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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) PROGRESS REPORT

ISSUE

Metro created OEI to bring the most innovative ideas in transportation to Los Angeles County and challenge the status quo. This is a general update to the Board highlighting current OEI activities and initiatives, including Vision 2028; Unsolicited Proposals, P3s, and Innovation Pilots; and New Mobility.

While this update is presented within the context of the COVID-19 pandemic, Metro's response and recovery and OEI's role in that effort, are not the primary focus of this communication. However, many of OEI's projects have a role in response and recovery in the short, medium and long term, and when appropriate, projects will be presented in that light.

DISCUSSION

Vision 2028 Initiatives

Since the passage of Vision 2028 on June 28, 2018, Metro departments have been collaborating to outline roles and responsibilities associated with its key initiatives.

Through that process, OEI has been assigned several key initiatives, including:

- Traffic Reduction Study (formerly named Congestion Pricing Feasibility Study)
- New Mobility Regional Roadmap
- Comprehensive Pricing Study
- Benchmarking mode share for all trips
- Development of an Employee Incentives Program
- Travel Rewards Program

OEI is also partnering closely with other departments on key initiatives, including:

- World-class Bus Initiative
- Zero Emissions Bus with Operations
- Test Station with Operations and Planning

Recovery Task Force

OEI is also facilitating the COVID-19 Economic Recovery Task Force by convening its participants and developing Metro's Recovery Plan alongside the group. OEI staff is dedicated to carrying out items identified by the Task Force as central to Metro's recovery plan.

Capital Public Private Partnerships (P3) Program

Metro continues its work to develop a world class P3 program to enhance the agency's project delivery toolkit. The goal of the consideration of P3s at Metro is to support innovation to improve project performance over its entire lifecycle, achieve schedule acceleration where feasible, promote on-time and on-budget project completion, and transfer key project risks to reduce project costs and improve system safety, reliability and performance.

Metro is currently procuring for a Preliminary Development Agreement (PDA) for the **Sepulveda Transit Corridor**, supporting presumed P3 project delivery. In 2019, Metro staff drafted the Scope of Work and developed the PDA procurement documents and process. Metro developed the procurement to incorporate a structure that allows for more than one PDA Team to support project development, among other features. The solicitation documents were released in October 2019. The solicitation has attracted significant market interest, and multiple teams have qualified to submit proposals.

The **West Santa Ana Branch (WSAB) Transit Corridor**, which has been identified for P3 delivery based on review of several Unsolicited Proposals, is currently undergoing a Value-for-Money (VfM) analysis of shortlisted P3 delivery models to identify any specific benefits associated with P3 delivery and their likely value. This analysis will confirm the determination that P3 is the appropriate delivery model and support the development of the commercial terms of the P3 agreement. This work is dependent on availability of data from Metro's project planning efforts. Based on the existing schedule, an updated result (which will be refined as the project's design is further developed) is anticipated in spring 2021.

To support this work, Metro's OEI staff have developed a draft Value-for-Money methodology based on international P3 best practices. This methodology will guide Metro's future P3 Program work to assess potential P3 value on its capital projects. In preparation for the solicitation process, Vendor/Contract Management and County Counsel have been working with outside counsel and the Project Team to develop programmatic P3 procurement (e.g. RFQ, RFP) templates. These documents vary in significant ways from Metro's existing Design-Build procurement documents, and not

only will these templates allow Metro to move to procurement of WSAB more quickly once the project is sufficiently defined, they will also reduce the procurement time required for any future P3 projects.

In 2018, Metro staff identified the **East San Fernando Valley Transit Corridor** as offering potentially greater value if delivered through a P3. OEI conducted an initial qualitative assessment to better understand the value of P3 delivery and the initial findings supported further analysis. Metro then began a more thorough financial analysis and completed a risk assessment in 2019 to support a full VfM study to quantify potential P3 value. Metro also conducted a Market Sounding exercise in order to gauge bidder interest and collect industry input. Based on available data, the analysis concluded that there was no material benefit to deliver the project as a P3 compared to a Design-Build. The analysis identified a range of potential project opportunities to address remaining project challenges, and based on this, OEI made several additional recommendations for the Project Team to explore alternative delivery approaches apart from P3.

Major Capital Proposals Under Review

Metro continues to review a Proposal for P3 delivery of a countywide network of joint **High-Occupancy Toll/Express Bus Lanes** running on major highways. Metro has also received and is currently evaluating proposals for P3 delivery of bus fleet electrification (rolling stock and/or charging infrastructure). Staff anticipate completing reviews in Summer 2020 and working with Operations to further develop and assess a procurement strategy to fulfill Metro's Strategic Plan for the Transition to Zero Emission Buses. Review Teams are closely monitoring direction from the CEO and Board of Directors pertaining to these projects.

