



**FTA QUARTERLY REVIEW
BRIEFING BOOK**

November 14, 2001

Submitted By:

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

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AGENDA

FTA NEW STARTS PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, November 14, 2001 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

PRESENTER

I. OVERVIEW

- | | | |
|----|--|-----------------|
| A. | FTA Opening Remarks | Leslie Rogers |
| B. | MTA Management Overview | Roger Snoble |
| C. | Legal Issues | Steve Carnevale |
| D. | General Safety and Security Issues | Paul Lennon |
| E. | ADA Key Station Voluntary Compliance Agreement | Ellen Blackman |

II. METRO CONSTRUCTION REPORTS

- | | | |
|----|---|----------------|
| A. | Recent Events | Charles Stark |
| B. | Metro Red Line Segment 3 | |
| | • North Hollywood Extension | Dennis Mori |
| | • Segment 3 Grant Closeout | Brian Boudreau |
| | • Construction Contract and Change Order Closeout | Olga Cervantes |
| | • Professional Services Contract Closeout | Olga Cervantes |

III. OPEN ACTION ITEMS

- | | | |
|----|--|-------------------|
| A. | FTA (Reference September 2001 PMOC Monthly Report) | Jeff Christiansen |
|----|--|-------------------|

IV. PLANNING

- | | | |
|----|---|------------------|
| A. | Transit Corridor Projects | James de la Loza |
| | • East Side LRT Project | Steve Brye |
| | - Pasadena Blue Line Coordination | Joel Sandberg |
| | • Mid-City Westside Transit Corridor | David Mieger |
| | - Wilshire BRT Project | |
| | - Exposition LRT Project | |
| | • San Fernando Valley East-West BRT Project | Kevin Michel |

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, February 13, 2002 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

LACMTA MANAGEMENT
ORGANIZATION CHART

METROPOLITAN TRANSPORTATION AUTHORITY

**GOVERNMENT RELATIONS
2001/02 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX
as of October 17, 2001**

	LOCAL	
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
L.A. City Council Motion – Chandler Boulevard	On February 14, 2001, Los Angeles City Councilmember Joel Wachs introduced a motion urging the MTA to consider Oxnard Street as the preferred choice for future east-west mass transit in lieu of Chandler Boulevard.	<p>Referred to City Transportation Committee. No specific date set, although deliberations could be as early as mid-April.</p> <p>As of June 2001, the Transportation Committee has no immediate plans to place this item on their agenda.</p>
Interim West San Gabriel Valley Transportation Zone	In March 2001, the San Gabriel Valley Council of Governments recommended a nine-city area and unincorporated communities still served by the MTA, to approve a joint powers agreement for the Interim West San Gabriel Valley Transportation Zone. The cities and the County are being asked to provide \$150,000, out of a total \$400,000, to help fund phase 2 of a study to evaluate the feasibility of the zone. The balance of the funding will be provided by the COG.	<p>On Tuesday, April 3, the City of San Gabriel voted to approve the Joint Powers Agreement (JPA) and provide funding for the Interim West San Gabriel Valley Transportation Zone.</p> <p>The City of South Pasadena voted approval on Wednesday, April 4. Monterey Park, Pasadena and Sierra Madre have previously voted approval, and Rosemead voted to receive and file the matter.</p> <p>The City of San Marino voted to approve the JPA on April 11; and on April 25, the City of Montebello also voted to approve the JPA.</p> <p>The City of Alhambra and County of Los Angeles have not scheduled the dates when this will be discussed.</p>

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Changes are in bold

<p>San Fernando Valley Transportation Zone</p>	<p>On August 26, 1998, the Los Angeles City Council approved a motion to explore the feasibility of creating a transportation zone in the San Fernando Valley.</p>	<p>On December 12, 2000, the Los Angeles City Council approved the extension of the San Fernando Valley Interim Joint Powers Authority (IJPA) from December 31, 2000 to December 31, 2001.</p> <p>On February 14, 2001, the Los Angeles City Council approved a LADOT report which includes the IJPA report stating that a transportation zone in the valley remains feasible.</p> <p>On March 5, 2001, the IJPA approved an amount not to exceed \$250,000 to complete the zone application process. The MTA will provide \$100,000 to fund the application and the City of Los Angeles and SCAG will fund the \$150,000 balance.</p> <p>On June 29, 2001, the IJPA approved recommendations to submit a revised SFV zone pre-application, draft transition plan and list of key stakeholders that would be affected by the SFV zone to the MTA.</p>
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STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB-33 (Romero) Re-introduced by Author as SB 1195.	Creates the Los Angeles County Metropolitan Transportation Authority Labor Relations Trust Fund in the State Treasury upon receiving notice of a strike or lockout. Any funding for MTA's programs, projects and services during a work stoppage would need to be approved by the State Auditor.	Oppose	03/05/01 Referred to Assembly Committees on Transportation and Labor and Employment.
AB 227 (Longville) LA 03/29/01	Sunsets the Governor's Transportation Congestion Relief Plan after six years and permanently allocates the sales tax to the Transportation Investment Fund.	Support if amended.	06/06/01 Read third time and passed Assembly, to Senate. 06/14/01 To Senate Committee on Transportation.
AB 425 (Oropeza) LA 05/23/01	This bill has been identified as a potential vehicle for the Port Access Improvement Program/Alameda-PCH Grade Separation. The bill is currently written as a general trailer bill but has not been amended for this purpose.	Oppose	05/025/01 In Assembly. Read third time. Passed Assembly, to Senate. 06/05/01 To Senate Committee on Rules.
AB 629 (Oropeza)	This is a spot bill that makes declarative statements about the MTA relating to governance, responsibility, operational priorities, and traffic congestion in Los Angeles County.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	02/22/01 Introduced Withdrawn by author, 2-year bill.
AB 630 (Oropeza)	This is a spot bill relating to MTA calling on the agency to achieve optimal transport service for the movement of goods and people on a countywide basis.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	03/08/01 To Assembly Committee on Transportation. Withdrawn by author, 2-year bill.

