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FEBRUARY 12, 2018

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: JOSHUA L. SCHANK *JLS*
CHIEF INNOVATION OFFICER

**SUBJECT: OFFICE OF EXTRAORDINARY INNOVATION (OEI) QUARTERLY
PROGRESS REPORT**

ISSUE

OEI was created in 2015 to help Metro develop and implement ideas to improve mobility in Los Angeles County. This is a general update to the Board highlighting current OEI activities and initiatives in greater detail. In addition to a general update on the status of all unsolicited proposals, it includes specific updates on unsolicited proposals for major capital projects and for projects integrating on-demand services into our system. This progress report also provides an update on the Metro Strategic Plan.

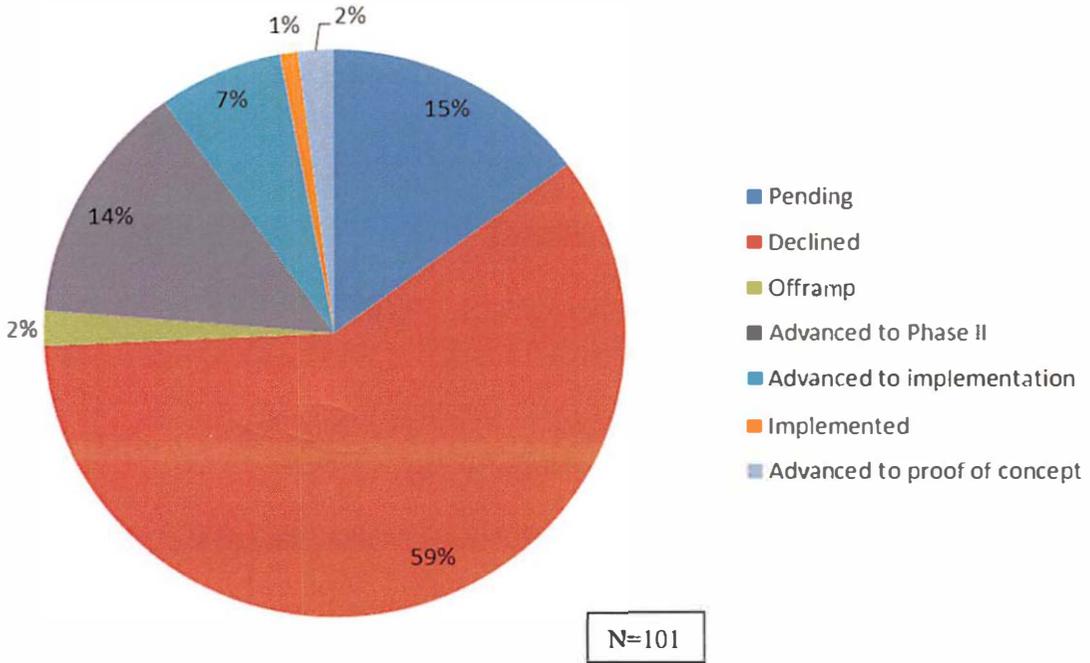
DISCUSSION

Unsolicited Proposals Update

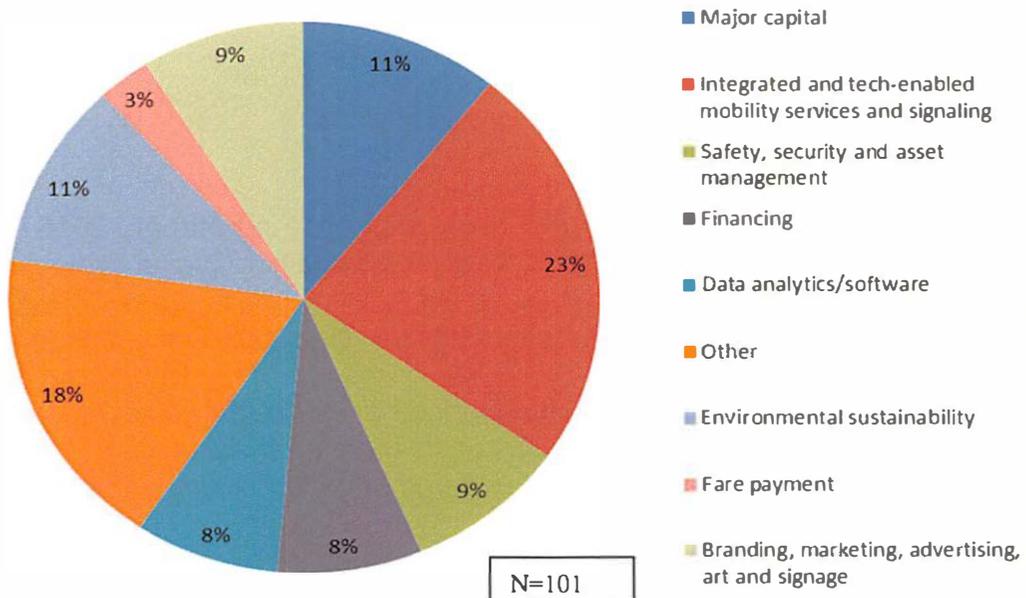
Since the establishment of our Unsolicited Proposal Policy in February 2016, Metro has received **101** Unsolicited Proposals, 13 of which are for Major Capital Projects and programs:

- **86** proposals have completed Phase I Review (Declined, Advanced or Off-Ramped)
 - 24 of these proposals have advanced to Phase II for detailed analysis
 - 9 Phase II Detailed proposals have been received
 - 11 of these proposals have been implemented or are in the stages of implementation
- **15** proposals are in the process of Phase I evaluation

Status of UPs



UPs by Category



In addition to these 101 Unsolicited Proposals, Metro has also received proposals for Joint Development. These proposals are handled separately by our Joint Development team. Since the Joint Development UP Policy (“JD UP Policy”) was revised in 2016, Metro has received 5 Unsolicited Proposals for Joint Development. Three of the proposals are currently advancing in the JD UP Policy process. The JD UP Policy has assisted staff with completing a comprehensive evaluation of proposals and advancing those that are most capable of meeting Metro’s goal of creating transit oriented communities while still maintaining fair and open competition for valuable real estate development opportunities. With the region experiencing favorable conditions in the real estate market, and the private sector recognizing the value of building near transit, staff anticipates we will continue to receive a steady number of joint development unsolicited proposals.