New Mobility

Mobility on Demand

Metro's Mobility on Demand (MOD) pilot has now completed 16 months of service and over 90,000 rides. The project was designed to enhance first last mile connections to rapid transit for vulnerable populations who are excluded from private mobility providers, including people in wheelchairs, people without smartphones, and low-income riders. At the conclusion of the first four quarters, the project was meeting or exceeding its performance goals and ridership continued to grow. In January, the Board authorized a six-month extension of the pilot with an additional six-month option, along with expanded service hours.

MOD has been critical to Metro's response to the COVID-19 health crisis. In March, MOD suspended shared rides in support of social distancing and began offering point-to-point services to accommodate essential trips. The service also added new essential destinations beyond zone boundaries. In April, in partnership with First 5 LA, MOD deployed a pilot-within-a-pilot food and essential goods delivery service using surplus driver hours on the existing contract. Food bank donations and household essentials are being delivered to families with young children who are unable to go to the grocery

store safely, cannot afford to order home delivery groceries, or have sick and vulnerable family members at home. The service established a new, temporary zone surrounding the intersection of the 10 and 110 freeways. We will return to the Board in June to request expansion of the pilot to cover additional deliveries across all 14 Best Start geographic areas served by First 5 LA. The MOD project team continues to work with Via and County Counsel toward ensuring compliance with AB5.

Automated Bus Lane Enforcement (ABLE)

The use of dedicated bus lanes by motorists to the detriment of bus riders is well documented. Vision 2028 highlights well-functioning bus lanes as a key strategy to improve bus travel times and mobility for the region. In 2018, Metro received an Unsolicited Proposal from CarmaCam that proposed deployment of mobile camera technology to enforce Metro's bus lanes.

After advancing the proposal to the second phase of evaluation, Metro conducted a Proof of Concept to collect evidence on the problem and test the solution. Metro also studied alternative approaches, past studies, scholarly research and successful programs in New York and San Francisco.

While this work supported the case for ABLE, Metro lacks the legislative authority to implement ABLE. Metro has been partnering with the City of Los Angeles to design an ABLE program and advance legislation to allow its implementation.

Local support of ABLE has been encouraging. The Metro Board documented their support through Metro's 2020 Legislative Program and the Los Angeles City Council through LADOT's 2020 Legislative Program. The program team has also engaged local Councils of Government, Municipal General Managers and numerous other stakeholder groups.

On February 14, 2020, AB 2337 (Bloom) – "An act to amend sections 40240 and 40241 of the Vehicle Code, related to parking enforcement" was filed. Metro is currently working with legislators and stakeholders to refine and support the bill, which is modeled after similar legislation passed in San Francisco in 2007. Unfortunately, due to COVID-19, the bill will not be taken up until the next legislative session.

New Mobility Regional Roadmap

The New Mobility Regional Roadmap involves building a countywide coalition of city, county, council of governments (COG) and other municipal partners to collectively determine the best path forward for managing new mobility in Los Angeles County and achieving our regional mobility goals. At the November 2019 Metro Executive Management Committee Meeting, the Metro Board received and filed the framework for the New Mobility Regional Roadmap. The Roadmap includes engaging internal and external stakeholders and convening a working group to complete the four elements:

1. Identify challenges and opportunities around new mobility
2. Adopt guiding principles and shared goals around new mobility

3. Explore potential tactics for meeting shared goals
4. Commit to and coordinate roles and responsibilities

Emerging transportation network companies (TNCs) have increased mobility options while also creating negative externalities. On the one hand, TNCs provide rides on demand, reduce the need for car ownership and offer a first/last mile option for transit riders; but on the other, they have contributed to roadway and curbside congestion, increased vehicle emissions, and raised important questions about equity and labor practices. Evidence suggests that TNCs also contribute to declines in transit ridership and therefore threaten the sustainability of an important public service.

The New Mobility Regional Roadmap Working Group is establishing guiding principles and shared goals. OEI staff has conducted over 30 listening sessions with many key stakeholders across the region to better understand the challenges and opportunities for managing new mobility. Additional listening sessions are ongoing. During spring and summer, we will conduct group workshops to jointly develop guiding principles and shared goals around new mobility. New challenges in the private and public sector brought on by economic impacts of COVID-19 will also be discussed. Staff plans to report back again to the Metro Board later in fall 2020 on our progress.

Comprehensive Pricing Study

The Metro Comprehensive Pricing Study (CPS) is a critical system-wide review of Metro's pricing policies for all of its transportation services. Vision 2028 directs staff to conduct a comprehensive transportation system pricing study to determine options for meeting goals of revenue, equity, security, ridership, and user experience, and to implement pricing policies arising from the study.

Alongside expanding mobility options and integrating land use and transportation, Vision 2028 identifies pricing as an important lever to achieving Metro's strategic goals. The CPS is timely with the initiation of the Traffic Reduction Study, pending roll-out of NextGen Bus network improvements and MicroTransit, and ongoing implementation of ExpressLanes, Metro Bike Share, Metro Vanpool, Mobility on Demand, and parking pricing. Through CPS, Metro is demonstrating its leadership in evidence-based policymaking to improve mobility and equitable access to opportunities.

