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Policing, Parking and Parts on Committee Agendas for October

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By NED RACINE, Editor

(Oct. 14, 2008) During their October meetings, Board committees consider negotiating a new contract with the Los Angeles Sheriff's Department, increasing the Metro Gold Line Eastside Extension budget to add more parking spaces, and purchasing parts for new rail cars and revitalized buses.

The committees will also consider replacing vehicles used to move Metro staff to their service responsibilities and service changes to bus lines 33/333.

Oct. Committee Meetings

Wednesday, Oct. 15
1 p.m. – Planning and Programming
2:30 p.m. – Finance and Budget
Thursday, Oct. 16
9:00 a.m. – Executive Management and Audit
10:30 a.m. – Construction Committee
12 noon – Operations
Thursday, Oct. 23
9:30 a.m. – Full Board Meeting

Item 14, Authorize Direct Negotiations with Sheriff's Department.

The Executive Management and Audit Committee will consider recommending that the Board authorize direct negotiations between Metro's CEO and the Los Angeles Sheriff's Department Transit Services Bureau (LASD-TSB) to pursue a new contract for transit community policing.

The current contract between Metro and the TSB expires on December 31, 2008.

Metro staff has recommended that negotiations center on four issues:

- Phasing out/elimination of dedicated fare inspectors
- Changing TSB deployment from a minutes-based contract to a full-time equivalent-based contract
- Aligning supervisory/staff ratios in favor of standard law

enforcement supervisory ratios

- Conforming TSB service with the upcoming Fare Gating system

In March 2008, the Board approved a six-month extension of the TSB contract through December 31, 2008 in an amount not to exceed \$31,860,969.

If negotiations do not result in an approved contract by January 1, 2009, another contract extension may be necessary.

Item 19, Increase Life-of-Project Budget for Eastside Extension.

The Construction Committee will weigh recommending the Board raise the Metro Gold Line Eastside Extension's budget for Enhancements and Mitigations by \$8.7 million, increasing the budget from \$42.7 million to \$51.4 million.

Board approval of the budget increase would allow funding of the estimated cost of a 200-plus vehicle parking structure at the Pomona/Atlantic station, the eastern terminus of the six-mile light-rail line.

If the committee does not recommend the increase, a surface parking lot for 127 transit-dedicated spaces would be built instead. Metro staff anticipates that the need for additional parking spaces will grow beyond the surface parking lot's capacity within a few years of the Eastside Extension's scheduled opening date of mid-2009.

Item 21, Procure P2550 Rail Car Fleet Spare Parts.

The Operations Committee will consider recommending the purchase of \$522,476 in parts for the P2550 rail car through a firm fixed-price contract.

The contract would purchase Automatic Train Protection (ATP) and Train to Wayside Communication (TWC) spare parts. The combined ATP/TWC electronics offers a safety/protection system for each light rail car. The ATP stops trains from running into each other from behind or head on. The TWC provides safe train separation and allows train control from the Rail Operation Control center.

Item 22, Purchase Mid-Sized Hybrid Vehicles.

Seeking to replace mid-size utility vehicles and provide similar vehicles for servicing the expanding Metro Rail system, the Operations Committee will consider recommending the Board purchase 31 vehicles.

The firm fixed-price contract would purchase 31 hybrid vehicles. Twenty-seven vehicles are replacements and four would be devoted to the rail support fleet. The not-to-exceed price of the contract is \$1.11 million, including sales tax.

Item 23, Procure 12-Passenger Vans.

To address a need similar to item 22, the Operations Committee will consider purchasing 19 full-size (12-passenger) vans.

Sixteen of the vans will replace vehicles nearing six years or 100,000 miles of service. Three of the vans will expand the existing rail fleet and will serve as relief vehicles at pre-determined locations along rail routes.

If approved, the vans will be purchased through a fixed-price contract

not-to-exceed \$500,865, including sales tax.

Item 24, Purchase Final Drive Assembly Kits for Buses.

The Operations Committee will decide whether to recommend that the Board purchase 200 rear-axle planetary final-drive assembly kits, most of which will be used in the midlife update program for the 5300 New Flyer low-floor buses.

Besides being used in the midlife program, some kits will be held in inventory for later use by bus divisions maintaining the 5300 series buses.

The rear-axle planetary final-drive assembly transfers power from the drive shaft through the differential to the wheels.

Cost of the firm fixed-price contract will be \$778,509.

Item 25, Award Contract for Servicing Elevators and Escalators.

The Operations Committee will consider recommending a five-year fixed-price contract for elevator and escalator maintenance in the Gateway Headquarters building.

The \$2 million firm fixed-price contract would maintain the four escalators and 19 elevators in the Metro Gateway Headquarters building. The contract, if approved by the Board, would be effective December 1, 2008 and would follow a five-year contract due to expire on November 30, 2008.

Item 26, Approve Service Changes to Lines 33/333.

Service changes come before the Operations Committee, as it considers advising the Board to adopt changes to bus lines 33/333.

The affected Service Sector Governance Councils have already approved the changes, which will alter service between Downtown Los Angeles and Santa Monica (via Venice Blvd.).

Part of the December 2008 Service Change Program, the 33/333 Metro staff recommendation would exchange the routing of the local (Line 33) and limited (Line 333) lines.

Consequently, Line 333 would provide service from 2nd St./Santa Monica Blvd. to Patasaouras Plaza, while Line 33 would only provide service between Main St./Sunset Ave. in Venice to 6th St./Main St. in Downtown Los Angeles. Both lines would operate 24 hours/day and 7 days/week.

Metro staff believes the service change would simplify and improve speed for commuters connecting with Union Station and City Hall via Venice Blvd.