

Los Angeles County
Metropolitan Transportation Authority

August 27, 2014

FTA Quarterly Review Briefing Book



Metro

AGENDA

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, August 27, 2014 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Financial Plan Status
- D. Legal Issues
- E. General Safety and Security Issues

PRESENTER

Leslie Rogers
Arthur Leahy
Drew Phillips
Charles Safer
Vijay Khawani

II. CONSTRUCTION REPORTS

- A. Engineering & Construction Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension
- D. Regional Connector Transit Corridor
- E. Patsaouras Plaza Bus Station
- F. Universal Pedestrian Bridge

Bryan Pennington
Charles Beauvoir
Dennis Mori
Girish Roy
Tim Lindholm
Milind Joshi

III. METRO PLANNING REPORTS

- A. Long Range Transportation Plan
- B. Small Starts Project
 - Wilshire BRT Project
 - Gap Closure Project
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - South Bay Metro Green Line Extension
 - Eastside Transit Corridor – Phase 2
 - ARRA Projects

Martha Welborne

IV. RAIL VEHICLE PROCUREMENT

- A. P3010 Vehicle Acquisition Program
- B. Heavy Rail Vehicle Acquisition Program

Jesus Montes
Cop Tran

FTA/PMOC

V. FTA ACTION ITEMS

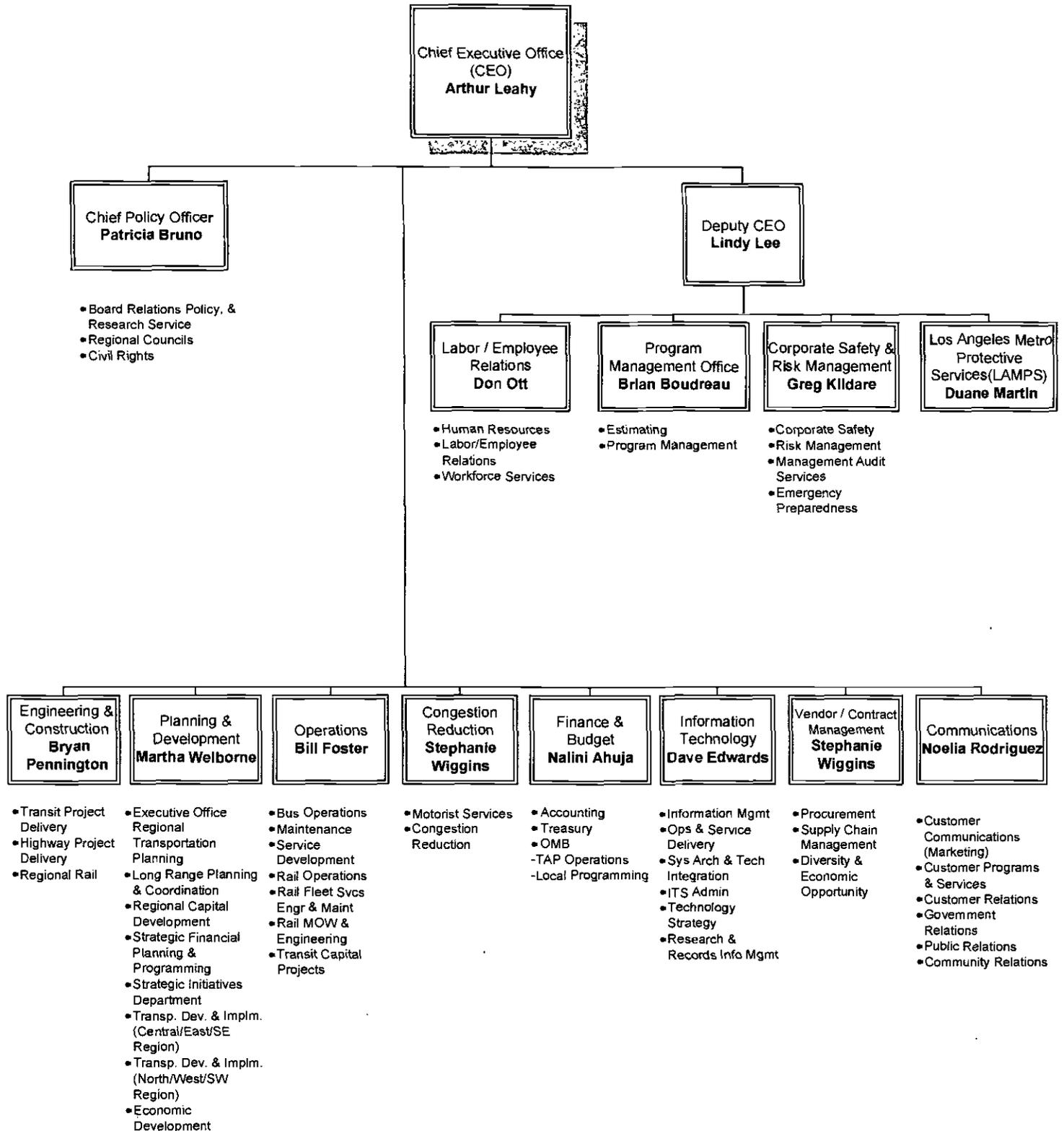
VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, December 3, 2014

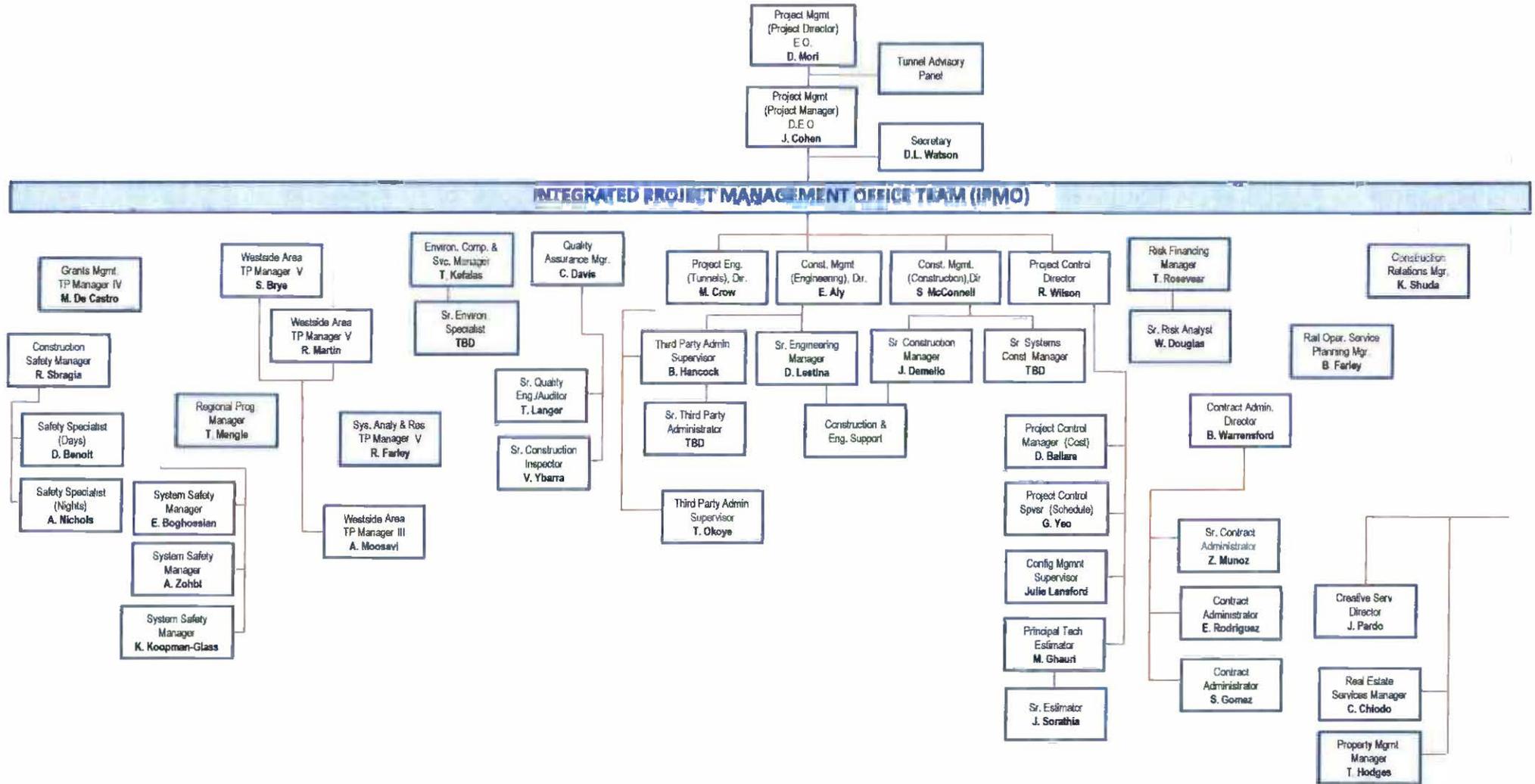
William Mulholland Conference Room – 15th Floor

FY15 LACMTA Organization Chart

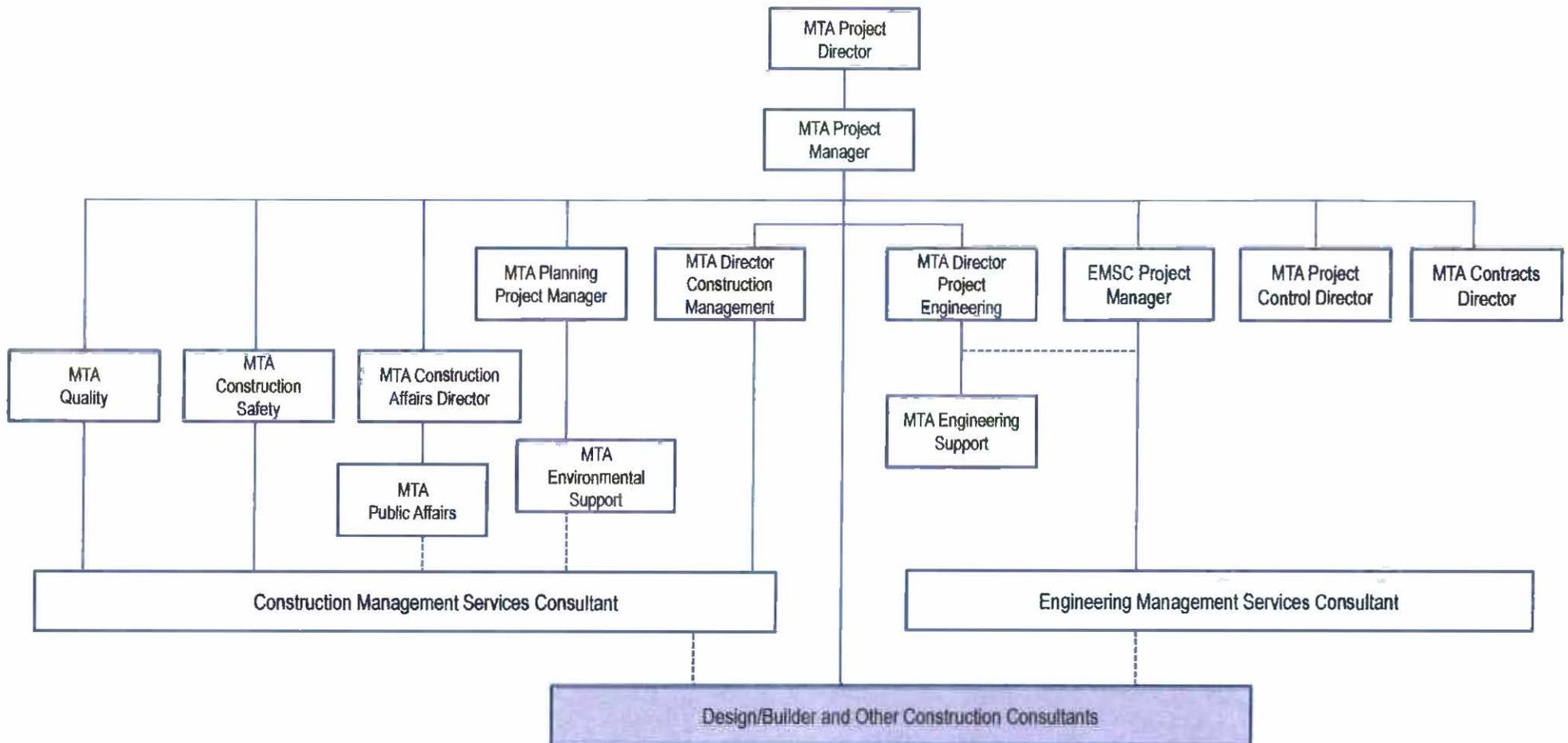


WESTSIDE PURPLE LINE EXTENSION INTEGRATED PROJECT MANAGEMENT OFFICE TEAM

Metro Executive Management Organization and Staff

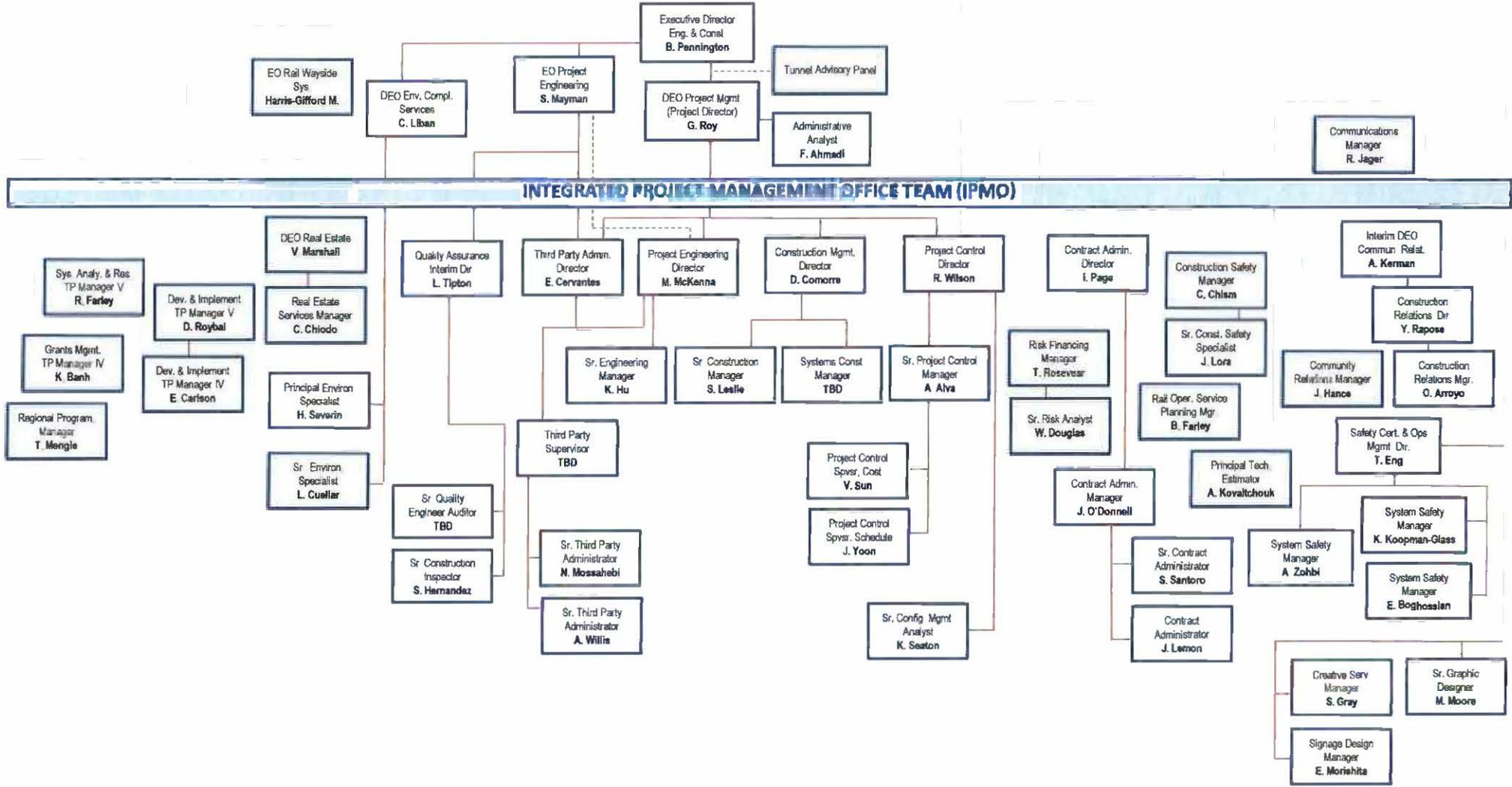


Westside Purple Line Extension Responsibility and Reporting Matrix

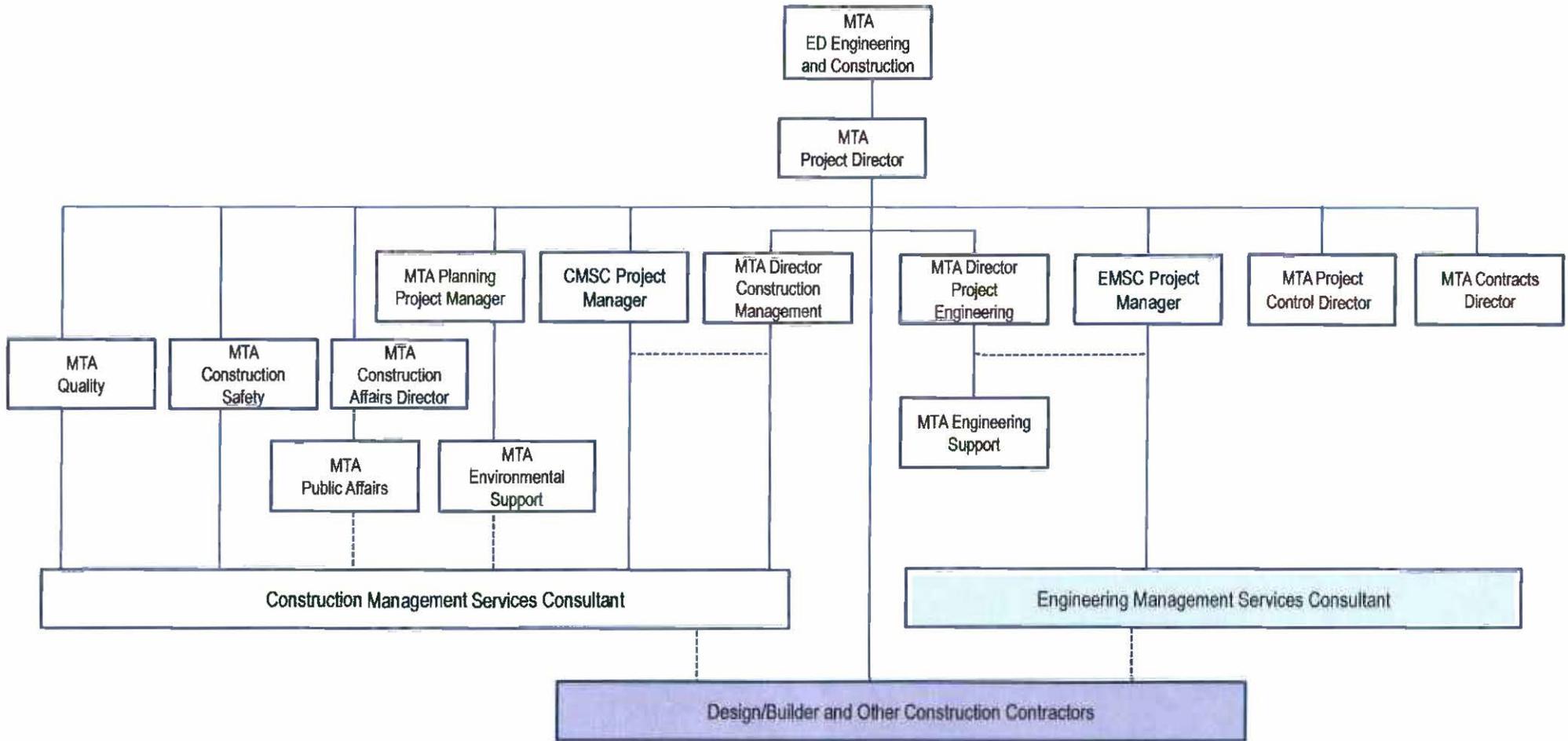


REGIONAL CONNECTOR TRANSIT CORRIDOR INTEGRATED PROJECT MANAGEMENT OFFICE TEAM

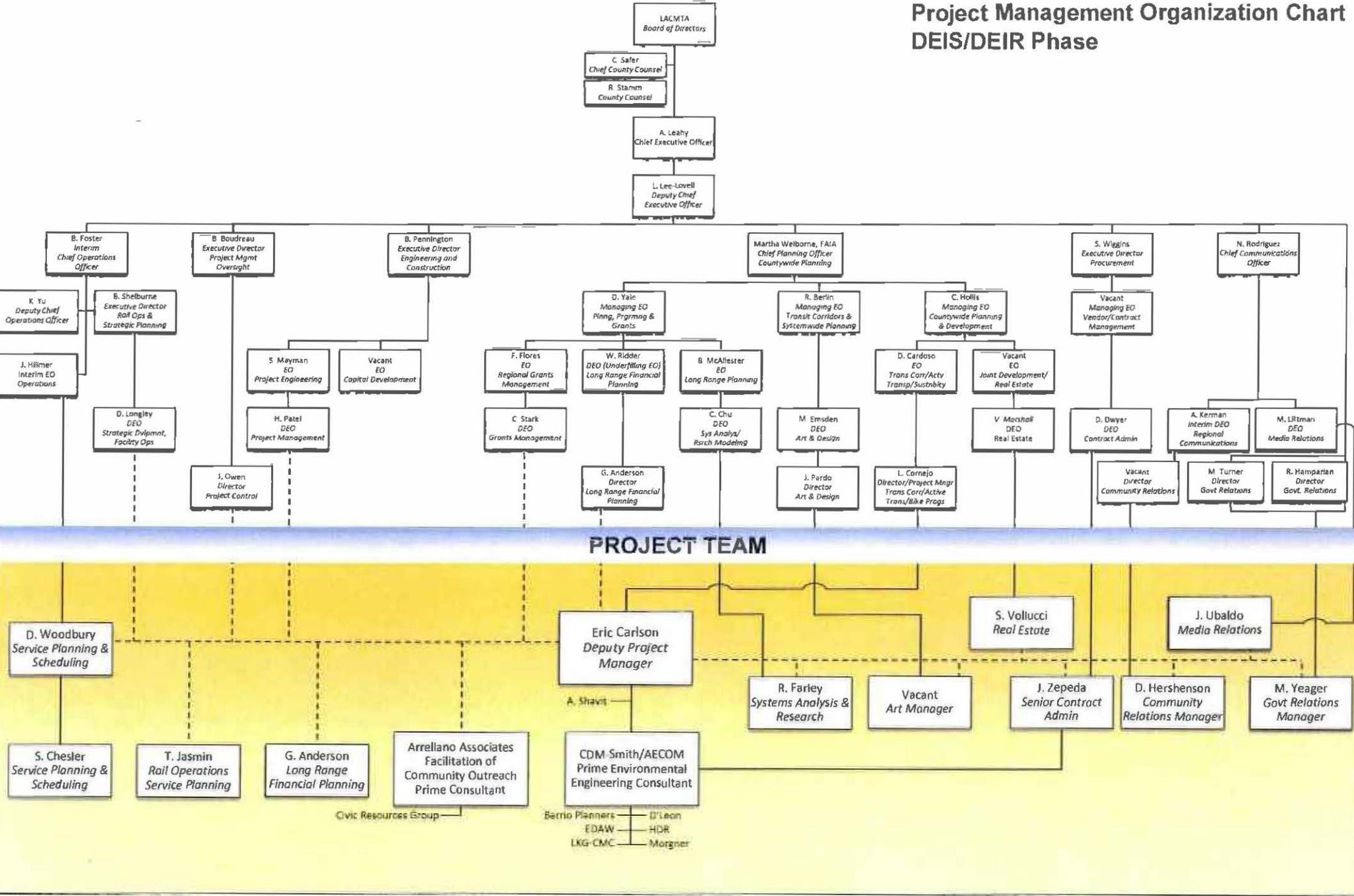
Metro Executive Management Organization and Staff



Regional Connector Transit Corridor Responsibility and Reporting Matrix



Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase

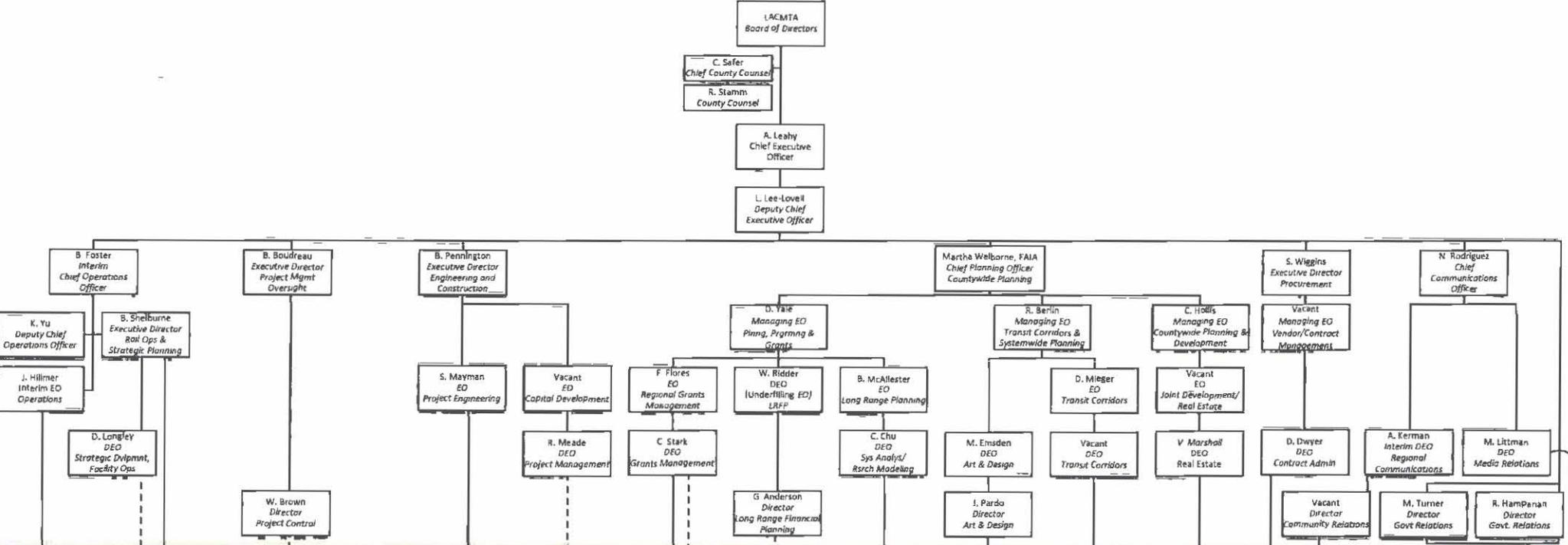


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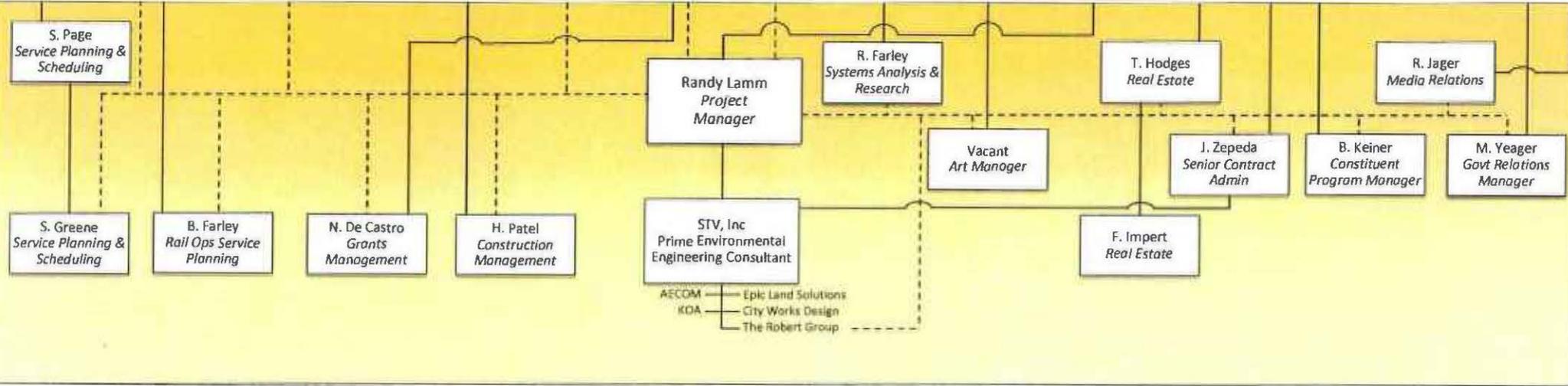
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- Project Team

August 6, 2014

South Bay Metro Green Line Extension Project Management Organization Chart DEIS/DEIR Phase



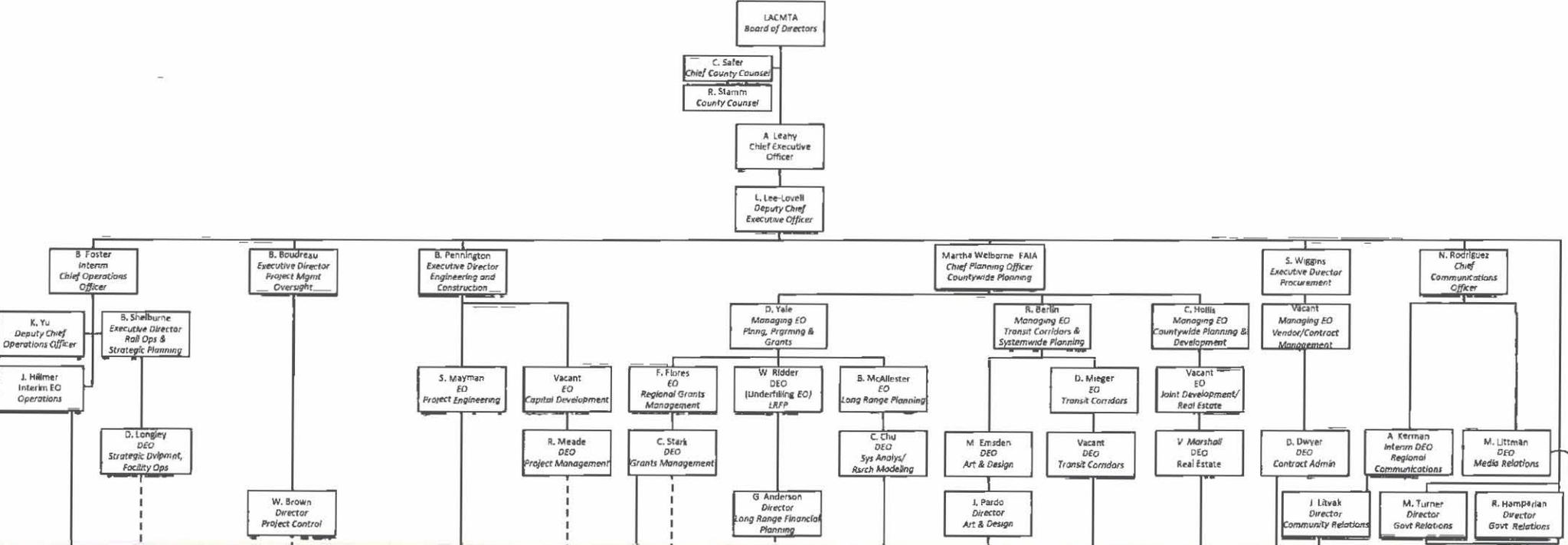
PROJECT TEAM



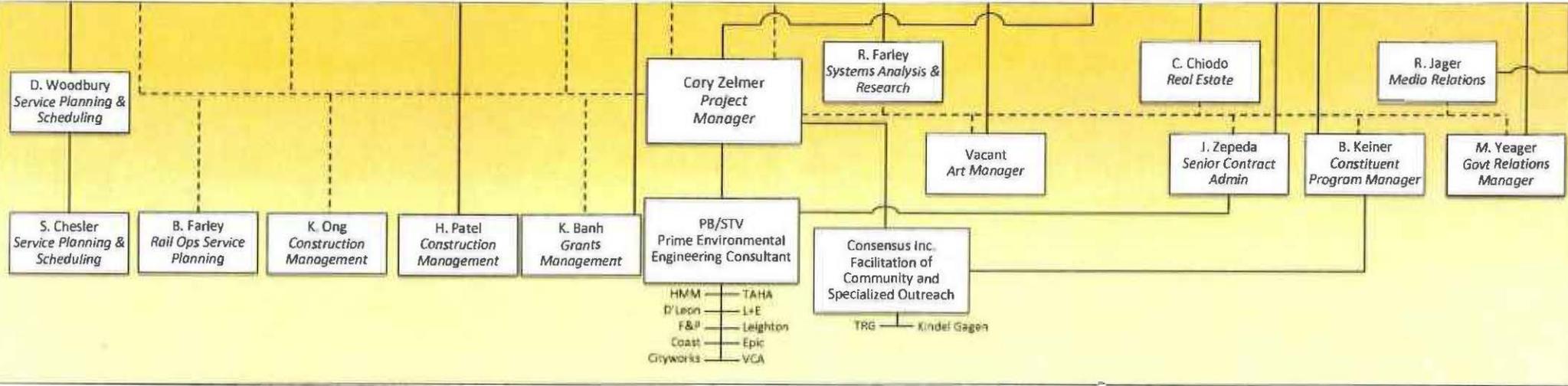
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August 6, 2014

Airport Metro Connector Project Management Organization Chart AA/DEIR Phase



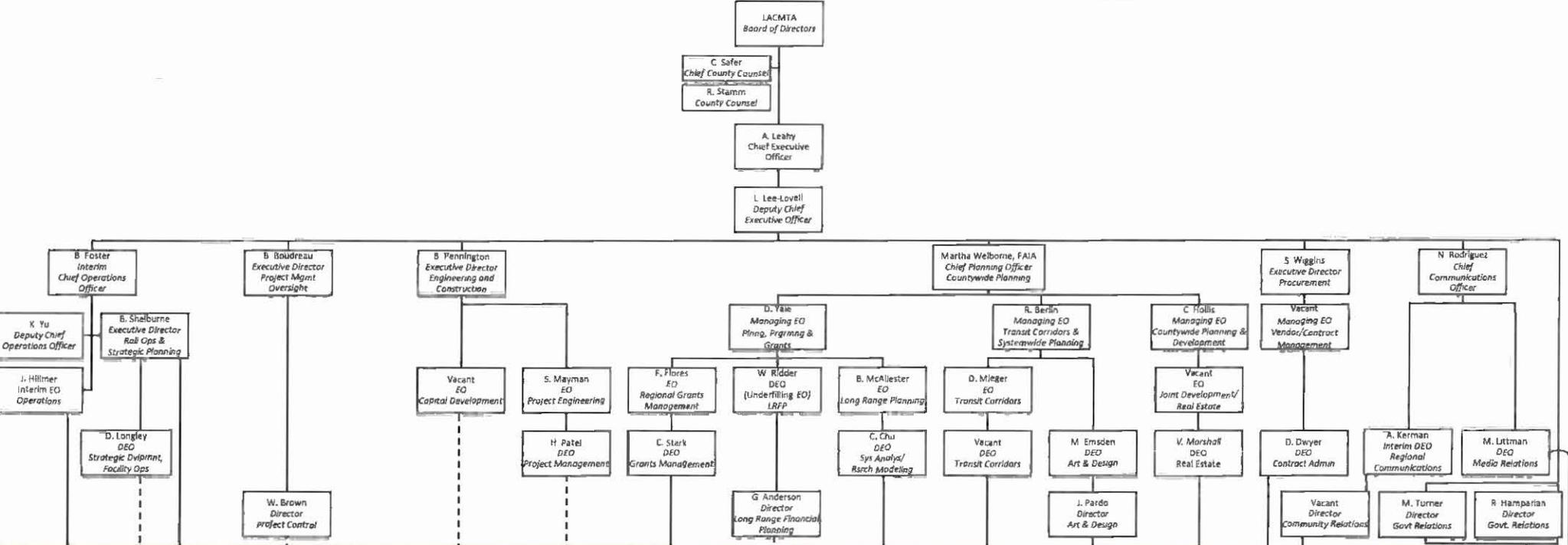
PROJECT TEAM



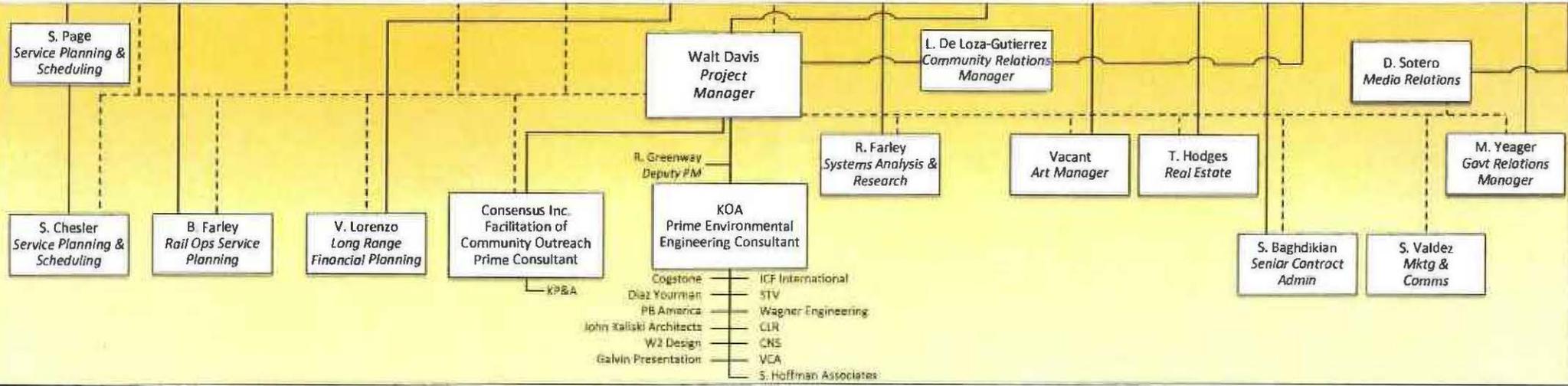
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August 6, 2014