The guiding principles for the CPS process are inclusivity, transparency, traceability, and consensus-based collaboration. The research and engagement will be undertaken inclusively with internal and external stakeholders in a transparent manner. Decision points will be traceable to key data points and group deliberations. The study will strive for consensus-based collaboration. Ultimately, identifying and implementing pricing policies will require an agency-wide effort.

Traffic Reduction Study

The long-term growth of the regional economy and population has seen a proportional increase in demand on the transportation system to move more goods and more people. Despite major investments to increase the supply of roads, transit, and other alternative transportation options, the long-term growth of traffic congestion has steadily worsened resulting in more frequent and severe gridlock. In addition to lost time and more stress, traffic congestion has a range of other negative impacts on health, safety, and regional economic competitiveness. Metro is conducting the Traffic Reduction Study (TRS) to:

- Determine if a traffic reduction program could be feasible and successful in LA County
- Determine where and how a traffic reduction pilot program with congestion pricing and complementary transportation options could achieve the project goals
- Identify willing local partners to collaborate on a potential pilot program

The goals of any potential pilot program would be to reduce traffic thereby making it easier to get around regardless of mode and provide additional high-quality transportation options.

Since the beginning of the study in late 2019 the project team – consisting of LA Metro staff, a technical consultant, and an outreach consultant – has been preparing for a public launch of the TRS. This includes preliminary technical analysis of current and historical traffic conditions in LA County, global best practices research, legal and legislative analysis, development of an equity assessment methodology and performance indicators, formulation of a stakeholder and public engagement plan to maximize participation and feedback, and development of educational materials.

The onset of COVID-19 has led to a re-evaluation of the project schedule and study process. The stakeholder and public engagement processes have been pushed to summer 2020. Completion of the study is anticipated in spring 2022. Staff will engage the Board during key project milestones throughout the study process.

Unsolicited Proposals and Innovation Pilots

Unsolicited Proposal Overview

OEI has received **219** Unsolicited Proposals since the Policy was established in February 2016; 20 have been for major capital projects:

- **209** proposals have completed Phase I Review
 - 54 in response to *Think You Can Solve Traffic?* forum
 - 8 contracts have been awarded as a result of Unsolicited Proposals
 - 9 Proofs of Concepts have been completed or are underway
 - 5 procurements are in process
- **11** Proposals are in the process of Phase I evaluation
- **8** proposals have been submitted in response to the COVID-19 health crisis

The Unsolicited Proposal Policy has been an important vehicle for receiving solutions in direct response to COVID-19. In a short time, Metro has received unsolicited proposals on enhanced cleaning and disinfection methods, digital tools for capacity control in support of social distancing, and software tools and training that support employees in the work-from-home transition.

A list of all submitted proposals organized by category and status is available in Attachment A. With the help of Vendor/Contract Management, over 160 subject matter experts across all departments have been involved in the review of these proposals.

Metro has several Unsolicited Proposals in various states of implementation whose funding and/or short-term viability may be impacted by COVID-19 and its financial impacts. Unsolicited Proposals have played a critical role in developing Capital P3s, Innovation Pilots, and New Mobility Pilots by introducing new project delivery methods, technologies and a heightened customer focus. The Unsolicited Proposal Policy has also proven essential to Metro's response to the health crisis. As agency priorities shift, the Policy's flexibility can support the various paths to addressing immediate needs and meeting strategic goals. As such, the Policy has temporarily suspended its 90-day review period as we prioritize proposals related to pandemic response, service relaunch and regional recovery.

Phase II Proposals

Visionary Seed Funding

The Visionary Seed Funding program created by Measure M seeks to catalyze innovation by facilitating cross-sectoral collaboration. Interdisciplinary teams will apply to, and compete for, a biannual \$1M challenge grant. In October, OEI received a proposal from the Los Angeles Cleantech Incubator (LACI) to serve as technical consultant with a focus on accelerating innovation and pilot programs to address specific mobility goals including vehicle electrification, shared transportation solutions, mode shift incentives, localized emissions tracking, as well as connected and autonomous mobility. Metro advanced the proposal to Phase II in December and submitted an RFI to LACI in March. Metro anticipates a response in June.

Travel Rewards

OEI is exploring the development of a Travel Rewards Research Pilot in partnership with the Metro Planning, TAP, Communications, Human Capital and Development Departments, the 2019 Metro Leadership Academy Team "Ridership", and leading behavioral economics experts to study what types of incentives would nudge drivers to make choices towards solving traffic.

