

Metro

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



Agenda - Final

Thursday, May 19, 2016

10:15 AM

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

System Safety, Security and Operations Committee

John Fasana, Chair

Michael Antonovich, Vice Chair

Jacquelyn Dupont-Walker

Don Knabe

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

CALL TO ORDER

ROLL CALL

24. APPROVE Consent Calendar Items: 25 and 26.

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

CONSENT CALENDAR

25. RECEIVE AND FILE status report on Motion 63 - Review of Potential North/South Metro Express Routes (Foothill Extension Express Bus Connection). [2016-0249](#)

Attachments: [Attachment A - San Gabriel -605- Freeway Alternatives](#)
[Attachment B - Motion 63](#)

26. APPROVE nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, and Westside Central Service Councils. [2016-0283](#)

Attachments: [Attachment A - Listing of Qualifications 5-2016](#)
[Attachment B - Nomination Letters 5-2016](#)

NON-CONSENT

27. Operations Employee of the Month. [2015-1755](#)

Attachments: [Presentation - OPS Employee of the Month May 2016](#)

28. RECEIVE oral report on FY16 third quarter KPI's for the System Safety, Security and Operations Committee. [2015-1756](#)

29. AUTHORIZE the Chief Executive Officer to award contract No. PS21904205074 to **Reliable Monitoring Systems (RMS)**, in the amount of **\$1,159,860**, to provide a **Gas Detection System (GDS)** for Metro Red Line (MRL) and Metro Gold Line (MGL). [2016-0171](#)

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

30. AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP4978800, a sole source procurement, to **American Power Systems, LLC. (APS), in the amount of \$1,003,974, to furnish and install a replacement back-up power system for the Blue Line.** [2016-0357](#)
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
31. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4260900 for **commercial and industrial door repair and preventive maintenance services with Specialty Doors + Automation**, for a not-to-exceed amount of \$1,116,405 for the three-year base period, \$372,135 for the first option year, and \$372,135 for the second option year, for a combined total of \$1,860,675, effective July 1, 2016, through June 30, 2021. [2015-1785](#)
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
32. AWARD a cost plus fixed fee contract for **Technical Support Services for the Heavy Rail Vehicle (HRV) Acquisition, Contract No. OP16523-30433487, to LTK Engineering Services**, in the not-to-exceed amount of \$13,028,744 for a period of 62 months from issuance of a Notice-to-Proceed (NTP) for the 64 HRV Base Order. [2016-0052](#)
Attachments: [ATTACHMENT A - PROCUREMENT SUMMARY](#)
[ATTACHMENT B - DEOD SUMMARY](#)
[ATTACHMENT C - FUNDING EXPENDITURE PLAN](#)
33. **MOTION by Najarian** that the Board direct the CEO to: [2016-0411](#)
- A. create a comprehensive study of all communities/cities impacted by the BNSF locomotive noise factor;
 - B. direct staff to work with Metrolink staff to prioritize those cities most in need of a quiet-zone; and
 - C. report back to the MTA Board in 90 days on the results of this study.

Adjournment

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



Board Report

File #: 2016-0249, File Type: Informational Report

Agenda Number: 25

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MAY 19, 2016

SUBJECT: FOOTHILL EXTENSION EXPRESS BUS CONNECTION

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status **report on Motion 63 - Review of Potential North/South Metro Express Routes (Foothill Extension Express Bus Connection).**

ISSUE

The recent opening of the Foothill Extension of the Metro Gold Line has prompted interest in reviewing transit alternatives that could connect the Long Beach area, Norwalk, and El Monte with the rail line. Motion 63 directed staff to review a potential north/south Metro express bus line connecting a number of destinations providing linkages to the Gold Line.

DISCUSSION

The Metro Gold Line Foothill Extension provides rail access to a number of higher demand locations such as City of Hope, Azusa Pacific University/Citrus College and more. Staff evaluated the potential for higher speed bus service from Long Beach to directly connect with the Gold Line.

Metro Express Line 577 currently operates Monday through Friday from the Long Beach VA Hospital to El Monte Station, via the I-605, serving Norwalk Metro Green Line Station, Rio Hondo College, and El Monte Station. Service operates from 5:30AM to 10:00PM, every 40 to 50 minutes.

The line performs poorly; ridership averages 850 daily boardings, 90% of these boardings are between Norwalk and El Monte. The average boardings per hour is 14, while the system average is 48. The Route Performance Index is 0.45, well below the 0.60 system minimum considered for maintaining a line.

Based on the motion to connect Long Beach with the new Metro Gold Line Foothill extension to Azusa, staff evaluated expanding and modifying the existing Line 577 route and service. To serve the destinations listed in the motion (Long Beach, Orange County connections, Metro Green Line, Metrolink, El Monte Station and Metrolink, and the Metro Gold Line), a new route Line 578 could be added to the existing Line 577, each using the San Gabriel -605- Fwy as the trunk route.

These two routes are shown on the attached map, and could operate in the following manner:

Line 577 - Begins at the Long Beach VA (connects with three OCTA lines, numerous core Long Beach Transit Lines, and the Cal State Long Beach Campus). This links to the I-605 via 7th St in Long Beach.

Line 578 - Begins at the Norwalk Metrolink Station/Norwalk Transit Center (provides connections to the Orange County/Oceanside Metrolink and Amtrak services). This line would proceed along Imperial Highway to the Norwalk Green Line Station before entering the I-605. Based on the current Metrolink schedule, this branch would only operate during peak train/travel times. (Weekdays 5am - 11am and 2pm - 8pm).

Each of the two routes could provide 30 minute frequency of service. When these routes join at the Norwalk Metro Green Line Station, they would then provide a fifteen minute service to El Monte Station with a stop at Rio Hondo College. From El Monte Station, this combined route could serve the El Monte Metrolink Station before continuing no-stop along Santa Anita Av to the Arcadia Gold Line Station.

As stated in the 2016 Metro Transit Service Policies and Standards, any new or modified service should have near term goals established prior to the service change and or implementation. If implemented, it is proposed that average boardings per hour be established at 20. With a proposed span of service of 16 hours, this equates to a projected 2,450 boardings per day. Also, the Route Performance Index should be 0.60 or better. Six months after the service has operated, service will be evaluated to determine what actions may be necessary to improve patronage and or reduce cost.

FINANCIAL IMPACT

At this time, an expanded Line 577 and a new Line 578 as proposed above are not included in the proposed FY17 budget. Should the service be implemented, and funds are not provided, staff would reduce existing service in the Gateway Cities/San Gabriel Valley region to fund the expansion of Line 577.

Impact to Budget

The span of service would be weekdays only from 5:00AM to 10:00PM. With the service level assumptions, existing Line 577 resources (hours and buses) have been folded into the estimated cost for weekday service shown below:

- The total annual cost of operating Line 577/578 is \$3.60 million, which is **an annual increase of \$2.02 million** from the current operating cost of \$1.58 million
- Marketing Startup Cost: \$200,000 (includes special wraps)
- Acquisition of Eight Additional Buses (six in service and two spares) for contract services. At the cost of \$550,000 per bus, the total **capital cost would be \$4.4 million**

- If no additional operating funds or an inadequate level of funding were provided for this project, Metro bus service would need to be reduced within these service regions to offset the increase in Metro bus operating costs

As proposed, Lines 577 and 578 would only operate on weekdays. Line 577 does not operate weekend service at this time and no weekend service on this corridor is being considered in these cost calculations.

ALTERNATIVES CONSIDERED

No alternatives were considered based on the Motion's direction to serve the Foothill Gold Line extension using a routing that begins in Long Beach.

NEXT STEPS

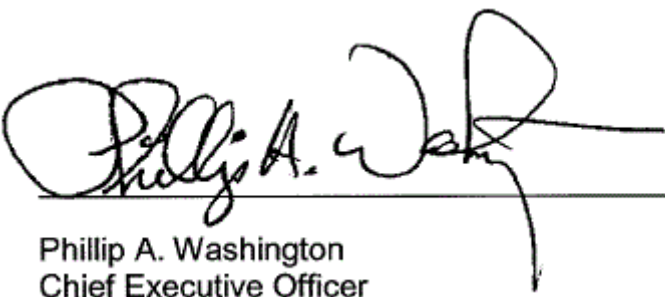
Though not recommended by staff, if there is a desire to consider implementation of this or similar service, the expansion of Line 577 and creation of Line 578 would constitute a major service change. This would require Metro to conduct public hearings at both the San Gabriel Valley and Gateway Cities Service Councils. In addition, Title VI and Environmental Justice evaluations would be required. The Board would also need to direct staff to amend the FY17 Budget to provide funds, as listed above, or reduce service on other Metro bus lines to fund the operation of this service.

ATTACHMENT

Attachment A - San Gabriel -605- Freeway Alternatives
Attachment B - Motion 63

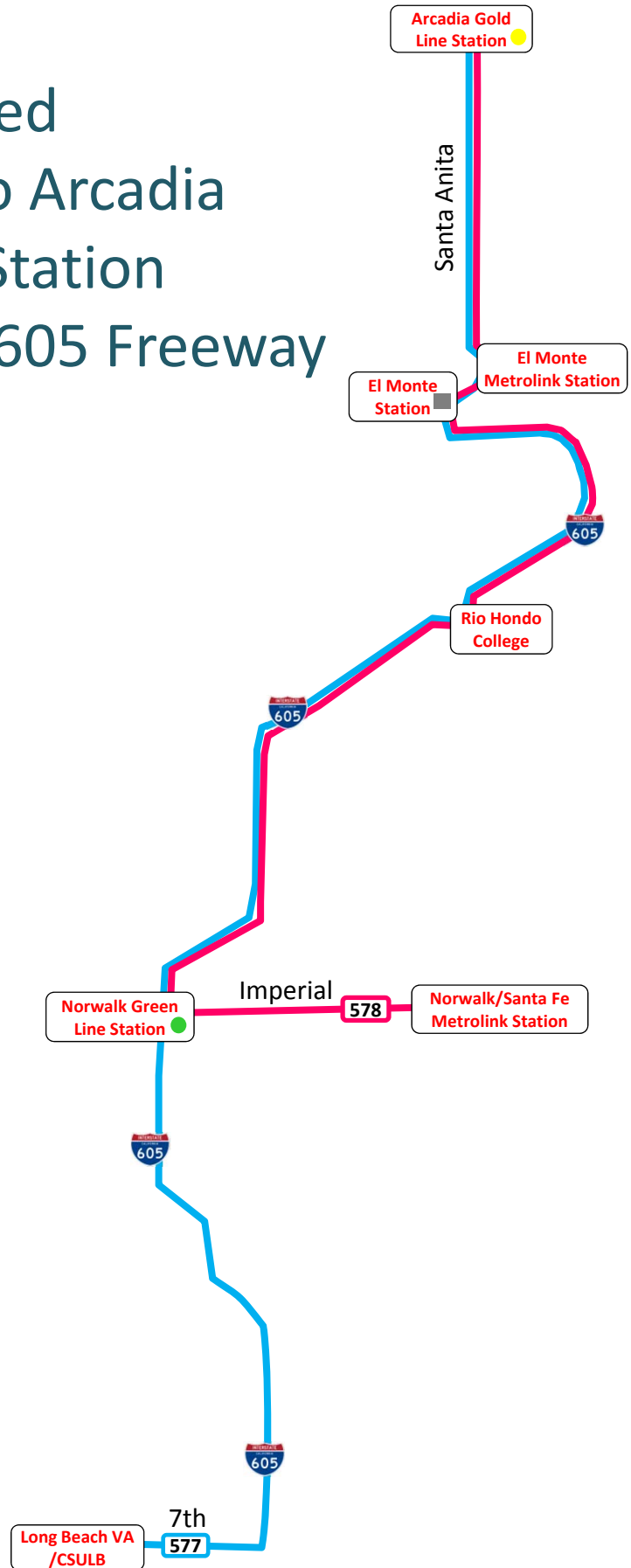
Prepared by: Jon Hillmer, Executive Director, Service Development, Scheduling and Analysis (213) 922-6972
Scott Page, Director, Service Performance and Analysis, (213) 922-1228
Christopher Reyes, Transportation Planning Manager III, (213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

Proposed Long Beach to Arcadia Gold Line Station Via San Gabriel - 605 Freeway





Board Report

File #:2016-0071, **File Type:**Motion / Motion
Response

Agenda Number:63.