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AB 631 (Oropeza) LA 09/07/01	Would require the CTC to prepare a needs and deficiencies assessment with regional transportation agencies every five years.	Support with amendments.	09/26/01 To Governor. 10/10/01 Vetoed by Governor.
AB 974 (Calderon) LA 05/02/01	Measure sponsored by municipal operators in Los Angeles County and addresses funding allocations by the MTA. This bill was introduced last year as AB 2643.	No position taken. Staff was directed to negotiate with the municipal operators for 30 days and report back to the Board.	Consideration deferred by author, pending progress of a local resolution. 05/02/01 To Assembly Committee on Transportation. Withdrawn by author, due to local agreement.
AB 984 (Papan) LA 08/21/01	Would allow transit agencies to be exempt from certain sales taxes in lease-leaseback arrangements with private companies.	Support	10/07/01 Signed by Governor. 10/09/01 Chaptered by Secretary of State. Chapter No. 592.
AB 1039 (Oropeza)	This bill would remove the \$1 million cap in TDA funds that SCAG receives from the County Transportation Commissions.	Oppose	03/12/01 To Assembly Committee on Transportation. Withdrawn by author, 2-year bill.
AB 1079 (Oropeza) LA 05/31/01	Would require every bus operated by a public agency to be equipped with a 2-way communication device for emergency purposes.	Support	09/24/01 To Governor. 10/10/01 Vetoed by Governor.
AB 1220 (Pavley) LA 09/07/01	Would require the Department of Transportation to restart ridesharing program efforts in District 7 of the Department to develop and implement additional shared-use agreements for public use of private parking lots as park and ride facilities.	Support	10/11/01 Signed by Governor. Chaptered by Secretary of State. Chapter No. 759.

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AB 1396 (Longville)	Would create an annual \$100 million Passenger Rail Improvement, Safety and Modernization Program.	Support	05/09/01 In Assembly Committee on Appropriations: To suspense file. 05/31/01 In Assembly Committee on Appropriations: Heard, held in Committee.
ACA 4 (Dutra) LA 07/21/01	Proposes a Constitutional amendment that would make the allocation of sales tax on gas to Transportation a permanent allocation.	No formal position taken. ACA 4 is very similar to ACA 9 and SCA 5. The Board has taken support positions on both bills.	07/23/01 Enrolled. 07/26/01 Chaptered by Secretary of State. Resolution Chapter No. 87.
ACA 9 (Dutra) (Longville) LA 07/23/01	Would constitutionally dedicate the sales tax on gasoline beyond 2006. Amended into a bill unrelated to transportation.	Support No position.	09/12/01 Enrolled. 09/24/01 Chaptered by Secretary of State. Resolution Chapter No. 114.

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STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 18 (Alarcon) LA 01/29/01	Changes the composition of the MTA Board of Directors to provide that six of the 13-member board be directly elected.	Oppose	01/29/01 Read on Senate Floor and amended. Re-referred to Committee on Transportation. Hearing is set for 04/17/01. 04/06/01 Withdrawn by author, 2-year bill.
SB 547 (Figueroa)	Would provide a tax credit to employers that provide subsidized transit passes to their employees.	Support	Withdrawn by author, 2-year bill.
SB 618 (Margett)	This bill repeals the authority of Caltrans to rank soundwall projects.	Work with Author, unless bill is not amended to reflect previously adopted policies.	03/07/01 To Senate Committee on Transportation. Withdrawn by author, 2-year bill.
SB 651 (Margett)	This bill would make technical, nonsubstantive changes in statute relating to the structure of the MTA Board.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	02/23/01 Introduced. 03/07/01 To Senate Committee on Rules.