A list of all the proposals OEI has received to date by category and status is available in Attachment A. Over 125 subject matter experts across all departments have been involved in the review of these proposals. Support from Vendor/Contract Management (V/CM) has been critical to Metro’s success in this area. V/CM’s continuous problem solving, partnership and flexibility have been invaluable in catalyzing the implementation of new and experimental ideas, including major capital projects, through the Unsolicited Proposals Process.

Major Capital Unsolicited Proposals

Since Metro’s September 2017 announcement that the West Santa Ana Branch Transit Corridor would be procured as a Public-Private Partnership (P3), the Sepulveda Transit Corridor P3 would be developed through a Preliminary Development Agreement (PDA), and Metro’s planned ExpressLanes network would be accelerated through an innovative system financing concept, Metro has taken a number of steps to advance each of these initiatives.

West Santa Ana Branch: Successful execution of a high-quality P3 procurement, especially at an agency with limited P3 experience requires a comprehensive and thoughtful approach to planning, due diligence, and internal capacity building. Metro has developed a P3 procurement framework that includes a governance structure, staffing plan, consultant support plan, key pre-procurement activities and milestones, and an approach to integration with the Planning and Program Management departments for delivery of this project. The Project Team is developing and finalizing a project schedule that will balance expeditious project delivery with a competitive and transparent P3 procurement process that can maximize value for Metro, our riders, and the taxpayers of LA County. OEI is working with V/CM to finalize financial advisory support, and with County Counsel to finalize legal advisory. We are also developing a strategy for technical capacity building and development of best practices for executing a P3 procurement to support this agency-wide effort. We expect the initial pre-procurement activities to begin within the next few months.