This potential pilot project hypothesizes that while many LA County residents and others nationally could easily make some trips using alternatives to driving alone, very few actually do. This could be because individuals are simply in the habit of driving alone, even when alternatives could save them time and money and make them happier and

healthier. We are looking to better understand the role of cognitive biases and routines in shaping travel behaviors, and how this knowledge can be leveraged to encourage people who are driving alone to try something new, using financial or programmatic incentives, or other behavioral strategies. To determine which mix of incentives has the best ROI, the team is considering leveraging tools and skills from Behavioral Economics, Human Centered Design, Experimental Evaluation and Data Science to test a variety of programmatic, reputational, experiential, and monetary incentives across representative employment districts/corridors in LA County. Emerging new-mobility (ridesharing, bike/scooter-sharing, ride-hailing) and communications mobile and web platforms would be the primary delivery mechanism for incentive testing alongside programmatic interventions.

The Next Accelerator Forum

Planning for the next Accelerator Forum is underway with an expected launch of Q3 FY20 in tandem with Metro's Recovery Action Plan. The forum will address crisis recovery by convening the transportation industry around the short, medium and long-term challenges associated with the COVID-19 pandemic. The Forum will be hosted online instead of in-person.

Research and Policy

OEI's research and policy team has overseen the research, writing, and publication of two policy papers analyzing the Mobility on Demand pilot partnership with Via. Published by the Eno Center for Transportation, the first focused on contracting and the second focused on data sharing. Two additional policy papers are forthcoming, in addition to a final report analyzing the first year of Metro's pilot with Via, which is anticipated to be published in summer 2020. In July 2019, the research and policy team managed the research and writing of the publication "Measure M: Lessons from a Successful Transportation Ballot Campaign," by UCLA professor Michael Manville, which draws on a dataset of interviews created by LA Metro and offers lessons learned on passing Measure M. After the launch of the Flower St. bus-only lane in June 2019, OEI's research and policy team worked with Metro's service planning team to analyze the impact of the bus-only lane. Interviews of key stakeholders were also conducted, and a case study is expected to be published in summer 2020. Given the current COVID-19 impact, the research team is starting to analyze the impacts of COVID-19 on mobility and transit and is tracking actions of other transit agencies.

NEXT STEPS

- Metro will continue implementation of the Vision 2028 Action Matrix and key initiatives including the Traffic Reduction Study, New Mobility Regional Roadmap, and Comprehensive Pricing Study.
- Metro will continue to develop Value for Money analyses for WSAB and ESFV.
- Metro will work toward securing one or more developers for the Sepulveda Transit Corridor by the end of the year.

- OEI will continue leading the evaluation of unsolicited proposals in partnership with Vendor/Contract Management, 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 provide general updates to the Board as well as updates in its role as lead in the recovery.

Attachment A – Unsolicited Proposal Status Log

The Unsolicited Proposal Status Log was revised in March 2019 to focus on the status of proposals that are active. These are proposals that are pending, have advanced through the process, and proposals that have become projects and proofs of concept. Projects and proofs of concepts that are completed are considered “active” as well. This is to better understand the value of the Unsolicited Proposal Process as a project development and implementation tool over time.

With the aim of providing clearer and more streamlined snapshots of these proposals, the categories have been reformatted to more accurately reflect the status of the proposals. Some of these statuses overlap, but an accurate status has been assigned to each project.

CoVID-19 Update

Deferrals: As indicated in the table, several proposals advanced to implementation prior to the CoVID-19 pandemic have been deferred. Their status is being evaluated quarterly.

Temporary changes to the policy: To better manage Unsolicited Proposals during this period of financial hardship and uncertainty, and to better triage ideas and focus on those directly related to response and recovery, Metro has implemented the following guidance and temporary changes to the policy:

Metro continues to evaluate Unsolicited Proposals during the CoVID-19 health crisis. During this time, however, we are prioritizing proposals related to pandemic response, service relaunch, and regional recovery that support efficient mobility in a changed world. These include but are not limited to: 1) Innovations that aid in response such as cleaning and hygiene, social distancing (for both employees and customers), delivering service during stay-at-home orders; 2) Innovations that help in relaunching service to meet residual demand and emerging needs; 3) Innovations that reduce costs, are cost neutral, or generate revenue; and 4) Innovations that help Metro adapt and evolve its role in effectively providing mobility in a changed world. Due to the dynamic and uncertain nature of the crisis, and to aid prioritization, Metro has temporarily suspended its 90-day review period. Previously submitted Unsolicited Proposals are being addressed on a case by case basis. Similarly, implementation of any accepted proposals may vary based on level of priority. For inquiries related to current Unsolicited Proposals, please contact Nolan Borgman at borgmann@metro.net

These changes will be evaluated on an ongoing basis to ensure the Policy is being responsive, and being leveraged to be responsive, to this evolving situation.