East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



PROJECT TEAM



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August 6, 2014

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 8 - (Perea)	Would extend existing funding for alternative fuels and air quality programs	March 2013 - SUPPORT	Chaptered
AB 160 (Alejo)	Would exempt from the Public Employee's Pension Reform Act employer plans whose employees' collective bargaining rights are protected by a specific provision of federal law.	February 2013 - NEUTRAL WORK WITH AUTHOR	Assembly- Died- Appropriations
AB 179 (Bocanegra)	Would prohibit a transportation agency from selling or providing personally identifiable information obtained through electronic toll and fine collection.	April 2013 - SUPPORT IF AMENDED	Chaptered
AB 266 (Blumenfield & Bloom)	Would extend the expiration date of current low emission vehicle program allowing use of HOV lanes without carrying the requisite number of passengers until the year 2018.	April 2013 - OPPOSE UNLESS AMENDED	Chaptered
AB 268 (Holden)	Would state the intent of the legislature to extend the Metro Gold Line Foothill Extension project to Ontario Airport with intermediate stops along the transit corridor.	May 2013- WORK WITH AUTHOR	Assembly- Died- Rules
AB 401 (Daly)	Would expand the authority for CalTrans to use Design Build on the State highway system and would authorize regional transportation agencies to use design-build contracting for projects on the state highway system within their jurisdictions until January 1, 2024.	September 2013- SUPPORT	Chaptered
AB 405 (Gatto)	Would create a six-month demonstration project to evaluate part-time usage of HOV lanes on State Route 134 and State Route 210.	March 2013- SUPPORT WORK WITH AUTHOR	Vetoed
AB 417 (Frazier)	Would establish a CEQA exemption for bicycle transportation plans until 2018.	April 2013 - SUPPORT	Chaptered
AB 466 (Quirk-Silva)	Would require that federal funds allocated under the Congestion Mitigation Air Quality and Improvement Program be based on a weighted formula that considers population and pollution.	April 2013 - SUPPORT	Chaptered
AB 612 (Nazarian)	Would require that for every intersection with a photo enforcement system, an additional one second be added to every yellow light interval.	July 2013- OPPOSE	Senate Appropriations

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix**

AB 756 (Melendez)	Would have CEQA lawsuits pertaining to Public Works Projects heard directly by the Court of Appeals.	April 2013 - SUPPORT	Assembly- Died Judiciary
AB 1222 (Bloom)	Would create a 15 month exemption from the Public Employee's Pension Reform Act employer plans whose employees' collective bargaining rights are protected by a specific provision of federal law.	September 2013- SUPPORT	Chaptered
AB 1257 (Bocanegra)	Would require the California Energy Commission to prepare a report that identifies strategies to best employ natural gas as an energy source.	April 2013 - SUPPORT	Chaptered
AB 1290 (Pérez)	Would integrate land use and transportation decisions by restructuring the California Transportation Commission and form a committee and require reports to be submitted by local agencies to implement the provisions of SB 375.	May 2013 - WORK WITH AUTHOR	Vetoed
AB 1371 (Bradford)	Would enact the "Three Feet for Safety Act which would require a motorist passing a bicycle to slow to a reasonable speed and pass only when doing so would not endanger the safety of a bicyclist.	May 2013- SUPPORT	Chaptered
AB 1532 (Gatto)	Would establish penalties for hit-and-run accidents that do not result in bodily injury or property damage.	May 2014- SUPPORT	Senate Appropriations
AB 1720 (Bloom)	Would extend the existing exemption on transit bus axle weight until January 1, 2016.	March 2014- SUPPORT	Senate
AB 1941 (Holden)	Would expand the Metro Board of Directors for 16 members by adding two voting members who would be appointed by the speaker of the State Assembly and the State Senate Committee on Rules.	February 2014- OPPOSE	Assembly Local Government
AB 2197 (Mullin)	Would require vehicles sold or leased without a permanent license plate to be affixed with a temporary license plate (TLP).	April 2014- WORK WITH AUTHOR	Assembly Appropriations
AB 2337 (Linder)	Would extend the revocation period of an individual's driver's license if he or she is convicted of a hit-and-run accident in which another individual is killed or seriously injured.	May 2014- SUPPORT	Senate Appropriations
AB 2568 (Bloom)	Would conform the Metro specific post-employment restriction requirements to those of other agencies.	March 2014- SUPPORT	Assembly Local Government

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix**

AB 2574 (Rodriguez)	Would redefine the terminus of the Metro Gold Line Foothill extension and specify the cities through which the line would pass.	April 2014- WORK WITH AUTHOR	Assembly - Transportation
AB 2707 (Chau)	Would allow transportation agencies to install three position bike racks on only 40-foot buses.	April 2014- WORK WITH AUTHOR	Assembly
BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 1 (Steinberg)	Would authorize certain public entities to form a Sustainable Communities Investment Authority to carry out Community Redevelopment Law in a specified manner.	April 2014- WORK WITH AUTHOR	Senate Inactive File
SB 11 (Pavley, Cannella, Hill & Jackson)	Would extend existing funding for alternative fuels and air quality programs.	March 2013 - SUPPORT	Assembly Transportation
SB 33 (Wolk & Frazier)	Would allow local agencies to use Infrastructure Financing Districts to pay for public works projects.	March 2013 - SUPPORT WORK WITH AUTHOR	Assembly Inactive File
SB 142 (DeSaulnier)	Would authorize a transit district/operator/agency to create special benefit assessment districts and issue bonds within the districts to fund rail and transit project construction	April 2013- SUPPORT	Chaptered
SB 286 (Yee)	Would extend the expiration date of current low emission vehicle program allowing use of HOV lanes without carrying the requisite number of passengers until the year 2018.	April 2013 - NEUTRAL	Chaptered
SB 556 (Corbett)	Would require that all government agencies, who contract for services, include on the contracted personnel and equipment notifications that the personnel and equipment is not operated by a government employee. Further specify that the notice shall be in the same font size and the logo of the government agency.	July 2013- OPPOSE Unless Amended	Assembly Inactive File
SB 811 (Lara)	Would require the environmental impact report for the Interstate 710 project to include various mitigation measures related to bicycle and pedestrian paths and the Los Angeles river and would require the project to fund those mitigations and various job training and employment programs.	May 2013 - SUPPORT	Vetoed

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix**

SB 983 (Hernandez)	Would re-establish the process at the California Transportation Commission (CTC) to approve High Occupancy Toll (HOT) lanes.	August 2014-SUPPORT	Senate
SB 1037 (Hernandez)	Would require Metro to take certain actions prior to placing a new sales tax measure on the ballot.	April 2014-WORK WITH AUTHOR	Senate
SB 1204 (Lara)	Would create the California Clean Truck and Bus Program to fund zero and near zero-emission truck and zero-emission bus technology and benefit disadvantaged communities.	March 2014-SUPPORT	Assembly Appropriations
SB 1298 (Hernandez)	Would make the Metro ExpressLanes program permanent and provide the authority for the California Transportation Commission (CTC) to approve future tolling projects.	March 2014-SUPPORT	Assembly Appropriations

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 (Bass)	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 3636 (Blumenauer)	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.	January 2014 – SUPPORT Referred to the House Committee on Ways and Means
S.1702 / H.R. 3486 (Lee / Graves)	Would reduce, in stages, the federal gas tax from 18.4-cents to 3.7-cents and concurrently transfer authority of federal highway and transit programs to States.	January 2014 – OPPOSE Senate Committee on Finance House Transportation and

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

		Infrastructure Subcommittee on Highways and Transit House Budget Committee House Ways and Means Committee
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S.1716 (Warner)	Would seek to facilitate efficient investments and financing of infrastructure projects and new long-term job creation through the establishment of an Infrastructure Financing Authority.	January 2014 - WORK WITH AUTHOR Senate Committee on Commerce, Science, and Transportation
HR 1124 (Waters)	Tiger grants For Jobs Creation Act Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years	March 2013 - SUPPORT In House Appropriations and Budget Committees
<u>Moving Ahead For Progress In The 21st Century</u> Surface Transportation Authorization Bill	MAP-21 <ul style="list-style-type: none"> • 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • Total Funding: \$105 Billion <ul style="list-style-type: none"> ○ Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 ○ Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> ○ Does not include Qualified Transportation Improvement Bonds (QTIB) <p>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</p>	July 6, 2012 Signed by President into law July 15, 2014, H.R. 5021 passed both Chambers

<p>Obama Administration Proposal Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</p>	<p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • \$199 billion for highways <ul style="list-style-type: none"> ○ \$92.1 billion for the National Highway Performance Program ○ \$13.6 billion for "critical immediate investments" • \$72 billion for transit <ul style="list-style-type: none"> ○ \$11 billion for Capital Investment Grants ○ \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • \$5 billion for the TIGER program (\$1.25 billion per year - an increase of more than 100 percent over current levels) • \$19 billion in dedicated funding for rail programs • \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative <ul style="list-style-type: none"> ○ \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions ○ \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations • \$10 billion for a multi-modal freight program • \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety. 	<p>Introduced - April 29</p>
<p>Omnibus Appropriations Bill For Fiscal Year 2014 (Rogers)</p>	<p>A continuing resolution proposal to extend \$1.1 trillion of federal appropriations funding for FY 2014 until September 30, 2014.</p>	<p>January 17, 2014 Signed by President into law</p>



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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LOS ANGELES, CALIFORNIA 90012-2952

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JOHN F. KRATTLI
County Counsel

July 8, 2014

Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 1650
San Francisco, California 94105

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Marler:

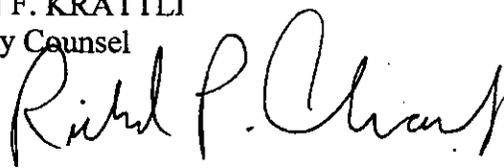
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 30, 2014, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2503.

Very truly yours,

JOHN F. KRATTLI
County Counsel

By


RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:ctj

Attachments

c: Charles M. Safer
Brian Boudreau
Frank Flores
Emma Nogales
Leslie Rogers
Cindy Smouse
Cosette Stark

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of June 30, 2014

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham consolidated with 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	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Defendant's Motion for Summary Judgment: July 24, 2014. Judgment entered in favor of MTA in February 2014.
Tutor-Saliba-Perini v. MTA	BC123559 BC132928	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. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Court of Appeal issued ruling. MTA's false claim judgment against TSP upheld by court. Remanded on issue of sureties' claim for attorney's fees.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Cross-motions for summary judgment was fully briefed in July 2013. Awaiting Judge's ruling.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Awaiting ruling from Judge Fruin. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the

				FEIS. FTA and MTA are still analyzing all of their options in light of Judge Kronstadt's order.
515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA	BS137271 CV13-0453		Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. FTA and MTA are still analyzing all of their options in light of the order. Awaiting ruling from Judge Fruin.
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. FTA and MTA are still analyzing all of their options in light of the order. Awaiting ruling from Judge Fruin.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal.
Beverly Hills Unified School District v. MTA	BS137606		Petitioner alleges that MTA's certification of the FEIS/EIR and approval of the project violated CEQA in the following ways: inadequate project description; inadequate analysis of seismic impacts; refusal to prepare and recirculate a	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal.

			Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	
Wheelchair Disability Discrimination Cases:				
Jessica Romero et al. v. MTA	USDC 2:14-CV-03456		Wheelchair-disability. Federal Class Action.	Motion for Preliminary Injunction to be heard on August 11, 2014.
Melvin Spicer v. MTA	BC448847 BC506947 BC454768		Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He alleges that MTA bus operators have and continue to violate the American's with Disabilities Act and the related California State Laws. Specifically, he alleges he has been passed by and improperly secured, if at all, and is therefore seeking injunctive relief and money damages. Plaintiff further alleges there are thousands of other MTA wheelchair patrons with the same experience and asked the Court to certify a class of plaintiffs.	The motion for class certification was denied June 27, 2013. Motion on government code claims set for August 13, 2014. Motion is brought by MTA to narrow claims. Spicer II and Spicer III are consolidated with Spicer I.
Peaches Parker v. MTA	BC498046		Plaintiffs in this and the following 12 cases all allege the same issues raised in the Spicer case and have been related to the Spicer case for a case management conference set for March 12, 2014.	Next Status Conference is scheduled for August 13, 2014.
Allan McDowell v. MTA	BC498047		All plaintiffs are represented by the same counsel.	
Francisco Galvan v. MTA	BC498049 BC545767			
Reese Anthony Jr. v. MTA	BC498049 BC454872			

Michael Goldsmith v. MTA	BC498050			
Ebony Allen v. MTA	BC498051			
Carla Dale Short v. MTA	BC498052 BC545874			
Bernardine Harris v. MTA	BC501547 BC545873			
Behnam Talasavan v. MTA	BC505933			
Frances Santiago v. MTA	BC520372 BC546159 BC511011			
Sergio Martinez v. MTA	BC520032			
Veronica Lopez v. MTA	BC536506		Not to be related to the Spicer case, though represented by the same lawyer.	No Case Management Conference scheduled as of yet. MTA answered complaint on March 20, 2014. Next Status Conference is on August 27, 2014.
Pamela Tatum v. MTA	BC520563 BC545766		Not to be related to the Spicer case, though represented by the same lawyer.	MTA's answer to complaint filed on February 13, 2014. Case Management Conference scheduled for September 24, 2014.
Samuel Canady v. MTA	CV-13-6777 MMM (CWX)		Wheelchair case filed in federal court based on an alleged pass-up.	Plaintiff dismissed case on June 20, 2014 in exchange for a waiver of costs.

Shirley Smith v. MTA	BC536017		Wheelchair-disability.	Court granted MTA's demurrer and dismissed lawsuit with prejudice on June 27, 2014.
Patricia Hudson v. MTA	TC023672		Plaintiff, a wheelchair patron of MTA, alleged the bus was negligently operated and caused her to fall and be injured. Plaintiff further alleged MTA has a pattern of violating the American's with Disabilities Act and California State Law as it relates to the boarding and securement of wheelchair patrons. She sought damages and injunctive relief.	Case settled March 2014.

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

STATUS REPORT AS OF JUNE 30, 2014

Parcel A1-250 – Wilshire/Vermont Station – NO CHANGE

The remaining undeveloped portion of the Wilshire Vermont station property is a 1.02-acre site at the northeast corner of Wilshire and Shatto, situated across the street from the station portal and the completed joint development project surrounding the same. The 1.02-acre site is currently used as a Metro bus layover facility, but is being considered for a joint development project. A consultant contract for site assessment and market study was executed in December 2013 to explore development options for this site and determine market feasibility.

Parcels B-102 and B-103 — Temple/Beaudry – NO CHANGE

This site is currently being used to support Metro bus operations, but is still being considered for a joint development project.

Parcels A1-300 and A2-301 - Wilshire/Crenshaw – NO CHANGE

This property has been turned over to the Westside Subway Project to be used for construction staging for advanced utility work with respect to this project. In the future, this site will be used by the Westside Subway Project's design/build contractor for construction staging.

Parcel A2-362 - Wilshire/La Brea

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. The Westside Subway Project identified this property as the subway project's Wilshire/La Brea Station site. This site is now completely vacant and has been turned over to the Westside Purple Line Extension Project for abatement of the site's existing building. The last remaining tenant of the building, a Metro Customer Service Center, was relocated to Metro's Wilshire/Vermont joint development project in June. The Customer Service Center's use at Wilshire/Vermont is pursuant to a long-term retail lease Metro executed with the owner/operator of this joint development project.

Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station – NO CHANGE

This site contains the Metro Red Line's Universal City station, a bus layover facility and a park-and-ride lot, but continues to be a candidate for joint development.

Parcel C4-815 - North Hollywood Station – NO CHANGE

This site contains the Metro Red Line's North Hollywood station, a bus layover facility and a park-and-ride lot, but is still being considered for a joint development project.

Parcels A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Westlake/MacArthur Park Station

Phase A of a two-phased, mixed-use joint development project on the 1.6-acre portion of this site situated one block southeast of the side-by-side subway portals is complete and in operation. Phase A includes 90 affordable apartments, 20,000 sq. ft. of retail and a 233 space parking structure, with 100 preferred parking spaces for transit users.

In mid-March of this year the developer elected not to proceed with development of Phase B of this project. Phase B contemplated 81 affordable apartments, an unrestricted property manager's apartment, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking structure, on the 1.5-acre portion of this site that includes the Westlake/MacArthur Park station subway portals. The developer's right to construct on the Phase B site terminated with their decision not to proceed with the proposed Phase B project. Further analysis is required to determine whether or not this site remains a candidate for joint development at this time.

Updated 8/1/14

Los Angeles County
Metropolitan Transportation Authority

JUN 2014

METRO OPERATIONS MONTHLY PERFORMANCE REPORT



Metro

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Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area; Division 3 in Cypress Park; Arthur Winston Division 5 in South Los Angeles; Division 6 in Venice; Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles, near the Gateway building; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 395.5 million boarding passengers each year. Metro bus also operates the Orange and Silver Lines. This report gives a brief overview of Systemwide and Division operations:

- * Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF).
- * Mean Miles Between Total Road Calls (MMBTRC).
- * In-Service On-Time Performance.
- * Traffic Accidents per 100,000 Hub Miles.
- * Complaints per 100,000 Boardings.
- * New Reported Workers' Compensation Indemnity & Medical Claims per 200,000 Exposure Hours.

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Apr Month	May Month	Jun Month
Bus Systemwide										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,222	3,523	3,759	3,827	4,000	3,961	◇	3,917	3,685	4,480
No. of unaddressed road calls	305	125	47	15		42		4	2	0
Mean Miles Between Total Road Calls (MMBTRC)	1,566	2,052	2,292	2,443	2,550	2,863	●	2,969	2,699	3,161
In-Service On-time Performance ***	72.33%	75.17%	76.54%	75.82%	80.00%	75.95%	◇	77.17%	76.07%	78.33%
Bus Traffic Accidents Per 100,000 Miles	3.08	3.23	3.72	3.66	3.10	3.56	◇	3.36	3.15	3.57
Number of "482 alleged accidents"	245	232	248	219		215		19	21	18
Complaints per 100,000 Boardings	2.61	2.53	3.14	3.12	2.20	3.64	■	3.25	3.53	3.33
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.03	15.28	16.84	16.80	15.12	18.34	◇	24.49	19.23	16.27
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting Indemnity & Medical combined as well. W.C. Goal has been modified from 13.25 to 10% improvement over last FY Actual										
Division 1										
MMBMF	2,831	2,609	3,143	3,539	4,000	3,649	◇	3,638	3,046	3,610
No. of unaddressed road calls	36	3	1	0		0		0	0	0
MMBTRC	1,354	1,540	1,823	1,915	2,550	2,077	◇	2,416	1,801	2,010
In-Service On-time Performance	76.61%	78.85%	80.10%	79.56%	80.00%	77.77%	◇	76.88%	76.63%	78.08%
Bus Traffic Accidents Per 100,000 Miles	3.07	3.42	3.77	3.75	3.15	3.96	◇	3.11	3.86	4.48
Number of "482 alleged accidents"	49	30	19	24		26		4	7	2
Complaints per 100,000 Boardings	1.89	1.85	2.09	2.35	1.67	2.72	■	3.01	3.34	2.71
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.65	17.78	16.78	16.95	15.12	19.57	◇	24.42	21.65	19.19
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										
Division 2										
MMBMF	2,714	3,378	3,280	2,993	4,000	3,151	◇	2,686	2,603	2,796
No. of unaddressed road calls	29	8	6	8		1		0	0	0
MMBTRC	1,475	1,721	1,834	1,892	2,550	2,251	◇	1,995	1,796	1,895
In-Service On-time Performance	77.24%	73.89%	74.22%	74.02%	80.00%	76.12%	◇	76.91%	74.71%	77.68%
Bus Traffic Accidents Per 100,000 Miles	3.16	3.56	4.33	4.31	3.60	4.22	◇	2.65	3.55	2.66
Number of "482 alleged accidents"	23	21	25	17		25		3	2	0
Complaints per 100,000 Boardings	1.87	2.02	2.28	2.01	1.43	2.40	■	1.89	2.03	2.45
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.81	17.55	17.45	20.29	15.12	21.72	◇	19.57	27.74	25.03
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 3										
MMBMF	2,770	2,909	2,975	3,446	4,000	4,614	●	4,682	4,779	4,914
No. of unaddressed road calls	24	7	2	2		3		0	0	0
MMBTRC	1,555	1,967	2,195	2,575	2,550	3,732	●	3,851	3,548	3,878
In-Service On-time Performance	76.81%	77.71%	77.83%	76.10%	80.00%	75.12%	◇	75.43%	75.67%	77.01%
Bus Traffic Accidents Per 100,000 Miles	3.39	3.28	3.27	3.90	3.27	4.46	◇	4.44	3.63	4.04
Number of "482 alleged accidents"	0	0	26	28		7		1	0	1
Complaints per 100,000 Boardings	2.65	2.51	3.14	3.20	2.27	3.71	■	3.32	3.84	3.50
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	11.51	12.47	19.46	13.24	15.12	15.09	●	19.11	24.99	16.87
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										
Division 5										
MMBMF	3,493	3,643	3,141	3,428	4,000	3,954	◇	3,858	4,062	5,404
No. of unaddressed road calls	4	2	2	0		3		0	2	0
MMBTRC	1,712	2,053	1,771	2,211	2,550	2,731	●	2,787	3,147	3,972
In-Service On-time Performance	67.82%	74.63%	78.30%	75.89%	80.00%	75.27%	◇	76.42%	74.94%	76.70%
Bus Traffic Accidents Per 100,000 Miles	4.44	4.42	5.64	4.50	3.79	4.82	◇	5.67	5.82	5.84
Number of "482 alleged accidents"	30	24	28	36		34		1	2	2
Complaints per 100,000 Boardings	1.90	1.84	2.00	2.37	1.68	2.92	■	2.55	2.61	2.80
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	18.38	15.21	16.10	21.74	15.12	17.88	◇	29.36	29.12	13.80
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										
Division 6										
MMBMF	7,816	11,021	12,999	11,013	4,000	7,017	●	5,550	10,081	15,075
No. of unaddressed road calls	8	1	0	0		0		0	0	0
MMBTRC	2,172	3,008	3,849	3,726	2,550	2,861	●	2,621	3,240	4,761
In-Service On-time Performance	88.27%	69.28%	78.44%	75.26%	80.00%	71.88%	◇	82.06%	78.56%	79.19%
Bus Traffic Accidents Per 100,000 Miles	5.01	5.06	7.54	6.98	5.79	4.75	●	2.12	2.20	2.21
Number of "482 alleged accidents"	4	7	3	1		1		0	0	0
Complaints per 100,000 Boardings	2.86	3.17	2.52	2.34	1.88	4.29	■	3.79	6.20	5.54
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	7.65	10.33	9.69	11.46	15.12	35.33	■	49.85	0.00	37.53
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										
Division 7										
MMBMF	2,997	3,106	3,611	3,394	4,000	3,453	◇	3,842	3,622	4,695
No. of unaddressed road calls	101	18	6	0		2		0	0	0
MMBTRC	1,217	1,644	1,859	1,980	2,550	2,423	◇	2,553	2,629	3,208
In-Service On-time Performance	68.38%	72.47%	73.15%	71.96%	80.00%	71.98%	◇	73.05%	72.48%	75.63%
Bus Traffic Accidents Per 100,000 Miles	3.55	3.85	4.32	4.06	3.42	4.60	◇	3.42	4.33	4.16
Number of "482 alleged accidents"	52	47	48	30		11		0	1	0
Complaints per 100,000 Boardings	2.56	2.40	3.28	3.10	2.20	3.32	■	3.18	3.29	2.76
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	10.71	13.42	12.09	12.82	15.12	13.74	●	17.20	19.32	19.84
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										
Division 8										
MMBMF	4,596	6,600	6,518	5,957	4,000	5,292	●	5,606	5,609	5,553
No. of unaddressed road calls	0	0	2	2		21		1	0	0
MMBTRC	2,445	4,348	4,924	4,348	2,550	4,717	●	5,041	5,012	5,141
In-Service On-time Performance	75.99%	79.00%	78.72%	79.82%	80.00%	83.65%	●	85.28%	83.44%	86.46%
Bus Traffic Accidents Per 100,000 Miles	2.29	2.87	2.78	2.20	2.00	1.86	●	1.57	1.70	1.44
Number of "482 alleged accidents"	17	7	9	8		10		0	0	2
Complaints per 100,000 Boardings	2.97	2.84	3.57	3.75	2.66	4.28	■	2.89	4.09	3.03
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.55	18.99	22.18	14.80	15.12	18.34	◇	19.50	16.76	17.33
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined										

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 9										
MMBMF	4,673	5,126	5,281	5,109	4,000	4,366	●	4,454	4,023	6,054
No. of unaddressed road calls	66	11	11	2		4		1	0	0
MMBTRC	2,918	3,489	3,879	4,101	2,550	4,100	●	4,278	3,836	5,232
In-Service On-time Performance	75.89%	76.33%	76.83%	76.04%	80.00%	75.55%	◇	76.03%	75.35%	78.39%
Bus Traffic Accidents Per 100,000 Miles	2.01	1.81	2.10	2.29	2.00	2.24	◇	2.46	1.31	2.18
Number of "482 alleged accidents"	3	20	10	16		25		0	3	1
Complaints per 100,000 Boardings	3.21	3.50	4.55	5.05	3.58	5.33	■	5.48	5.45	5.59
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.15	16.79	17.55	18.34	15.12	25.80	■	47.87	22.06	13.45
* Starting July 2013. Data now reflects Indemnity and Medical Claims combined.										
Division 10										
MMBMF	2,594	2,392	2,653	2,999	4,000	2,931	◇	2,899	2,911	3,632
No. of unaddressed road calls	11	58	11	0		5		2	0	0
MMBTRC	1,129	1,446	1,727	1,947	2,550	2,145	◇	2,139	2,062	2,553
In-Service On-time Performance	68.98%	71.93%	73.42%	71.76%	80.00%	71.87%	◇	73.12%	73.37%	74.75%
Bus Traffic Accidents Per 100,000 Miles	4.02	3.93	4.27	4.77	4.01	3.79	●	3.71	3.02	4.42
Number of "482 alleged accidents"	33	41	30	12		19		3	1	4
Complaints per 100,000 Boardings	2.08	2.12	2.74	2.56	1.81	2.93	■	2.59	2.88	2.34
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.29	14.29	14.86	18.73	15.12	16.74	◇	21.78	19.24	5.06
* Starting July 2013. Data now reflects Indemnity and Medical Claims combined.										
Division 15										
MMBMF	3,357	4,097	4,459	4,285	4,000	4,210	●	3,924	3,138	3,756
No. of unaddressed road calls	6	0	0	0		0		0	0	0
MMBTRC	1,747	2,507	2,898	2,984	2,550	3,552	●	3,580	2,755	3,036
In-Service On-time Performance	74.62%	76.84%	76.95%	77.46%	80.00%	78.10%	◇	79.53%	78.05%	79.98%
Bus Traffic Accidents Per 100,000 Miles	2.67	2.84	3.11	3.29	2.76	3.19	◇	2.82	2.28	4.09
Number of "482 alleged accidents"	15	19	19	16		23		2	4	1
Complaints per 100,000 Boardings	2.98	3.01	3.77	3.23	2.29	4.26	■	3.88	4.02	4.15
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.55	13.45	15.89	12.97	15.12	13.26	●	17.76	8.81	13.66
* Starting July 2013. Data now reflects Indemnity and Medical Claims combined.										
Division 18										
MMBMF	2,917	3,506	4,183	3,712	4,000	4,425	●	4,403	4,335	5,430
No. of unaddressed road calls	20	17	6	1		3		0	0	0
MMBTRC	1,292	1,839	2,203	2,024	2,550	2,558	●	2,857	2,540	3,103
In-Service On-time Performance	66.12%	70.63%	75.32%	74.21%	80.00%	74.87%	◇	76.01%	74.62%	76.56%
Bus Traffic Accidents Per 100,000 Miles	2.67	3.32	4.25	4.03	3.40	3.45	●	4.57	3.44	3.42
Number of "482 alleged accidents"	19	16	31	31		34		5	1	5
Complaints per 100,000 Boardings	4.19	3.42	4.19	3.12	2.66	4.46	■	3.65	3.80	3.81
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.15	15.00	18.15	19.28	15.12	19.15	◇	22.41	10.19	16.64
* Starting July 2013. Data now reflects Indemnity and Medical Claims combined.										

● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

◇ Yellow - Uncertain if the target will be achieved - slight problems, delays or management issues. Falls below Target 70 - 99%

■ Red - High probability that the target will not be achieved - significant problems and/or delays. Falls below Target >70%.

Measurement	FY13 Target	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14
Bus Systemwide															
Mean Miles Between Mechanical Failures (Requiring Bus Exchange (MMBMF) "No. of unaddressed road calls")	3,900	4,023	4,900	4,128	3,859	3,865	3,901	3,702	4,126	4,022	3,999	3,970	3,917	3,685	4,480
Mean Miles Between Total Road Calls (MMBTRC) **	2,400	2,580	2,550	2,581	2,486	2,438	2,989	2,995	3,112	3,120	2,987	3,032	2,969	2,899	3,161
In-Service On-time Performance ***	80%	75.1%	80%	77.6%	74.7%	73.3%	74.0%	74.2%	76.4%	79.2%	76.1%	76.5%	77.2%	76.1%	78.3%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.10	3.80	3.10	3.83	3.63	3.53	3.53	3.99	3.67	3.47	3.10	3.60	3.24	3.14	3.57
Complaints per 100,000 Boardings	2.20	2.90	2.20	3.12	3.23	3.28	3.60	4.09	4.08	3.62	4.14	5.09	3.25	3.57	3.33
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	17.33	15.12	20.43	18.82	15.50	17.18	12.85	18.85	16.12	20.89	19.63	24.49	19.23	16.27
* Data reflects updated data for each month															
Division 1															
MMBMF No. of unaddressed road calls	3,900	4,000	4,000	3,731	3,525	3,418	3,717	3,803	3,867	3,798	4,127	3,775	3,638	3,046	3,610
MMBTRC	2,400	2,112	2,550	1,871	1,768	1,801	2,122	2,161	2,455	2,284	2,327	2,285	2,418	1,801	2,010
In-Service On-time Performance	80%	77.4%	80%	79.7%	76.9%	75.9%	75.2%	76.1%	77.8%	82.2%	78.6%	78.9%	76.9%	76.8%	78.1%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.24	3.97	3.15	4.39	3.74	3.66	4.20	4.83	3.39	4.38	3.01	3.55	3.11	3.86	4.48
Complaints per 100,000 Boardings	1.44	2.94	1.67	1.70	2.20	2.46	2.87	3.44	2.84	2.63	2.78	2.42	3.01	3.34	2.71
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	24.94	15.12	21.36	16.04	13.81	25.77	22.12	21.36	10.48	25.97	13.17	24.42	21.66	19.19
* Data reflects updated data for each month															
Division 2															
MMBMF No. of unaddressed road calls	3,900	3,491	4,000	3,391	3,513	3,516	4,063	3,320	3,294	2,984	3,052	3,196	2,666	2,603	2,796
MMBTRC	2,400	2,307	2,550	2,106	2,362	2,197	3,148	2,502	2,574	2,583	2,224	2,251	1,955	1,796	1,895
In-Service On-time Performance	80%	74.9%	80%	78.4%	74.4%	74.5%	75.4%	75.5%	77.1%	78.9%	74.5%	75.3%	76.9%	74.7%	77.7%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.76	3.96	3.80	5.83	5.10	2.94	6.76	4.83	3.98	4.17	3.43	4.15	2.65	3.55	2.66
Complaints per 100,000 Boardings	1.61	1.58	1.43	1.92	2.62	1.65	1.88	3.43	2.70	2.42	3.31	2.25	1.89	2.03	2.45
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	32.29	15.12	11.18	19.27	26.14	16.37	17.50	27.94	10.92	29.98	21.78	19.57	27.74	25.93
* Data reflects updated data for each month															
Division 3															
MMBMF No. of unaddressed road calls	3,900	4,641	4,000	5,012	4,725	4,966	3,802	3,769	4,500	4,479	4,500	5,015	4,682	4,779	4,914
MMBTRC	2,400	3,781	2,550	3,890	3,406	3,370	3,778	3,500	4,680	3,514	3,595	4,425	3,851	3,548	3,878
In-Service On-time Performance	80%	75.7%	80%	76.7%	74.7%	72.4%	71.9%	72.2%	75.0%	78.7%	75.9%	76.3%	75.4%	75.7%	77.0%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.81	4.17	3.27	6.82	3.94	2.30	2.98	5.48	5.22	6.14	4.13	5.16	4.27	3.63	4.04
Complaints per 100,000 Boardings	2.16	3.01	2.27	4.12	3.08	3.82	3.44	3.87	4.18	3.73	4.63	3.13	3.32	3.84	3.50
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	8.70	15.12	16.52	22.10	8.69	13.37	8.43	5.58	11.00	28.85	8.14	19.11	24.99	16.87
* Data reflects updated data for each month															
Division 5															
MMBMF No. of unaddressed road calls	3,900	4,358	4,000	4,349	3,721	4,071	3,492	2,688	4,838	3,952	4,117	4,373	3,858	4,082	5,404
MMBTRC	2,400	2,417	2,550	2,358	2,203	2,435	2,812	2,684	2,684	3,064	2,950	2,718	2,787	3,147	3,972
In-Service On-time Performance	80%	74.8%	80%	75.5%	72.9%	71.6%	74.2%	73.5%	74.9%	77.4%	75.5%	74.7%	75.4%	74.9%	76.2%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	4.20	4.34	3.79	5.11	4.84	5.38	3.86	5.10	4.28	5.41	3.77	4.13	5.49	5.82	5.84
Complaints per 100,000 Boardings	1.41	1.71	1.68	2.04	2.22	2.83	2.83	2.07	3.48	2.70	3.68	4.46	2.55	2.81	2.80
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	17.31	15.12	21.52	18.64	11.25	18.54	11.11	13.54	10.77	14.89	28.98	29.36	29.12	13.80
* Data reflects updated data for each month															

- Green - Meets Target at 100% or
- ◇Yellow - Falls below Target 70 -
- Red - Falls below Target >70%.

Measurement	FY13 Target	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14
Division 6															
MMBMF No. of unaddressed road calls	3,900	10,040	4,000	4,509	4,424	6,654	7,782	5,685	5,687	10,007	12,221	11,378	5,550	10,081	15,075
MMBTRC	2,400	2,915	2,550	2,412	2,264	2,218	2,529	2,968	2,337	4,728	2,952	3,793	2,821	3,240	4,781
In-Service On-time Performance	80%	74.0%	80%	75.6%	75.1%	75.1%	73.4%	68.9%	71.0%	75.8%	75.4%	78.5%	82.1%	78.5%	79.2%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	4.20	6.64	5.79	5.78	6.16	6.94	5.93	10.11	4.30	3.17	2.34	4.39	2.12	2.20	2.21
Complaints per 100,000 Boardings	1.57	2.17	1.88	2.65	6.43	3.28	3.83	3.81	3.20	3.75	6.09	4.27	3.79	6.20	5.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	0.00	15.12	60.82	66.37	66.99	16.12	32.81	16.35	0.00	0.00	51.51	49.85	0.00	37.53
* Data reflects updated data for each month.															
Division 7															
MMBMF No. of unaddressed road calls	3,900	3,294	4,000	3,367	3,187	2,957	3,503	2,939	3,798	3,650	3,633	2,853	3,842	3,622	4,685
MMBTRC	2,400	1,920	2,550	2,188	1,902	2,004	2,513	2,280	2,873	2,537	2,631	2,399	2,668	2,829	3,288
In-Service On-time Performance	80%	70.1%	80%	72.6%	69.9%	69.3%	69.5%	70.6%	72.8%	75.1%	71.2%	71.5%	73.1%	72.5%	75.6%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.44	4.02	3.42	4.32	4.80	4.32	4.82	4.69	5.30	4.89	4.07	5.50	3.42	4.30	4.16
Complaints per 100,000 Boardings	2.30	3.54	2.26	2.63	3.02	2.71	2.73	4.02	4.01	3.28	3.71	4.03	3.18	3.25	2.76
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	6.74	14.12	12.92	19.02	15.70	8.31	6.57	16.04	10.67	11.88	10.49	17.20	19.32	19.84
* Data reflects updated data for each month.															
Division 8															
MMBMF No. of unaddressed road calls	3,900	5,577	4,000	6,211	5,278	4,711	4,495	5,460	5,188	5,684	5,056	4,957	5,606	5,609	5,563
MMBTRC	2,400	4,125	2,550	4,200	4,047	3,776	4,670	5,495	5,982	5,826	4,596	4,721	5,041	5,012	5,141
In-Service On-time Performance	80%	81.6%	80%	86.4%	83.2%	80.9%	80.3%	81.5%	83.3%	85.5%	83.4%	84.8%	85.3%	83.4%	88.2%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.14	2.44	2.00	1.65	1.92	1.46	1.50	2.54	2.33	1.88	2.02	2.31	1.67	1.70	1.44
Complaints per 100,000 Boardings	2.50	3.45	2.66	3.17	4.53	3.95	5.26	4.90	5.39	4.62	4.35	4.51	2.89	4.05	3.93
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	14.58	14.12	27.88	22.12	11.71	18.76	17.23	11.34	19.44	18.04	19.35	16.90	16.76	17.33
* Data reflects updated data for each month.															
Division 9															
MMBMF No. of unaddressed road calls	3,900	4,811	4,000	4,889	4,548	4,539	4,391	3,895	4,218	3,694	4,720	4,007	4,454	4,023	6,064
MMBTRC	2,400	4,092	2,550	3,727	3,789	4,125	4,278	3,945	4,237	3,870	4,228	4,056	4,278	3,836	5,232
In-Service On-time Performance	80%	76.0%	80%	76.9%	76.3%	71.2%	73.4%	71.9%	74.8%	77.9%	75.5%	76.6%	76.0%	75.3%	78.4%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	1.75	1.87	2.00	1.88	2.38	2.32	3.17	2.48	2.00	2.15	1.91	2.05	2.36	1.31	2.18
Complaints per 100,000 Boardings	3.24	4.40	3.58	4.76	4.05	5.04	4.78	5.82	5.71	5.18	4.98	6.28	6.48	5.45	5.59
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	11.50	14.12	28.97	15.63	23.36	23.61	13.74	24.36	23.47	40.50	32.45	47.87	22.08	13.45
* Data reflects updated data for each month.															
Division 10'															
MMBMF No. of unaddressed road calls	3,900	3,098	4,000	3,314	2,892	2,823	2,787	2,819	3,058	2,818	2,589	2,879	2,999	2,911	3,632
MMBTRC	2,400	1,967	2,550	2,147	1,953	1,921	1,969	2,307	2,390	2,196	2,822	2,299	2,139	2,062	2,653
In-Service On-time Performance	80%	67.3%	80%	71.2%	68.7%	69.0%	69.4%	68.2%	73.6%	76.2%	72.3%	72.5%	73.1%	73.4%	74.7%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	3.89	5.83	4.01	3.37	4.23	4.31	3.76	4.47	5.11	2.38	2.53	3.19	3.71	3.02	4.42
Complaints per 100,000 Boardings	1.93	2.88	1.81	2.51	3.14	2.46	3.21	3.44	2.97	2.98	3.80	3.31	2.95	2.89	2.34
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	24.65	15.12	11.89	23.44	14.80	15.99	7.28	31.38	14.35	13.28	21.58	21.78	19.24	5.06
* Data reflects updated data for each month.															