Sepulveda Transit Corridor: Metro and OEI have focused on building the PDA consultant support team for Sepulveda, working with V/CM to finalize financial advisory support, and County Counsel to finalize legal advisory. OEI is also working with Countywide Planning to develop and approach to integration of the PDA process with the ongoing feasibility analysis that is currently being led by the consulting team of WSP and HNTB. Once the consultant team is on board, Metro will begin developing, Metro will begin work to develop the PDA procurement framework, project governance structure, staffing plan, key pre-procurement activities and milestones, procurement schedule, and an approach to integration with the Planning

Express Lanes: To support the system financing approach to accelerating our ExpressLanes Program, Metro has signed a contract with a dedicated financial advisor with significant experience with managed lanes and municipal finance in California. Working with this advisory team and Metro's Treasury staff, Metro has initiated procurement of a bench of qualified financial underwriting firms to issue the required toll revenue-backed debt, as well as to support the financial structure and plan. OEI is working with Metro's Congestion Reduction department, which is the lead on this project.

Parker Infrastructure Partners: Based on detailed quantitative and qualitative analysis, the Metro Phase II Review Team recommended that Metro decline further consideration of this proposal to underwrite mega projects using an innovative alternative financing approach. The CEO concurred, and Metro provided the proposer with a technical debrief regarding the challenges in implementing the proposal, which included (but were not limited to) execution risk and timing, pricing, risk transfer/sharing, project management approach, debt capacity, and affordability.

Vermont Avenue Transit Corridor: Metro has received an Unsolicited Proposal for innovative design and delivery of the Vermont Avenue Transit Corridor project. The proposal suggests a P3 structure to deliver a Bus Rapid Transit line with next-generation technology enhancements to support improve project performance and user experience, while minimizing cost and risk. The proposal is being considered by the Phase I Review Team, which will make its recommendation to the CEO regarding Phase II this month.

East San Fernando Valley Transit Corridor: While Metro has been primarily focused on evaluating P3 opportunities based on submission of unsolicited proposals, we also have the opportunity to evaluate other projects for potential P3 delivery. Global P3 best practice recommends that projects nearing Board identification of a Locally Preferred Alternative and initiation of Preliminary Engineering should be qualitatively screened for potential value that may be generated by P3 delivery. Based on a joint recommendation from Metro's Planning and Program Management staff, Metro is undertaking a high-level analysis of the East San Fernando Valley Transit Corridor project to assess the potential value of delivering the project through a P3, as opposed to traditional Design-Bid-Build or Design-Build delivery. The analysis will demonstrate whether Metro may

see value in the form of risk transfer, cost savings, lifecycle efficiency, innovative design, and/or acceleration of revenue service. We expect to have this analysis completed within the next three to four months.

Bluefin: In December 2017, Metro received two proposals from Bluefin, LLC related to asset and facility management. The first proposal presents an opportunity to use a public private partnership to manage Metro's pavement and roofs system wide, keeping the assets in a better condition for less money by maintaining the assets before they fail. The second proposal suggests the same for the Metro Orange Line.

MicroTransit

In December 2017, Metro received proposals from potential private sectors partners to assist with design and implementation of the MicroTransit Pilot Project (MTP). Evaluations of the proposals are ongoing and Metro intends to enter negotiations in the first quarter of 2018. This contract will serve as the first use of a public-private partnership Pre-Development Agreement for the Agency. Metro Staff aims to bring recommendations for Award to the Board of Directors in the spring of 2018. Metro plans to deploy the MicroTransit on-demand service in late 2018 or early 2019.

Other Innovation Pilots

Mobile Tolling: Thanks to the joint efforts of OEI and Congestion Reduction, Metro's Mobile Tolling UP is moving towards implementation. This proposal provided an opportunity for ExpressLanes users to use a phone application to serve as a "transponder," and GPS technology to pinpoint where a user enters and exits the ExpressLanes. The proof of concept will test the accuracy of this technology against the accuracy of the current physical transponders and gantries, which must include the ability of the application to differentiate between travel in the ExpressLanes versus the leftmost mixed-flow lane. The CEO has signed off on this project and the statement of work (SOW) is in final review.