Implementation	Project Complete	The Unsolicited Proposal process has concluded and the project has concluded.
	Contract Awarded / Project Underway	The Unsolicited Proposal process has concluded, the procurement has concluded, and the project is underway
	Project in Contracting Phase	The Unsolicited Proposal process has concluded, the procurement is in process
	Project in Development	The Unsolicited Proposal process has concluded and the project is being developed or is in the phases of pre-procurement
	Proposal incorporated into similar initiative	The Unsolicited Proposal process has concluded, but the implementation of the proposal has been incorporated into a similar or larger effort.
Proof of Concept	Proof of Concept completed	Metro has completed a Proof of Concept and is evaluating next steps
	Proof of Concept in process	Metro is conducting a proof of concept surrounding the proposal. This can happen at any phase, but is sometimes done as an experiential component of the Phase II review process
Phase II Development	Phase II Received	Metro has advanced the proposal to Phase II and has received a detailed proposal
	RFI Issued	Metro has advanced the proposal to Phase II and issued the proposer a Request for additional detailed Information, but has not yet received a response
	Advanced to Phase II	The proposal has been advanced to Phase II
Phase I	Pending	Phase I review in process
Inactive	Inactive	Proposal has been declined or review has been discontinued

ACTIVE PROPOSALS/PROJECTS

No.	Originator	Summary	Status
1	Covington & Associates	Assess exposure to unplanned outages and develop mitigation measures.	Project Complete
2	Goldman Sachs #1	Systems or regional network approach to developing and managing our HOT lanes network	Project Complete
3	Via	Dynamic vehicle routing software for more demand responsive transportation	Project Underway
4	Intuitive Real Estate	Heavy duty artificial ivy as graffiti deterrent	Project Complete/ Ivy in use
5	Street Signal Interface (Internal)	Street signal interface for real time management of Metro Orange Line. Connected Bus and speed advisory application.	Project Underway
6	Accenture #1 – Tolling	Mobile tolling and virtual gantries via geofencing.	Project Complete
7	Los Angeles Aerial Rapid Transit	An aerial tram to Dodger Stadium	Project Underway
8	Skanska USA WSAB	West Santa Ana Branch transit line acceleration through competitive process	Project in P3 Contracting Phase
9	Parsons Sepulveda Multi-Modal Corridor	Develop and build Sepulveda Pass rail and ExpressLanes	Project in P3 Contracting Phase
10	Kiewit + AECOM WSAB Corridor	West Santa Ana Branch transit line acceleration DBF	Project in P3 Contracting Phase
11	Ferrovia-Cintra Sepulveda	Develop, build and accelerate Sepulveda Pass ExpressLanes and rail	Project in P3 Contracting Phase
12	MobileQubes	Battery pack concession pilot	Project Complete/ batteries available at select Metro Red/Purple Line stations
13	Bluefin #1 -- Roofing	Roof management P3	Project in Development (Deferred due to CoVID-19)
14	Trapeze SOGR	State of Good Repair and capital planning management software system	Proposal incorporated into similar initiative (ETAM Modernization)
15	Universoft	SCADA system capabilities and innovations	Proposal incorporated into similar initiative (SCADA Modernization)

16	Uber	Metro partnership with Uber to provide first last mile service and service in underserved/ low income areas	Proof of Concept Complete
17	CarmaCam Lane Enforcement	Lane enforcement application	Proof of Concept Complete/ Proposal incorporated into similar initiative (legislation)
18	Swiftly #1 -- GPS	Improve real time data accuracy	Proof of Concept Complete
19	Media Arts	Drones	Proof of Concept Complete
20	BuroHappold Flow Modeling	Planning and operations flow modeling data	Proof of Concept Complete
21	aUniform	Demo of self-illuminating safety vests	Proof of Concept In Process
22	FireEye	Comprehensive cyber security program	Proposal incorporated into similar initiative/ In Contracting Phase
23	DriverMiles	Encourage rider behavior using incentives	Project in Development
24	Vermont BRT	Vermont BRT P3	Advanced to Phase II
25	Roadis	A triangle of bus and toll lanes in the South Bay	Advanced to Phase II (Deferred due to CoVID-19)
26	DTLA Streetcar LADOT	DTLA Streetcar Acceleration	Advanced to Phase II
27	Proterra	Bus electrification P3	Advanced to Phase II
28	Amply	Bus electrification P3	Advanced to Phase II
29	ICLEI - Local Governments for Sustainability USA	Think You Can Solve Traffic? Submission re: EcoMobility Festival	Project in Development (Deferred due to CoVID-19)
30	Transports Metropolitans de Barcelona	Smart digital signage solution for people with visual disabilities.	Proof of Concept Complete
31	SPLT	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
32	LUUM	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative

33	Rideshark Corporation	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
34	Skybus	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
35	IQ Labs	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
36	The Rideshare Co	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
37	Adventure of a Lifetime OU (Geme.io)	Think You Can Solve Traffic? Submission re: travel rewards	Travel rewards project in development/ incorporating into initiative
38	Clear Road	Think You Can Solve Traffic? Submission re: lightweight congestion pricing	Advanced to Phase II/Proof of Concept (Deferred due to TRS/ CoVID-19)
39	Knowledge Architects	Augmented reality training tools	Project In Contracting Phase (Deferred due to CoVID-19)
40	Alta Transit Asset Glossary	Glossary of project neutral visuals	Project in Contracting Phase (Deferred due to CoVID-19)
41	LACI Innovation Fund	Measure M Visionary Seed Fund Program	RFI Issued
42	Cory's	Rail Simulator	Pending
43	The Village Enterprise Vending	Food vending at stations	Pending
44	Joshua Novak - Dorado Trail	Electrostatic cleaning solution	Pending
45	The Greg Group	Work from home training	Pending
46	T Allen Group	Chlorine dioxide	Pending

