monica	0	0
Expo Rail Yard	0	0
<b>Total</b>	<b>16</b>	<b>16</b>

ARRESTS - JULY			
TYPE	LAPD	LASD	YTD
Felony	2	1	3
Misdemeanor	0	3	3
<b>TOTAL</b>	<b>2</b>	<b>4</b>	<b>6</b>

CITATIONS - JULY			
TYPE	LAPD	LASD	YTD
Other Citations	0	0	0
Vehicle Code Citations	0	2	2
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>2</b>

CALLS FOR SERVICE - JULY			
TYPE	LAPD	LASD	YTD
Routine	N/A*	5	5
Priority	N/A*	17	17
Emergency	N/A*	30	30
<b>TOTAL</b>	<b>0</b>	<b>52</b>	<b>52</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	17%	4%
Proactive	83%	96%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JULY
Expo Line-LAPD	89%
Expo Line-LASD	N/A*

\*N/A= LASD was not able to provide data

GRADE CROSSING OPERATIONS - JULY			
LOCATION	LAPD	LASD	YTD
Expo/Western	3		3
Spring/Temple	1		1
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>4</b>

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

## Expo Line Highlights

The Expo Line had 2 more part 1 crimes than the same period last year, which is a 12% increase

# RED LINE-JULY

REPORTED CRIME - JULY		
PART 1 CRIMES	LAPD	YTD
Homicide	0	0
Rape	0	0
Robbery	4	4
Agg Assault	1	1
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	5	5
Petty Theft	13	13
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
<b>SUB-TOTAL</b>	<b>23</b>	<b>23</b>
<b>Selected Part 2 Crimes</b>		
Battery	12	12
Battery Rail Operator	0	0
Sex Offenses	2	2
Weapons	0	0
Narcotics	0	0
Trespassing	1	1
Vandalism	0	0
<b>SUB-TOTAL</b>	<b>15</b>	<b>15</b>
<b>TOTAL</b>	<b>38</b>	<b>33</b>

Part 1 Crimes per Station		
Station	July	YTD
Union Station	1	1
Civic Center	2	2
Pershing Square	2	2
7th/Metro	0	0
Westlake	4	4
Wilshire/Vermont	0	0
Wilshire/Normandie	0	0
Vermont/Beverly	1	1
Wilshire/Western	0	0
Vermont/Santa Monica	2	2
Vermont/Sunset	0	0
Hollywood/Western	0	0
Hollywood/Vine	0	0
Hollywood/Highland	5	5
Universal	1	1
North Hollywood	5	5
Red Line Rail Yard	0	0
<b>Total</b>	<b>23</b>	<b>23</b>

ARRESTS - JULY		
TYPE	LAPD	YTD
Felony	1	1
Misdemeanor	5	5
<b>TOTAL</b>	<b>6</b>	<b>6</b>

CITATIONS - JULY		
TYPE	LAPD	YTD
Other Citations	0	0
Vehicle Code Citations	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

CALLS FOR SERVICE - JULY	
TYPE	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
<b>TOTAL</b>	

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	19%
Proactive	81%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	JULY
Red Line- LAPD	89%

LEGEND
Los Angeles Police Department

Red Line Highlights
The Red Line had 1 less part 1 crime than the same period last year, which is a 4% decrease

# GOLD LINE-JULY

REPORTED CRIME - JULY			
PART 1 CRIMES	LAPD	LASD	YTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	1
Agg Assault	0	0	0
Agg Assault on Op	0	0	0
Burglary	0	0	0
Grand Theft	1	0	1
Petty Theft	1	3	4
Motor Vehicle Theft	0	0	0
Burg/Theft From Vehicle	0	0	0
Arson	0	0	0
<b>SUB-TOTAL</b>	<b>3</b>	<b>3</b>	<b>6</b>
<b>Selected Part 2 Crimes</b>			
Battery	0	0	0
Battery Rail Operator	0	0	0
Sex Offenses	0	1	1
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	0	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>TOTAL</b>	<b>3</b>	<b>4</b>	<b>7</b>

Part 1 Crimes per Station		
Station	July	YTD
APU/Citrus College	1	1
Azusa Downtown	0	0
Irwindale	0	0
Duarte	1	1
Monrovia	1	1
Arcadia	0	0
Sierra Madre	0	0
Allen	0	0
Lake	0	0
Memorial Park	0	0
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	0
Chinatown	1	1
Union Station	0	0
Little Tokyo	0	0
Pico/Aliso	2	2
Mariachi	0	0
Soto	0	0
Indiana (both LAPD & LASD)	0	0
Maravilla	0	0
East La	0	0
Atlantic	1	1
<b>Total</b>	<b>7</b>	<b>7</b>

ARRESTS - JULY			
TYPE	LAPD	LASD	YTD
Felony	1	2	3
Misdemeanor	2	16	18
<b>TOTAL</b>	<b>3</b>	<b>18</b>	<b>21</b>

CITATIONS - JULY			
TYPE	LAPD	LASD	YTD
Other Citations	0	14	14
Vehicle Code Citations	1	16	17
<b>TOTAL</b>	<b>1</b>	<b>30</b>	<b>31</b>

CALLS FOR SERVICE - JULY			
TYPE	LAPD	LASD	YTD
Routine	N/A*	12	12
Priority	N/A*	88	88
Emergency	N/A*	92	92
<b>TOTAL</b>	<b>0</b>	<b>192</b>	<b>192</b>

\*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	14%	9%
Proactive	86%	91%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM		
LINE	JULY	YTD
Gold Line-LAPD	89%	89%
Gold Line-LASD	N/A*	0%

\*N/A= LASD was not able to provide data

GRADE CROSSING OPERATIONS - JULY			
LOCATION	LAPD	LASD	YTD
Alameda & 1st	1	0	1
<b>TOTAL GOAL= 10</b>	<b>1</b>	<b>0</b>	<b>1</b>

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

Gold Line Highlights	
The Gold Line had 1 less part 1 crime than the same period last year, which is a 25% decrease	

# ORANGE LINE - JULY

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

Part 1 Crimes per Station		
Station	July	YTD
North Hollywood	0	0
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	0
Sepulveda	0	0
Woodley	0	0
Balboa	1	1
Reseda	0	0
Tampa	0	0
Pierce College	0	0
De Soto	0	0
Canoga	1	1
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
<b>Total</b>	<b>2</b>	<b>2</b>

ARRESTS - JULY		
TYPE	LAPD	YTD
Felony	0	0
Misdemeanor	1	1
<b>TOTAL</b>	<b>1</b>	<b>1</b>

CITATIONS - JULY		
TYPE	LAPD	YTD
Other Citations	0	0
Vehicle Code Citations	20	20
<b>TOTAL</b>	<b>20</b>	<b>20</b>

CALLS FOR SERVICE - JULY		
TYPE	LAPD	YTD
Routine	N/A*	0
Priority	N/A*	0
Emergency	N/A*	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

\*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	18%
Proactive	82%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JULY
Orange Line- LAPD	89%

LEGEND
Los Angeles Police Department

Orange Line Highlights
The Orange Line had 1 more part 1 crime than the same period last year, which is a 50% increase



# SILVER LINE-JULY

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

Part 1 Crimes per Station		
Station	July	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	0	0
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	0	0
Rosecrans	0	0
Harbor/Gateway	0	0
Carson	0	0
PCH	0	0
San Pedro	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

ARRESTS - JULY			
TYPE	LAPD	LASD	YTD
Felony	0	0	0
Misdemeanor	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>

CITATIONS - JULY			
TYPE	LAPD	LASD	YTD
Other Citations	0	0	0
Vehicle Code Citations	36	0	36
<b>TOTAL</b>	<b>36</b>	<b>0</b>	<b>36</b>

CALLS FOR SERVICE - JULY			
TYPE	LAPD	LASD	YTD
Routine	N/A*	0	0
Priority	N/A*	0	0
Emergency	N/A*	1	1
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>

\*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	17%	0%
Proactive	83%	100%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JULY
Silver Line- LAPD	89%
Silver Line- LASD	N/A*

\*N/A= LASD was not able to provide data

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff Department

Silver Line Highlights  
 There was no change in part 1 crime compared to the same period last year

# LASD BUS PATROL-JULY

REPORTED CRIME - JULY		
PART 1 CRIMES	LASD	YTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	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
<b>SUB-TOTAL</b>	<b>1</b>	<b>1</b>
<b>Selected Part 2 Crimes</b>		
Battery	2	2
Battery Rail Operator	1	1
Sex Offenses	3	3
Weapons	1	1
Narcotics	1	1
Trespassing	0	0
Vandalism	1	1
<b>SUB-TOTAL</b>	<b>9</b>	<b>9</b>
<b>TOTAL</b>	<b>10</b>	<b>10</b>



ARRESTS - JULY		
TYPE	LASD	YTD
Felony	2	2
Misdemeanor	40	40
<b>TOTAL</b>	<b>42</b>	<b>42</b>

CITATIONS - JULY		
TYPE	LASD	YTD
Other Citations	1	1
Vehicle Code Citations	118	118
<b>TOTAL</b>	<b>119</b>	<b>119</b>

CALLS FOR SERVICE - JULY		
TYPE	LASD	YTD
Routine	15	15
Priority	89	89
Emergency	75	75
<b>TOTAL</b>	<b>179</b>	<b>179</b>

DISPATCHED VS. PROACTIVE	
TYPE	LASD
Dispatched	3%
Proactive	97%
<b>TOTAL</b>	<b>100%</b>

Part 1 Crimes per Sector		
Station	July	YTD
Westside	1	1
San Fernando	0	0
San Gabriel Valley	0	0
Gateway Cities	0	0
South Bay	0	0
<b>Total</b>	<b>1</b>	<b>1</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM		
LINE	JULY	AVG YTD
LASD BUS	N/A*	0%
<b>TOTAL</b>	<b>0%</b>	<b>0%</b>

\*N/A= LASD was not able to provide data

LEGEND
Los Angeles County Sheriff Department

LASD Bus Patrol Highlights

There were 11 more part 1 crimes than the same period last year, which is an 90% increase

# LAPD BUS PATROL - JULY

REPORTED CRIME - JULY		
PART 1 CRIMES	LAPD	YTD
Homicide	0	0
Rape	2	2
Robbery	27	27
Agg Assault	10	10
Agg Assault on Op	1	1
Burglary	0	0
Grand Theft	19	19
Petty Theft	16	16
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
<b>SUB-TOTAL</b>	<b>75</b>	<b>75</b>
<b>Selected Part 2 Crimes</b>		
Battery	32	32
Battery Bus Operator	8	8
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	1	1
Vandalism	0	0
<b>SUB-TOTAL</b>	<b>116</b>	<b>116</b>
<b>TOTAL</b>	<b>191</b>	<b>191</b>

Part 1 Crimes per Sector		
Station	July	YTD
<b>Valley Bureau</b>		
Van Nuys	3	3
West Valley	5	5
North Hollywood	2	2
Foothill	2	2
Devonshire	0	0
Mission	3	3
Topanga	1	1
<b>Central Bureau</b>		
Central	5	5
Rampart	2	2
Hollenbeck	0	0
Northeast	0	0
Newton	4	4
<b>West Bureau</b>		
Hollywood	1	1
Wilshire	3	3
West LA	1	1
Pacific	2	2
Olympic	7	7
<b>Southwest Bureau</b>		
Southwest	7	7
Harbor	5	5
77th Street	13	13
Southeast	9	9
<b>Total</b>	<b>75</b>	<b>75</b>

ARRESTS - JULY		
TYPE	LAPD	YTD
Felony	5	5
Misdemeanor	8	8
<b>TOTAL</b>	<b>13</b>	<b>13</b>

CITATIONS - JULY		
TYPE	LAPD	YTD
Other Citations	0	0
Vehicle Code Citations	2	2
<b>TOTAL</b>	<b>2</b>	<b>2</b>

CALLS FOR SERVICE - JULY		
TYPE	LAPD	YTD
Routine	92	92
Priority	233	233
Emergency	92	92
<b>TOTAL</b>	<b>417</b>	<b>417</b>

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	18%
Proactive	82%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LINE	JULY
LAPD VALLEY BUS	89%

LAPD Bus Bureaus Highlights

Combining the LAPD Bus Bureaus:

- Valley
- Central
- West
- South

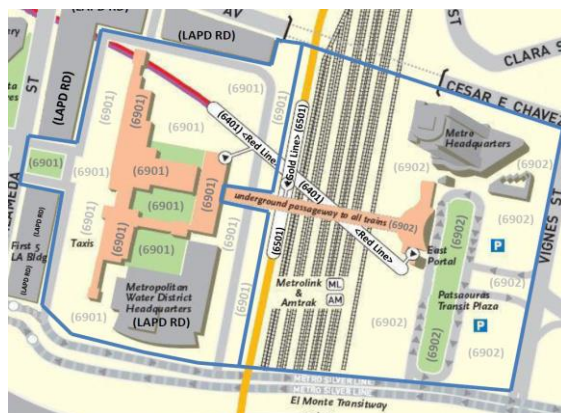
There were 55 more part 1 crimes than the same period last year, which is a 275% increase

**LEGEND**

Los Angeles Police Department

# UNION STATION-JULY

REPORTED CRIME - JULY		
PART 1 CRIMES	LAPD	YTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	3	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	1	1
Petty Theft	4	4
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
<b>SUB-TOTAL</b>	<b>8</b>	<b>8</b>
<b>Selected Part 2 Crimes</b>		
Battery	0	0
Battery Rail Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>8</b>	<b>8</b>



Westside

Eastside

ARRESTS - JULY		
TYPE	LAPD	YTD
Felony	4	4
Misdemeanor	3	3
<b>TOTAL</b>	<b>7</b>	<b>7</b>

CITATIONS - JULY		
TYPE	LAPD	YTD
Other Citations	0	0
Vehicle Code Citations	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

CALLS FOR SERVICE - JULY		
TYPE	LAPD	YTD
Routine	N/A*	0
Priority	N/A*	0
Emergency	N/A*	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

\*Currently unable to report stats by Union Station

DISPATCHED VS. PROACTIVE	
TYPE	LAPD
Dispatched	21%
Proactive	79%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	89%
<b>TOTAL</b>	<b>89%</b>

LEGEND	
Los Angeles Police Department	

**Union Station Highlights**

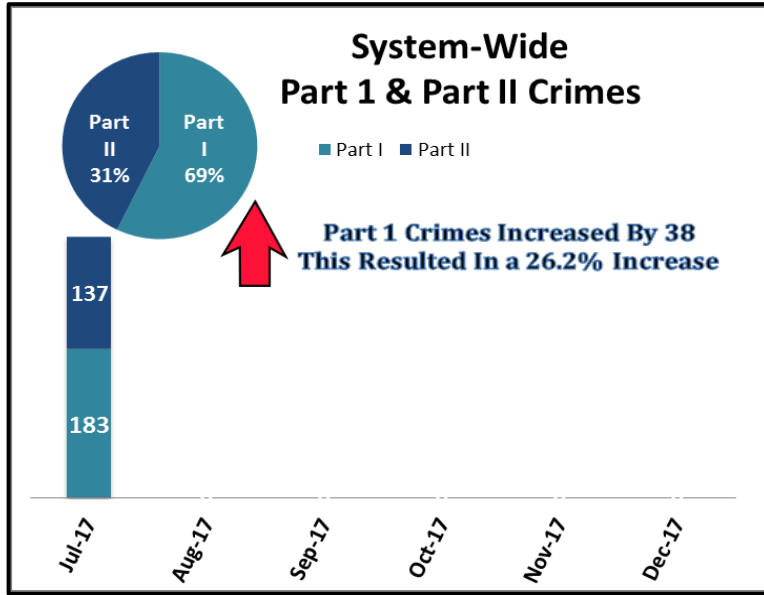
There were 3 more part 1 crimes than the same period last year, which is a 60% increase

# METRO'S Key Performance Indicators

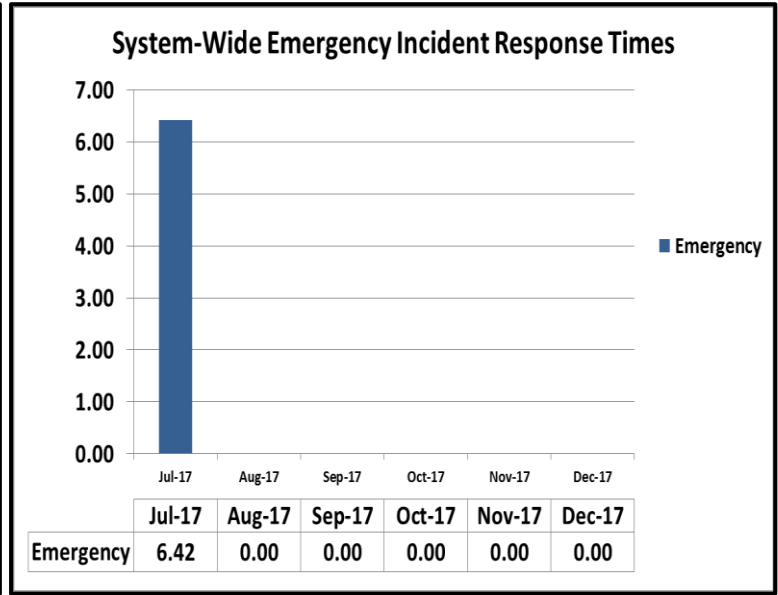
JULY 2017

Attachment C

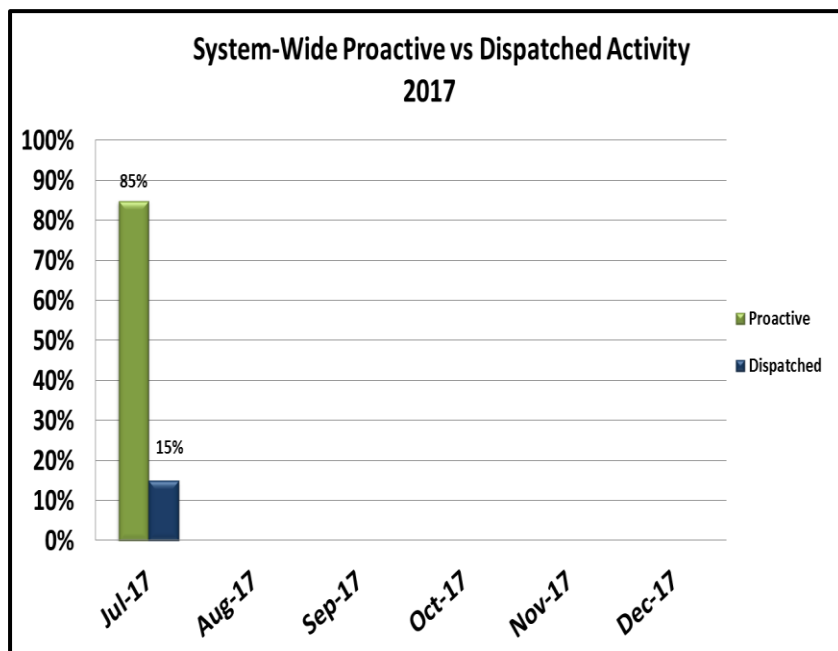
## System Wide Part I & Part II Crimes



## Average Emergency Response Times



## Ratio of Proactive vs Dispatched Activity

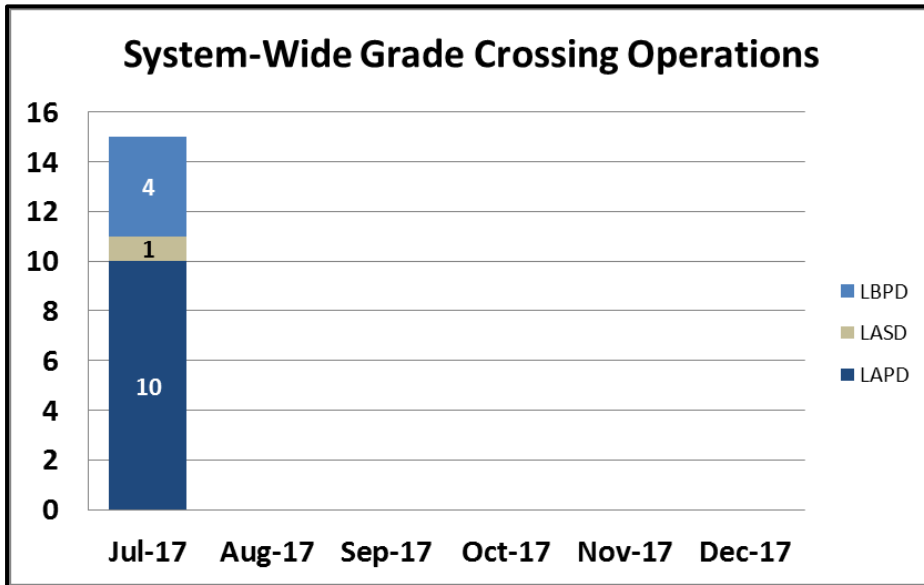


# METRO'S Key Performance Indicators

JULY 2017

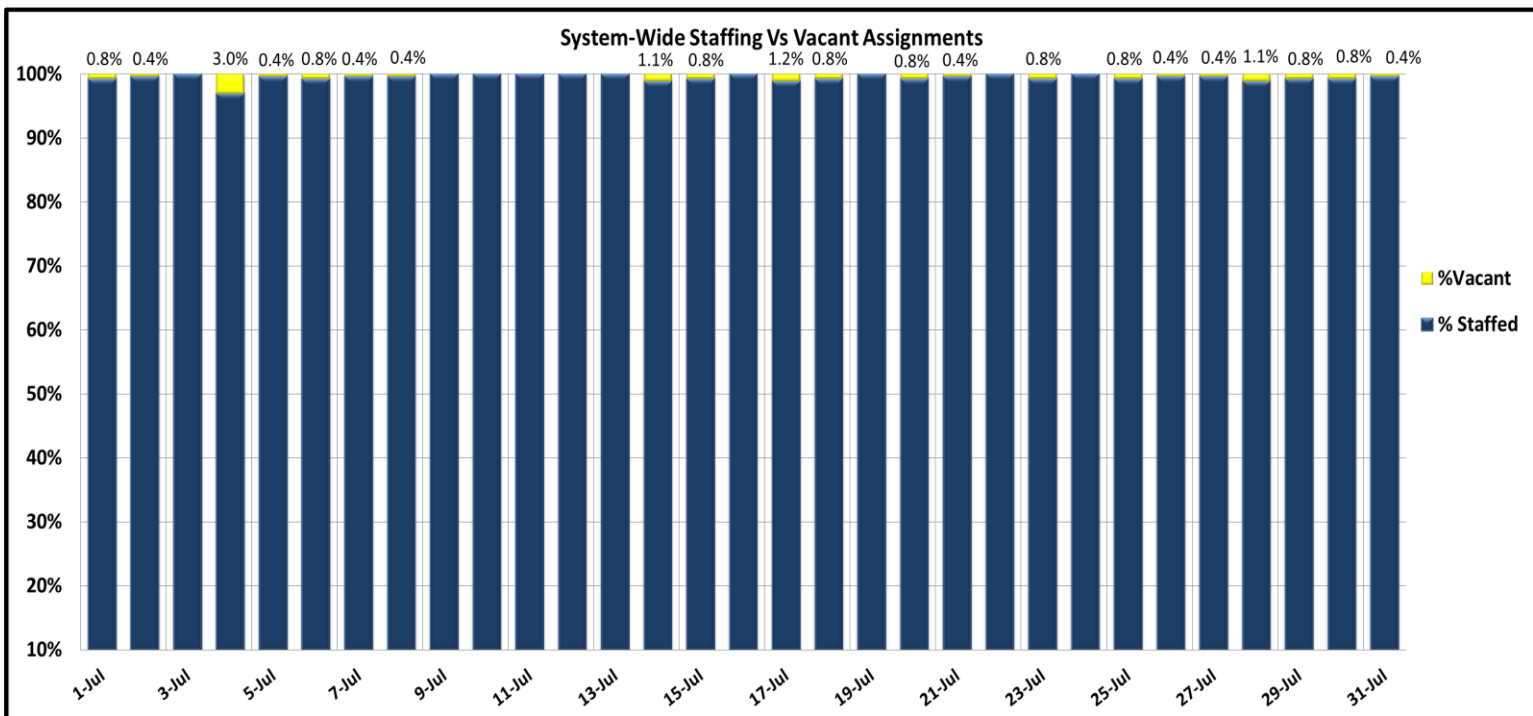
Attachment C

## Grade Crossing Operations



- ### Grade Crossing Operation Locations July 2017:
1. Washington Station (3)
  2. 103<sup>rd</sup> St (2)
  3. Expo/Western (3)
  4. Spring/Temple
  5. Little Tokyo Station
  6. Wardlow Station (4)
  7. Willowbrook Station

## Ratio of Staffing Levels vs Vacant Assignments



**Board Report**

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**File #:** 2016-0758, **File Type:** Project**Agenda Number:** 28.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
SEPTEMBER 21, 2017****SUBJECT: CALTRANS PARK AND RIDE LOTS****AMEND I-105 AND I-110 OPERATIONS & MAINTENANCE AGREEMENTS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute amendments to the I-110 and I-105 Operations & Maintenance (O&M) Agreements to allow Metro to provide enhanced maintenance services for 17 Caltrans park & ride locations.