- Green - Meets Target at 100% or
- ◁Yellow - Falls below Target 70 -
- Red - Falls below Target >70%.

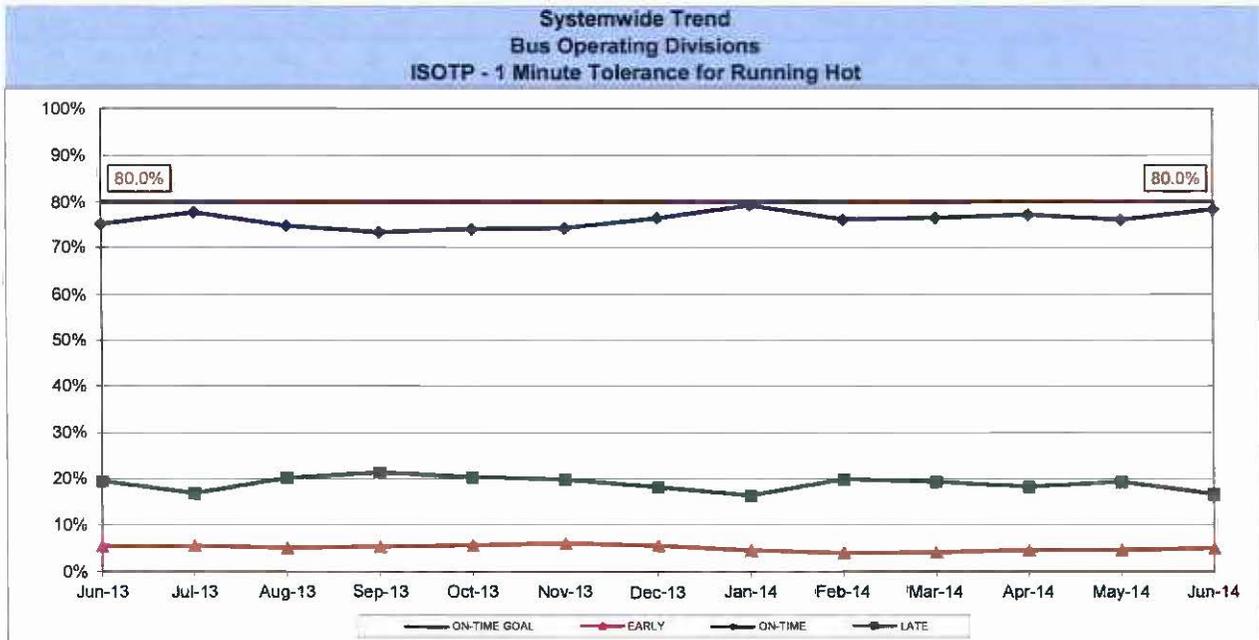
Measurement	FY13 Target	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14
Division 15															
MMEOWF															
No. of unaddressed road calls	3,900	3,808	4,000	4,240	4,103	4,680	4,314	4,020	4,077	5,200	4,114	4,320	3,924	3,138	3,755
MMBTRC	2,400	2,643	2,550	3,041	3,328	3,793	4,093	3,711	4,142	4,205	3,576	4,100	3,500	2,755	3,836
In-Service On-time Performance	80%	77.9%	80%	80.0%	76.2%	76.2%	75.4%	76.3%	76.0%	80.9%	76.1%	76.6%	79.5%	76.1%	80.0%
Bus Traffic Accidents Per 100,000 Miles *															
Number of "482 alleged accidents"	2.52	3.66	2.76	3.77	3.48	3.86	2.84	2.87	3.40	3.73	3.01	3.24	2.82	3.09	4.08
Complaints per 100,000 Boardings	2.68	2.98	2.29	3.07	4.07	2.91	3.96	4.49	4.09	4.13	3.12	5.11	3.88	4.02	4.15
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	14.01	15.12	11.22	2.21	9.30	6.51	6.24	12.44	30.46	12.07	21.00	17.78	6.81	13.66
* Data reflects updated data for each month															
Division 18															
MMEOWF															
No. of unaddressed road calls	3,900	3,847	4,000	4,123	3,834	3,814	4,396	4,007	4,733	4,883	4,670	4,903	4,603	4,326	4,410
MMBTRC	2,400	2,045	2,550	2,042	1,893	1,968	2,786	3,216	2,534	2,973	3,001	3,027	2,862	2,540	3,005
In-Service On-time Performance	80%	73.2%	80%	76.9%	73.1%	70.8%	73.6%	73.7%	79.3%	78.6%	74.6%	75.0%	76.0%	74.8%	79.6%
Bus Traffic Accidents Per 100,000 Miles *															
Number of "482 alleged accidents"	3.84	4.21	3.40	3.56	3.97	4.87	3.27	3.47	2.97	2.48	3.74	2.07	3.85	3.44	3.42
Complaints per 100,000 Boardings	2.89	3.28	2.66	4.09	3.40	4.07	4.92	4.73	6.04	4.02	4.04	4.94	3.65	3.90	3.81
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	23.14	15.12	30.66	24.01	12.54	33.63	12.67	26.44	12.16	20.10	20.64	22.41	10.19	16.64
* Data reflects updated data for each month															

- Green - Meets Target at 100% or
- ◁Yellow - Falls below Target 70 -
- Red - Falls below Target >70%.

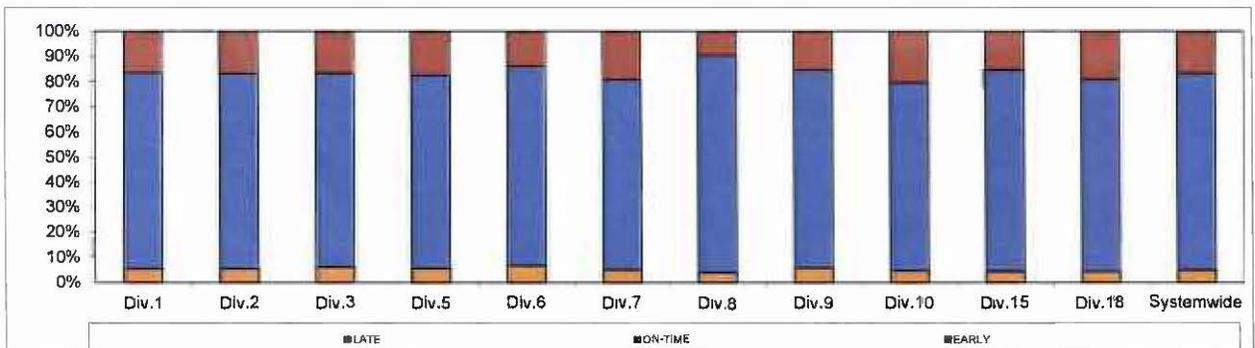
BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses). Please note that Rapid Line performance is included in the ISOTP calculation beginning January 2010.

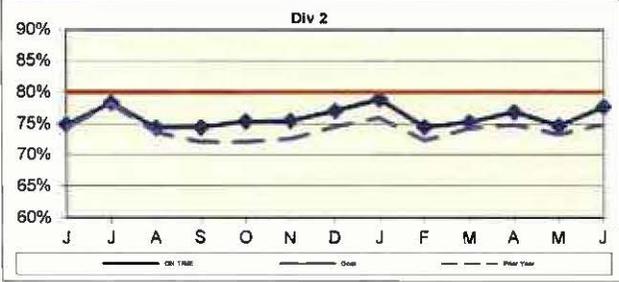
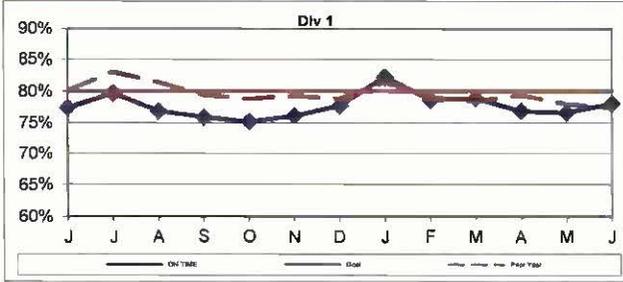
Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$



Remaining Above the Goal line is the target.

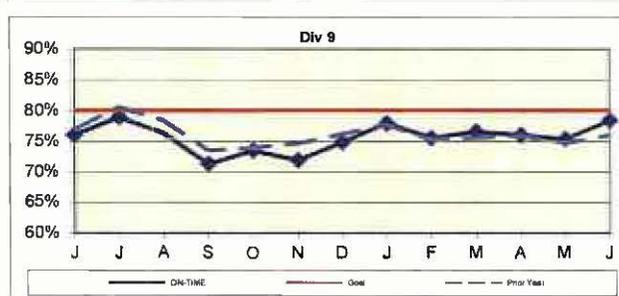
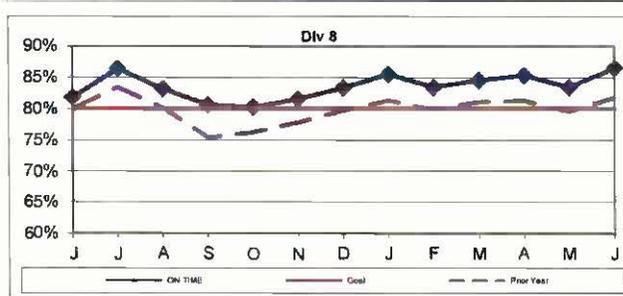
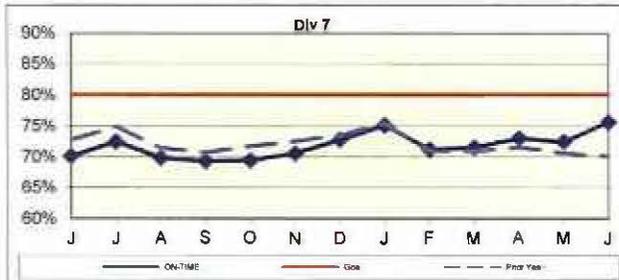
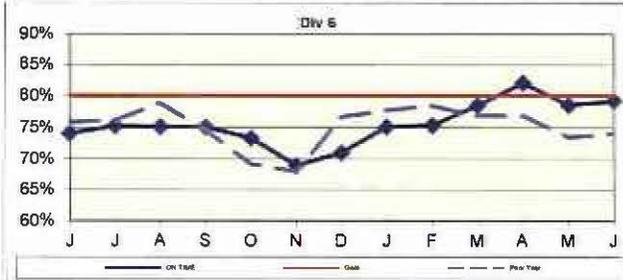
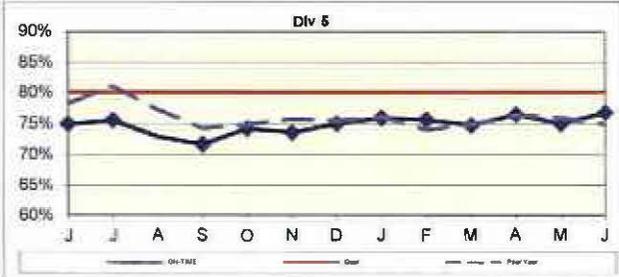
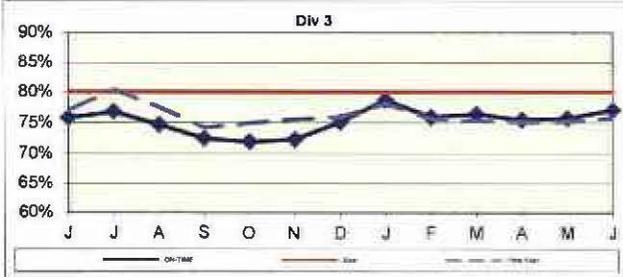


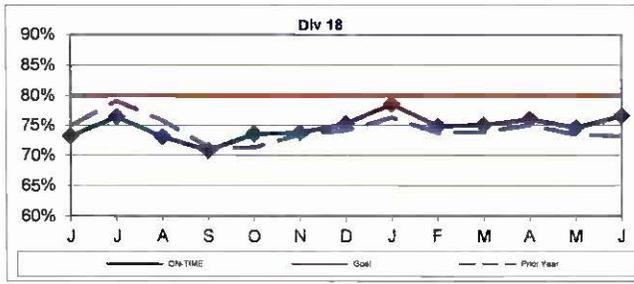
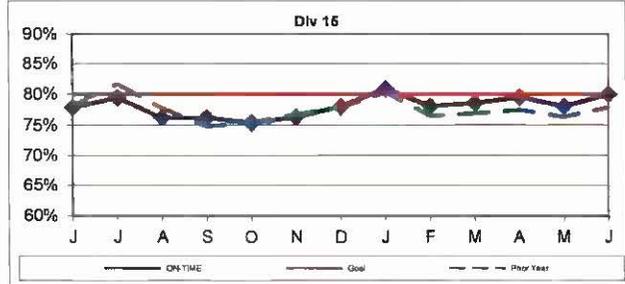
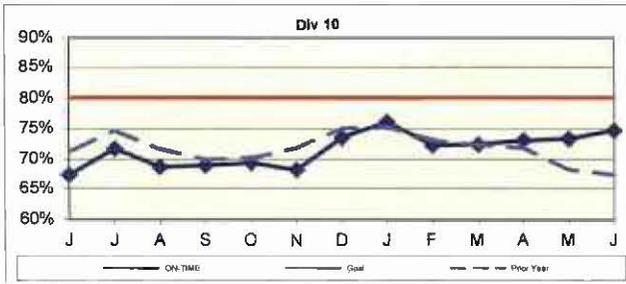
ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY13	FY14-YTD	Variance
Division 1			
Early	4.59%	4.54%	-0.05%
On-Time	79.56%	77.77%	-1.79%
Late	15.85%	17.69%	1.85%

Division 2			
Early	5.24%	4.71%	-0.54%
On-Time	74.02%	76.12%	2.10%
Late	20.74%	19.17%	-1.57%

Division 3			
Early	5.18%	6.18%	1.00%
On-Time	76.10%	75.12%	-0.98%
Late	18.72%	18.69%	-0.02%

Division 5			
Early	5.78%	5.49%	-0.29%
On-Time	75.89%	75.27%	-0.62%
Late	18.33%	19.24%	0.91%

Division 6			
Early	4.43%	5.93%	1.50%
On-Time	75.26%	71.88%	-3.38%
Late	20.31%	22.19%	1.88%

Division 7			
Early	4.95%	5.32%	0.36%
On-Time	71.96%	71.98%	0.02%
Late	23.09%	22.71%	-0.38%

	FY13	FY14-YTD	Variance
Division 8			
Early	3.95%	3.97%	0.02%
On-Time	79.82%	83.65%	3.83%
Late	16.23%	12.38%	-3.85%

Division 9			
Early	4.35%	5.65%	1.30%
On-Time	76.04%	75.55%	-0.49%
Late	19.61%	18.80%	-0.81%

Division 10			
Early	4.54%	5.00%	0.46%
On-Time	71.76%	71.87%	0.11%
Late	23.70%	23.13%	-0.57%

Division 15			
Early	3.68%	4.19%	0.50%
On-Time	77.46%	78.10%	0.64%
Late	18.86%	17.71%	-1.15%

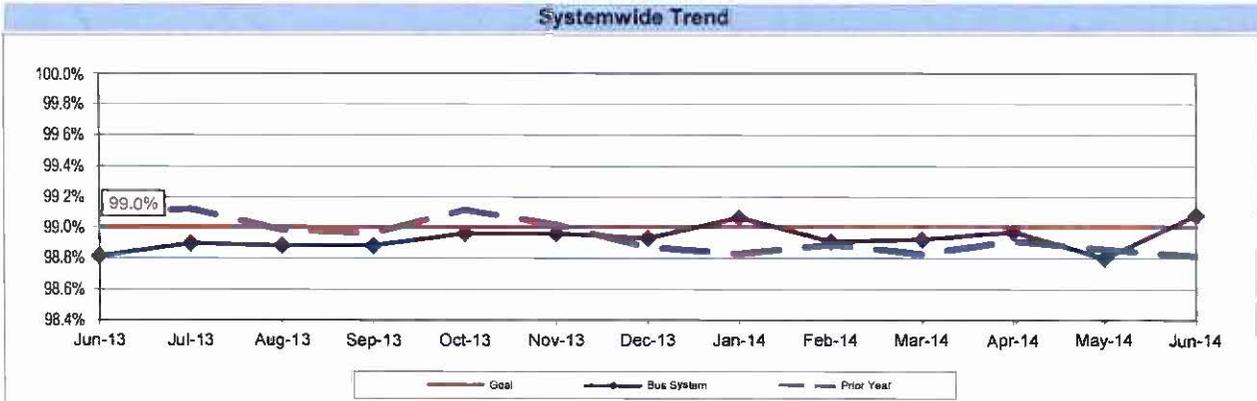
Division 18			
Early	4.82%	4.99%	0.17%
On-Time	74.21%	74.87%	0.66%
Late	20.97%	20.14%	-0.83%

SYSTEMWIDE			
Early	4.69%	4.97%	0.28%
On-Time	75.82%	75.95%	0.12%
Late	19.49%	19.08%	-0.40%

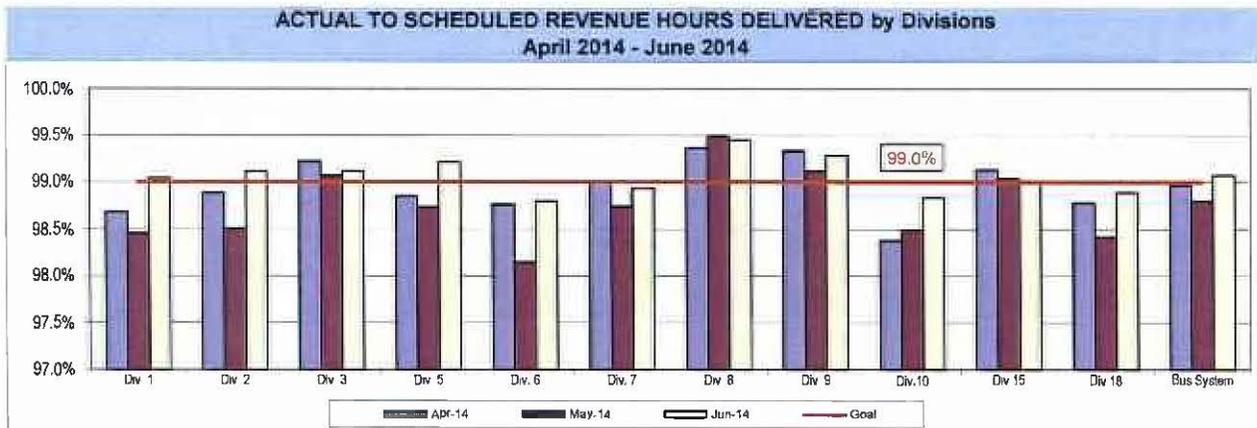
ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary RH service added, Hollywood Bowl and Race Track RH, in addition RH due to overtime offset by cancellations and in-service delays.

Calculation: $SRHD\% = 1 - ((\text{In-Service Delay Revenue Hours plus Cancelled Revenue Hours}) \div (\text{Total Scheduled Service Hours} + \text{Temporary Revenue Hours} + \text{Hollywood Bowl and Race Track Revenue Hours} + \text{In Addition Revenue Hours}))$
 FY06: Actual Revenue Hours Delivered divided by Scheduled Revenue Hours.



Remaining At the Goal line is the target.



BUS MAINTENANCE PERFORMANCE

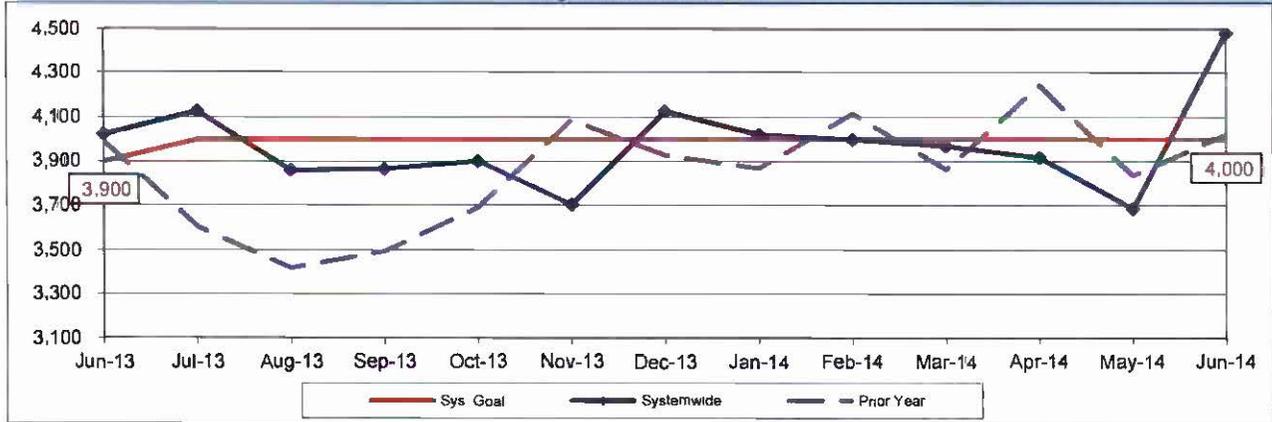
MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

Definition: Average Hub Miles traveled between mechanical problems that result in a bus exchange.

Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

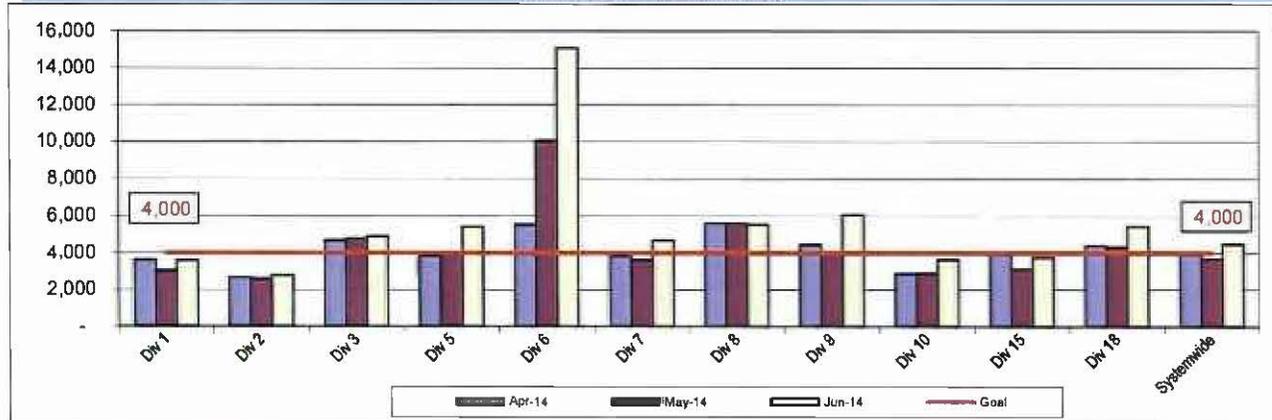
Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

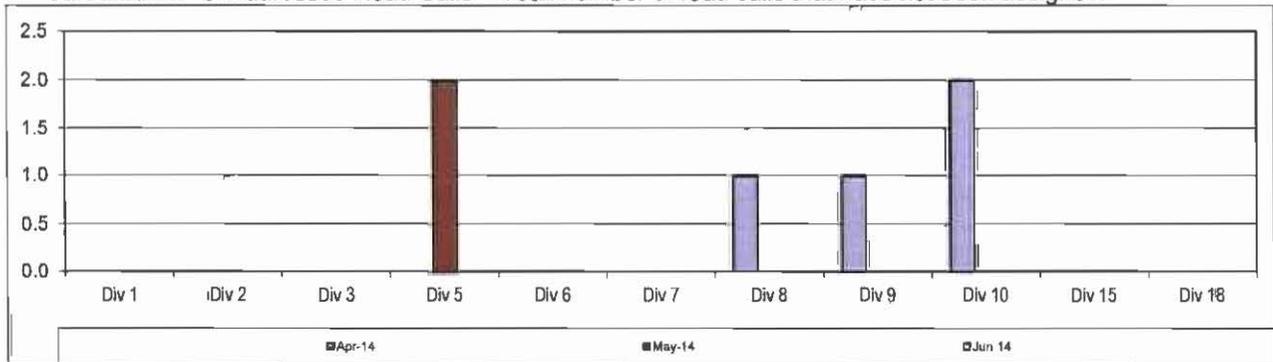
MMBMF -- Bus Operating Divisions April 2014 - June 2014



**Unaddressed Road Calls -- Bus Operating Divisions
April 2014 - June 2014**

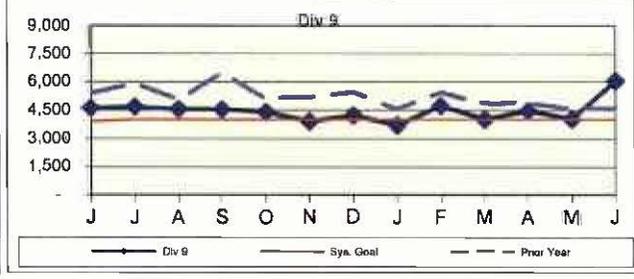
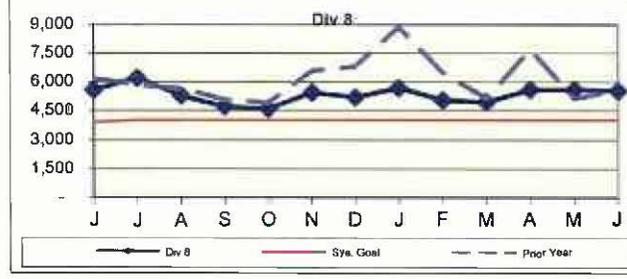
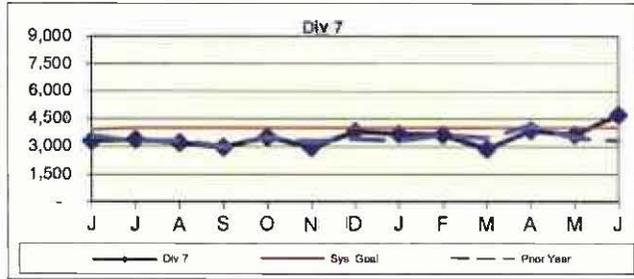
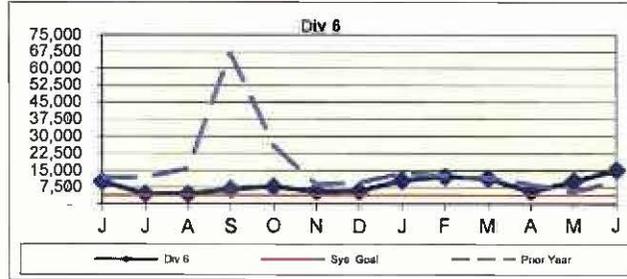
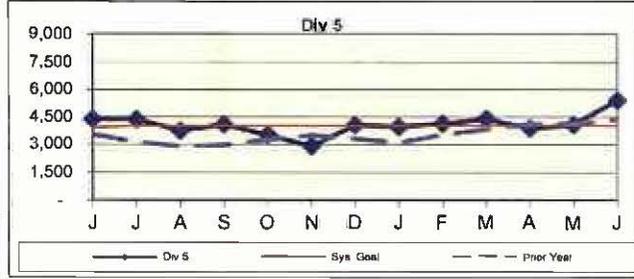
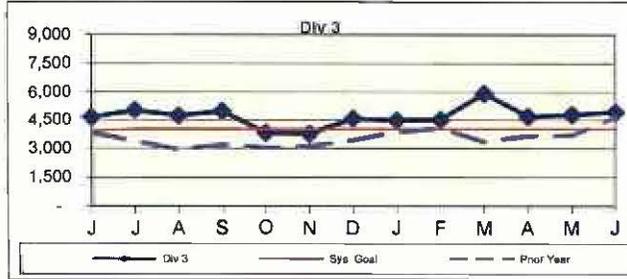
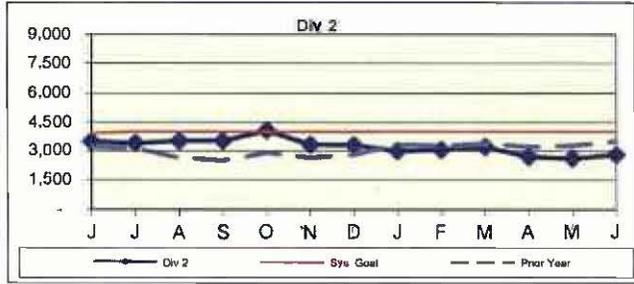
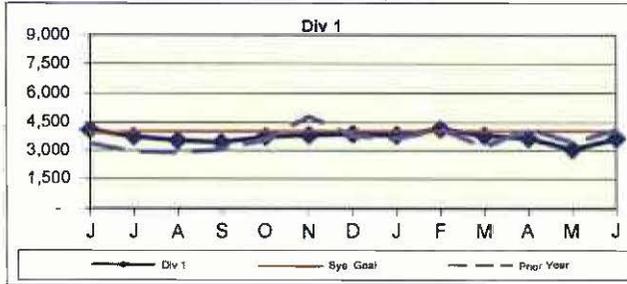
Definition: Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code.
(Source: M3)

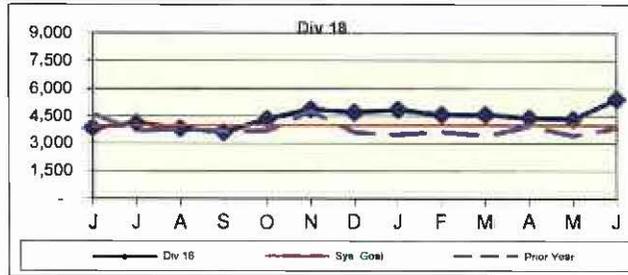
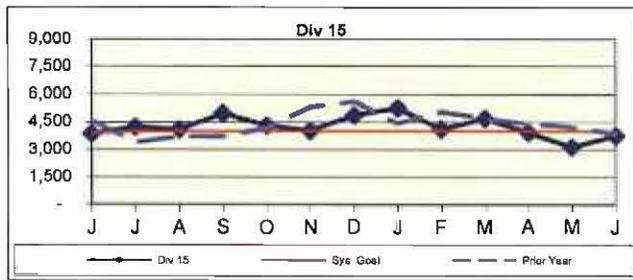
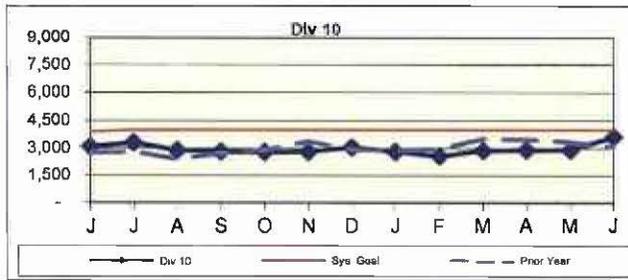
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.



Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued





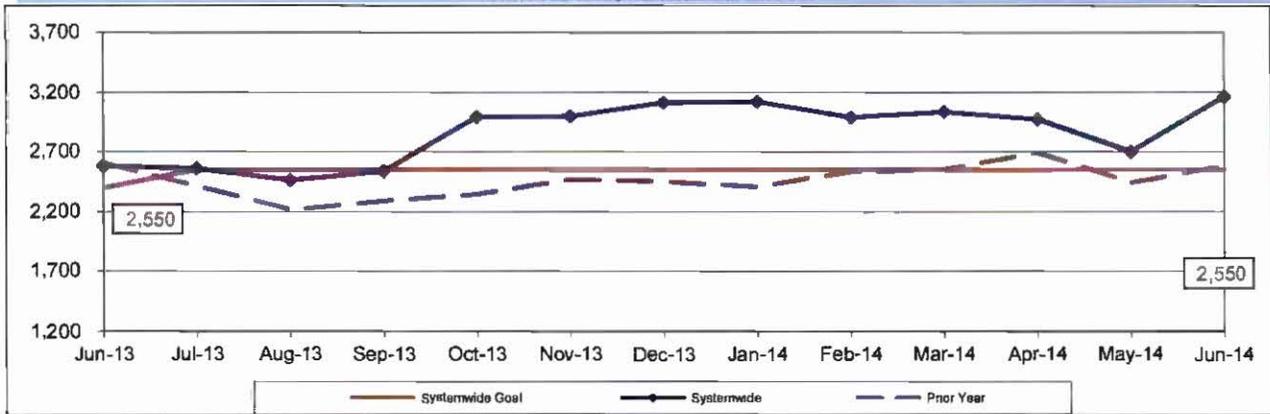
MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Average Hub Miles traveled between road call problems.

Calculation: $MMBTRC = (\text{Total Hub Miles} / \text{by Total Road Calls})$

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

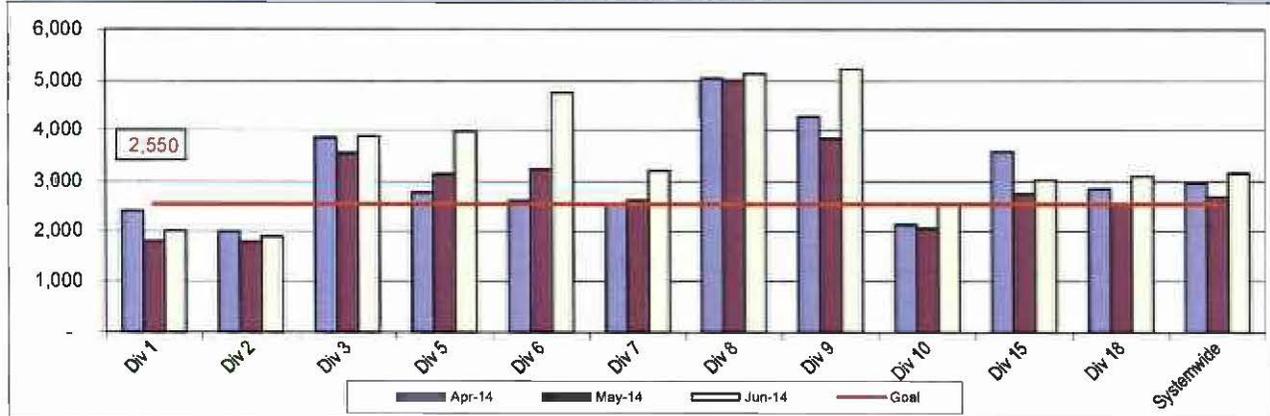
MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

**MMBTRC -- Bus Operating Divisions
April 2014 - June 2014**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,255	93.22%
Diesel	71	2.94%
Gasoline	59	2.44%
Propane	34	1.41%
Hybrid	0	0.00%
Total	<u>2,419</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

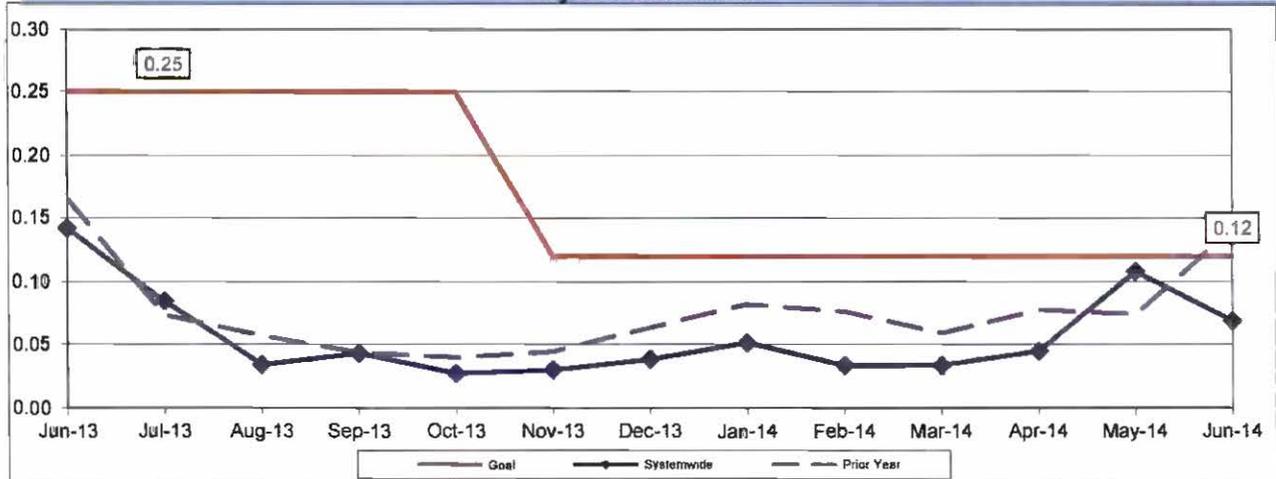
Div 1 11.6	Div 2 12.5	Div 3 8.6	Div 5 7.2	Div 6 5.3	Div 7 6.0
Div 8 7.2	Div 9 11.3	Div 10 10.2	Div 15 7.2	Div 18 6.0	

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 / by Buses)

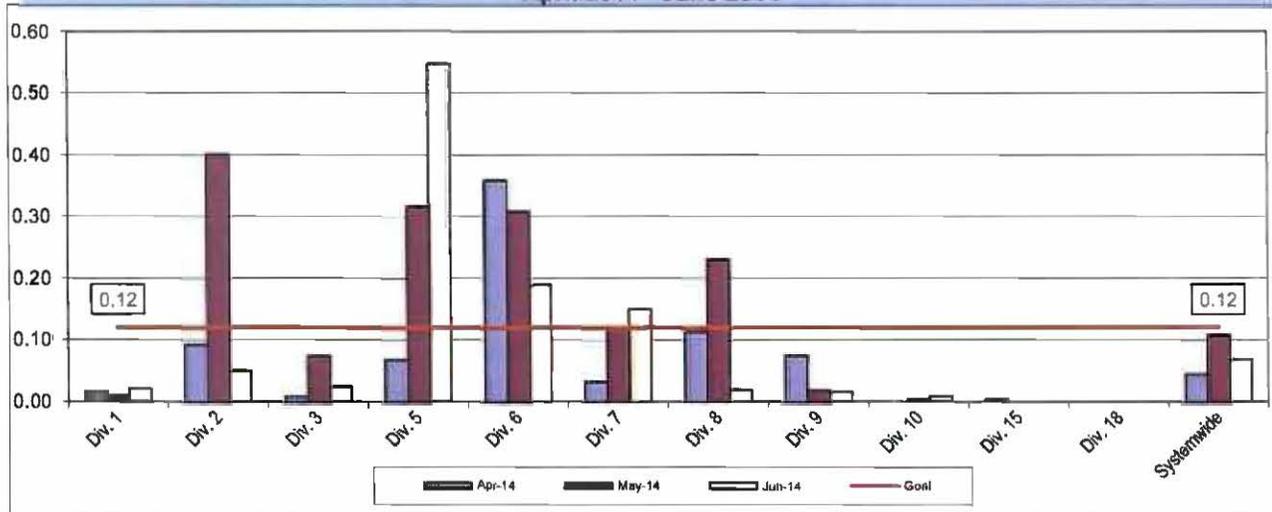
Systemwide Trend



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 13) have been involved in a pilot project to test extending maintenance critical PMP mileage periodicities. These "extended" mileages have not been officially implemented at this time, therefore, these divisions will appear not to have completed their critical PMP's in current monthly and weekly reports until the program is officially modified systemwide accordingly.

