



**FTA QUARTERLY REVIEW
BRIEFING BOOK**

December 13, 2000

Submitted By:

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012*

41494532

MTA LIBRARY

AGENDA

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, December 13, 2000 - 10:00 a.m.

Gateway Conference Room - 3rd Floor

PRESENTER

I. OVERVIEW

- A. FTA Opening Remarks
- B. MTA Management Overview
 - Management Organization
 - Labor Negotiations
 - Legislative Issues
 - Legal Issues

Leslie Rogers
Allan Lipsky

Claudette Moody
Steve Carnevale

II. METRO CONSTRUCTION REPORTS

- A. Recent Events
- B. Metro Red Line Segment 2
 - Contract and Change Order Closeout
 - Grant Closeout
- C. Metro Red Line Segment 3
 - North Hollywood Extension
- D. East Side

Charles Stark
Michael Funnye

Brian Boudreau

Dennis Mori
Dennis Mori

III. OPEN ACTION ITEMS

- A. FTA (Reference September 2000 PMOC Monthly Report)

Jeff Christiansen

IV. PLANNING

- A. Transit Corridor Status Report
 - Administrative Draft EIS
- B. Universal Fare System
- C. Long Range Transportation Plan
- D. East Side Planning

James de la Loza

Jim McLaughlin
Keith Killough
Steve Brye

V. QUARTERLY FINANCIAL REPORTS

- A. First Quarter Financial Report

Richard Brumbaugh

VI. QUARTERLY OPERATIONS REPORTS

- A. Consent Decree
- B. Bus Fleet Management Plan
- C. Rapid Bus

Michelle Caldwell

Rex Gephart

VII. OTHER QUARTERLY REPORTS

- A. General Safety and Security Issues
- B. ADA Key Station Voluntary Compliance Agreement

Paul Lennon
Ellen Blackman

VIII. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING:

Los Angeles Metropolitan Transportation Authority

Wednesday, March 14, 2001 - 10:00 a.m.

Gateway Conference Room - 3rd Floor

LACMTA MANAGEMENT
ORGANIZATION CHART

1999-00 LEGISLATIVE
MATRIX

METROPOLITAN TRANSPORTATION AUTHORITY

**FINAL
GOVERNMENT RELATIONS
1999/00 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX
as of October 24, 2000**

	LOCAL	
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
Metro Red Line Station Parking	Higher than expected subway ridership has caused a parking shortage at Metro Red Line rail stations in the San Fernando Valley.	<p>On June 24, the Universal City Station opened, 324 parking spaces available.</p> <p>On August 7, MTA officials announced plans to expand parking capacity at both, the North Hollywood and Universal City stations.</p> <p>The plan would provide an additional 279 parking spaces to the existing 837 at the North Hollywood Station and would provide an additional 77 parking spaces to the existing 324 at the Universal City Station.</p>

LOCAL		
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
Valley Transportation Zone	On August 26, 1998, the Los Angeles City Council approved a motion to explore the feasibility of a transportation zone in the San Fernando Valley.	<p>On January 5, 2000, the Transportation Committee of the City of Los Angeles approved the Chief Legislative Analyst (CLA) and Department of Transportation (LADOT) reports which recommend that the City enter into an interim Joint Powers Authority (JPA) with eight other cities and the County of Los Angeles, and continue the process of establishing the Zone.</p> <p>On January 11, 2000 the Los Angeles City Council authorized entering into an interim JPA. The interim JPA provides that the City of Los Angeles shall have four of the nine votes on the Zone Board.</p> <p>On February 8, 2000 the City and County of Los Angeles submitted a list of representatives named to serve on the interim Joint Powers Agreement (JPA) zone board to determine the feasibility of establishing a transit zone in the San Fernando Valley.</p> <p>On April 10, the JPA elected its first officers with Los Angeles County Supervisor Zev Yaroslavsky as President and Los Angeles City Councilman Alex Padilla as Vice-President.</p> <p>On September 11, the JPA will discuss reports, findings and take possible action on work efforts by project consultants. September 11 meeting cancelled, new meeting date TBA</p> <p>On September 30, Governor Gray Davis signed SB 1101 which clarifies and preserves the collective bargaining rights of MTA employees who become employees of a transportation zone established by the MTA.</p>

LOCAL		
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
101 - 405 Freeway Interchange	The Los Angeles City Council established a task force to identify improvements and study solutions that could be in place within five years to relieve the traffic congestion at the interchange.	<p>On July 29, the MTA Board adopted the 1999 TIP Call for Projects which includes \$8.2 million in funding for two lane additions at the 101-405 interchange.</p> <p>On January 7, 2000, the Los Angeles City Council will consider a motion by Council members Laura Chick and Hal Bernson instructing LADOT, in conjunction with Caltrans, the Metropolitan Transportation Authority and the Southern California Association of Governments, to prepare and present a report to Council, addressing all studies or research currently underway about relieving congestion along the 101 Freeway Corridor, by February 1, 2000.</p> <p>On April 19, the LA City Council approved the LADOT report on an analysis of Transportation Improvements for the 101 Freeway Corridor.</p> <p>405 freeway auxiliary lane construction in bid phase; freeway gap closure in design phase; freeway connector road in environmental study phase; 405/101 interchange project study report (PSR) due January 2001. Study recommendations will be submitted as part of 2001 Call for Projects.</p>

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 44 (McClintock) LA 8/16/99	Mandates the re-designation of all existing High Occupancy Vehicles (HOV) as mixed flow-lanes and directs a study be conducted on the efficacy of HOV lanes.	Oppose	Failed passage in Assembly Transportation Committee, January 10, 2000 Died in Assembly, February 1, 2000
AB 102 (Wildman/Hertzberg) LA 5/10/00	Provides 100 percent of the funding necessary to complete construction of the 1989 Retrofit Soundwall List. Issue handled administratively by CTC. Amended bill allows the MTA to provide charter bus services for Democratic National Convention in August 2000; urgency clause is included.	Support Sponsor	Governor signed, July 21 Chaptered #145
AB 357 (Calderon) LA 3/6/00	Original bill added \$45 million to \$15 million off the top of State Highway Account funding for grade separation projects throughout the state. Amended bill for a report on the sufficiency of grade separation projects. AB 357 has been amended to increase the amount required to be budgeted for grade separation projects from \$15 million to \$60 million.	No Position	Failed passage in Senate Transportation on June 20, 2000 Reconsideration granted.
AB 581 (Firebaugh) LA 8/31/00	Directs a study conducted to assess traffic congestion on Route 710, the Long Beach Corridor. The MTA Board urged the bill be amended to be permissive not a mandate. The bill was amended to make it permissive. AB 581 has been amended to address a topic unrelated to the MTA.	Support with Amendment Neutral	Vetoed by Governor, September 23
AB 769 (Margett) LA 5/26/00	Modifies the occupant limit for car pools on the El Monte Busway to allow car pools with 2 or more occupants in off-peak hours only. The MTA board of Directors had an oppose unless amended position on SB 63 (Solis) which is consistent with the current version of AB 769.	Neutral	Chaptered #63, July 3

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 958 (Scott) LA 8/10/00	Authorizes and proscribes a provision whereby transit districts could utilize a design-build procurement process.	Support	Chaptered #541, September 20
AB 1303 (Florez) LA 5/30/00	Would reallocate a portion of the statewide gas tax to specified accounts and would require that \$375 million of the sales tax on gas be transferred from the General fund to the State Highway Account.	Work with Author if Amended	In Senate Transportation Committee
AB 1425 (Runner) LA 8/16/99	Provides that funding identified as the federal regional surface transportation program funds would not merely be added to the overall STIP for distribution, but rather be apportioned to metropolitan planning organizations, or in Southern California, to county transportation commissions based upon population. Committee amendment added to apportion 20% of the funds to environmental enhancement programs.	Sponsor	In Senate Appropriations Committee, suspense file, August 16, 1999 <i>This bill has passed its deadline to be considered for this session</i>
AB 1468 (Corbett) LA 7/5/00	Amended to create exceptions to those restrictions placed under the existing law which restricts an insurer from disclosing medical information to an employer or its agents in worker compensation claims.	Support	In Senate Committee on Industrial Relations
AB 1612 (Torlakson) LA 6/6/00	Creates the Transportation and Congestion relief and local road improvement account in the State Transportation Fund. AB 1612 has been amended to be a spot bill potentially for the Governor's Traffic Congestion Relief Plan, original provisions can be found in AB 2928.	Work with Author/Return to Board No position	Passed in Senate, June 8 Assembly refused to concur with Senate amendments, in Conference Committee
AB 1765 (Maddox)	Makes substantive changes to the LACMTA's benefit assessment districts	Oppose	Failed passage in Assembly Transportation Committee, April 3

AB 1776 (McClintock) LA 3/20/00	Allows Governor to declare a state of transportation "gridlock" emergency.	Neutral	Failed passage in Assembly Transportation Committee, April 10 Died in Committee, May 22
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STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	
AB 1871 (Runner) LA 8/14/00	Prohibits any high-occupancy vehicle lane from being established on State Route 14 between the City of Santa Clarita and City of Palmdale unless it is established under specified conditions.	No position Support as amended	Chaptered #337, September 8
AB 1951 (Longville) LA 8/28/00	Sponsored by the Southern California Regional Rail Authority (Metrolink) and is proposing an increase in funding for Metrolink services.	Support	Chaptered #632, September 26
AB 2373 (Longville) LA 5/22/00	Redistributes the locally generated Call Box funding on a statewide basis. The Call Box program is funded by a \$1 surcharge on vehicle registration in counties which voted for the increase. This bill would redistribute those funds based on highway miles and population. AB 2373 has been amended to provide a \$15 million grant program for call box implementation. The grant program would exclude certain agencies, including the Los Angeles County SAFE.	Oppose unless amended	Amended in Assembly, May 22 Heard in Assembly Appropriations Committee, May 24, remains in committee
AB 2448 (Scott) LA 8/31/00	AB 2448 was amended to address rental income on specified Caltrans properties.	No position	Passed in Senate, August 31 Passed Assembly Concurrence, August 31 To enrollment
AB 2607 (Knox) LA 6/13/00	Measures appears to be a "spot" bill and currently makes non-substantive changes in the code sections addressing MTA board member compensation. Amended bill does not directly impact the MTA.	Neutral	Chaptered #340, September 8

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 2643 (Calderon) LA 8/14/00	Measure sponsored by municipal operators in Los Angeles County and addresses funding allocations by the MTA. Amended bill identifies that MTA can not divert funding sources and that earmarked MTA funding is not subject to the requirements of the bill. Technical amendments were added on August 8.	Neutral if amended.	Amended and passed in Senate Transportation Committee, August 8 In Senate Appropriations Committee
AB 2742 (Baugh and Strickland)	Would shift the sales taxes on gasoline sales to county transportation commissions (CTC) and regional/transportation planning agencies (RTPA) based on population. The bill would also allocate \$156 million annually from the General Fund for transportation purposes to CTC's and RTPA's in the fiscal years 2001 to 2005.	Work with Author	In Assembly Transportation and Revenue and Taxation Committees
AB 2816 (Kuehl)	Would authorize the MTA to conduct a study of the 101 Freeway in a specified portion of the San Fernando Valley.	Support with Amendments	In Assembly Transportation Committee
AB 2835 (Hertzberg) LA 5/8/00	Measure is apparently a "spot" bill and would make non-substantive changes the Congestion Management Program statutes.	Neutral	In Senate, inactive file
AB 2928 (Torlakson)	Implements Governor's Traffic Congestion Relief Plan. Supports portion passed upon Board's support for Governor's Traffic Congestion Relief Plan.	Support	Chaptered #91. July 7

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 14 (Rainey) LA 9/10/99	Requires the Department of Transportation (Caltrans) to complete a study setting forth criteria for determining the "effectiveness" of HOV lanes. Mandates that Caltrans cannot designate or construct any new HOV lanes until study is completed. Amended to a study bill only. This bill has been amended to be unrelated to the MTA.	Oppose, unless amended As amended, now neutral	Senate unfinished business 2-year bill
SB 315 (Burton/Karnette) LA 9/1/99	Provides that a bond measure be placed on the ballot. Part of a packet of measures, SCA 3 and SR 8, relating to funding for California's transportation capital needs.	Support	Conference Committee 2-year bill
SB 1101 (Murray) LA 7/6/00	Designates transportation zones as organizational units of the MTA with its employees; to be part of the same collective bargaining agreements as represented by the MTA. Provisions amended into SB 372.	Oppose	Chaptered #1080, September 20
SB 1102 (Murray) LA 8/30/00	Amended Bill which would apply the AB 89 restrictions to any new transit zones. Amended in Senate Transportation Committee, "held off the floor," to provide that the four-year retroactive provision does not apply to the Transit Zone entities and contractors doing business with those entities.	No position	Chaptered #684, September 26
SB 1426 (Rainey) LA 3/8/00	Would shift sales tax funds from the Public Transportation Account to cities and counties for street and road repair.	Work with Author	Failed in Senate Transportation Committee, April 25 Reconsideration granted
SB 1427 (Rainey) LA 4/27/00	Would reinstate a tax credit for employers who provide transit passes for their employees.	Support	Heard in Senate Revenue and Taxation Committee, May 17, remains in Committee.
SB 1428 (Karnette) LA 8/25/00	Repeals the sunset provision on Freeway Service Patrol programs and makes other improvements.	Support/Co-Sponsor	Chaptered #513, September 19

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SCA 3 (Burton) LA 8/16/99	Original measure provided that local transportation sales taxes can be approved by a majority vote, rather than the 2/3rds vote required by state Constitution for tax measures. Amended measure provides for a statewide sales tax with a requirement that "non-transportation sales tax counties" must submit an expenditure plan to voters on a countywide ballot. Current transportation sales tax counties could extend their measures with a vote of the County Transportation Authority Board. This measure as currently written, has no impact on Los Angeles County transportation sales tax measures. Part of a packet of measures, SR 8 and SB 315, relating to funding for California's transportation capital needs.	Support	Failed passage in Assembly, September 7

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
FY 2001 TRANSPORTATION APPROPRIATIONS		
FY 2001 Transportation Appropriations Request	<p>The MTA has submitted the following FY 2001 Appropriations request:</p> <ul style="list-style-type: none"> • \$50 million in Section 5309 Fixed Guideway-Discretionary Funding to be used toward the construction of the Metro Rail North Hollywood Extension; • \$50 million in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding; • \$15 million for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding for this FFGA projects; • \$5 million for the San Fernando Valley Transit Corridor in Section 5309 Fixed Guideway-Discretionary Funding; • \$4 million in Section 5309 Funds for ATTB; • \$6 million in Intelligent Transportation Systems (ITS) Funding; • \$5 million in Reverse Commute/Jobs Access Funding; and, • \$1.15million in Transportation and Community and System Preservation Program Funds. 	The House Appropriations Committee received submitted testimony March 31; the Senate Appropriations Committee received submitted testimony on April 7.
<p>H.R. 4475</p> <p>House Appropriations on Transportation</p>	<p>On May 8, the House Appropriations Subcommittee on Transportation marked up the following earmarks for the MTA:</p> <p>\$50 million in Section 5309 Fixed Guideway-Discretionary Funding to be used toward the construction of the Metro Rail North Hollywood Extension;</p> <p>\$9 million in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding; and,</p> <p>\$4 million for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding for this FFGA projects.</p> <p>On October 3, the Conference Committee met and approved the</p>	<p>Passed on House Floor, May 19</p> <p>Passed in Senate Appropriations Subcommittee on Transportation, June 13</p> <p>Passed Full Senate Appropriations Committee, June 13</p> <p>Passed on Senate floor, June 15 (99-0 vote)</p>

FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
	<p>following FY 2001 Transportation Appropriations for the MTA:</p> <ul style="list-style-type: none"> • \$50 million for the construction of the Metro Rail North Hollywood Extension in Section 5309 Fixed Guideway-Discretionary Funding; • \$4.5 million to assist the MTA in complying with the Bus Consent Decree and implementing the MTA's Accelerated Bus Procurement Plan from Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding; • \$2 million for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding; and, • \$3.5 million in Section 3037 Reverse Commute/Job Access funding to continue work on the proposed Countywide Welfare-to-Work Unanticipated Transportation Needs Service (UNTRANS). <p>On October 6, the House passed HR4475 by a 344-50 vote and the Senate passed it by a 78-10 vote.</p> <p>President Clinton signed the bill on October 23.</p>	<p>Sent to Conference Committee, conference committee appointees have not been selected</p> <p>Conference Committee Members approved FY 2001 Transportation Appropriations.</p> <p>Passed in House and Senate, October 6.</p> <p>Signed by President Clinton, October 23.</p>



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OFFICE OF THE COUNTY COUNSEL

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LLOYD W. PELLMAN
County Counsel

Reply to:
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October 25, 2000

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Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 2210
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Re: Quarterly Update on Status of Key Legal Actions

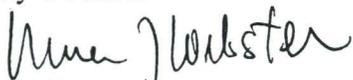
Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2000, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2528.

Very truly yours,

LLOYD W. PELLMAN
County Counsel

By 
Nina J. Webster
Principal Deputy County Counsel

NJW:ibm
Attachments

c: Leslie Rogers
Steven Carnevale
Jeff Christiansen
Brian Boudreau
Frank Flores

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2000

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beauchamp, Larry, et al. v. LACMTA, et al.	CV 8 0402 CNB (BQRx)	ALL	Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access.	MTA and plaintiffs have agreed to settle injunctive relief sought, pending court approval. A fairness hearing on a settlement agreement is set for 12/04/00.
Engineering Management Consultant ("EMC") v. MTA	BC207617	CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392	Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC.	Complaint served 03/25/99. Currently in Discovery. Cross-complaint filed 5/99. Status conference 04/03/01.
Gerlinger (MTA) v. Parsons Dillingham MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting. In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Pending Discovery; Final status conference 04/09/01; Trial date set 05/07/01

Gonzalez, et al. v. MTA, et al.	CV96- 2785JMI	ALL	<p>Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and California Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The Ninth Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties.</p>	<p>Discovery cut off date 12/15/00 Rule 23 compliance by 12/22/00 settlement conference 12/14/00 Pre-trial conference 01/12/01</p>
Gonzalez, et al. v. MTA, et al.	CV97- 5833JMI	ALL	<p>In a second action, Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and the ADA because the MTA did not accommodate her religious beliefs and her disability, that she not be subjected to random drug testing. The MTA filed a motion to dismiss asserting, among other defenses, that the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies since the first case was remanded, parties agreed it also should be remanded and the District Court should consider the MTA's other grounds for dismissal. The Ninth Circuit agreed and remanded this case to District Court.</p>	<p>Remanded. 12/04/00 - Motion to Dismiss.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the property owners in the Hollywood area where the most significant subsidence occurred (6500 Block) have been settled by the MTA's insurance carrier. The remaining cases are being negotiated by the MTA's insurance carrier. Runyon Canyon property owners (<u>Weber</u>) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. The Hollywood Edgemont cases are awaiting trial, arbitration and/or mediation and should be resolved in 2001.	Partially Settled.
Universal Hyundai v. MTA;	BC142385	CA-90-X575, CA-03-0392;		
Nhut Dang v. MTA;	BC153683	CA-03-0341, CA-90-X642;		
Hollywood Edgemont v. MTA;	BC148113	CA-03-0341, CA-90-X642;		
Weber v. MTA	BC163711	CA-90-X575, CA-03-0392		
Labor/Community Strategy Center v. MTA	CV94-5936TJH	ALL	On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines.	SETTLED. Parties in dispute over MTA's load factor compliance. MTA has obtained a stay and appealed district court order re load factor compliance to immediately obtain 248 buses on temporary basis. Oral argument heard May 2, 2000.
MTA v. Argonaut; Argonaut v. MTA	BC171636 BC156601	MOS-1, CA-03-0341, CA-90-X642, CA-90-X575, CA-03-0392	MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line.	Discovery Stage

Obayashi v. MTA	EC024692	CA-90-X575, CA-03-0392	Obayashi, contractor for the Red Line tunnel between Universal City and North Hollywood stations, claims breach of contract for work performed on contract C331. MTA has cross complained alleging damages and violation of False Claims Act.	Discovery Stage; Trial date set 06/01.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims.	Trial pending



October 20, 2000

Metropolitan
Transportation
Authority

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90012-2952

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite #2210
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RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT

Dear Mr. Rogers:

The following is a summary status report and discussion of efforts to control the workers' compensation costs at the MTA.