**ISSUE**

Metro currently provides limited maintenance services for 41 Caltrans park & ride locations (53 lots, as some locations have multiple lots), maps and lists of which are included in Attachment A. (Caltrans owns and therefore is responsible for maintenance, but Metro, in the absence of adequate maintenance by Caltrans, obtained the right in 2012 to perform trash hauling, power sweeping, and graffiti removal for these lots through an Encroachment Permit with Caltrans.) A 42<sup>nd</sup> park & ride location at El Monte Transit Center is maintained through a Joint Use Agreement where Metro has full maintenance responsibilities and obligations.

During the past several years, there has been Board direction (January 2014, Item 73) and staff analysis in pursuit of acquisition of these lots from Caltrans. Changes in staff, restrictive state and federal policies, and legal obstacles prevented previous efforts from being completed. Environmental contamination discovered at some locations and associated liabilities have raised questions about the pursuit of ownership. Additionally, lots which include freeway infrastructure are not eligible for transfer.

While staff is continuing to pursue relinquishment at the highest priority lots (assuming the absence of serious environmental contamination or adequate indemnification), many of the desired outcomes of ownership can be obtained through the additional control and flexibility provided in amended O&M Agreements. Therefore, staff has negotiated those amendments while the selective relinquishment discussions are pursued.

**DISCUSSION*****Current Encroachment Permit Limited Maintenance Services***

Metro currently performs limited maintenance services of trash hauling, power sweeping and graffiti abatement throughout the 41 Caltrans park & ride locations, through an encroachment permit. The

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annual cost for the limited maintenance services is approximately \$1,000,000 (approximately \$500,000 for the 17 park & ride locations adjacent to Metro facilities and \$500,000 for the remaining 24 park & ride outlying locations).

#### *Amended O&M Agreements*

Metro operates and maintains the Green and Silver Lines through O&M Agreements with Caltrans that apply to the I-105 and I-110 Freeways respectively. Provisions in those agreements currently do not allow Metro to maintain the 17 park & ride locations (27 lots) associated with them in a manner consistent with Metro-owned lots. Staff has negotiated amendments to the O&M Agreements so that Metro can begin providing a fuller spectrum of maintenance services at the 17 locations that directly serve the Metro transit system and are used primarily by Metro patrons. The terms of those amendments are detailed in Attachment B. If the authority to execute the amendments is approved by the Board, resources will be secured through the mid-year budget process and Metro will begin providing enhanced maintenance services, starting January 1, 2018, described below.

#### *Maintenance Services*

Enhanced maintenance services will ensure that the park & ride lots are a safe, clean, and efficient amenity for Metro patrons. Upon approval of additional staffing and funding to support the enhanced O&M Agreements, the enhanced services will be performed through a combination of contracted services and Metro in-house personnel. Services will include pavement repairs, striping, fencing repair, landscape and irrigation maintenance, tree trimming services, lighting replacement and maintenance, and signage replacement and maintenance. This will be in addition to the power sweeping, graffiti abatement, and trash removal already provided.

#### *Increased Security*

The amended O&M Agreements will also allow Metro to provide security services to patrol certain lots to provide a safer environment for patrons. Security will be implemented at the five locations with the highest capacity and use: Norwalk, Aviation, Lakewood, Harbor Gateway, and El Monte. Law enforcement will continue to be the responsibility of Caltrans and the California Highway Patrol.

#### *Construction Improvements*

To the extent that certain minor deferred maintenance improvements are necessary and allowed under the O&M amendments, Metro will perform those improvements as soon as possible. For capital improvements that require an additional encroachment permit from Caltrans, Metro will apply for encroachment permits and perform the improvements, subject to obtaining budget authority.

#### *Outlying Lots*

For the remaining 24 park & ride locations that are not providing parking related to Metro transit facilities, Metro would continue to perform limited maintenance services through the existing encroachment permit with Caltrans, subject to further review. Caltrans remains responsible for the wider range of maintenance needs, although historically Caltrans has not had the budget to fully maintain these properties. Parking Management secured FY18 funding for refurbishment projects at Aviation, Lakewood, Manchester, Slauson, and Long Beach locations. Upgrades at all five lots include: re-stripping, re-paving, landscaping, ADA compliance updates, signage, lighting and installation of longitudinal gutters. This encroachment permit for this work is in progress with Caltrans.



### *Parking Management*

Through a separate encroachment permit with Caltrans, Metro will be able to implement its parking management system and obtain revenue from parking on high demand Caltrans lots to offset a portion of the increased maintenance costs. The parking management system will initially be installed at Norwalk, Aviation/LAX, Lakewood, and El Monte lots beginning this fall. Staff estimates that Metro will see an estimated \$1,200,000 in parking revenues annually, net of collection costs, which would offset a portion of the increased operations and maintenance costs.

### *Update on Acquisition of Selected Park and Ride Lots*

Staff is continuing to pursue ownership of five Caltrans locations (6 lots): Aviation/LAX, Norwalk, Lakewood (2), Harbor Gateway, and El Monte. In order to simplify the acquisition process, staff is pursuing a relinquishment process, which will make the transfer of property rights faster, more efficient and without cost to Metro other than processing costs. Relinquishment involves the transfer of property rights from Caltrans to a local city or agency, usually at no cost to the local agency. If the relinquishment process is used, all of the federal and state restrictions would remain on the properties, but the lots could be acquired without Metro paying Caltrans for the property, and without involving a time-consuming appraisal and approval process. Once an agreement is reached with Caltrans, the relinquishment agreement will be brought to the Board for consideration before submittal to the California Transportation Commission for its consideration. It is hoped this effort will be completed this calendar year. Should a change in use be pursued in the future, FHWA and Caltrans regulations related to surplus properties would be followed, and, if a private use, a fee paid for the lots.

## **DETERMINATION OF SAFETY IMPACT**

The transfer of O&M responsibilities to Metro and addition of staff and funding to improve lot conditions and appearance will have a positive impact on safety and service delivery.

## **FINANCIAL IMPACT**

Previous Board action (January 2014, Item 73) directed staff to pursue acquisition of all 42 locations and authorized 33 FTEs and \$12,000,000 to improve existing conditions, timed to coincide with the actual transfer of the lots. That staff and budget was never added because the lots were not transferred. The amended O&M agreements result in a similar maintenance obligation.

Through the FY18 budget process, six (6) FTEs were added to the Facilities Maintenance budget for enhanced maintenance of the lots. Parking Management also secured \$1,750,000 for deferred maintenance upgrades in the FY18 budget.

A chart showing the estimated financial impact is included as Attachment C and summarized herein. All necessary FY18 implementation costs will be considered during the mid-year budget process. The FY18 estimate is \$2,991,000. A breakdown of estimated FY18 costs and annual costs is shown below:

### *FY18 Deferred Maintenance and Capital Costs*

- Deferred maintenance improvements and equipment purchases will have a FY18 impact of

\$1,000,000.

- Purchase of non-revenue vehicles to support operation and maintenance will have a FY18 impact of \$291,000. A total of 5 non-revenue vehicles will be purchased including: 1 lighting bucket truck, 2 utility trucks and 2 pick-up trucks. Upon approval, staff will establish an out-of-cycle capital project request for the procurement of these non-revenue vehicles.

#### *Annual costs*

- Upgrading from limited maintenance to full maintenance services at the 17 Metro-adjacent locations will require an additional \$2,400,000 annually. (1,200,000 for the second half of FY18).
- Contract security costs will total \$1,000,000 annually for five locations (and \$500,000 for the second half of FY18).
- Parking Management estimates \$1,200,000 in annual parking revenue at the four locations where the parking management program will be implemented (and \$600,000 for the second half of FY18).

#### *Total FY18 Budget Request*

The impact on the FY18 budget will be \$2,991,000, before consideration of \$600,000 in parking revenues (and \$2,391,000 after revenue collection) as follows:

- Operations staff will identify \$2,491,000 to begin procurement of necessary services, purchase 5 non-revenue vehicles, and appropriate modifications for contracted services, which would be budgeted in Cost Center 3367 - Facilities Property Maintenance, Account 50308, Service Contract Maintenance, under various projects.
- Security requires \$500,000 in Cost Center 2610

Funding for deferred maintenance, security, and operations and maintenance for additional years will be requested in subsequent budgets for Operations and Security, but is expected to cost \$3,400,000 annually, plus inflation (\$2,200,000 after \$1,200,000 in parking revenue). Since this is a multiyear project, the cost center manager, project manager, and Chief Operations Officer will ensure that costs are budgeted in future fiscal years.

#### Impact to Budget

Funding for this project will come from federal, state, and local sources including sales taxes and fares that are eligible for bus and rail capital and operating projects. They will maximize fund use given funding allocation provisions.

#### **ALTERNATIVES CONSIDERED**

The Board could choose to take no action and continue to provide minimal maintenance at the Metro-adjacent Caltrans lots. This alternative is not recommended because the current conditions on the lots are unacceptable for Metro patrons' safety and convenience, and the current conditions of several lots are creating blighting impacts in the communities. The lots are perceived to be part of the Metro system. In addition, the no-action alternative would not be in accordance with previous

Board direction.

The Board could direct that Metro staff proceed as proposed but discontinue the maintenance of the outlying lots that are not adjacent to Metro at a budget savings of approximately \$500,000 annually. The current encroachment permit that allows this maintenance could be allowed to expire in 2018.

### **NEXT STEPS**

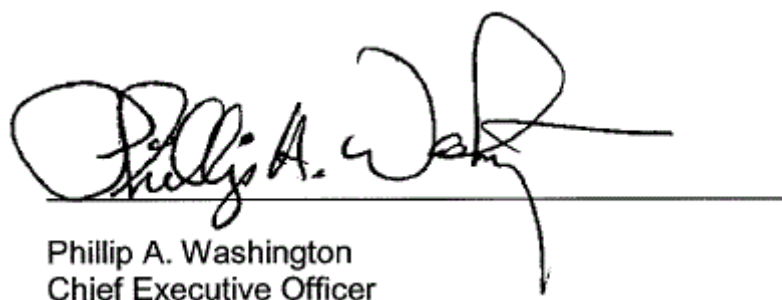
Upon Board approval, Metro will execute the amendments to the O&M Agreements, hire the necessary staff to maintain and improve the lots, and procure the necessary equipment and services required. Metro will continue to negotiate a Relinquishment Agreement or other agreement with Caltrans for transfer of ownership of the Norwalk, El Monte, Aviation, Harbor Gateway, and Lakewood park & ride lots and will bring to the Board later this year.

### **ATTACHMENTS**

Attachment A - Caltrans Park & Ride Lots  
Attachment B - O&M Agreement Amendment Terms  
Attachment C - Budget Impacts

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767  
Marie Sullivan, Principal Transportation Planner, (213) 922-5667  
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077  
Jim Gallagher, Chief Operations Officer, (213) 418-3108  
Alex Z. Wiggins, Chief System Security and Law Enforcement Officer, (213) 922-4433



Phillip A. Washington  
Chief Executive Officer

# Caltrans Park & Ride Lots

## Metro-Adjacent Lots

Location	Parking Stalls	% Utilization	>60% Utilization	Board Interest	No Fwy ROW	Fwy	Metro Line
Norwalk*	1759	102%				105	Green
Lakewood*	299	100%				105	Green
Aviation / LAX*	390	102%			1/2	105	Green
Harbor Gateway	980	36%				110	Silver
Long Beach Blvd*	646	46%			1/2	105	Green
San Pedro II	236	7%				110	Silver
Rosecrans	338	16%				110	Silver
Carson	143	53%				110	Silver
Harbor Park	244	25%				110	Silver
Crenshaw*	516	64%				105	Green
Slauson*	150	7%				110	Silver
Manchester*	239	9%				110	Silver
Hawthorne*	362	28%				105	Green
Vermont Ave*	155	5%				105	Green
Avalon*	160	4%				105	Green
Willowbrook / Rosa Parks*	234	80%			1/2	105	Green
Harbor / Century*	252	63%				105/ 110	Green/Silver
El Monte**	1515	72%				10	Silver

