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Board Committees to Consider Expansion of Metro Rapid Signal Priority System, Private Security Services Contract and Big Rig Service Patrol Program

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By NED RACINE, Editor

(July 15, 2008) Topics as diverse as buying ultra-low sulfur diesel fuel, making the Big Rig Service Patrol permanent and expanding the Metro Rapid Signal Priority system are on four Board committee agendas this Wednesday and Thursday.

Item 7, Expansion of Metro Rapid Signal Priority.

The Planning and Programming Committee will weigh recommending Metro award a contract to expand the Metro Rapid Signal Priority system.

The fixed-price contract would total almost \$8 million and provide professional services.

This second phase of the Countywide Signal Priority (CSP) rollout would use wireless technology to support Metro Rapid operations along the Manchester, Garvey-Chavez and Atlantic corridors, eliminating gaps in the signal priority system.

The firm fixed-price contract would include designing, procuring and implementing signal priority for these final three Metro Rapid corridors requiring CSP technology.

July Committee Meetings

Wednesday, July 16

1 p.m. – Planning and Programming
2:30 p.m. — Finance and Budget

Thursday, July 17

9:00 a.m. — Executive Management and Audit
11 a.m. – Construction (Cancelled)

12 noon – Operations

Thursday, July 24

9:30 a.m. – Full Board Meeting

Item 11, Memorandum of Understanding Among Three County Agencies.

The Finance and Budget Committee will decide whether to recommend that the Board approve a memorandum of understanding (MOU) among Metro and the County of Los Angeles and Los Angeles Unified School District.

The MOU seeks to limit litigation against each other and improve the agencies’ defenses against third-party claims. Metro staff believes the

MOU would reduce administrative expenses, including legal costs. The staff also believes greater cooperation among the three agencies may reduce the costs of settlements and jury verdicts.

Item 17, Position on Current State Legislation.

The Executive Management and Audit Committee will consider recommending the Board take a position on SB 1350 (Cedillo). The bill would authorize a public-private partnership to construct the 710 Gap Closure project. The bill would authorize the imposition of tolls and specify a design/build procurement process for the project.

The 710 Gap Closure project would close the gap between Interstate 10 and Interstate 210.

The legislation would specifically give Caltrans the responsibility for preparing reports and documents to be used in preparing proposals to complete design, construction and operation of a tunnel joining the two interstate highways.

In consultation with Caltrans, Metro would determine whether the tunnel project should be developed as a design-build project or developed as part of an agreement between Metro and a private entity.

Item 18, Private Security Services Contract.

The Executive Management and Audit Committee will consider recommending that the Board authorize a five-year, \$24.3 million contract for private security contractor services, effective Sept. 2008.

Contracted private security already contributes to the agency security force, working with Metro Security and the Sheriff's Department.

Private security personnel are deployed at property and facilities throughout Metro's service area, including employee parking facilities, Metro Rail and bus system parking lots and support facilities.

The base contract runs three years, with two one-year options, totaling a potential contract length of five years.

Item 21, Contract for Safety Gloves.

The Operations Committee addresses the agency's appetite for safety gloves as it weighs recommending the Board award a 36-month, firm fixed-price contract for slightly more than \$1 million spread among three firms.

Material Management will store the gloves, which previously had been purchased on an as-needed basis. Metro staff believes awarding the contract will result in lower costs and the manufacturers' commitment to availability and price stability.

The contract includes a variety of gloves, including those referred to as glass handling gloves, blacksmith gloves and welding gloves.

Item 22, Integrate Eastside Extension into SCADA.

The Operations Committee will consider recommending the Board approve a \$1.7 million contract to upgrade the existing Supervisory Control And Data Acquisition (SCADA) System to integrate the Metro Gold Line Eastside Extension.

Integrating the new light rail line, scheduled to open in 2009, would require additional computer hardware, updates to existing databases, additional functions and updates to documentation and training.

SCADA allows rail operations to be remotely supervised and controlled from a central location, including train movement and fire and gas detection.

Item 23, Purchase of 223 Bus Re-Power Kits.

To support the on-going Re-Power campaign to rejuvenate Metro New Flyer 5300 series buses, the Operations Committee will consider recommending the Board approve a \$2 million contract.

The fixed-price contract will purchase 223 Re-Power kits. Each kit includes a wiring harness, hydraulic line, tubing and insulation systems. The components of each kit have been designed to fit within the engine compartment of the New Flyer Low Floor 5300 series.

Item 24, On-Going and Expanded Big Rig Service Patrol.

The Operations Committee will weigh recommending that the Board adopt the Big Rig Service Patrol as a permanent operation and expand the service onto the SR-91 freeway.

The Big Rig Service Patrol's three-year demonstration project began in October 2005. The Board later authorized the demonstration until June 30, 2009. Metro staff seeks Board action now so an on-going project can be readied for a start date of July 1, 2009 or earlier.

Evaluation of the Big Rig Service Patrol finds a benefit-to-cost ratio comparable to the entire Metro Freeway Service Patrol program. As of April 2008, the Big Rig Service Patrol has logged 7,276 assists.

Item 26, Ultra-Low Sulfur Diesel Fuel Contract.

The Operations Committee will weigh recommending the Board award a 36-month, adjustable rate contract for ultra-low sulfur diesel fuel.

Metro uses the fuel for operation of its fleet of 108 diesel buses and 90 non-revenue vehicles using diesel fuel.

Although Metro has been gradually retiring diesel buses since Fiscal Year 2007, some diesel buses will remain in service for the next few years. Metro staff anticipates the agency using approximately 2.0 million gallons of the fuel in Fiscal Year 2009 and approximately 1.0 million gallons in Fiscal Year 10.