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SB 829 (Karnette) LA 04/24/01	Would permanently dedicate the sales tax on gasoline for transportation purposes. This bill has been amended to remove the section that splits the revenue equally between STIP, local streets and roads, and the Public Transportation Account.	No position.	05/14/01 In Senate Committee on Appropriations: To suspense file. 05/31/01 In Senate Committee on Appropriations: Not heard.
SB 919 (Polanco) LA 07/02/01	Would prohibit an advertising display from being placed or maintained on any land owned or operated by the LACMTA, including all of its rights-of-ways, with certain exceptions for signs placed before 03/01/01 .	Neutral	10/14/01 Signed by Governor. 10/14/01 Chaptered by Secretary of State. Chapter No. 928.
SB 1195 (Romero)	Creates the Los Angeles County Metropolitan Transportation Authority Labor Relations Trust Fund in the State Treasury upon receiving notice of a strike or lockout. Any funding for MTA's programs, projects and services during a work stoppage would need to be approved by the State Auditor.	Oppose-Based on MTA Board prior opposition to identical bill AB 33.	03/27/01 to Senate Transportation Committee. Hearing is set for 04/17/01. 04/10/01 Withdrawn by author, 2-year bill.
SCA 3 (Karnette)	Would authorize capital, maintenance and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	Support	05/01/01 In Senate Committee on Transportation: Failed passage. 05/01/01 In Senate Committee on Transportation: Reconsideration granted.

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SCA 5 (Antioch) LA 07/18/01	Would extend and protect funding to transportation programs from two major sources of revenue.	Support	08/27/01 In Senate. Read second time. To third reading. 08/27/01 Re-referred to Senate Committee on Appropriations.
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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
	FY 2001 TRANSPORTATION APPROPRIATIONS	
FY 2002 Transportation Appropriations Request	<p>The MTA has submitted the following FY 2002 Appropriations request:</p> <ul style="list-style-type: none"> • \$50.1 million in Section 5309 New Starts Discretionary Funding; • \$11.9 million in Section 5309 New Starts – Discretionary Funding for the Eastside and Mid-City Transit Corridors; • \$10 million in Section 5309 Bus and Bus Related Discretionary Funding (<i>The MTA is requesting that \$3.5 million be appropriated for Metro Rapid Bus Stations and \$6.5 million be appropriated for the procurement of Metro Rapid Buses and to enhance the Bus Signal Priority System.</i>); • \$1 million in Intelligent Transportation Systems (ITS) Funding; • \$2 million in Reverse Commute/Jobs Access Program Funding. 	<p>MTA staff has submitted testimony to the House Appropriations Committee and the Senate Appropriations Committee.</p> <p>The House Appropriations Subcommittee on Transportation and Related Agencies had a hearing on Tuesday, June 12, 2001.</p>

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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 2299-FY 2002 House Transportation Appropriations bill.</p>	<p>The MTA has received the following earmarks:</p> <ul style="list-style-type: none"> • \$49.6 million in Section 5309 New Starts-Funding to complete funding of the Metro Rail North Hollywood Extension; • \$5.5 million in Section 5309 New Starts-Funding for Eastside light rail projects (the Mid-City is not noted); • \$3.35 million in Section 5309 Bus and Bus Related Funding; and, • \$2 million in Reverse Commute/Job Access Program Funding. <p>Funding levels recommended for other entities in Los Angeles County include:</p> <ul style="list-style-type: none"> • \$4 million for Municipal Transportation Operators Coalition (MTOC); • \$2 million for Foothill; and, • \$3.5 million for Chinatown Intermodal Transportation Center. <p>The MTA has received the following earmarks from the Senate:</p> <ul style="list-style-type: none"> • \$9.2 million in Section 5309 New Starts-Funding to complete funding of the Metro Rail North Hollywood Extension; • \$10 million in Section 5309 New Starts-Funding for Eastside light rail project; • \$5 million in Section 5309 Bus and Bus Related Funding; and, • \$2 million Reverse Commute/Job Access Program Funding. 	<p>06/11/01 Heard in House Appropriations Subcommittee on Transportation.</p> <p>06/20/01 Heard in House Appropriations Committee.</p> <p>07/10/01 will be heard in Senate Appropriations Subcommittee in Transportation.</p> <p>07/12/01 will be heard in Senate Appropriations Committee.</p> <p>08/01/01 Passed in the Senate by a voice vote.</p> <p>In Conference Committee. (To date conferees have not yet been announced.)</p>
<p>S. 217 and H.R. 318 (Senator Schumer and Representative McGovern)</p>	<p><i>Commuter Benefits Equity Act</i> – Creates increased incentives for employers and employees to use carpool, van pools and other public transportation for commuting.</p> <p>MTA Board voted to support this legislation.</p>	<p>Senate Committee on Finance and House Ways and Means Committees.</p>

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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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LLOYD W. PELLMAN
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October 12, 2001

Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 2210
San Francisco, California 94105

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, 2001, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2520.