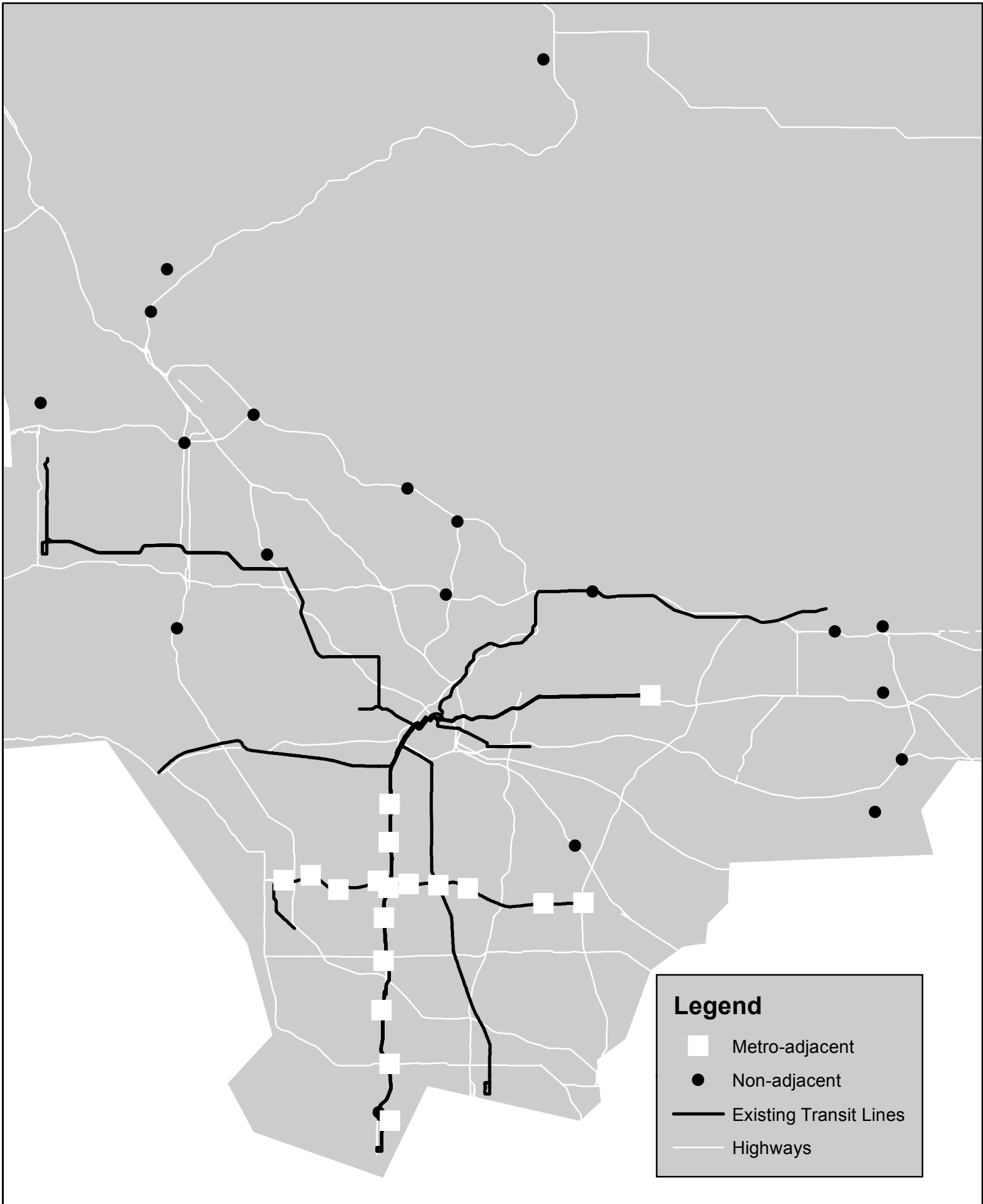
\*Subject to Consent Decree

\*\*Maintained by Metro with Joint Use Agreement (JUA)

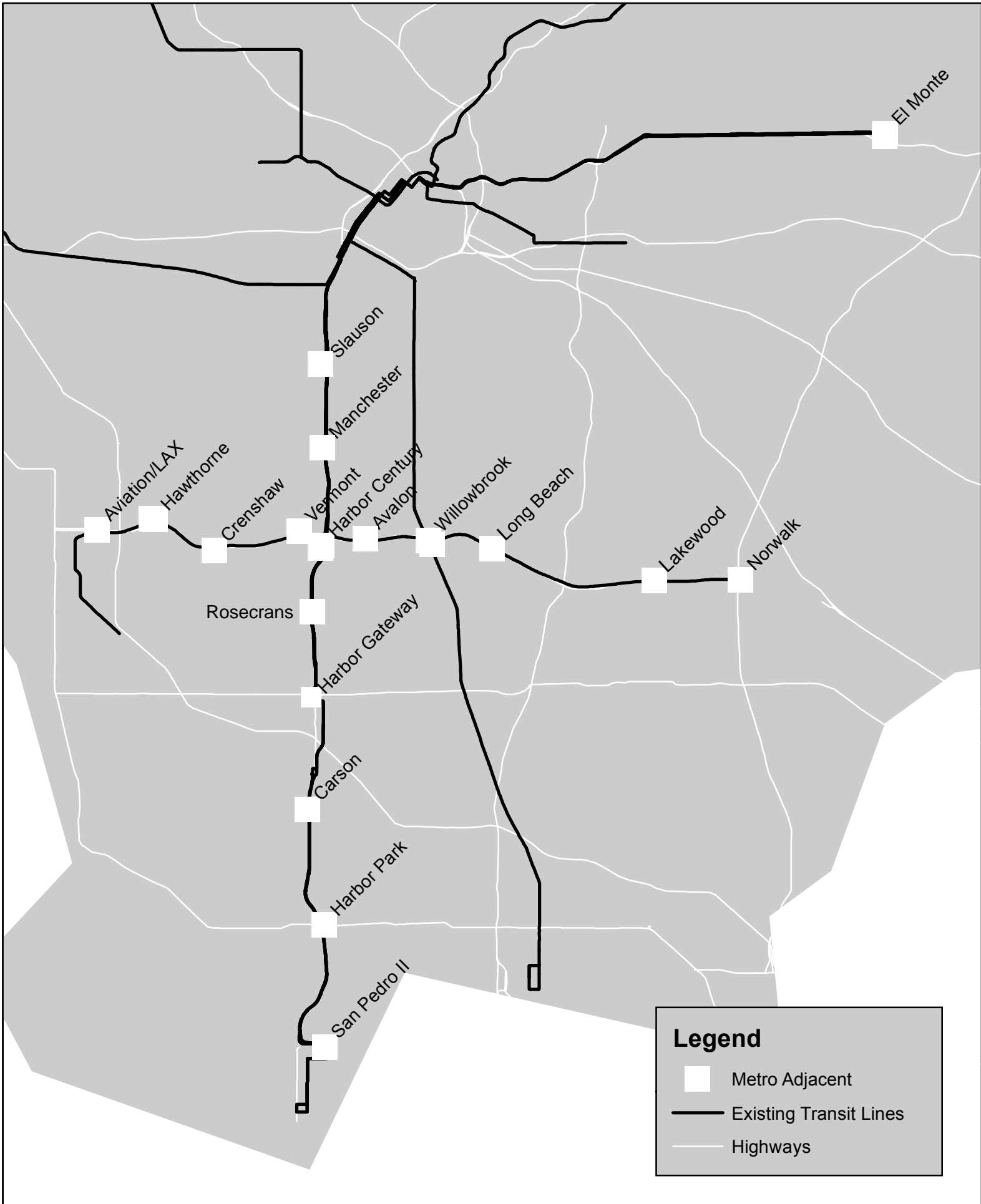
## Outlying Lots (not Metro-adjacent)

Location	Parking Stalls	% Utilization	Fwy
Route 170/Oxnard	121	21%	170
Lowell	150	27%	210
Skirball & Mulholland	26	31%	405
Avenue K	115	33%	14
Porter Ranch	181	42%	181
Verdugo Blvd	88	45%	2
Chatsworth	118	50%	118
Pearblossom	207	65%	14
Sierra Madre Blvd	89	66%	210
Golden Valley	340	69%	14
Lakewood-West	84	71%	5
Ave S & Geiger Ave	432	74%	14
San Pedro I	45	80%	110
Paxton	98	81%	210
Pathfinder Road	124	91%	57
Grand Ave	186	93%	210
Lone Hill	157	94%	210
Diamond Bar	380	96%	60
Via Verde	85	99%	57
Glendale	171	102%	134
Kanan Road	68	113%	101
Newhall	225	Not available	14

# Caltrans Park & Ride Lots



# Metro-Adjacent Caltrans Park & Ride Lots



## Attachment B – O&M Agreement Amendment Terms

LACMTA Maintenance and Operation work that can be done without an Encroachment Permit are listed as follows:

- 1) Janitorial Duties
  - a) Garbage removal
  - b) Sweeping
  - c) Power sweeping and washing
  - d) Graffiti abatement and removal
- 2) Streetscape and Pavement
  - a) Rehabilitation or resurfacing of parking lots
  - b) Repainting existing lines on surface
  - c) Minor storm-water system repairs
- 3) Lighting
  - a) Evaluate lighting conditions and upgrade and/or retrofit lighting fixtures on existing posts and structures
  - b) Replace light bulbs as necessary
- 4) Landscaping & Irrigation Maintenance and Repair
- 5) Fence & Wall Repairs
- 6) Facility Amenities
  - a) Bus shelter repair
  - b) Bicycle lockers/rack maintenance
- 7) Signage
  - a) Replacement
  - b) Maintenance
  - c) Update signage program with Caltrans approved signs
  - d) Installation that does not require new foundations
- 8) Pedestrian pathway Repair and Maintenance
- 9) Painting
- 10) Safety and Security
  - a) Equipment installation on existing posts
  - b) Equipment maintenance
- 11) Enforcement
  - a) Metro's Parking Ordinance and Parking Fee Resolution enforcement using contract employees including parking ambassadors
- 12) Provide Carpool/Vanpool Parking Programs at some Facilities
- 13) Installation of wireless parking counters ("hockey pucks") on top of pavement

## Attachment B – O&M Agreement Amendment Terms

LACMTA Maintenance and Operation Work that require an Encroachment Permit are listed as follows:

- 1) Streetscape and Pavement
  - a) Reconfiguration
  - b) Vehicular traffic flow enhancement
  - c) Foundation and footing repairs
  - d) Drainage improvements
- 2) Facility Design and ADA Compliance
  - a) Evaluate and upgrade accessible parking stalls, ramps, walkways, access, etc., to meet federal compliance standards.
  - b) Evaluate location of accessible parking stalls and relocate as required
- 3) Facility Amenities
  - a) Bus shelter installation
  - b) Bicycle lockers/rack installation if no footings are required and it is removable
  - a) Assignment of pick-up and drop-off areas if it does not impact circulation
- 4) Lighting Maintenance and Replacement
  - a) Install new lighting fixtures that require a new foundation
- 5) Fence Installation
- 6) Signage
  - a) New installation that requires new foundation
- 7) Safety and Security Equipment Installation that requires foundation work
- 8) Parking Management
  - a) Parking counting “loops” underneath the pavement
  - b) Monument signs
  - c) Parking payment machines
  - d) License Plate Recognition System (LPR), with CCTV camera

### Permitting of Third Party Use of Facilities

Metro will control parking special use permits through Metro right-of-way usage permit system. Metro will not allow leasing or payments for usage.



Attachment C – Budget Impacts for Enhanced Services – to be secured in the mid-year budget process

Expense type	Department		FY18 impact (partial year)	Estimated annual impact
one-time	Facilities Maintenance	Facilities Maintenance deferred maintenance*	\$ 1,000,000	\$ 0
one-time	Facilities Maintenance	Facilities Maintenance non-revenue vehicles	\$ 291,000	\$ 0
one-time		<b>Total Deferred Maintenance and Equipment</b>	<b>\$ 1,291,000</b>	<b>\$ 0</b>
on-going	Facilities Maintenance	Facilities Maintenance contract services routine maintenance	\$ 1,200,000	\$ 2,400,000
on-going	Security	Security (for five lots only)	\$ 500,000	\$ 1,000,000
on-going		<b>Total Contract Services</b>	<b>\$ 1,790,000</b>	<b>\$ 3,400,000</b>
<b>combined</b>	<b>combined</b>	<b>TOTAL ESTIMATED EXPENDITURE</b>	<b>\$ 2,991,000</b>	<b>\$ 3,400,000</b>
on-going revenue	Parking Management	Estimated revenue collection**	(\$ 600,000)	(\$ 1,200,000)
<b>combined</b>	<b>combined</b>	<b>TOTAL ESTIMATED EXPENDITURE (less revenue collected)</b>	<b>\$ 2,391,000</b>	<b>\$ 2,200,000</b>

\* Excludes major refurbishment, enhanced lighting, etc.