Drone Technology: In October 2017, Metro conducted a no cost proof of concept (POC) for the use of drones to inspect Metro facilities with the proposer, Media Arts. During the POC, the proposer flew over parking lots and roofs at CMF and Divisions 3, 6 and 13. OEI partnered with Program Management to develop the POC, with the intent of proving whether the technology could be used to improve efficiency and accuracy of asset management/state of good repair for facilities including lighting, roof conditions (including water retention), and pavement conditions (i.e. cracks, distress). The POC included a set of deliverables to be submitted by Media Arts. Ultimately, the resulting deliverables lacked detail and utility for the Program Management team. OEI believes this is because they were not taken with an engineer's eye. Because of this, the report lacked substance and the costs are not well understood. While the POC showed value, it was ultimately inconclusive.

Metro declined further review of the original proposal, but OEI is working with Program Management to refine the use cases. We spoke recently with BNSF on their use of drones for linear inspections, and will be following up with the Departments of Transportation of Michigan, Minnesota and North Carolina where drone technology is being used to lower costs and broaden surveillance capabilities. Our goal is to develop a better understanding of this technology in order to determine whether an RFP might be appropriate.

Swiftly: OEI and ITS completed the POC of the Swiftly arrival prediction algorithm. Swiftly proposed a new algorithm and method of measuring bus arrivals, with the intent of improving on the current NextBus system. Swiftly provided GPS trackers at no cost to Metro as part of their POC, and ITS installed and measured their predictions compared to our current system. Metro concluded that Swiftly had strengths in some areas, while NextBus had strengths in other areas; both of them were generally comparable in accuracy. Metro concluded that there is the ability to improve upon our current arrival algorithm and methods of measuring and predicting bus arrivals, to provide more accurate information to Metro customers. The CEO has signed off on the results of the POC, and we will be moving forward on developing parameters for improving algorithms and methodologies in conjunction with ITS prior to the expiration of the existing NextBus contract.

Street Signal Interface: This project will test whether providing Operators information about the upcoming light signals can lead to smoother and more efficient operations along the Metro Orange Line. Several Metro departments, including ITS, Highways, Service Planning, and Corporate Safety are critical partners in this project.

Metro has issued a task order and are currently awaiting a proposal from Metro's Corporate Safety bench contactor, Turner Engineering. The cellular router on a pilot articulated bus on the Metro Orange Line has been installed as part of the Connected Bus project, and LADOT and Metro are continuing their work plan to package the signal data so that a software developer can build the application.

Planning Modeling: This proposal is moving towards a POC to test whether we can use a forecasting tool to dynamically model our stations, in order to aid in design decisions and wayfinding placement. The proposer, BuroHappold, has agreed to demonstrate a POC at no cost to Metro. OEI is partnering with Joint Development on the next steps of POC development. The POC will be of the North Hollywood knockout panel. Transit Corridor Planning, Station Area Planning, and Joint Development see a potential utility for doing predictive forecasting of pedestrian motion through Metro facilities to inform planning and design decisions.

MobileQubes: Metro has finalized its site plan for a pilot network of portable cell phone charger vending machines along the Red Line. OEI and Real Estate are working on

lease agreement language. The strategy for removing or covering the out of service payphones that are currently at the majority of locations is to be determined, with OEI and Real Estate seeking resolution to this issue before Summer 2018.

Smart Bike Rack: This proposal offers a new type of secure bike parking by integrating a locking device with bike racks, access control, security monitoring/alert features and more. The review team believes that the smart bike rack can help increase bicycle access to stations while reducing the number of bicycles on board Metro vehicles. The recommendation to advance this proposal as a test pilot RFP with an option to expand is currently being reviewed by the CEO.

Currency Stacking: Metro has received a Phase II proposal from Southern AM Engineering and will be testing their custom built, state of the art cash stacking machine. If the tests are successful, staff believes this innovation could significantly improve Metro's cash counting operations, increasing efficiency and saving costs. OEI and Revenue Collection are partnering on this effort.

BMG Loans: Metro anticipates a Phase II submission from BMG Loans soon. The proposer is interested in making emergency cash loans available to Metro employees that can be paid back through payroll deductions.