47	398 Consulting	Bus stop queuing app	Pending
48	Alan Leung	Un-college	Pending
49	Excess Baggage	Lost and found services	Pending
50	Evenstar	Operator protective barrier	Pending
51	Via	Bus stop reservation system	Pending
52	Mediscreen	Virtual medical screening using AI	Pending

INACTIVE PROPOSALS

No.	Originator	Summary	Status
1	Trident Six Sigma	Six sigma processes	Inactive
2	Crown Castle	5G partnership (withdrawn)	Inactive
3	Metro Poem Project	Poetry on TAP	Inactive
4	Liftango	Microtransit and vanpool	Inactive
5	Fluor Metro Orange Line	Accelerate conversion of Metro Orange Line to Rail through a P3	Inactive
6	Parker Infrastructure Partners	Proposal to finance mega projects using an alternative finance approach.	Inactive
7	Infrashares Inc	Utilize crowdfunding donations, equity and debt for funding/ financing infrastructure projects.	Inactive
8	BMG Money	Providing Metro employees access to emergency cash loans	Inactive
9	Green Charge	Reduce peak demand energy costs by distributing energy differently and across batteries.	Inactive
10	Ride LA	TNC operated by Metro	Inactive
11	DBH Consulting	Succession planning cataloging	Inactive
12	Teralytics	Cell phone data for planning	Inactive
13	The Free Ride	Transportation system for Warner Center	Inactive
14	White Cell Tech	Anti-microbial hand grip	Inactive
15	Transit X	Transit X: autonomous pod transportation	Inactive
16	Green City Project	Use rail system to distribute goods at night	Inactive
17	Rincon #1	CEQA streamlining re: approach to historic buildings	Inactive
18	Rincon #2	CEQA streamlining re: approach to hazardous materials process	Inactive
19	Bluefin #2 -- Pavement	Metro Orange Line pavement P3	Inactive
20	Masabi	Mobile ticketing software and hardware	Inactive

21	ICF	Enhance WIN-LA	Inactive
22	Green Commuter	Use electric Tesla vans for Metro employee vanpool, with the option to use the buses for other things during the day	Inactive
23	Purchasing Power	Employees can finance products with deductions from their paychecks	Inactive
24	Colonial Life	Individual insurance products	Inactive
25	Zebra Standard	Luggage Lockers at Union Station and Hollywood	Inactive
26	ButterFLi	ADA / paratransit rideshare software	Inactive
27	SEITec	Dewatering solution	Inactive
28	TAP for Art	Art on TAP cards	Inactive
29	Naumov	Rail fasteners	Inactive
30	Merrill Lynch, Pierce, Fenner & Smith	ExpressLanes toll revenue financing system	Inactive
31	TransitVUE	Dynamic plexiglass illuminator signage that lets you know where you are on the Orange Line	Inactive
32	Southern AM #1	Retrofit of bus fareboxes with 4G LTE Cellular Link	Inactive
33	TranspoGroupAV	Metro to co-host an autonomous vehicles working group with TranspoGroup to develop policy recommendations	Inactive
34	Swiftly #2	Integrated transit app that leverages real time information from multiple mobility options to help riders determine best mode of travel their trip.	Inactive
35	Optibus	Address bus delays before they impact customers by alerting control room operators about buses that might be late for their next trips.	Inactive
36	Skybus	Pilot vanpool to a suburban business park to prove concept and technology	Inactive
37	Steiny & Company	LED upgrades for Metro Blue Line parking lots	Inactive
38	Tubular Rail	Preliminary design and engineering assessment for tubular rail	Inactive
39	Cambridge Systematics	Develop and deploy a shared mobility trip planning platform	Inactive
40	ThermoGuard	Piloting energy rejection glass that reduces glare and optimizes bus climate and energy use.	Inactive