\*\* Estimate for 4 lots



## Board Report

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File #: 2017-0520, File Type: Contract

Agenda Number: 29.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 21, 2017

**SUBJECT: BUS TIRE LEASING AND MAINTENANCE SERVICES**

**ACTION: APPROVE CONTRACT AWARD**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP83932000-39383 for the lease and maintenance of tires of Metro-operated bus fleet and servicing of non-revenue vehicle tires to The Goodyear Tire & Rubber Company for the period covering October 1, 2017 through September 30, 2022, in an amount not to exceed \$40,908,927, subject to resolution of protest(s), if any.

#### **ISSUE**

Metro's fleet consists of approximately 2,241 buses of which 1,854 have six tires per bus and 387 articulated buses (Artics) with ten tires per bus, and all require proper maintenance and service on a regular basis. Metro must have a strong and effective tire maintenance program to ensure safe and reliable transportation services.

#### **DISCUSSION**

This Contract will cover leased tires for the revenue fleet as well as tire maintenance services for both the revenue and non-revenue fleets. Non-revenue tires are purchased under a separate contract but are mounted and balanced under the bus tire leasing and maintenance service contract.

Lease costs are based on actual bus tire mileage utilization, plus a fixed monthly service rate and a per tire sales/use tax. Included in this service cost is the remediation of all spent tire casings and a comprehensive tire maintenance program. The tire maintenance program includes tire rotation, mounting, regrooving, recapping, balancing, airing, and wheel refurbishing. Furthermore, the monthly service rate also includes tire maintenance and service for Metro's non-revenue fleet.

This Contract is subject to the DBE Contracting Outreach and Mentoring Plan (COMP) and the

Contractor commits to mentor one DBE firm for protégé development.

### **DETERMINATION OF SAFETY IMPACT**

Approval of the recommendation will have a positive impact on safety. As the buses in Metro's fleet wear through their tires, those tires are regularly replaced as a part of a preventive maintenance plan to ensure safe operation of the buses. This Contract guarantees Metro has the capability of replacing tires on its fleet on demand.

### **FINANCIAL IMPACT**

The total five year contract amount is \$40,908,927. Funding of \$7,845,444 for the current fiscal year is included in the FY18 budget in cost center 3120, Quality Assurance, under project 306002, Operations Maintenance and line item 50421, Tires Revenue Equipment. Since this is a multi-year contract, the Senior Executive Officer, Maintenance and cost center manager will be accountable for budgeting the cost in future years.

#### Impact to Budget

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

### **ALTERNATIVES CONSIDERED**

An alternative is a purchase tire program rather than a lease tire program. Under a purchase tire program Metro personnel would be required to provide all tire related services. These services would include procuring, warehousing, transporting, installing, maintaining and processing waste tires. This alternative is not recommended because of the need for additional Metro resources such as labor, warehouse space, transportation/equipment and regulatory requirements.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. OP83932000-39383, with The Goodyear Tire & Rubber Company, to provide bus tire leasing and maintenance services.

### **ATTACHMENTS**

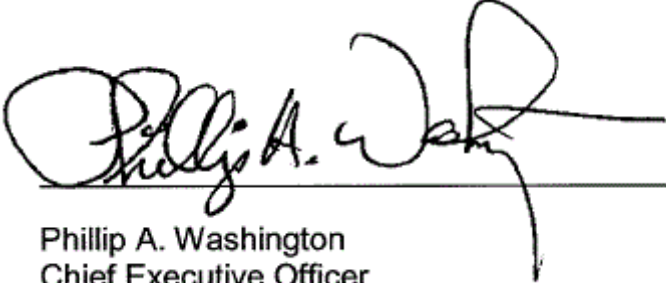
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Matthew Dake, Sr. Director Equipment Maintenance, (213) 922-5797

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



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## BUS TIRE LEASING AND MAINTENANCE SERVICES/OP83932000-39383

1.	<b>Contract Number:</b> OP83932000-39383	
2.	<b>Recommended Vendor:</b> The Goodyear Tire & Rubber Company.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> March 24, 2017	
	<b>B. Advertised/Publicized:</b> March 24, 2017	
	<b>C. Pre-Proposal/Pre-Bid Conference:</b> March 29, 2017	
	<b>D. Proposals/Bids Due:</b> May 1, 2017	
	<b>E. Pre-Qualification Completed:</b> August 21, 2017	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> May 2, 2017	
	<b>G. Protest Period End Date:</b> September 25, 2017	
5.	<b>Solicitations Picked up/Downloaded:</b> 10	<b>Bids/Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Aielyn Dumaua	<b>Telephone Number:</b> (213) 922-7320
7.	<b>Project Manager:</b> James Jimenez	<b>Telephone Number:</b> (213) 922-5870

**A. Procurement Background**

This Board Action is to approve the award of Contract No. OP83932000-39383 to The Goodyear Tire and Rubber Company (Goodyear) for the lease and maintenance of tires for Metro-operated bus fleet and servicing of non-revenue vehicle tires.

Request for Proposals (RFP) No. OP39383 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. This RFP was issued with a Race Conscious DBE contract goal of 5%. It is also subject to the DBE Contracting Outreach and Mentoring Plan (COMP), which requires the selected contractor to, at a minimum, mentor one firm for protégé development.

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

- Amendment No. 1, issued on April 14, 2017, extended the proposal due date; expanded the list of DBE certified firms available to potential Proposers as outreach resource, revised certain sections of "Exhibit A - Statement of Work" to clarify requirements of Metro's Alcohol and Drug-Free Workplace Program and tire inspection, clarified Contractor's obligation per "Regulatory Requirement (RR)-05 Access to Records" on providing Metro with reasonable access to records, updated language in "Compensation Provision (CP)-01 Progress Payment" so that it is aligned with the contract type; updated

information on Metro's current fleet size by bus type and axle weight; deleted Special Provisions, General Conditions and Exhibits that are not applicable to the contract; and clarified submittal instructions for filling-out the cost proposal forms.

- Amendment No. 2, issued on April 26, 2017, extended the proposal due date.

A pre-proposal conference was held on March 29, 2017, and was attended by six participants representing five firms. There were 130 questions received and responses were provided prior to the proposal due date.

Two proposals were received on May 1, 2017, and are listed below in alphabetical order:

1. Michelin North America, Inc.
2. The Goodyear Tire & Rubber Company

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Quality Assurance and Maintenance Operations Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated on the following criteria and weights:

- Qualifications of the Prime Contractor and the Team 40 percent
- Qualifications and Capabilities of Key Personnel 11 percent
- Understanding of the Statement of Work and Management Plan/Approach 30 percent
- DBE Contracting Outreach & Mentor Protégé Approach 4 percent
- Cost Proposal 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar leasing and maintenance services procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications of the prime contractor and the team.

On May 2, 2017, the PET met to review the evaluation criteria package, process confidentiality and conflict forms and take receipt of the two responsive proposals. Evaluations were conducted from May 2, 2017, through May 21, 2017.

On May 22, 2017, the PET reconvened and determined that both proposals were within the competitive range. Therefore, both proposers were invited to make oral presentations on May 31, 2017. The Proposers' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

In general, each team’s presentation described the composition of the team and explained the proposed staffing complement for each Metro Division/location as well as the basis of work assignment in relation to Statement of Work requirements. Further, the teams were asked to discuss that specific type of equipment proposed to be dedicated to the contract; procedures in handling powder coating of steel wheels, including turn-around time; and the process for disposal and/or recycling of rubber waste.

**Qualifications Summary of Firms Within the Competitive Range:**

**Michelin North America, Inc.**

Michelin North America, Inc. (Michelin), established in 1950, is based in Greenville, South Carolina with manufacturing plants in Alabama, Indiana, Ohio, Oklahoma, North Carolina and South Carolina; Nova Scotia, Canada, and Queretaro-Mexico. It currently provides tire lease and maintenance services to over 50 companies in the United States and Canada, including six transit agencies. Although Michelin identified key personnel that will be in charge of the Metro account, including a Start-up Manager, the firm did not propose the Project Manager and four Shift Managers who will be handling the day-to-day operations. Michelin clarified that the Start-up Manager will be overseeing the account until a dedicated and experienced Project Manager is hired, if they are awarded the contract.

**The Goodyear Tire & Rubber Company**

The Goodyear Tire & Rubber Company (Goodyear) has been in the tire and rubber business since 1898 and develops, manufactures and distributes a wide range of tires for automobiles, trucks, buses, aircraft, motorcycles, earth moving and mining equipment, farm implements, industrial equipment and various other applications. Goodyear has over 100-year history of leasing tires to the bus industry. It has provided tire leasing and/or maintenance services to numerous transit agencies in the United States and Canada. Clients include Maryland Transit, New Jersey Transit, New York City Transit Authority, Toronto Transit, and Washington Metropolitan Area Transit Authority.

At the conclusion of the evaluation process, including oral presentations, Goodyear was determined to be the top ranked firm.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>The Goodyear Tire &amp; Rubber Company</b>				
3	Qualifications of the Prime	92.78	40.00%	37.11	

	Contractor and the Team				
4	Qualifications and Capabilities of Key Personnel	92.54	11.00%	10.18	
5	Understanding of the Statement of Work and Management Plan/Approach	88.40	30.00%	26.52	
6	DBE Contracting Outreach & Mentor Protégé Approach	50.00	4.00%	2.00	
7	Cost Proposal	89.27	15.00%	13.39	
8	<b>Total</b>		<b>100.00%</b>	<b>89.20</b>	<b>1</b>
9	<b>Michelin North America, Inc.</b>				
10	Qualifications of the Prime Contractor and the Team	78.35	40.00%	31.34	
11	Qualifications and Capabilities of Key Personnel	39.27	11.00%	4.32	
12	Understanding of the Statement of Work and Management Plan/Approach	79.63	30.00%	23.89	
13	DBE Contracting Outreach & Mentor Protégé Approach	25.00	4.00%	1.00	
14	Cost Proposal	100.00	15.00%	15.00	
15	<b>Total</b>		<b>100.00%</b>	<b>75.55</b>	<b>2</b>

**C. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based on price analysis, technical analysis, and fact-finding. The offered lease rate is lower than the current rate. Also, the recommended price is 12% less than Metro’s ICE.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>NTE amount</b>
1.	The Goodyear Tire & Rubber Company	\$40,908,927	\$46,718,664	\$40,908,927
2.	Michelin North America, Inc.	\$36,524,900		

**D. Background on Recommended Contractor**

The recommended firm, The Goodyear Rubber & Tire Company, is headquartered in Akron, Ohio. It is one of the world’s leading tire companies operating through three segments: America; Europe, Middle East and Africa; and Asia Pacific. It also operates commercial truck service and tire retreading centers. Goodyear has been



providing bus tire leasing and maintenance services to Metro for over 20 years and performance has been satisfactory.

The proposed Project Manager has over 20 years of experience with Goodyear, from tire maintenance technician to supervisor. He is the project manager of the current contract.

Goodyear's team includes four DBE subcontractors: Cetera Marketing, Reliance Safety Consultants, Islas Tires, and Metal Masters. Services to be provided by the DBE subcontractors include aluminum wheel polishing and steel wheel pick-up, tire disposal/service, forklift certification and identification badges.

## DEOD SUMMARY

**BUS TIRE LEASING AND MAINTENANCE SERVICES /  
CONTRACT NO. OP83932000-39383**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. The Goodyear Tire & Rubber Company made a 5.01% DBE commitment.

<b>Small Business Goal</b>	<b>5% DBE</b>	<b>Small Business Commitment</b>	<b>5.01% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Islas Tires	Hispanic American	1.06%
2.	Metal Masters	Hispanic American Female	3.87%
3.	JCM & Associates	Hispanic American Female	0.08%
<b>Total Commitment</b>			<b>5.01%</b>

**B. Contracting Outreach and Mentoring Plan (COMP)**

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

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**D. Prevailing Wage Applicability**

Prevailing Wage is not applicable to this Contract.

**E. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2017-0562, File Type: Informational Report

Agenda Number: 30.

### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 21, 2017

**SUBJECT: BUS STOP LIGHTING**

**ACTION: AUTHORIZE MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS-BUREAU OF STREET LIGHTING**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the Los Angeles Department of Public Works-Bureau of Street Lighting (BSL) to execute the design and construction of bus stop security lighting under the Metro Enhanced Bus Stop Lighting project totaling \$750,000.

#### **ISSUE**

There are many bus stops within the LA Metro system that can benefit from enhanced lighting. An assessment by LA Metro Service Planning staff identified a number of these bus stops needing additional lighting for enhanced safety. This project will provide a comfortable visibility to encourage bus ridership.