Progress Report: Ongoing OEI Initiatives

Mobility on Demand

In February 2017, Metro received \$1.35 million from the Federal Transit Administration for a Mobility on Demand grant to develop and deploy an affordable, equitable, and accessible first and last mile partnership with a transportation network company (TNC). Our project is in partnership with LADOT, Access Services, and Foothill Transit. Operators in the Puget Sound (Sound Transit and King County Metro) will be deploying an analogous partnership. The project also contains a research component to analyze and evaluate the project, which will be led by the Eno Center for Transportation, in partnership with UCLA and the University of Washington.

The project will consist of three pilot stations in Los Angeles, where customers will be able to access first and last mile(s) rides to access the station. At these locations, customers who currently face barriers to using TNCs will receive the benefit of affordably priced rides, wheelchair accessible vehicles, the ability to dispatch rides via a smart phone or through a call center, in addition to the option to use their TAP cards to pay for these rides.

In the last quarter, project staff identified unresolvable challenges in moving forward with our initial vendor (Lyft). Based on the authorization provided by the Federal Transit Administration, project staff selected Via as our new partner. To-date, Metro has signed a term sheet with Via, identifying key roles and responsibilities for the delivery of the

project. Project staff are moving towards contracting expediently, and aim to have to service in operation in July.

Key Deliverables to Date:

- Cooperative Agreement with FTA
- Contract with the Eno Center for Transportation
- Statement of Work
- Project Management Plan
- Term Sheet with Via

Headquarters Ride Along with OEI

OEI continues to lead monthly rides for Employees stationed at Metro Headquarters to walk in the shoes of the customer and create a culture of ridership amongst employees. October marks the one year anniversary of the program. In that time, OEI has led approximately 18 rides with over 110 participants. Collectively, ride participants have experienced over 20 bus lines, the entire rail/BRT system, and Bike Share.

Each ride along participant is given a post-ride survey, which has been used to provide recommendations and insights from ride participants to Senior Leadership.

If Board Members are interested in participating in a future ride, please contact Nolan Borgman at borgmann@metro.net.

Development of Metro Strategic Plan

Metro is in the process of developing the Metro Strategic Plan (MSP), which aims to frame key questions and chart the course for thinking about the future of the agency over the next ten years. The MSP will set the foundation for other business strategies and align all of Metro's programs and projects toward a unified vision.

Metro is working to finalize key initiatives for the Metro Strategic Plan by conducting cross-departmental discussions. The initiatives are informed by extensive stakeholder engagement, which included:

- Conducting 130 interviews and meetings with community and advocacy organizations; partner agencies; private sector businesses; transportation researchers; key influencers and community leaders; Metro Board Members, executive leadership, and employees in various department and business units; Metro technical advisory committees and subcommittees; and other stakeholders to get diverse perspectives and meaningful input as we developed the Plan.
- Surveying over 18,000 LA county residents and workers to better understand their transportation needs and concerns.
- Surveying employees to assess Metro staff's readiness to implement the strategic initiatives of the Plan and to learn how Metro can better support and develop its workforce to meet the mobility needs of LA County. Over 4,700, or 44%, of employees responded to the survey to help shape Metro's future.

Staff is currently finalizing the Metro Strategic Plan and will be briefing Board deputies prior to releasing the Plan for public review. During Spring 2018, we anticipate:

- Releasing the draft Plan for public comments and conducting stakeholder outreach to get feedback.
- Bringing the Metro Strategic Plan to the Board to seek approval.

NEXT STEPS

- OEI will continue leading the evaluation of unsolicited proposals in partnership with other Metro departments and our Financial Advisors, and making specific recommendations regarding major capital projects and innovation pilots over the next few months.
- OEI will continue to finalize the draft Metro Strategic Plan.
- Metro will continue evaluations for MicroTransit with the goal of bringing a contract to the Board in the Spring.
- OEI will continue building a culture of innovation by building participatory and communicative channels for idea generation, evaluation and sharing.
- OEI will provide updates to the Board periodically.