41	Accela	Right of Way Management software for Purple Line Extension.	Inactive
42	Rhythm Engineering	Automated signal control technology.	Inactive
43	Owlized	Visualization and virtual reality tools for conducting public outreach and collecting feedback on projects.	Inactive
44	Moovit	Partnership with trip planning platform to co-market and learn trip planning best practices.	Inactive
45	Accenture #2 – Energy Management	Energy management as a service, including shared savings model.	Inactive
46	SoftWheel	Pilot revolutionary bike wheel on bike share, including offering wheelchairs.	Inactive
47	XCLMark	Reduce customer friction points using a patented synch router to embed important and tailored information into the ambient environment.	Inactive
48	Sovrn Holdings	Pilot to monetize several of Metro’s web and mobile apps through advertising.	Inactive
49	Bones and Greens	Human performance assessments and workshops	Inactive
50	Air Weather & Sea Conditions	Weather alerts and forecasting for the Expo Line	Inactive
51	Skanska USA	Phase 3 Purple Line Tunnel Acceleration by Q2 2024	Inactive
52	Lloyd Morris Productions	Before and After video documenting the transformation of the Expo alignment and immediate community between Culver City and Santa Monica	Inactive
53	MobilEye Shield +	Bus collision avoidance system	Inactive
54	Connectthings #1	Software as a Service Bluetooth beacon network	Inactive
55	Waltz	Make fare payments easier for smartphones while creating paid advertising and public information space as well as new data streams.	Inactive
56	ACS Infrastructure Development, Inc. and Dragados USA	Accelerate West Santa Ana Branch Corridor Light Rail Transit Project including availability payment P3 financing model	Inactive
57	HDR Sepulveda Corridor Development	Develop and build Sepulveda Pass ExpressLanes and tunnel with PDA approach and DBFOM model, without Federal funding.	Inactive

58	Via Analytics	Demo headway based dispatch and operation on a bus line to improve on time performance and fleet utilization.	Inactive
59	WWT Air Mass Tunnel Generation	Generates electricity using the tunnel winds created by the subway.	Inactive
60	AECOM Ventures	Critical infrastructure, security and preparedness initiative.	Inactive
61	AECOM Ventures Resubmission	Critical infrastructure, security and preparedness initiative.	Inactive
62	HDK Media	Marketing campaign.	Inactive
63	Unity Consulting	Electric scooter-way transit system.	Inactive
64	Goldman Sachs #2	Accelerate projects through financing optimizations.	Inactive
65	Here Design Studio & Legacy Games	Interactive and educational public installation.	Inactive
66	Edge3 Solar	Solar, smart grid, and storage project	Inactive
67	Solair	Vehicle compressor proof of concept	Inactive
68	Rhythm of the City	Lifestyle marketing campaign involving using the system and celebrities	Inactive
69	Dream One Transportation	Shuttle services in construction areas	Inactive
70	Connecthings #2	Similar to original idea, a smart city subscription network	Inactive
71	Arkadiy Kornatsky	Mobile Self Propelled Tunnel construction efficiency concept	Inactive
72	Paylt	Bluetooth based mobile fare payment	Inactive
73	Social Bicycles	Self-financed, smart bike share system in Venice, Mar Vista and Marina Del Rey	Inactive
74	W-9NINE	Automating Bus pre-trip inspections	Inactive
75	Goldman Sachs #3	Accelerate projects through financing optimizations.	Inactive
76	Signature Development Group	Stacked parking garage	Inactive
77	The Glue FMLM	Mobile App for LA residents to crowd source data on the location and condition of sidewalks.	Inactive
78	James Heimler Sepulveda	Rail and city development concept in Sepulveda Corridor	Inactive

79	Fidelity Capital	Retail financing	Inactive
80	RideAmigos	Proposed partnership for pilot program to test TAP card incentives that could induce mode shift from SOV use	Inactive
81	BYD	Buy back 8 electric buses; supply 8 new ones with option to extend	Inactive
82	Rail Propulsion Systems	Commuter rail zero emission locomotives	Inactive
83	CanAM Enterprises	Innovative Capital Financing proposal	Inactive
84	Turner Engineering Corporation and Southern California Edison	Grid Integrated Energy Storage System	Inactive
85	Active Recycling	Reduce recycling costs and generate recycling revenue	Inactive
86	EDGE 3 Technologies	Video analytics	Inactive
87	Luster National	Digital asset management	Inactive
88	Sam Schwartz	Congestion pricing	Inactive
89	RTH Dodger PRT	Pod-rapid transport to Dodger Stadium	Inactive
90	ADC Energy	Metro facilities, buses and trains powered by batteries charged by the sun	Inactive
91	SENER/ Village Green Global	10 year, 100% funded proposal for replacement of electrical and lighting equipment	Inactive
92	Alex Markes	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
93	JPods LLC	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
94	Harlan Levinson CPA	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
95	Richard C Miller	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
96	Thomas Kim	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
97	Bill James/ JPods LLC	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
98	Ryan Johnson	Think You Can Solve Traffic? Submission (Incomplete)	Inactive