Very truly yours,

LLOYD W. PELLMAN
County Counsel

By 
ALAN K. TERAOKAWA
Principal Deputy County Counsel

AKT:ibm
Attachments

c: Brian Boudreau
Steven Carnevale
Jeff Christiansen
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse ✓

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2001

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.	All individual damage claims resolved. Case dismissed 05/30/01
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 11/14/01. Trial Date set for 07/02.
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.	In Trial
Flores v. Access Service Inc., MTA, et al.	CV00-12188	ALL	Western Law Center for Disability Rights filed suit against Access Services Inc., the paratransit provider in Los Angeles County, alleging failure to provide comparable paratransit service in violation of the ADA. Previously Plaintiffs filed similar claims with FTA's OCR and OCR found no violation of the ADA.	Discovery; class certification granted

<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV96-2785JMI</p>	<p>ALL</p>	<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 CA Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The 9th 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>Summary Judgment submitted. Further briefing by Defendants due 10/19/01</p>
<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV97-5833JMI</p>	<p>ALL</p>	<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>Awaiting date for Oral Argument in the 9th Circuit.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	<p>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 or have been litigated in favor of the MTA. Four appeals have been filed. There is one remaining case that will be negotiated by the MTA's insurance carrier or will be tried. 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 have settled or been dismissed. All but two of the Nhut Dang cases have either been settled or defense verdicts obtained; Universal Hyundai cases have been settled or dismissed with the exception of 5 that will be arbitrated by June 2002; one is set for trial 12/03/01.</p>	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	<p>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.</p>	<p>SETTLED. Parties in dispute over MTA's load factor compliance. 9th Circuit has affirmed district court order. MT has sought rehearing before the 9th Circuit.</p>

LACMTA v. Neoplan	BC232584	ALL	MTA filed suit in June, 2000 against Neoplan, Cummins Engine Co., Cummins Distributing, Inc., <u>et al.</u> alleging breach of contract, negligence, etc. arising out of deficiencies in over 600 buses supplied to MTA since 1995. The deficiencies have occurred in the series 4500, 4700, 6300 and 6700 buses. Deficiencies principally involve the power train. Defendants requested and obtained a change of venue to Orange County, California.	Discovery; MTA will be filing a first amended complaint.
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.	First phase of the trial set for Aril 2002.
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 breach of contract and violation of False Claims Act.	Trial set for April 2002.
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.	Verdict for MTA for \$29.5 million. Case in post trial motions.





October 16, 2001

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

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

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 in the first quarter of fiscal year 2002.

DISCUSSION

Average monthly new claims (268) were higher than the average for the previous quarter (244), but at the same level as same period last year (268). Claims that involve lost time represent 57% of total claims compared with 61% last quarter and 66% last year.

Average monthly payments decreased by 3% from last quarter but were higher than the same period last year.

Breakdown of Indemnity, Medical and Expense Payments (\$ 000's)

Average Monthly Payments (thousands)	Jun 01 through Aug 01 (\$000's)	March 01 through May 01 (\$000's)	Jun 00 through August 00 (\$000's)
Indemnity	\$ 2,158	\$ 2,120	\$ 2,162
Medical	1,767	1,814	1,387
Allocated expenses	731	848	667
Total	\$ 4,656	\$ 4,782	\$ 4,216
Self-Ins. Claims	\$ 1,909	\$ 2,067	\$ 2,556
Insured Claims	\$ 2,747	\$ 2,715	\$ 1,660

The number of employees out on temporary disability increased to 412 from 406 reported last quarter - an increase of 1.5%. The Transitional Duty Program (TDP) is designed to expedite return-to-work on a modified duty basis. TDP was implemented in January 1999 and since then 1,492 employees have participated in the program. Of those, 877 or 58% have returned to their normal duties.

Self-insured claims

The inventory of pre-Travelers self-insured claims decreased from 2,267 to 2,068 while average monthly payments on these claims decreased by 8% from last quarter and 25% from last year. Review and oversight of the oldest and costliest claims is yielding positive results. Staff continues to closely monitor the handling of these claims to assure cost-effective and expeditious resolution of the remaining inventory.

On August 31st our three-year retrospectively rated insurance program with Travelers expired. Neither Travelers, nor any other insurance company, offered a workers' compensation insurance product; therefore, all claims occurring on and after 9/1/01 are covered through a program of self-insurance, and administered in-house utilizing leased technical staff and information systems. Accordingly, in July the Board approved a contract to lease technical staff and information systems for workers' compensation claims administration services.

The Claim Unit has been fully operational since 9/1/01. The selected program allows the MTA flexibility in bringing additional claims professionals as the claims inventory grows. Access to on-site resources has already proven beneficial in managing the claim process, as the claim administrators have the necessary information to adjust each claim with the primary goal of returning the injured worker back to work as quickly as possible.

Special Investigations Unit (SIU)

Travelers SIU has 8 investigators assigned to MTA. These investigators receive referrals from the Claims Unit, MTA personnel, or through their own methods of profiling of potential fraudulent claimants and vendors. The investigations may result in fraud referrals to the local District Attorney for criminal prosecution, denial of claim, or validating the alleged injury.

In the months of June 2001 through August 2001, SIU received 48 referrals to determine compensability and 78 referrals for surveillance or activity checks to determine the extent of claimants' injuries. Of the 78 referrals for surveillance, 14 were on self-insured files. Investigations conducted in the last year have resulted in 55 denials of liability.