**REGULAR BOARD MEETING
JANUARY 28, 2016**

Motion by:

Directors Antonovich, Solis, DuBois, Knabe and Fasana

January 28, 2016

Review of Potential North/South Metro Express Line

The opening of the Metro Gold Line Foothill Extension to Azusa in March will deliver much-needed east/west transit service along the 210 Freeway corridor. This service will parallel other east/west transit corridors in the San Gabriel Valley and Gateway Cities, including:

- Metrolink San Bernardino Line
- Metro Silver Line/Foothill Transit Silver Streak
- Metrolink Riverside Line
- Metro Gold Line Eastside Extension
- Metrolink Orange County Line
- Metro Green Line to Norwalk.

Linking these existing transit corridors to the Foothill Extension with a high-quality, express, north/south Metro bus line would improve service connectivity and mobility for the region. Similar efforts initiated at Metro to connect existing transit corridors include:

- the Metro Valley/Westside Express bus service - linking the Metro Orange Line to the Metro Expo Line once Phase 2 opens this year; and
- the Metro Pasadena/North Hollywood Express bus service - linking the Metro Gold Line to the Metro Orange and Red Lines and Bob Hope Airport via Burbank Bus, starting March 2nd.

In developing this service concept, Metro can build upon the current Line 577 service which operates between the El Monte transit station and the Long Beach Veterans Administration Medical Center. Metro should also engage the San Gabriel Valley and Gateway Cities COGs, Metro Service Councils, local jurisdictions and municipal operators in developing this service.

MOTION by Directors Antonovich and Fasana that the Board directs the CEO to return within 60 days with a review of a potential north/south Metro express bus line linking the Metro Gold Line

Foothill Extension with other transit stations in the San Gabriel and Gateway Cities subregions, including but not limited to the El Monte Busway station; Metrolink San Bernardino, Riverside and Orange County Lines; Gold Line Eastside Extension, Long Beach Airport and Metro Green Line.

We also move that the Board directs the CEO to develop a working group with the Councils of Government, stakeholder jurisdictions, Metro Service Councils and municipal operators within the San Gabriel Valley and Gateway Cities to provide input into the development of this service concept.



Board Report

File #: 2016-0283, **File Type:** Appointment

Agenda Number: 26

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVE nominees for membership on Metro’s San Fernando Valley, San Gabriel Valley, and Westside Central Service Councils.

ISSUE

Representatives of the Councils shall be selected to reflect a broad spectrum of the interests and geographic areas of the region over which the Metro Service Council has jurisdiction. Membership on the Council is not transferable or assignable.

The nominating authorities for the San Fernando Valley Service Council consist of City of LA Mayor Eric Garcetti (four seats), Third District Supervisor Sheila Kuehl (one seat) , Fifth District Supervisor Michael Antonovich (one seat), city clusters in the East San Fernando Valley (two seats), and a city cluster in the West San Fernando Valley (one seat).

The nominating authorities for the San Gabriel Valley Service Council consist of LA County First District Supervisor Hilda L. Solis (1 seat), Fifth District Supervisor Michael Antonovich (one seat), the San Gabriel Valley Council of Governments (three seats), and city clusters in the San Gabriel Valley (four seats).

The nominating authorities for the Westside Central Service Council consist of City of LA Mayor Eric Garcetti (4 seats), Second District Supervisor Mark Ridley-Thomas (one seat), Third District Supervisor Sheila Kuehl (one seat), and the Westside Cities Council of Governments (three seats).

DISCUSSION

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

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
SGV	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
SFV	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated to serve by the seats' appointing authorities. If approved by the Board, this appointment will serve the remainder of the seats' terms as indicated. A brief listing of the new nominees' qualifications is provided along with the nomination letters from the nominating authorities:

- A. Max Reyes, San Fernando Valley Service Council, New Appointment
 Nominated by: Los Angeles Mayor Eric Garcetti
 Term Ending: June 30, 2019

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of two (2) White members, six (6) Hispanic members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be eight(8) men and one (1) woman.

- B. Vivian Romero, San Gabriel Valley Service Council, New Appointment
 Nominated by: First District Supervisor Hilda L. Solis
 Term Ending: June 30, 2018

The demographic makeup of the San Gabriel Valley Service Council with the appointment of this nominee will consist of five (5) White members, two (2) Hispanic members, one (1) Asian member, and one (1) Native/Other member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be eight (8) men and one (1) woman.

- C. Ernesto Hidalgo, Westside Central Service Council, New Appointment
 Nominated by: Los Angeles Mayor Eric Garcetti
 Term Ending: June 30, 2019

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for these nominees to not be approved for appointment, for the incumbents to remain in the seats until the end of the seat's term (San Fernando Valley and San Gabriel Council vacancies), and for a seat to remain vacant (Westside Central Council).

NEXT STEPS

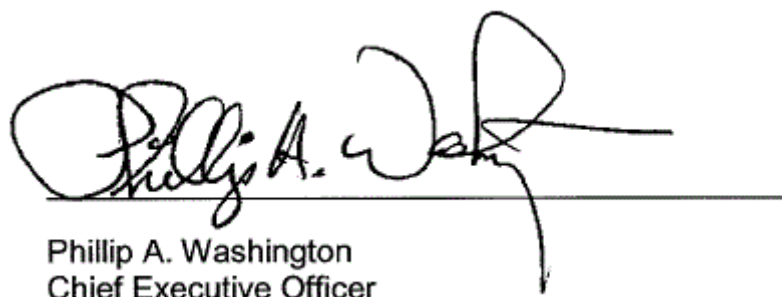
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

- Attachment A - New Appointee Biography and Listing of Qualifications
- Attachment B - Appointing Authority Nomination Letter

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

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



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Max Reyes, Nominee for San Fernando Valley Service Council



Max Reyes was raised in the San Fernando Valley and remains a proud resident. Prior to being elected President of the San Fernando Valley Young Democrats, he served as the club's Vice President, Treasurer, Communications Director, and Editorial Director. Professionally, Max is the Assistant Director of Government & Community Relations at California State University, Northridge. He previously worked for LA Mayor Eric Garcetti as his point staffer in the West Valley. Mr. Reyes has dedicated his career to public service, having served as the Deputy Campaign Manager to Senator Fran Pavley's successful 2012 re-election campaign and as her Senior Field Representative. He has worked for various state legislators in both their Capitol and district offices, giving him a broad understanding on the functions of government from both policy and community perspectives.

Mr. Reyes graduated with Distinction from the University of California, Berkeley, obtaining a B.A. in Political Science. He got his start in politics as a student government representative working on higher education issues. In college, he served as the UC Berkeley Lobby Corps Director and in Moorpark College as the Director of External Affairs. During his last semester, he was named the Advocate of the Year by the University of California Student Association.

Vivian Romero, Nominee for San Gabriel Valley Service Council



Long-standing Montebello resident Vivian Romero was elected to Montebello's City Council in 2013. Prior to her election, she served as a member of the City's Culture and Recreation Commission from 2011 to 2013.

Ms. Romero's involvement in the Montebello community includes fundraising for renovations to the City's Veteran's Memorial at the Montebello City Park, Montebello American Legion Montebello Post 272, Hook-Up Military Resource Center for Veterans, and a beautification project at Montebello Senior Center. She formed partnerships which helped bring to fruition the staging of special events such as the Annual Montebello Cinco De Mayo 5k /10k Run & Music Festival and an Annual Holiday Toy Drive for residents. She has previously served as a Neighborhood Watch Captain. She has also been proactive in arranging meetings with Caltrans officials to address concerns with noise, SR-60 emissions, deficiencies in scheduled maintenance, a failed Adopt a highway program and public safety issues caused by these conditions.

As Mayor Pro Tem, Ms. Romero's focus is economic development and sustaining city services with emphasis on local police & fire, street maintenance and after school

programs. She currently serves on the City's Street and Transit Ad-Hoc Committee, and has been an active member of the San Gabriel Valley Riverbed Task Force. Ms. Romero is also an accomplished entertainment and music industry professional and has served on the Executive Board of the Independent Cities Association since 2014. The Independent Cities Association is comprised of 48 member cities in Southern California representing over 7 million people, and focuses on education, legislative advocacy, intergovernmental relationships and other major issues that transcend the boundaries of its member cities.

Ernesto Hidalgo, Nominee for Westside Central Service Council



Ernesto Hidalgo has served as the volunteer Government and Community Affairs Representative for The Transit Coalition since 2013. A previous resident of North Hollywood, he served as the Chair of the Neighborhood Council's Planning, Land Use, Housing & Transportation Committee. Mr. Hidalgo recently became a home owner in Boyle Heights. He is currently employed as a Community Development Analyst with the City of Montebello. Mr. Hidalgo holds a BS in Business Administration from California State University of

Northridge and is currently a candidate to obtain a Real Estate Investment Certificate and become a California Department of Real Estate Broker through UCLA.

APPOINTING AUTHORITYY NOMINATION LETTER



ERIC GARCETTI
MAYOR

April 11, 2016

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

Mr. Spivack,

I hereby submit the nomination of **Max Reyes** to serve as a representative on the San Fernando Valley Service Council.

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

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

Sincerely,

A handwritten signature in blue ink that reads 'E. Garcetti'.

ERIC GARCETTI
Mayor

EG:cl



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

550 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
TEL (213) 874-4111 / FAX (213) 613-7339

HILDA L. SOLIS

CHAIR, BOARD OF SUPERVISORS
SUPERVISOR, FIRST DISTRICT



March 7, 2016

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

Re: San Gabriel Valley Service Council Appointment

Dear Mr. Spivack,

As the Supervisor for the First District of Los Angeles County, I would like to appoint Montebello Councilmember Vivian Romero to the San Gabriel Valley Service Council. You may contact her directly to request all necessary documentation.