Attachment A – Unsolicited Proposal Status Log

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

No.	Originator	Summary	Status
1	Covington & Associates	Assess exposure to unplanned outages and develop mitigation measures.	Project Complete
2	VIA	Dynamic vehicle routing software for more demand responsive transportation.	Evaluating RFP Responses
3	Swiftly #1 - GPS	Improve real time data accuracy	Proof of Concept Pilot Complete; CEO Recommends Implementation
4	Trapeze	State of Good Repair and capital planning management software system	Implementation / Procurement of larger project will incorporate TAM system
5	Green Charge	Reduce peak demand energy costs by distributing energy differently and across batteries.	Phase II Received
6	aUniform	Demo of self-illuminating safety vests	Proof of Concept in Development
7	MobileQubes	Battery pack concession pilot offering a revenue sharing arrangement.	Implementation
8	Accenture #1 – Tolling	Mobile tolling and virtual gantries via geofencing.	Implementation
9	Bike Hub	Smart bike racks.	OEI Recommending Implementation to CEO
10	Goldman Sachs #1	Systems or regional network approach to developing and managing our HOT lanes network	Implementation
11	Uber	Metro partnership with Uber to provide first last mile service and service in underserved/ low income areas	Advanced to Phase II
12	Skanska USA	West Santa Ana Branch transit line acceleration through competitive process	Review Concluded: Project Advanced to Procurement
13	Parsons Sepulveda Multi-Modal Corridor	Develop and build Sepulveda Pass rail and ExpressLanes	Review Concluded: Project Advanced to Procurement
14	Kiewit + AECOM WSAB Corridor	West Santa Ana Branch transit line acceleration DBF.	Review Concluded: Project Advanced to Procurement
15	Turner Engineering Corporation and Southern California Edison	Grid Integrated Energy Storage System	Advanced to Phase II
16	DriverMiles	Encourage rider behavior using incentives	RFI Issued
17	BMG Money	Providing Metro employees access to emergency cash loans	Advanced to Phase II

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

18	Southern AM #2	Currency stacking machine	Phase II Received/ Proof of Concept in Development
19	BuroHappold	Planning and operations data	Advanced to Phase II
20	Universoft	SCADA system capabilities and innovations	Implementation of a next generation SCADA project scheduled for FY19
21	Ferrovial-Cintra Sepulveda	Develop, build and accelerate Sepulveda Pass ExpressLanes and rail.	Review Concluded: Project Advanced to Procurement

No.	Originator	Summary	Status
22	AECOM	Vermont BRT P3	In Process
23	Bluefin #1	Pavement and roof management P3	In Process
24	Bluefin #2	Metro Orange Line pavement P3	In Process
25	Masabi	Mobile ticketing software and hardware	In Process
26	Rail Propulsion Systems	Commuter rail zero emission locomotives	In Process
27	Green Commuter	Use electric Tesla vans for Metro employee vanpool, with the option to use the buses for other things during the day	In Process
28	Active Recycling	Reduce recycling costs and generate recycling revenue	In Process
29	Rincon #1 HazMat	CEQA streamlining re: approach to historic buildings	In Process
30	Rincon #2	CEQA streamlining re: approach to hazardous materials process	In Process
31	Ride LA	TNC operated by Metro	In Process
32	The Free Ride	Transportation system for Warner Center	In Process
33	White Cells	Anti-microbial hand grip	In Process
34	Delaware LLC	Transit X: autonomous pod transportation	In Process
35	Green City Project	Use rail system to distribute goods at night	In Process

No.	Originator	Summary	Status
35	Fluor Metro Orange Line	Accelerate conversion of Metro Orange Line to Rail through a P3	Phase II Not Advanced
36	Parker Infrastructure	Proposal to finance mega projects using an alternative finance approach.	Phase II Not Advanced