Workers' Compensation Status

- Number of new claims has remained relatively stable over the past 24 months.

Average monthly new claims

September 98 through August 99:	283
September 99 through August 00:	270

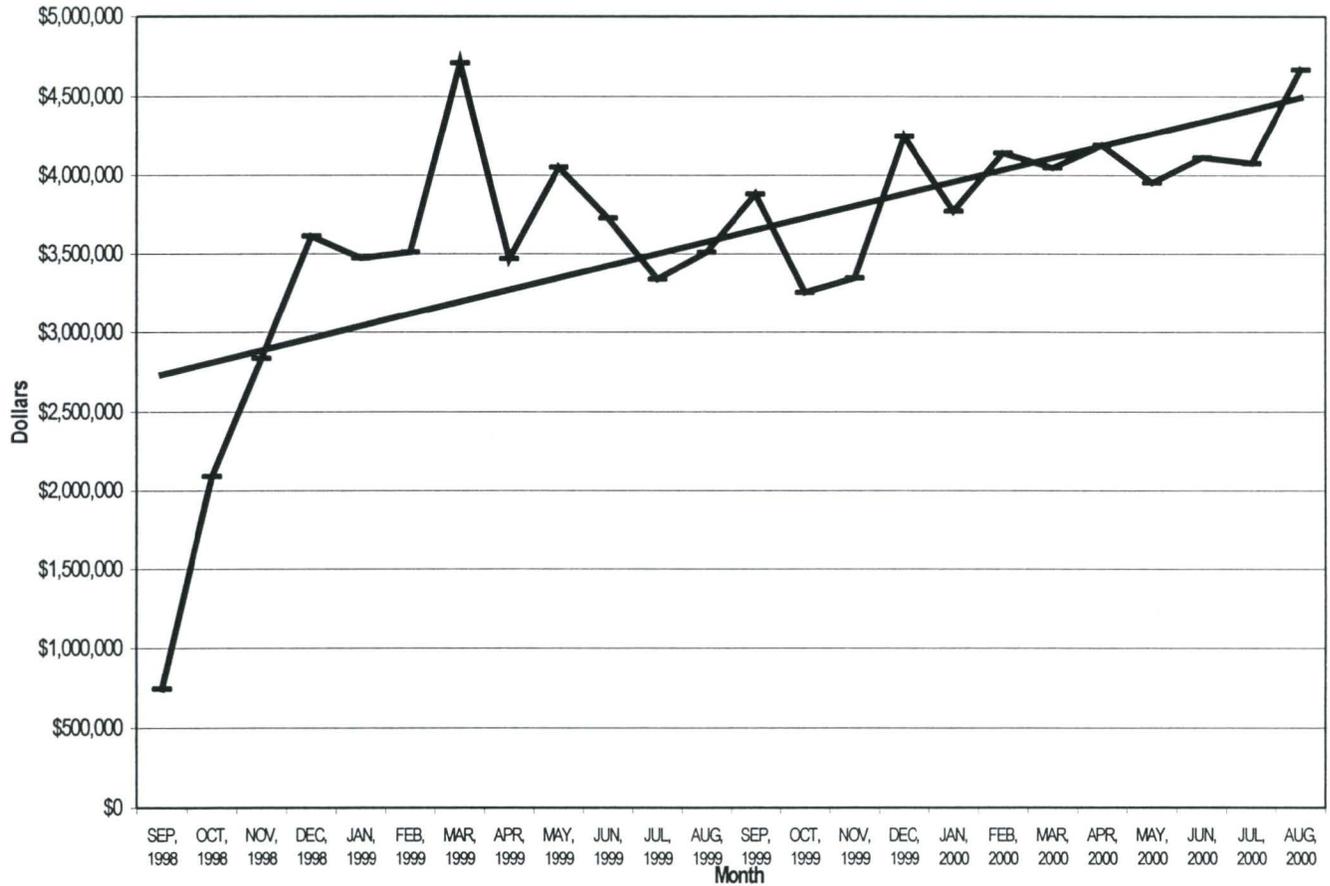
Average number of recurrences of old injuries has been reduced to 16 from 17 reported last quarter.

- Claim payments continue to rise. Average monthly payments have increased 21% in the second policy year compared with the first policy year. It is important to note however that these payments include insured claims paid by Travelers.

Average monthly payments

September 98 through August 99: \$3.27 mil. = \$2.78 mil. self-insured + \$0.49 mil. insured
 September 99 through August 00: \$3.95 mil. = \$2.51 mil. self-insured + \$1.44 mil. insured

The graph below shows the increasing trend in payments since September 98, inception of the Travelers program.



- The rise in indemnity, medical and expense payments are shown below:

Average monthly payments (in thousands)	9/99 through 8/00	9/98 through 8/99	%Increase/(Decrease)
Indemnity	\$ 1,972	\$ 1,594	24%
Medical	1,339	1,128	19%
Allocated expenses	640	549	17%
Total	\$ 3,951	\$ 3,271	21%

It must be noted that payments above include insured claims paid by Travelers.

The best method for controlling these costs is to prevent the injuries from occurring in the first place. To this end Office of System Safety and Security has implemented initiatives outlined later in this report.

Once an injury occurs, Risk Management and Travelers must apply the best loss control practices to minimize the cost of treating the injured employee and return him/her to normal work duties as expeditiously as possible. Medical cost containment, Transitional Duty Program (TDP), field investigation, and other effective claim handling practices are measures that address these issues.

- There are currently 2,715 self-insured claims remaining open. The outstanding liability on these claims is \$83.2 million. Despite fewer claims remaining open the liability associated with the self-insured claims is larger now than it was in September 1998.

	September 2000	September 1999	September 1998
Open self-insured claims	2,715	3,741	5,013
Outstanding reserves	\$83.2 million	\$82.1 million	\$78.8 million

To better understand why this liability remains so large, Risk Management and Management Audit Services Department (MASD) have engaged the services of Price WaterhouseCoopers to perform an audit of the claims handling and reserving practices at Travelers. The PwC audit will help quantify the self-insured exposure and develop a path for resolving this old and escalating liability.

One option being considered is to "sell" this book of claims, i.e. a loss portfolio transfer. An RFP has been issued for brokerage services for this loss portfolio transfer. Once we confidently quantify the extent of the liability, the selected broker will approach interested insurers and market the portfolio. Within the next two months, we will present a recommendation for the broker selection and a conceptual proposal for the portfolio transfer to this board.

Transitional Duty Program

The number of employees out on temporary disability has increased to 401, as of August 2000, from 362 reported last quarter - an increase of 11%.

	July 2000	July 1999	July 1998
Employees out on temporary disability	390	325	444

One method to address this negative trend is through the Transitional Duty Program (TDP). This program is designed to reduce claim severity by returning injured employees back to work faster. TDP was implemented in January 1999. Since then 898 employees have participated in the program. Of those, 475 have returned to their normal duties. TDP participants are returning to normal duties 47% faster than anticipated by their treating physicians. As of August 2000, temporary disability payments

not made as a result of this program totaled \$1,669,021. Had these employees stayed out the length of time anticipated by their treating physician, the temporary disability payments would have totaled \$2,359,279. A significant number of employees (38%) return to long term leave from TDP. We are re-evaluating the program to find ways to reduce that number.

TDP is an acknowledged best practice for reducing workers' compensation costs. Through work hardening and by having the employee in the work environment, the process of recovering from an injury is expedited, reducing indemnity and medical costs. There are other savings as well, although not easily quantified. The work performed by these employees, for example, reduces overtime pay that would have been paid to get the work done. Other projects that have used TDP employees would have hired temporary workers otherwise.

Fraud Control

At the request of Director Bernson, we have begun an audit of the investigative procedures utilized by Travelers Insurance Company. The initial audit visit was conducted on August 24, 2000 and the final audit visit is scheduled for September 28, 2000. We are reviewing claim files to evaluate the investigative procedures utilized in terms of timeliness, extent and follow-up by Travelers to requests for investigation initiated by the Risk Management Department. We will include the results of our audit in the January, 2001 Board Report.

Loss Prevention Measures

- Occupational/ Environmental Health and Safety (OEHS) has developed a "Seated Worker" travel card, providing information for the prevention of soft tissue, repetitive trauma or ergonomic induced injuries, which is a leading cause of workers' compensation claims.
- Also under development is a "loss prevention awareness" program utilizing posters alerting workers to causes of site-specific injuries and illnesses at their home divisions. This pilot program is to start at the MTA locations with a disproportionate number of high claim severity and frequency (transportation divisions 1, 3, 5, 6, 9).
- The Office of System Safety and Security has developed an ergonomic program and has been active in the evaluation of over 60 workstations/workplaces.
- The OEHS section is working with ITS/Building Services to set up new workstations or to buy computer hardware equipment that is ergonomically focused.
- Safety Training has received funding to expand the pilot program of Computer Based Training from five locations to twelve MTA sites. Employees access up to eleven OSHA mandated programs at their own work-site and train via the Intranet.
- Protection of employees from exposure has generated a heightened emphasis on the Blood Borne Pathogen Exposure program. MTA has a significant number of employees (facilities and equipment maintenance, building services, stops and zones personnel) who come into contact with blood or blood spattered products. Massive training was conducted on the correct handling, disposal and destruction of contaminated material.
- OEHS has updated the Asbestos Containment program to further limit the amount of contact that MTA employees have with this known carcinogen.

Agency-wide Focus

Workers' compensation remains a problem for this agency. To help keep an agency-wide focus on this problem, a workout team has been formed headed by the Executive Officer, Transit Operations. The team will identify areas of success and areas where improvements are needed in reducing workers' compensation claims and costs. It will then identify, and recommend improvements where needed.

In August of 2001, the current three-year program with Travelers will end. Risk Management and our insurance broker, Aon Risk Services, are beginning to evaluate various options for post August 2001. These options include:

- Continuing an insured program with Travelers or another insurer;
- Developing a combination program that includes risk retention (a moderate amount of self-insurance) and purchasing insurance for claims that cost more than the retained amount.

If you should have any questions, please feel free to contact me at (213) 922-4976.

Sincerely,



Roobik Galoosian
Risk Management

**ADVANCED LAND ACQUISITION PROGRAM (ALAP) PARCELS
METRO RAIL PROJECT - MOS-2 and MOS-3
CA-90-0022**

STATUS REPORT AS OF 9/30/00

**Parcel A1-250/Wilshire Vermont Station
Wilshire/Western Station**

Staff has issued a joint MTA/CRA RFP for development of Wilshire/Western. Staff has also issued an RFP for an independent joint development of Wilshire/Vermont. The deadline for responses is January 12, 2001. The properties are currently fully utilized for the Metro stations and plazas.

B-102 and B-103 - Temple Beaudry

Staff is continuing to perform due diligence to determine the environmental and geotechnical condition of the parcels for construction of new Cash Counting Facility. In lieu of conducting a complete Environmental Impact Report (EIR), staff has requested for a Categorical Exclusion to the Federal Transit Administration. The Cash Counting project is scheduled to go forward in FY01 and capital funding in the amount of \$1,082,000 has been approved in FY 01 budget.

A1-300 and A2-301 - Wilshire/Crenshaw

The Draft Environmental Impact Statement/Report (DEIS/EIR) for the Mid-City/Westside Transit Corridor Study is currently being prepared. The DEIS/EIR is evaluating an exclusive bus lane along Wilshire Boulevard between the Wilshire/Western Metro Red Line Station and downtown Santa Monica. The bus rapid transit project could include a transit station and public parking at Wilshire/Crenshaw. The results of the DEIS/EIR is scheduled to be presented to the MTA Board in April 2001. In the interim, the site will continue to be leased to the Los Angeles Unified School District on a month to month interim basis.

A2-362 - Wilshire/La Brea

The corridor study discussed above includes the Wilshire/LaBrea site as a potential station for the busway alternative. FTA previously concurred with MTA's decision to issue a Request for Proposal (RFP) for joint development of this parcel. Once a decision is made regarding the Wilshire Bus Rapid Transit Project, a consultant will be retained to study this site to determine the feasibility of a joint development project.

**Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station
C4-815 - North Hollywood Station**

In its March 2000 meeting, the MTA Board directed staff to enter into non-exclusive negotiations to lease an MTA property located across from the North Hollywood Station to the Grammy Foundation and to report back to the Board by May 2000. Negotiations with the Grammy Foundation resulted in the execution of a Ground Lease Option which was authorized by the Board in June 2000. This Option has expired and staff has issued an RFP for development of the North Hollywood Station site that also includes the former Grammy site. The deadline for responses is January 12, 2001.

An RFP offering the Universal City Station will be prepared at a later date.



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

November 3, 2000

TO: BOARD OF DIRECTORS

FROM: THOMAS K. CONNER, EXECUTIVE OFFICER - TRANSIT
OPERATIONS

Thomas Conner

SUBJECT: TRANSIT OPERATIONS PERFORMANCE REPORT FOR
SEPTEMBER 2000

The work stoppage that began on September 16th and ran for 32 days caused significant service interruption on the bus and rail system. At the same time, the work stoppage seriously impacted the validity of performance data collected during the first half of the month and compromised staff's ability to derive meaningful trend analysis from the data that were available. In the two weeks prior to the strike, we experienced an upsurge in late and cancelled pull-outs. The small amount of point check data collected would seem to indicate that we also suffered a decrease in on-time service on the bus and light rail system.

Following August's record performance, Bus On-Time Pullouts dropped in September to 99.34%. Only five of the eleven bus divisions met or exceeded the goal in September. Bus In-Service On-Time Performance decreased for the third consecutive month and remained well below our goal.

Bus scheduled Revenue Service Hours Lost increased slightly again in September, but remained at approximately the same level it has maintained since November 1999.

Load Factor Compliance appears to have decreased sharply in September, the third month of the court-mandated 1.25 load factor. However, limited data resulting from the work stoppage makes questionable the validity of this conclusion. Both Heavy Rail and Light Rail On-Time Pullouts increased in September and exceeded goal. Heavy Rail In-Service On-Time Performance increased in September, while Light Rail In-Service On-Time Performance decreased. Both were at or close to goal. Lost Revenue Service decreased for both Red Line and Green Line in September, and Blue Line Lost Revenue Service remained steady.

Bus Miles Between Mechanical Failures resulting in delays of ten minutes or more decreased, continuing a general downward trend begun in April 2000. While Miles Between Chargeable Mechanical Failures have declined steadily, there has been no corresponding increase in Lost Revenue Service Hours.

Transit Operations Performance Report – September 2000
Page Two

In September, Past Due PMP's decreased to record low levels and significantly bettered the goal for the tenth consecutive month.

In August, I reported a decrease in the systemwide bus traffic accident rate. However, as a result of an unusually large number of late report filings for August, the accident rate actually increased. Preliminary data for September indicate that the accident rate remained steady, but there are insufficient data to be confident of this conclusion. Traffic safety continues to be an area of great concern to Operations staff. We are currently implementing recommendations from a peer review of our training program as a means to reduce accidents. We are also reviewing the source data for this monthly summary report to ensure accuracy and consistency.

Light Rail reported crime per 100,000 boardings increased significantly for the second consecutive month. Bus and Heavy Rail reported crime remained relatively steady over the month. The reported increase in the rate of Light Rail crime is likely a data anomaly caused by the strike. Unlike the Red Line, which was virtually sealed during the work stoppage, both Light Rail Lines continued to experience some crimes of vandalism around the relatively exposed facilities even when service was not operating. It should be kept in mind that less than 10 crime reports per 100,000 boardings indicates a very safe environment, particularly in an urban setting.

MTA customer complaint rates per 100,000 boardings decreased in September, following an increase in August. It is difficult to determine the significance of the decrease in light of the work stoppage and the resulting service interruption.

Total New Operations Workers Compensation Claims showed a significant increase in August, prior to contract expiration. In September, New Claim filings returned to the historic level of approximately 150 per month. Safety and Workers Compensation injuries are two current areas of focus by MTA staff.

The format and content of this report continue to evolve. Your feedback on the content and format of this report is appreciated. Please contact Josee Larochelle at (213) 922-2231, if you have any questions regarding the information in this report.

September 2000 Highlights:

Bus Service Performance

- Bus On-time Pullout Performance decreased from 99.56% in August to 99.34% in September. Only five of the eleven bus divisions posted OTP at or above goal.
- In-Service On-Time Performance decreased from 51.39% in August to 48.48% in September. Early departures ("running hot") decreased to 25.94% while late operating trips increased from 20.32% to 25.58%.

Transit Operations Performance Report – September 2000
Page Three

- Scheduled Revenue Service Hours Lost increased from 1.25% in August to 1.30% in September.
- Load Factor Compliance decreased from 98.18% in August to 97.30% in September based on the small survey sample of bus runs.

Rail Service Performance

- Heavy Rail On-Time Pullouts increased from 98.0% in August to 100.0% in September. Light Rail On-Time Pullouts increased from 99.0% in August to 99.2% in September.
- Heavy Rail In-Service On-Time Performance remained at 98.9% in August and September. Light Rail In-Service On-Time Performance equaled the goal at 98.0% in September.

Maintenance Performance

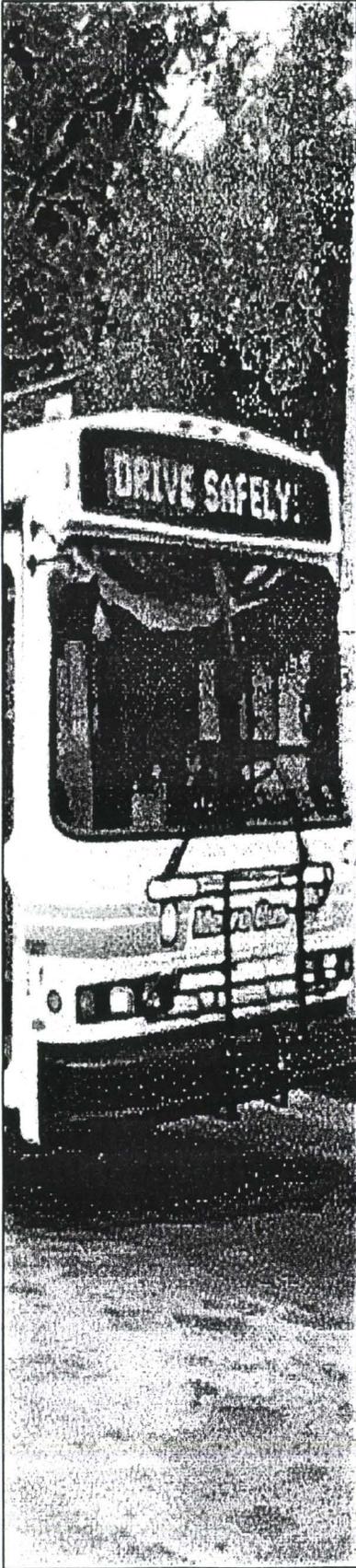
- Mean Miles Between Mechanical Failures resulting in service disruptions of more than ten minutes decreased from 4,607 in August to 4,000 in September.
- Past Due Critical PMP jobs decreased from 0.27 per assigned vehicle in August to a record low 0.20 in September.

Safety

- Bus Traffic Accidents Per 100,000 Hub Miles decreased from an adjusted (late reports added) 4.17 in August to 4.15 (unadjusted) in September. Safety remains a focus of our training, mentoring and monitoring efforts in both the Bus and Rail divisions.
- Reported Crimes per 100,000 Green Line Boardings increased from 3.74 in August to 6.08 in September. Red Line reported crimes per 100,000 boardings decreased from 0.95 in August to 0.86 in September. Reported Crimes per 100,000 Boardings for the Blue Line increased from 2.10 in August to 2.64 in September. Reported Crimes per 100,000 Boardings for the Bus mode increased from 0.53 in August to 0.65 in September.