Vivian Romero
vromeromusic@gmail.com
(213) 337-4466

Given her experience in the San Gabriel Valley, Mrs. Romero offers a balanced approach to achieve regional transportation goals. I have full confidence in her ability to represent the First District. Many thanks in advance.

Sincerely,

A handwritten signature in blue ink that reads "Hilda L. Solis".

Hilda L. Solis
Chair of the Board
Supervisor, First District



ERIC GARCETTI
MAYOR

April 11, 2016

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

Mr. Spivack,

I hereby submit the nomination of Ernesto Hidalgo to serve as a representative on the Westside/Central Service Council.

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

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

Sincerely,

ERIC GARCETTI
Mayor

EG:cl



200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG





Metro

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Metropolitan Transportation
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Board Report

File #: 2015-1755, **File Type:** Oral Report / Presentation

Agenda Number: 27

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016**

Operations Employee of the Month.

May Operations Employees of the Month



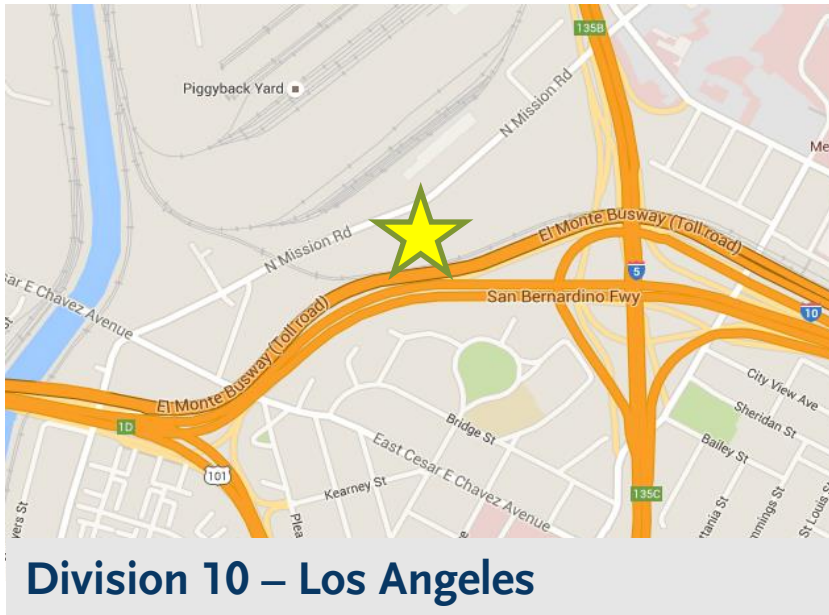
Metro

Operations Employees of the Month



Transportation

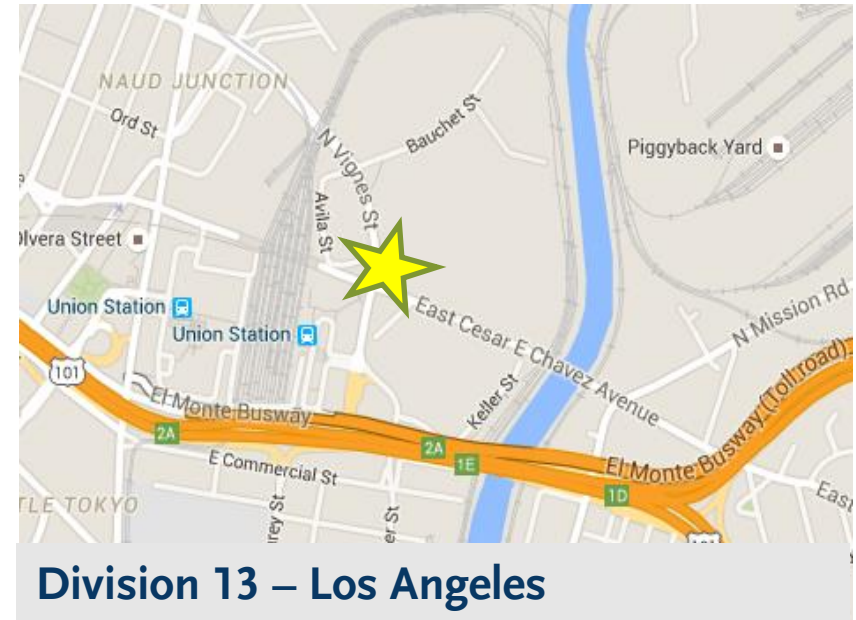
Bus Operator
Richard Munoz



Division 10 – Los Angeles

Maintenance

Service Attendant
Geovani Mendoza



Division 13 – Los Angeles



Metro

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

Board Report

File #: 2015-1756, **File Type:** Oral Report / Presentation

Agenda Number: 28

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016**

RECEIVE oral report on **FY16 third quarter KPI's for the System Safety, Security and Operations Committee.**



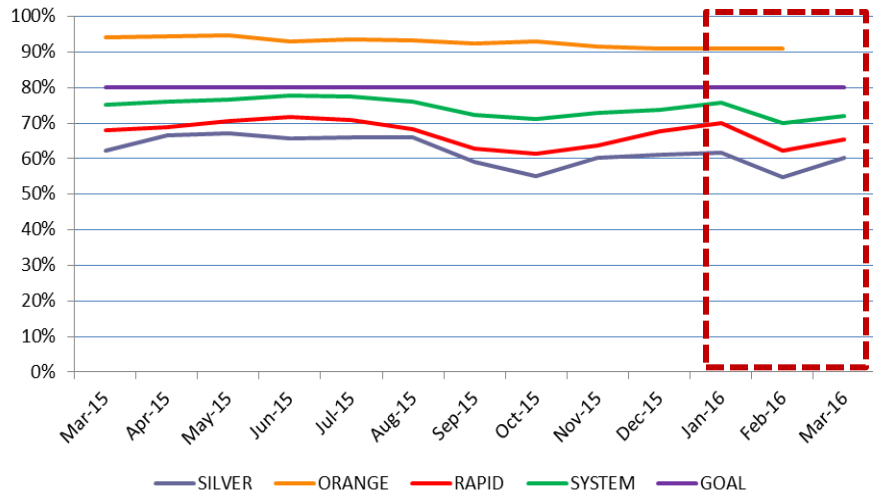
Metro Bus & Rail Performance

FY16 Quarter 3

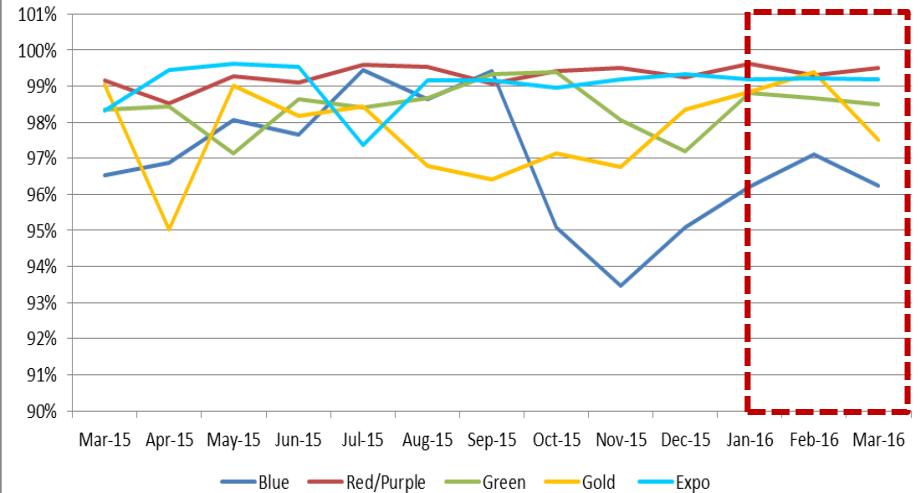
May 19, 2016

Bus & Rail In Service On-Time Performance

Bus ISOTP



Rail ISOTP



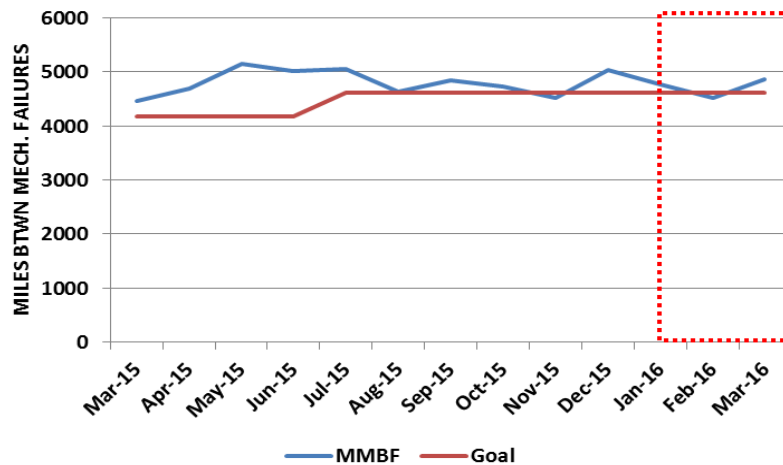
The Orange Line Operates on a dedicated right-of-way. The Silver Line is subject to automobile traffic

Line	FY15 Actual	FY16 YTD	FY16 Goal
Silver	67.6%	60.2%	80%
Orange	93.9%	92.1%	80%
Rapid	69.9%	65.8%	80%
System	75 %	73.2%	80%

Line	FY15 Actual	FY16 YTD	FY16 Goal
Red/Purple	99.1%	99.4%	100%
Blue	97.3%	96%	99.2%
Green	97.4%	98.6%	99.2%
Gold	98.6%	97.7%	100%
Expo	99.1%	99%	100%

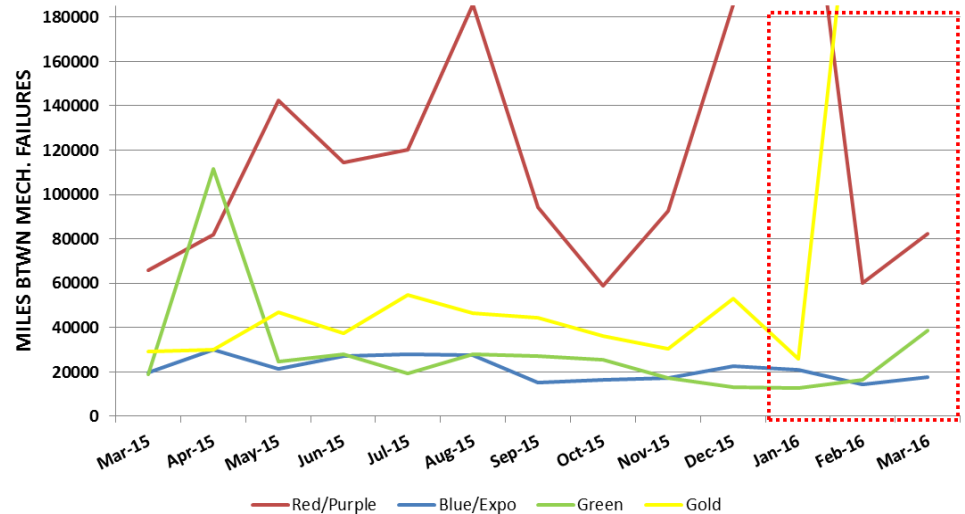
Bus & Rail Mean Miles Between Mechanical Failures