Since September 1998, SIU has received a total of 1,408 referrals of which 542 were to determine compensability. The remaining 866 were for surveillance, activity checks, or in response to courtesy calls to check extent of claimants' injuries. To date, 16 cases have been referred to the District Attorney for criminal prosecution. Of these, 2 cases were rejected, 2 were prosecuted and 12 are still pending. Travelers continues to

aggressively pursue fraud perpetrated by Workers' Compensation medical providers. Travelers' on-going investigation of a chiropractic provider has resulted in verification of fraudulent billing practices. This case is being prepared for submission to the District Attorney. The investigation was a result of information provided to Travelers by MTA.

Further investigation of medical provider fraud involves 94 self-insured MTA files. Travelers is working with the California Attorney General to prepare for a hearing and potential restitution.

Agency-wide Focus

Implementing the remaining provisions of the union contracts to control workers' compensation costs, the Safety Oversight Committee approved the recruitment of an *Injured Worker Advocate* and the formation of *Local Safety Committees* at 18 MTA divisions and operating locations throughout the region.

The *Injured Worker Advocate*, will facilitate communication between the injured worker and the Claim Unit with the aim of expediting resolution of disputes, and a speedy treatment and return to work. The *Local Safety Committee* with membership from MTA and the unions will address safety issues, identify hazards at the operating location and implement programs to improve the safety environment at the divisions. A kick-off meeting will be held in the Boardroom to introduce the roles and responsibilities of the Local Safety Committees. At a previous meeting, the Board was apprised of the overview of the proposed program in detail. It should also be noted that the MTA applied to, and has received approval from, the Federal Mediation and Conciliation Services office for a grant in partial support of the Ombudsman (*Injured Worker Advocate*) activity and also as a mechanism to seek "best practices" of other agencies nationwide.

Based on a recommendation of the Safety Oversight Committee, the Office of System Safety and Security and Transit Operations will establish a "Safety Hotline." The hotline will allow employees to report safety hazards, seek improvements and get their concerns addressed. The Office of System Safety and Security will monitor the hotline to ensure that issues are elevated to the responsible parties for action and respond to the concerned employees with a plan of action.

In September, the Board approved a contract with DuPont Safety Services Business to assist the MTA in executing its program for reducing traffic accidents and lost days due to injury by 50% over the next five years. A similar program helped New York City Transit (NYCT) to reduce its injuries and accidents by over 50% within that time frame. MTA staff has already had initial contacts with the DUPONT team and will be developing, in concert with the consultant, both an updated assessment of safety programs as well as directions to take. Regular reports concerning progress will be made to the Board.



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

Roobik Galoosian
Managing Director, Risk Management



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

STATUS REPORT AS OF 9/30/01

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

Staff issued a joint MTA/CRA RFP for development of Wilshire/Western. Staff also issued an RFP for an independent joint development of Wilshire/Vermont. Submittals received on Wilshire/Western have been reviewed and staff has recommended to the Board to enter exclusive negotiations with one of the teams. Execution of the Exclusive Negotiations Agreement is expected in the next two or three weeks. An RFP was issued on Wilshire/Vermont which requires that all submittals incorporate a middle school. Respondents have the alternative to propose building the middle school on an alternative site, if they control that site. The MTA received several submittals that the MTA and LAUSD are reviewing.

B-102 and B-103 - Temple Beaudry

A decision has been made to locate the Cash Counting Facility in space that is available at Division 20. The Deivision 20 location is better situated for security, access and control purposes. Since the Temple Beaudry site will not be required for this project, it will be considered for disposition as a surplus property. Formal approval to disposed of the site will be submitted to FTA if no other MTA requirements are identified.

A1-300 and A2-301 - Wilshire/Crenshaw

The Environmental Impact Statement/Report (EIS/EIR) for the Mid-City/Westside Transit Corridor Study is currently being prepared. The EIS/EIR is evaluating a peak period exclusive bus lane along Wilshire Boulevard between the Wilshire/Western Metro Red Line Station and downtown Santa Monica. The bus rapid transit project is proposed to include a transit station and public parking at Wilshire/Crenshaw. The results of the Draft EIS/EIR were presented to the MTA Board in June 2001. The Final EIS/EIR is scheduled to be brought to the MTA Board in March 2002. 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

The proposals received for development at the North Hollywood Metro Station are currently being evaluated by staff to make a recommendation to the Board. One of the proposals will be recommended for exclusive negotiations.

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

**LACMTA EXCESS REAL PROPERTY
METRO RAIL PROJECT - MOS-1
CA-03-0130**

1. Parcels A1-015, A1-016,

Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. It is used to store excavated soils pending environmental testing from operational divisions and the rail construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of MTA operations.

2. Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station

On October 26, 2000, the MTA Board authorized the Chief Executive Officer to execute an Exclusive Negotiation Agreement (ENA) with The Macleod Partnership for development of the MTA property at the Wilshire/Alvarado station. The ENA was fully executed on May 22, 2001. A good faith deposit and negotiation schedule was received by MTA from the Developer subsequent to the signing of the ENA. The MTA and Developer will have 180 days to negotiate and execute a Joint Development Agreement (JDA). Once the JDA has been executed, the Developer will begin final design.