Customer Satisfaction

- The rate of MTA Customer Complaints decreased in September. There were 4.6 Complaints per 100,000 Boardings in August. The rate declined to 2.9 in September. The customer complaint rate for First Transit Inc. decreased in September from 34.1 complaints per 100,000 boardings to 13.4 complaints per 100,000 boardings. The Customer Complaint rate for the MTA's newest contractor, Coach USA, decreased from 12.0 in August to 3.2 complaints per 100,000 boardings in September. If these rates continue for this contractor and TCI, they will now fall within the range of complaint rates for MTA-operated service. TCI's complaint rate decreased from 2.3 in August to 2.0 in September.



**Transit Operations Performance Report
for
September 2000**

Prepared by:

Los Angeles County
Metropolitan Transportation Authority
Transit Operations Division



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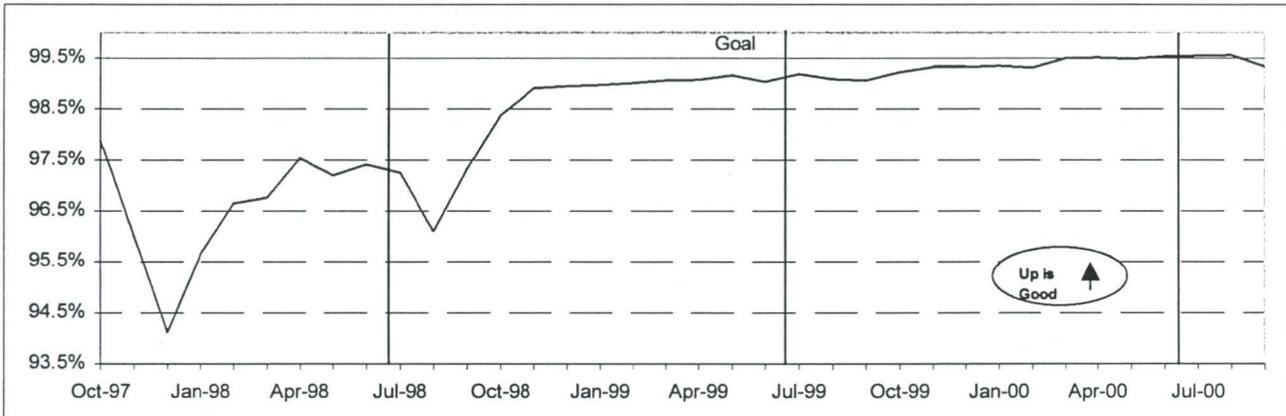
BUS SERVICE PERFORMANCE

ON-TIME PULLOUT PERCENTAGE

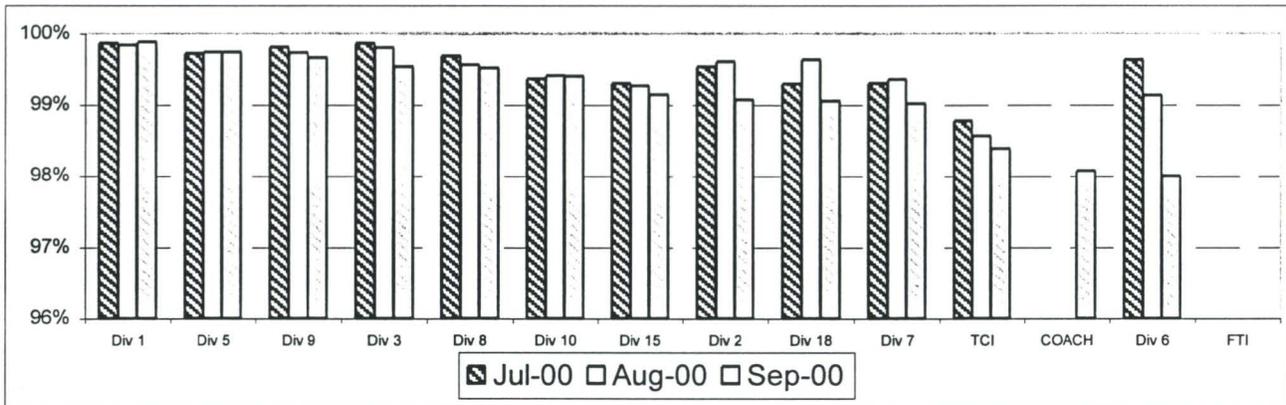
Definition: On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% \text{ minus } [(Total \text{ late and cancelled runs divided by Total scheduled pullouts}) \text{ multiplied by } 100])]$

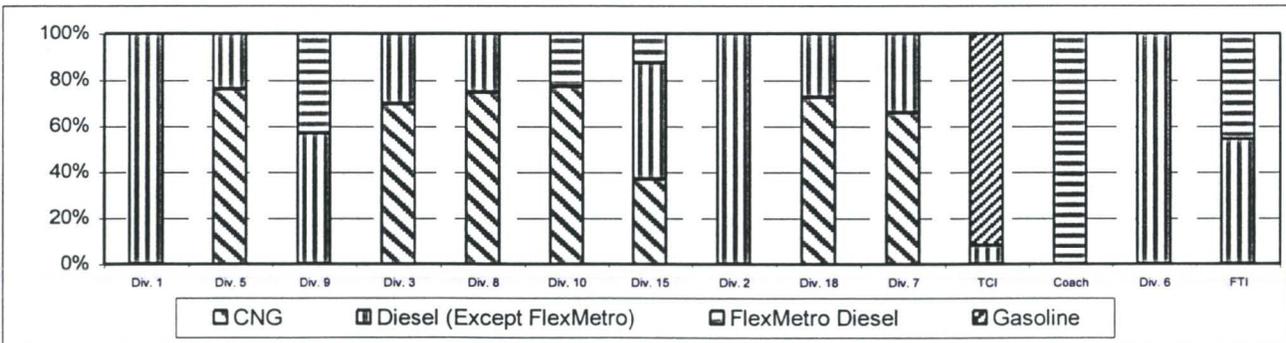
Systemwide Trend



Bus Operating Divisions July - September 2000



Fleet Mix by Division - September 2000



BUS SERVICE PERFORMANCE - Continued

Outlates & Cancellations by Division - September 2000

Division	OUTLATES		CANCELLATIONS		ON-TIME PULL-OUT RATE	REASONS FOR OUTLATES and CANCELLATIONS Bus		
	Number	% of Pull-outs	Number	% of Pull-outs		No Operator Available	Mechanical Failure	Other
1	3	0.1%	0	0.0%	99.9%	1	2	0
2	24	0.9%	0	0.0%	99.1%	1	23	0
3	13	0.4%	1	0.0%	99.5%	0	13	1
5	8	0.3%	0	0.0%	99.7%	0	7	1
6	15	1.6%	4	0.4%	98.0%	8	7	4
7	33	0.9%	2	0.1%	99.0%	3	27	5
8	9	0.4%	2	0.1%	99.5%	3	7	1
9	6	0.2%	4	0.1%	99.7%	4	4	2
10	25	0.6%	0	0.0%	99.4%	2	20	3
15	28	0.8%	3	0.1%	99.1%	4	25	2
18	33	0.9%	2	0.1%	99.0%	9	20	6
TOTAL	197	0.6%	18	0.1%	99.3%	35	155	25

Analysis: In March, with the arrival of new equipment and the establishment of new policies, MTA divisions began to make headway in reducing outlates and cancellations on pullout. On-Time Pullout percentage breached the 99.50% goal for the first time. OTP % increased with each successive month. In the two weeks prior to the September 16th work stoppage, Operator absence increased and On-Time Pullout % dropped below goal for the first time this fiscal year.

Corrective Action: The strike having ended, both Transportation and Maintenance staff anticipate routinely exceeding the 99.5% OTP goal.

BUS SERVICE PERFORMANCE - Continued

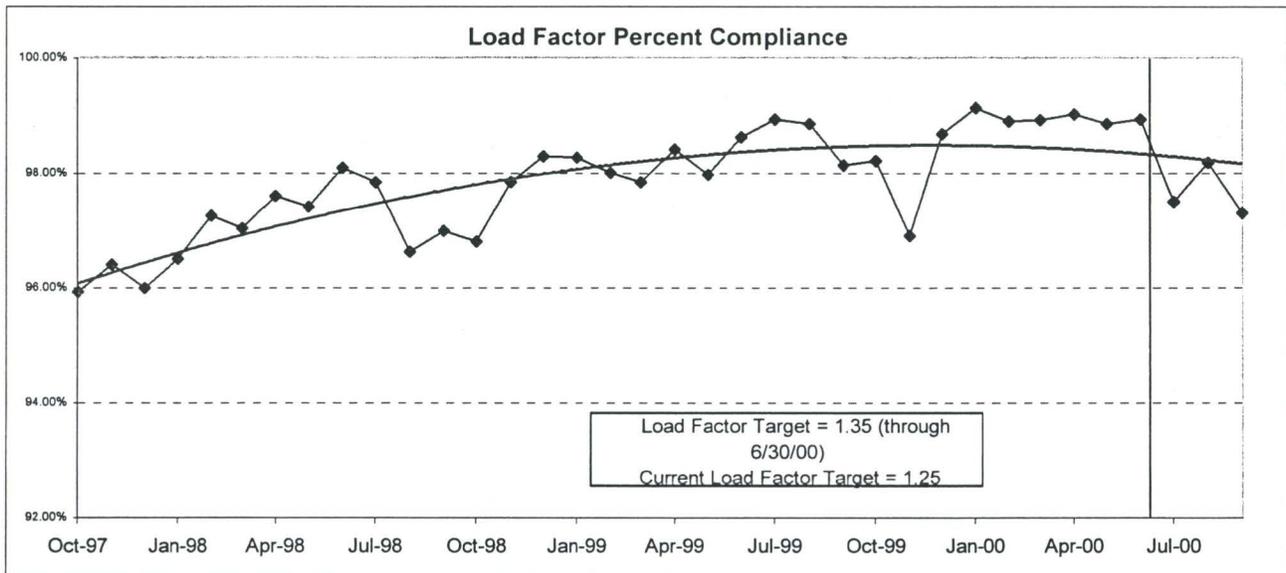
Analysis: Lost Revenue Service levels have remained relatively static since November 1999. A review of on-street service delay reports shows consistent levels of equipment failure and passenger related delays.

Corrective Action: The addition of maintenance staff to the Bus Operations Control Center was delayed due to employee illness. BOC staff have begun utilizing a new maintenance troubleshooting guide to help mitigate lost service hours caused by mechanical malfunctions. Maintenance staff is expected to be added before the end of second quarter of FY01 which will also help in quickly diagnosing mechanical problems. MTA will also receive and place into service another 500 new buses this year which will improve on-street reliability.

LOAD FACTOR COMPLIANCE

Definition: The Consent Decree requires the MTA to establish a maximum Load Factor target of 1.35 by December 31, 1997, 1.25 by June 30, 2000, and 1.2 by June 30, 2002. The Load Factor is measured by computing the ratio of total number of passengers to total number of seats during any 20-minute weekday peak period in the peak direction of travel on each bus line.

Calculation: Daily Load Factor Percent Compliance = Daily 20-minute observations in compliance divided by the total number of daily 20-minute observations.



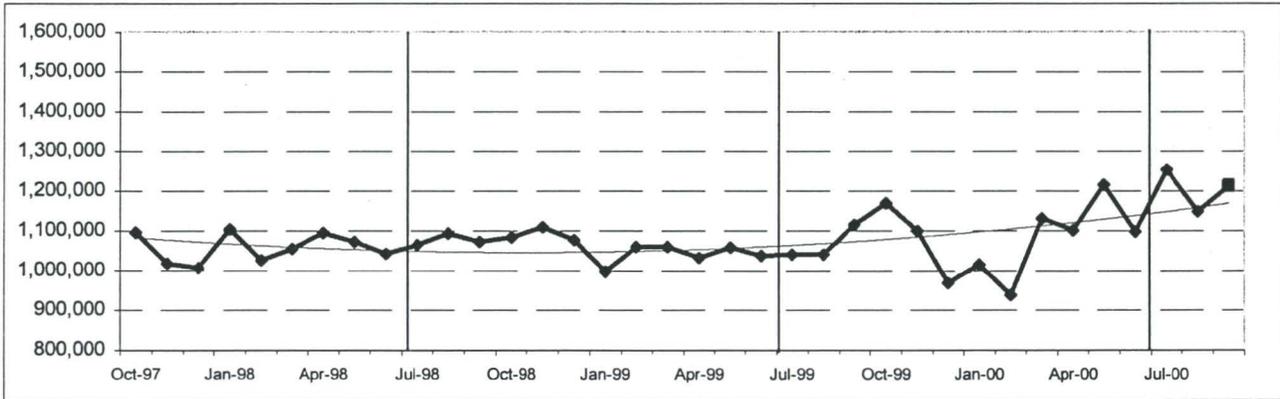
Analysis: Throughout the first half of the calendar year, MTA Bus Operations had maintained a fairly consistent level of compliance reported at 1.35 load factor target: between 99.1% and 98.9%. In July, as established in the original court order, the load factor tolerance was reduced from 1.35 to 1.25. The percentage of trips that were compliant was immediately reduced to 97.51% compliance. Compliance rose in August to 98.2% and fell again in September to 97.3% based on only two weeks of data. Regarding in-service on time performance as a measure of MTA's controllable mechanism to reduce over crowding, Systemwide On-Time performance was on average 55.2% during January - June 2000, while it decreased to 51.4% for this quarter. In September, the percentage of "running late" increased by nearly 5% which reduced MTA's on-time performance. Additionally during this quarter period, MTA experienced an above normal amount of trip cancellations. In particular, 16 cancellations were reported in September prior to the work stoppage. This amount of cancellations (missed trips) has a direct relationship on our load factor compliance. (Note: On September 16, 2000, the United Transportation Union began a work strike than continued for 32 days.)

Corrective Action: Regarding cancellations (missed trips), Transit Operations will continue to focus on operating all scheduled service and anticipates cancellations to again be reduced to minimum levels. In addition, Transportation will use additional supervisory personnel to identify schedule problems and work with the Scheduling Department to adjust schedules where necessary due to traffic patterns.

BUS SERVICE PERFORMANCE - Continued

BUS BOARDINGS

AVERAGE WEEKDAY BOARDINGS - MTA ONLY

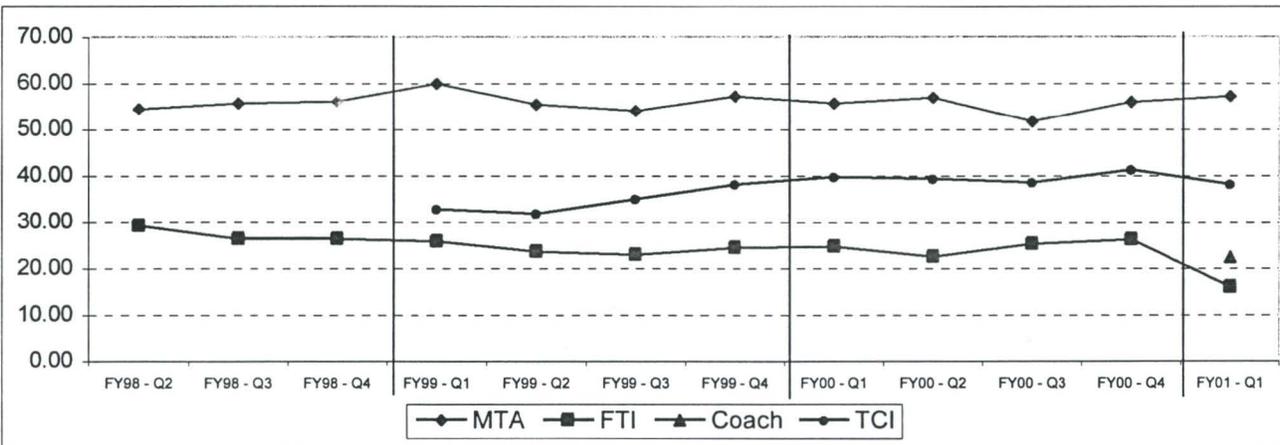


BOARDINGS PER REVENUE SERVICE HOUR

Definition: Boardings per hour is the number of passengers estimated to board during one hour of revenue service.

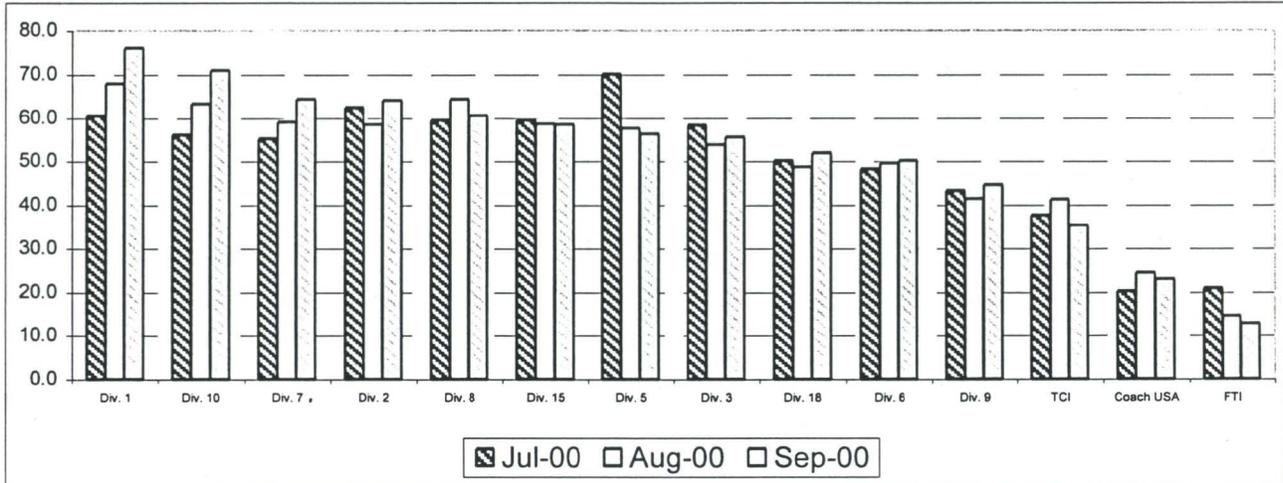
Calculation: Boardings/Hour = (Total Passenger Boardings divided by Total Revenue Service Hours)

Systemwide Trend



Analysis: MTA boardings per Revenue Service hour have increased during both of the last two quarters as a result of the Red Line extension and *Metro Rapid Bus*. Contractor boardings per Revenue Service hour all increased during the last quarter of FY00, however, boardings are difficult to assess during the first quarter of FY 01 due to new contract line assignments which began June 24, 2000. The declining contractor boardings during the first quarter is an indirect result of the UTU work action, which stopped MTA operations, but also impacted contractor service and boardings. While the strike will undoubtedly continue to impact boardings for an extended period of time, the MTA has begun promotional campaigns to restore ridership as quickly as possible.