Directly Operated Bus Mean Miles Between Mechanical Failures



	FY 15 Actual	FY16 YTD	FY16 Goal
Bus	4,482	4,771	4,680

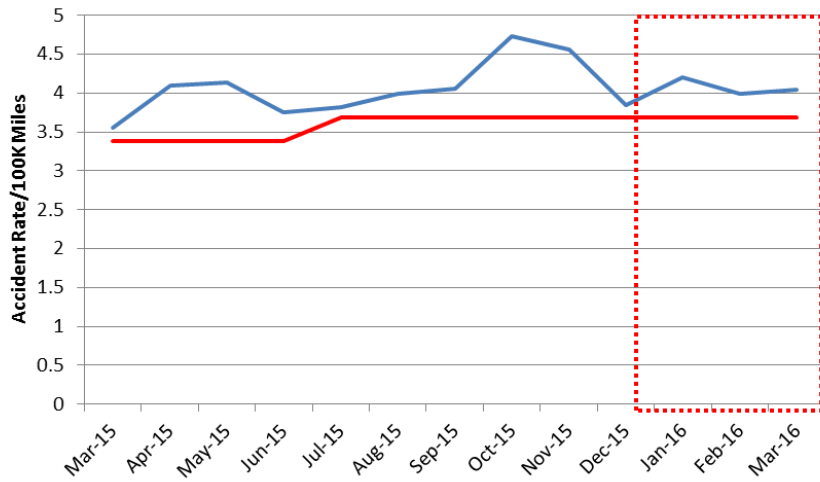
Rail Mean Miles Between Mechanical Failures



Line	FY15 Actual	FY16 YTD	FY16 Goal
Red/Purple	85,090	110,399	84,868
Blue/Expo	23,716	19,180	23,934
Green	21,054	19,513	21,008
Gold	44,171	50,631	45,762

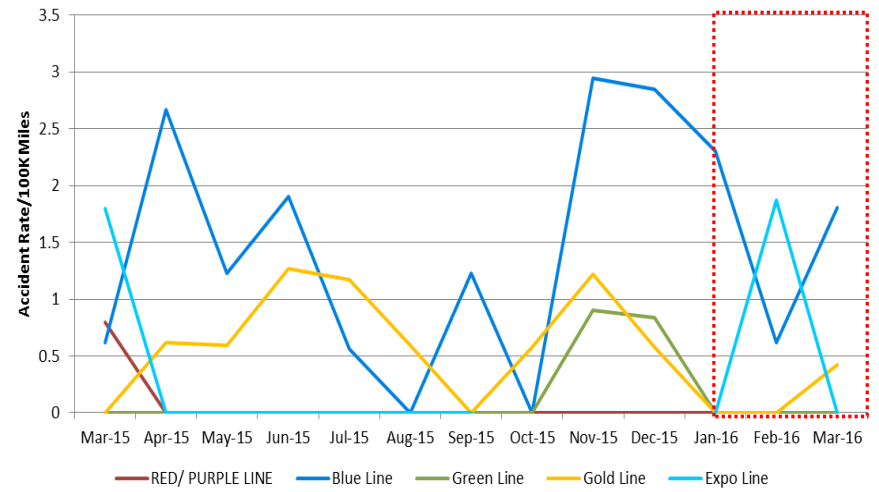
Bus & Rail Vehicular Accidents per 100,000 Miles

Bus Accidents/100K Miles



	FY 15 Actual	FY16 YTD	FY16 Goal
Bus	3.77	4.15	3.69

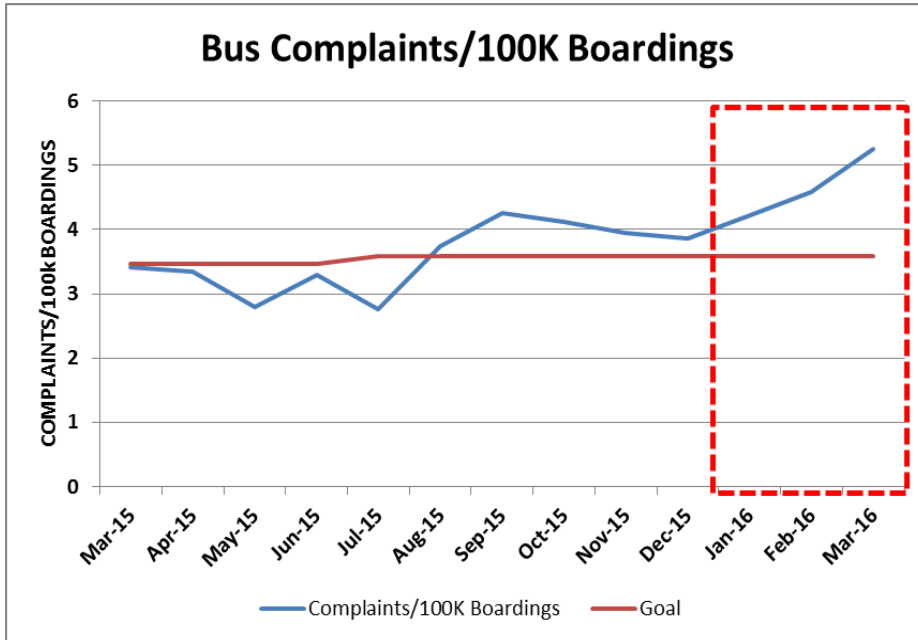
Rail Vehicle Accidents / 100K Miles By Line



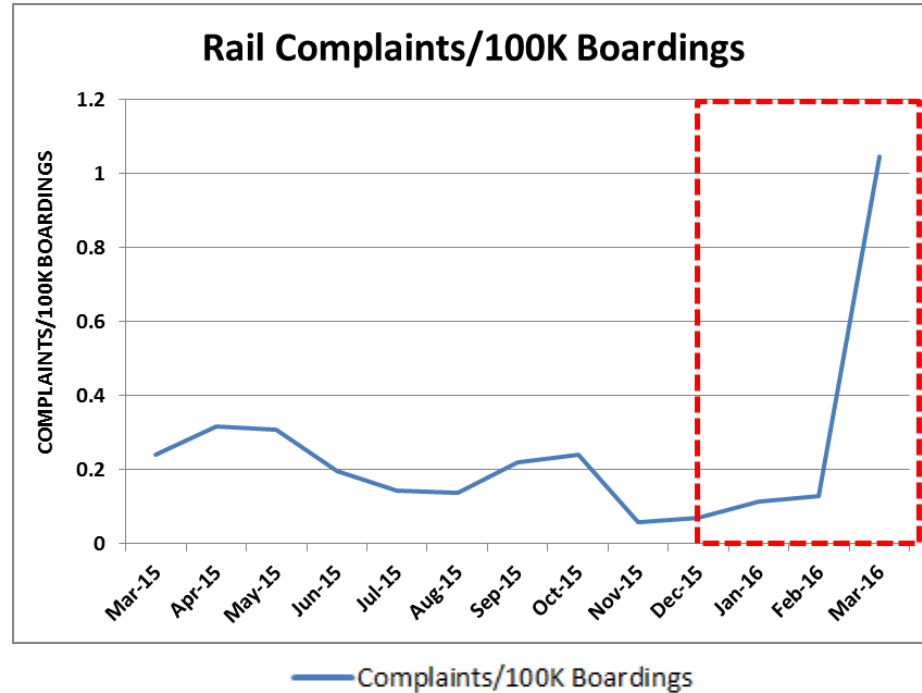
Line	FY 15 Actual	FY16 YTD	FY16 Goal
Red/Purple	0.13	0.00	0.14
Blue	0.89	1.37	0.79
Green	0.14	0.19	0.15
Gold	0.54	0.51	0.47
Expo	1.02	0.38	1.10

Bus & Rail Customer Complaint Rates

Bus Complaints/100K Boardings



Rail Complaints/100K Boardings

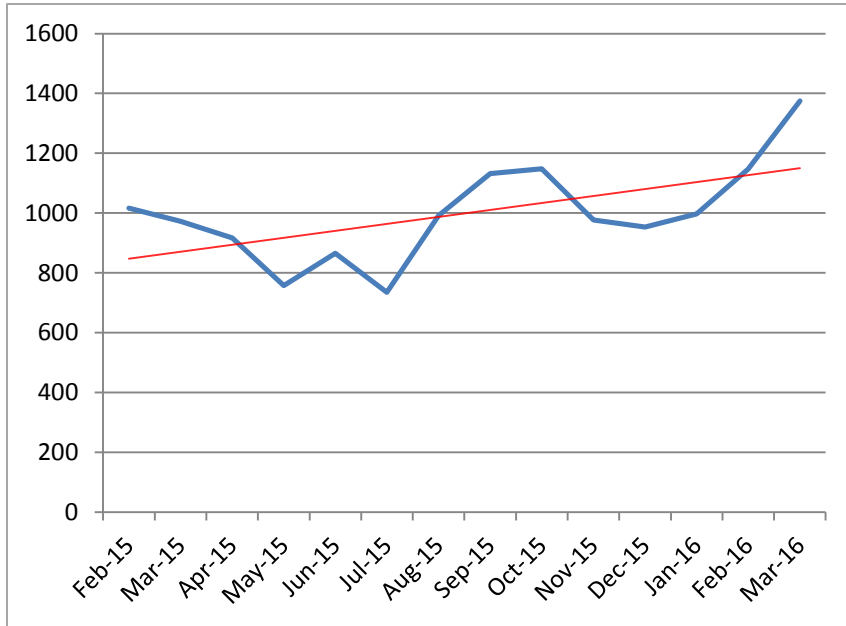


	FY 15 Actual	FY16 YTD	FY16 Goal
Bus	3.62	4.08	3.59

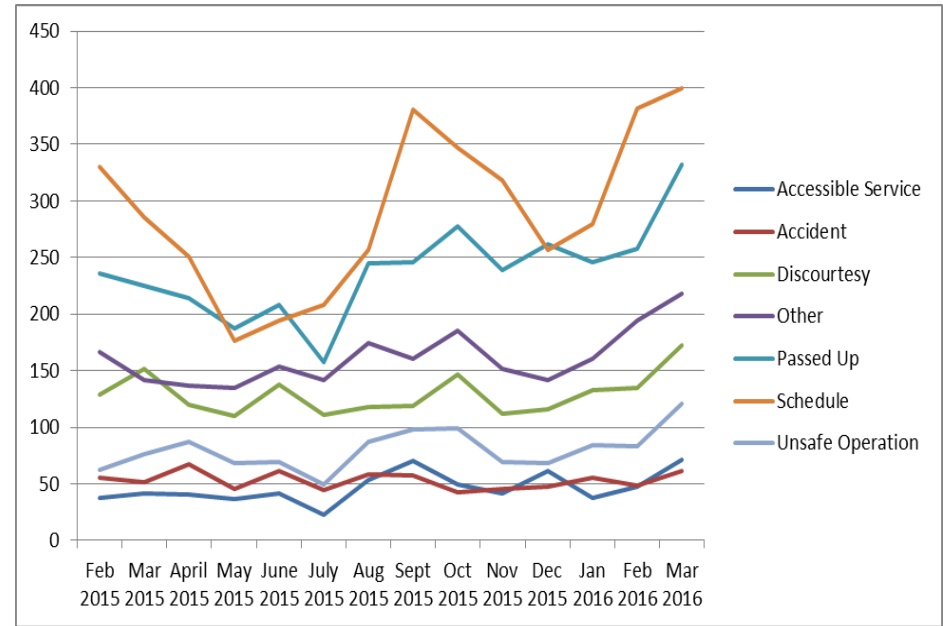
Line	FY 15 Actual	FY16 YTD	FY16 Goal
Red/Purple	0.11	0.03	0.11
Blue	0.27	0.15	0.27
Green	0.32	0.21	0.31
Gold	0.34	0.81	0.34
Expo	0.38	0.50	0.40