**Past Due Critical PMPs - by Divisions
April 2014 - June 2014**



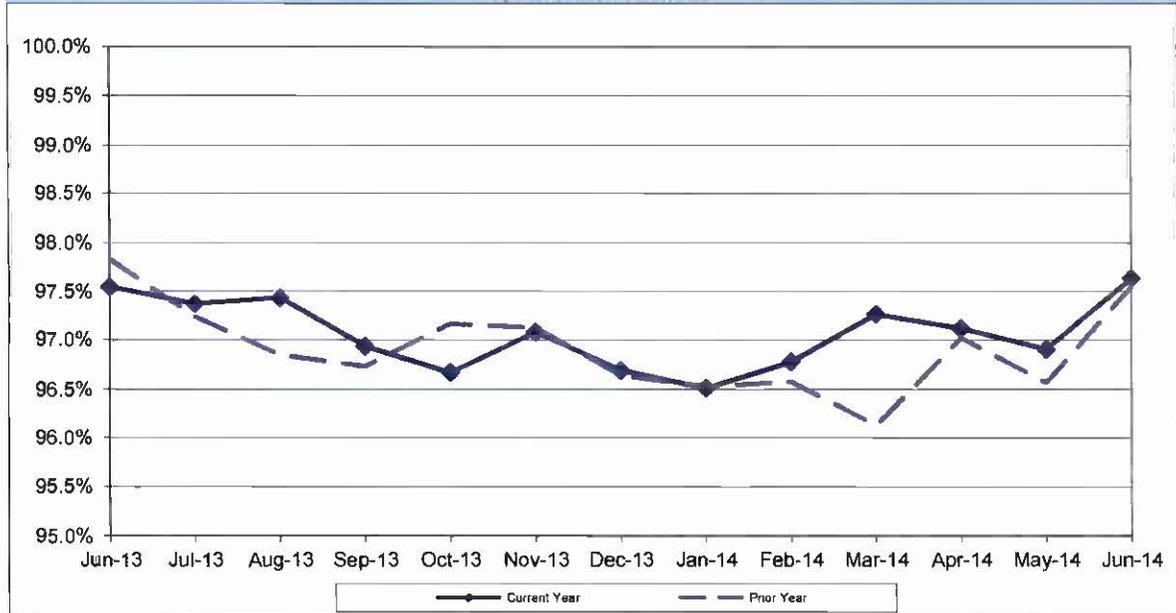
ATTENDANCE

MAINTENANCE ATTENDANCE

Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

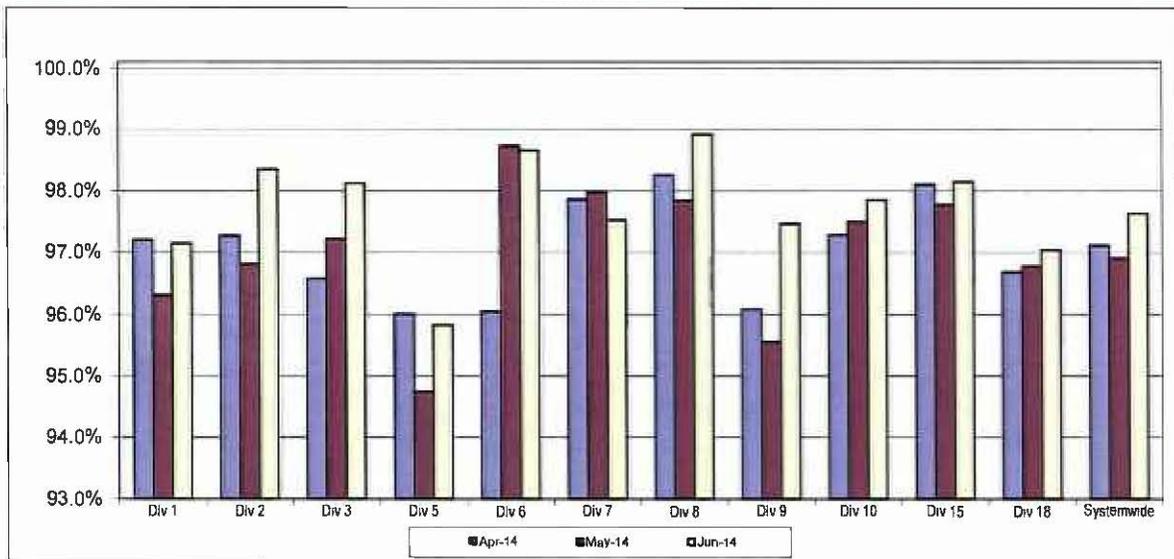
Calculation: $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) April 2014 - June 2014

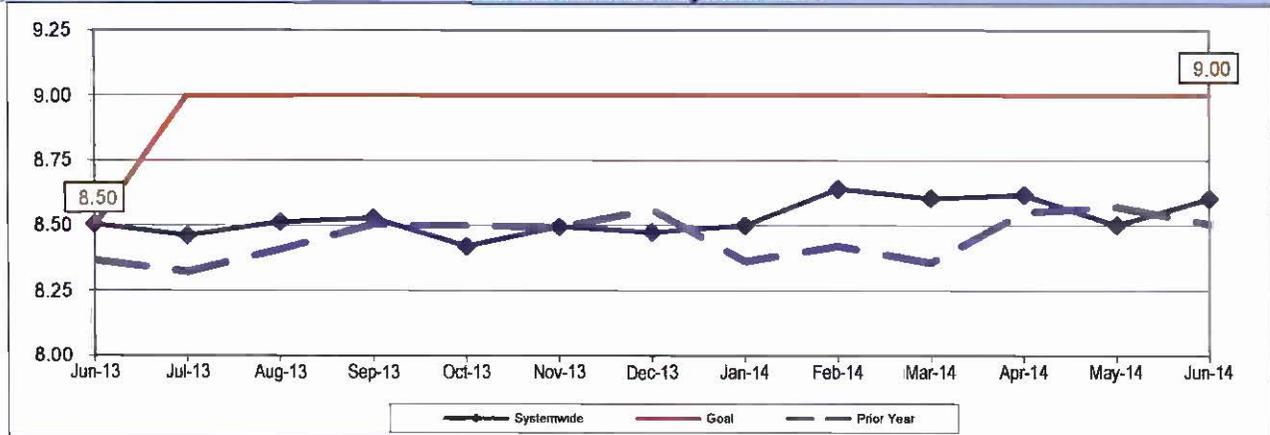


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Beginning January 2004, they rate the divisions each month. 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.

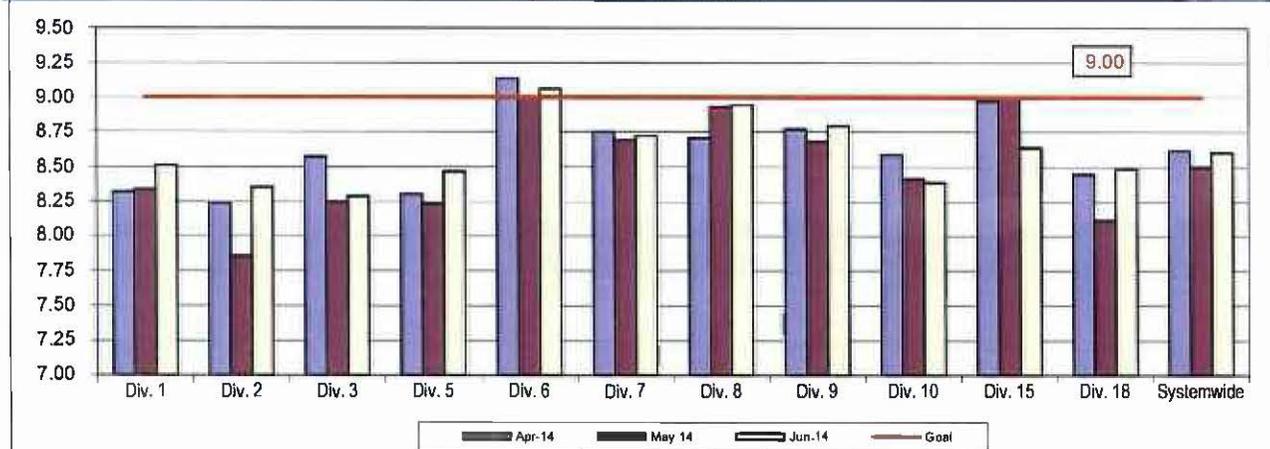
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

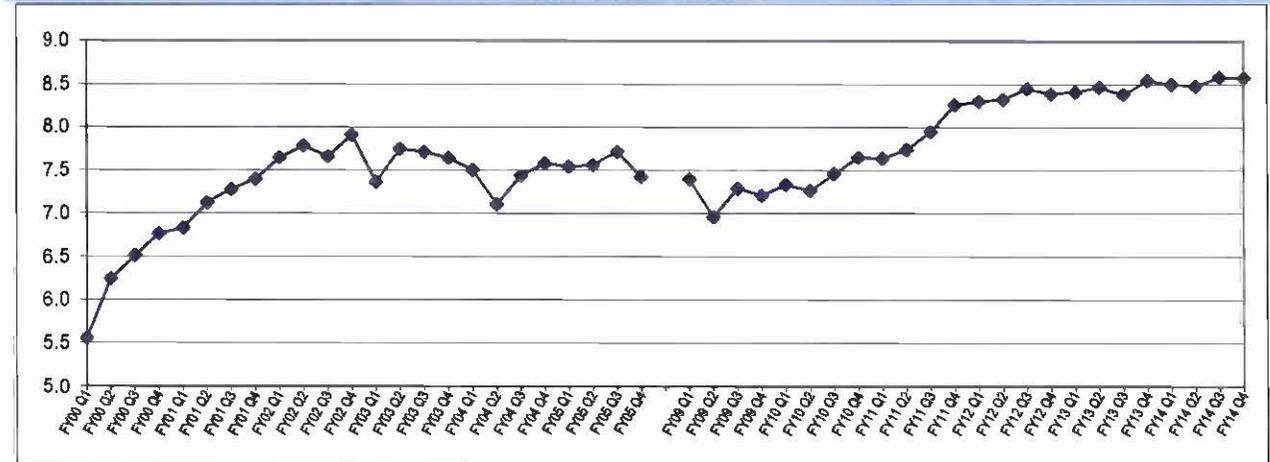


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions April 2014 - June 2014



Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY14 Q4

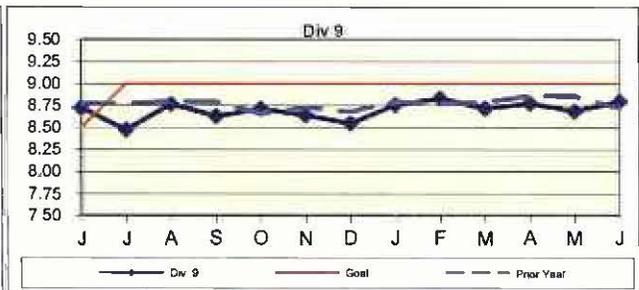
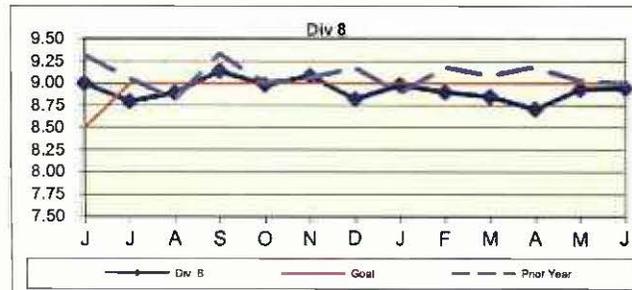
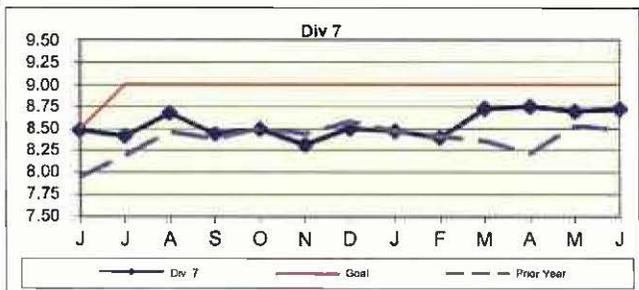
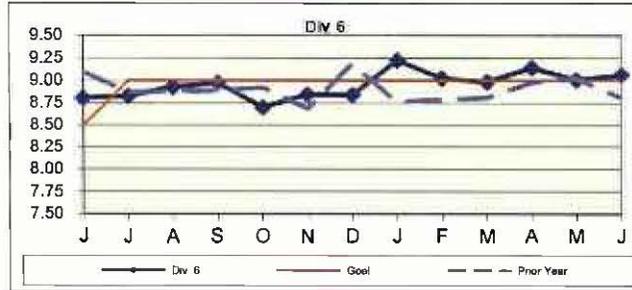
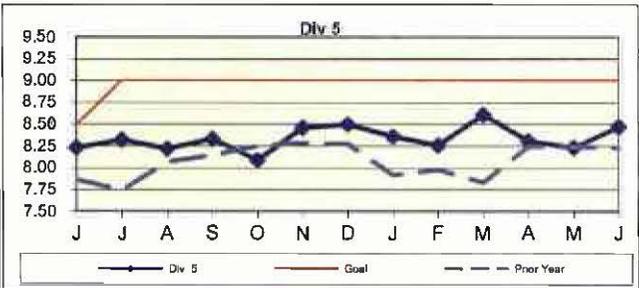
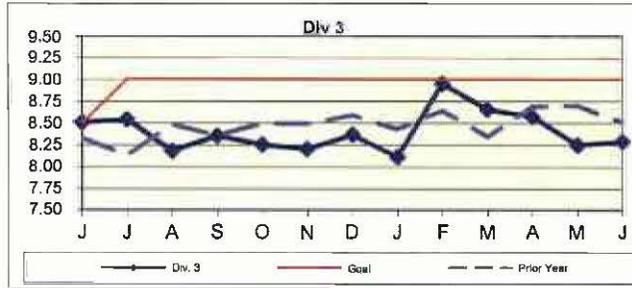
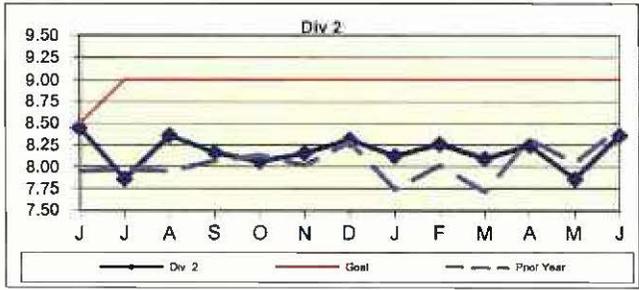
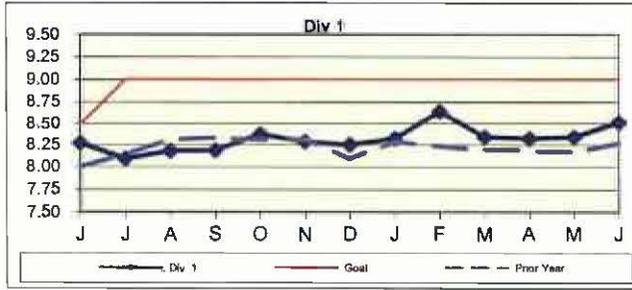


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

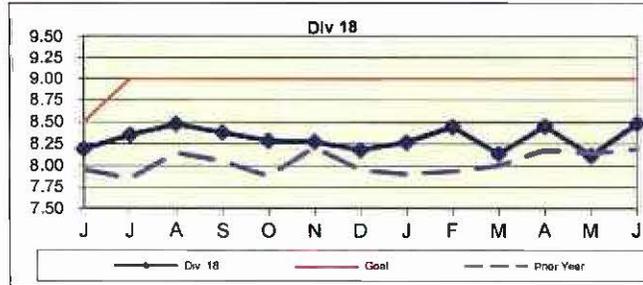
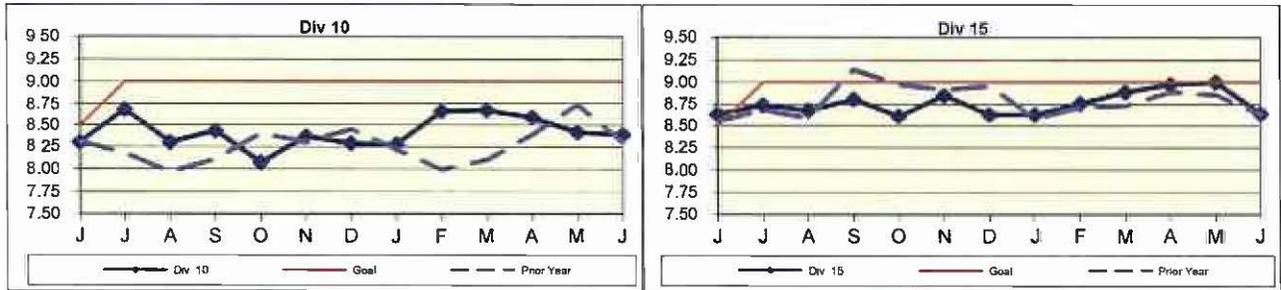
Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates four light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; 3. Metro Gold Line from Pasadena and East Los Angeles; and 4. Expo Line from Los Angeles to La Cienega Bl. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

- * On-Time Pullout Percentage.
- * Mean Miles Between Chargeable Mechanical Failures (MMBMF).
- * In-Service On-Time Performance.
- * Traffic Accidents per 100,000 Train Miles.
- * Complaints per 100,000 Boardings.
- * New Reported Workers' Compensation Indemnity & Medical Claims per 200,000 Exposure Hours.

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Apr Month	May Month	Jun Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.67	11.89	10.28	10.53	9.48	14.35		19.74	16.84	10.88
<small>* Starting July 2013, Data now reflects Indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting Indemnity & Medical combined as well. W.C. Goal has been modified from 7.36 to 10% improvement over last FY Actual.</small>										
Metro Red Line (MRL)										
On-Time Pullouts	99.55%	99.86%	99.80%	99.37%	98.00%	99.72%		98.34%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	38,771	34,194	35,939	62,212	36,000	65,254		54,676	88,480	64,775
In-Service On-time Performance	99.54%	99.69%	99.45%	99.32%	98.00%	98.91%		97.19%	99.48%	99.02%
Traffic Accidents Per 100,000 Train Miles	0.00	0.29	0.00	0.19	0.06	0.47		1.65	1.57	0.00
Complaints per 100,000 Boardings **	0.41	0.51	0.56	0.26	0.45	0.25		0.25	0.13	0.26
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										
Metro Blue Line (MBL)										
On-Time Pullouts	99.71%	99.10%	99.48%	99.34%	98.00%	99.37%		98.60%	99.85%	99.88%
Mean Miles Between Chargeable Mechanical Failures	20,830	14,194	13,940	16,755	15,000	18,893		13,196	10,060	25,346
In-Service On-time Performance	98.81%	99.11%	98.31%	95.80%	98.00%	95.84%		95.35%	93.92%	95.54%
Traffic Accidents Per 100,000 Train Miles	1.45	1.76	1.35	1.45	1.35	1.46		2.86	2.23	1.73
Complaints per 100,000 Boardings **	0.80	0.81	1.22	0.90	1.08	0.59		0.44	0.48	0.31
<small>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line so they are reported combined for reporting purposes in the Blue Line results.</small>										
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										
Metro Expo Line (MEXL)										
On-Time Pullouts (Expo Pull Outs are included in Blue Line Pull Outs)										
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are included in Blue Line MMBCMF)										
In-Service On-time Performance				98.47%	98.00%	98.70%		98.33%	99.49%	98.99%
Traffic Accidents Per 100,000 Train Miles				0.34	1.35	1.17		3.47	1.72	0.00
Complaints per 100,000 Boardings **				2.20	1.08	1.01		0.74	0.97	0.49
<small>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line so they are reported combined for reporting purposes in the Blue Line results.</small>										
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										
Metro Green Line (MGR)										
On-Time Pullouts	99.89%	99.85%	99.87%	99.71%	98.00%	99.69%		100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,599	11,831	14,708	13,297	16,000	19,513		14,717	32,167	14,567
In-Service On-time Performance	99.26%	99.50%	98.86%	98.06%	98.00%	97.85%		98.30%	98.11%	98.27%
Traffic Accidents Per 100,000 Train Miles	0.00	0.07	0.07	0.14	0.06	0.00		0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.78	1.13	1.06	0.63	0.90	0.62		0.85	0.75	0.58
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										
Metro Gold Line (MGO)										
On-Time Pullouts	99.86%	99.99%	100.00%	99.88%	98.00%	99.56%		98.91%	99.60%	99.59%
Mean Miles Between Chargeable Mechanical Failures	16,151	21,097	18,017	28,299	23,000	45,894		76,310	47,914	63,930
In-Service On-time Performance	99.12%	99.58%	98.68%	96.45%	98.00%	98.03%		92.67%	99.20%	99.58%
Traffic Accidents Per 100,000 Train Miles	0.82	0.61	0.42	0.22	0.41	0.24		0.00	0.00	0.00
Complaints per 100,000 Boardings **	1.68	1.22	1.21	0.68	1.19	0.60		1.16	0.53	0.18
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										

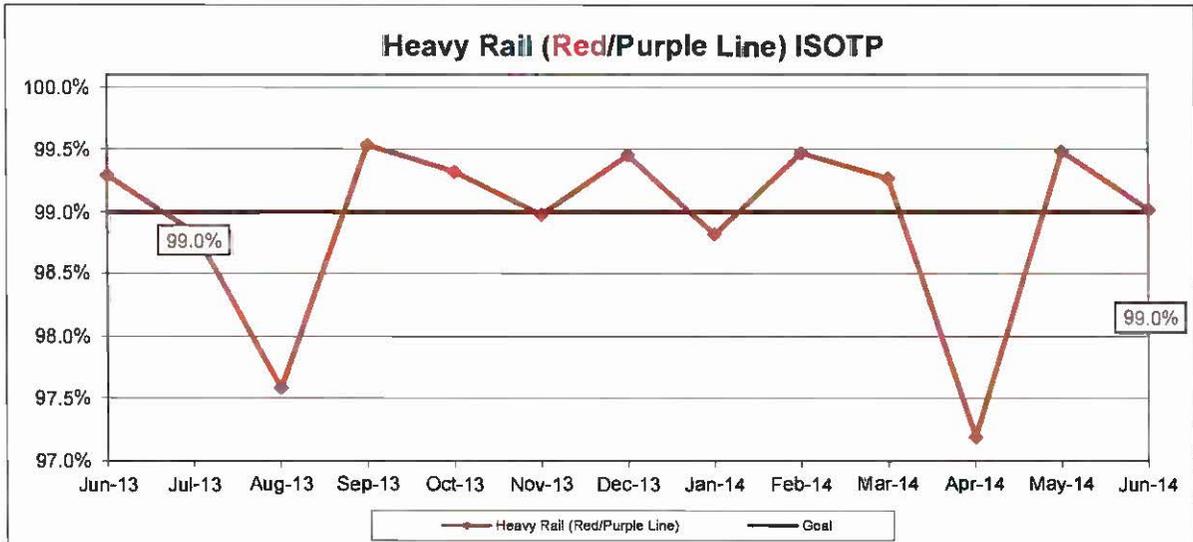
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◊ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

RAIL SERVICE PERFORMANCE

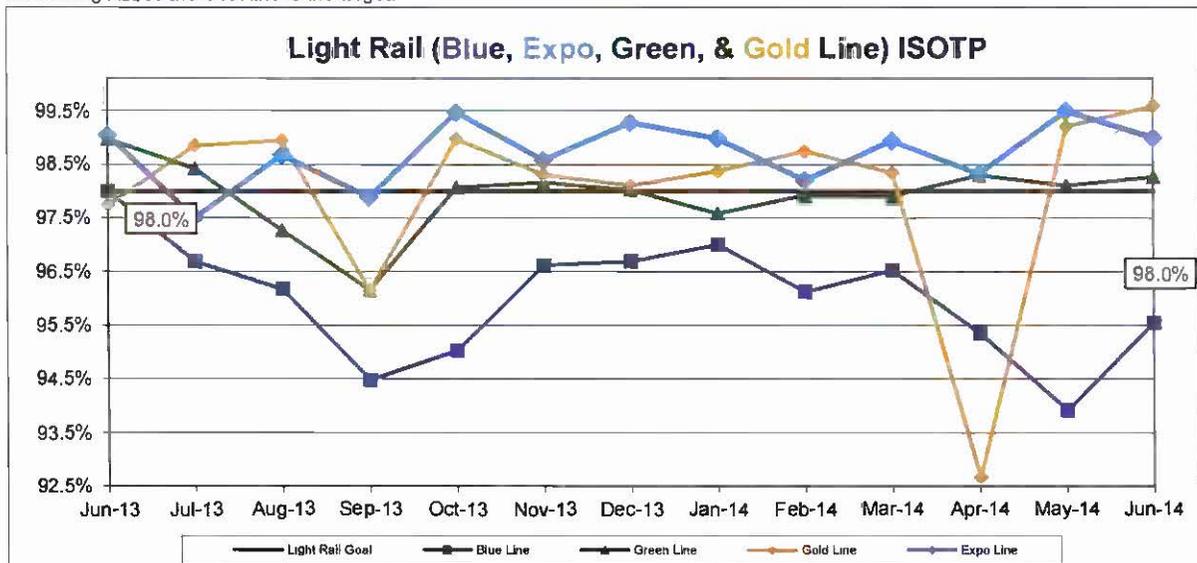
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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) / by Total scheduled runs) X by 100]



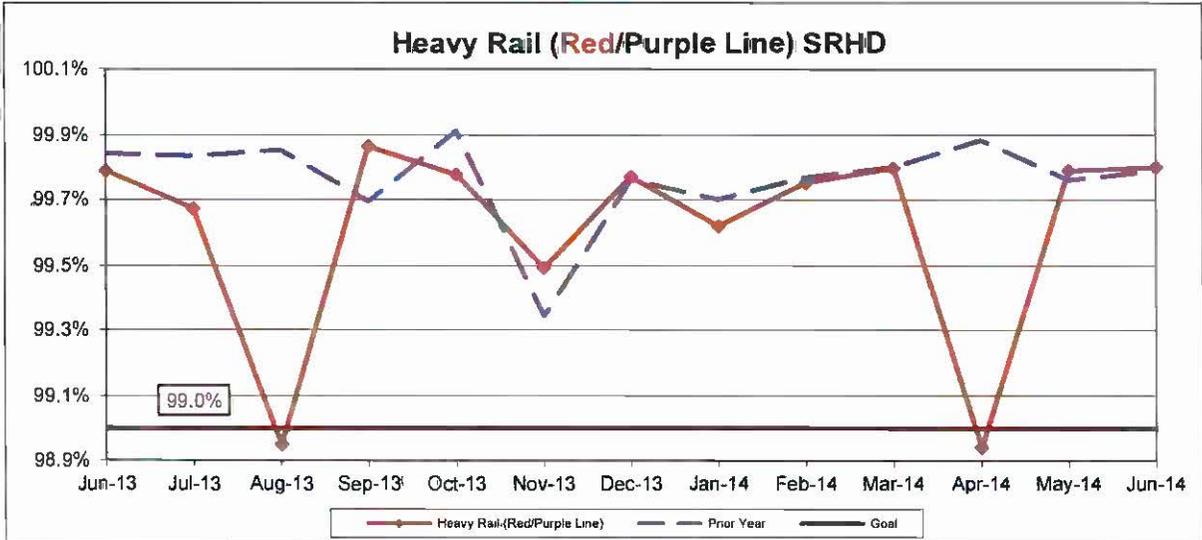
Remaining Above the Goal line is the target.



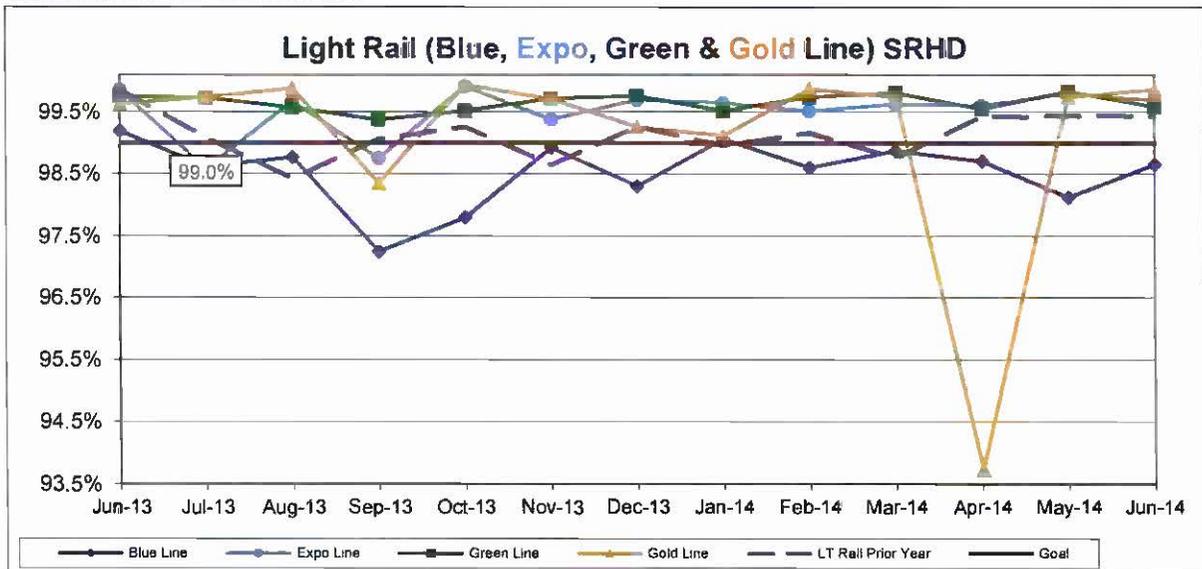
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

Definition: This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after subtracting cancellations, outlates and in-service delays.

Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Remaining At the Goal line is the target.

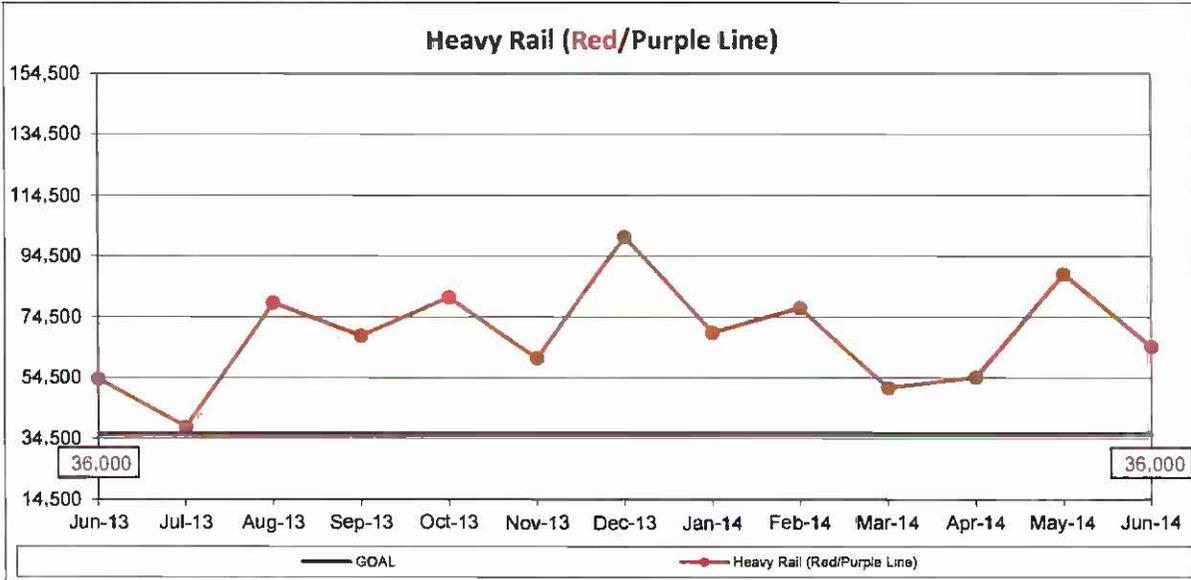


Mean Miles Between Chargeable Mechanical Failures

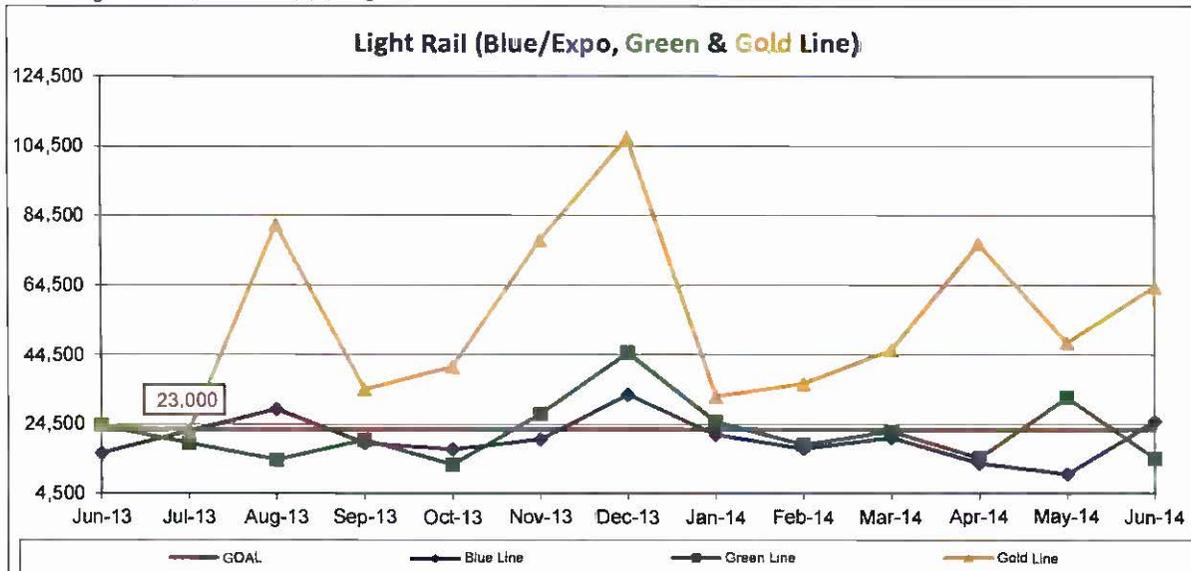
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled revenue trip.

Calculation: MVMBRVF = Total Vehicle Miles / Revenue Vehicle Systems Failures

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.

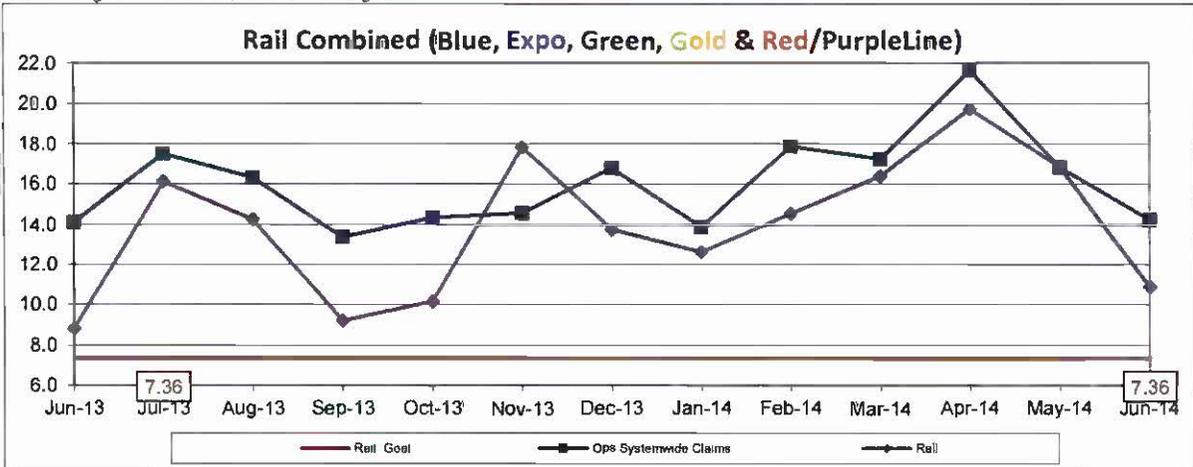


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

Definition: Average number of new reported workers compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

Calculation: New reported workers' compensation Indemnity and Medical claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

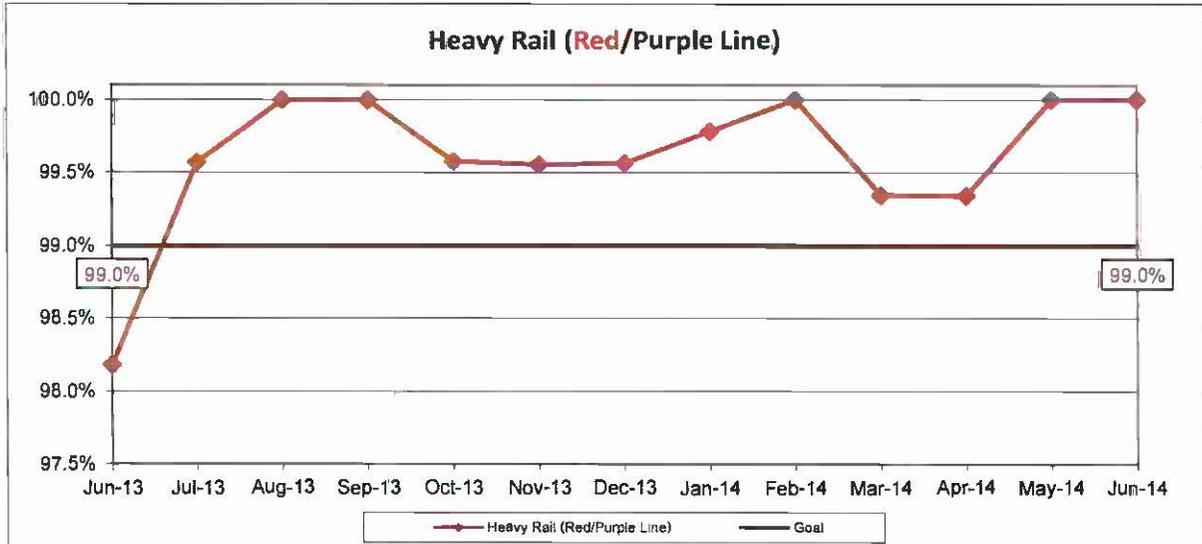
Data now reflects combination of Indemnity and Medical Claims reported in the current month.
Remaining Below the Goal line is the target.