**VOLUNTARY COMPLIANCE
AGREEMENT**



October 31, 2001

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 2001 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.

In the three years since development of the VCA Plan, the MTA has made significant increases in the accessibility of its key rail stations. Most of the tasks in the VCA have either been completed or are nearing completion. In two areas, there have been delays: reducing the gap between platforms and train doors, and addressing the slope of five ramps/walkways to light rail lines. In recent months, the MTA strategy for addressing these two items has changed. To reduce the train-platform gaps, MTA recently consulted other transit properties addressing this issue, and is now pursuing a solution which has been effective in these other systems. Rather than modifying the platforms in the key stations, the MTA now plans to modify the entrances on all train cars. Although this will not be fully implemented until 2002, it will have the advantage of reducing the gap at all MTA rail stations and not just the key stations. To develop a modified strategy to address the accessibility of the ramps/walkways leading to five light rail stations, MTA is consulting with a task force of persons using different mobility devices to review these ramps. The consultation, with a trip to affected stations, is scheduled for early November; the results of this consultation will influence the direction MTA takes in enhancing accessibility at these stations while limiting disruptions to riders; a strategy for addressing this issue will be finalized before the end of 2001.

We will continue to work closely with the disability community on these two items, with the goal of completing modifications as early as possible in 2002. We expect the final modifications to result in improved use and accessibility of the rail system for both disabled and non-disabled riders.

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

Sincerely,



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 2001

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-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Civic Center					Jun-00 (completed)			Dec-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)	Dec-98 (completed)	
Pershing Square				Added Jan-99 (completed)	Jan-99 (completed)			Dec-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Red Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Westlake / MacArthur Park	Jun-00 (completed)				Dec-98 (completed)		Dec-01	Dec-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Blue Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01	Dec-01	Apr 01 (completed)	Apr 01 (completed)		
Pico / Flower			June 01 (completed)		Jan-99 (completed)		N/A	Dec-01					Jun-99 (completed)
Grand				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01	Sep-02				Jun-99 (completed)
Florence	Dec-01		March 01 (completed)	Added Oct-99 (completed)	Jan-99 (completed)		N/A	Dec-01	Sep-02				Jun-99 (completed)
103rd			June 01 (completed)	N/A	Jan-99 (completed)		Dec-01	Dec-01	Sep-02				Jun-99 (completed)
Imperial Hwy	Jun-00 (completed)	Jun-00 (completed)	March 01 (completed)	N/A	Jan-99 (completed)		N/A	Dec-01	Sep-02	Apr 01 (completed)	Apr 01 (completed)		Jun-99 (completed)
Compton			March 01 (completed)	N/A	Jan-99 (completed)		Dec-01	Dec-01					Jun-99 (completed)
Artesia	Jun-00 (completed)		March 01 (completed)	N/A	Jan-99 (completed)		Dec-01	Dec-01	Sep-02				Jun-99 (completed)
Willow				N/A	Jan-99 (completed)		Dec-01	Dec-01	Sep-02				Jun-99 (completed)
Anaheim				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01	Sep-02				Jun-99 (completed)
5th Street				N/A	Jan-99 (completed)		Dec-01	Dec-01					Jun-99 (completed)
Transit Mall			Aug-01	Nov-98 (completed)	Jan-99 (completed)			Dec-01	Sep-02				Jun-99 (completed)

NOTE: Changes from original VCA schedule in bold

**** Strategies for Ramps and Platforms will be finalized by December 2001, with modifications completed during 2002.

VCA UPDATE – JULY-SEPTEMBER 2001 -- EXPLANATIONS

Parking	Signs have been installed at Florence, Artesia, Imperial, and MacArther Park stations. Florence station accessible parking spaces have been re-striped. Staff is studying the slope of the ramps from the accessible parking at Florence, and anticipates completing modifications by 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	Track gaps have been repaired by placing ADA-compliant pedestrian crossing material at Artesia, Pico, 103rd Street, Florence, Compton, and Imperial stations by June 2001. Repair at the final station with track-gaps, Transit Mall, was delayed by platform-extension work; it has now been completed.	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	Walkways leading to platforms were designed to have a slope under 5%, to qualify as sloping walkways rather than ramps. MTA surveyed all ramp slopes, those meeting definition of sloping sidewalks not subject to mid-point landing requirement have been removed from the list of the stations needing corrections. Five walkways have a slope of just over 5% on some parts of the walkway. MTA is working with the disability community to determine the impact of these slopes on accessibility and to work with the community on preferred options; this consultation will be completed by November 2001. MTA is attempting to ensure the physical accessibility of these stations while maintaining continuous access for all riders without the disruption of major construction.	Aug 2001
Ticket Vending Machines	Contractor for TVM modifications has begun work on the revised graphics, including raised letter and Braille instructions. There have been some delays with the contractor; MTA anticipates installation of the graphic overlaps in all key stations by December 2001.	Dec 1999
Platforms	MTA originally focused on reducing the platform-train gaps through a construction contract, to add less than one inch to the edges of platforms with gaps exceeding 3 inches. This strategy was revised in mid-2001, to focus on reducing the gap by modifying the door-entry of all rail cars. MTA is working with the disability community on this option, and considers it preferable to the construction option since it will enhance accessibility at all stations rather than just the key stations. A request for bids will be issued in mid-November 2001. The construction option was kept for the Metro Center/Blue Line Station, as part of an existing construction contract for that station.	Dec 2001
Elevators	In spite of a delay in releasing scope of work for Request For Bids, a contract was awarded in late 2000. Most upgrades were completed by March 2001, remaining work was completed in April 2001.	Aug 1999 - Dec 2000
Elevators: Emergency Communications	In spite of a delay in releasing scope of work for Request For Bids, a contract was awarded in late 2000. Most upgrades were completed by March 2001, remaining work was completed in April 2001.	Aug 1999 - Dec 2000