Bus & Rail Customer Complaint Categories

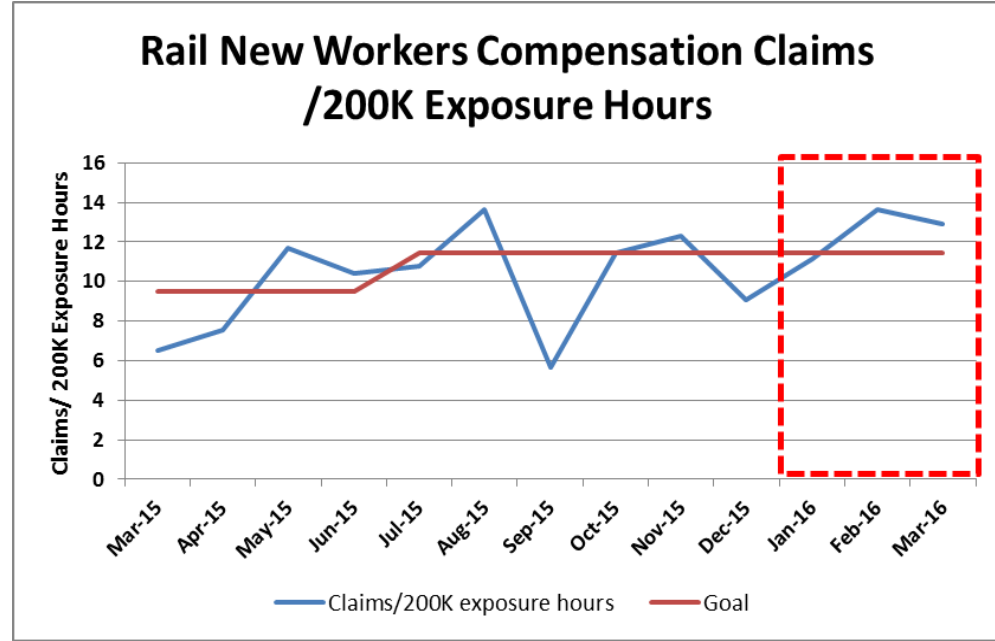
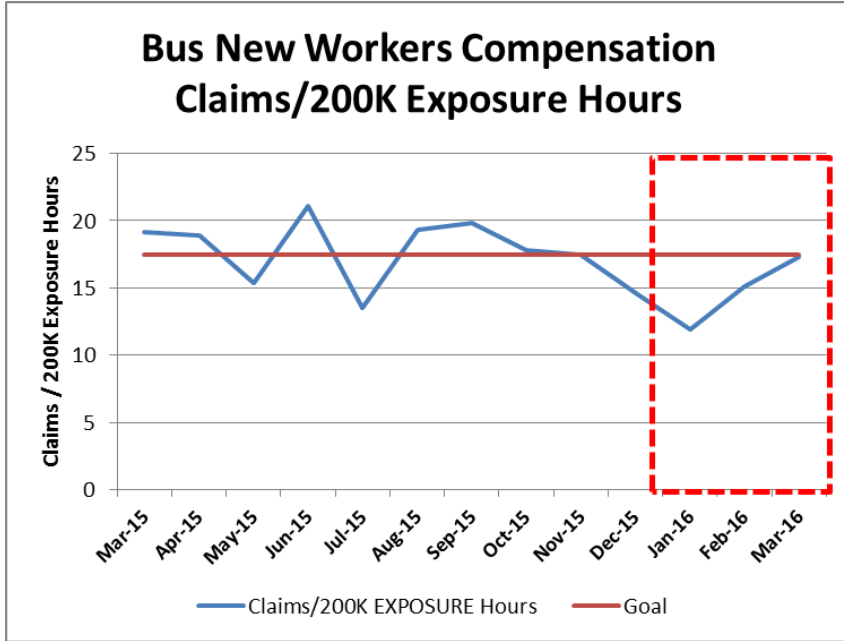
Total Complaints



Complaint Categories



New Bus & Rail Worker's Compensation Claims



	FY 15 Actual	FY16 YTD	FY16 Goal
Bus	17.5	16.31	16.83

Line	FY 15 Actual	FY16 YTD	FY16 Goal
Rail	9.55	11.1	11.47

**Board Report**

File #: 2016-0171, **File Type:** Contract**Agenda Number:** 29

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016****SUBJECT: GAS DETECTION ANALYZER SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award contract No. PS21904205074 to **Reliable Monitoring Systems (RMS)**, in the amount of **\$1,159,860**, to provide a **Gas Detection System (GDS)** for **Metro Red Line (MRL)** and **Metro Gold Line (MGL)**.

ISSUE

In order to ensure the safety of our passengers and staff in the underground stations and right-of-way, a complete replacement of the Gas Detection System equipment is required. This procurement is for the parts and installation of the new system.

Metro rail underground stations are equipped with gas detection equipment. The gas detection devices were installed throughout the stations and cross passages. In the event that harmful gases are present, an alarm is triggered at the Rail Operations Control (ROC). Staff is immediately dispatched to assess and mitigate the issue. The current GDS devices were installed throughout the MRL in 2002 and underground MGL stations in 2003. In addition, the GDS' main controller interface boards and peripheral equipment are obsolete, and replacement parts are difficult and expensive to obtain.

DISCUSSION

The new GDS will replace and upgrade the current MRL and MGL equipment. This new microprocessor-based system performs functions including management of sensor modules, alarm relays, and interface with front panel display. The current equipment requires a labor-intensive system calibration every three months.

New GDS equipment has an original equipment manufacturer recommendation of bi-annual calibration resulting in operating cost savings by reducing the labor cost by half. This system will improve the speed of data information communications and accuracy of incident response time. Also, the system will be connected to the Supervisory Control and Data Acquisition (SCADA) system.

The contractor shall provide the work covered by the proposed specifications including engineering

services, which incorporates system audit and analysis. Following the award of the contract, the contractor will install the equipment within a year and a half. Installation requires replacing all sensors, control boards, power supplies, and data lines as necessary.

DETERMINATION OF SAFETY IMPACT

The Gas Detection System will provide additional safety features such as faster response time to incidents in the tunnel. The current response time is 5 to 10 seconds; the new response time will be improved to 2 to 5 seconds. The new system will report incident via Emergency Maintenance Panel, Fire Control Panel, Rail Operations Control, and SCADA interface module, utilizing the Remote Terminal Unit and Programmable Logic Units modules for immediate alarm recognition. A safe and reliable system is the key advantage to this new Gas Detection digital system.

FINANCIAL IMPACT

The funding of \$1,159,860 is included in the Life of Project budget 205074 - Gas Analyzer Upgrade in cost center 3960.

Since this is a multi-year contract, the cost center manager, project managers, and Executive Director, Maintenance will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The source of funding for this contract comes from Prop A 35%, which is eligible for bus and rail Operating and Capital Projects. No other funds were considered or eligible for this activity.

ALTERNATIVES CONSIDERED

The alternative is to not award a contract for the GDS. However, based on the potential impact on Public Safety, this option is not recommended. The GDS provides a security measure to Metro Rail ridership. Metro demonstrates its commitment to putting Public Safety as a priority through the installation of this new system.

NEXT STEPS

After approval of the Board, staff will execute Contract No. PS21904205074 with Reliable Monitoring Systems to provide GDS services for Metro Red Line and Gold Line.

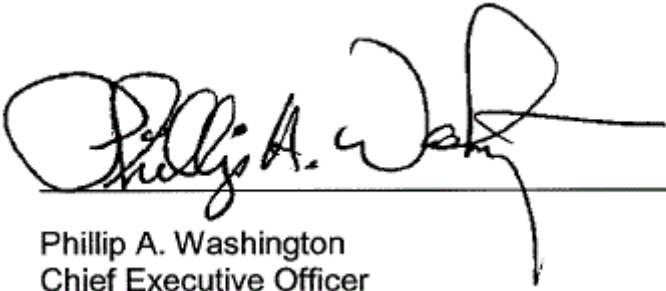
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Roger Largaespada, Wayside Systems Manager, (213) 613-2115
Chris Reyes, Transportation Planning Manager, (213) 922-4808

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GAS DETECTION ANALYZER SYSTEM / PS21904205074

1.	Contract Number: PS21904205074	
2.	Recommended Vendor: Reliable Monitoring Services	
3.	Type of Procurement: (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 12/4/2015	
	B. Advertised/Publicized: 12/4/2015	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Bids Due: 1/20/2016	
	E. Pre-Qualification Completed: 3/16/2016	
	F. Conflict of Interest Form Submitted to Ethics: 3/11/2016	
	G. Protest Period End Date: 4/21/2016	
5.	Solicitations Picked up/Downloaded: 8	Bids Received: 3
6.	Contract Administrator: Linda Rickert	Telephone Number: (213)922-4186
7.	Project Manager: Roger Largaespada	Telephone Number: (213)613-2115

A. Procurement Background

This Board Action is to approve Contract No. PS21904205074 issued to provide a Gas Detection Analyzer System (GDAS) for Metro Red Line (MRL) and Metro Gold Line (MGL) stations.

The IFB was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price. Award is made to the lowest responsive, responsible bidder.

One amendment was issued during the solicitation phase of this IFB; amendment No. 1 issued on January 5, 2016, extended the deadline. Nine questions were asked and answered during the procurement.

A total of three bids were received on January 20, 2016.

B. Evaluation of Bids

The firm recommended for award, Reliable Monitoring Services (RMS), was found to be in full compliance with the bid requirements.

	Bidder/Proposer Name	Bid Amount
1.	Reliable Monitoring Services (RMS)	\$1,159,860.00
2.	JM Fiber Optics	\$1,336,354.40
3.	EFS West	\$1,366,824.00

C. Price Analysis

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

Bidder Name	Bid Amount	Metro ICE
Reliable Monitoring Services	\$1,159,860.00	\$2,001,688

D. Background on Recommended Contractor

The recommended firm, RMS, located in Calabasas, California, has been in business for ten years, and is a leader in gas detectors and fire alarms. RMS is a certified dealer for Sierra Monitor Corporation equipment. Ed Crofts, the RMS project manager, has over 30 years of experience in the safety industry.