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

	Partners		
37	Infrashares Inc	Utilize crowdfunding donations, equity and debt for funding/ financing infrastructure projects.	Phase II Not Advanced
38	Media Arts	Drones	Proof of Concept Complete / Phase II Not Advanced
39	ICF	Enhance WIN-LA	
40	Purchasing Power	Employees can finance products with deductions from their paychecks	Phase I Not Advanced
41	Colonial Life	Individual insurance products	Phase I Not Advanced
42	Zebra Standard	Luggage Lockers at Union Station and Hollywood	Phase I Not Advanced
43	ButterFLi	ADA / paratransit rideshare software	Phase I Not Advanced
44	SEITec	Dewatering solution	Phase I Not Advanced
45	TAP for Art	Art on TAP cards	Phase I Not Advanced
46	Naumov	Rail fasteners	Phase I Not Advanced
47	Merrill Lynch, Pierce, Fenner & Smith	ExpressLanes toll revenue financing system	Phase I Not Advanced
48	TransitVUE	Dynamic plexiglass illuminator signage that lets you know where you are on the Orange Line	Phase I Not Advanced
49	Southern AM #1	Retrofit of bus fareboxes with 4G LTE Cellular Link	Phase I Not Advanced
50	TranspoGroupAV	Metro to co-host an autonomous vehicles working group with TranspoGroup to develop policy recommendations	Phase I Not Advanced
51	Swiftly #2	Integrated transit app that leverages real time information from multiple mobility options to help riders determine best mode of travel their trip.	Phase I Not Advanced
52	Optibus	Address bus delays before they impact customers by alerting control room operators about buses that might be late for their next trips.	Phase I Not Advanced
53	Skybus	Pilot vanpool to a suburban business park to prove concept and technology	Phase I Not Advanced
54	Steiny & Company	LED upgrades for Metro Blue Line parking lots	Phase I Not Advanced
55	Tubular Rail	Preliminary design and engineering assessment for tubular rail	Phase I Not Advanced
56	Cambridge Systematics	Develop and deploy a shared mobility trip planning platform	Phase I Not Advanced
57	ThermoGuard	Piloting energy rejection glass that reduces glare and optimizes bus climate and energy use.	Phase I Not Advanced
58	Accela	Right of Way Management software for Purple Line Extension.	Phase I Not Advanced
59	Rhythm	Automated signal control technology.	Phase I Not Advanced

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

	Engineering		
60	Owlized	Visualization and virtual reality tools for conducting public outreach and collecting feedback on projects.	Phase I Not Advanced
61	Moovit	Partnership with trip planning platform to co-market and learn trip planning best practices.	Phase I Not Advanced
62	Accenture #2 – Energy Management	Energy management as a service, including shared savings model.	Phase I Not Advanced
63	SoftWheel	Pilot revolutionary bike wheel on bike share, including offering wheelchairs.	Phase I Not Advanced
64	XCLMark	Reduce customer friction points using a patented synch router to embed important and tailored information into the ambient environment.	Phase I Not Advanced
65	Sovrn Holdings	Pilot to monetize several of Metro’s web and mobile apps through advertising.	Phase I Not Advanced
66	Bones and Greens	Human performance assessments and workshops	Phase I Not Advanced
67	Air Weather & Sea Conditions	Weather alerts and forecasting for the Expo Line	Phase I Not Advanced
68	Skanska USA	Phase 3 Purple Line Tunnel Acceleration by Q2 2024	Phase I Not Advanced
69	Lloyd Morris Productions	Before and After video documenting the transformation of the Expo alignment and immediate community between Culver City and Santa Monica	Phase I Not Advanced
70	MobilEye Shield +	Bus collision avoidance system	Phase I Not Advanced
71	Connectthings #1	Software as a Service Bluetooth beacon network	Phase I Not Advanced
72	Waltz	Make fare payments easier for smartphones while creating paid advertising and public information space as well as new data streams.	Phase I Not Advanced
73	ACS Infrastructure Development, Inc. and Dragados USA	Accelerate West Santa Ana Branch Corridor Light Rail Transit Project including availability payment P3 financing model	Phase I Not Advanced
74	HDR Sepulveda Corridor Development	Develop and build Sepulveda Pass ExpressLanes and tunnel with PDA approach and DBFOM model, without Federal funding.	Phase I Not Advanced
75	Via Analytics	Demo headway based dispatch and operation on a bus line to improve on time performance and fleet utilization.	Phase I Not Advanced
76	WWT Air Mass Tunnel Generation	Generates electricity using the tunnel winds created by the subway.	Phase I Not Advanced
77	AECOM Ventures	Critical infrastructure, security and preparedness initiative.	Revise & Resubmit Due to Timing
78	AECOM Ventures Resubmission	Critical infrastructure, security and preparedness initiative.	Phase I Not Advanced