BUS SYSTEM
PATRONAGE

HISTORICAL MTA BUS SYSTEM PATRONAGE

DATE (YYMM)	AV WKDAY BRDGS	AV SAT BRDGS	AV SUN BRDGS	NO OF WKDAYS	NO OF SAT.	NO OF SUNDAYS	TOTAL BRDGS	Av Weekday FYTD PassMiles	Boardings
Aug'00	1,149,395	812,779	551,172	23	4	4	31,891,889	4,229,774	63,700,880
Sep'00*	1,212,035	975,586	714,160	10	2	3	16,214,002	4,460,289	79,914,882
Oct'00*	1,174,000	595,200	696,450	10	2	2	14,323,300	4,320,320	94,238,182
Nov'00	1,063,453	750,074	463,118	21	4	5	27,648,399	3,913,507	121,886,581
Dec'00	1,167,658	747,356	549,973	20	5	6	30,389,778	4,296,981	152,276,359
Jan'01	1,045,373	704,411	493,416	21	5	5	27,941,968	3,846,973	180,218,327
Feb'01	1,155,238	691,761	632,937	20	4	4	28,403,552	4,251,276	208,621,879
Mar'01	1,161,490	867,360	578,243	22	5	4	32,202,552	4,274,283	240,824,431
Apr'01	1,196,042	710,967	575,360	21	4	5	30,837,550	4,401,435	271,661,981
May'01	1,159,031	833,442	660,355	22	4	5	32,134,225	4,265,234	303,796,206
Jun'01	1,108,279	788,091	651,273	21	5	4	29,819,406	4,078,467	333,615,612
Note: * Strike Month				231	49	53			
Jul'01	1,223,115	817,298	573,524	21	4	6	32,395,751	4,501,063	32,395,751
Aug'01	1,226,446	843,176	600,302	23	4	4	33,982,170	4,513,321	66,377,921
Sep'01	1,079,439	818,987	594,505	19	5	6	28,171,306	3,972,336	94,549,227

MTABusAnnual

HISTORICAL MTA BUS SYSTEM PATRONAGE (Annual)

FY	AV WKDAY BRDGS	AV SAT BRDGS	AV SUN BRDGS	NO OF WKDAYS	NO OF SAT.	NO OF SUNDAYS	TOTAL BRDGS	TOTAL DAYS/YR
FY'88	1,337,700	824,800	575,000	260	52	59	424,616,600	
FY'89	1,311,920	846,256	596,389	254	52	58	411,823,554	
FY'90	1,270,629	846,215	591,586	254	52	58	401,054,934	
FY'91	1,281,630	840,986	613,709	253	53	59	405,033,479	365
FY'92	1,270,096	834,084	592,557	256	52	58	402,885,250	366
FY'93	1,169,786	837,722	580,335	256	51	58	375,848,468	365
FY'94	1,179,619	810,969	592,107	258	50	57	378,640,251	365
FY'95	1,082,946	731,535	497,827	255	52	58	343,065,016	365
FY'96	1,048,056	690,130	547,572	254	53	59	335,089,862	366
FY'97	1,074,040	763,343	506,481	255	52	58	342,949,934	365
FY'98	1,129,895	774,456	537,671	255	52	58	359,579,855	365
FY'99	1,074,558	735,420	550,738	256	51	58	344,536,072	365
FY'00	1,067,778	756,847	588,314	259	50	57	347,930,750	366
FY'01*	1,123,013	746,937	570,246	231	49	53	326,238,954	333

Note: *Strike days in September 2000 and October 2000 were not counted. They included 22 weekdays, 5 Saturdays and 5 Sundays. Saturdays included January 15, 2001 - MLK Holiday.