DEOD SUMMARY

GAS DETECTION ANALYZER SYSTEM /
PS21904205074**A. Small Business Participation**

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

According to guidance provided by County Counsel, SBE goals on non-federally funded IFBs cannot be a condition of award, because Metro can only award to the lowest bidder in accordance with Section 130232(5) of the California Public Utilities Code. Staff is working with Government Relations to seek legislative change to the Public Utilities Code, through Assembly Bill 2690 (Ridley-Thomas). AB 2690 is currently pending referral to the Assembly Local Government Committee.

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

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0357, **File Type:** Contract**Agenda Number:** 30

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016****SUBJECT: BLUE LINE BACK-UP POWER SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP4978800, a sole source procurement, to **American Power Systems, LLC. (APS), in the amount of \$1,003,974, to furnish and install a replacement back-up power system for the Blue Line.**

ISSUE

There were three recent Metro Blue Line (MBL) incidents where the service interruptions were a result of a power failure. In the event of a power outage from the utility provider, the power control system has a secondary battery system that activates to provide uninterrupted supervisory control of the substations. During each incident the battery back-up system failed to provide power to the control devices, resulting in service delays.

These systems are located in twenty-one Communications and Signal Rooms (CSR) along the MBL. The batteries are expired and need replacement in all CSR's. The current system cannot be relied upon to function as intended.

DISCUSSION

The MBL back-up power system is a vital part of ensuring safe and uninterrupted service. This procurement is for a replacement of the current back-up battery power system along the alignment. The contract allows APS to furnish and install the battery kits and all required hardware and software. They will also provide and maintain a warranty for the battery system as the sole authorized representative. The life expectancy of the new batteries is 20 years, and will require minimal maintenance. The installation for the entire MBL will be completed within six months of contract award.

Sole Source Justification

The significance of this sole source procurement is to ensure continued safe operational ability of the back-up power system. The current back-up power system was provided by C&D Technologies.

Metro has used the C&D battery systems throughout all of the rail communications sites for the last 25 years. From an operational and technical standpoint, it is imperative to acquire the same type of battery kits for the communications equipment compatibility and standardization system-wide. APS is the only authorized manufacturer's representative for C&D Technologies in the State of California and the only company authorized to install for warranty purposes. Another type of battery kit would require re-engineering of the existing communications equipment which is cost-prohibitive and unreasonable. The procurement was conducted in accordance with current policy on sole source procurements.

DETERMINATION OF SAFETY IMPACT

The back-up battery power system needs to be replaced in order to maintain a safe and reliable system. In the event that the utility company has a power failure and the back-up battery system does not work, there is a potential of a multi-hour service disruption. Passengers will need to exit the train wherever they are stopped along the right of way, and this is a safety risk for everyone on the train.

FINANCIAL IMPACT

Funding is included under Project 211029 for the Blue Line Communications and Signal Building Rehabilitation Project. Funds are allocated in cost center 3960 - Rail Transit Engineering, account 53102 - Acquisition of Equipment, task 04.001 - Parts and Materials.

Impact to Budget

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

ALTERNATIVES CONSIDERED

One alternative is to not award this Contract and leave the expired batteries in the back-up system. This alternative is not recommended as it will leave Metro susceptible to system delays and additional operational expenses.

A second alternative is to only replace some of the back-up system, instead of the entirety of the line. This alternative is not recommended as power failures along the Blue Line cannot be predicted, and thus would still leave the line vulnerable to system delays.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP4978800 to American Power Systems and issue a Notice-to-Proceed to start working on this project.

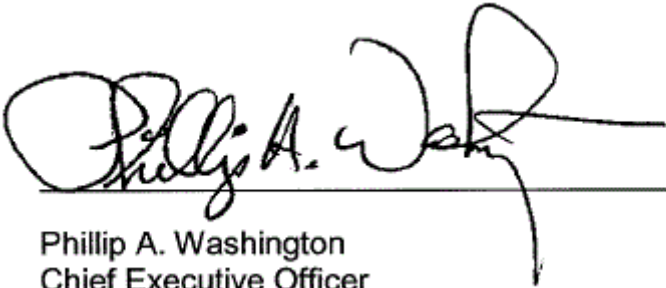
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Aderemi Omotayo, Director, Wayside Systems, (213) 922-3243
Chris Reyes, Transportation Planning Manager, (213) 922-4808

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BLUE LINE BACK-UP POWER SYSTEM /OP4978800

1.	Contract Number: OP4978800	
2.	Recommended Vendor: American Power Systems, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 13, 2016	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: April 20, 2016	
	E. Pre-Qualification Completed: April 22, 2016	
	F. Conflict of Interest Form Submitted to Ethics: April 20, 2016	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A – Sole Source	Bids/Proposals Received: 1 – Sole Source
6.	Contract Administrator: Victor Zepeda	Telephone Number: (213) 922-1458
7.	Project Manager: Roger Largaespada	Telephone Number: (213) 613-2115

A. Procurement Background

This Board Action is to approve Contract No. OP4978800 to American Power Systems, LLC (APS) in support of Metro's Rail Communications Back-Up Power System at 21 Blue Line Stations. The Metro Blue Line Back-Up Power System has been in service for over 27 years. In the event a Back-Up Power System fails, public transportation will have to be shutdown.

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

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

The proposal was received on April 20, 2016. This was a sole source procurement because, APS, is the only authorized manufacturer's representative in the entire State of California for C&D Batteries and Uni Power Rectifiers, the type of batteries and rectifiers used on Metro Blue Line, including the installation verification and warranty claim processing company.

B. Evaluation of Proposals/Bids

The proposal was evaluated in accordance, and complies with, Metro’s Acquisition Policy for a sole source procurement.

APS was determined to be responsive, responsible and qualified to perform the required services based on the technical evaluation by the Project Manager.

C. Cost/Price Analysis

The recommended price for the contract is fair and reasonable based on comparable listed prices on GSA, independent cost estimate, and technical evaluation.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
American Power Supply	\$1,003,974	\$1,002,383	\$1,003,974

D. Background on Recommended Contractor

The recommended firm, APS, located in Irvine, CA, has been in business for 22 years and is a leader in the field of DC (direct current) power and uninterrupted power systems. APS is the only authorized distributor in California for C&D Technologies and Uni Power Rectifiers (the system chosen by Metro for the Blue Line).

APS is the sole distributor for the battery plant system, and is the only authorized installation verification and warranty processing company in the State of California.

In 2014, APS was awarded a contract to provide new batteries and power plant at the Green Line Maintenance Yard. Their performance has been satisfactory.

DEOD SUMMARY

BLUE LINE BACK-UP POWER SYSTEM / OP4978800

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this sole-source non-competitive procurement based on the lack of subcontracting opportunities. The proposed Contractor, American Power Systems, is the exclusive representative of C & D batteries and Uni Power Rectifiers in Southern California. As confirmed by the Project Manager, American Power Systems is the only authorized dealer that can install and validate the Metro Blue Line Battery Plants, and will perform the work with its own workforces.

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract

C. Living Wage /Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2015-1785, File Type: Contract

Agenda Number: 31

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MAY 19, 2016

SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4260900 for **commercial and industrial door repair and preventive maintenance services with Specialty Doors + Automation**, for a not-to-exceed amount of \$1,116,405 for the three-year base period, \$372,135 for the first option year, and \$372,135 for the second option year, for a combined total of \$1,860,675, effective July 1, 2016, through June 30, 2021.

ISSUE

This new contract will provide agency wide as-needed repair and semi-annual inspections and preventive maintenance services for Metro's commercial and industrial doors. It will also provide as-needed refurbishment or replacement of damaged or aging doors.

Preventive maintenance of commercial and industrial doors is necessary to extend their useful life and provide safe and reliable service system-wide.

The existing contract with Specialty Doors + Automation, OP33442634, will expire on June 30, 2016. To ensure service continuity along with safe and timely operations, a new contract award is required effective July 1, 2016.

DISCUSSION

There are over 935 doors throughout Metro bus and rail facilities. This includes steel roll-up doors, glass doors, bi-fold doors, roll-up grills, sectional doors, fire doors, and counter shutters.

This contract will provide semi-annual inspections, preventive maintenance services, and as-needed repairs to damaged or malfunctioning doors. Timely repairs of damaged or malfunctioning doors or grills are necessary to avoid negative impact to bus roll-outs and train operations.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure safe, timely, and quality commercial and industrial door repair and preventive maintenance services throughout Metro bus and rail facilities.

FINANCIAL IMPACT

The funding of \$372,135 for this is contract is included in the FY17 budget in cost centers 3367 - Facilities Property Maintenance, under multiple operating projects.

Since this is a multi-year contract, the cost center manager and project managers will ensure that the balance of funds are budgeted in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP4260900 to Specialty Doors + Automation, to provide commercial and industrial door repair and preventive maintenance services throughout Metro bus and rail facilities effective July 1, 2016.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

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

Lena Babayan, Facilities Maintenance Manager, (213) 922-6765

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE
MAINTENANCE SERVICES / OP4260900

1.	Contract Number: OP4260900	
2.	Recommended Vendor: Specialty Doors + Automation	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 10, 2015	
	B. Advertised/Publicized: September 10, 2015	
	C. Pre-Proposal/Pre-Bid Conference: September 17, 2015	
	D. Proposals/Bids Due: October 27, 2015	
	E. Pre-Qualification Completed: December 28, 2015	
	F. Conflict of Interest Form Submitted to Ethics: November 19, 2015	
	G. Protest Period End Date: May 24, 2016	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 2
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Carlos Martinez	Telephone Number: (213) 922-6761

A. Procurement Background

This Board Action is to approve a contract award in support of Facilities Maintenance to provide the installation, automation and repair services for rollup and hinged fire doors, hinged single and double glass/aluminum doors, steel roll-up doors/grilles and all other types of doors throughout Metro bus and rail facilities as outlined in Invitation for Bid (IFB) No. OP182553367348920.

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

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

- Amendment No. 1, issued on September 25, 2015, provided pre-bid conference material including sign-in sheets, planholders' list, and prevailing wage information;
- Amendment No. 2, issued on October 14, 2015, changed submittal requirements and extended the bid due date;
- Amendment No. 3, issued on October 19, 2015, deleted the bid bond and performance bond requirements.

A pre-bid conference was held on September 17, 2015. A total of two bids were received on October 27, 2015.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with, standard acquisition policy for a competitive sealed bid. A total of two bids were received from Specialty Doors + Automation and Southern California Overhead Door Company, Inc. Both firms were determined to be responsive, responsible and qualified to perform the required services based on the IFB's requirements and technical evaluation by the Project Manager.

C. Cost/Price Analysis

The recommended hourly rate and total price from Specialty Door + Automation for the contract are considered fair and reasonable based upon adequate price competition, independent cost estimate, and technical evaluation. Specialty Door + Automation offered the lowest hourly labor rate.

In March 2016, the Department of Industrial Relations (DIR) confirmed that prevailing wage applies to the services included in this contract. Staff conducted an analysis of the bids to ensure that applicable prevailing wages were met. The analysis included a review of applicable labor categories cited by the DIR.