BOARDINGS PER REVENUE SERVICE HOUR
Bus Operating Divisions
July - September 2000



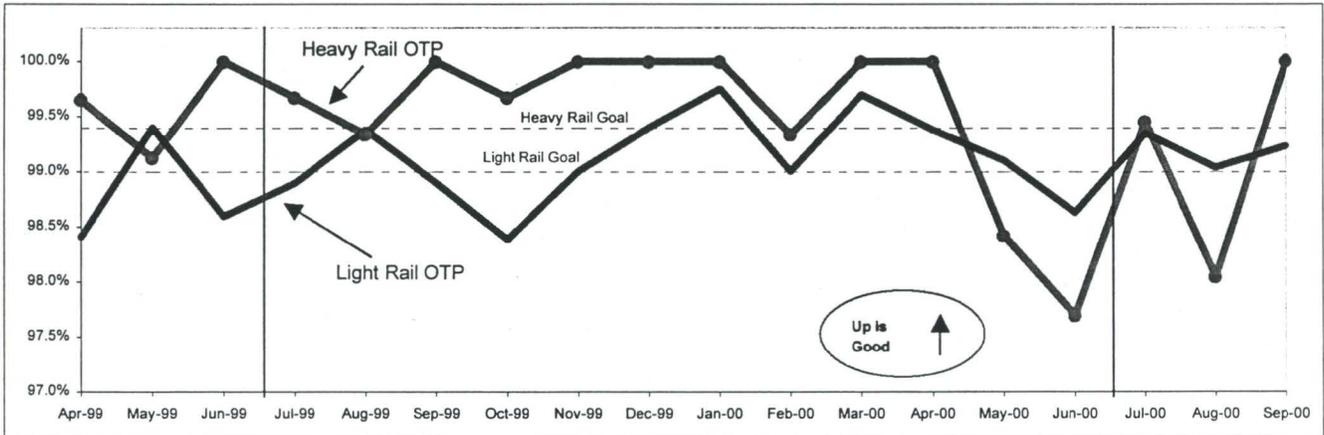
RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS

Definition: On-time Pullouts measures the percentage of trains leaving the yard within ninety seconds of the scheduled pullout time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% \text{ minus } [(Total \text{ cancelled pullouts plus late pullouts}) \text{ divided by Total scheduled pullouts}) \text{ multiplied by } 100]$

On-Time Pullouts



Analysis: The Light Rail goal for On Time Pullout Performance is 99.0%. During the first quarter, light rail met the goal for all three months. This quarter shows as a marked improvement over OTP from the last quarter.

The Heavy Rail goal for On Time Pullout Performance is 99.4%. The goal was met in the months of July (99.46%) and Sept (100%); however, in Aug the HR OTP decreased substantially to 98.04%. This decline was due to the derailment of a High Rail Vehicle used for Construction and operated by a contractor for the MTA. Absent the in-yard derailment, this quarter shows improvement over last quarter which experienced significant vehicle problems.

Corrective Action:

Heavy Rail

Management within Rail Operations Maintenance of Way has addressed the derailment by reviewing the current procedure for a Contractor's piloting and view of signals for High Rail vehicles on MTA property. As a result the procedure has been modified, such that a Contractor is now required to make a complete stop of the vehicle, and if necessary, exit its cabin to ensure that the appropriate communication regarding a signal is received.

Light Rail

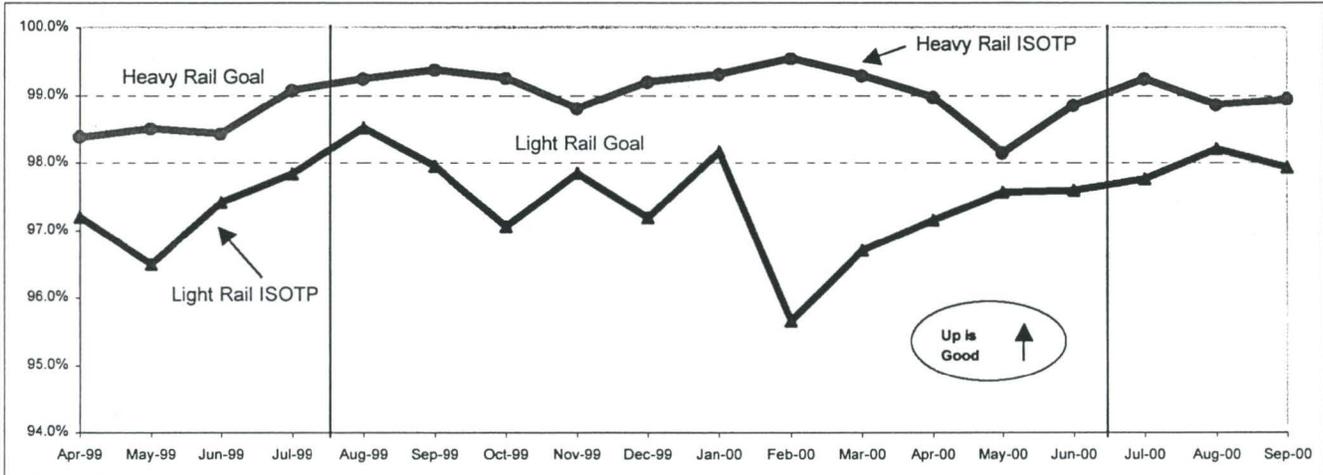
No required corrective action. Quarterly goals met.

IN-SERVICE ON-TIME PERFORMANCE

Definition: In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) divided by Total scheduled runs) multiplied by 100]]

In-Service On-Time Performance



Analysis: The Heavy Rail goal for In-Service On-Time Performance is 99.0%. July's ISOTP was above the goal at 99.25% but was below the goal in August (98.87%) and in September (98.94%). The August ISOTP was mainly affected by the derailment of a High Rail Vehicle used for Construction and operated by a contractor for the MTA. In September ISOTP was affected by a passenger slipping on the train at the 7th/Metro station. This quarter show's a reduced numbers of incidents related to vehicle failures.

The Light Rail goal for ISOTP is 98%. In the first quarter, the total was achieved during the months of August and September, at 98.21% and 98%, respectively. The ISOTP for July was 97.7%. The primary factors affecting the decline in ISOTP during July, on the Blue line, were (3) three rail accidents involving an auto vs. Train and (1) one incident involving a sick passenger @ Vernon. In addition, the green line had loss of power at the Imperial Traction Power Substation.

Corrective Action:

Heavy Rail

Management within Rail Operations Maintenance of Way has addressed the derailment by reviewing the current procedure for a Contractor's piloting and view of signals for High Rail vehicles on MTA property. As a result the procedure has been modified, such that a Contractor is now required to make a complete stop of the vehicle, and if necessary, exit its cabin to ensure that the appropriate communication regarding a signal is received.

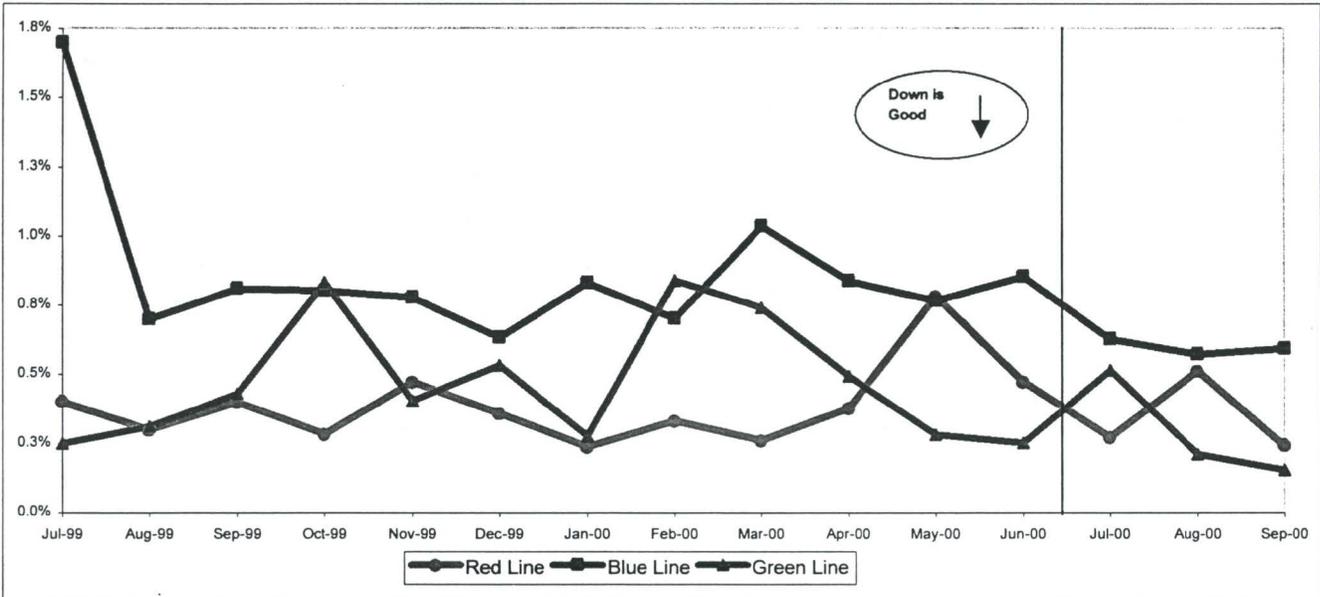
Light Rail

Rail Operations has investigated each of the auto vs. train incidents on the Blue line and determined that the most probable cause of the accidents were motorists turning left on a red arrow signal, or against a no left turn sign. Rail Operations Safety has installed billboards along the Blue Line corridor to provide additional warnings (English/Spanish) regarding the importance of left turn traffic safety. Additionally, some of the train signals have been relocated to minimize instances wherein motorist may confuse signals meant solely for trains with those intended for motorist traffic.

Lost Revenue Service Hours by Rail Line

Definition: This performance indicator measures the percentage of scheduled Revenue Service Hours not delivered as a result of cancellations, outlates and in-service delays.

Calculation: $SHL\% = (\text{Total Service Hours Lost} \div \text{Total Scheduled Service Hours})$



Analysis: Similar to activity of the previous quarter, the Green line experienced the lowest level of Lost Revenue Service for the first quarter of FY01. Green line LRS started from 0.515% in July and continued to drop to 0.211% in August, and improved to 0.152%. Blue line LRS showed at 0.627% in July to 0.570% in Aug and 0.591% in Sept. During July LRS was impacted by (3) three train vs auto accidents and a sick passenger at Vernon. Red line LRS was at 0.272% in July and rose to 0.513% in Aug. In Sept the LRS declined back to 0.239%. The Aug increase is attributed to (2) two incidents: A suspicious package at Hollywood/Highland and the derailment of a High Rail Vehicle used for Construction and operated by a contractor for the MTA.

Overall, it appears that during Q1 the reasons contributing to LRS were less due to vehicle problems as experienced last quarter, and more due to relatively exogenous factors.

Corrective Action:

Heavy Rail

Management within Rail Operations Maintenance of Way has addressed the derailment by reviewing the current procedure for a Contractor's piloting and view of signals for High Rail vehicles on MTA property. As a result the procedure has been modified, such that a Contractor is now required to make a complete stop of the vehicle, and if necessary, exit its cabin to ensure that the appropriate communication regarding a signal is received.

Light Rail

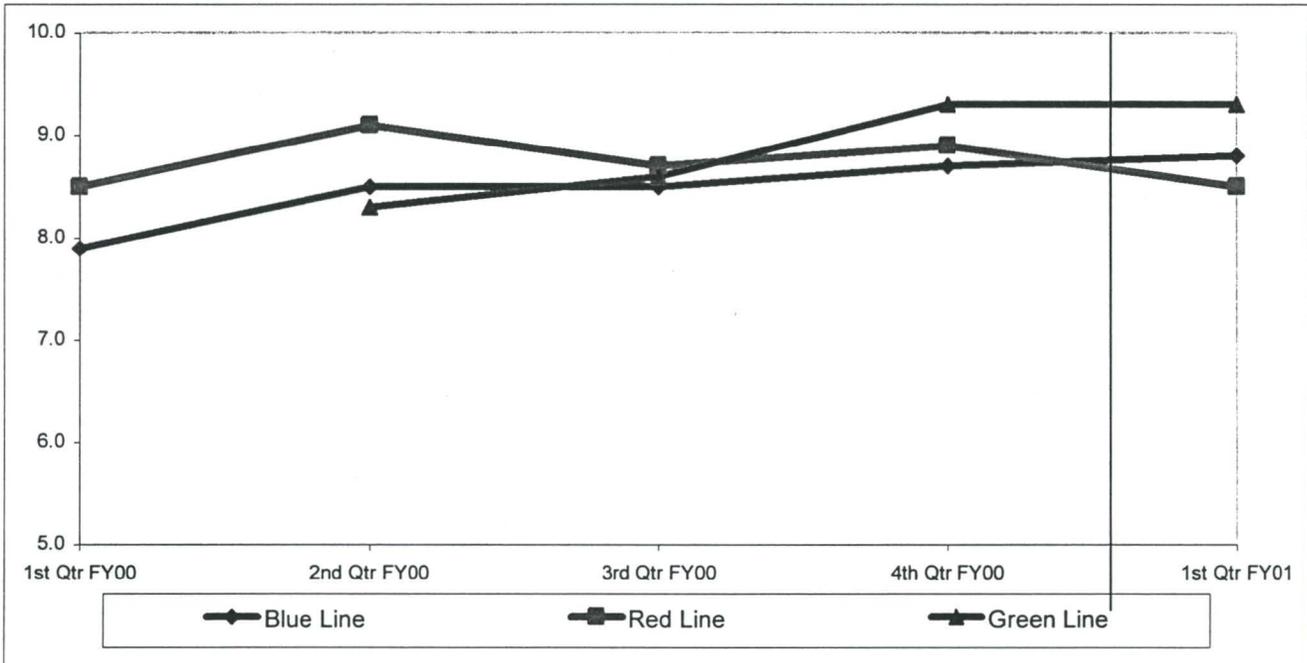
Rail Operations has investigated each of the auto vs. train incidents on the Blue line and determined that the most probable cause of the accidents were motorists turning left on a red arrow signal, or against a no left turn sign. Rail Operations Safety has installed billboards along the Blue Line corridor to provide additional warnings (English/Spanish) regarding the importance of traffic safety. Additionally, some of the train signals have been relocated to minimize instances wherein motorists may confuse signals meant solely for trains with those intended for motorist traffic.

RAIL CLEANLINESS

Definition: A team of three Quality Assurance Supervisors rates twenty percent of each line per Quarter. The number of cleanliness categories is 14 for the Blue and Green Lines and 13 for the Red Line. Each category is assigned a point value as follows: 1-3= Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

Calculation: Overall Cleanliness Rating = (Total Point Accumulated divided by # of categories).

Systemwide Trend



Analysis: For the first quarter inspections, the Red, Blue and Green lines received a continued overall cleanliness rating of Satisfactory. The Red Line received 8.5 points; the Blue Line received 8.8 points; and the Green Line received 9.3 points. Light rail car ratings have improved consistently during the last year, particularly in the categories of seats, floors and exterior roof cleanliness.

Improvement Needed: A review of each of the rating categories reveals that conditional ratings were received on the Blue and Red lines in the category of "Ceiling Vents". To address improvement in this area Quality Assurance has apprised each of the appropriate vehicle managers regarding the problems, and have received assurances that these areas will receive additional attention during the next quarter.

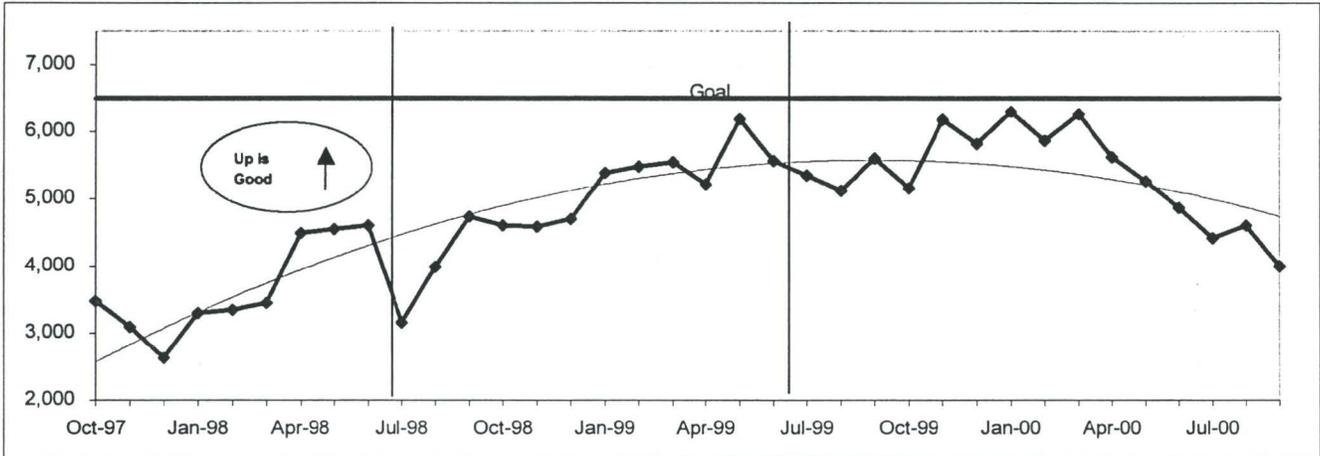
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES

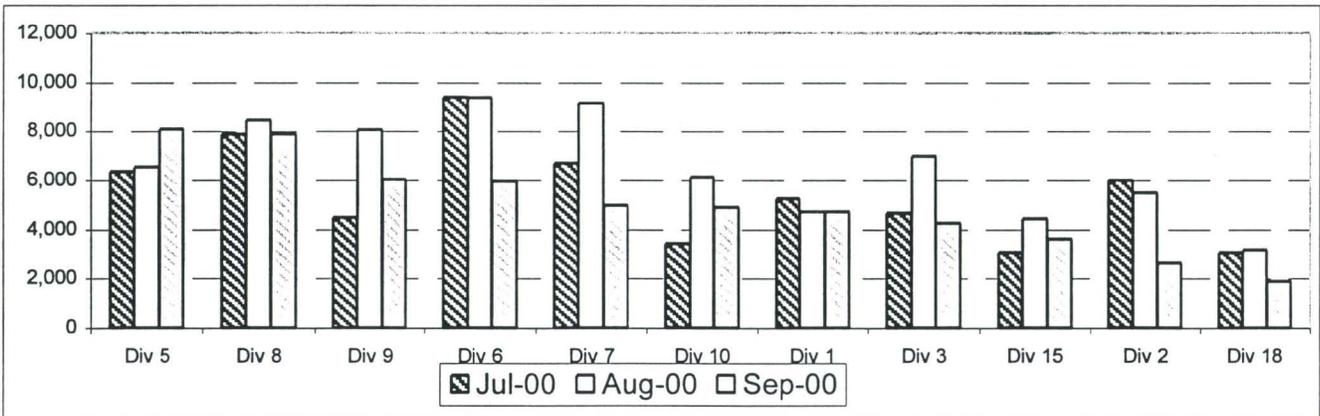
Definition: Average Hub Miles traveled between mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBRC = (Total Hub Miles divided by Chargeable Mechanical Related Roadcalls)

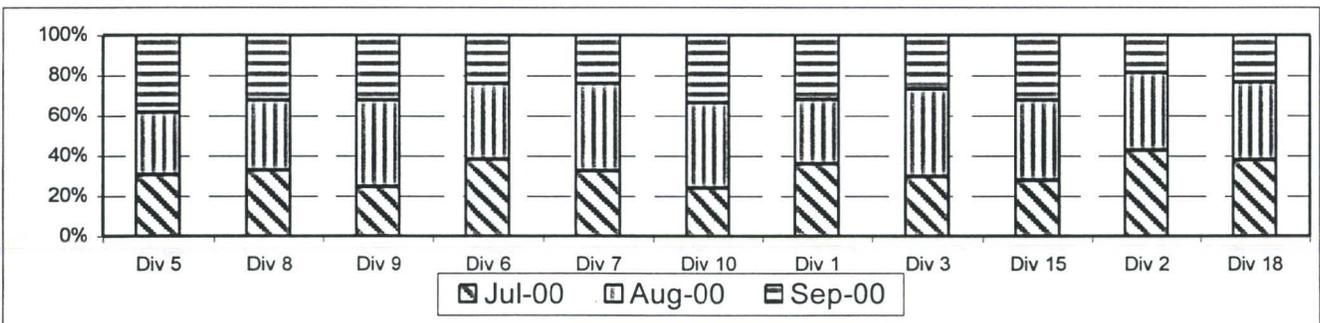
Systemwide Trend



Bus Operating Divisions July - September 2000



Fleet Mix by Fuel Type - September 2000



MAINTENANCE PERFORMANCE - Continued

Analysis: Mean Miles Between Mechanical Failures continued on a downward trend during the first quarter of FY01. The indicator has historically fallen during the warmer summer months as is evident in the trend for July, August and part of September. Specifically, air conditioning related road calls increased by 46% during this time as well as an increase in engine related road calls through August, as September's data does not reflect the entire month due to the work stoppage. There was an improvement in door related road calls of 20% as well as an improvement in transmission related road calls for the first quarter.