MTABusQuarterly

HISTORICAL MTA BUS SYSTEM PATRONAGE

(Quarterly)

FY Qtr	AV WKDAY BRDGS	AV SAT BRDGS	AV SUN BRDGS	NO OF WKDAYS	NO OF SAT.	NO OF SUNDAYS	TOTAL BRDGS
FY'88							
Qrt 1	1,325,846	828,750	602,667	65	12	15	105,165,000
Qrt 2	1,366,813	828,615	552,200	64	13	15	106,531,000
Qrt 3	1,386,078	831,692	629,286	64	13	14	108,331,000
Qrt 4	1,428,297	935,308	679,000	64	13	14	113,076,000
FY'89							
Qrt 1	1,296,578	758,846	611,800	64	13	15	102,023,000
Qrt 2	1,302,333	752,214	573,333	63	14	15	101,178,000
Qrt 3	1,253,203	722,000	558,857	64	12	14	96,693,000
Qrt 4	1,316,375	830,385	615,714	64	13	14	103,663,000
FY'90							
Qrt 1	1,276,265	954,586	652,143	63	14	15	103,551,033
Qrt 2	1,262,666	780,821	530,187	63	13	16	98,181,643
Qrt 3	1,336,799	782,900	574,629	64	13	13	103,203,003
Qrt 4	1,285,347	906,435	674,865	64	13	14	103,493,994
FY'91							
Qrt 1	1,224,997	814,339	531,170	63	13	16	96,259,938
Qrt 2	1,317,446	887,527	600,242	63	14	15	104,428,106
Qrt 3	1,238,048	777,629	605,976	63	13	14	96,589,865
Qrt 4	1,305,717	863,472	583,182	64	13	14	102,955,572
FY'92							
Qrt 1	1,294,396	817,962	584,578	64	13	15	102,243,520
Qrt 2	1,282,581	760,837	611,264	64	13	15	101,145,025
Qrt 3	1,279,659	730,675	694,515	64	13	14	101,120,161
Qrt 4	1,322,059	969,715	572,615	64	13	14	105,234,681
FY'93							
Qrt 1	1,221,428	921,669	675,746	65	12	15	100,589,038

MTABusQuarterly

Qrt 2	1,130,381	868,816	536,195	64	13	15	91,681,917
Qrt 3	1,128,496	730,591	574,906	63	13	14	88,641,615
Qrt 4	1,143,243	807,493	530,021	64	13	14	91,085,255

FY'94

Qrt 1	1,057,678	828,729	575,357	65	13	14	87,577,545
Qrt 2	1,261,639	804,337	596,814	65	12	15	100,610,789
Qrt 3	1,199,029	830,352	575,622	64	12	14	94,760,788
Qrt 4	1,258,428	805,266	642,268	64	13	14	99,999,602

FY'95

Qrt 1	997,295	696,619	444,083	64	13	15	79,544,172
Qrt 2	1,073,782	741,911	505,208	63	14	15	85,613,140
Qrt 3	1,020,643	684,671	533,196	64	12	14	81,001,948
Qrt 4	1,136,013	777,291	460,379	64	13	14	89,254,921

FY'96

Qrt 1	1,076,275	680,078	571,094	63	14	14	85,321,733
Qrt 2	1,036,259	680,675	560,045	63	13	16	83,093,812
Qrt 3	1,010,385	708,479	570,361	64	13	14	81,859,921
Qrt 4	1,080,496	686,614	502,128	64	13	14	85,107,518

FY'97

Qrt 1	1,019,682	832,801	474,638	65	13	14	83,750,675
Qrt 2	1,042,446	766,614	444,385	64	13	15	83,348,301
Qrt 3	1,061,012	648,150	535,165	63	13	14	82,762,016
Qrt 4	1,196,655	816,984	575,302	64	13	14	95,260,940

FY'98

Qrt 1	1,090,244	715,610	534,606	65	13	14	87,653,274	92
Qrt 2	1,046,766	788,914	484,379	64	13	15	84,514,591	92
Qrt 3	1,072,360	743,734	531,599	63	13	14	84,669,608	90
Qrt 4	1,064,427	780,822	597,007	64	13	14	86,632,112	91
								365

FY'99

Qrt 1	1,124,478	793,914	637,627	65	12	15	92,182,443	92
Qrt 2	1,043,496	760,070	551,150	64	13	15	84,931,904	92

MTABusQuarterly

Qrt 3	1,024,046	758,394	507,306	63	13	14	81,476,304	90
Qrt 4	1,114,864	738,464	578,553	64	13	14	89,051,070	91
								365

FY'00								
Qr 1	1,084,998	795,345	622,731	65	13	14	89,582,589	92
Qr 2	1,120,306	742,713	600,917	65	12	15	90,746,201	92
Qr 3	1,026,553	694,897	571,934	65	12	14	83,071,785	91
Qr 4	1,127,486	850,934	581,636	64	13	14	91,364,150	91

FY'01								
Qr 1*	1,191,336	784,637	593,985	53	11	13	79,493,620	77
Qr 2*	1,066,695	743,473	500,868	48	10	12	64,646,506	70
Qr 3	1,116,295	760,948	576,634	63	14	13	88,476,099	90
Qr 4	1,161,654	775,940	630,189	64	13	14	93,255,722	91

* Strike days were not counted

FY'02								
Qr 1*	1,172,221	825,339	590,757	63	13	16	94,031,442	92
Qr 2*								
Qr 3								
Qr 4								