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Specialty Door + Automation	\$1,860,675	\$2,297,581	\$1,860,675
Southern California Overhead Door Company.	\$4,816,290	\$2,297,581	

D. Background on Recommended Contractor

The recommended firm, Specialty Door + Automation located in Rancho Dominguez, California, has been in business since 1996. Their goal was to build a full service company that offered more features to industrial and retail customers at a low price. Specialty Door + Automation provides a variety of automation, security products, installation, and repair services. Their solutions include complete electrical, gates and fabrication. The company primarily focuses their services in Southern California where they have multiple offices from Santa Barbara to Orange County. Specialty Door + Automation is the incumbent for this work and has performed satisfactorily.

DEOD SUMMARY**COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE
MAINTENANCE SERVICES / OP4260900****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Small Business Enterprise (SBE) goal for this solicitation. At the time of bid, Specialty Doors Inc. did not make an SBE commitment. However, Specialty Doors notified Metro that their listed non-SBE subcontractor, LAX Equipment, submitted an application for SBE certification (received by Metro on March 25, 2016), and was SBE certified on April 19, 2016. Meeting the goal was neither a condition of award nor an issue of responsiveness. After contract award, it is expected that Specialty Doors will have an SBE participation of 2.42%.

According to guidance provided by County Counsel, SBE goals on non-federally funded IFBs cannot be a condition of award because Metro can only award to the lowest bidder in accordance with Section 130232(5) of the California Public Utilities Code. Staff is working with Government Relations to seek legislative change to the Public Utilities Code, through Assembly Bill 2690 (Ridley-Thomas). AB 2690 is currently pending referral to the Assembly Local Government Committee.

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0052, File Type: Contract

Agenda Number: 32

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 19, 2016

**SUBJECT: CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
TECHNICAL SUPPORT SERVICES**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AWARD a cost plus fixed fee contract for **Technical Support Services for the Heavy Rail Vehicle (HRV) Acquisition, Contract No. OP16523-30433487, to LTK Engineering Services**, in the not-to-exceed amount of \$13,028,744 for a period of 62 months from issuance of a Notice-to-Proceed (NTP) for the 64 HRV Base Order.

ISSUE

This action authorizes contract award to LTK Engineering Services to support Metro's designated Project Manager, or his/her designee, with engineering and technical oversight of the HRV 4000 Vehicle Contractor to ensure performance is consistent with the requirements of the HR4000 Heavy Rail Vehicle Contract. Subject to Metro's direction, the Consultant shall apply appropriate technical and engineering support services and resources to facilitate the timely production and delivery of the HR4000 HRVs and associated deliverables for a period of 62 months for the 64 vehicle HRV Base Order. Should Metro exercise Vehicle Options one (1) thru five (5) staff will return to the Board for approval of the additional not to exceed amount for LTK's services.

DISCUSSION

Metro is currently active in numerous rail line extensions including the Purple Line Extension (PLE), Sections 1, 2 and 3. This rail line expansion, previously named the Westside Subway Extension, extends service from the terminus of the Purple Line at the ~~Wilshire/Vermont~~ Wilshire/Western Station to Westwood.

In accordance with the Rail Fleet Management Plan FY2015-FY2040 (Draft, June 10, 2015, v.7.1), Metro anticipates a need to expand each rail fleet to accommodate anticipated growth in ridership, line extensions; replace vehicles reaching the end of their useful revenue service life; and support the maintenance department with reasonable spare ratios to prevent deferred maintenance issues. The base order of 64 HRVs will address the operational service requirements of the PLE, Section 1, with

34 HRVs; the other 30 HRVs will be used to replace the A650 Base Buy fleet that will be at the end of its useful revenue service life. As such this contract base order will be supporting the fleet replacement efforts under project number 206037 in addition to the PLE section 1 efforts under project number 865518. If in the future, the additional options are executed, project(s) will be directly charged for the option(s) benefitting the respective project(s). There are five (5) Options totaling 218 HRVs for potentially a cumulative purchase of 282 vehicles for the new HRV procurement.

The Options included as part of this action are as follows:

- Option 1 - 24 HRVs: Red Line Expansion
- Option 2 - 84 HRVs: System Expansion
- Option 3 - 20 HRVs: PLE, Section 2
- Option 4 - 16 HRVs: PLE, Section 3
- Option 5 - 74 HRVs: Fleet Replacement of existing 74 vehicles

LTK Engineering Services shall provide support to Metro's designated Project Manager or his/her designee, with technical and engineering oversight of the Vehicle Contractor to ensure that performance is consistent with the delivery requirements of the HR4000 Heavy Rail Vehicle Contract, which may include Metro's exercise of any or all of the five (5) Options. Subject to Metro's direction, LTK Engineering Services will apply appropriate technical and engineering support services and resources to facilitate the timely production and delivery of the HR4000 HRVs and associated deliverables.

The Scope of Services shall include, but not be limited to, document control, review and preparation of correspondence in response to technical submissions, oversight of the Vehicle Contractor's supply chain process, support of Project Reviews, oversight of testing and inspection activity, and other technical support services as directed by Metro.

The Consultant shall provide, on an as needed basis, highly experienced and qualified passenger heavy rail transit Vehicle engineers with demonstrated expertise in all subject areas listed in LTK Engineering Services' Statement of Qualifications for the duration of the Contract.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. LTK Engineering Services exceeded the goal by making a 22.62% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this contract award will have a direct and positive impact to system safety, service quality, system reliability and overall customer satisfaction. The procurement of sixty-four (64) new HRVs will support the operational service requirements of Section 1 of the PLE and augment service

levels by replacing the underperforming 30 Base Buy A650 HRVs.

FINANCIAL IMPACT

The total not-to-exceed contract amount to support the base is \$13,028,744. Funding for the base order is within the respective Life of Project (LOP) budgets for the Westside Purple Line Extension (PLE) Section 1 (865518) of \$2,739,510,000 and the Heavy Rail Procurement Project (206037) of \$130,910,000.

The FY17 planned expenditures of \$2,497,043 is included in the annual budgets for the two aforementioned projects in Cost Center 3043, Rail Vehicle Acquisition, and Account 50316, Professional & Technical Services and as per Attachment C.

Since this is a multi-year contract, the cost center Manager, Project Managers, and the Executive Director of Vehicle Acquisitions will ensure that costs will be budgeted in future years.

Impact to Budget

The source of funds for this action affecting Westside PLE Section 1 is Measure R 35%, and is within the Adopted LOP budget. Funding sources for the Westside PLE Section 1 project is planned for the design, construction and procurement efforts; these funds are not eligible for operations.

The source of funds for the Heavy Rail Procurement project is initially Measure R Administration, which is eligible for rail capital activities. The funding sources under this project are sufficient to award the contract base of this recommendation. Staff is actively pursuing additional Federal sources such as MAP-21 and other eligible federal sources. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the funding needs of project 206037.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts (SME) available to perform this work. The Transit Capital Programs group has only two (2) Senior Mechanical Engineers and two (2) Engineers available to facilitate four (4) rail projects already underway.

The Board of Directors may choose not to authorize the contract award for this project; however, this alternative is not recommended by staff as this project is critical to support the Purple Line Extension, accommodate projected growth in ridership, and increase vehicle spare ratios to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

Upon Board approval, a contract will be awarded and a Notice-to-Proceed will be issued to LTK Engineering Services. Metro and LTK Engineering Services will mobilize required resources and

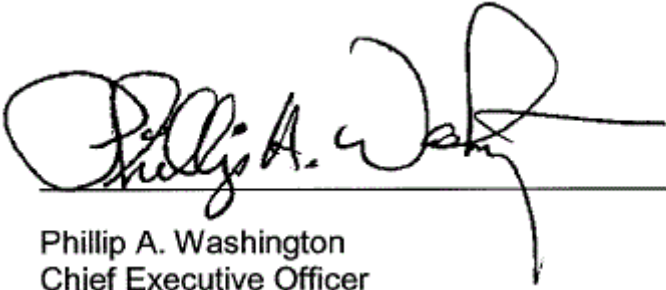
SMEs to ensure timely completion of deliverables by the Vehicle Contractor.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Funding/Expenditure Plan

Prepared by: Cop Tran, Project Control Manager, (213) 922-3188
Jesus Montes, Executive Director, Vehicle Acquisition, (213) 922-3838

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
TECHNICAL SUPPORT SERVICES / OP16523-30433487

1.	Contract Number: OP16523-30433487	
2.	Recommended Vendor: LTK Engineering Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 08/03/15	
	B. Advertised/Publicized: 08/05/15; 08/06/15; 08/10/15 and 08/13/15	
	C. Pre-proposal/Pre-Bid Conference: 08/18/15	
	D. Proposals/Bids Due: 10/07/15	
	E. Pre-Qualification Completed: 4/13/16	
	F. Conflict of Interest Form Submitted to Ethics: 03/30/16	
	G. Protest Period End Date: 5/24/16	
5.	Solicitations Picked up/Downloaded: 40	Bids/Proposals Received: 2
6.	Contract Administrator: Elizabeth Hernandez	Telephone Number: 213 922-7334
7.	Project Manager: Cop Tran	Telephone Number: 213 922-3188

A. Procurement Background

This Board Action is to approve the award of Contract No. OP16523-30433487 issued in support of the HR4000 Heavy Rail Vehicle Contract to address the need to expand the rail fleet to accommodate anticipated growth in ridership and line extensions; replace vehicles reaching the end of their useful revenue service life; and support the maintenance department with reasonable spare ratios to prevent deferred maintenance issues. The recommended Consultant shall provide technical and engineering support to Metro's designated Project Manager, or his/her designee, and apply appropriate technical and engineering expertise and resources to facilitate the timely production and delivery of the HR4000 HRV Contract, which may include, Metro's exercise of any or all of the five Vehicle procurement Options.

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

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

- Amendment No. 1, issued on August 21, 2015, clarified requirements and extended the due date for the proposal;
- Amendment No. 2, issued on September 30, 2015, clarified requirements and extended the due date for the proposal;
- Amendment No. 3, issued on October 12, 2015 to the Proposers within the competitive range clarified Element B of the solicitation.

- Amendment No. 4, issued on December 24, 2015 to the Proposers within the competitive range clarified the cost items.
- Amendment No. 5 issued on January 21, 2016 to the Proposers within the competitive range clarified the labor hours.
- Amendment No. 6 issued on January 25, 2016 to the Proposers within the competitive range updated the labor hours.
- Amendment No. 7 issued on March 24, 2016 to the Proposers within the competitive range extended the due date for the Best and Final Offer (BAFO) and clarified terms and conditions.
- Amendment No. 8 issued on March 30, 2016 to the Proposers within the competitive range extended the due date for the BAFO and clarified terms and conditions.

A total of 11 attendees were present at the Pre-Proposal Conference held on August 18, 2015. Two sets of responses were issued to 15 questions asked by the prospective bidders and to provide a list of the contact information for the attendees to the Pre-Proposal Conference.