Execution of this project will be expedited through BSL as these lights will be installed on City of Los Angeles public right-of-way but adjacent to an existing LA Metro bus stop. BSL will maintain the bus stop lighting and renewable sources of energy, if any.

#### **DISCUSSION**

The Federal Transit Administration (FTA) awarded to Metro Grant \$600,000 in federal funds for the procurement and installation of energy efficient lighting at Metro bus stops.

The Board authorization of the staff recommendation will allow a "pass through" to BSL of up to \$600,000 of Federal Funds and up to \$150,000 of Metro Local match funds for the design, procurement, and installation of bus stop security lighting. The total cost for the Project is estimated to be \$750,000. Metro Service Planning prioritized the bus stops where this project can be implemented and be funded through this project. These locations were selected based on staff's assessment for their need of a security enhancement at these locations (Attachment A).

Timeline for the execution of this Project will be as follows:

- Advertise Project: January 2018
- Contract Award: June 2018
- Construction Complete: January 2019

The Department of Public Works Board of Public Works Commissioners has already approved the execution of this project, including the commitment to the above timeline, during its August 9, 2017 meeting (Attachment B).

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will result in a positive impact on safety. The improvements at these bus stops will greatly enhance the existing security lighting system's reliability and light output thereby improving bus riders and pedestrian safety. The project will further provide a comfortable visibility to encourage bus ridership.

### **FINANCIAL IMPACT**

No FY18 funds are required for this action; \$750,000 is required in future year(s). Since this is a multi-year effort, the Cost Center Manager for 8420 and Chief Planning Officer will ensure that program funds are budgeted in future fiscal years.

#### **Impact to Budget**

Funding of \$600,000 for the project will come from FTA award Grant CA-2016-025-00, Section 5307 Associated Transit Improvement funds. The local match of \$150,000 will come from Transportation Development Act Article 4 (TDA4) and/or Prop C 40% Discretionary. The local funds are eligible for bus and rail operating and capital improvement use.

### **ALTERNATIVES CONSIDERED**

The Board could reject the proposed action. This is not recommended as these lights are a much needed safety enhancement to enhance the existing security lighting system's reliability and light output thereby improving bus riders/pedestrian safety sensibility.

### **NEXT STEPS**

Upon approval, staff will execute an MOU with the Department of Public Works-Bureau of Street Lighting and implement this project.

### **ATTACHMENTS**

Attachment A - Bus Stop Locations Needing Security enhancement  
Attachment B - Department of Public Works August 9, 2017, Board Report


Prepared by:

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(213) 922-2471

Reviewed by:

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James Gallagher, Chief Operations Officer, (213) 418-3108



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Phillip A. Washington  
Chief Executive Officer

## Attachment A - Bus Stop Locations Needing Security Enhancement

- 1 AVALON /FLORENCE
- 2 SLAUSON / VAN NESS 1
- 3 SLAUSON / VAN NESS 2
- 4 RESEDA/ROSCOE 1
- 5 RESEDA/ROSCOE 2
- 6 SHERMAN WAY /TOPANGA
- 7 5TH /SAN PEDRO
- 8 CESAR CHAVEZ /VIGNES
- 9 YORK / AVENUE 49
- 10 6TH / CENTRAL
- 11 VERMONT MELROSE 1
- 12 VERMONT MELROSE 2
- 13 VERMONT /76
- 14 CENTURY / LA CIENEGA
- 15 SAN FERNANDO / VERDUGO
- 16 SAN FERNANDO / EAGLE ROCK
- 17 HOLLYWOOD/HIGHLAND
- 18 EL MONTE BUSWAY ALAMEDA 1
- 19 EL MONTE BUSWAY ALAMEDA 2
- 20 VERMONT / 4TH
- 21 VERMONT /MONROE

**DEPARTMENT OF PUBLIC WORKS  
BUREAU OF STREET LIGHTING**

**REPORT NO. 1**

ADOPTED BY THE BOARD  
PUBLIC WORKS OF THE CITY  
of Los Angeles California

AND REFERRED TO THE CITY COUNCIL

AUG - 9 2017

**C.D. Various**

Honorable Board of Public Works  
of the City of Los Angeles

  
Executive Officer  
Board of Public Works

**AMEND THE NOVEMBER 4, 2016 BPW REPORT TO REQUEST LOANS TO BUREAU OF STREET LIGHTING (BSL) FROM THE PUBLIC WORKS TRUST FUND TO BE REIMBURSED FROM GRANTS**

**RECOMMENDATIONS:**

1. Amend the attached November 4, 2016 Board of Public Works Report that requested four loans from the Public Works Trust Fund (PWTF) to the BSL to five loans with no change in total cost. Forward this amended report to the Los Angeles City Council requesting to:
  - 1.2 Authorize five loans from the Public Works Trust Fund (Fund 834) totaling \$6,875,000, payable to the Street Lighting Maintenance Assessment Fund (Fund 347), to fund the design and construction of street lighting projects to be repaid as federal grant proceeds are received from California Department of Transportation (Caltrans) and LAMTA on a cost reimbursement basis. The individual loan amounts requested are estimates and are subject to change based on the final bid amounts. Nevertheless, the overall cost of the five loans shall not exceed \$6,875,000 through this Board Report.
  - 1.3 Authorize that grant reimbursements from the State and LAMTA be deposited into the Street Lighting Maintenance Assessment Fund and subsequently transferred back to the Public Works Trust Fund no later than one week after the deposit has been made.

**ATTACHMENTS:**

1. Approved Federal Transit Administration (FTA) Grant for Federal Section 5307 1% Transit Enhancements funds to LAMTA for \$600,000. The grant is for the installation of Enhanced Bus Stop energy efficient lighting near MTA transit centers.
2. November 4, 2016, Board of Public Works Report 1 from BSL.

**DISCUSSION**

The BSL identified four projects that are included in the 2017 FTIP (Federal Transportation Improvement Program) and qualify for federal reimbursement of construction costs under the Surface Transportation Program. The attached November 4, 2016 BPW Report approved funding from the PWTF to front fund the construction of these projects to be repaid as federal grant proceeds are received from Caltrans on a cost reimbursement basis.

The Bureau has an additional project that will be reimbursed through the LAMTA and FTA for \$750,000 for design and construction. The BSL is requesting that the loan amounts for the original four projects and schedules be modified to include the LAMTA-FTA project. The \$750,000 loan from the PWTF (Fund 834) will front the design and construction costs to install additional security lighting at approximately 18 bus stops in the City of Los Angeles. LAMTA will pass through to BSL up to \$600,000 of Federal Funds and up to \$150,000 of LAMTA Local Funds for the project. The FTA grant of \$600,000 has been awarded and MTA has committed to include \$150,000 of internal funds. These funds will be approved by the MTA board upon approval of this report.

**DEPARTMENT OF PUBLIC WORKS  
BUREAU OF STREET LIGHTING**

**REPORT NO. 1**

August 9, 2017

Page 2

The modified loan amounts from the PWTF, scope and schedule for each project is indicated as follows.

**1. LOWER GRAND TUNNEL – CD 14 (4<sup>th</sup> St. to General Thaddeus Kosciuzkow Way (GTK Way)**

**Loan Amount Requested: \$2,685,000**

The existing lighting in the tunnel utilizes 40 foot 400W Metal Halide light pipes. The illumination is below current standards and the lighting fixtures are failing. Current and future increases in downtown traffic due to continuing property developments in the area has made this project a high priority for the Bureau.

Approximately 170 fixtures will be replaced with new LED fixtures. Replacement of the tunnel lighting to LED will save an estimated 208,000 KWhrs in energy per year, resulting in a savings of over \$27,000 per year.

This project will result in a more reliable system that will raise lighting levels to increase visibility and reduce energy use. The timeline is estimated to be:

Advertise Project:	January 2018
Contract Award:	June 2018
Construction Complete:	October 2019
Board Acceptance:	December 2019

**2. OLYMPIC BLVD – FLOWER ST TO LAKE ST (VISION ZERO) STM/STP – CD 1, 9, 14**

**Loan Amount Requested: \$1,000,000**

The project location is on the High Injury Network of the Mayor's Vision Zero Initiative. This STM (series to multiple) conversion project will replace the existing high voltage street lighting with low voltage LED units.

Most of the existing mid-block poles and conduit were installed in 1938 and 1939 with lead sheath cable. Whether it is dirt accumulation or deterioration, lead sheath cable in aged conduit does not allow the existing cables to be removed to an extent where new wires may be installed in the existing conduit. Since the existing conduit cannot be reused, new conduit will be installed.

Approximately 80 lights will be converted to LED. The existing luminaires are a mix of HPS (high pressure sodium) and MV (mercury vapor) lamps in cobrahead and pendant fixtures. The project will save an estimated 80,000 KWhrs of energy, or \$10,400 in energy cost per year.

This project will result in a safer system, effectively reducing energy usage and the maintenance required on the system. The timeline is estimated to be:

Advertise Project:	January 2018
Contract Award:	July 2018
Construction Complete:	July 2019
Board Acceptance:	December 2019



**DEPARTMENT OF PUBLIC WORKS  
BUREAU OF STREET LIGHTING**

**REPORT NO. 1**

**August 9, 2017**

**Page 3**

**3. WILSHIRE BLVD - CURSON AVE TO WILTON PL (VISION ZERO) STM/STP – CD 4**

**Loan Amount Requested: \$1,640,000**

The project location is on the High Injury Network of the Mayor's Vision Zero Initiative. This STM conversion project will replace the existing high voltage street lighting with low voltage LED units.

The street lighting system was installed circa 1956 with lead sheath cable. Whether it is dirt accumulation or deterioration, lead sheath cable in aged conduit does not allow the existing cables to be removed to an extent where new wires may be installed in the existing conduit. Since the existing conduit cannot be reused, new conduit will be installed.

Approximately 328 fixtures will be converted to LED. These fixtures are decorative utilizing old energy inefficient lamps. The new project will replace them with the same ornate look. The project will save an estimated 401,000 KWhrs in energy, or \$52,000 in energy cost per year.

This project will result in a safer system, effectively reducing energy usage and the maintenance required on the system. The timeline is estimated to be:

Advertise Project:	June 2018
Contract Award:	December 2018
Construction Complete:	March 2020
Board Acceptance:	September 2020

**4. VENTURA BL - AMIGO AVE TO CALHOUN AVE (VISION ZERO) STM/STP – CD 3, 4, 5**

**Loan Amount Requested: \$800,000**

The project location is on the High Injury Network of the Mayor's Vision Zero Initiative. This STM conversion project will replace the existing high voltage street lighting with low voltage LED units.

The street lighting system was installed between 1962 and 1972. Though the existing cables are not lead sheathed, the conduits between Densmore Ave and Sepulveda Blvd have deteriorated and need to be replaced.

Approximately 220 lights will be converted to LED. The existing luminaires are a mix of HPS, MV and incandescent cobrahead fixtures. All fixtures will be replaced with LED. The project will save an estimated 160,000 KWhrs in energy, or \$21,000 in energy cost per year.

This project will result in a safer system, effectively reducing energy usage and the maintenance required on the system.

The timeline is estimated to be:

Advertise Project:	January 2018
Contract Award:	July 2018
Construction Complete:	July 2019
Board Acceptance:	December 2019

**DEPARTMENT OF PUBLIC WORKS  
BUREAU OF STREET LIGHTING**

**REPORT NO. 1**

**August 9, 2017**

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**5. ENHANCED MTA BUS STOPS SECURITY LIGHTING – CD (various locations).**

**Loan Amount Requested - \$750,000**

The Bureau of Street Lighting has identified 18 bus stops from the list provided by LAMTA that qualify for federal reimbursement of design and construction costs under the program. The improvements at these bus stops will greatly enhance the existing security lighting system's reliability and light output thereby improving bus riders/pedestrian safety sensibility.

There's no existing security lighting provided at these 18 bus stops. This project will provide a comfortable visibility to encourage pedestrian and bus rider traffic. The timeline is estimated to be:

Advertise Project:	January 2018
Contract Award:	June 2018
Construction Complete:	January 2019
Board Acceptance:	June 2019

**FISCAL IMPACT STATEMENT**

There is no impact to the City's General Fund. The PWTF will front fund the projects for a total of \$6,875,000, and the PWTF will be reimbursed by the Street Lighting Maintenance Assessment Fund as soon as grant proceeds are received from Caltrans and LAMTA-FTA.

**STATUS OF FINANCING**

If awarded, funding will be available at the PWTF, Fund 834 to transfer to Street Lighting Maintenance Assessment (SLMAF) Fund, 347, New Account (Project Name) to front fund the construction and design of the projects. Funds will be transferred from the PWTF to SLMAF upon awarding of contract and showing proof of grant award.