99	Ovidiu Mateescu (Internal)	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
100	Neopoxy International	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
101	Overland ATS LLC	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
102	Jose Angel Gonzalez	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
103	Canter Consulting, Inc	Think You Can Solve Traffic? Submission (Incomplete)	Inactive
104	Brierley and Associates*	Lidar scan in Red Line	Inactive
105	Bike Hub*	Smart bike rack	Inactive
106	TrueConnect*	Providing Metro employees access to emergency cash loans	Inactive
107	DTLA Streetcar ACS/Dragados*	DTLA Streetcar Acceleration through a P3	Inactive
108	E Smith Legacy Holdings*	Major capital financing and master development	Inactive
109	Waycare Technologies Ltd*	Think You Can Solve Traffic? submission	Inactive
110	TallyGo LLC*	Think You Can Solve Traffic? submission	Inactive
111	Edeva AB*	Think You Can Solve Traffic? submission	Inactive
112	SMATS TRAFFIC SOLUTIONS*	Think You Can Solve Traffic? submission	Inactive
113	SINE Interactive, LLC*	Think You Can Solve Traffic? submission	Inactive
114	EPS Global Corporation*	Think You Can Solve Traffic? submission	Inactive
115	Commuter Cars Corp.*	Think You Can Solve Traffic? submission	Inactive
116	ParkWise*	Think You Can Solve Traffic? submission	Inactive
117	BeemCar Ltd*	Think You Can Solve Traffic? submission	Inactive

118	LocaleIQ*	Think You Can Solve Traffic? submission	Inactive
119	HAAS Alert*	Think You Can Solve Traffic? submission	Inactive
120	mySidewalk*	Think You Can Solve Traffic? submission	Inactive
121	Applied Engineering Management (AEM) Corporation*	Think You Can Solve Traffic? submission	Inactive
122	NoTraffic*	Think You Can Solve Traffic? submission	Inactive
123	Atwater Infrastructure Partners*	Think You Can Solve Traffic? submission	Inactive
124	FareShare, Inc.*	Think You Can Solve Traffic? submission	Inactive
125	Rapid Flow Technologies*	Think You Can Solve Traffic? submission	Inactive
126	Mooven Ltd*	Think You Can Solve Traffic? submission	Inactive
127	1.21GigaWatts Ltd.*	Think You Can Solve Traffic? submission	Inactive
128	flx mobility (UK) LTD*	Think You Can Solve Traffic? submission	Inactive
129	Scott Murdoch*	Think You Can Solve Traffic? submission	Inactive
130	WT Partnership*	Think You Can Solve Traffic? submission	Inactive
131	Signal Labs*	Think You Can Solve Traffic? submission	Inactive
132	IPgallery*	Think You Can Solve Traffic? submission	Inactive
133	KPMG LLP*	Think You Can Solve Traffic? submission	Inactive
134	LiPoNET (Light Point NETWORK)*	Think You Can Solve Traffic? submission	Inactive
135	Bird Rides Inc.*	Think You Can Solve Traffic? submission	Inactive
136	Connected Signals, Inc.*	Think You Can Solve Traffic? submission	Inactive
137	Letenda Inc.*	Think You Can Solve Traffic? submission	Inactive

138	Arup*	Think You Can Solve Traffic? submission	Inactive
139	Project X*	Think You Can Solve Traffic? submission	Inactive
140	WeRoute, Incorporated*	Think You Can Solve Traffic? submission	Inactive
141	Abu Sayeed/ Moving Road*	Think You Can Solve Traffic? submission	Inactive
142	Cintra	Bus and toll lanes P3	Inactive
143	Netlift*	Ridematching app integrated with parking	Inactive
144	Industry Line SGV*	Bus line proposal through San Gabriel Valley	Inactive
145	Transportation Diversity Council*	WIN-LA program elements	Inactive
146	Transportation Diversity Council #2*	WIN-LA program elements	Inactive
147	MobileSoul, LLC	Mobile charging solution	Inactive
148	Tank Visions*	Fuel tank monitoring	Inactive
149	US Nuclear Corp*	Radiation detection technologies	Inactive
150	WAVE*	Intelligent depot charging	Inactive
151	Barclay's	Project acceleration tools	Inactive
152	CR&A Custom Apparel #1*	Wall art	Inactive
153	CR&A Custom Apparel #2*	Fabric architecture	Inactive
154	Airbornway Corp*	Heating and cooling for aerial gondola systems	Inactive
155	Acumen Facial Recognition*	Facial recognition fare applications	Inactive
156	Raheem Davis Kelson*	Fare payment tools	Inactive
157	Trident EVMS*	Earned value management system	Inactive

158	Raheem Davis Kelson Resubmit*	Fare payment tools	Inactive
159	Sanghoon Lee Digital Signage*	Advertising concepts	Inactive
160	AKA Architecture*	Metro Art	Inactive
161	Streetlight Data*	Travel data tools and platform	Inactive
162	3 Petals*	Security and sexual harassment reporting tools	Inactive
163	Herod Curley Lowery*	Trucking services	Inactive
164	CRSC USA (TIDS)*	Track intrusion detection system	Inactive
165	CRC USA (Ultracapacitors)*	Ultracapacitor Light Rail Vehicles	Inactive
166	Uniform Service Solutions*	Pick up and drop off uniform services for Operators	Inactive
167	Southern AM #2	Cash Counting Machine	Inactive

*Proposal was reviewed and declined since last update