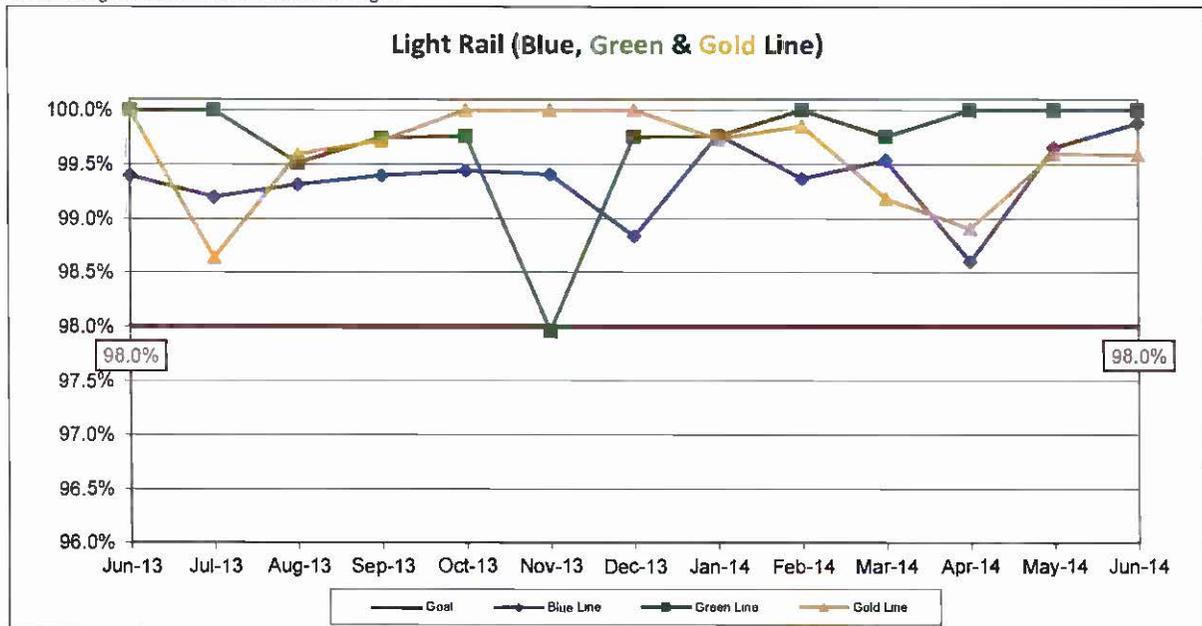
ON-TIME PULLOUTS (OTP)

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% = $[(100\% - [(Total\ cancelled\ pullouts\ plus\ late\ pullouts) / by\ Total\ scheduled\ pullouts]) \times 100]$



Remaining Above the Goal line is the target.



SAFETY PERFORMANCE

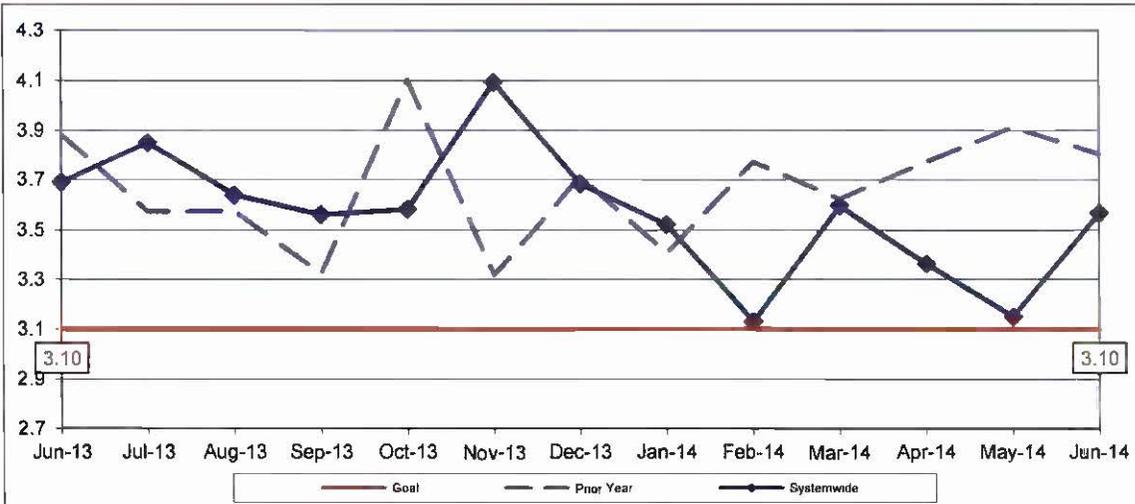
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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 / by (Hub Miles / by 100,000))

Systemwide Trend

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

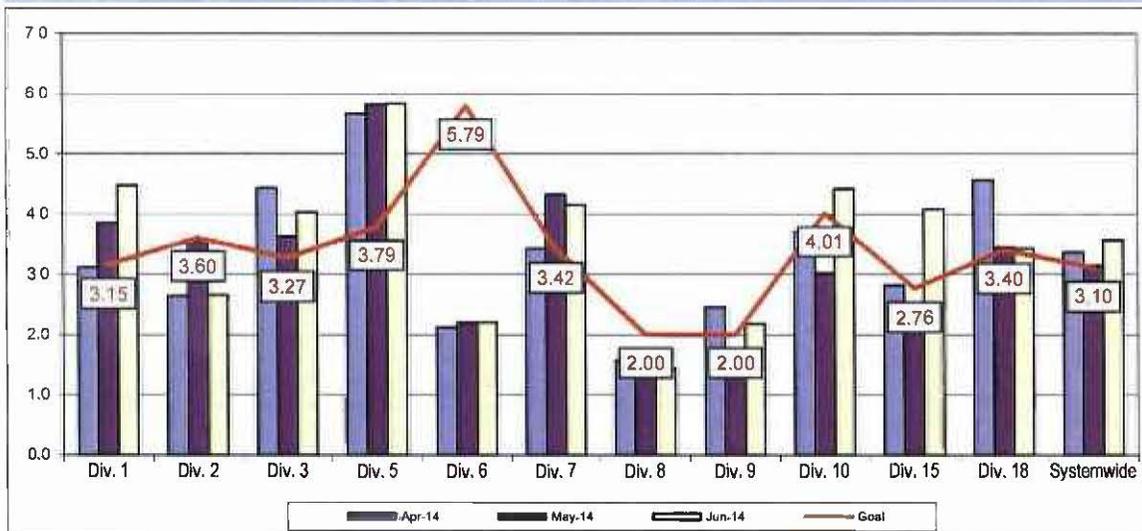


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

Bus Operating Divisions - by Divisions April 2014 - June 2014

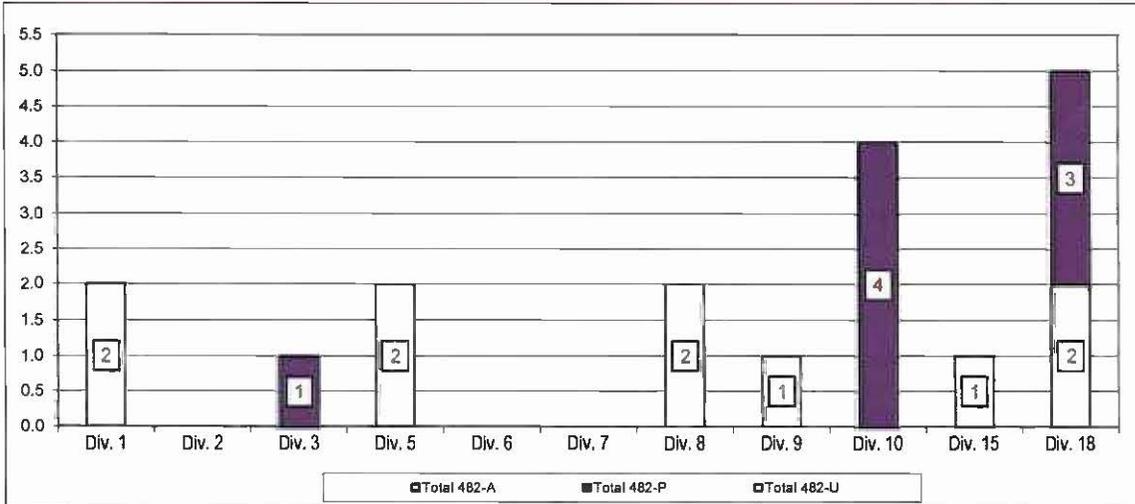


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

Definition: Number of accidents that are coded 482 "alleged" accidents in prior 13 months and the accident determination as avoidable (A), pending investigation (P) or unavoidable (U).

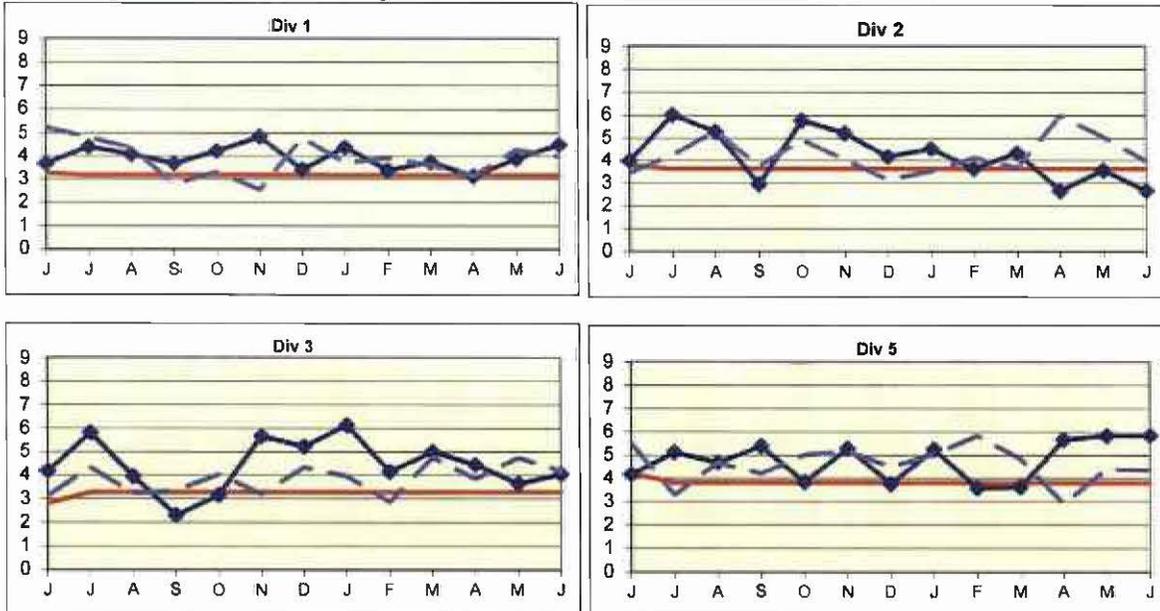
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision



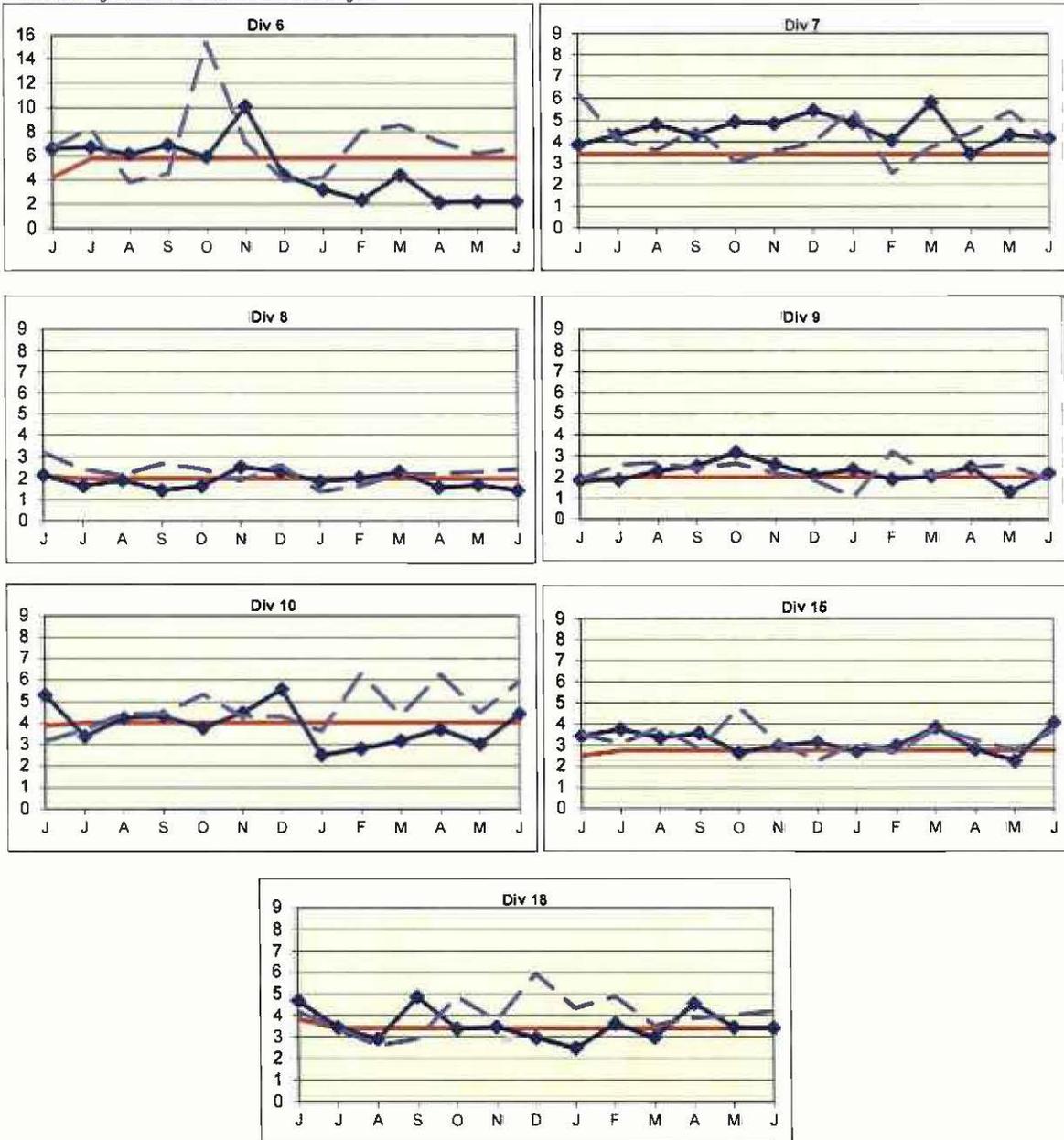
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

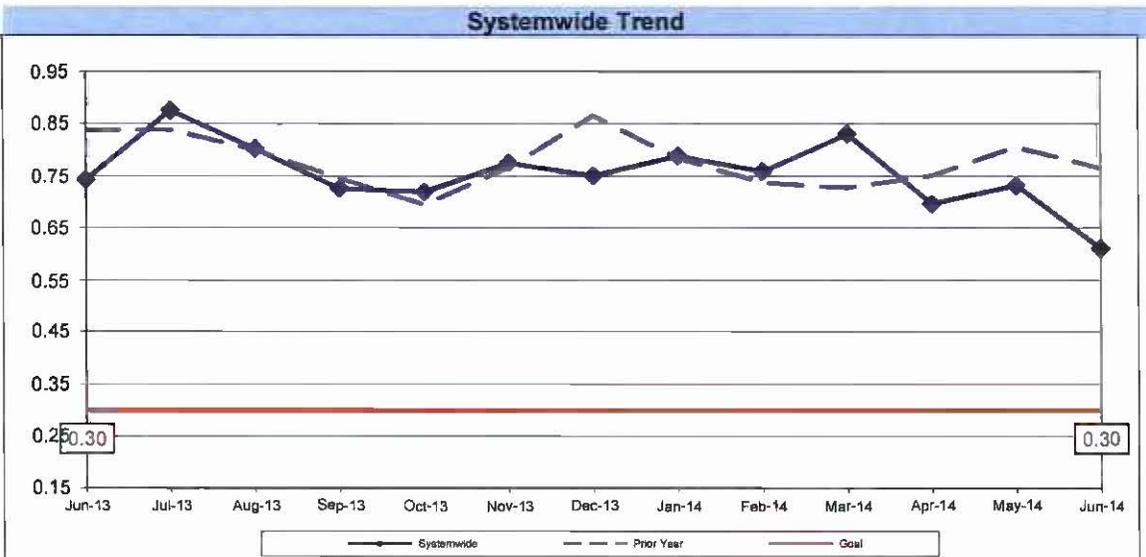
Remaining Below the Goal line is the target.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

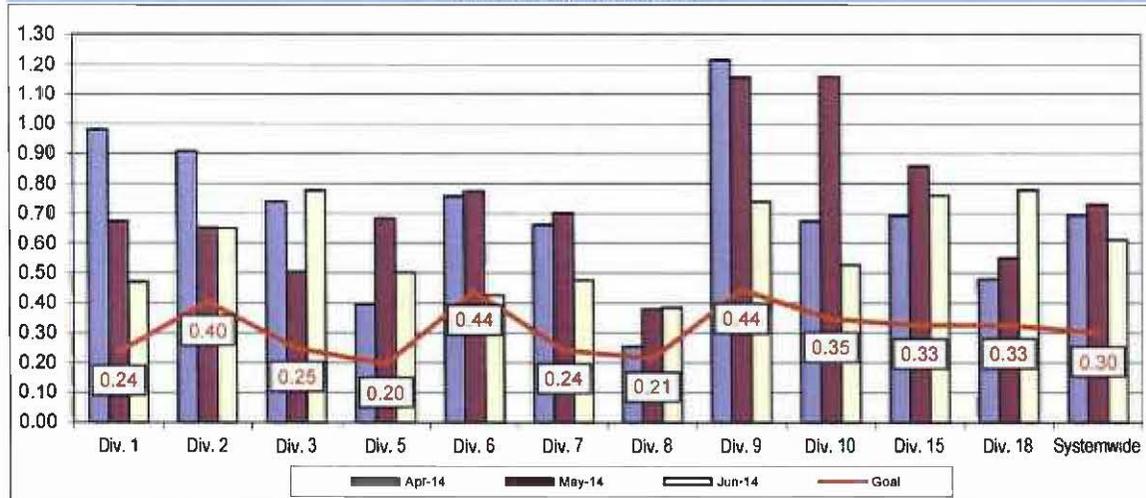
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100,000))



Remaining Below the Goal line is the target.

Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

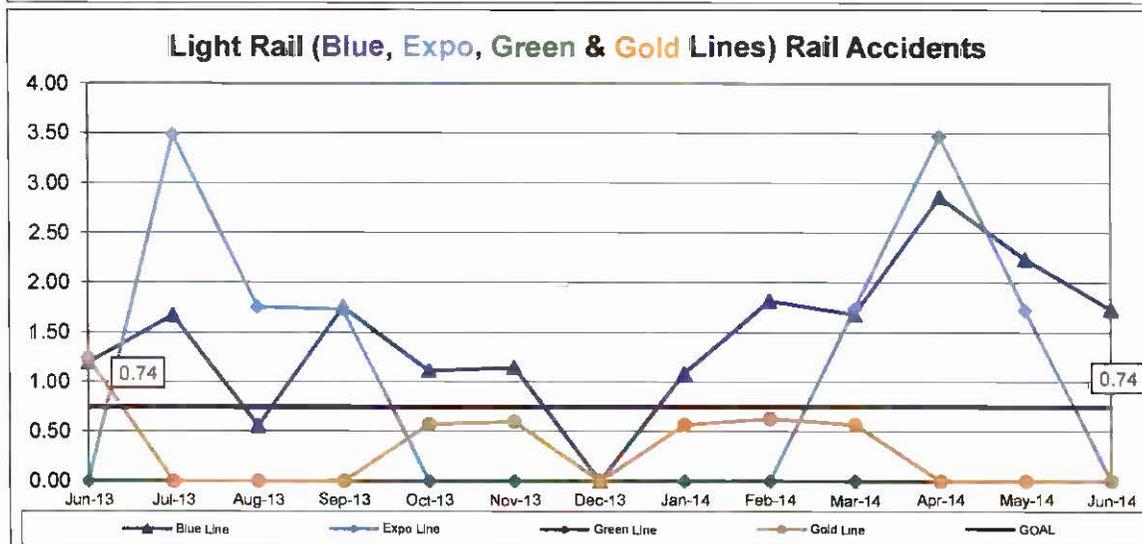
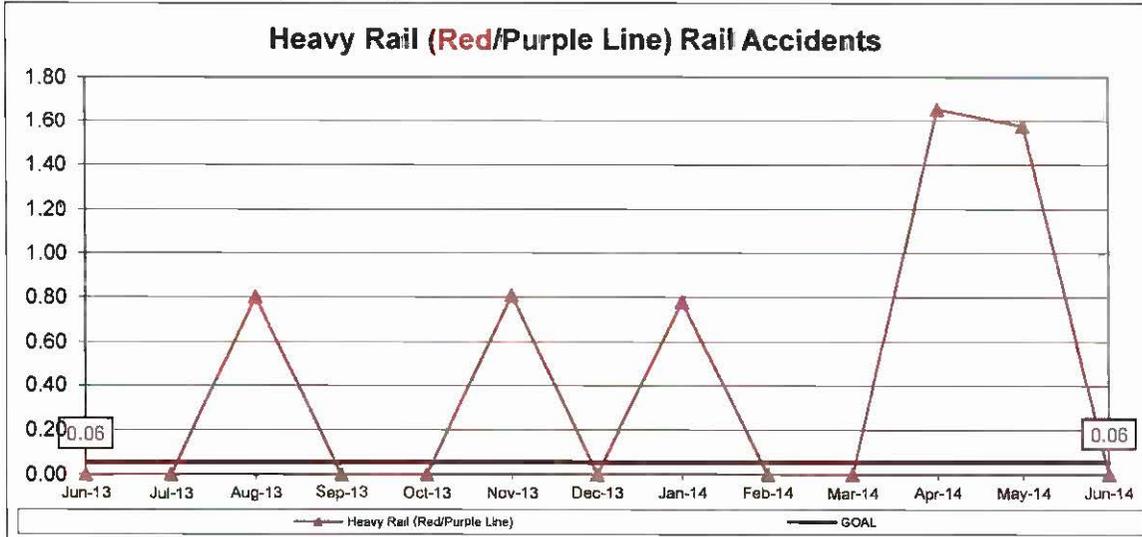
**Bus Operating Divisions - by Divisions
April 2014 - June 2014**



RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES (PUC Reportable)

Definition: Average number of Rail Accidents for every 100,000 Revenue Train Miles traveled. This indicator measures system safety.

Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))

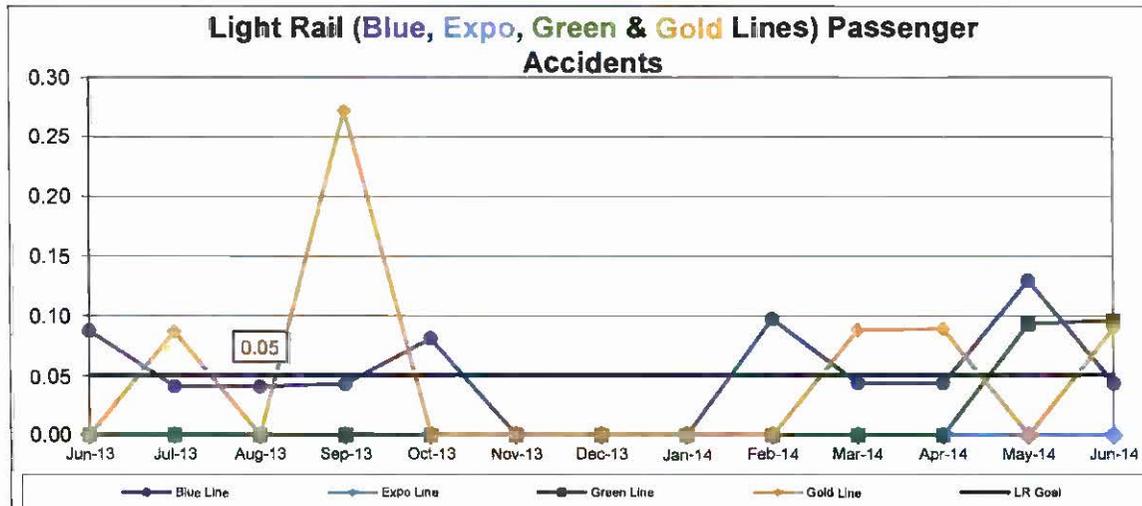
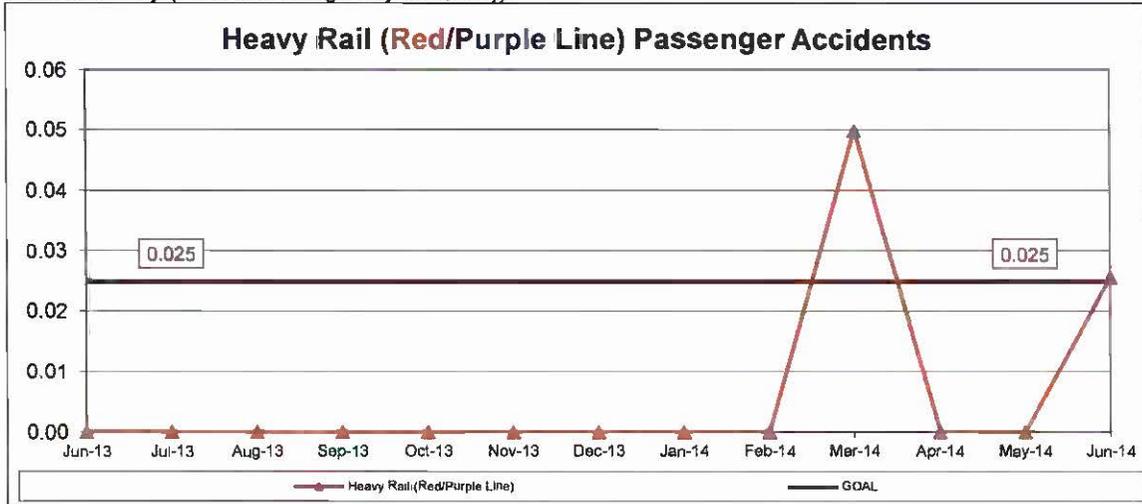


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

Definition: Average number of Rail Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

Calculation: Rail Passenger Accidents Per 100,000 Boardings = (The number of Rail Passenger Accidents / by (Train Boardings / by 100,000))

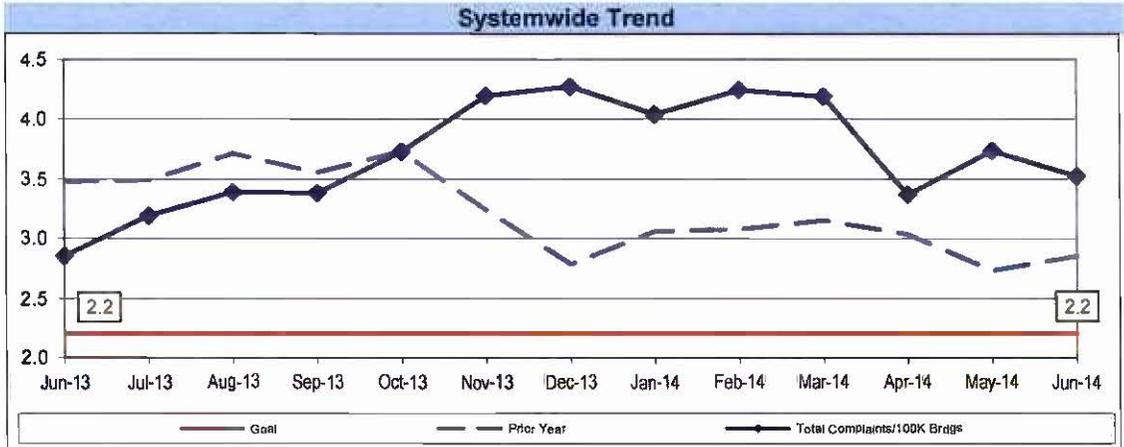


CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

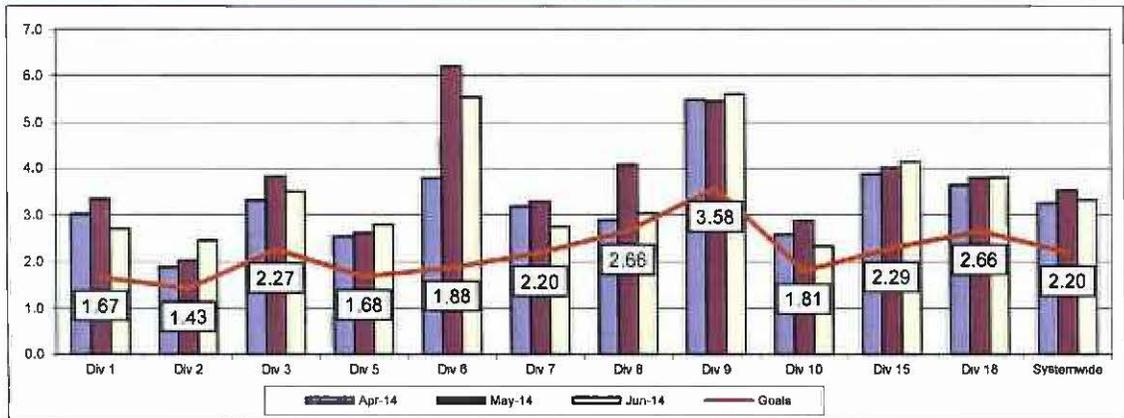
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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



Remaining Below the Goal line is the target.

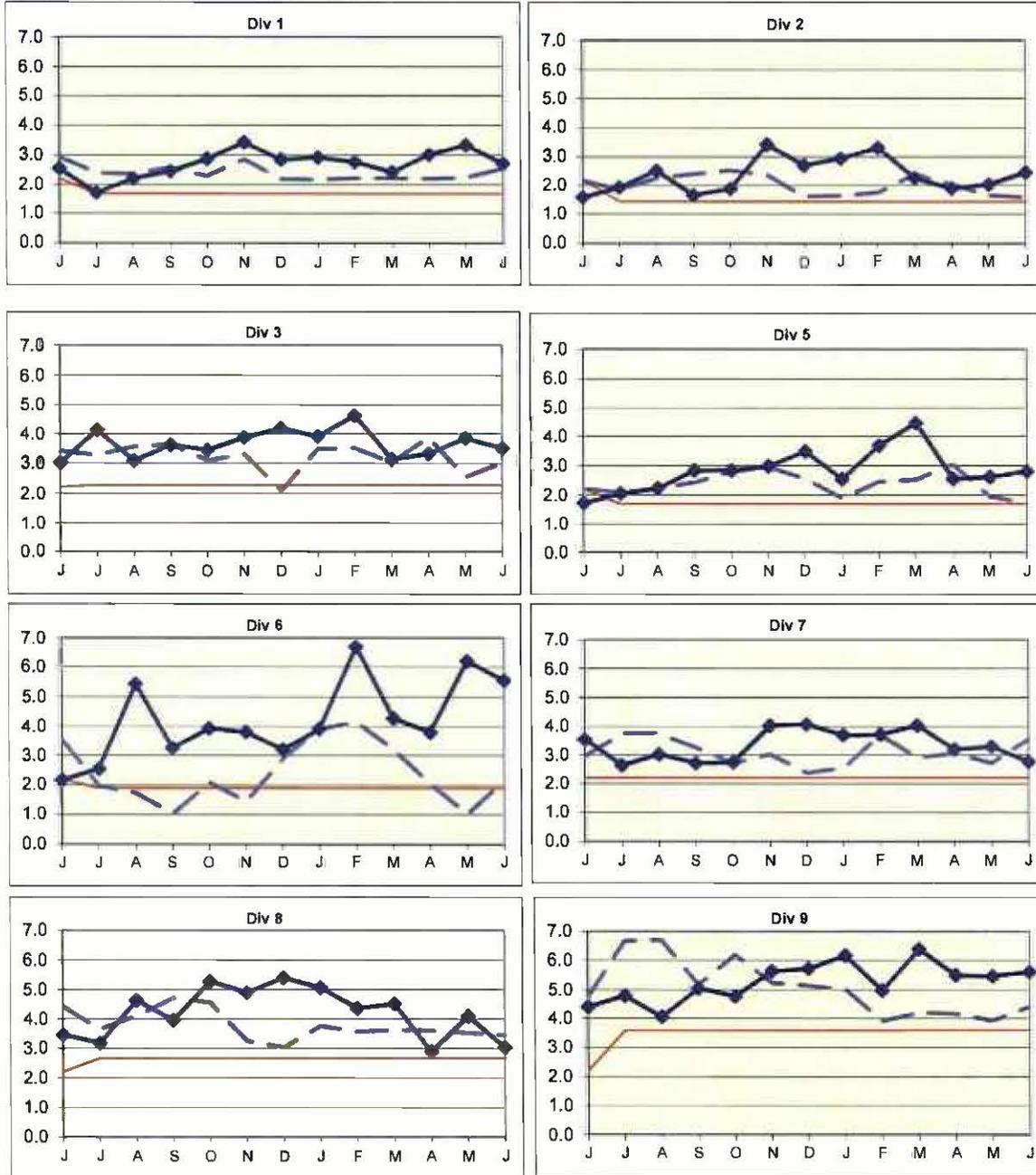
Bus Operating Divisions, by Divisions April 2014 - June 2014



COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year
 --- Prior Year
 — Goal

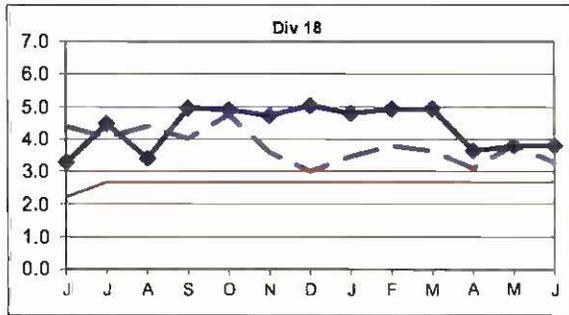
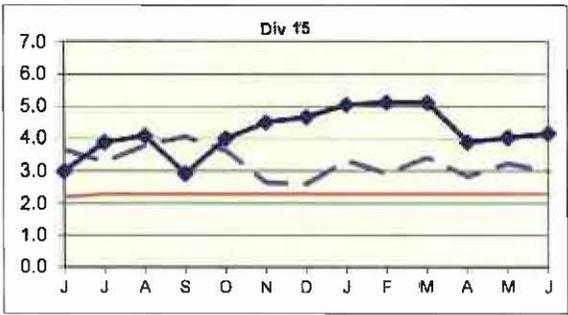
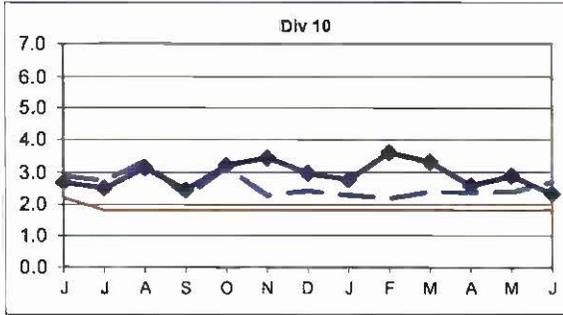
Remaining Below the Goal line is the target.



◆ — Current Year
 - - - Prior Year
 — Goal

Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



WORKERS COMPENSATION CLAIMS

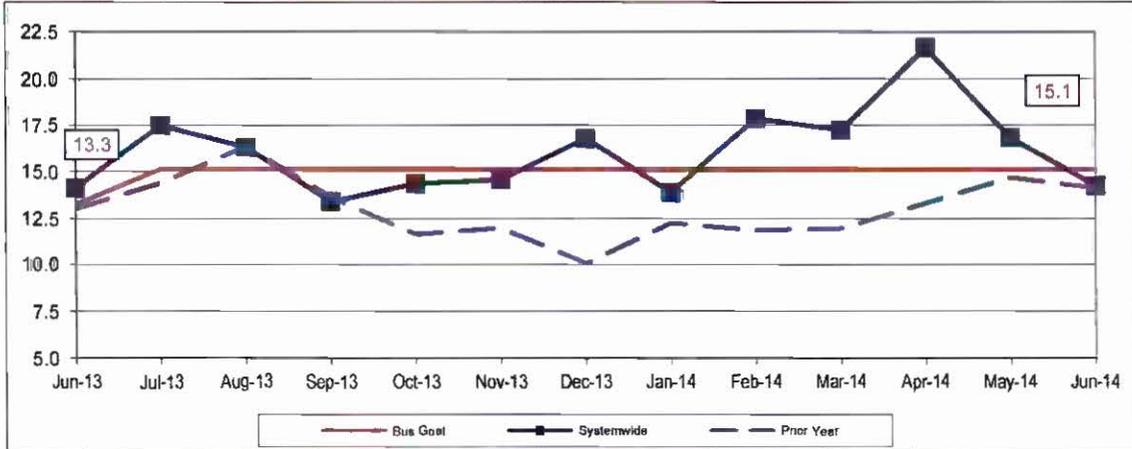
New Workers Compensation Claims per 200,000 Exposure Hours

Definition: Average number of new reported workers compensation indemnity and medical claims filed per 200,000 exposure hours. This indicator measures safety.

Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Metro Operations Trend

Data now reflects combination of Indemnity and Medical Claims reported in the current month.



Note: Beginning for FY14 (July 2013) W.C. figures now reflect Indemnity and Medical claims combined.

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION & RAIL

Definition: Average number of new reported workers compensation indemnity and medical claims filed per 200,000 exposure hours. This indicator measures safety.

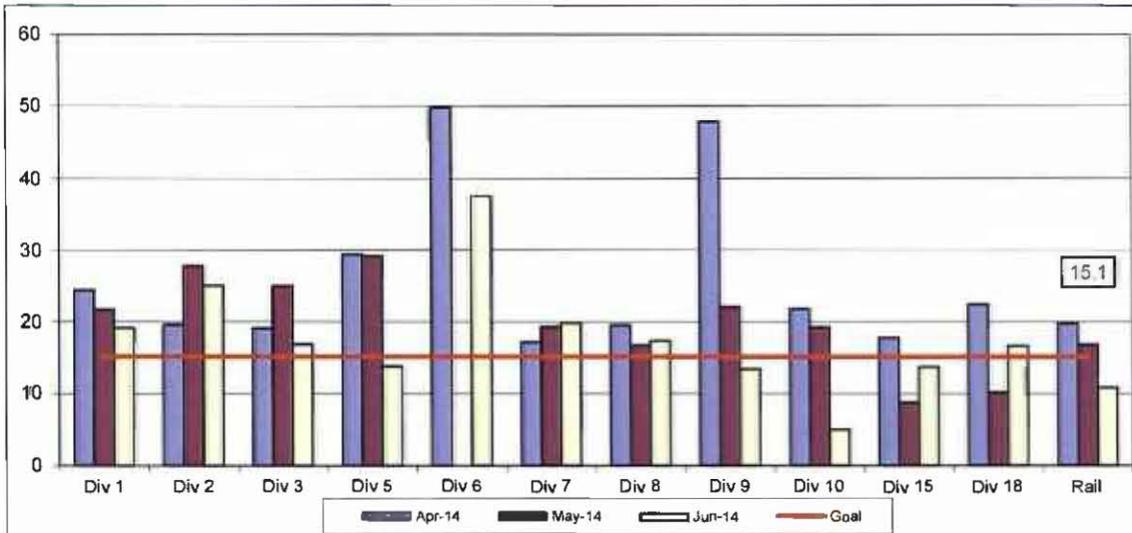
Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail by Division April 2014 - June 2014

Data reflects combination of Indemnity and Medical Claims reported in the current month.

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

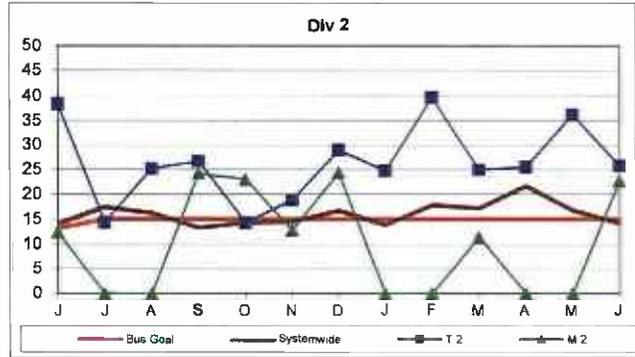
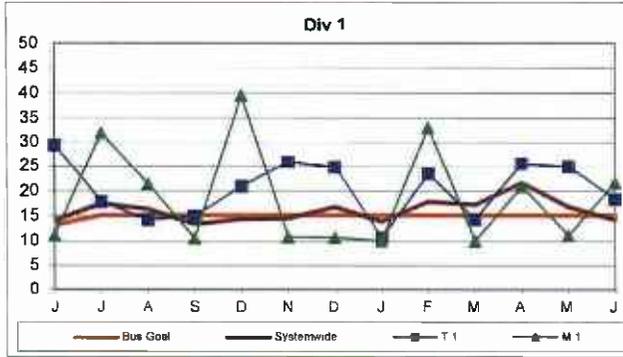


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

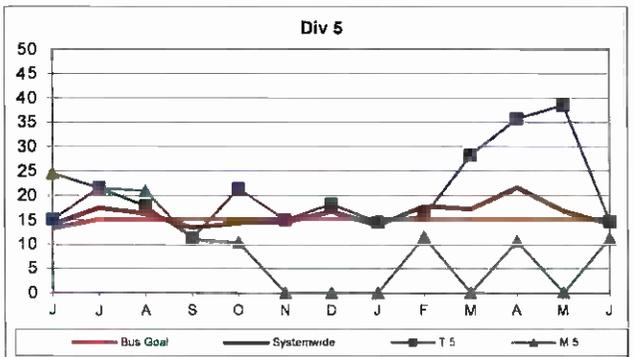
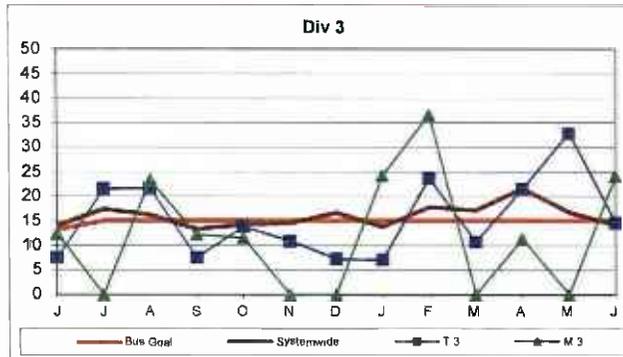
Definition: Average number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

Calculation: New reported Workers' Compensation Indemnity and Medical claims filed per 200,000 Exposure Hours = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

W.C. now reflects current month's data. No data lag.



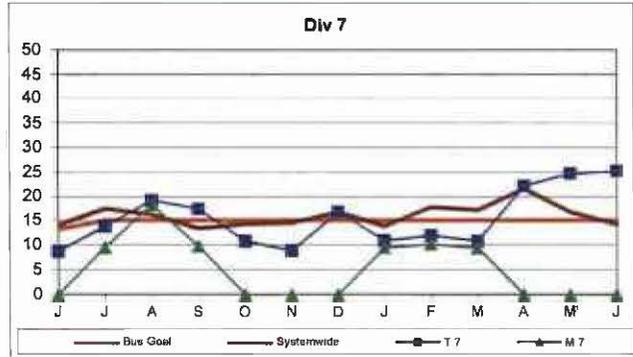
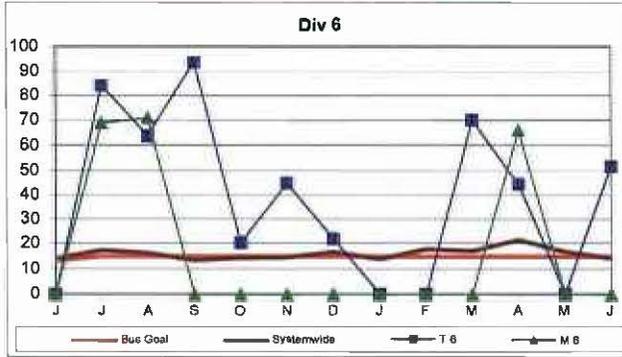
Remaining Below the Goal line is the target.
W.C. now reflects current month's data. No data lag.



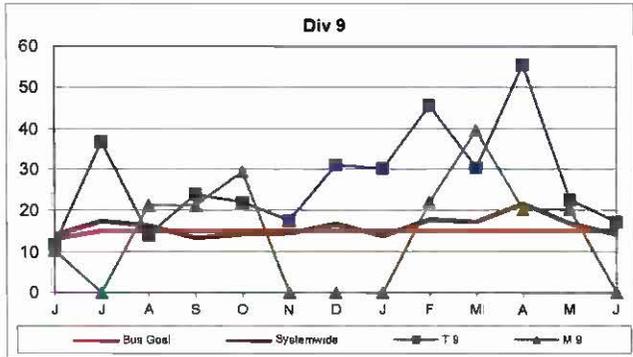
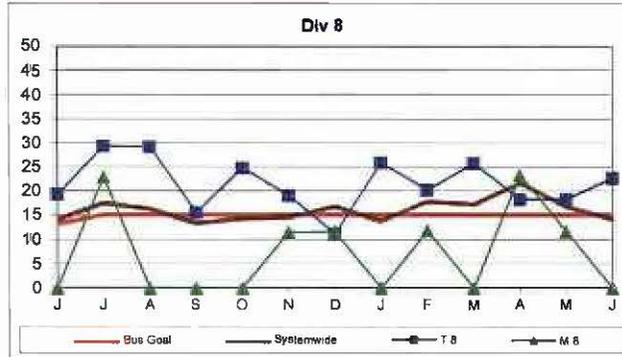
NEW REPORTED WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

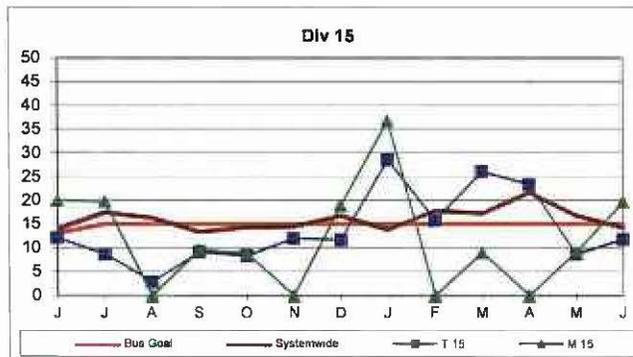
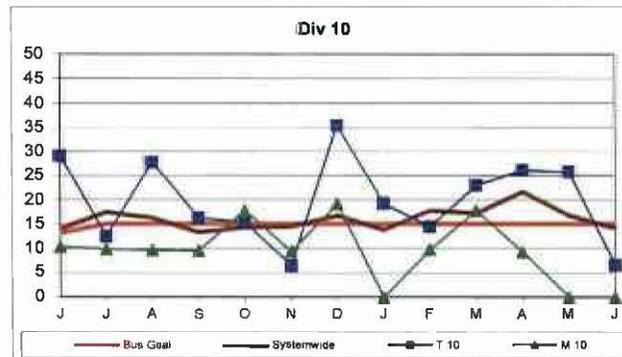
W.C. now reflects current month's data. No data lag.



W.C. now reflects current month's data. No data lag.



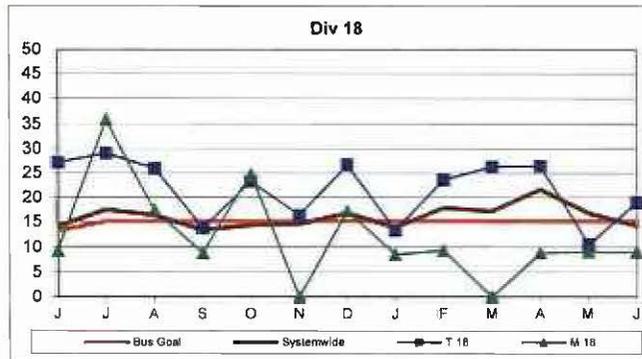
W.C. now reflects current month's data. No data lag.



NEW REPORTED WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

W.C. now reflects current month's data. No data lag.



OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

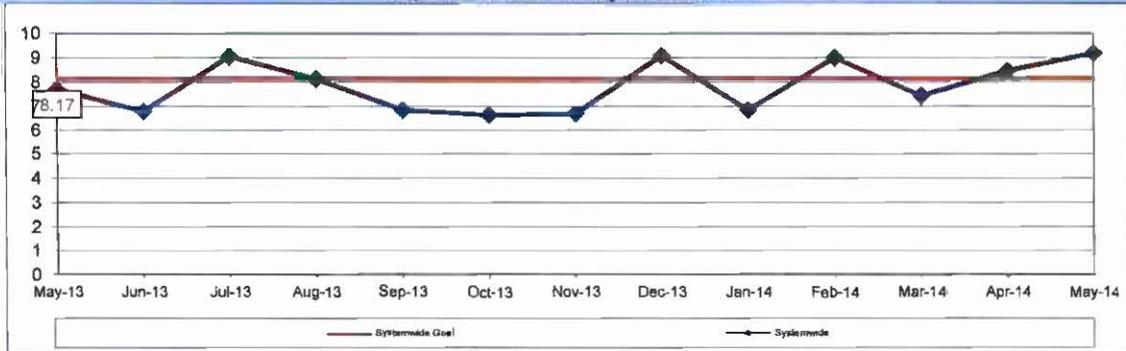
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

One month lag from current month

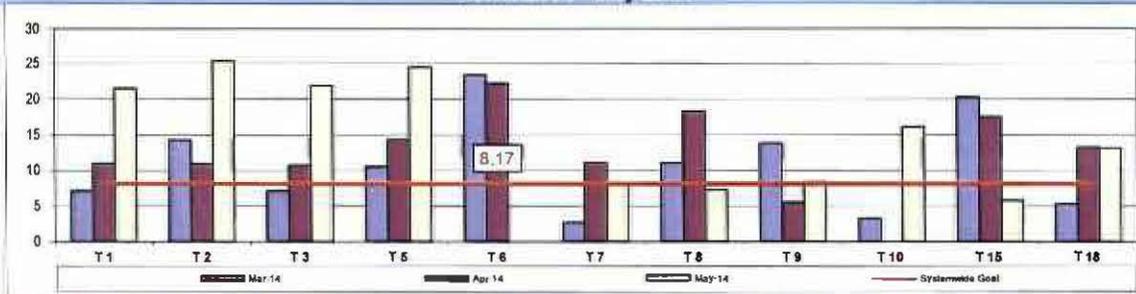
Operations OSHA Injuries Trend



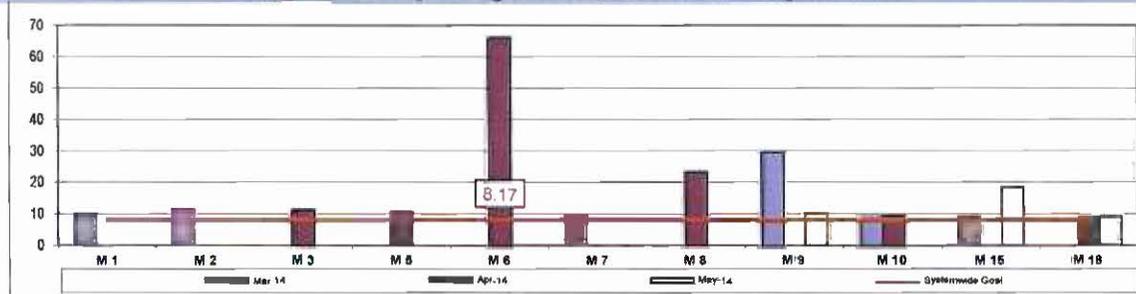
Remaining Below the Goal line is the target.

One month lag from current month

OSHA: Bus Operating Transportation Divisions - by Division March 2014 - May 2014

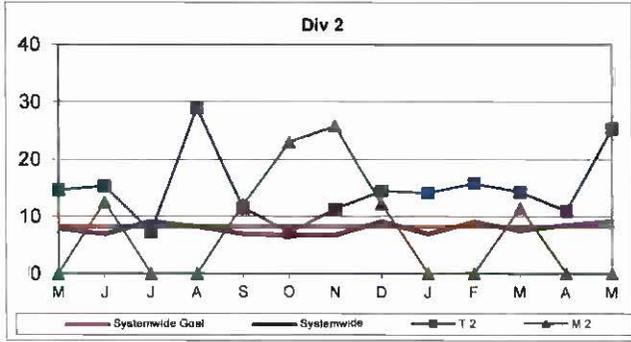
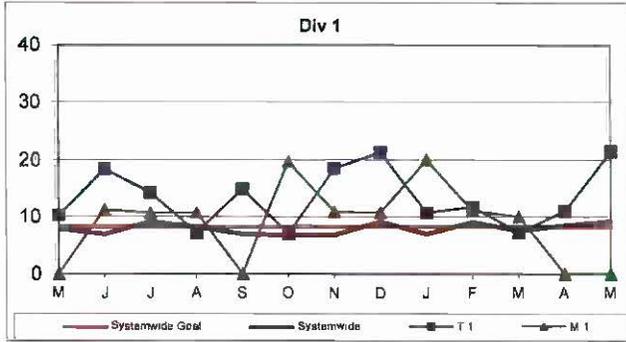


OSHA: Bus Operating Maintenance Divisions - by Division

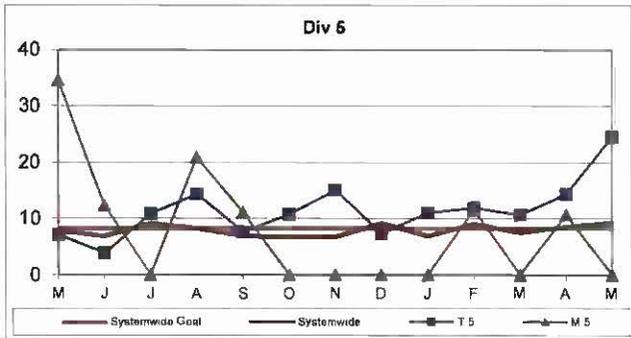
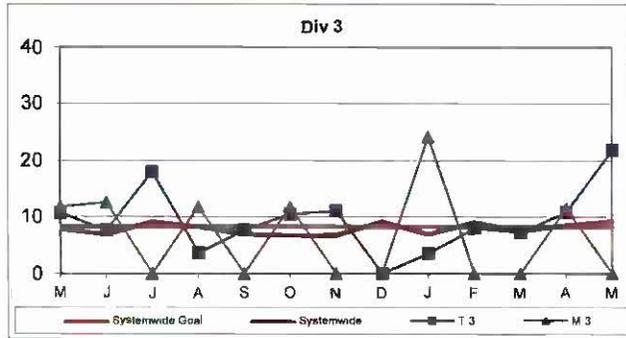


Remaining Below the Goal line is the target.
One month lag in reporting.

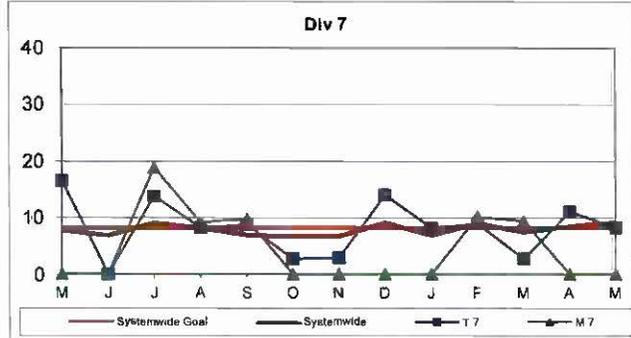
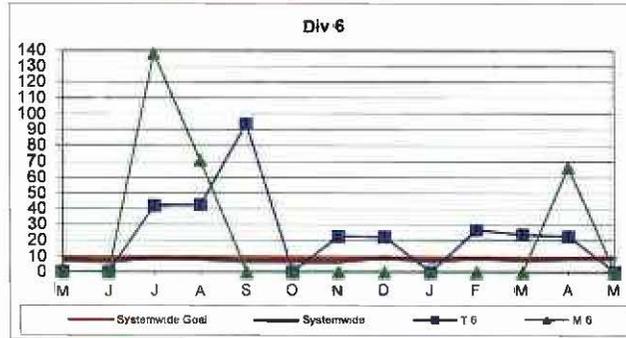
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



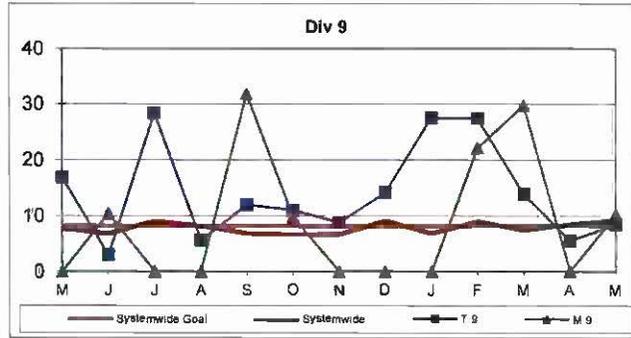
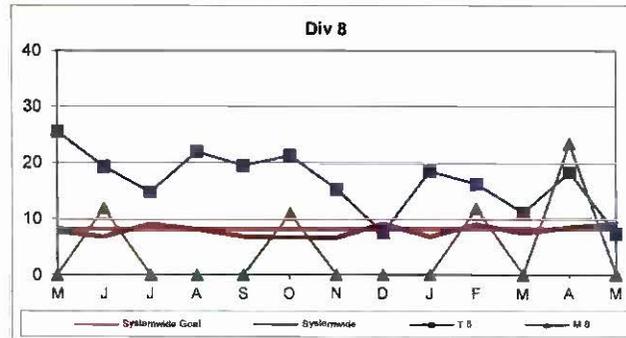
Remaining Below the Goal line is the target.
One month lag in reporting.



One month lag in reporting.

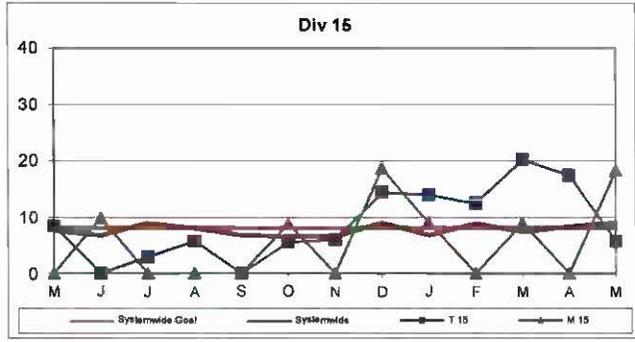
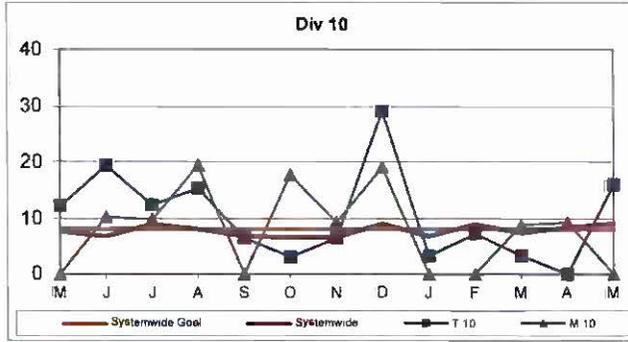


One month lag in reporting.

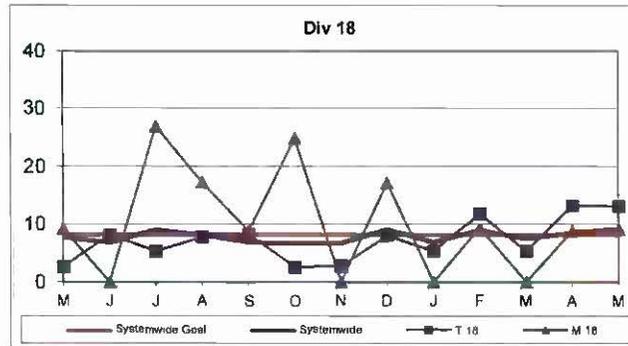


Remaining Below the Goal line is the target
 One month lag in reporting.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



One month lag in reporting.



NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

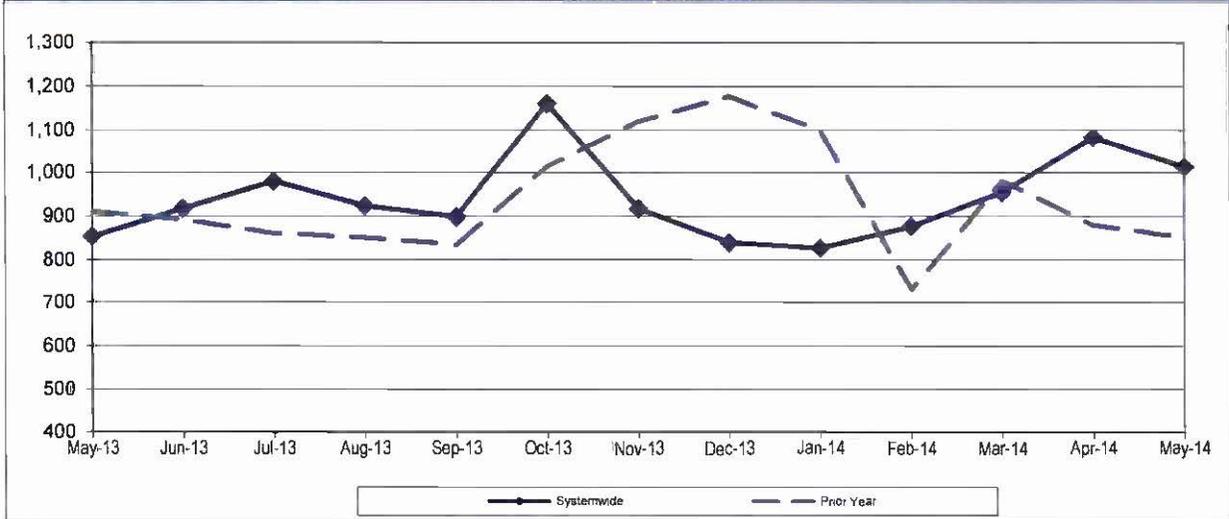
Systemwide and Bus Operating Divisions

Definition: Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours. This indicator measures use of Transitional Duty Program.

Calculation: $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

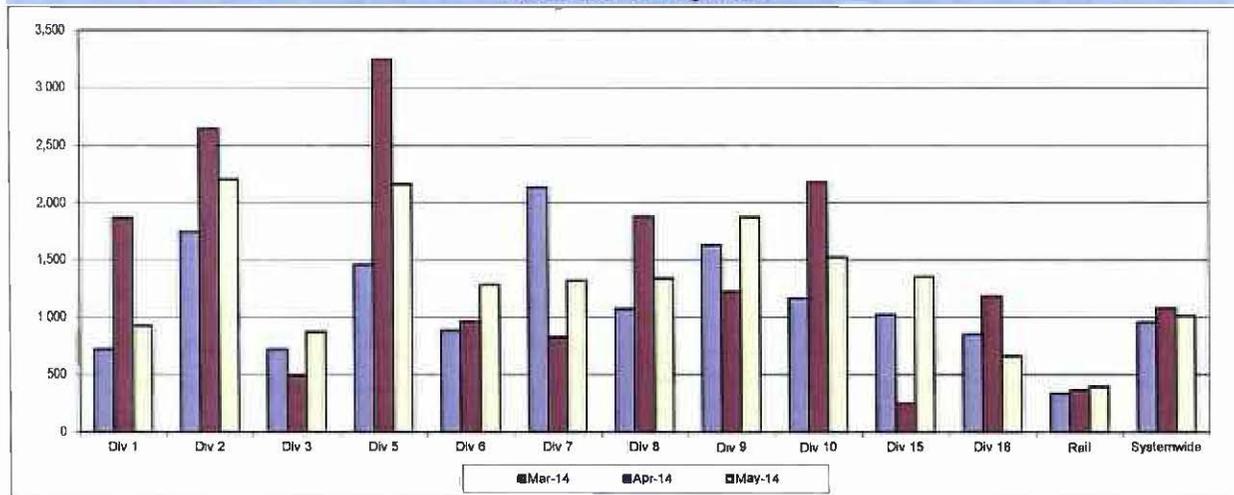
One month lag from current month

LWD Systemwide Trend



One month lag from current month

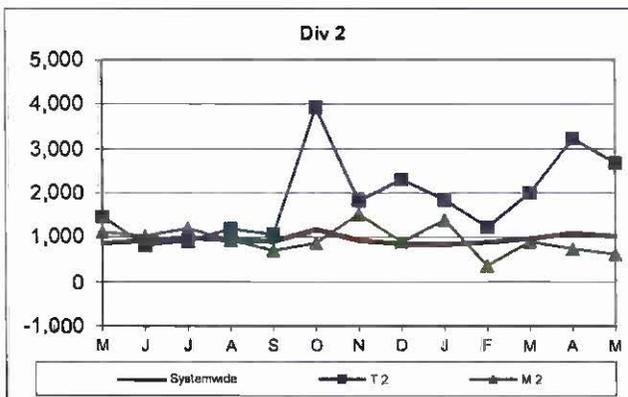
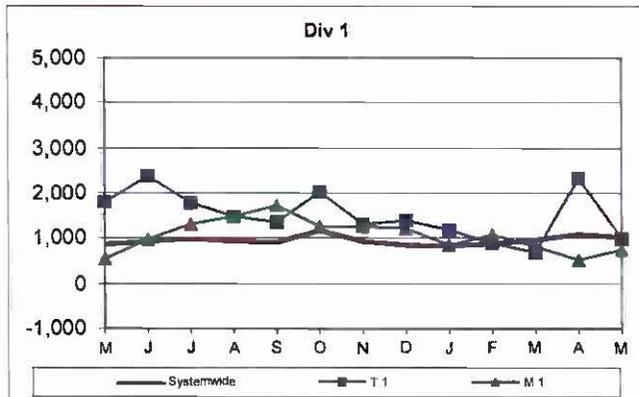
LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division March 2014 - May 2014



NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

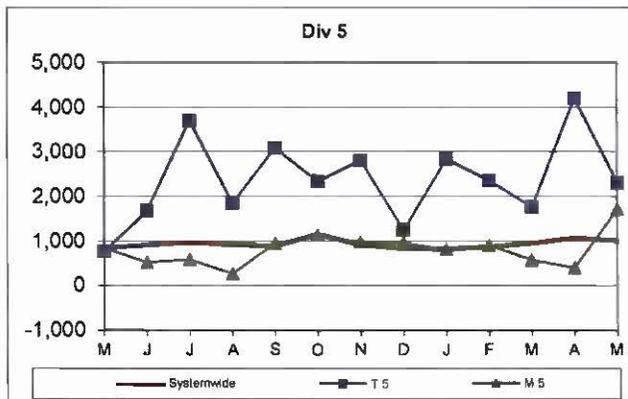
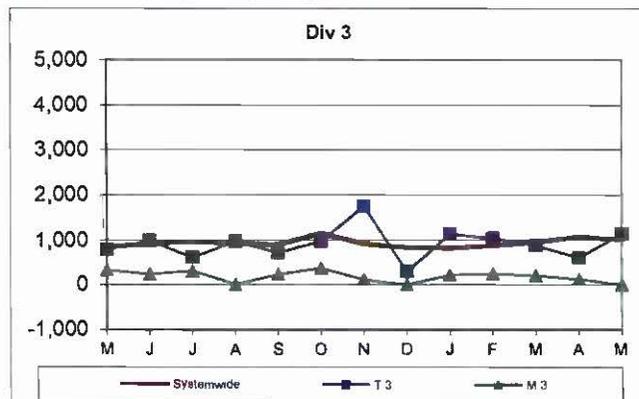
One month lag in reporting.

Lower is better.

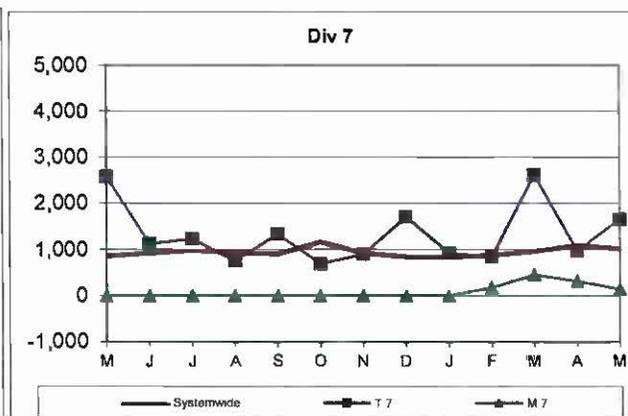
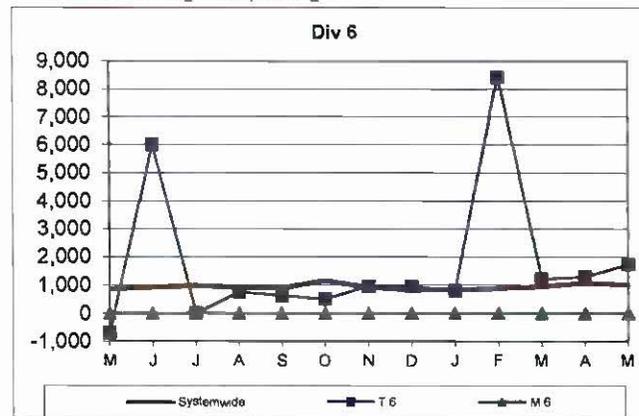


One month lag in reporting.

Lower is better.

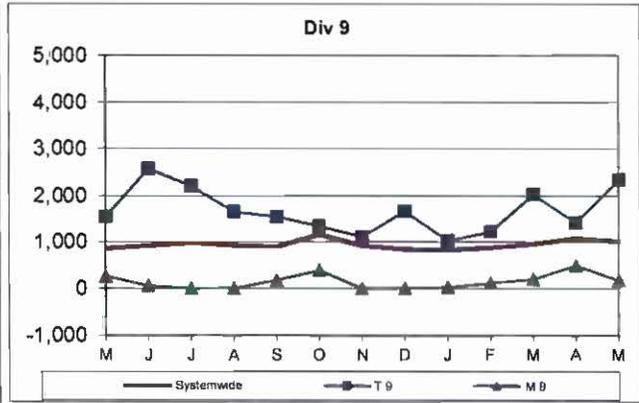
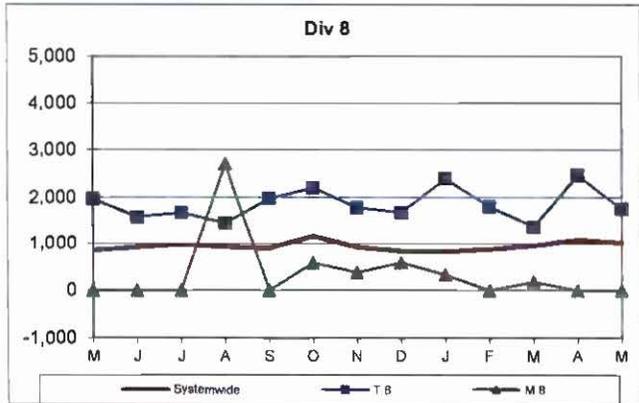


One month lag in reporting.



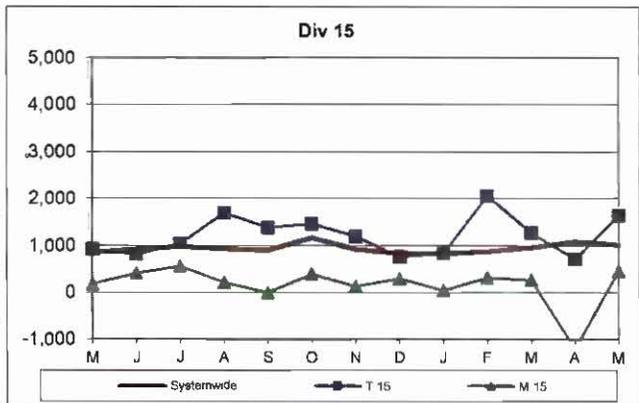
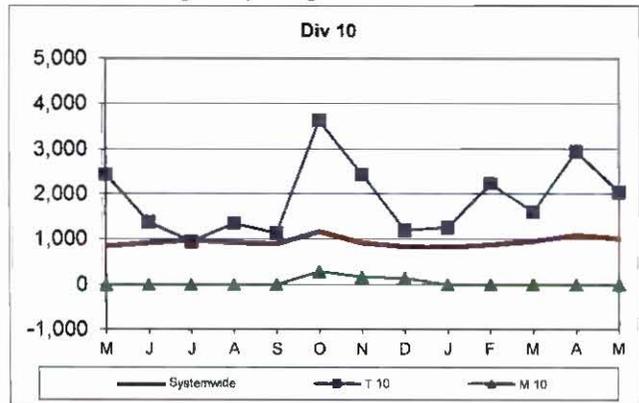
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.



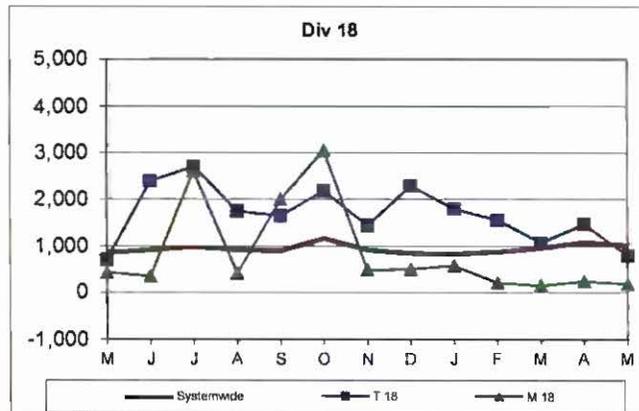
One month lag in reporting.

Lower is better.



One month lag in reporting.

Lower is better.