Corrective Action: Preventative maintenance programs are in place and indicators reflect a positive trend in the PMP's. The Maintenance Department will continue the inspection and repair in all areas of the fleet to improve the trend in MMBMF. Another 500 new buses will be received and placed into service this year.

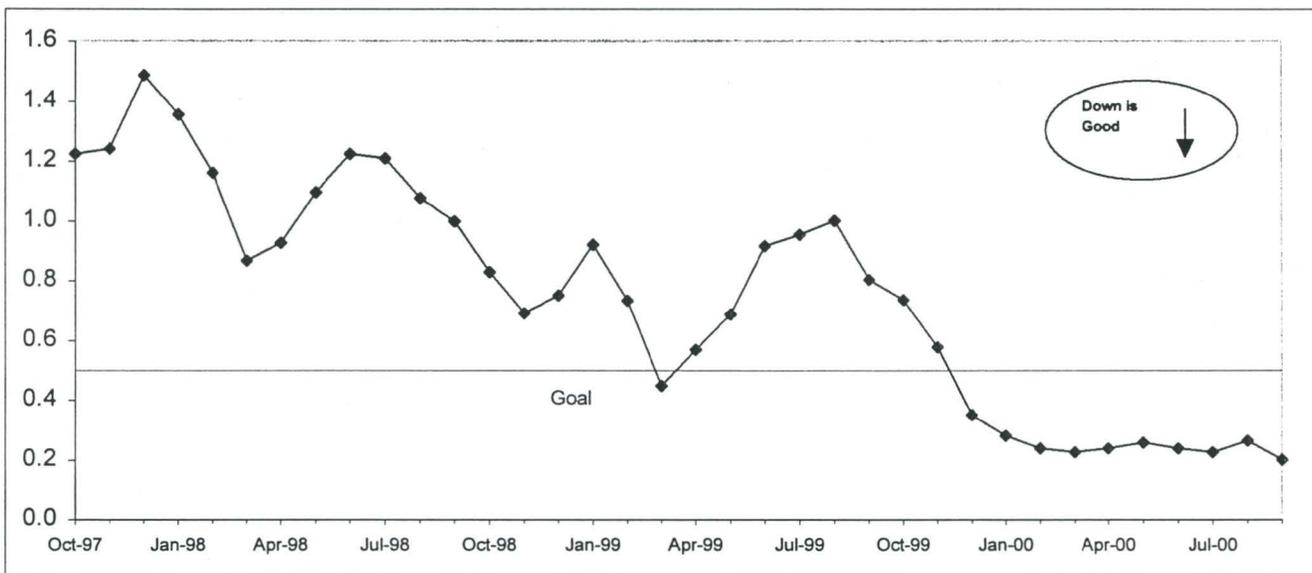
MAINTENANCE PERFORMANCE - Continued

PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

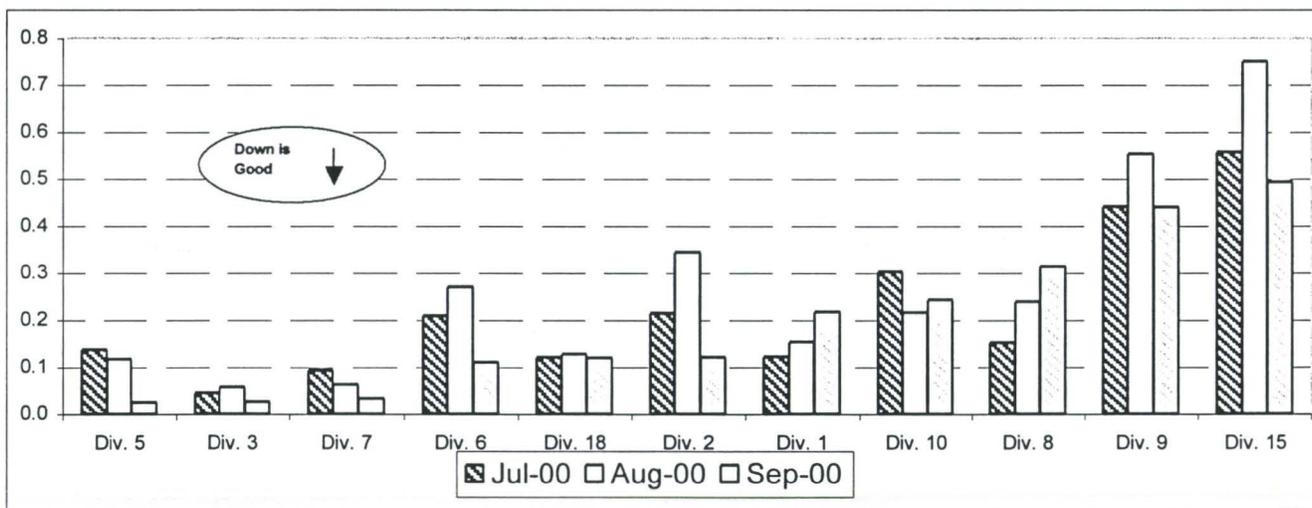
Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's divided by Buses)

Systemwide Trend



Bus Operating Divisions
July - September 2000



MAINTENANCE PERFORMANCE - Continued

Analysis: Past Due PMP's trended downward throughout the last fiscal year and into the first quarter of FY01. The increased number of new buses received throughout the year, along with focused efforts by the divisions on preventative maintenance continues the positive trend in reducing the Past Due Critical PMP rate.

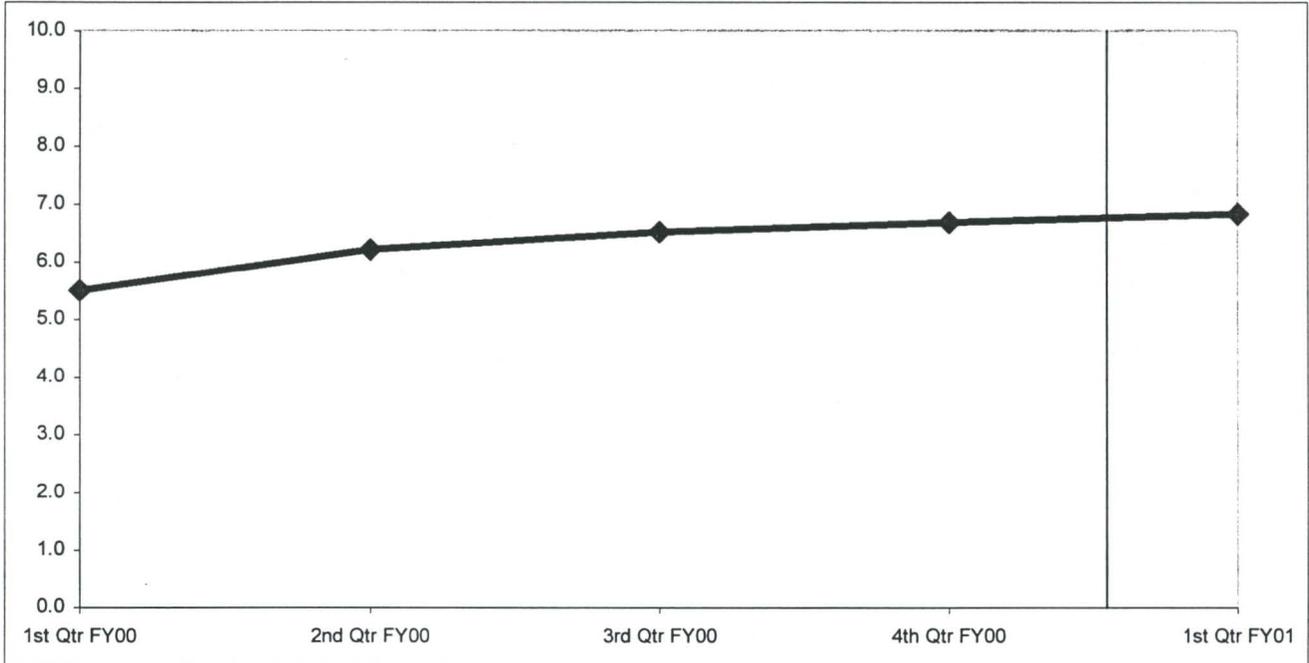
Corrective Action: Divisions will continue to maintain Past Due Critical PMP's at low rates. The Maintenance Department will continue to focus all available resources on preventative maintenance, in an effort to meet or exceed PMP goals throughout FY01.

BUS CLEANLINESS

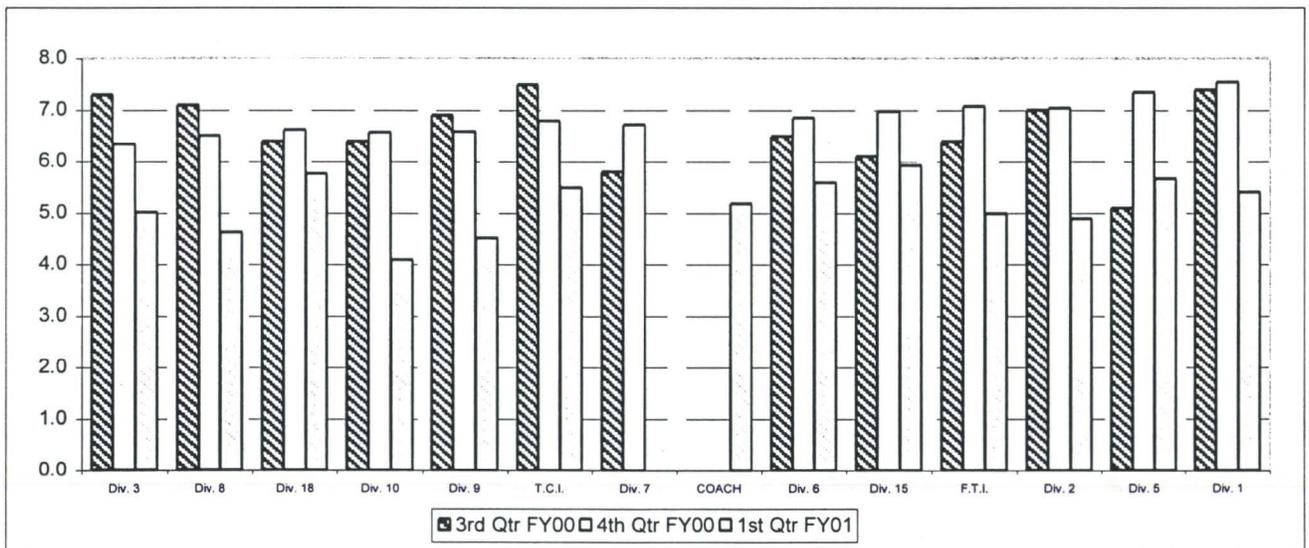
Definition: A team of three Quality Assurance Supervisors rates twenty percent of the fleet at each division and contractor per Quarter. Each of sixteen categories is examined and assigned a point value as follows: 1-3=Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

Calculation: Overall Cleanliness Rating = (Total Point Accumulated divided by 16)

Systemwide Trend



Bus Operating Divisions Third Quarter FY00 - First Quarter FY01



BUS CLEANLINESS - Continued

Analysis: Division overall cleanliness scores reflect continuous improvement throughout FY00 and continuing into the first quarter of FY01. The average score improved 0.1 point between the fourth quarter of FY00 and the first quarter of FY01 for all divisions. All received a score above 6.3 for the first quarter, most notable were Division's 3,8,18,10 and 9 all receiving scores above 7.0. The first quarter ended with an overall rating of 6.8 for all locations.

Improvement Needed: While passenger seat/insert replacement and window guard replacement have improved, they will continue to be a focus for improvement.

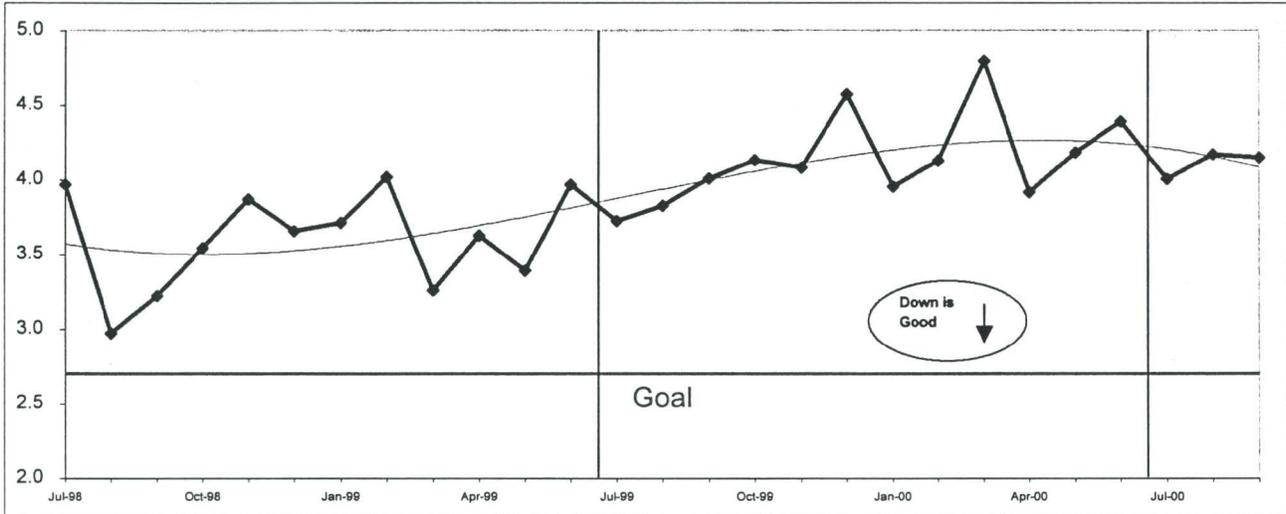
SAFETY PERFORMANCE

TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

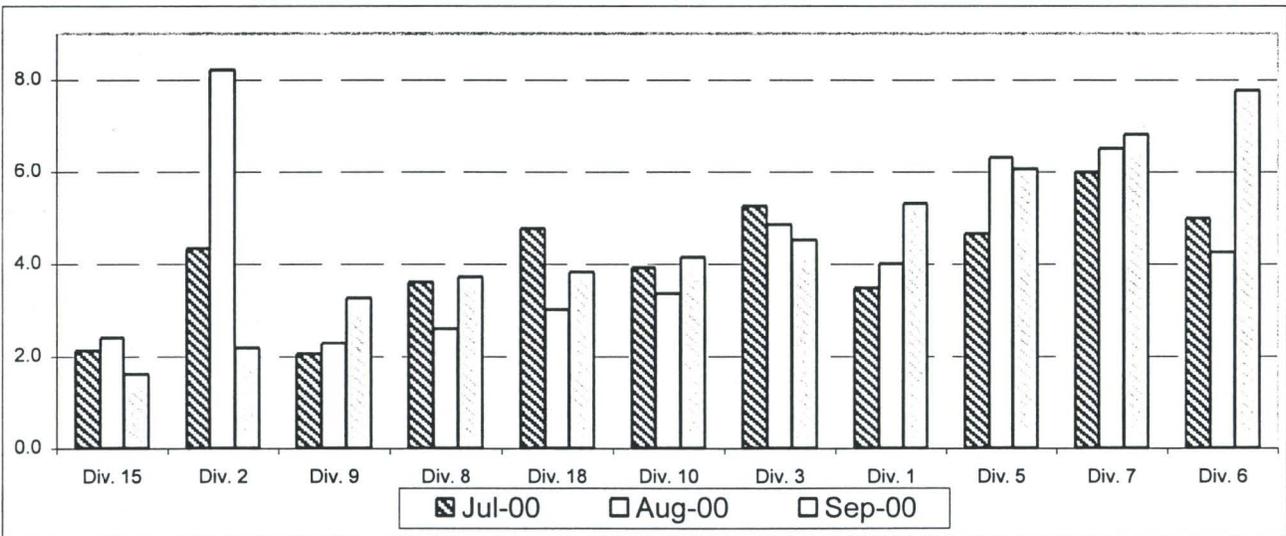
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents divided by (Hub Miles divided by 100,000))

Systemwide Trend



Note: Beginning with the August 1999 Monthly Performance Report the thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Bus Operating Division July - September 2000



SAFETY PERFORMANCE - Continued

Analysis: The Q1 average shows fewer overall accidents than the prior quarter, however, some September data may be incomplete due to the work stoppage. The most recent accident analysis by equipment type does demonstrate a somewhat higher percentage of accidents occurring with certain newer series of buses which have larger overall dimensions than older equipment types. Also notable, an analysis of accident frequency by intersection shows Vermont Boulevard at Hollywood, Soto at 8th St. and Soto at Olympic having the highest incidents over the past 13 months. Vehicle Operations supervisory staff is investigating and Central Instruction is focusing on these issues with new students.

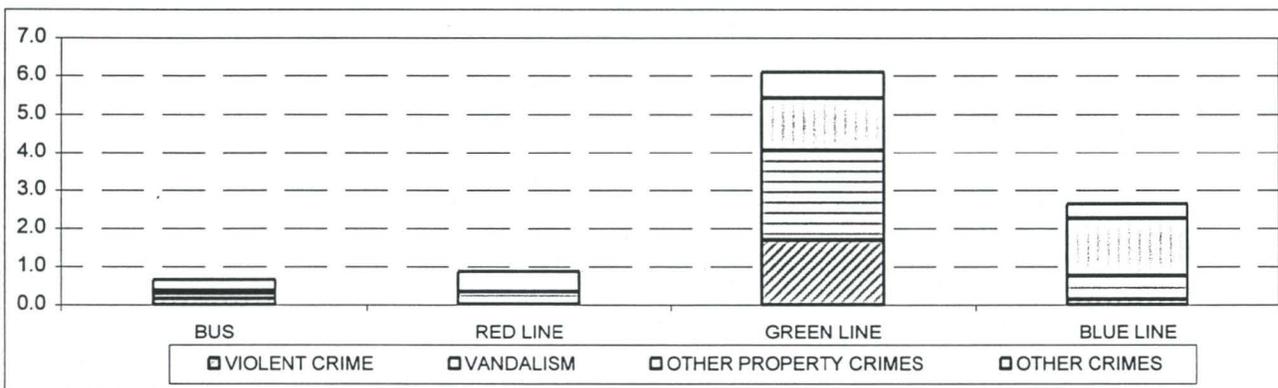
Corrective Action: Staff is working on better data reporting at the division level. The focus is on repeat offenders, differences in equipment types, high incident intersections, and special circumstances. Operations will continue to emphasize safety programs in concert with the Risk Management and Office of System Safety & Security departments.