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

79	HDK Media	Marketing campaign.	Phase I Not Advanced
80	Unity Consulting	Electric scooter-way transit system.	Phase I Not Advanced
81	Goldman Sachs #2	Accelerate projects through financing optimizations.	Phase I Not Advanced
82	Here Design Studio & Legacy Games	Interactive and educational public installation.	Phase I Not Advanced
83	Edge3 Solar	Solar, smart grid, and storage project	Phase I Not Advanced
84	Solair	Vehicle compressor proof of concept	Phase I Not Advanced
85	Rhythm of the City	Lifestyle marketing campaign involving using the system and celebrities	Phase I Not Advanced
86	Dream One Transportation	Shuttle services in construction areas	Phase I Not Advanced
87	Connecthings #2	Similar to original idea, a smart city subscription network	Phase I Not Advanced
88	Arkadiy Kornatsky	Mobile Self Propelled Tunnel construction efficiency concept	Phase I Not Advanced
89	PayIt	Bluetooth based mobile fare payment	Phase I Not Advanced
90	Social Bicycles	Self-financed, smart bike share system in Venice, Mar Vista and Marina Del Rey	Phase I Not Advanced
91	W-9NINE	Automating Bus pre-trip inspections	Phase I Not Advanced
92	Goldman Sachs #3	Accelerate projects through financing optimizations.	Phase I Not Advanced
93	Signature Development Group	Stacked parking garage	Phase I Not Advanced
94	The Glue FMLM	Mobile App for LA residents to crowd source data on the location and condition of sidewalks.	Phase I Not Advanced
95	James Heimler Sepulveda	Rail and city development concept in Sepulveda Corridor	Phase I Not Advanced
96	Fidelity Capital	Retail financing	Phase I Not Accepted
97	Street Signal Interface (Internal)	Street signal interface for real time management of Metro Orange Line	Off-Ramp -- Internal Consulting; Implementation / Procurement
98	RideAmigos	Proposed partnership for pilot program to test TAP card incentives that could induce mode shift from SOV use	Off-Ramp - TAP request
99	BYD	Buy back 8 electric buses; supply 8 new ones with option to extend	Off Ramp - Considered a contract renegotiation
101	CanAM Enterprises	Innovative Capital Financing proposal	Off Ramp – Treasury Review

ATTACHMENT A – Unsolicited Proposal Status Log (as of January 30, 2018)

LEGEND

- **Phase I or II Not Advanced** – Metro has declined to continue review of the proposal based on lack of financial and/or technical merit and/or scope
- **In Process** – Metro is in the process of reviewing the Phase I proposal
- **Advanced to Phase II** – Metro has indicated interest in learning more details through a Phase II proposal, but has not yet received the Phase II Detailed Proposal
- **RFI Issued** – After advancing the proposal to Phase II, Metro offered additional information including relevant parameters, key policies and outstanding questions to the proposer. This is intended to provide the proposer an account of the review team’s thinking before submitting a Detailed Phase II Proposal.
- **Phase II Received** – Metro has received a more detailed proposal and Phase II review is “In Process”
- **Implementation/ Procurement** – The review team is in the process of implementing or procuring a concept as a direct result of a UP review process
- **OEI Recommending Implementation to CEO** – The Phase II review has concluded and OEI is in the midst of recommending implementation to CEO, which generally involves developing a recommendation memo to the CEO, notifying the proposer and developing and scoping the project or program.
- **Proof of Concept Pilot** – A scaled down version of the project or a demonstration is taking/took place as part of the review.
- **Off Ramp** – Concept is being reviewed and/or pursued outside of the Unsolicited Proposals Process