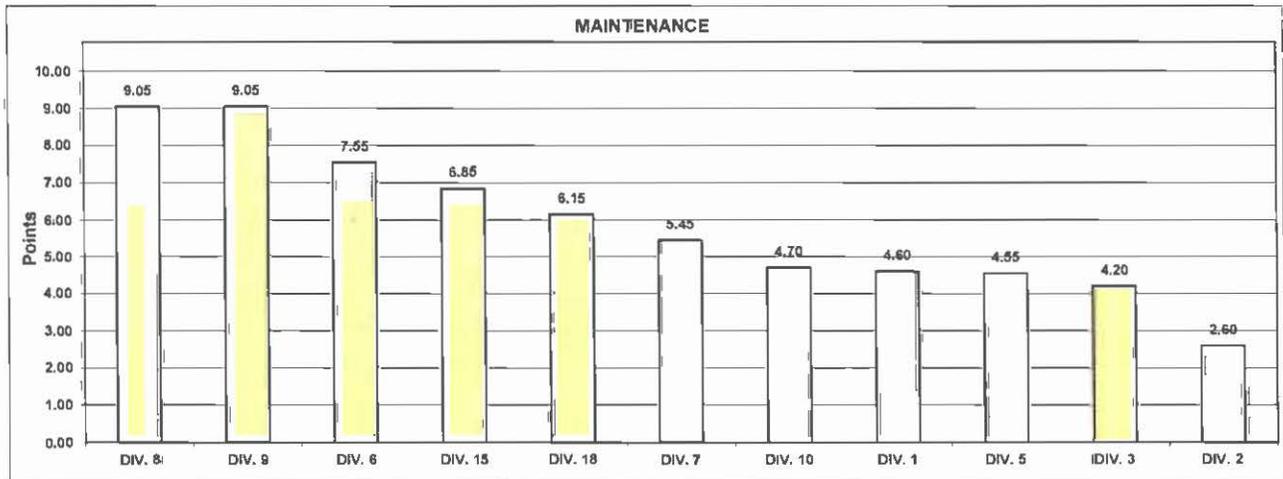
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - June 2014
Metro Bus - Maintenance**

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Performances by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10%	78.1%	77.7%	77.0%	78.7%	79.2%	75.6%	86.5%	78.4%	74.7%	80.0%	75.5%
Points		7	6	5	4	9	2	11	8	1	10	3
Miles Between Total Road Calls	30%	2009.6	1895.4	3877.8	3973.2	4760.6	3208.3	5141.3	5231.6	2553.1	3035.7	3102.9
Points		2	1	7	8	9	6	10	11	3	4	5
Past Due PMPs	25%	0.021	0.050	0.024	0.547	0.189	0.150	0.020	0.016	0.009	0.000	0.000
Points		6	4	5	1	2	3	7	8	9	10	10
Bus Cleanliness	25%	8.51	8.36	8.29	8.47	9.05	8.72	8.94	8.79	8.30	8.64	8.40
Points		6	2	1	4	11	8	10	9	3	7	5
New WC Claims /200,000 Exp Hrs	10%	21.85	22.89	24.07	11.20	0.00	0.00	0.00	0.00	0.00	19.66	9.00
Points		3	2	1	5	7	7	7	7	7	4	8
Totals		4.60	2.60	4.20	4.55	7.55	5.45	9.05	9.05	4.70	6.85	6.15
FINAL Maintenance Division Ranking (Sorted)												
RANKING	Div.	Div. 8	Div. 9	Div. 6	Div. 15	Div. 18	Div. 7	Div. 10	Div. 1	Div. 5	Div. 3	Div. 2
Score		9.05	9.05	7.55	6.85	6.15	5.45	4.70	4.60	4.55	4.20	2.60
Rank		1st	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th

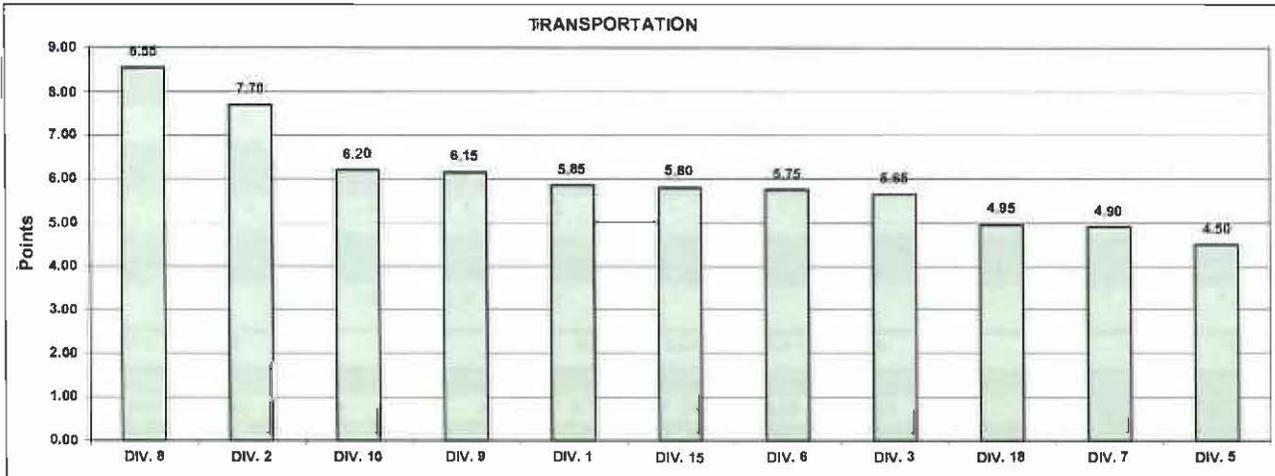


Monthly Calculations - June 2014
Metro Bus - Transportation

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	20%	0.781	0.777	0.770	0.787	0.792	0.756	0.865	0.784	0.747	0.800	0.766
Points		7	6	5	4	9	2	11	8	1	10	3
Accident Rate	35%	4.48	3.66	4.04	5.84	3.21	4.36	1.44	2.18	4.42	4.09	3.42
Points		2	8	6	1	9	4	11	10	3	5	7
Complaints/100K Boardings	35%	2.71	2.45	3.90	2.80	5.54	2.76	3.03	5.59	2.34	4.15	3.81
Points		9	10	5	7	2	8	6	1	11	3	4
New WC Claims /200,000 Exp Hrs	10%	18.35	25.79	14.88	14.65	51.60	25.34	22.71	17.23	8.66	11.88	18.93
Points		6	2	8	9	1	3	4	7	11	10	5
Totals		5.85	7.70	5.85	4.50	5.75	4.90	8.55	6.15	6.20	5.80	4.85
FINAL RANKING												
		Transportation Division-Ranking (Sorted)										
Score		DIV. 8	DIV. 2	DIV. 10	DIV. 9	DIV. 1	DIV. 15	DIV. 6	DIV. 3	DIV. 18	DIV. 7	DIV. 5
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



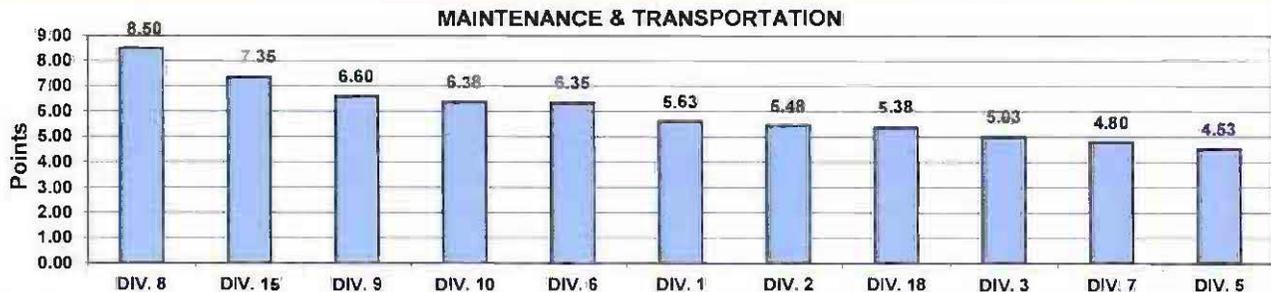
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY14 - Q4 Metro Bus - Maintenance and Transportation

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	0.772	0.764	0.760	0.760	0.800	0.737	0.851	0.766	0.737	0.792	0.757
Points		8	6	4	5	10		11	7	2	9	3
Miles Between Total Road Calls	15.0%	2043.81	1890.69	3752.29	3236.67	3319.60	2771.02	5063.97	4369.08	2229.38	3084.48	2811.52
Points		2	1	9	7	8	4	11	10	3	6	5
Past Due PMPs	12.5%	0.016	0.199	0.039	0.301	0.287	0.098	0.129	0.035	0.004	0.001	0.000
Points		8	3	6	1	2	5	4	7	9	10	11
Bus Cleanliness	12.5%	8.391	8.150	8.370	8.335	9.069	8.723	8.861	8.750	8.465	8.870	8.350
Points		5	11	4	2	11	7	9	8	6	10	3
Claims /200000												
Exp.Hrs	5.0%	17.988	7.828	11.672	7.238	22.882	0.000	11.870	13.544	3.245	9.425	8.985
Points *		2	8	5	9	1	11	4	3	10	6	7
Transportation												
In-Service On-Time Performance	10.0%	0.772	0.764	0.760	0.760	0.800	0.737	0.851	0.766	0.737	0.792	0.757
Points		8	6	4	5	10	1	11	7	2	9	3
Accidents/100k Hub Miles	17.5%	3.814	2.961	4.038	5.775	2.178	3.981	1.570	1.978	3.711	3.051	3.809
Points		4	8	2	1	9	3	11	10	6	7	5
Complaints/100K Boardings	17.5%	3.031	2.113	3.553	2.646	5.158	3.088	3.351	5.507	2.608	4.013	3.750
Points		8	11	5	9	2	7	6	1	10	3	4
Claims /200000												
Exp.Hrs	5.0%	23.029	29.192	23.027	29.819	32.203	24.119	19.743	31.969	19.642	14.629	18.617
Points *		6	4	7	3	1	5	8	2	9	11	10
Totals		5.63	6.48	5.03	4.53	6.35	4.80	8.50	6.60	6.38	7.35	5.38
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	Div.	Div. 8	Div. 15	Div. 9	Div. 10	Div. 6	Div. 1	Div. 2	Div. 18	Div. 3	Div. 7	Div. 5
	Score	8.50	7.35	6.60	6.38	6.35	5.63	6.48	5.38	5.03	4.80	4.53
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



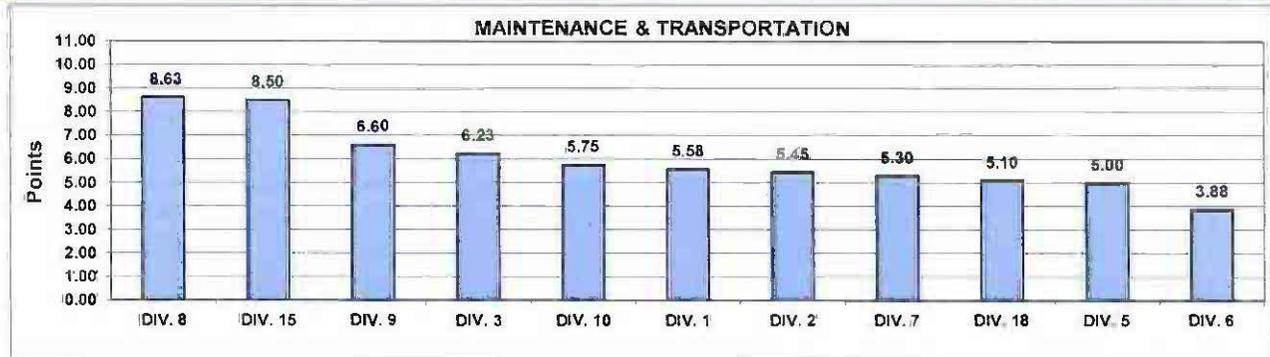
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Yearly Calculations - FY14
Metro Bus - Maintenance and Transportation**

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Data reflects a cumulative total of performance data for each performance indicator for the first six months in the current calendar year. Performance by Division is ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed with the other scores for that Division and sorted from high to low score.

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	0.78	0.76	0.75	0.75	0.72	0.72	0.84	0.76	0.72	0.78	0.75
Points		9	8	5	6	2	3	11	7	1	10	4
Miles Between Total Road Calls	15.0%	2077.26	2251.03	3732.47	2731.15	2860.59	2423.44	4716.57	4099.98	2144.93	3552.00	2558.32
Points		1	3	9	6	7	4	11	10	2	8	5
Past Due (PMPs)	12.5%	0.053	0.078	0.033	0.140	0.343	0.053	0.051	0.050	0.011	0.001	0.001
Points		4	3	8	2	1	5	6	7	9	11	10
Bus Cleanliness	12.5%	8.320	8.149	8.395	8.345	8.962	8.547	8.919	8.693	8.429	8.766	8.319
Points		3	11	5	4	11	7	10	8	6	9	2
New WC Claims /100 Emp	5.0%	19.339	9.921	14.827	8.012	18.339	5.804	7.887	14.501	9.525	11.038	12.412
Points		1	7	5	9	2	11	10	3	8	6	4
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	0.778	0.761	0.751	0.753	0.719	0.720	0.836	0.756	0.719	0.781	0.749
Points		9	8	5	6	2	3	11	7	1	10	4
Accident Rate	17.5%	3.955	4.225	4.458	4.824	4.751	4.605	1.884	2.240	3.794	3.189	3.454
Points		6	5	4	1	2	3	11	10	7	9	8
Complaints/100K Boardings	17.5%	2.719	2.401	3.706	2.916	4.287	3.317	4.278	5.330	2.933	4.265	4.459
Points		10	11	6	9	3	7	4	1	8	5	2
New WC Claims /Emp	5.0%	19.646	25.358	16.091	21.244	41.987	16.107	21.790	28.939	19.196	13.953	21.208
Points		7	3	10	5	1	9	4	2	8	11	6
Totals		5.58	5.45	6.23	5.00	3.88	5.30	8.83	6.60	5.75	8.50	5.10
FINAL RANKING		Maintenance and Transportation Division Ranking (Sorted)										
	DIV.	DIV. 8	DIV. 15	DIV. 9	DIV. 3	DIV. 10	DIV. 1	DIV. 2	DIV. 7	DIV. 18	DIV. 5	DIV. 6
	Score	8.63	8.50	6.60	6.23	5.75	5.58	5.45	5.30	5.10	5.00	3.88
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

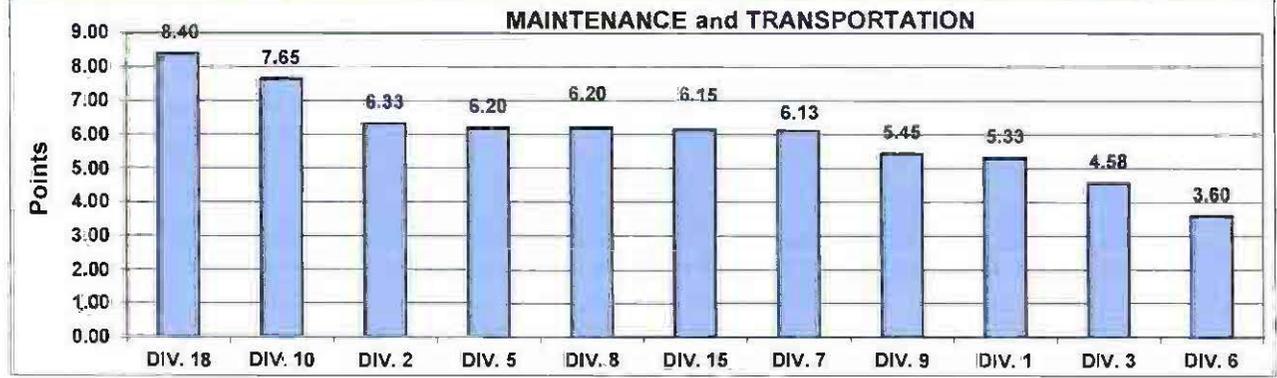
Most Improved Yearly Calculations: FY13 to FY14 Metro Bus - Maintenance and Transportation

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Data reflects a positive or negative difference in performance between the first and last quarters of the current calendar year. Performance indicators by Division are sorted from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, summed with the other scores for that Division and sorted from high to low score.

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	-0.0179	0.0210	-0.0098	-0.0062	-0.0338	0.0002	0.0383	-0.0049	0.0011	0.0064	0.0066
Points		2	10	3	4	1	6	11	5	7	8	9
Miles Between Total Road Calls	15.0%	162.59	358.86	1157.12	520.02	-865.12	443.66	369.04	-0.51	197.52	567.80	534.81
Points		3	5	11	8	1	7	6	2	4	10	9
Past Due PMPs	12.5%	-0.0313	0.0148	0.0093	-0.0097	-0.1476	0.0211	-0.0033	-0.0615	-0.0400	-0.0026	-0.1049
Points		8	3	4	7	1	2	6	10	9	5	11
Bus Cleanliness	12.5%	0.0870	0.0949	-0.0918	0.2439	0.0792	0.1318	-0.1472	-0.0745	0.1653	-0.0399	0.2833
Points		6	7	2	10	5	8	1	3	9	4	11
New WC Claims /100k Exp Hrs	5.0%	6.1670	-0.2964	3.9439	-15.3064	-2.3960	2.4565	5.7849	6.9447	-3.5118	-4.8612	0.4844
Points		2	7	4	11	8	5	3	1	9	10	6
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	-0.0179	0.0210	-0.0098	-0.0062	-0.0338	0.0002	0.0383	-0.0049	0.0011	0.0064	0.0066
Points		2	10	3	4	1	6	11	5	7	8	9
Accident Rate	17.5%	0.2014	-0.0815	0.5614	0.3227	-2.2338	0.5481	-0.3369	-0.0542	-0.9785	-0.0992	-0.5715
Points		4	6	1	3	11	2	8	5	10	7	9
Complaints/100K Boardings	17.5%	0.3736	0.3920	0.5110	0.5407	1.9422	0.2142	0.5280	0.2756	0.3774	1.0334	0.7025
Points		9	7	6	4	1	11	5	10	8	2	3
New WC Claims /100k Exp Hrs	5.0%	2.0843	3.8895	3.4667	1.3053	33.0011	3.0464	3.1449	8.9368	4.2820	3.4726	0.1089
Points		9	4	6	10	1	8	7	2	3	5	11
Totals		5.33	6.33	4.58	6.20	3.60	6.13	6.20	5.45	7.65	6.15	8.40

FINAL RANKING	Maintenance and Transportation Division Ranking (Sorted)											
	DIV.	DIV. 18	DIV. 10	DIV. 2	DIV. 5	DIV. 8	DIV. 15	DIV. 7	DIV. 9	DIV. 1	DIV. 3	DIV. 6
	Score	8.40	7.65	6.33	6.20	6.20	6.15	6.13	5.45	5.33	4.58	3.60
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	



Financial Status

June 30, 2014

FTA Quarterly Review
August 2014



Metro

4Q14 – Highlights

- **FY14 actual cash flows from locally imposed sales tax revenues (PA, PC, MR) increased 4.7% from FY13**
- **June unemployment data continued downward trend:
LA 8.1%, CA 7.4% and US 6.1%**
- **Inflation in the Los Angeles Metropolitan Area for the fiscal year ended June 30 = 1.8%**
- **Transit indicators – For the Year ended Jun 30**
 - Ridership 0.6% above prior year**
 - Bus ridership: +0.5% vs prior year
 - Rail ridership: +0.8% vs prior year
 - Fare revenues +0.2% vs prior year**



Metro

FY15 Look Ahead

- **Recommend Award of the DB contract**
 - Westside Purple Line Extension Section 1
- **Fare Policy Restructuring Implementation**
 - Scheduled for September 2014.

4Q14 - Highlights

- **Board adoption of the LPA for a station to connect LAX/Crenshaw Line to LAWA people mover**
- **Westside Purple Line Extension Section 1**
 - **Finalized Loan Structure and Related Documents**
 - **TIFIA Loan**
 - **Completed FFGA**
- **FY15 Budget Adopted by Board**
- **Fare Policy Revision Adoption**

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – August 27, 2014



Crenshaw/LAX Transit Project Overview



Crenshaw/LAX Transit Project

Budget By FTA SCC

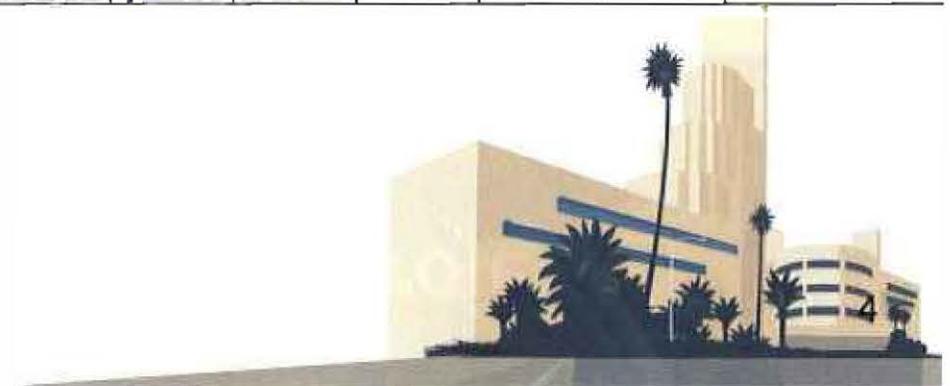
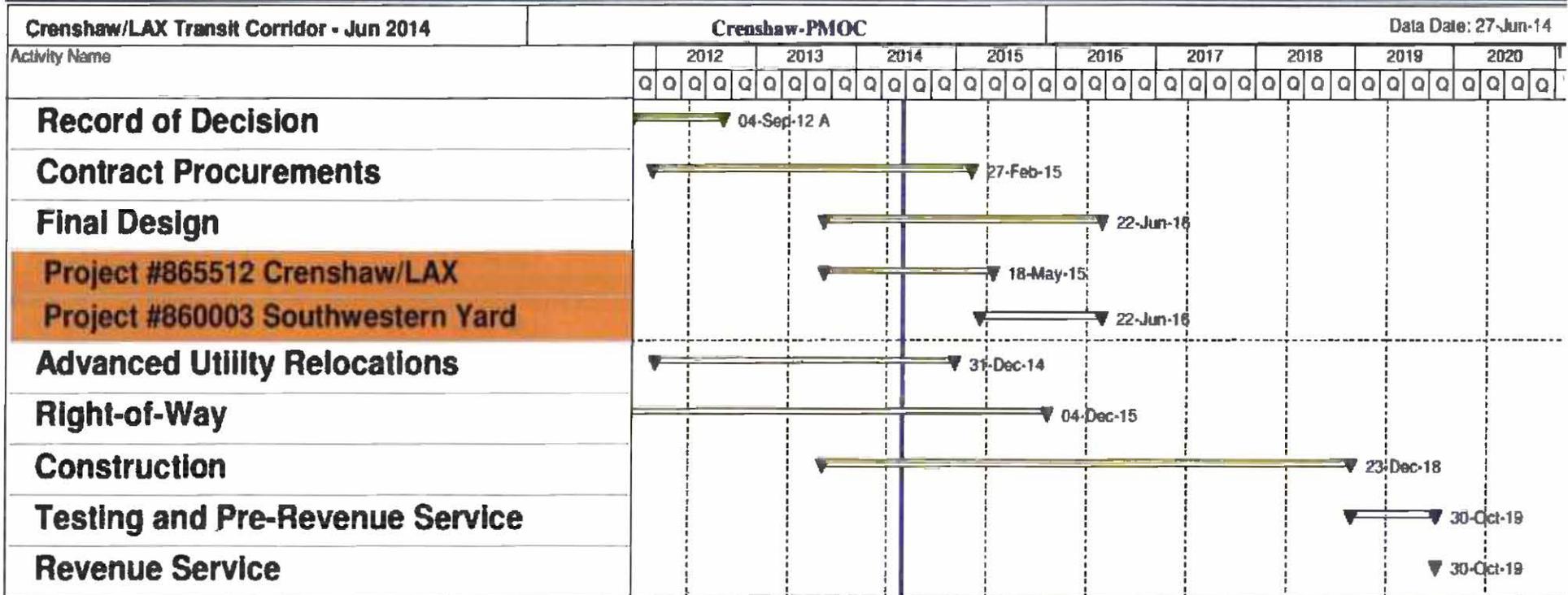
COST REPORT BY ELEMENT
 PERIOD: JUNE 2014
 UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	442,320,586	898,782	16,898,782	-	452,500,001	-
20	STATIONS	153,906,000	-	316,050,000	-	300,550,000	14,326,077	16,759,670	(1,000,000)	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	66,673,000	-	-	-	-	-	66,673,000	-
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	56,789	334,572,297	4,551,971	150,026,104	1,000,000	354,970,999	6,405,000
50	SYSTEMS	125,132,000	-	169,311,000	-	149,821,000	20,000	20,000	-	169,436,000	125,000
10-50	CONSTRUCTION	1,052,622,000	-	1,353,100,000	56,789	1,227,263,883	19,796,830	183,704,555	-	1,358,630,000	5,530,000
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	243,290	113,792,673	328,110	98,982,848	-	127,400,000	-
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,452,422	-	82,100,000	-
80	PROFESSIONAL SERVICES	273,147,000	-	295,900,000	511,154	172,028,227	10,991,696	109,781,783	-	299,025,000	-
90	UNALLOCATED CONTINGENCY	177,157,000	-	173,500,000	-	-	-	-	-	164,845,000	(8,655,000)
865512 & 860003 - SUBTOTAL		1,723,000,000	-	2,032,000,000	811,233	1,595,135,684	31,116,637	403,921,608	-	2,032,000,000	-
ENVIRONMENTAL/PLANNING-405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING-465512		20,473,850	-	20,473,850	(450,612)	20,023,237	-	20,023,237	-	20,473,850	-
405512 & 465512 - SUBTOTAL		26,000,000	-	26,000,000	(450,612)	25,549,388	-	25,549,388	-	26,000,000	-
405512, 465512, 865512 & 860003 - TOTAL		1,749,000,000	-	2,058,000,000	360,621	1,620,685,072	31,116,637	429,470,995	-	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 28-JUN-2014.



Crenshaw/LAX Transit Project Design and Construction Schedule



Crenshaw/LAX Transit Project

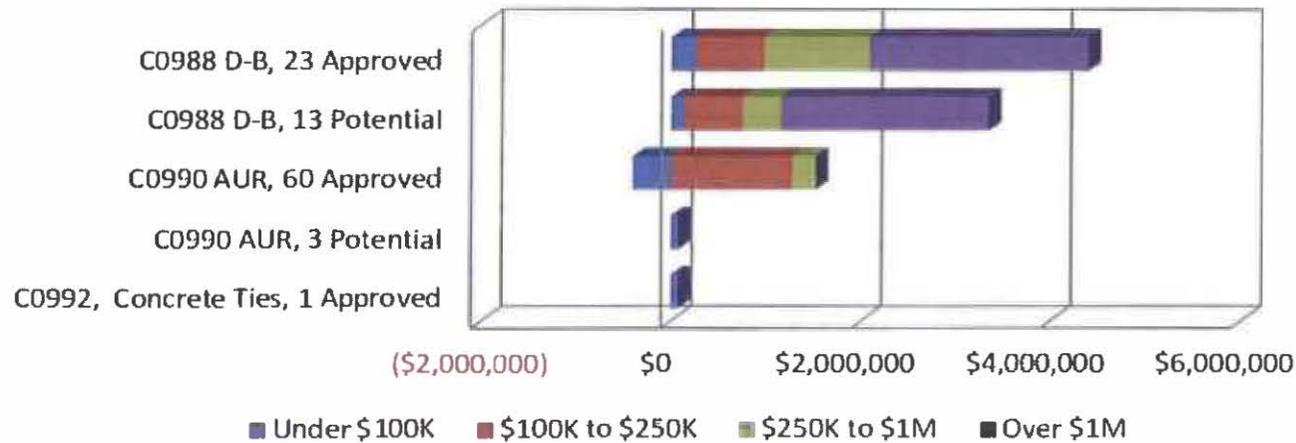
Contract Modifications above \$100,000

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design-Build	14	Hazardous Material Abatement Parcel	\$ 260,338.90	05/05/14
	15	Hazardous Material Abatement-Florence	\$ 481,555.20	05/05/14
C0990 Advanced Utility Relocations	2	Contaminated Soil Disposal at 59th	\$ 251,864.00	01/18/13
	10	Contaminated Soil Disposal at 67th	\$ 118,067.00	05/01/13
	12	La Brea Deletion	\$ (1,050,000.00)	07/26/13
	22	Design Changes by DWP	\$ 143,000.00	12/19/13
	28	Trench Stabilization on Victoria Avenue	\$ 123,500.00	11/07/13
	29	Differing Site Conditions - Cave-in	\$ 219,675.00	11/12/13
	30	59 Days Due to Differing Site Conditions	\$ 171,995.74	01/27/14
	31	Jack and Bore Sewer Installation on 59th	\$ 210,000.00	03/04/14
	33	Trench Cave-in on Victoria, Harbor Subdivision	\$ 188,946.00	02/10/14
	38	Deletion of South Victoria Crossing	\$ (103,000.00)	05/29/13
	40	Manhole Replacement on 67th Street	\$ 105,000.00	04/11/14
	50	Sewer Changes on Victoria and 67th Street	\$ (132,879.00)	04/22/14
Non-Crenshaw/LAX Transit Project Funded Changes				
Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design-Build	7	Design Aviation/Century Future Pedestrian Vertical Circulation	\$ 366,400.00	12/20/13
	9	Design and Protect for Future Potential LAX Intermodal Transportation and Potential ConRac Facility at Manchester Square Aviation Blvd. in the Vicinity of 98th Street	\$ 120,458.00	12/20/13
	12	Fare Gates for At-Grade Stations	\$ 239,000.00	03/24/14
	13	Fare Gates for At-Grade Construction	\$ 2,310,000.00	06/06/14
	17	Construct Century Boulevard Future Right	\$ 122,503.49	06/06/14
	18	Const Protect Future Transit Corridor - 98th	\$ 240,434.34	06/06/14



Metro

Crenshaw/LAX Transit Project Changes by Cost Level



	C0988		C0990		C0992
	23 Approved	13 Potential	60 Approved	3 Potential	1 Approved
Under \$100K	\$ 260,205	\$ 140,000	\$ (403,399)	\$ 82,000	\$ 81,738
\$100k to \$250K	\$ 722,396	\$ 612,634	\$ 1,280,184	\$ -	\$ -
\$250K to \$1M	\$ 1,108,294	\$ 408,870	\$ 251,864	\$ -	\$ -
Over \$1M	\$ 2,310,000	\$ 2,187,966	\$ -	\$ -	\$ -
Total	\$ 4,400,895	\$ 3,349,471	\$ 1,128,649	\$ 82,000	\$ 81,738
% of Contract	0.35%	0.26%	14.42%	1.05%	3.78%

Percent of Contract equals the total Change value divided by the Contract Award amount



Metro



Crenshaw/LAX Transit Project Risks Register Update

Top near term risks for project:

- Relocations of Utilities by outside third parties required to be performed in advance of the design-builder's work.
- Real estate acquisition may not be completed in time.
- Timely future reviews of Design-Builder's designs by City of Los Angeles, City of Inglewood, Caltrans and Los Angeles World Airports (LAWA).
- City of Inglewood at-grade crossing at Centinela Avenue with CPUC. ALJ judgment is in and favorable. Must await comment period and final commission ruling.
- The Crenshaw Subway Coalition (CSC) lawsuit may impact the project schedule and cost.

Crenshaw/LAX Transit Project Risks Register Update (continued)

- Potential for added scope to the project due to community demands.
- Postponement of procurement of SW Yard may cause integration issues with mainline contract.
- Construction operations exceeding allowable noise levels
- Timely responses during design review process (not Third Party reviews)
- Long lead items

Crenshaw/LAX Transit Project

Major Project Status

- **Advanced Utility Contract C0990**
 - Substantial completion may be issued July 31, 2014
 - Current contract Value is \$8.96 million (14% increase)
 - There have been three (3) claims submitted by Metro Builders
- **Design-Build Contract C0988**
 - Demolition of the defunct Century railroad bridge at the intersection of Century Blvd and Aviation was completed on July 25, 2014
 - Piling work on Crenshaw/Expo and Crenshaw/MLK continues
 - Water utility relocations
 - Factory Acceptance Testing (FAT) at Herrenknecht (Germany) completed in July



Metro



Crenshaw/LAX Transit Project Century Bridge Demo – Before Image



Crenshaw/LAX Transit Project Century Bridge Demo – In-Process



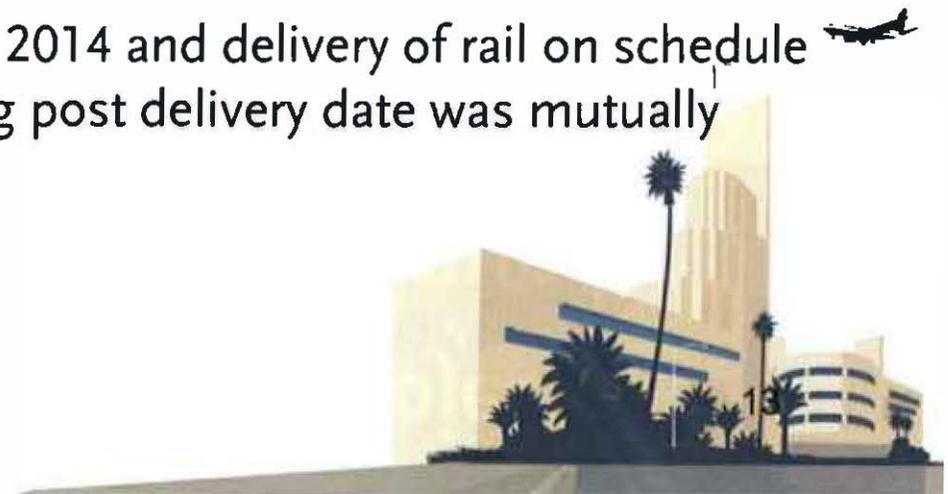
Crenshaw/LAX Transit Project Century Bridge Demo – After Image



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Design-Build Southwestern Yard Contract C0991**
 - Scheduled IFB has been advanced to August 2014.
- **Procurement of Concrete Ties Contract C0992**
 - Notice to Proceed issued December 2013 and deliveries have been made to jobsite.
- **Procurement of Running Rail Contract C0992A**
 - Notice to Proceed issued March 2014 and delivery of rail on schedule by December 2014. The bumping post delivery date was mutually changed to September 2015.



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Lawsuit Update – Crenshaw Subway Coalition (CSC)**
 - The parties' trial briefs were timely filed in US District Court. Judge Fernando Olguin has taken the matter under submission, and has not yet issued a ruling. Anticipate movement after CPUC ruling
- **CPUC Formal Grade Crossing Application Progress:**
 - Three (3) of the five applications have been approved; grade separated crossings in Inglewood and Los Angeles
 - The remaining two applications are expected to be approved by end of August 2014.



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Environmental Mitigation Compliance**
 - Mitigation Monitoring and Reporting Program (MMRP) initially prepared September 2011
 - Objective of MMRP to ensure compliance with all the mitigation measures identified in the FEIS/FEIR.
 - Minimize or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project.
 - Reporting
 - Metro issued the 2nd Quarterly Environmental Mitigation Monitoring Report on June 30, 2014.
 - Annual Environmental Mitigation Monitoring Report.



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Buy America Updates**

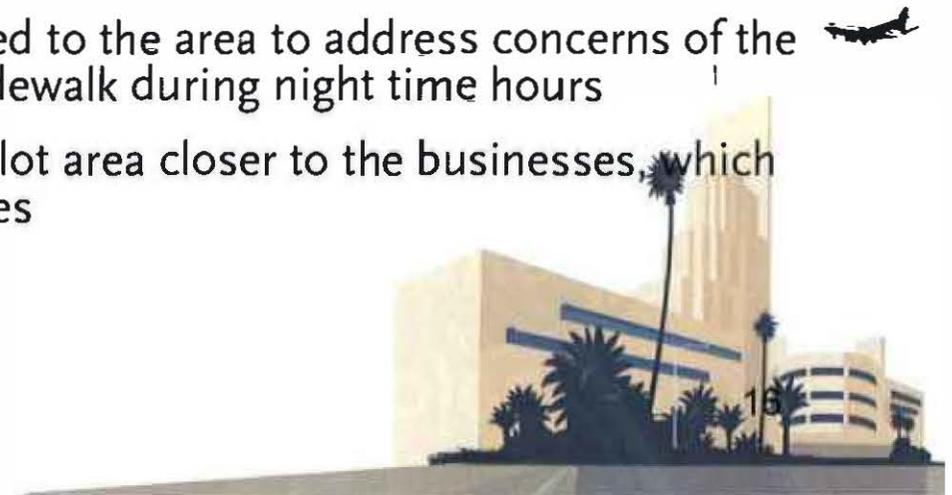
- 3rd parties continuing utility relocations. SCE Buy America compliance issues in process.
- Informed the design-build contractor of the Buy America requirements.