REPORTED CRIME PER 100,000 BOARDINGS

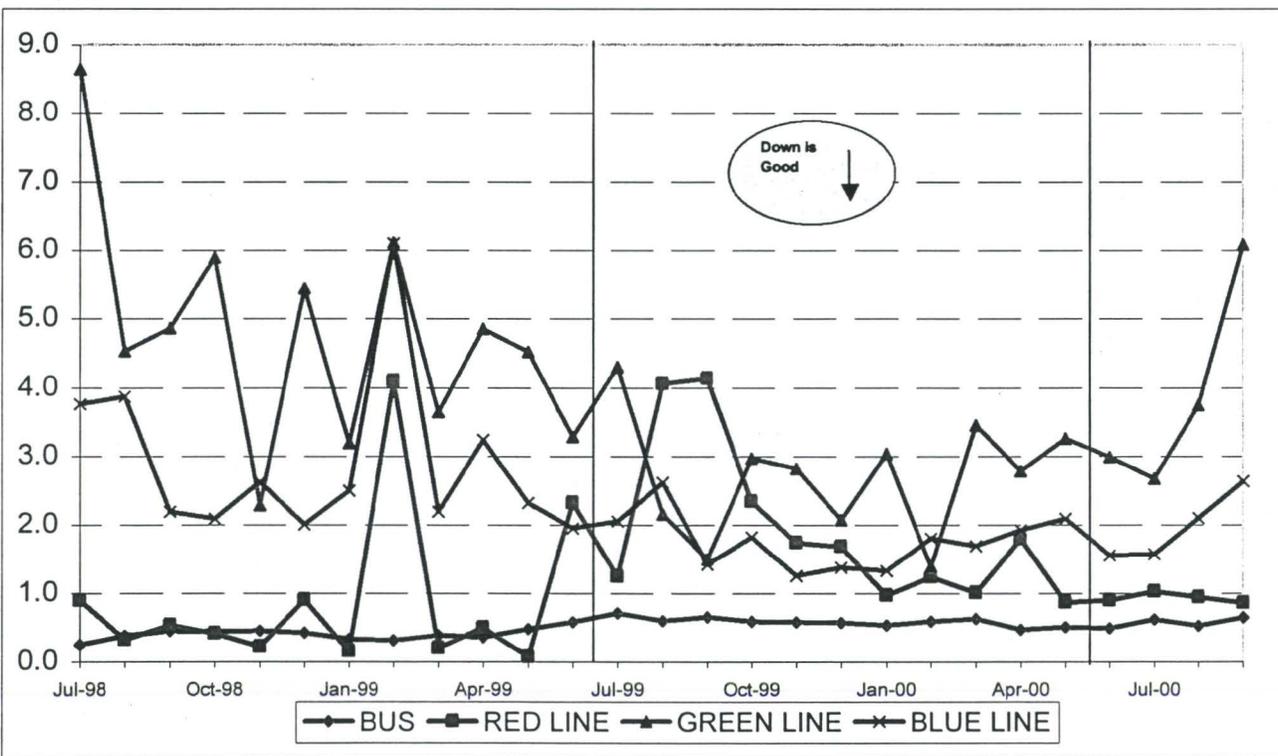
Definition: This indicator presents all crimes reported to either the LAPD or LASD. It is separated by mode and divided into major categories: *Vandalism*; *Other Property Crimes* (burglary, larceny, theft and motor vehicle theft); *Violent Crimes* (homicide, rape, robbery, assault/battery); *Other Crimes* (Sex offenses, weapons violations and miscellaneous)

Calculation: Reported Crimes/100,000 Boardings = Reported Crimes divided by (Boardings divided by 100,000).

September Reported Crime by Class and Mode



Total Crime/100,000 Boardings
Trend by Mode



SAFETY PERFORMANCE - Continued

Analysis: Reported crimes per 100,000 boardings rose sharply in September on Light Rail lines, but decreased on Heavy Rail. The Light Rail increase and Heavy Rail decrease are both directly attributable to the strike, which began on September 16th. The Heavy Rail system was physically closed and few reports of crime related to the Red Line were received by LAPD during the work stoppage. Conversely, though there were no boardings during the work stoppage, LASD continued to receive crime reports relative to the area in and around the exposed Light Rail systems.

Corrective Action: It is important to realize that, relative to crime within the general population, crime is very low within the transit system. Transit crimes occur at rates ranging from approximately 0.5 crimes to 6 crimes per 100,000 boardings. However, in the neighborhoods through which transit systems pass, crimes occur at a rate of 500 - 1,000 crimes per 100,000 residents annually. In addition, it should be noted that monthly changes in the data do not necessarily reflect changes in the rate of crime, but may reflect changes in enforcement presence or priorities.

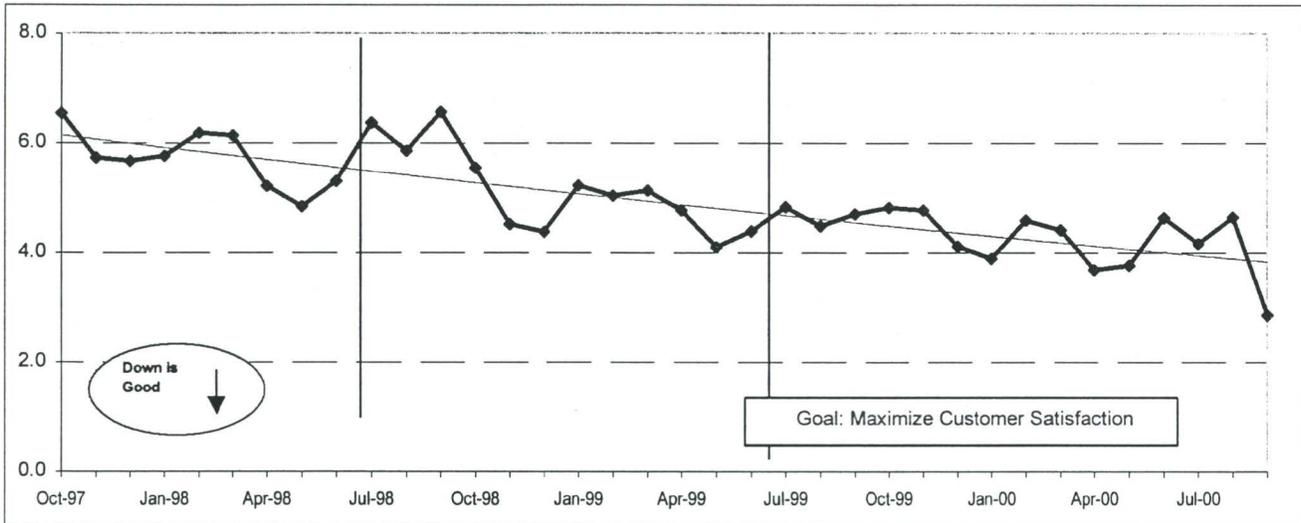
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

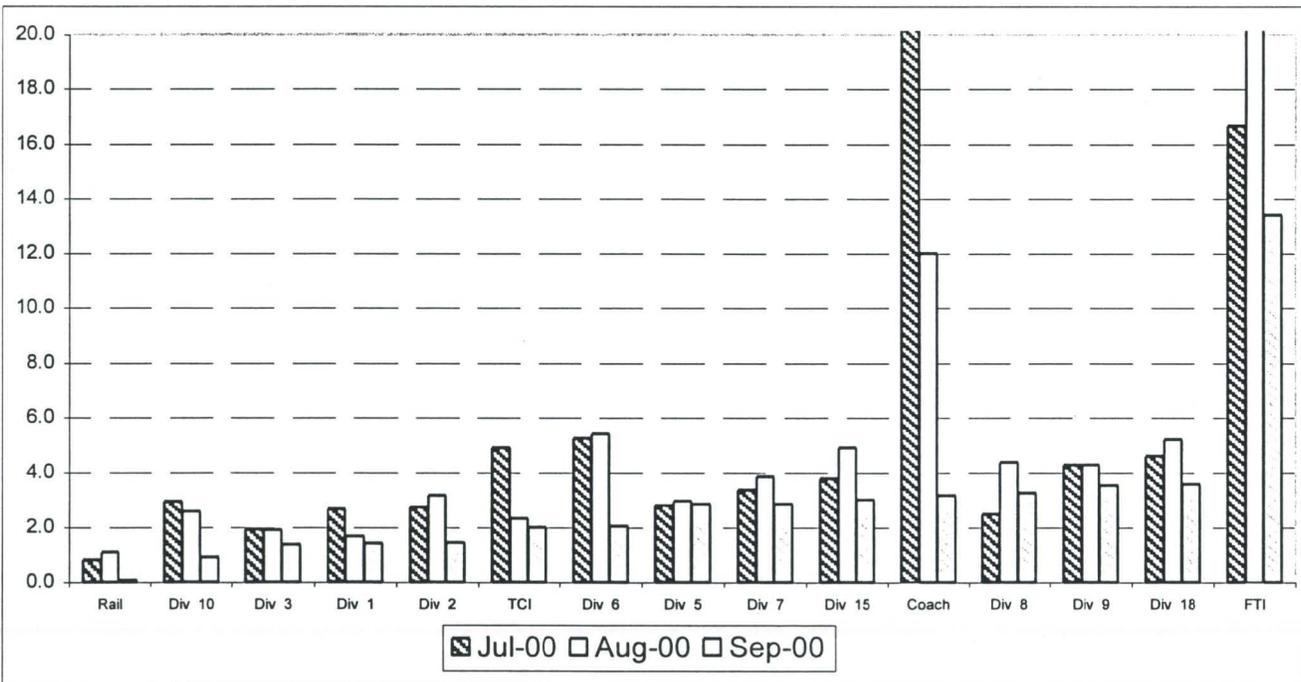
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Bus Operating Divisions July - September 2000



CUSTOMER SATISFACTION - Continued

Analysis: For only the third time since data has been kept on this performance indicator, the rate of complaints/100,000 boardings dropped below 4.0 in September. It was the first time the rate had been lower than 3.0 complaints/100,000 boardings. However, the number of customer complaints in September may have been influenced by events leading up to the work stoppage and no conclusion can be drawn from the data.

Corrective Action: Central Instruction, division management and Bus Operations Control will continues to focus on courteous customer relations and service quality. Maintenance continues to put new buses into service as quickly as possible and to maintain them for the highest level of customer comfort.

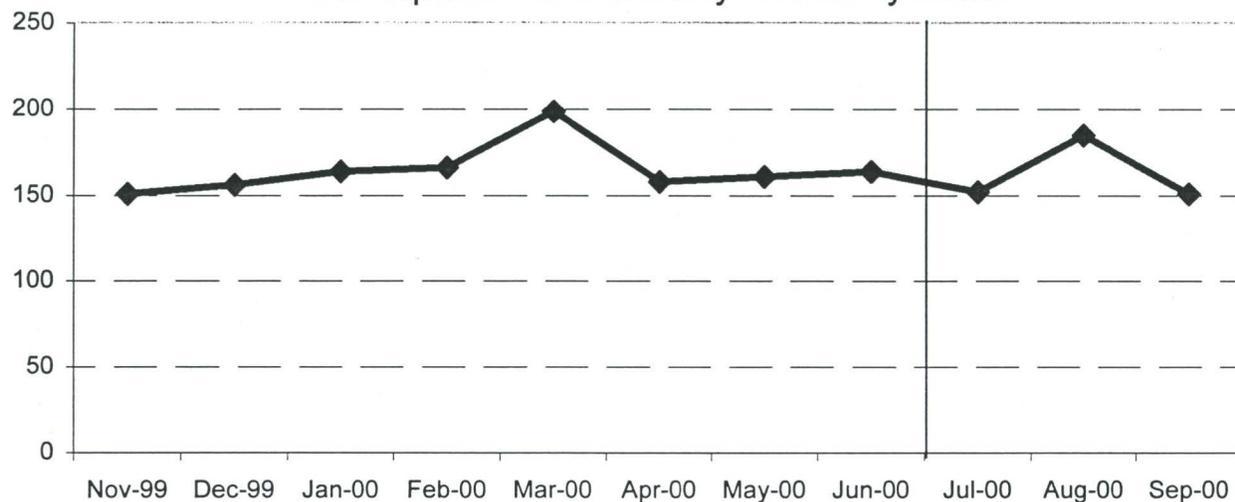
WORKERS COMPENSATION CLAIMS

TOTAL CLAIMS

Definition: This indicator measures the total new indemnity claims filed by Operations employees each month.

Systemwide Trend

New Operations Indemnity Claims by Month

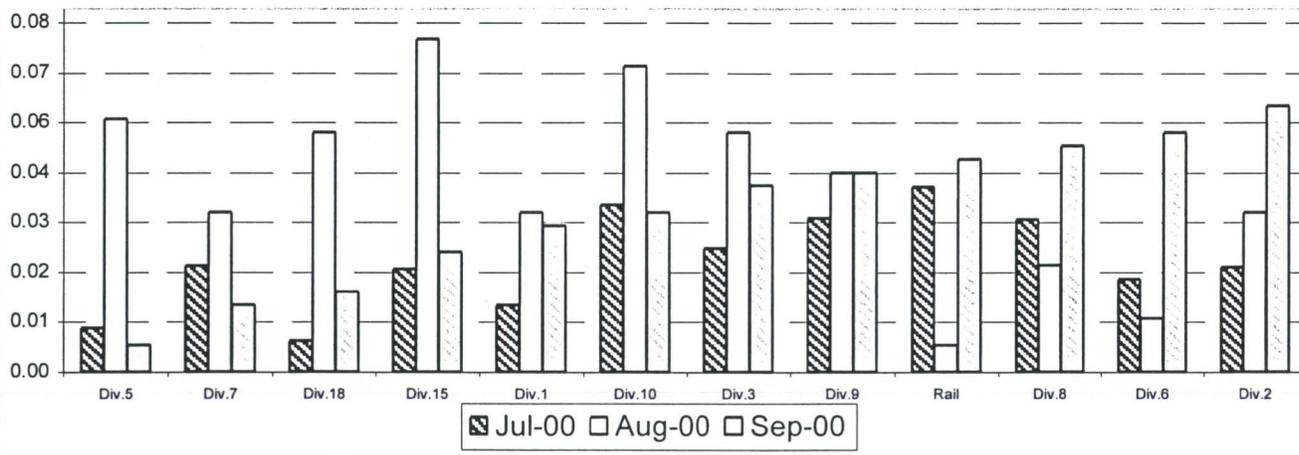


CLAIMS PER EMPLOYEE

Definition: This indicator measures the average number of new indemnity claims filed per position in which there is an incumbent each month by Operations employees.

Calculation: Workers Compensation Claims per Employee = Total Claims divided by Total Positions Occupied.

Bus Operating Divisions July - September 2000



WORKERS COMPENSATION - Continued

Analysis: New Workers Compensation Claims for the first quarter of FY01 were significantly higher than previous quarters. Historically, such claims increase at the MTA as strike deadlines approach.

Corrective Action: Management fully recognizes the need to take a more proactive role in investigating workers compensation claims. This area continues to be a large drain on our resources. As a result of the latest negotiations with our union partners, a new four point program is being developed to increase safety awareness, get appropriate and timely medical expertise in the event an injury occurs, provide greater oversight to the management of the claims with an eye toward reducing processing time and avoiding litigation, and to bring people back to work earlier. The recognition of the need to work jointly on resolving worker's compensation issues has been written into each of the new contracts. The initiative called the "4 pillars" initiative will take each of the four areas outlined above and develop them into specific projects. To initiate the second pillar, a pilot program will be initiated to place nurses at three MTA locations to be improve our relationship with our employees and to address their medical needs quickly. Risk management has also produced a new quarterly report which is providing Division managers with summary and trend information on lost time injuries, loss work days and medical/disabilities payments.



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2932

Phone: 213.922.6000

October 24, 2000

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite 2210
San Francisco, California 94105

Dear Mr. Rogers:

MTA's Rail Operations staff continue to work with staff from the Office of Safety, Construction/Engineering Department and other MTA Departments to complete the close-out of Metro Red Line Segment 2B and Segment 3 punch list items.

Rail Operations staff are also redoubling efforts to increase our system and mechanical reliability while reducing operating costs. We are focusing attention on our Warranty Administration and Tracking systems and procedures to minimize our financial exposure to undue operating costs while working with our Vehicle and Wayside Maintenance staff to optimize productivity.

The opening of Segment 3 has resulted in a tremendous increase in daily ridership which has resulted in subsequent increases in ridership system-wide. From the rider's perspective, the operation of Metro Rail service has greatly improved mobility in Los Angeles County.

Sincerely,

Thomas K. Conner
Executive Officer
Transit Operations

AG
COMPLIANCE
AGENT



October 27, 2000

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

Federal Transit Administration
Office of Civil Rights, Room 9102
ATTN: Ms. Clarissa Swann, TCR-1
400 - 7th Street, SW
Washington, DC 20590

Dear Ms. Swann:

Enclosed is the July-September 2000 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA). This update is provided in response to the October 1, 1999 letter from Leslie Rogers.

The update identifies every element identified in the VCA, and notes progress toward completion of each item. The update includes both a revised VCA Matrix, identifying projected completion dates for each item in each of the key stations identified in the MTA Compliance Plan and a page commenting of progress and/or revisions in the projected completion dates for each element of the Compliance Plan. In addition, the matrix and explanation include items added to the matrix and plan following FTA evaluations of MTA key rail stations. While there have been some schedule modifications, MTA remains committed to ensuring that all of its key stations are in full compliance with the ADA by December 31, 2001.

If you have any questions about this update, please contact Ellen Blackman at (213) 922-2808.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim McLaughlin', written over a horizontal line.

Jim McLaughlin, Director
Transit Planning

cc: Leslie Rogers, Regional Administrator
Darrin Jourdan, Regional Civil Rights Officer

LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT MATRIX -- QUARTERLY UPDATE -- JULY-SEPTEMBER 2000

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps	Ticketing / Fare Vending	Platforms	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Union Station	Oct-98 (completed)				Jan-99 (completed)			Dec-00	Dec-01	Dec-00	Dec-00		
Civic Center					Jun-00 (completed)			Mar-01	Dec-01	Dec-00	Dec-00	Dec-98 (completed)	
Pershing Square				Added Jan-99 (completed)	Jan-99 (completed)			Mar-01	Dec-01	Dec-00	Dec-00		
Metro Center - Red Line				Nov-98 (completed)	Jun-00 (completed)			Dec-00	Dec-01	Dec-00	Dec-00		
Westlake / MacArthur Park	Jun-00 (completed)				Dec-98 (completed)		Dec-01	Mar-01	Dec-01	Dec-00	Dec-00		
Metro Center - Blue Line				Nov-98 (completed)	Jun-00 (completed)			Dec-00	Dec-01	Dec-00	Dec-00		
Pico / Flower			Jun-01 *		Jan-99 (completed)		N/A *	Mar-01					Jun-99 (completed)
Grand				Nov-98 (completed)	Jan-99 (completed)		N/A *	Mar-01	Dec-01				Jun-99 (completed)
Florence	Dec-01 *		Jun-01 *	Added Oct-99 (completed)	Jan-99 (completed)		N/A *	Mar-01	Dec-01				Jun-99 (completed)
103rd			Jun-01 *	Nov-98 *	Jan-99 (completed)		Dec-01	Mar-01	Dec-01				Jun-99 (completed)
Imperial Hwy	Jun-00 (completed)	Jun-00 (completed)	Jun-01 *	Nov-98 *	Jan-99 (completed)		N/A *	Mar-01	Dec-01	Dec-00	Dec-00		Jun-99 (completed)
Compton			Jun-01 *	Nov-98 *	Jan-99 (completed)		Dec-01	Mar-01					Jun-99 (completed)
Artesia	Jun-00 (completed)		Jun-01 *	Nov-98 *	Jan-99 (completed)		Dec-01	Mar-01	Dec-01				Jun-99 (completed)
Willow				Nov-98 *	Jan-99 (completed)		Dec-01	Mar-01	Dec-01				Jun-99 (completed)
Anaheim				Nov-98 (completed)	Jan-99 (completed)		N/A *	Mar-01	Dec-01				Jun-99 (completed)
5th Street				Nov-98 *	Jan-99 (completed)		Dec-01	Mar-01					Jun-99 (completed)
Transit Mall			Jun-01 *	Nov-98 (completed)	Jan-99 (completed)			Mar-01	Dec-01				Jun-99 (completed)