A total of two proposals were received by the October 7, 2015 due date from the following firms:

1. LTK Engineering Services, and
2. STV/PB, A Joint Venture.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Rail Vehicle Acquisition Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Firm's Degree of Skills and Experience | 30 percent |
| • Staffing Quality of Technical Experience | 20 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation | 20 percent |
| • Price | 30 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to skills and experience of the firm in performing similar work.

The two proposals received were determined to be responsive, responsible and within the competitive range. Both proposing firms were determined to be within the competitive range.

Summary of the evaluation process:

The PET reviewed and evaluated the technical non-cost sections of the written proposals in accordance with factors set forth in the evaluation criteria. During the week of November 9, 2015, the PET met with and interviewed the firms. The firms' Project Managers and key personnel had an opportunity to present their experience and qualifications and respond to the PET's questions. In general, each firm's presentation addressed the requirements of the RFP by expanding on its experience and expertise with all aspects of the required tasks, and stressed its commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each firm adequately responded to questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Firms Within the Competitive Range:

LTK ENGINEERING SERVICES

LTK is based in Ambler, Pennsylvania with regional offices in Los Angeles, Atlanta, Boston, Chicago, Dallas, Denver, Houston, Minneapolis, Newark, New York, Petaluma, Portland, San Francisco, Seattle and Washington, D.C. LTK has assisted in the design, procurement, rehabilitation, inspection and acceptance testing of about 26,000 passenger rail cars operating in North America. LTK has an estimated 360 employees which includes 290 engineers and technicians with expertise in rail vehicle systems planning, engineering and economic analyses.

LTK has provided various engineering, technical, and management services in support of other transit agencies that include New York City Transit (NYCT), Washington Metropolitan Area Transit Authority (WMATA), Southeastern Pennsylvania Transportation Authority (SEPTA), Denver RTD, Bay Area Rapid Transit (BART), Massachusetts Bay Transportation Authority (MBTA), Dallas Area Rapid Transit (DART) and Los Angeles Metro.

The team proposed for this contract consists of LTK as the prime contractor and lead technical resource firm with the following sub-contractors:

- CH2M – vehicle and engineering services support
- Systra Consulting – train control engineering services
- Virginkar & Associates, Inc. – vehicle inspection services
- NDYLTK Rail – quality assurance support; vehicle engineering support
- Ramos Consulting Services, Inc. – document control and administrative support

STV/PB, a Joint Venture

STV Incorporated (STV) and WSP|Parsons Brinckerhoff (WSP|PB), two engineering firms, formed a joint venture, STV/PB Heavy Rail Vehicles, a Joint Venture (STV/PB), to propose for this procurement. Under a similar joint venture those firms proposed, and was awarded the contract to develop the performance-based technical specifications and commercial requirements for LACMTA's ongoing solicitation of the HR4000 vehicle procurement. STV, supported by WSP|PB, developed the specifications for Massachusetts Bay Transportation Authority's (MBTA) procurement of 226 HRVs for the Red and Orange Lines that was awarded to China Railway Rolling Stock Corp (CRRC). The firms are providing MBTA with technical and engineering support services as well as project management support.

STV

STV has provided engineering, architectural, planning, environmental, and construction management support services for the procurement and rehabilitation of rolling stock for subways, light rail and rail road systems for over 30 years. STV has a Vehicle Technology and Operation group within its organization with experience in transit car, commuter rail car, and locomotive engineering.

WSP|PB

WSP and Parsons Brinckerhoff combined to provide engineering and multidisciplinary professional services consulting services with more than 32,000 staff members in 500 offices across 39 countries.

Since 1984, PB has been involved in the procurement and/or rebuilding of over 3,500 rail cars, and has provided program management, engineering, inspection, and follow-up supervision services for major rolling stock procurement/rehabilitation programs either as a prime or a joint venture member.

The firms individually/collectively have provided support to HRV projects that include MBTA, Chicago Transit Authority (CTA), Metrolink, Port Authority of New York and New Jersey (PANYNJ), SEPTA, WMATA, NJ Transit, Long Island Railroad, Metro Red Line Extension, Seattle Monorail, Metro North Railroad, NJ Transit and LRV procurement for Honolulu Rail Transit, MTS San Diego, Utah Transit Authority, and Central Phoenix/East Valley.

Evaluation Summary

The PET evaluated the proposals and assessed strengths, weaknesses and associated risks of each Proposal utilizing the evaluation criteria factors and sub-factors defined in the RFP to determine the score for each firm. Based upon the collective evaluations, LTK Engineering Services is determined to be the PET's

recommendation for the top ranked firm based on the table below that provides the scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	LTK Engineering Services				
3	Firm's Degree of Skills and Experience	78.76	30.00%	23.63	
4	Staffing Quality of Technical Experience	77.50	20.00%	15.50	
5	Understanding of Work and Appropriateness of Approach for Implementation	80.00	20.00%	16.00	
6	Price	100.00	30.00%	30.00	
7	Total	84.07	100.00%	85.13	1
8	STV/PB, A JV				
9	Firm's Degree of Skills and Experience	80.00	30.00%	24.00	
10	Staffing Quality of Technical Experience	78.75	20.00%	15.75	
11	Understanding of Work and Appropriateness of Approach for Implementation	77.50	20.00%	15.50	
12	Price	95.03	30.00%	28.51	
13	Total	82.82	100.00%	83.76	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, Management Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

	Proposer Name	Proposal Amount		Metro ICE	Negotiated or NTE amount
1.	LTK Engineering Services	Base	\$13,522,892	\$12,736,727	\$13,028,744
		Options	\$9,184,673	\$9,328,565	\$8,677,278
		Total	\$22,707,565	\$22,065,292	\$21,706,022
2.	STV/PB, a Joint Venture	Base	\$14,534,276	\$12,736,727	\$13,519,802
		Options	\$10,366,652	\$9,328,565	\$9,323,417
		Total	\$24,900,928	\$22,065,292	\$22,843,219

D. Background on Recommended Contractor

The recommended firm, LTK Engineering Services, located in Los Angeles, California has been in business for 32 years. LTK is an experienced rail vehicle consultant in North America and specializes solely in rail vehicle and systems engineering with a bench of experts in rail vehicle procurement, engineering, and component systems. LTK has experience in rapid transit car procurements in Los Angeles, Boston, New York City, New Jersey, Philadelphia and Washington, DC.

LTK has provided engineering expertise for over 20 years to LACMTA's vehicle procurement projects that include program management for the acquisition of the light rail vehicles (LRV) for the Blue Line and Green Line. LTK drafted the specifications for the Green Line car procurement and participated in design review, proof of design testing, inspection and commissioning. LTK was also selected to provide engineering support for the acquisition of the LRVs for the Gold Line and more recently the P3010. LTK provided program management, engineering support and vehicle commissioning services for the Red Line vehicle procurement for the base and option car orders.

LTK is currently providing technical support services to the LACMTA's P3010 Light Rail Vehicle procurement.

DEOD SUMMARY

**CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
TECHNICAL SUPPORT SERVICES / OP16523-30433487**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. LTK Engineering Services exceeded the goal by making a 22.62% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	22.62% DBE
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	DBE Subcontractors	Ethnicity	% DBE Commitment
1.	Ramos Consulting Services, Inc.	Hispanic American	3.60%
2.	Virginkar & Associates	Sub-Asian American	19.02%
	Total Commitment		22.62%

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.

FUNDING/EXPENDITURE PLAN
CP 206037 HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT
CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,
TECHNICAL SUPPORT SERVICES

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21		
Use of Funds		FY15	FY16	FY17	FY18	FY19	FY20	FY21	Total	% of Project
Replacement: 30 Vehicles (CP 206037)	\$0	\$0	\$595,000	\$5,900,000	\$24,497,000	\$24,544,000	\$24,559,000	\$24,477,000	\$104,572,000	35.9%
Professional Services	\$0	\$629,759	\$405,000	\$1,123,200	\$1,921,000	\$1,921,000	\$1,921,000	\$1,821,000	\$9,741,959	3.3%
MTA Administration	\$279,343	\$157,890	\$500,000	\$775,000	\$859,568	\$812,668	\$833,068	\$839,068	\$5,056,605	1.7%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,539,436	\$11,539,436	4.0%
Total	\$279,343	\$787,649	\$1,500,000	\$7,798,200	\$27,277,568	\$27,277,668	\$27,313,068	\$38,676,504	\$130,910,000	45.0%
WSE Section 1: 34 Vehicles (Project 865518)	\$0	\$0	\$727,728	\$7,216,124	\$29,961,593	\$30,019,077	\$30,037,424	\$29,937,132	\$127,899,078	43.9%
Professional Services	\$0	\$770,241	\$495,362	\$1,373,803	\$2,349,605	\$2,349,605	\$2,349,605	\$2,227,293	\$11,915,513	4.1%
MTA Administration	\$341,657	\$193,110	\$611,536	\$947,881	\$1,051,313	\$993,951	\$1,018,902	\$1,026,241	\$6,184,591	2.1%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,113,517	\$14,113,517	4.8%
Total	\$341,657	\$963,351	\$1,834,626	\$9,537,808	\$33,362,511	\$33,362,634	\$33,405,930	\$47,304,183	\$160,112,700	55.0%
Base Order Total	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	100.0%

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21		
Base Order Summary		FY15	FY16	FY17	FY18	FY19	FY20	FY21	Total Uses	% of Project
Base Order 64 Vehicles	\$0	\$0	\$1,322,728	\$13,116,124	\$54,458,593	\$54,563,077	\$54,596,424	\$54,414,132	\$232,471,078	79.9%
Professional Services	\$0	\$1,400,000	\$900,362	\$2,497,003	\$4,270,605	\$4,270,605	\$4,270,605	\$4,048,293	\$21,657,472	7.4%
MTA Administration	\$621,000	\$351,000	\$1,111,536	\$1,722,881	\$1,910,881	\$1,806,619	\$1,851,970	\$1,865,309	\$11,241,196	3.9%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,652,953	\$25,652,953	8.8%
Base Order Summary Total	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	100.0%

		FY15	FY16	FY17	FY18	FY19	FY20	FY21	Total Sources	%
Measure R 35% Per WSE PLE Sec	\$341,657	\$963,351	\$1,834,626	\$9,537,808	\$33,362,511	\$33,362,634	\$33,405,930	\$47,304,183	\$160,112,700	
<i>Reference the Adopted Uses and Sources for \$2,739,510,000 Life of Project Budget for WSE PLE Section 1</i>										
Measure R Admin (206037)	\$279,343	\$787,649	\$1,500,000	\$3,899,100					\$6,466,092	
Cap and Trade; Other State & Federal sources (206037)*				\$3,899,100	\$27,277,568	\$27,277,668	\$27,313,068	\$38,676,504	\$124,443,908	
<i>* Future Local, State & Federal Funds to be identified as they become available.</i>										
Total Funding Sources	\$621,000	\$1,751,000	\$3,334,626	\$17,336,008	\$60,640,079	\$60,640,302	\$60,718,998	\$85,980,686	\$291,022,700	

* Staff will pursue additional funding sources to supplement Project 206037 budget which may become available through MAP-21 or other federal sources for this project. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.