Federal billings will be submitted progressively and PWTF will be reimbursed as grant proceeds are received from Caltrans and LAMTA as per Recommendation 1.1.3.

Report prepared by:

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Respectfully submitted,



Ed Ebrahimian, Director  
Bureau of Street Lighting



## Board Report

File #: 2017-0253, File Type: Contract

Agenda Number: 31.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 21, 2017

**SUBJECT: PARKING ENFORCEMENT SERVICES TRANSITION**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the transition of parking enforcement services from Metro Transit Security and the Los Angeles Sheriff's Department (LASD) to the Parking Management unit; and
- B. AUTHORIZING the Chief Executive Officer to execute a five-year, firm fixed price Contract No. PS37647008 to SP+ Municipal Services, for parking enforcement services at Metro parking facilities serving Metro's transit system in the amount of \$4,599,446, subject to resolution of protest(s), if any.

#### **ISSUE**

Improving parking enforcement is part of Parking Management's broader set of efforts to maximize transit parking and improve customer service. In conjunction with the Parking Management Pilot Program ("Pilot Program"), consistent parking enforcement is needed to assist in managing parking demand in Metro's transit lots. Addressing non-transit use of spaces, compliance with parking regulations and proper use of facilities maximizes the space available to transit riders. Parking Management staff worked with Transit Security to develop a plan to transition parking enforcement to the Parking Management unit and has procured a contract for parking enforcement services at all Metro-operated parking facilities. The System Security and Law Enforcement Division is working together with Labor Relations to ensure compliance with the collective bargaining agreement, and the proposed actions assure that Transit Security would still perform key aspects of parking enforcement, as permitted by state law. Personnel of the contracted service and Transit Security will both be members of the Teamsters Local 911.

Staff is requesting authorization for the transition of duties of parking enforcement to Parking Management. If approved, the Parking Enforcement Program will be fully operational by winter 2018. Parking citations processing and adjudication will continue to be handled by Transit Court.

#### **DISCUSSION**

##### Background

Parking enforcement is currently handled by Metro Transit Security and contracted law enforcement, whose primary focus is to provide safety and security at Metro properties. This expansive purview limits their ability to properly enforce parking regulations along Metro’s expanding transit system.

Transition and outsourcing of parking enforcement to non-sworn officers was introduced to the Board as one of Metro’s RAM (“Risk Allocation Matrix”) initiatives in January 2016. The initiative requires Board approval for its implementation.

Metro currently parks approximately four million cars a year at 87 parking facilities throughout Los Angeles County and issues approximately 5,000 parking citations per year. As the transit system continues to expand, so will the need to administer a more proactive and focused parking enforcement management program.

Parking Enforcement Transition

As part of the Supportive Transit Parking Program (“STPP”) Master Plan study, Walker Parking Consultants (“Walker”) conducted a parking enforcement analysis of Metro-operated parking facilities. The analysis indicates that the parking citation issuance at Metro parking facilities is lower than other comparable transit agencies. Metro issued approximately 5,000 citations (0.0013% of total cars parked) which is 90% fewer citations per space per year compared to two other sizable transit agencies. See the following table.

Comparison of Citation Issuance to Other Transit Agencies

Agency	Number of Spaces	Parking Citations	Citations/Space/Year	Citation Issuance Relative to Metro
Transit Agency 1	48,000	98,700	2.06	8.5
Transit Agency 2	50,400	132,000	2.62	10.8
Metro	21,200	5,140	0.24	n/a

Source: Walker Parking Consultants, 2016

Therefore, Walker recommends that Metro utilize non-sworn officers and new innovative technology solutions to improve the performance of parking enforcement while also allowing Metro Security and contracted law enforcement to primarily focus on safety and security.

Transitioning the parking enforcement duties to the Parking Management unit will allow Metro Transit Security and contracted law enforcement to reallocate their resources to further focus on safety and security along Metro transit system. This move will also enhance safety at Metro parking facilities with additional personnel on site consistently and with dedicated staff resources.

Cost Analysis

Based on a recent coordinated parking enforcement review, four Los Angeles Sheriff Department (“LASD”) officers along with three Metro support staff issued 35 parking citations in a six-hour time period. This effort covered three Metro parking facilities along the Expo Line. The labor cost of LASD

officers was over \$3,000, far in excess of the citation revenue. In contrast, by utilizing non-sworn officers with the proposed new technology solutions for the same enforcement effort, the total labor cost for issuing 35 citations at three locations would be \$40.00, as shown on the following table.

**Coordinated Enforcement**

	Labor Hour Billable Rate	Labor Cost	Per Citation Labor Cost
<b>MTA Security</b>	\$ 64.04	\$ 1,536.96	\$ 43.91
<b>LASD</b>	\$ 140.00	\$ 3,360.00	\$ 96.00
<b>Parking Enforcement</b>	\$ 20.00	\$ 40.00	\$ 1.14

- \*LASD/MTA: 4 officers for 6 hour
- \*Proposed: 1 non-sworn officer @
- \*Hourly bill rate includes all labor

Through the new parking enforcement program, the estimated labor cost will result in approximately \$1.15 per citation.

Based on a comparable analysis by Walker, an estimated 25,000 parking citations would be expected to be issued per year. However, staff is planning to take a softer and customer service based approach on the parking citations issuance during the transition year, and only projects 15,000 parking citations to be issued. The average parking citation per Metro’s Parking Ordinance and Fee Resolution is \$58.00 which is expected to generate approximately \$870,000 in gross parking citation revenue during year one.

A parking enforcement transition will not only eliminate jurisdiction confusion among Metro Transit Security, LASD and CHP officers, it will also consolidate parking enforcement, eliminating the cost of reimbursement to other agencies.

Parking Enforcement Program

To move forward with the transition, Parking Management held several interdepartmental meetings leading to an agreement by Metro Transit Security Management, Countywide Planning, Transit Court and Parking Management to transition parking enforcement responsibilities to the Parking Management unit. In preparation for this transition, Parking Management has assigned a parking enforcement manager to oversee this parking enforcement contract and all parking enforcement-related duties.

The Parking Enforcement Program objectives are to:

- Facilitate availability of parking spaces throughout the system to transit users.
- Ensure compliance with Metro’s Parking Ordinance at Metro parking facilities.
- Support the Pilot Program.
- Increase safety and security with consistent presence.

- Identify and report maintenance needs.
- Improve overall customer satisfaction with the transit system.

Parking Management has developed a parking enforcement transition program centered on contracting with a parking enforcement contractor. The contractor's services will focus on enforcing Metro's Parking Ordinance and Parking Fee Resolution (Metro Administration Code Chapter 8), adopted by the Board in September 2015, at all Metro-operated parking facilities. Features of the enforcement program include:

- *Innovative technology to support the Parking Management Pilot Program ("Pilot Program") and enforce parking regulations.* Parking enforcement vehicles will be equipped with mobile license plate recognition (LPR) cameras which are integrated with all parking payment systems available to Metro customers.
- *Reduction of enforcement operating costs by appropriately utilizing non-sworn peace officers and providing dedicated enforcement resources.*
- *Proactive approach driven by compliance data.*
- *Support for the Pilot Program and the overall STPP Master Plan findings and recommendations.*
- *Transit Court:* All citation administration and adjudication will remain with Transit Court.

### Labor Relations

Labor Relations Staff is discussing the initiative with Teamster Local 911 Transit Security Management to ensure the compliance with the collective bargaining agreement. In accordance with the collective bargaining agreement, Transit Security will continue to perform key aspects of parking enforcement, only as permitted by state law, along with the contracted service provider. Metro committed to include specific language in the service contract to illustrate each party's duties. The service contractor will also be required to utilize Teamster Local 911 members to perform contracted services.

### Parking Enforcement Implementation Plan

Metro Parking Management and Transit Court have developed the following inter-departmental responsibilities after the transition:

#### *Metro Parking Management Unit Responsibilities:*

- Implement new parking enforcement protocol, procedures and schedule for the new parking enforcement program.
- Enforce Metro's Parking Ordinance and Parking Fee Resolution.
- Patrol all Metro-managed parking facilities.
- Report all irregular activities to Transit Court for coordination with law enforcement and/or Metro Transit Security.
- Provide adequate materials for hearing and appeal process to Transit Court.
- Upload via the Transit ECitation Software Application all parking citation data in a citation database of Transit Court.

- Install and purchase all parking enforcement equipment and innovative solutions.
- Procure, monitor performance, audit and administer the parking enforcement contractor contract.

#### *Metro Transit Security Responsibilities*

- Enforce Metro Parking Ordinance violations not related to payment.
- Enforce all Metro adopted Administrative Codes.

#### *LASD/LAPD/LBPD Responsibilities:*

- Enforce all California Vehicle Code violations.
- Enforce ADA placard and license plate compliance and parking violations.
- Impound and towing of vehicles according to regulation.

#### *Metro Transit Court Responsibilities:*

- Process and collect parking citation fees.
- Conduct initial review of citations.
- Conduct an Administrative Hearing.
- Audit and account for the parking citation revenue collection.
- Recruit the independent reviewer and/or hearing officers and pay the costs for the review and hearing officers.
- Retention and safekeeping of the records of the appeal hearings.
- Prepare case package for citations which require further appeal process to the Superior Court and represent the Agency on appeals at Superior Court.
- Respond to customer-related citation complaints.

#### The Selected Contractor

Major contract tasks include:

- Enforcement of Metro Parking Ordinance and Fee Resolution.
- Report irregular activities to Metro.
- Report maintenance needs at Metro parking facilities.
- Develop a parking enforcement database available to Metro at all times.

The parking enforcement contractor will utilize the latest technology in the parking industry. Some of the parking equipment provided by the parking enforcement contractor include: vehicles, printers, cameras, parking citation issuance handhelds and mobile license plate recognition system. The parking enforcement contractor will also be able to integrate its system with Metro's current parking programs and Transit Court citation issuance applications. All equipment will be housed and maintained by the contractor.

#### **DETERMINATION OF SAFETY IMPACT**

Once implemented, the parking enforcement contractor's services will improve the safety of patrons

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at Metro transit parking facilities. Parking enforcement officers will increase vigilance and a sense of safety and security at Metro parking facilities. The regular visibility of parking enforcement officers will help reduce speeding and deter illegal and unsafe activities on Metro property. Parking enforcement officers will be able to address situations and notify Transit Security more proactively. Contracted law enforcement and Metro's Transit Security will be able to reallocate their time and resources to further focus on safety and security of the transit system.

## **FINANCIAL IMPACT**

Once the program is implemented at all 87 Metro stations' parking facilities, staff anticipates the gross parking citation revenue estimated at \$6,670,000 over five years. The estimated operating cost for the duration of the five year contract is \$4,599,446. Based on an average parking citation cost of \$58.00 and 15,000 parking citations during FY18, the program will generate \$870,000 in year one for a total recovery cost of 81% of the parking enforcement contract in the current fiscal year.

Assuming parking citation issuance at Metro parking facilities reaches the anticipated 25,000 parking citations annually from year two to year five, the program will recover 100% of the parking enforcement services contract value. The remaining balance will also help to recover administration and citation processing costs by Transit Court and contribute to the RAM Initiative. The program will also eliminate the current operating losses by significantly reducing labor cost.

### **Impact to Budget**

The contract cost is included in Parking Management unit's annual operating budget in Cost Center 3046 in FY18 under Account 50316, Project 308001 and Task 01.01 for Professional and Technical Services. This motion does not require any budget amendment. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting for future costs in future years.

## **ALTERNATIVES CONSIDERED**

The Board may choose to maintain status quo and not authorize moving forward with the transition and award of the contract to outsource parking enforcement service. This is not recommended as Metro would then continue to utilize law enforcement and transit security resources for this task and operate without ample level of parking enforcement. The labor cost of continuing to utilize law enforcement and transit security officers for this task while fully enforcing rules and regulations will also continue to remain high with low efficiency. Not moving forward with this contract would be counter to Metro's RAM and continue operation without innovative solutions. This program is a large component of the Pilot Program and the STPP Master Plan and the examination of a long-term parking management strategy to manage Metro's parking resources.

## **NEXT STEPS**

Upon approval by the Board, staff will execute Contract No. PS37647008 with SP+ Municipal Services in the amount of \$4,599,446 to implement the Parking Enforcement Program.




Successful transition of parking enforcement responsibilities to the Parking Management unit is expected to be completed by winter of 2018.

**ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Frank Ching, Senior Director, Countywide Planning & Development, (213) 922-3033  
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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## METRO PARKING ENFORCEMENT SERVICES/PS37647008

1.	<b>Contract Number:</b> PS37647008	
2.	<b>Recommended Vendor:</b> SP+ Municipal Services	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 2/10/2017	
	<b>B. Advertised/Publicized:</b> 2/10/2017	
	<b>C. Pre-Proposal Conference:</b> 2/22/2017	
	<b>D. Proposals Due:</b> 3/20/2017	
	<b>E. Pre-Qualification Completed:</b> 5/4/2017	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 5/9/2017	
	<b>G. Protest Period End Date:</b> 9/22/2017	
5.	<b>Solicitations Picked up/Downloaded:</b> 33	<b>Bids/Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Ana Rodriguez	<b>Telephone Number:</b> (213) 922-1076
7.	<b>Project Manager:</b> Frank Ching	<b>Telephone Number:</b> (213) 922-3033

**A. Procurement Background**

This Board Action is to approve Contract No. PS37647008 issued to provide parking enforcement services at all 87 Metro owned, leased and operated parking lots for a period of five years. Board approval of contract awards are subject to resolution of any properly submitted protest.

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

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

- Amendment No. 1, issued on February 14, 2017, provided clarification on the Evaluation Criteria and Submittal Requirements;
- Amendment No. 2, issued on March 2, 2017, extended the RFP due date to March 20, 2017.

A pre-proposal conference was held on February 22, 2017 and was attended by five participants representing four firms. There were 33 questions submitted and responses were released prior to the proposal due date.

A total of 33 firms downloaded the RFP and were included on the plan holders' list. A total of three proposals were received on March 20, 2017.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro, the City of Inglewood and the City of Pasadena was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |  |            |
|--|------------|
| • Experience and Qualifications  | 20 percent |
| • Personnel Qualifications, Availability, and Capabilities             | 10 percent |
| • Operation, Staffing, Customer Service, Auditing, and Reporting Plans | 20 percent |
| • Budget Plan  | 10 percent |
| • Equipment and Software   | 20 percent |
| • Price  | 20 percent |

Several factors were considered when developing these weights, giving equal importance to the experience and qualifications, operation and staffing plans, equipment and software, and price.

From March 21, 2017 through April 6, 2017, the PET conducted its independent evaluation of the proposals received. The PET determined that all three firms were within the competitive range. The firms are listed below in alphabetical order:

1. LAZ Parking, Inc.
2. Serco, Inc.
3. SP+ Municipal Services

On April 6, 2017, the PET conducted interviews of the three firms. The firms had an opportunity to present their proposed project manager, the team's qualifications, and respond to the PET's questions. More specifically, the firms were asked to present a focused presentation with more detail on their proposed operation and staffing plan.

The final scoring, after interviews, determined SP+ Municipal Services to be the highest rated proposer.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **SP+ Municipal Services (SP+)**

SP+ Municipal Services is an operating division of SP+ Corporation with over 140 years of combined municipal parking experience. They have parking enforcement contracts in 15 states with several cities such as the City of Newport Beach, Santa Ana and Santa Monica. They have a strong local presence with multiple locations and a sizable portfolio that gives them access to a large labor pool to support all of

Metro's facilities. Moreover, SP+ has transit parking enforcement experience from Chicago Transit Authority and Regional Transit District (RTD) in Colorado. SP+'s proposed operation plan was thorough and well thought out providing Metro with a clear overview of their driving routes, staffing plan, and uniform selections. The plan and proposed team from SP+ exhibited their experience and attention to detail in their proposal and further gave a more detailed presentation of their operating plan during the interview including an interactive map of the driving routes proposed. The proposed project manager is a former law enforcement officer who has previously managed parking enforcement operations and demonstrated his knowledge and experience during the interview. The project manager projected confidence in undertaking this new program to deliver to Metro a high quality enforcement program with an emphasis in customer service. The team submitted a detailed proposal, and spoke confidently during the interview on the key aspects of this project such as adequate planning, administration, management, uniforms, communication, customer service, and most importantly, safety.

### **Serco, Inc. (Serco)**

Serco, Inc. is a parking enforcement firm that has over 24 years of experience providing parking enforcement services for the City of San Francisco, the City of West Hollywood, and the City of Inglewood as well as other municipalities in the United States and internationally. Serco's proposal for this project included a good operation and staffing plan. However, they did not propose any coverage on the weekends, they did not include samples of monthly reports in the proposal, and the proposed project manager only had a little over 3 years of parking enforcement experience. Also, all firms were specifically requested to prepare an interview presentation focusing on additional details on their operation plan. Serco's presentation focused more on the firm's overall experience rather than the specifics of this project.

### **LAZ Parking, Inc. (LAZ)**

LAZ Parking was founded in 1981 and currently has locations all across the United States. While they have limited local experience in parking enforcement, they have experience out of state such as the management of the City of Chicago's on-street parking meter system that includes supplemental enforcement services. The proposed operation plan lacked a strategic approach giving the impression that the proposer did not fully understand the intent of the program being implemented. All firms were asked by the PET to prepare a presentation focusing on the proposed operation plan; however LAZ Parking did not provide more detail on the operating plan but mostly presented on the firm's history and background. Also, the PET requested that the proposed project manager be present at the interview to answer questions pertaining to their experience. LAZ's project manager did not attend the interview, as they proposed one person in the written proposal but then decided to conduct a recruitment specifically for the position, should they be awarded the contract. This was a key deficiency due to the fact that this parking enforcement

program is new to Metro and the PET wanted to have the opportunity to speak to and question the proposed project managers and ascertain their experience, thoughts, and ideas for this project.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
<b>2</b>	<b>SP+ Municipal Services</b>				
3	Experience and Qualifications	80.00	20.00%	16.00	
4	Personnel Qualifications, Availability, and Capabilities	90.00	10.00%	9.00	
5	Operation, Staffing, Customer Service, Auditing, and Reporting Plans	85.83	20.00%	17.17	
6	Budget Plan	80.00	10.00%	8.00	
7	Equipment and Software	90.00	20.00%	18.00	
8	Price	100.00	20.00%	20.00	
<b>9</b>	<b>Total</b>		<b>100.00%</b>	<b>88.17</b>	<b>1</b>
<b>10</b>	<b>Serco, Inc.</b>				
11	Experience and Qualifications	86.67	20.00%	17.33	
12	Personnel Qualifications, Availability, and Capabilities	63.33	10.00%	6.33	
13	Operation, Staffing, Customer Service, Auditing, and Reporting Plans	83.33	20.00%	16.67	
14	Budget Plan	80.00	10.00%	8.00	
15	Equipment and Software	83.33	20.00%	16.67	
16	Price	93.34	20.00%	18.67	
<b>17</b>	<b>Total</b>		<b>100.00%</b>	<b>83.67</b>	<b>2</b>
<b>18</b>	<b>LAZ Parking</b>				
19	Experience and Qualifications	63.33	20.00%	12.67	
20	Personnel Qualifications, Availability, and Capabilities	56.67	10.00%	5.67	
21	Operation, Staffing, Customer Service, Auditing, and Reporting Plans	64.17	20.00%	12.83	
22	Budget Plan	66.67	10.00%	6.67	
23	Equipment and Software	83.33	20.00%	16.67	
24	Price	50.07	20.00%	10.01	
<b>25</b>	<b>Total</b>		<b>100.00%</b>	<b>64.52</b>	<b>3</b>

### **C. Price Analysis**

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

The reason for the difference between the proposed amount and the negotiated amount is that during negotiations, Metro requested that SP+ amend their proposed operation plan to include two additional field supervisors. The proposed price increased slightly; however, the negotiated amount is still the lowest proposed price.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1.	SP+ Municipal Services	\$4,408,364	\$4,402,041	\$4,599,446
2.	Serco, Inc.	\$4,723,075	\$4,402,041	
3.	LAZ Parking	\$8,804,492	\$4,402,041	

### **D. Background on Recommended Contractor**

The recommended firm, SP+ Municipal Services, a division of SP+ Corporation, is located in Los Angeles, California, and has decades of parking services experience with municipalities throughout the United States. Examples of some of their local collaborations include services for the Los Angeles Department of Transportation (LADOT), Riverside, Santa Ana, and Santa Monica. Currently, SP+ is performing parking enforcement services for the City of Newport Beach, the City of Santa Ana, and the City of Vallejo in California as well as the RTD in Colorado, the Chicago Transit Authority and the Metropolitan Rail Corporation in Illinois. SP+'s proposed project manager is a former law enforcement officer with 30 years of public service experience, including five years on the executive team of the Santa Monica Police Department. In partnership with Metro, the SP+ team will enforce Metro's parking ordinances with efficiency in order to provide high quality service and ensure that Metro's parking resources are utilized primarily by Metro's transit patrons.

## DEOD SUMMARY

## PARKING ENFORCEMENT SERVICES / PS37647008

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this procurement based on lack of subcontracting opportunities. According to the Project Manager, the parking enforcement and citation services include specialized training, technology, and court related requirements currently performed by the Los Angeles Sheriff's Department. These duties, as well as the low emission, fuel efficient vehicles with security levels equivalent to police vehicles, cannot be sourced by any subcontractors in the enforcement service industry.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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

# Parking Enforcement Program

Presented by:

Frank Ching

Sr. Director, Parking Management

Countywide Planning & Development

Los Angeles County Metropolitan Transportation Authority





# Parking Enforcement Program

## Current program

- Performed by Contracted Law Enforcement, Transit Security & CHP (CALTRANS)
- Coordinated effort
- Re-active complaint based response
- Availability based on allowable resource
- Safety, security & criminal activity are top priorities

## Purpose of proposal

- Eliminate jurisdiction confusion
- Reallocate police and security resources to focus on safety and security
- Consolidate to one parking enforcement team throughout the system
- Increase efficiency by implementing new parking enforcement technology
- One of proposed RAM initiatives introduced to the board



# Parking Enforcement Transition

## – Proactive approach

- Regular visits to all parking locations, identifying possible safety concerns and reporting to the necessary departments.
- Reduce customer complaints by addressing concerns in real time with around the clock parking enforcement.
- Ensure facilities are being used for their intended purposes and space is available for Metro transit riders.



## – Safety and Security

- Transitioning parking enforcement allows law enforcement and transit security to be primarily focused on safety and security rather than issuing parking tickets.



# Parking Enforcement Transition

- Parking Consultant study and recommendation
  - Metro parking program parks approximately 4 million cars per year
  - 4% of violation rate parking industry standard
  - Translates to 160,000 citations annually
- Customer service oriented approach
  - 15,000 citations anticipated in year one

Comparison of Parking Citation Issuance to Other Transit Agencies

Agency	Number of Spaces	Parking Citations	Citations/Space/Year	Citation Issuance Relative to Metro
Transit Agency 1	48,000	98,700	2.06	8.5
Transit Agency 2	50,400	132,000	2.62	10.8
Metro	21,200	5,140	0.24	n/a

Source: Walker Parking Consultants, 2016





# New Technology

- New Technology and Efficiency
  - Mobile License Plate Recognition System
  - Integrated with Pay Stations
  - Integrated with Monthly Permit System
  - Fully Automated Verification System
  - Real-Time Communication System
  - No Equipment or Vehicle Upfront Set up or Purchase Cost
  - All equipment, software and vehicles will amortize through the contract term of 5 years.



# Cost analysis

- Case study (coordinated enforcement on March 16<sup>th</sup>, 2017 )
  - 4 LASD officers in six hours with three staff assistance to issue 35 citations at 4 stations (ran out of citation tickets) found 5 errors (more than 10%)
  - 24 labor hours of LASD officers, over \$3,360 in cost. Plus other assisted staffing labor cost (approximately \$950) and administration cost. With just LASD labor, cost per citation is \$96.
  - New proposed with integrated technology, two labor hours @ \$20 = \$40. Cost per citation, \$1.14.
  - New Innovative System will increase accuracy with automation.



# Citation Issuances & Revenue Estimation, Transit Court Budget

- Currently, we issue approximately 5,000 citations a year which is only 0.0013% of the Metro parking population.
- Citation Fee average is \$58.00, anticipated first \$8 to \$13 per citation from gross citation revenue collection goes to processing and administration
- 15,000 citations anticipated which is a conservative approach with a customer service oriented rollout.
- Anticipate \$750,000 to \$1,000,000 of parking citation revenue after processing and administration cost will be generate to offset the cost of the new enforcement service contract.

- All revenue will deposit to General Fund



# Next Steps

- Preparation and Setup
  - Upon award and execution of a contract, begin transitioning Parking Enforcement responsibilities.
    - Integrations with Transit Court for citation upload
    - Establish admin view for Transit court adjudication in enforcement software
- Equipment
  - Purchase, mount LPR and brand vehicles
  - Integrate all payment solutions with enforcement software
- Launch
  - Full transition and launch of new Parking Enforcement team by January, 2018.