NOTE: Changes from original VCA schedule in bold

* See attached

**VCA PROGRESS UPDATE --
JULY - SEPTEMBER 2000 (EXPLANATIONS)**

ITEM	EXPLANATION	ORIGINAL DATES
Parking	Signs have been installed at Florence, Artesia, Imperial, and MacArther Park stations, and Florence station accessible parking spaces were re-striped. Modification of ramps from accessible parking at Florence scheduled for completion December 2001.	Oct 1998 - Feb 1999
Drop-Off	Modification to curb lip at Imperial Station has been completed after a slight delay from the original March 2000 projection.	March 2000
Accessible Route	All track-gaps along accessible routes were surveyed. Delivery of materials for correcting gaps has been delayed. Installation of these materials to correct the track-gaps in the seven affected stations is projected for June 2001.	June 1999
Curb Ramps	Curb ramp tasks modified due to suspension of requirement for detectable warnings. Some curb ramps were determined to be non-compliant due to the slope (not identified in original VCA); letters have been sent to local jurisdictions when identified.	Nov 1998
Entrance (Signage)	Braille/raised letter signs have been installed at all station entrances. Final directional signs to accessible entrances were installed during spring 2000.	Dec 1998 - June 1999
Ramps	MTA surveyed all ramp slopes; those meeting definition of sloping sidewalks not subject to mid-point landing requirements have been removed from the list of the stations needing corrections. Revised completion date for modifications of ramps: Dec 2001.	Aug 2001
Ticket Vending Machines	Work on ticket vending machine modifications is in process. Procurement process has begun, with contractor selection in October 2000. Installation in two stations scheduled December 2000, with installation on all vending machines by March 2001.	Dec 1999
Platforms	MTA expects to complete all modifications to platforms, to reduce excessive platform-train gaps where identified, by December 2001.	Dec 2001
Elevators	In spite of a delay in releasing scope of work for Request For Bids, a contract is to be awarded in October 2000 which includes a completion date of December 31, 2000. Further delays could move the completion into early 2001.	Aug 1999 - Dec 2000
Elevators: Emergency Communications	In spite of a delay in releasing scope of work for Request For Bids, a contract is to be awarded in October 2000 which includes a completion date of December 31, 2000. Further delays could move the completion into early 2001.	Aug 1999 - Dec 2000

METRO RAIL REAL PROPERTY INVENTORY
 SEGMENT 3, EAST LA EXTENSION
 AS OF JUNE 30, 2000

	PARCEL NO	LOCATION	INTEREST ACQ'D	ACQ'N AMOUNT	PURPOSE OF ACQUISITION	CURRENT USE	PLANNED UTILIZATION
1	ED-121	122 S. Bodie St., L.A.	Fee 06/20/96	\$123,552	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-122	126 Bodie St., L.A.	Fee - 07/05/96	\$136,610	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-123	130 Bodie St., L.A.	Fee - 03/20/97	\$144,312	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-124	101 S. Boyle Ave., L.A.	Fee - 03/17/97	\$730,000	Tunnel Alignment and First/Boyle Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-125	117 S. Boyle Ave., L.A.	Fee - 02/19/97	\$163,000	Tunnel Alignment and First/Boyle Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-130	1803 E. First St., L.A.	Fee - 06/20/97	\$221,623	Construction Area and Station Plaza	Easement granted to City of Los Angeles for new Maruichi Plaza	Maruichi Plaza will be integretated into whatever transit project ultimately placed in the area.
1	ED-131	1817 E. 1st Street. LA	Fee - 08/05/98	\$1,755,875	Station Entrance and Plaza	Leased to former owner, Boyle Ranch Market, until required for transit project	Hold pending adoption of Environment Report for new alignment.
1	ED-132	1719 Pleasant Avenue, LA	Fee - 02/13/98	\$450,000	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	ED-135	127 Bailey St., L.A.	Fee - 05/12/97	\$149,254	Construction Area	Vacant Lot	Hold pending results of Transit Alternative Study and Land Use Development Study

METRO RAIL REAL PROPERTY INVENTORY
 SEGMENT 3, EAST LA EXTENSION
 AS OF JUNE 30, 2000

	PARCEL NO	LOCATION	INTEREST ACQ'D	ACQ'N AMOUNT	PURPOSE OF ACQUISITION	CURRENT USE	PLANNED UTILIZATION
1	ED-147	1800 Pennsylvania Avenue	Fee - 09/01/98	\$222,800	Tunnel Alignment	Vacant Lot	Hold pending results of Transit Alternative Study and Land Use Development Study
1	ED-191	114 & 118 Bodie St., L.A.	Fee - 03/04/97	\$151,326	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-220	323 N. Mathews, L.A.	Fee - 01/15/97	\$279,000	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-272	234/236/242 N. Soto	Fee - 07/07/97	\$1,847,859	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-273	2418/2420 Cesar Chavez, L.A.	Fee - 05/20/97	\$1,036,888	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-274	2432 Cesar Chavez, L.A.	Fee - 01/15/97	\$1,271,926	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-276	342 N. Mathews St., L.A.	Fee - 01/15/97	\$170,000	Chavez/Soto Station	Vacant lot	Hold pending adoption of Environment Report for new alignment.
1	EE-277	338 N. Mathews St., L.A.	Fee - 03/20/97	\$207,442	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-278	334 N. Mathews St., L.A.	Fee - 07/07/97	\$247,617	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.

METRO RAIL REAL PROPERTY INVENTORY
 SEGMENT 3, EAST LA EXTENSION
 AS OF JUNE 30, 2000

	PARCEL NO	LOCATION	INTEREST ACQ'D	ACQ'N AMOUNT	PURPOSE OF ACQUISITION	CURRENT USE	PLANNED UTILIZATION
1	EE-279	2518-20 Cesar Chavez	Fee - 04/30/98	\$226,677	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-280	2524 Cesar Chavez, L.A.	Fee - 05/07/97	\$1,006,007	Chavez/Soto Station Entrance	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-281	339 N. Fickett St., L.A.	Fee - 02/07/97	\$277,864	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-282	335 N. Fickett St., L.A.	Fee - 07/07/97	\$199,975	Construction Area	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EE-283	2530 Cesar Chavez	Fee - 04/29/98	\$528,600	Chavez/Soto Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.
1	EG-409	116 N. Lorena/3401 E. 1st St.	Fee - 06/23/97	\$1,530,824	First/Lorena Station	Vacant Lot	Hold pending adoption of Environment Report for new alignment.

24

10/24/00

\$13,079,031





Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

19

REVISED

19

CONSTRUCTION COMMITTEE
October 18, 2000

PROJECT: TRANSIT CORRIDOR PROJECTS
CONTRACT: EN068, ENVIRONMENTAL ENGINEERING SERVICES
ACTION: AMENDMENT NO. 1 TO CONTRACT NO. EN068

RECOMMENDATION

Authorize the Chief Executive Officer (CEO), ~~after receipt of Federal Transit Administration authority~~ to commence Preliminary Engineering for Transit Corridor Projects, to execute Amendment No. 1 which incorporates environmental geotechnical investigation services for these three additional corridors into Contract No. EN068, with Harding Lawson Associates (HLA) for environmental engineering services. Amendment No.1 is for an amount not-to-exceed \$600,000 and increases Contract No. EN068's value from not-to-exceed \$3,037,493 to the value not-to-exceed \$3,637,493.

Within Construction Committee authority: Yes No

RATIONALE

On June 22, 2000, the MTA Board authorized the submission to the Federal Transit Administration (FTA) of a Section 5309 Rating Report and a request to enter into Preliminary Engineering on the Eastside, Mid-City/Westside, and San Fernando Corridor projects. ~~Approval of this request is anticipated shortly.~~ Currently, a competitive procurement for Engineering Design services is being undertaken for each corridor so that the first phase of design can proceed after Federal and State approval.

~~After the FTA authorizes the MTA to proceed with Preliminary Engineering~~ As the MTA has authorized the Locally Preferred Alternative, it is most expedient to gather the necessary environmental and geotechnical data along the Transit Corridor Project alignments in order to provide critical information for preliminary engineering to proceed expeditiously upon award. MTA staff recommend the use of the EN068 contract, to gather this necessary environmental and geotechnical data along the Transit Corridor alignments.

FINANCIAL IMPACT.

Funding of ~~\$500,000~~ for this procurement is included in the FY01 budget in cost centers 4320 and 4350, Transportation Development and Implementation, under project 400019, task 01.01 and 02.01. \$420,000 for the Eastside Corridor and \$80,000 for the Mid-City/Westside Corridor Planning and Conceptual Engineering, line item 50316, Services, Professional & Technical.

Funding of \$100,000 for the San Fernando Corridor project is included in the FY01 budget in cost center 4350, Programming and Planning under project 405511, task 01.04, Services, Professional & Technical.

ALTERNATIVES CONSIDERED

A competitive solicitation could be conducted for these environmental and geotechnical data collection services and a contract awarded to the selected contractor. The time required for a solicitation is inconsistent with the MTA Board's June 22, 2000, desire to commence the Preliminary Engineering on the Eastside, Mid-City/Westside and San Fernando Valley Corridor projects as soon as possible. This alternative would require four to six months more time to accomplish the data collection than the recommended approach using EN068.

This environmental and geotechnical work could be included in the solicitation for the Preliminary Engineering Services contracts. This would require the preliminary engineer to accomplish the data collection before commencing the design services. This alternative would preclude commencement of Preliminary Engineering as quickly as desired by the Board.

The environmental and geotechnical work could be conducted by MTA staff. This is not a viable alternative as inadequate staffing and lack of equipment, and supplies prohibit MTA staff from performing the work internally.

BACKGROUND

The MTA Board awarded the EN068, environmental engineering contract to HLA on December 2, 1999. The contract was executed on December 10, 1999. Its period of performance extends through December 10, 2004. The Contract provides the MTA with environmental investigations, specialty investigations and environmental systems design.

When the original not-to-exceed value of EN068 was estimated in 1999, it did not consider the need for these other three corridors as they were not yet approved projects. The Contractor's performance and expenditures are monitored by MTA staff construction managers and resident engineers.

PROCUREMENT SUMMARY

The RFP for Contract No. EN068 was issued on April 14, 1999. Four proposals were received on June 14, 1999. The Board awarded the Contract to the recommended proposer, HLA, at the Board meeting of December 2, 1999.

COST/PRICE ANALYSIS

AMENDED NOT-TO-EXCEED AMOUNT	MTA ESTIMATE	HISTORICAL AMOUNT
\$3,637,493	Not Applicable	Not Applicable

Individual work orders will be issued based on the agreed upon billing rates and subcontractors' established catalog rates. The billing rates have been determined to be fair and reasonable based upon fact finding, clarifications, negotiations under the contract and a pre-award audit performed by Management Audit Services Department (MASD). A price analysis performed by the Procurement Cost/Price Analysis Unit validated the subcontractors' established catalog rates. Individual work order services shall be issued based upon these rates.

SMALL BUSINESS PARTICIPATION

This CWO Contract has a DBE participation goal of 25%. The contract was awarded in December 1999 for 2 years with 3 one-year options. Current DBE attainment¹ based on the current contract amount² is 0%. Current DBE participation³ based on total actual amount paid-to-date to Contractor and total actual amount paid-to-date to DBEs is 0%.

At the time of award, the Contractor designated DBE subcontractors to be utilized without schedules or expenditures specified. As such, there are no specific dollar commitments made to the designated DBEs. Since January 2000, a total of 16 CWOs have been issued. Payment to the Prime Contractor totals \$15,156.56. Two of the three listed DBE subcontractors have performed on the Contract since June 2000. The Prime reports that subcontractor payments are pending receipt of August payment from MTA.

Original Award Amount	\$	3,037,493
Current Contract Value ²	\$	565,591
Total Actual Amount Paid to Date to Prime	\$	15,156

Subcontractor	Commitment	Current Attainment ¹	Current Participation ³	Current Status
BC2 Environmental	CWO	0%	0%	Performing
Calscience Environmental Lab	CWO	0%	0%	Performing
Dean Ryan Consultants	CWO	0%	0%	Performing
TOTAL	25%	0%	0%	

¹Current Attainment = Total Actual Amount Paid-to-Date to Subs + Total Current Contract Amount

²Current Contract Amount = Original Contract Value + Contract Cost Modifications

³Current Participation = Total Actual Amount Paid-to-Date to Subs + Total Actual Amount Paid-to-Date to Prime

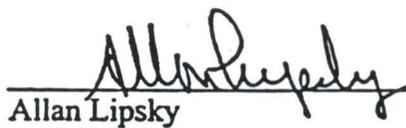
Prepared by: Stan Barankiewicz, Environmental Services Manager
Larry Kelsey, Contract Administration Manager


James L. de la Loza
Executive Officer, Countywide Planning
and Development


Dennis Mori
Deputy Executive Officer, Major Projects


Colburn Mitchell
Executive Officer, Procurement


Charles W. Stark
Executive Officer, Construction


Allan Lipsky
Office of the Chief Executive Officer



PLANNING AND PROGRAMMING COMMITTEE

October 19, 2000

REVISED REPORT

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

SUBJECT: TRANSIT CORRIDOR STUDIES

**ACTION: AMEND PROFESSIONAL SERVICE CONTRACTS TO
INCLUDE THE PERFORMANCE OF AERIAL
PHOTOGRAPHY & MAPPING**

RECOMMENDATION

Authorize the Chief Executive Officer to negotiate and execute amendments directing the professional service contract consultants listed below to prepare aerial photography and mapping for an aggregate amount not to exceed \$ 708,483.

1. Amend the Eastside LRT Project- Contract PS-4350-0513, with the consultant team headed by Jenkins/Gales & Martinez/Parsons Brinckerhoff (JGM/PB) in an amount not to exceed \$130,821;
2. Amend the Wilshire BRT Project- Contract PS-4350-0512, with the consultant team headed by Korve Engineering in an amount not to exceed \$182,387;
3. Amend the San Fernando Valley BRT Project- Contract PS-4320-0580 , with the consultant team headed by Gruen Associates in an amount not to exceed \$395,275.

RATIONALE

Aerial photographic mapping is a necessary component of the Final Environmental Impact Studies (EIS) that will begin in early 2001 for each of the three transit corridors. Proceeding with this work as an amendment to the existing environmental contracts will allow work on the mapping to start 4-6 months earlier than if it were procured independently or 1-2 months earlier than if it were included with the preliminary engineering consultant contracts. This will allow the mapping to be available at an early enough date that it can be used for both the Final EIS and the Preliminary Engineering studies.

~~On June 22, 2000, the MTA Board authorized the submission to the Federal Transit Administration (FTA) of a Section 5309 Rating Report and a request to enter into Preliminary Engineering on the Eastside, Mid-City/Wilshire, and San Fernando Valley Corridor projects. Approval of this request is anticipated shortly.~~

It is most expedient to perform aerial photography and mapping along the Transit Corridor alignments prior to the start of the preliminary engineering so that the consultants can start design work immediately, without waiting for up to two months for base map preparation. The existing contracts provide expertise in aerial photography and mapping and it is therefore recommended that these consultant teams be used to accelerate the production of the necessary aerial photography and mapping services along the Transit Corridor alignments.

FINANCIAL IMPACT

Funding of \$350,000 for this procurement is included in the FY01 budget in cost center 4320 and 4350, Transportation Development and Implementation, under project 40019, task 01.01 and 02.01, Eastside and Mid-City/Westside Corridor Planning and Conceptual Engineering, line item 50316, Services, Professional and Technical.

Funding of \$400,000 for the San Fernando Valley project is included in the FY01 budget in cost center 4350, Programming and Planning under project 405511, task 01.04, Services, Professional and Technical.

ALTERNATIVES CONSIDERED

A competitive solicitation could be conducted for the aerial photography and mapping services and a contract awarded to the selected contractor. The time required for a solicitation is inconsistent with the MTA Board's June 22, 2000, direction to commence the Preliminary Engineering on the Eastside, Mid-City/Westside and San Fernando Valley Corridor projects as soon as possible. This alternative would require an additional four to six months to procure the aerial photography and mapping than the recommended approach using the three existing contracts.

BACKGROUND

The MTA Board awarded contract PS-4350-0512 to Korve Engineering, contract PS-4350-0513 to Gruen Associates, and PS-4320-0580 to Jenkins/Gales & Martinez/Parsons Brinckerhoff (JGM/PB) on June 17, 1999. The contracts were executed on July 1, 1999. The period of performance for each contract extends through June 30, 2001. The contracts provide the MTA with Major Investment Studies, Draft EIR/EIS and Final EIR/EIS for each corridor.

When the original contract value was estimated in 1999, it was unknown that the three corridor projects would be accelerated which would require expediting the commencement of each transit corridor's ~~Preliminary Engineering~~ **environmental documentation.**

PROCUREMENT SUMMARY

On March 24, 1999, a Request for Proposal (RFP) for the Eastside and Mid-City/Westside Transit Corridors was issued.

Eastside Transit Corridor Study

Two proposals were received in response to the RFP for the Eastside Transit Corridor. On May 17, 1999, the Source Selection Committee determined that Jenkins/Gales & Martinez/Parsons Brinckerhoff (joint venture) was the highest technically ranked proposer.

Mid-City/Westside Transit Corridor Study

Four proposals were received in response to the RFP for the Mid-City/Westside Transit Corridor. On May 14, 1999, the Source Selection Committee determined that the team headed by Korve Engineering, Inc. was the highest technically ranked proposer.

San Fernando Valley Transit Corridor Study

Gruen Associates performed the existing study for the San Fernando Valley Corridor, which began in 1995. This study was suspended in 1997. Because of the expertise of the existing consultant team and the cost savings to the MTA, Gruen was awarded the contract for the Phase I MIS work.

COST/PRICE ANALYSIS

Proposed Price	Recommended Not to Exceed Amount	Historical Price
\$708,483	\$708,483	N/A
	Price Variance	N/A

The final negotiated amount has not been determined but will comply with all requirements of MTA Procurement, including audit, estimating, cost analysis and legal before this amendment is executed.

SMALL BUSINESS PARTICIPATION

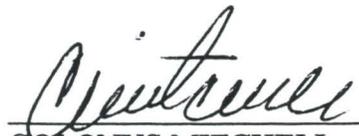
See Attachment A.

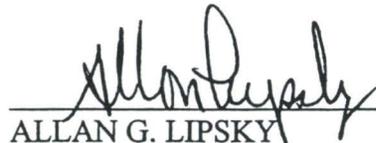
Prepared by: David Mieger, Project Manager
Susan Dove, Contract Administrator

Attachment


JAMES L. DE LA LOZA
Executive Officer, Countywide Planning
and Development


ROBERT D. CASHIN
Deputy Executive Officer
Transportation Development and
Implementation


COLONUS MITCHELL
Executive Officer, Procurement


ALLAN G. LIPSKY
Office of the Chief Executive Officer

**ATTACHMENT A
SMALL BUSINESS PARTICIPATION**

SMALL BUSINESS PARTICIPATION (# PS-4350-0512) KORVE ENGINEERING, INC.

The Contract has a DBE participation goal of 32.52%. The contract was awarded July 1, 1999 and is 51% complete. Current DBE attainment¹ based on the relevant contract amount² is 11.17%. Current DBE participation³ based on the total actual amount paid-to-date to prime and total actual amount paid-to-date to DBE is 19.80%. Each of the listed DBE Subcontractors has performing on the contract as listed.

Original Award Amount	\$ 3,574,125.00
Relevant Contract Value²	\$ 3,574,125.00
Total Actual Amount Paid to Date to Prime	\$ 2,020,903.00

Subcontractor	Commitment	Current Attainment¹	Current Participation³	Current Status
CONSENSUS PLANNING GRO.	5.44%	2.24%	3.96%	Performing
MANUEL PADRON & ASSOC.	9.33%	3.14%	5.60%	Performing
TERRY A. HAYES ASSOCIATE	8.54%	2.53%	4.50%	Performing
ROBERT GROUP, THE	2.92%	1.22%	2.15%	Performing
WAGNER ENGINEERING	3.52%	0.74%	1.32%	Performing
W KOO AND ASSOCIATES, IN	2.78%	1.30%	2.27%	Performing
TOTAL	32.52%	11.17%	19.80%	Expected to Meet Goal

¹Current Attainment = Total Actual Amount Paid-to-Date to Subs ÷ Total Relevant Contract Amount

²Relevant Contract Amount = Original Contract Value + Contract Cost Modifications affecting DBE or SBE Scope of Work

³Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

SMALL BUSINESS PARTICIPATION (# PS-4350-0513) - PARSONS BRINCKERHOFF, QUADE & DOUGLAS

The Contract has a DBE participation goal of 21.80%. The contract was awarded July 1, 1999 and is 75% completed. Current DBE attainment¹ based on the relevant contract amount² is 13.09%. Current DBE participation³ based on the total actual amount paid-to-date to prime and total actual amount paid-to-date to DBE is 18.47%. Each of the listed DBE Subcontractors has performing on the contract as listed.

Original Award Amount	\$3,016,266
Relevant Contract Value²	\$3,409,846
Total Actual Amount Paid to Date to Prime	\$2,416,680.00

Subcontractor	Commitment	Current Attainment	Current Participation	Current Status
BARRIO PLANNERS, INC.	12.53%	9.35%	13.20%	Performing
ASSOCIATED ENGINEERS	5.51%	1.87%	2.63%	Performing
TERRY A. HAYES ASSOCIATE	1.01%	0.21%	0.30%	Performing
GREENWOOD & ASSOCIATES	1.09%	0.64%	0.90%	Performing
KAL KRISHNAN	1.67%	1.03%	1.45%	Performing
TOTAL	21.80%	13.09%	18.47%	Expected to Meet Goal

¹Current Attainment = Total Actual Amount Paid-to-Date to Subs ÷ Total Relevant Contract Amount

²Relevant Contract Amount = Original Contract Value + Contract Cost Modifications affecting DBE or SBE Scope of Work

³Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

SMALL BUSINESS PARTICIPATION (PS-4320-0580) - GRUEN ASSOCIATES

The Contract has a DBE participation goal of 19.85%. The contract was awarded on August 20, 1999 and is 46.7% complete. Current DBE attainment¹ based on the current contract amount² is 7.37%. Current DBE participation³ based on total actual amount paid-to-date to Contractor and total actual amount paid-to-date to DBE firms is 14.76%. Each of the listed DBE subcontractors is performing on the Contract as listed.

Original Award Amount	\$561,950
Relevant Contract Value²	\$1,776,089
Total Actual Amount Paid to Date to Prime	\$886,967

Subcontractor's Name	Commitment	Current Attainment¹	Current Participation³	Current Status
Manuel Padron & Associates	17.34%	6.33%	12.68%	Performing
Terry A. Hayes Associates	2.51%	1.04%	2.08%	Performing
Total	19.85%	7.37%	14.76%	Expected to Meet Goal

¹Current Attainment = Total Actual Amount Paid-to-Date to Subs + Total Current Contract Amount

²Current Contract Amount = Original Contract Value + Contract Cost Modifications

³Current Participation = Total Actual Amount Paid-to-Date to Subs + Total Actual Amount Paid-to-Date to Prime



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2000

SUBJECT: PRELIMINARY ENGINEERING FOR TRANSIT CORRIDORS

ACTION: NEGOTIATE AND EXECUTE A CONTRACT TO EASTSIDE LRT PARTNERS FOR THE EASTSIDE LIGHT RAIL TRANSIT PROJECT; TO KORVE ENGINEERING, INC. FOR THE MID-CITY/ WILSHIRE BUS RAPID TRANSIT PROJECT; AND TO STV, INC. FOR THE SAN FERNANDO VALLEY BUS RAPID TRANSIT PROJECT

RECOMMENDATION

Authorize the Chief Executive Officer:

- A. To negotiate and execute a Cost-Plus-Fixed-Fee (CPFF) contract with Eastside LRT Partners to provide Preliminary Engineering and Engineering Design Services for the Eastside Light Rail Transit (ELRT) Project in an amount not to exceed \$20,859,000;
- B. To negotiate and execute a Cost-Plus-Fixed-Fee (CPFF) contract with Korve Engineering, Inc. to provide Preliminary Engineering and Engineering Design Services for the Mid-City/Wilshire Bus Rapid Transit (MWBRT) Project in an amount not to exceed \$5,357,505;
- C. To negotiate and execute a Cost-Plus-Fixed-Fee (CPFF) contract with STV, Inc. to provide Preliminary Engineering and Engineering Design Services for the San Fernando Valley Bus Rapid Transit (SFVBRT) Project in an amount not to exceed \$10,486,723; and
- D. Authorize the Chief Executive Officer to negotiate and execute change orders with the firms listed above in an aggregate amount not to exceed five percent of the contract value for the ELRT contract, and ten percent of the contract value for the MWBRT and ten percent of the contract value for the SFVBRT contracts.

RATIONALE

Previously, the Board directed staff to expedite the implementation of the above three Transit Corridor projects, and this effort to accelerate Preliminary Engineering (PE) is consistent with that direction. For the Eastside and Mid-City/ Wilshire projects, approval of these contracts for PE is essential if the MTA is to complete sufficient design work to amend its Federal Full Funding Grant Agreement in a

timely manner. On October 4, 2000 the Federal Transit Administration (FTA) authorized the Eastside Corridor to proceed into PE, but the FTA deferred a decision on the other two corridors at this time. Proceeding with state and local funding for PE for the Mid-City/Wilshire and San Fernando Valley corridor projects will allow the projects to continue to move forward. The projects can proceed with local and state funding for PE without prejudice to eligibility for federal funding of final design and construction.

FINANCIAL IMPACT

The total NTE for these contracts is \$36.703 million. The MTA fiscal year 2001 budget currently contains \$7.2 million for the PE and design services work in all three corridors. The decision to start the PE earlier than originally anticipated will require that more money be included in this year's budget. The cost center managers and the Executive Officer will be accountable for including the additional amount required up to \$29.503 million in revenues and expenditures in a budget amendment once the final contract amounts are negotiated. The additional funding will come from State Transportation Improvement Program, State Traffic Congestion Relief Program, and Proposition C 25% funds previously programmed or earmarked for the corridor studies PE work.

The total project budget for each of the three corridor projects will be developed and finalized at the conclusion of PE work.

ALTERNATIVES CONSIDERED

Staff considered completing the PE in house, however, this would require massive hiring which is not feasible because of the time constraints and short-term nature of the project. A decision not to conduct this work would be incompatible with previously adopted Board actions on the Transit Corridor projects.

BACKGROUND

The San Fernando Valley (SFV) Transit Corridor and the Metro Red Line Eastside and Mid-City subway projects were suspended in July 1997 and January 1998 respectively, pending the adoption of a Recovery Plan. Further evaluation was undertaken to identify more cost-effective transit solutions for each corridor. In November 1998, the MTA Board adopted several follow-up actions that included the examination of fixed guideway alternatives for these corridors. Subsequently, the Board reviewed the Major Investment Study (MIS) for each corridor and identified a preferred alternative. In June 2000, the Board selected an alternative for each corridor to continue into the PE phase of project development.

These contracts procure the services necessary to complete PE for the Eastside LRT, the Mid-City/Wilshire BRT, and the San Fernando Valley BRT projects. PE accomplishes the engineering necessary to complete the Final EIS/EIR and approximately the 30% stage of engineering drawing development. It also prepares detailed specifications, including those sufficient to allow the MTA to proceed with Design/Build for the at-grade portions of the

Eastside LRT Project and all of the Mid-City/Wilshire and San Fernando Valley BRT Projects. Following PE, staff will seek Board authority to request federal approval to enter Final Design.

Regarding the San Fernando Valley project, the environmental studies that are currently underway did not include federal funding and federal funding was not anticipated for PE. The San Fernando Valley project can proceed with local and state funding for PE without prejudice to eligibility for federal funding of final design and construction. This has been discussed with the FTA.

Regarding the Wilshire BRT project, federal funding is being used for existing environmental studies, and MTA had anticipated federal funding grants for PE. If MTA delays the start of PE until it obtains federal grant approval after completion of the Draft EIS, the project would be delayed by at least seven months. Such a delay would adversely impact the design work and prevent the Federal Full Funding Grant Agreement from being amended in a timely manner, potentially jeopardizing federal funds currently being reserved for the project. To maintain the project schedule, Staff intends to proceed with PE in advance of federal approval if necessary, using local and/or state funding. This intention has also been discussed with the FTA.

PROCUREMENT SUMMARY

On September 8, 2000, Requests for Proposals (RFP) were issued for all three projects. Notice of Availability cards were sent to approximately 2100 vendors and formal advertisements were run in Chinese Daily News, Los Angeles Daily News, Los Angeles Sentinel, La Opinion on September 1, 2000. Additionally, the RFPs were listed on the MTA Web page. A total of 47 vendors obtained copies of the RFP for the ELRT; 35 vendors obtained copies of the RFP for the MWBRT; and 35 vendors obtained copies of the RFP for the SFVBRT. On September 18, 2000, a Pre-Proposal conference was held, at which 104 firms were represented. The RFPs contained 20% Disadvantage Business Enterprise (DBE) goals for the ELRT and MWBRT projects and a 17% Small Business Enterprise (SBE) goal for the SFVBRT project.

On October 6, 2000, three (3) proposals were received for the ELRT; two (2) proposals were received for the MWBRT and three (3) proposals were received for the SFVBRT. The Source Selection Committees were comprised of representatives from MTA, Caltrans and participation of one member from MTA's Tunnel Advisory Committee who acted in a non-voting advisory capacity for the ELRT source selection; MTA, and LADOT for MWBRT source selection; and MTA, Caltrans and LADOT for SFVBRT source selection.

On October 16, 2000, the individual Source Selection Committees determined that the proposed team of Eastside LRT Partners, Korve Engineering, Inc., and STV, Inc. are the most qualified proposers for the ELRT, MWBRT, and SFVBRT, respectively. See Attachment A for a list of the recommended Prime and Subcontractors.

Board approval is requested prior to completion of negotiations since a delay in issuing these contracts will delay the completion of the final EIR.

COST/PRICE ANALYSIS

The final negotiated amounts have not been determined but will comply with all requirements of MTA Procurement, including cost analysis, legal and audit before the contracts are executed. Staff has not disclosed MTA's Cost Estimate position since it will jeopardize staff's ability to negotiate a price that is most advantageous to the MTA.

SMALL BUSINESS PARTICIPATION

The MTA established a twenty percent (20%) DBE participation goal for the ELRT and MWBRT. The MTA established a seventeen percent (17%) SBE participation goal for the SFVBRT. The recommended awardees for each contract have committed to meet the goals. The final determination of goal commitment by each awardee shall be made upon completion of final negotiations.

Prepared by: Don Costa E. Seawell, Senior Contract Administrator
Ivan A. Page, Senior Contract Administrator
Larry Lyon, Senior Contract Administrator
Frederick P. Origel, Manager of Contract Administration

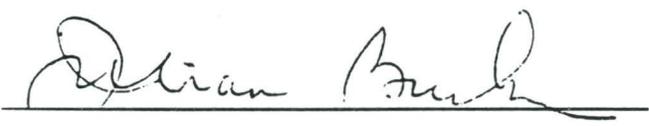
Attachment A: Successful Proposers



JAMES L. de la ROCA
Executive Officer
Countywide Planning and Development



COLONUS MITCHELL
Executive Officer, Procurement



Chief Executive Officer

**ATTACHMENT A
SUCCESSFUL PROPOSERS**

EASTSIDE LRT

Prime Contractor: Eastside LRT Partners, a Joint Venture Consisting of:
Parson Brinkerhoff, Jenkins/Gales & Martinez, and Barrio Planners, Inc.

Subcontractors: Tetra Tech-ASL Consulting Services
Corpro Companies, Inc.
E2 Consulting Engineers, Inc.
Earth Consultants International
Electrical Building Systems, Inc.
Group Delta Consultants
Jacobs Associates
Kal Khrishnan Consulting Services
Kennard Design Group
LKG-CMC, Inc.
Manuel Pardon & Associates
Moffatt & Nichols Engineers
Ted Tokio Tanaka Architects
Wagner Engineer & Survey, Inc.
Wilson, Ihrig & Associates

MID-CITY/WILSHIRE BRT

Prime Contractor: Korve Engineering, Inc.

Subcontractors: STV, Inc.
Leighton & Associates
Manuel Pardon & Associates
McCormack Rankin Corporation
Melendrez Babalas & Associates
Meyer, Mohaddes Associates, Inc.
Paragon Partners, Ltd.
Richard D. Chong Y Associates
Suisman Urban Design
Terry A. Hayes & Associates
Wagner Engineering & Survey, Inc.

SAN FERNANDO VALLEY BRT

Prime Contractor: STV, Inc.

Subcontractors: URS
Booz-Allen Hamilton
McCormick Rankin Corporation
Korve Engineering
Virginkar & Associates
Coast Surveying
J.L. Patterson
VLG Engineering
Wilson, Ihrig & Associates
Horton-Lees Lighting Design
Concensus Planning Group, Inc.
Arellano Associates
LKG-CMC
Kosmont Partners

Eastside Transit Corridor Study



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One Gateway Plaza
Los Angeles, CA
90012-2952

On February 24, 2000, the MTA Board of Directors authorized the Chief Executive officer to proceed with work on Phase II of the Study, or the Draft Environmental Impact Statements/Reports for recommended alternatives in the Eastside Transit Corridor. On June 22, 2000, the MTA Board chose the Light Rail Transit alternative as the preferred mode of choice for the Eastside community as follows:

Light Rail Transit (LRT): A seven mile alignment with 8 stations that will run from Union Station to Atlantic Boulevard via First Street to Lorena Street, then transition to Third Street and proceeding east via Third Street/Beverly Boulevard to Atlantic Boulevard, including consideration of a tunnel segment option between First/Boyle and First/Lorena.

Throughout the study, MTA and its consultants will be contacting and meeting with residents and other community stakeholders for input on alternatives under study. At the conclusion of Phase II, the MTA Board of Directors will consider adopting a "Locally Preferred Alternative" (LPA), which is the federal government's term for the transit improvement preferred over other available alternatives. The LPA includes both the type of improvement (Light Rail Transit) and its specific location.

Why is the Transit Corridor Study Being Conducted?

In January 1998, the MTA suspended work on the Metro Red Line subway project in the Eastside area due to funding shortfalls. The Federal Government had committed to fund \$495 million, or approximately 50% of the project cost. However, state and local funds that were needed to match this grant were not available to complete the project.

The suspended project would have provided four stations further east from the Metro Red Line station at Union Station. The Metro Red Line Eastside Extension locally preferred alternative was environmentally cleared as far east as Whittier and Atlantic in the East Los Angeles area.

Why do we need Transit Improvements?

In addition, in November 1998, Los Angeles County voters passed an initiative prohibiting further use of local sales tax dollars to plan, design, or build subways. The initiative did not prohibit the use of sales tax funds to plan and build street level bus and rail transit improvements. A significant portion of the funds to build the suspended Eastside Extension was anticipated to have come from local sales tax funding.

The MTA is now looking at one alternative to the suspended project that can provide improved transit mobility for this area and still be eligible for federal funding that had been earmarked for the suspended subway project. Governor Davis recently announced that state surplus funds and general obligation funds would be earmarked to partially fund the proposed Eastside alternatives.

The Eastside area under study consists of a 40 square mile area with a current population of 403,000 and is expected to grow by 25% by the year 2020. During the same period, more than 105,000 new jobs are expected to be created in the Eastside. In addition, up to 50% of commuter trips in some areas occur on public transit, as compared to 7% in the County as a whole.

To meet the transit demands of this growth, the Southern California Association of Governments has identified the need for transit improvements along the Eastside Corridor by the year 2020.

What is the Study Schedule?

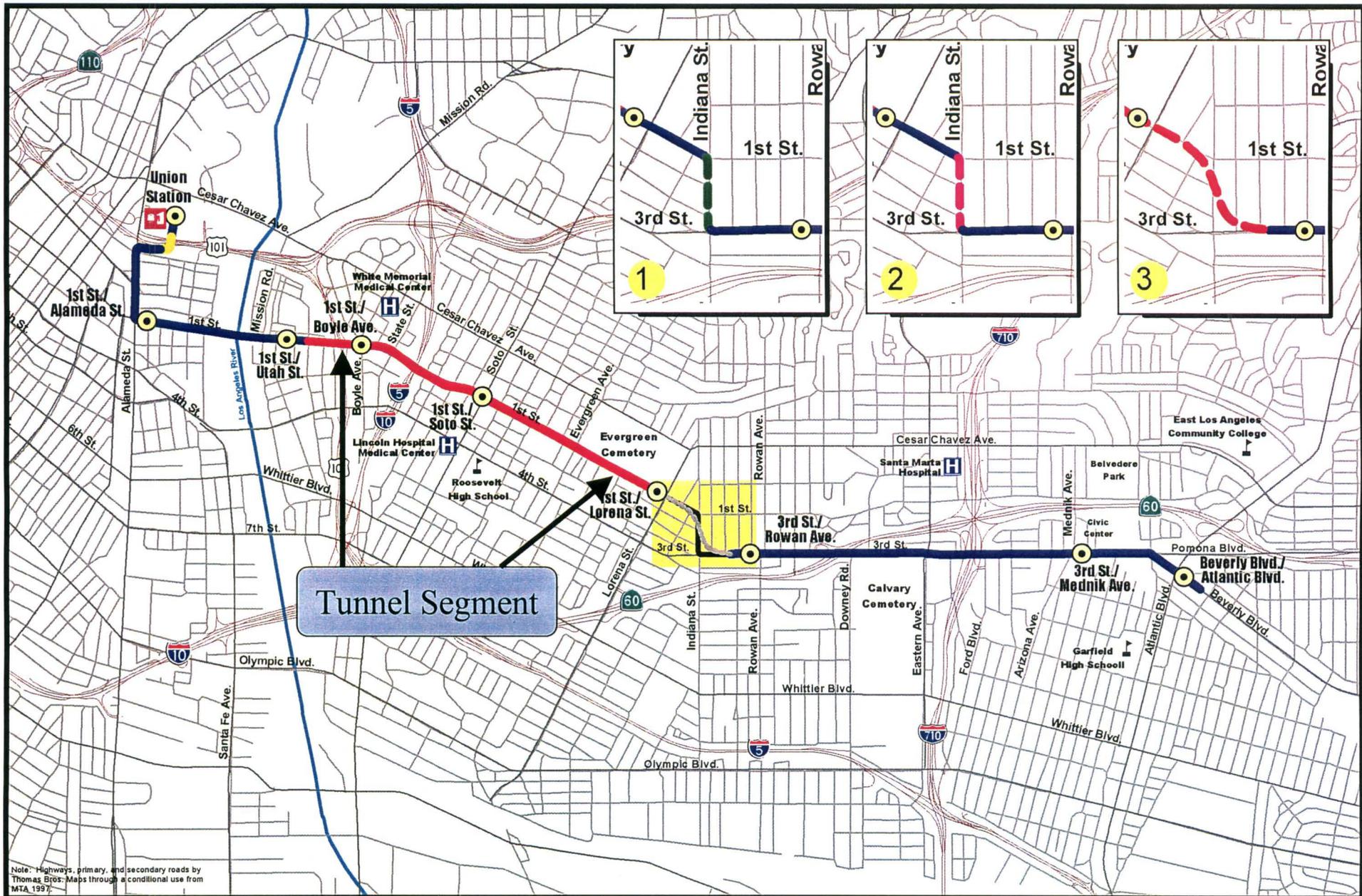
Phase II: March 2000 – March 2001

- Agency & Community Outreach
- Draft Supplemental Environmental Impact Statement Report
- Public Hearing(s)
- Board Action to select a final "Locally Preferred Alternative"

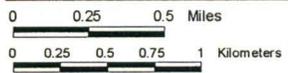
Phase III: through Fall 2001

- Final SEIS/SEIR
- Preliminary Engineering of Locally Preferred Alternatives
- Board Certification/FTA Approval
- Project Ready for Final Design/Construction

Who do I call? For information, call Derek Ishikawa (213) 922-3027.



Note: Highways, primary, and secondary roads by Thomas Bros. Maps through a conditional use from MTA 1997.



LEGEND

- Stations
- At Grade
- Tunnel
- Elevated
- Options Area
- 1 — Indiana Street Remove Parking Option
- 2 — Indiana Street Acquire Additional Right-of-Way Option
- 3 — Extended Subway Option
- Highway
- Primary Road
- Secondary Road

Los Angeles Eastside Corridor SEIS/SEIR



June 29, 2000

LRT Build Alternative

27392

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Los Angeles County
Metropolitan Transportation
FTA quarterly briefing book

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