- **Public Outreach (MLK Station Update)**

- New banners have been installed on the work zone fence
- Clear mesh screen installed on the sidewalk side of the fence to enable better visibility
- Security guard has been deployed to the area to address concerns of the pedestrian walking along the sidewalk during night time hours
- Contractor has found a parking lot area closer to the businesses, which accommodates about six vehicles



Metro



Crenshaw/LAX Transit Project Major Project Status (continued)

Contract No.	Number of Parcels	Certified	Decertified	Appraisals Complete	Offers Made	Agreements Signed	Condemnations Filed	Relocations Complete	Parcels Available to WSCC
C0988 C/LAX Transit Corridor (D-B):									
<i>Crenshaw Subdivision</i>									
Full Takes	12	12		12	12	7	5	10	10
Part Takes (PT or SE)	10	9	1	9	9	1			1
TCE	10	10		10	10				
Subtotal Parcels:	32	31	1	31	31	8	5	10	11
<i>Harbor Subdivision</i>									
Full Takes	14	14		15	15	8	7	12	13
Part Takes (PT or SE)	19	18	1	18	18	1			1
TCE	3	2	1	2	2	1			
Subtotal Parcels:	36	34	2	34	34	10	7	12	14
Total CRHS Parcels:	68	65	3	65	64	18	12	22	25
<i>Southwestern Yard</i>									
Full Takes	8	8		8	8	3	5	4	6
Part Takes	0								
TCE	0								
Subtotal Parcels:	8	8	0	8	8	3	5	4	6
Total SW Parcels:	8	8	0	8	8	3	5	4	6
C0990 C/LAX Advance Utility Relocations									
Total Parcels:	0								
Total Project Parcels	76	73	3	74	73	21	17	26	31



Metro



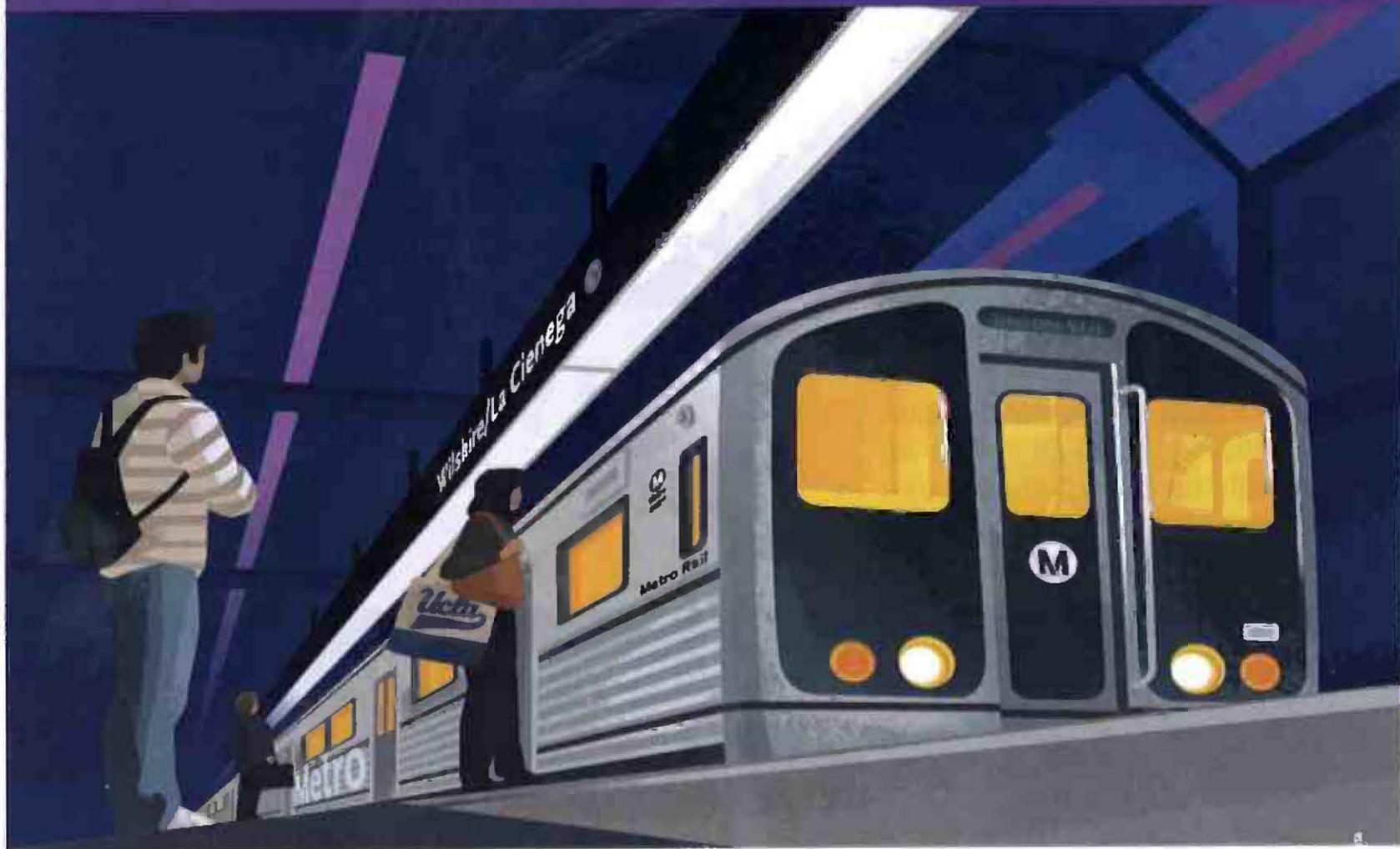
Crenshaw/LAX Transit Project Major Project Status (continued)

PROPERTY	DESCRIPTION	ADDITIONAL DESCRIPTION	CONTRACT TURNOVER DATE (CTD)	CONTRACTOR CONFIRMATION ⁽¹⁾⁽²⁾
SW-0101	Yard property at Arbor Vitae (Avis)	Property where Avis Rental Car Agency has operations. MTA was informed by judge at trial hearing that OIP will only be considered at next court date July 2014. Property owner is Weiner Inv.-if OIP confirmed, tenant relocation of Avis will commence (anticipate 90-days after)	2/3/2014	1/7/31/2014 08/15/14
SW-0103	Yard property at Arbor Vitae (Dollar)	Property where Dollar Rental Car Agency has their building operations. Replacement building is under construction. Vacating upon new building completion sometime between 4/3-5/30. Metro may evict earlier if necessary.	2/3/2014	5/30/2014 ⁽³⁾⁽⁴⁾ 08/15/14
SW-0104	Yard Property at Arbor Vitae (Dollar)	Empty lot with cars currently parked. Chainlink fence all around site. Dollar Rental Car looking for relief on parking space until building completed to replace building on property SW-104. Looking for any additional time up to 5/30. Metro may evict earlier if necessary	2/3/2014	5/30/2014 maximum (will commit to 4/3/14 and reevaluate at that time) 04/14/14 (3)
CR-3802	Vernon Station - Warehouse Shoe Sale Store	Site for the Vernon Station excavation. Shoe tenant store looking for replacement location. The tenant need additional time if available through end of August 2014.	9/28/2014	7/30/2014 07/11/14
HS-2601	West Station Site - Western most property	Owned by City of Inglewood.	12/29/2013	8/15/2014 02/12/14
HS-2701	West Station Site - Union Equity parking	Parking is used by church and is part of a covenant between the church and the City of Inglewood (entitles church to 65 spaces). If long rail lengths desired then rail will need to be certified as being fit for operation by RR prior to running trains (transfer of rail contract to WSCC required). Estimated 6 wks. from NTP for rail supplier to port. Estimate earliest delivery between April 15 - May 5, 2014.	12/29/2013	7/15/2014 ⁽⁵⁾ 08/21/14
HS-0701	Wally Parking - At the Century Station site	Parking company requesting additional time until they need to vacate.	3/30/2014	7/31/2014 ⁽⁶⁾ 07/10/14

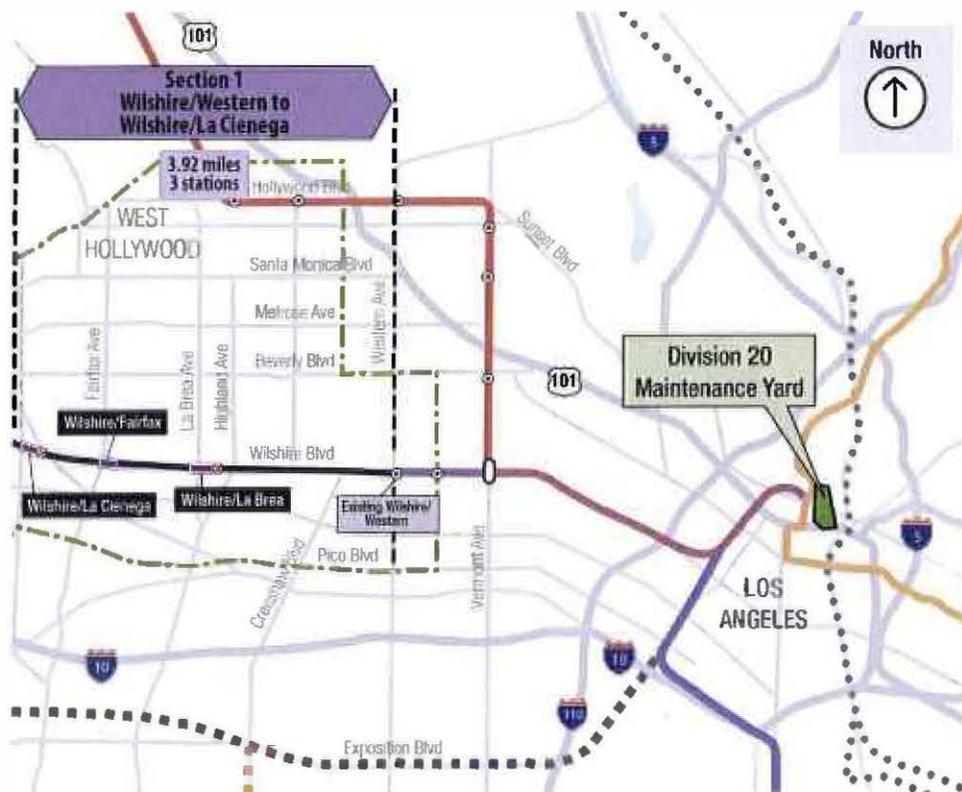
Notes:

- (1) These revised access dates result in no impact to WSCC's Baseline Schedule nor any additional costs associated with the revised access date.
- (2) Conditional on WSCC getting the proposed driveway across the South end of SW-0103 (Dollar) in order to access parcel SW-0102 also from the South end.
- (3) Conditional on parcel SW-0002 available for access by WSCC by 02/04/2014.
- (4) This date is contingent upon WSCC having temporary access for structures scheduled for demolition; this would be approximately 27 feet into Wally Park property from face of structure to be demolished.
- (5) If this date is not met for access to this property, early closure of Redondo Street across tracks (south of property HS-2601) may be made available by this date as an alternate to providing property HS-0701 on this date.
- (6) For Yard Properties, contractual turnover dates from WSCC to Metro still applicable.

Westside Purple Line Extension Project
FTA Quarterly Review Meeting
August 27, 2014



Westside Purple Line Extension Project Project Description Section 1 (Wilshire/Western to Wilshire/La Cienega)



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA Full Funding Grant Agreement for initial 3.92 miles (Section 1 Wilshire/Western to Wilshire/La Cienega) – May 21, 2014
- Extension of Purple Line from existing Wilshire/Western station
- Twin-bored tunnels and 3 new subway stations:
 - Wilshire/La Brea
 - Wilshire/Fairfax
 - Wilshire/La Cienega
- Division 20 Yard Modifications
- Budget: \$3.15 Billion
- Revenue Service Date:
 - FFGA – October 31, 2024
 - Forecast – August 29, 2023

Westside Purple Line Extension Project Current Project Cost Status

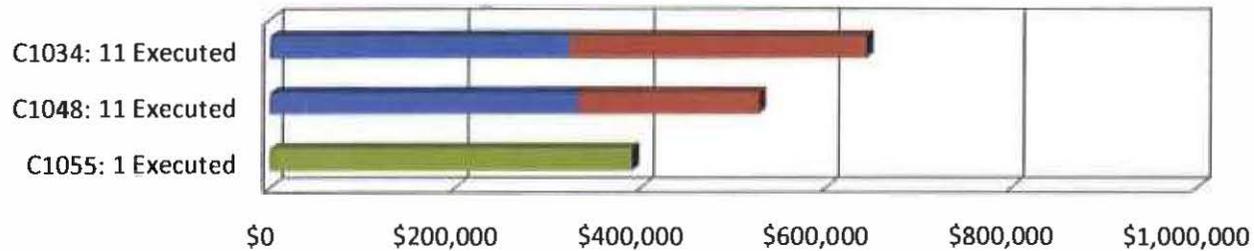
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT ESTIMATE		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		ESTIMATE / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	388,294	(176,786)	388,294	-	3,785	-	-	(176,786)	388,294	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	440,621	(129,430)	440,621	-	958	-	-	(129,430)	440,621	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	43,323	4,237	43,323	-	3,881	-	-	4,237	43,323	-
40	SITWORK & SPECIAL CONDITIONS	751,566	611,746	751,566	475	38,194	3,059	16,472	611,746	751,566	-
50	SYSTEMS	113,574	(10,005)	113,574	-	-	-	-	(10,005)	113,574	-
CONSTRUCTION SUBTOTAL (10-50)		1,737,378	299,762	1,737,378	475	46,819	3,059	16,472	299,762	1,737,378	-
60	ROW, LAND, EXISTING IMPROVEMENTS	175,634	(36,840)	175,634	-	119,010	2,327	4,803	(36,840)	175,634	-
70	VEHICLES	160,196	-	160,196	-	-	-	-	-	160,196	-
80	PROFESSIONAL SERVICES	412,710	2,368	412,710	505	119,471	3,407	86,782	2,368	412,710	-
SUBTOTAL (10-80)		2,485,918	265,290	2,485,918	980	285,300	8,792	108,057	265,290	2,485,918	-
90	UNALLOCATED CONTINGENCY	248,592	22,733	248,592	-	4,238	-	-	22,733	248,592	-
100	FINANCE CHARGES	375,470	-	375,470	-	-	-	-	-	375,470	-
TOTAL PROJECTS 465518 & 865518 (10-100)		3,109,980	288,023	3,109,980	980	289,539	8,792	108,057	288,023	3,109,980	-
ENVIRONMENTAL/PLANNING - 405518		8,505	-	8,505	-	8,505	-	8,505	-	8,505	-
ENVIRONMENTAL/PLANNING - 465518		30,865	-	30,865	-	30,865	173	30,649	-	30,865	-
TOTAL PROJECTS 405518 & 465518 (ENV / PLAN'G)		39,370	-	39,370	-	39,370	173	39,154	-	39,370	-
TOTAL PROJECTS 405518, 465518 & 865518		3,149,350	288,023	3,149,350	980	328,909	8,965	147,211	288,023	3,149,350	-

NOTE: EXPENDITURES REFLECTS FIS INCURRED COST THROUGH JUNE 2014 PLUS PENDING INVOICES FROM PB, WEST, ICS, METRO BUILDERS, AND W.A. RASIG CONSTRUCTION

Westside Purple Line Extension Project Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C1034: 11 Executed	C1048: 11 Executed	C1055: 1 Executed	Total
■ Under \$100K	322,286	331,938	-	654,224
■ \$100K to \$250K	321,000	196,184	-	517,184
■ \$250K to \$1M	-	-	390,709	390,709
■ Over \$1M	-	-	-	-
Total Contract MODs	643,286	528,122	390,709	1,562,117
Contract Award Amount	6,487,020	6,181,000	14,430,000	27,098,020
% of Contract MODs	9.9%	8.5%	2.7%	5.8%

Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Westside Purple Line Extension Project Contract Modifications above \$100,000

Contract Number & Description	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C1034 EXPLORATORY SHAFT	7.0	SLOUGHING SOIL AND RAYMOND PILES ENCOUNTERED DURING DRILLING OPERATION	\$ 127,000	12/11/13
	10.0	SLOUGHING SOIL DURING SHAFT EXCAVATION	\$ 194,000	04/23/14
C1048 ADVANCED UTILITY RELOCATIONS	1.0	FINAL SIGNED DRAWINGS BY LABOE, LADOT AND DWP	\$ 196,184	01/07/14
C1055 ADVANCED UTILITY RELOCATIONS	1.0	NOISE MITIGATION MEASURES	\$ 390,709	07/07/14

Westside Purple Line Extension Project Real Estate Status Summary

Description	Number of Parcels	Certified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	15	15	15	15	1	2	109	14	0
Part Takes	2	2	2	2	0	2	0	0	0
TCE	1	1	1	1	0	0	0	0	0
Total Parcels	18	18	18	18	1	4	109	14	0

Westside Purple Line Extension Project Progress Update Environmental Mitigation Compliance

Environmental Mitigation Compliance

- Mitigation Monitoring and Reporting Program (MMRP) adopted by Metro Board on April 2012
- Objective of MMRP to ensure compliance with all the mitigation measures identified in the FEIS/FEIR
- Minimize or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project

Reporting

- Metro has submitted the 3rd and 4th Quarterly MMRPs on June 12, 2014
- Comments provided will be included in the 5th Quarterly MMRP, which is scheduled to be submitted by August 27, 2014
- A summary of the mitigation measures must be filed twice yearly with the Metro Board
- A mitigation measure field report for each mitigation measure shall be filed at least twice annually as needed

Westside Purple Line Extension Project Progress Update Environmental Mitigation Monitoring and Public Outreach



Construction of sound wall at Wilshire/Crenshaw staging area to mitigate community concerns

Westside Purple Line Extension Project Advanced Utility Relocations (AUR) and Third Party Coordination



Completion of LADWP Power Vault 677 installation at Wilshire/La Brea Station and street paving restoration

Wilshire/La Brea AUR – Contract C1048

- Complete construction by mid-October 2014

Wilshire/Fairfax AUR – Contract C1055

- Began construction in June 2014.

Wilshire/La Cienega AUR – Contract C1056

- Received price bids on May 21, 2014
- Award Contract on August 21, 2014

Other Third Party Coordination

- CES began AT&T relocations in June 2014 at the Wilshire/La Brea Station
- CES is continuing fiber optic relocations at the Wilshire/Fairfax and at the Wilshire/La Cienega Stations
- LADWP is pulling cables at the Wilshire/La Brea Station
- City of Beverly Hills to consider approval of C1056 AUR MOA and construction permit at their August 19, 2014 Council meeting
- Nighttime noise variance was approved on July 3, 2014 for the Wilshire/La Cienega AUR work in the City of Los Angeles (East of San Vicente Boulevard)
- Nighttime noise variance was approved on July 11, 2014 for pile installation at the Wilshire/La Brea Station

Buy America

- Two fire hydrants from different manufacturers are in the process of being approved by LADWP and the Contractors are in the process of providing Buy America certifications

Westside Purple Line Extension Project Progress Update Wilshire/Fairfax Exploratory Shaft Status



Exploratory Shaft Contract C1034 - The temporary exploratory shaft was constructed to gather data related to soil conditions, gassy ground and ground water to assist in the geotechnical design of the Wilshire/Fairfax Station and tunnels. Risks associated with potential construction delays during the discovery and excavation of prehistoric fossils will be mitigated through planning of early construction activities.

- Ongoing geotechnical monitoring
- Ongoing gas monitoring
- Demolition and backfill scheduled to start in early October 2014
- Completion of C1034 Contract is scheduled for December 2014

Westside Purple Line Extension Project Progress Update Contract C1045 Procurement

Contract C1045 – Tunnels, Stations, Trackwork and Systems (Design/Build)

- On July 22, 2014, each of the following two teams filed a protest:

Dragados USA, Inc. (DUSA), Southland Contracting, Inc., and Astaldi Construction Corporation
(Dragados / Southland / Astaldi (DAS a Joint Venture)

Impregilo S.p.A., Samsung E & C America, Inc., and Salini USA, Inc. (Westside Transit Partners)

- Metro has 45 days from July 22, 2014 to answer each protest and the two teams have five days to file appeals after they receive Metro's response to the protests.
- On July 24, 2014, Metro Board of Directors approved staff's recommendation to award a 107 month fixed price contract to *Skanska USA Civil West California District Inc., Traylor Bros., Inc., and J.F. Shea Construction, Inc. (Skanska, Traylor and Shea, a joint Venture)*, to provide Metro with the Best Value for the final design and construction of the Westside Purple Line Extension Project, Section 1 for a firm fixed price of \$1,636,418,585.

Westside Purple Line Extension Project Progress Update Division 20 MOW/NRV Building Design/Build IFB Package



- Approximately 85,000 square feet
- Multi-Story Offices and Maintenance Staff facilities with roof-top parking
- Surface parking for service vehicles and high-rail vehicle access to building
- High-Bay Maintenance and Stores Area
- LEED Silver Certification Design
- Site remediation, demolition and clearing including in property acquisition agreement
- Design-Build Contract - Invitation For Bid in late August or early September 2014

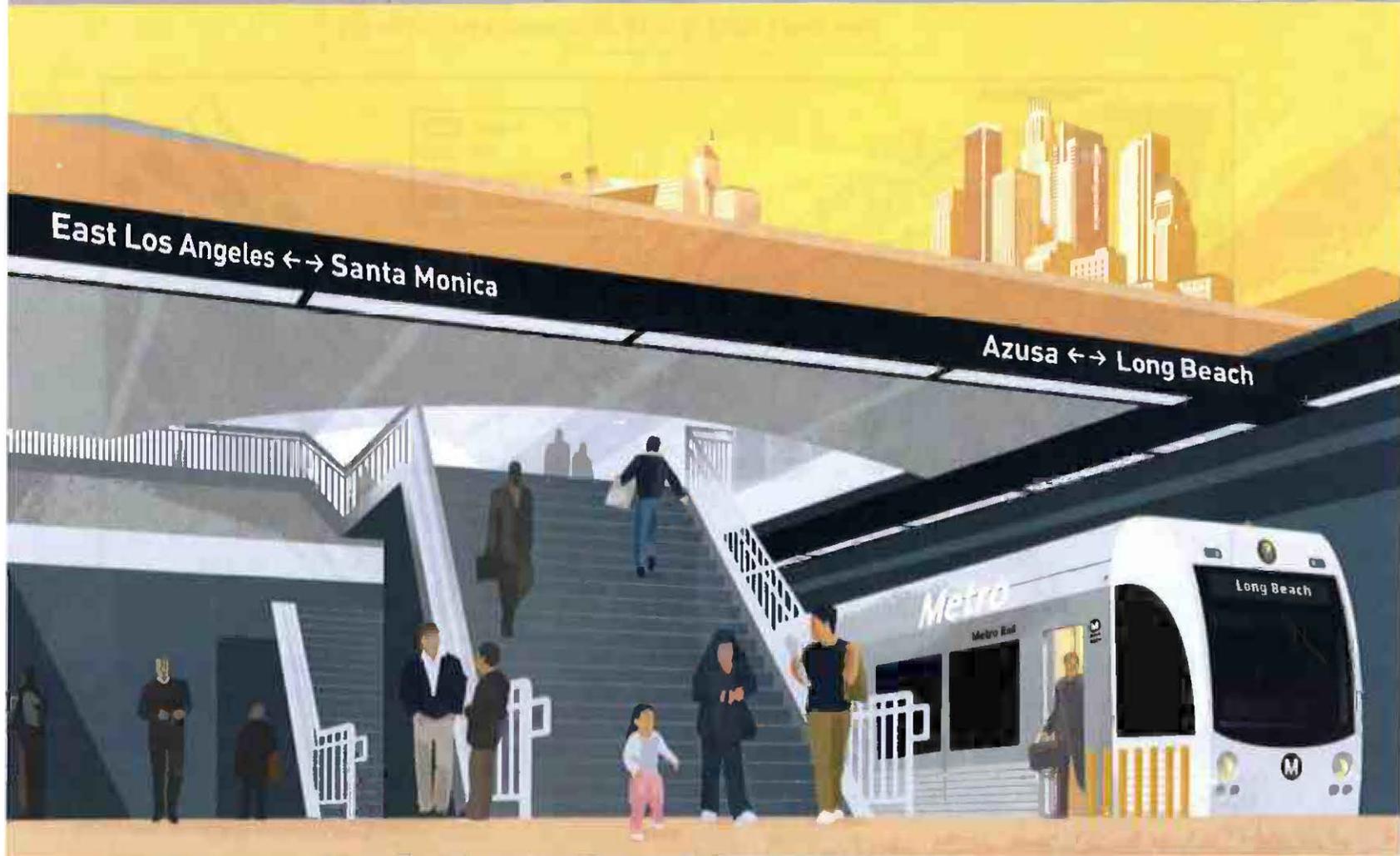
Westside Purple Line Extension Project

Discussion



Regional Connector Transit Corridor Project

FTA Quarterly Review - August 27, 2014



Regional Connector Transit Corridor Project

Project Cost Status

PROJECT COST STATUS BY FTA SCC
 STATUS AS OF JULY 2014
 DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	204,691	-	204,691	-	204,691	-	-	-	204,691	-
	C0980 D/B CONTRACT			204,691		204,691				204,691	
20	STATIONS, STOPS, TERMINALS, INTERMODAL	219,477	-	219,477	-	219,477	-	-	-	219,477	-
	C0980 D/B CONTRACT			219,477		219,477				219,477	
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	422,453	-	422,453	492	421,285	23,215	35,923	-	422,453	-
	C0980 D/B CONTRACT			379,194		379,194	21,341	21,341		379,194	
	C0981 R ADVANCED UTILITY RELOCATIONS CONTRACT			28,207		28,207	1,104	5,653		28,207	
	OTHER CONTRACTS (3rd Party Utilities, Spends, HazMat Material, Environmental)			15,052	492	13,883	789	8,928		15,052	
50	SYSTEMS	73,848	-	73,848	-	63,265	-	-	-	73,848	-
	C0980 D/B CONTRACT			63,265		63,265				63,265	
	OTHER CONTRACTS (Central Control and UFS)			10,583						10,583	
	CONSTRUCTION SUBTOTAL (10-50)	920,468	-	920,468	492	908,717	23,215	35,923	-	920,468	-
60	ROW, LAND, EXISTING IMPROVEMENTS	74,208	-	74,208	-	73,820	1,347	11,730	-	74,208	-
70	VEHICLES	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	257,973	-	257,973	5,603	166,817	5,011	74,692	-	257,973	-
	C0980 D/B CONTRACT			60,600		60,600	4,500	4,500		60,600	
	OTHER CONTRACTS (Agency, TAP, CMSS, CPJV, Legal, Comm. Relations, etc.)			197,373	5,603	106,217	511	70,192		197,373	
	SUBTOTAL (10-80)	1,268,925	-	1,268,925	6,095	1,149,355	29,573	122,345	-	1,268,925	-
90	UNALLOCATED CONTINGENCY	126,892	-	126,892	-	-	-	-	-	126,892	-
100	FINANCE CHARGES	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	-	1,402,932	6,095	1,149,355	29,573	122,345	-	1,402,932	-
	ENVIRONMENTAL/PLANNING - 400228	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	18,125	-	18,125	200	18,125	186	18,015	-	18,125	-
	TOTAL PROJECTS 400228 & 460228 (ENV/PLANN'G)	24,200	-	24,200	200	24,200	186	24,088	-	24,200	-
	490228, 460228 & 860228 TOTAL	1,427,132	-	1,427,132	6,295	1,173,554	29,759	146,433	-	1,427,132	-

Note: Original Budget and Current Budget reflect the Board Action on April 24, 2014.
 Commitments reflect Board adopted FY15 Budget.
 Expenditures reflects FIS Incurred cost through July 2014 plus pending Invoices from Arcadis, CPJV, Pulice, and RCC.

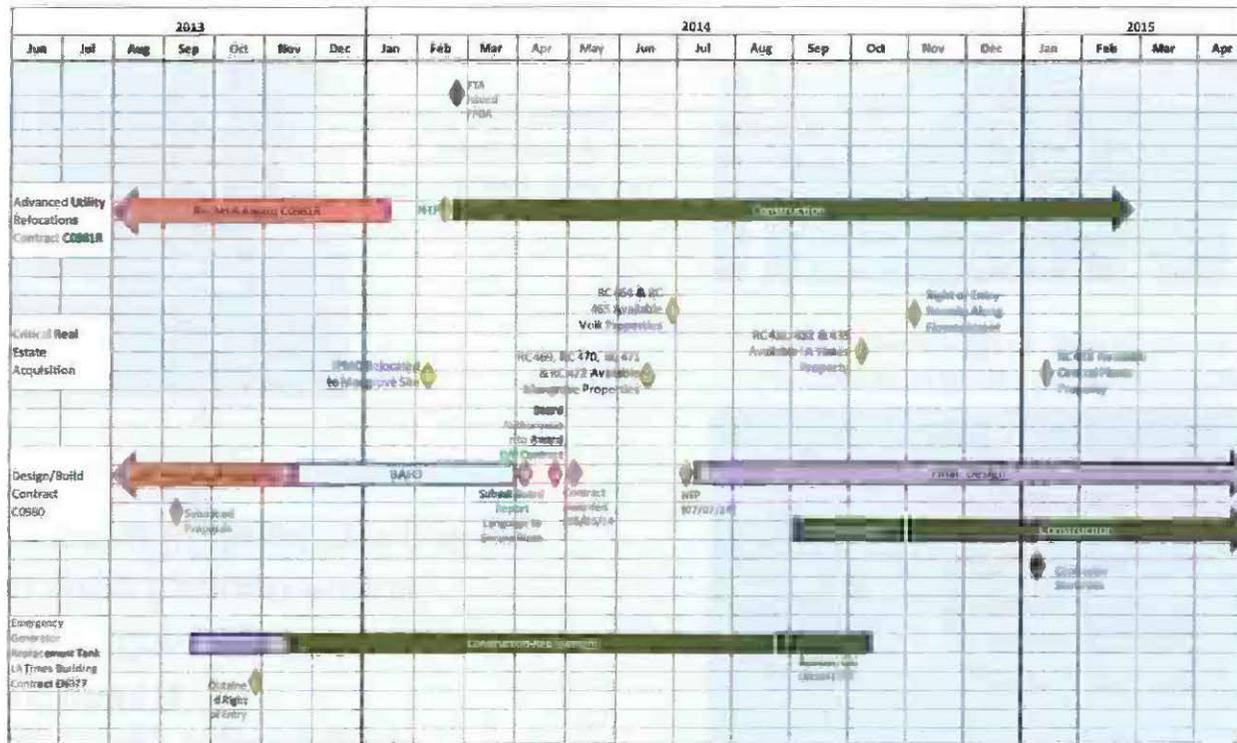
Regional Connector Transit Corridor Project Project Cost Status (Cont.)

CONCURRENT NON-FFGA ACTIVITIES (861228)
PROJECT COST STATUS BY FTA SCC
STATUS AS OF JULY 2014
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	-	-	-	-	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10,480	-	10,480	-	10,480	-	-	-	10,480	-
40	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	10,480	-	10,480	-	10,480	-	-	-	10,480	-
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	-	27,748	-	27,748	-	22,640	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	1	1	-	650	-
	SUBTOTAL (10-80)	38,878	-	38,878	-	38,878	1	22,641	-	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	-	1,113	-	-	-	-	-	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 861228 (10-100)	39,991	-	39,991	-	38,878	1	22,641	-	39,991	-
	861228 TOTAL	39,991	-	39,991	-	38,878	1	22,641	-	39,991	-

Note: Original Budget, Current Budget, Commitments and Current Forecast are based upon the Board Action that took place April 24th, 2014.
Expenditures reflects FIS incurred cost through July 2014.

Regional Connector Transit Corridor Project Near Term Critical Activities



FFGA - Submit Request to Award	10/23/2013	2/28/2014
C0980 Contract Award		5/6/2014
C0980 Contract NTP		7/7/2014
Final Design	7/8/2014	12/11/2015
Major Construction	10/14/2014	8/14/2020
Testing	2/25/2019	10/23/2020
Revenue Operations		10/23/2020

Regional Connector Transit Corridor Project Progress Update

Advanced Utility Relocation- Contract C0981R

- Continuation of power relocations from June through August.
- Contract scheduled completion, January 2015.



DWP Power Vault 141
excavation at
2nd & Broadway.



Concrete encasement for the DWP Power
duct bank on 5th St. East of Flower.



Asphalt base placement for DWP Power
trench at 2nd & Hope Street.

Regional Connector Transit Corridor Project

Progress Update (Cont.)

Contract MCO70 – Construction Management Support Services (CMSS)

- Continued monitoring Third Party Utility Relocations.
- CMSS continued performing construction management for C0981R contract work.
- CMSS began construction management activities for C0980 Contract after NTP was issued on July 7, 2014, and continues to coordinate with the contractor.

Contract E0119 – Preliminary Engineering And Design Support Services During Construction

- Finalized conformed documents for C0980.
- Continued support for third party utility relocations.
- Continued support for Metro's real estate group.
- Support of initial design meetings with RCC.

Legal Challenges

- CEQA Cases: Trial concluded on May 15, 2014; waiting for Judge's ruling.
- NEPA Cases: Trial concluded on February 24, 2014. In an Order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS: the failure to analyze in the FEIS Open Face TBM and SEM construction on Flower Street between 4th and 6th Streets. FTA and MTA are preparing draft SEIS/SEIR of the options on Flower Street in light of the Order.

Regional Connector Transit Corridor Project

Utilities and Permits

Third Party Relocations

The last of the third party relocations are continuing on weekends and in coordination of Advanced Utility Relocations to avoid conflict.

Peak Hour and Night Time Construction Variances

- Coordinating with the City and C0981R Contractor for peak hour variance to accommodate advanced utility relocations by Metro's contract C0981R and DWP's cable pulling efforts.
- Coordinating with the City for variances to allow extended construction hours to accommodate the 3rd Party cable pulling and splicing on Flower Street and at 2nd Street & Broadway.

Buy America

Caps and Dummy nuts on CLOW manufactured hydrants have been considered subcomponents and LADWP has officially approved hydrant for use.

Regional Connector Transit Corridor Project Third Party Agreements Status

Agency	Type of Agreement	Status /Comments
City of Los Angeles	Amendment to Master Cooperative Agreement	Parties will work under 2003 MCA
Los Angeles Department of Water and Power	Amendment to Memorandum of Understanding	Metro and LADWP will continue to work under the terms of the pervious Cooperative Agreement
Los Angeles County Public Works	Letter of Agreement	Executed on 4/11
Caltrans	Amendment	Executed on 8/11
Private Utilities	LOA, MOU or UCA	All agreements in place with exception of Level 3, Qwest and Time Warner. Metro is in discussion with those utilities to establish agreements. Work being performed using work orders.

Regional Connector Transit Corridor Right-of-Way

Central Plants (“Owner”)

- Agreement was conceptually reached on the configuration of the portion of the property that MTA will seek to acquire. Owner will retain the property occupied by the power plant and Metro will acquire excess property.
- Updated appraisal completed and Owner advised of revised value. Owner is getting its own appraisal before negotiations are underway.
- Valuation package submitted to FTA for review and approval.

LA Times – LA Times Square (“Owner”)

- Metro Board approved the Acquisition Agreement with Tribune on April 24, 2014.
- Temporary Construction Easement document is being prepared by LA Times and County Counsel. Access to the site is required in Fall 2014.
- Relocation of the diesel tank is underway and expect to be completed before end of September 2014.

Regional Connector Transit Corridor Right-of-Way (Cont.)

Japanese Village Plaza – “JVP”

- MTA Board adopted Resolution of Necessity to acquire the property interest through the eminent domain process.
- Complaint and request for Order of Possession filed.

Volk

- Metro obtained possession of the site effective March 15. All tenants have vacated the site.
- Condemnation case continuing.
- The parking lot operator has vacated the site.
- Advance Utility Relocation Contractor (C0981R) is using the site for construction staging.

Regional Connector Transit Corridor Project Real Estate Acquisition and Relocations

Regional Connector - Real Estate Status Summary July 2014									
Acquisition Type	Number of Parcels	Certified	Decertified	Appraisals in Process/ Completed	Offers Made	Agreements Signed	Condemn. Filed	Relocat. Complete	Parcels Available
Full Takes	3	3	0	3	2	0	2	2	2
Partial Takes	2	2	0	1	0	0	0	0	0
SSE	13	10	3	13	6	0	2	0	4
TCE/ROE	16	8	0	8	8	0	0	0	5
Total Parcels	34	23	3	25	16	0	4	2	11

Total number of parcels on this summary (34) reflect a consolidation of some ownerships, whereas ownerships and parcels are separately counted on main Regional Connector Project Control Matrix (43).

Regional Connector Transit Corridor Project Procurement Update

Contract C0980

- The Design/Build Contract C0980, with Regional Connector Constructors (RCC), Joint Venture was fully executed on June 30, 2014.
- The Notice to Proceed was issued on and with a commencement date of July 7, 2014.
- The Kick-off / Pre-Construction Meeting was held on July 11, 2014.
- RCC moved into its project offices at 444 Flower St., Los Angeles the week of August 4, 2014.
- Metro is proceeding with a contract change to incorporate TIFIA certification requirements regarding debarment, suspension and other responsibility matters.

Regional Connector Transit Corridor Project Environmental Mitigation Update

- Metro continues to monitor noise and vibration at utility relocation construction sites, as well as within the vicinity of sensitive receptors along the project alignment.
- Metro continues to monitor excavation sites for cultural resources.
- The Historical American Building Survey (HABS) for the former Atomic Café/Senor Fish building located at the planned 1st and Alameda station, is being finalized for submittal next quarter.
- The Final Draft Cultural Resource Monitoring and Mitigation Plan will be submitted to the State Historic Preservation Office next quarter.
- Metro is conducting a second parking study in Little Tokyo to account for loss of parking at the Mangrove lot (directly east of Alameda St., bound by Temple St. to the north and 1st St. to the south). The estimated completion of the parking study is September 2014.

Regional Connector Transit Corridor Project Environmental Mitigation Update

- The 5th Quarterly Mitigation Measures Status Report was submitted to the FTA in July 2014, and includes mitigation updates for the following environmental categories:
 - Transportation
 - Displacement and Relocation
 - Community and Neighborhood
 - Visual and Aesthetic Impacts
 - Air Quality
 - Noise and Vibration
 - Ecosystems/Biological Resources
 - Geotechnical/Subsurface/Seismic/Hazardous Materials
 - Water Resources
 - Cultural Resources – Built Environment
 - Cultural Resources – Archaeology
 - Cultural Resources – Paleontology
 - Parkland and Other Community Facilities
 - Economic and Fiscal Impacts
 - Safety and Security
 - Environmental Justice

Regional Connector Transit Corridor Project

Public Outreach

- Provided updates to stakeholders on the status of construction at monthly community organization's meetings.
- Held community meeting to discuss 4-week closure of 2nd Street, between Spring Street and Broadway.
- Brief stakeholders near areas of construction on utility relocation efforts throughout the alignment.
- Assisted in the coordination of community-special events with construction activities.
- Provided public notice of construction activities to the general public via e-mail notifications, social media, project website and door-to-door distribution.

Regional Connector Transit Corridor Project

Questions?



METRO EXPRESSLANES

August 2014

FTA Quarterly Review Meeting



Metro

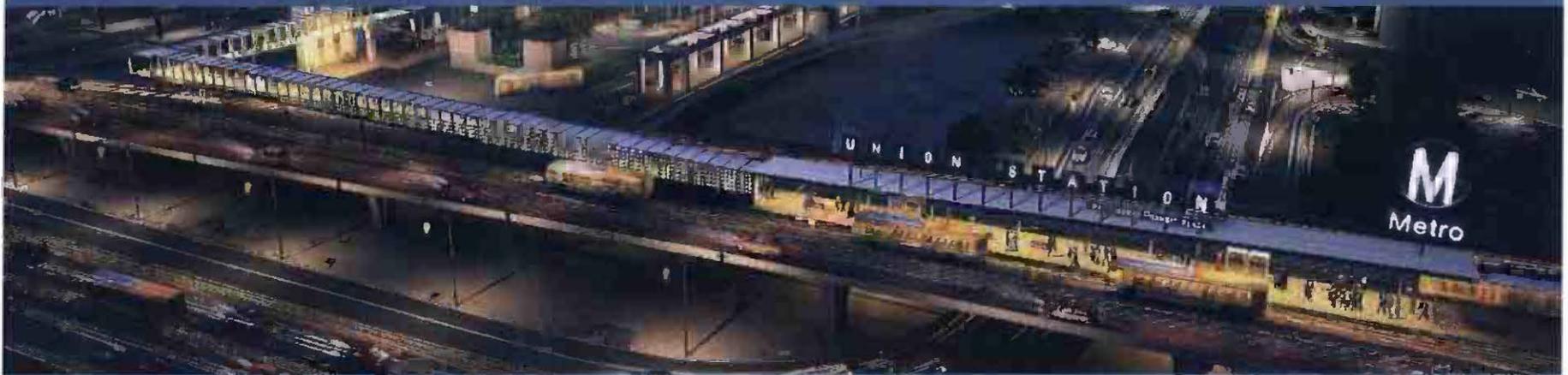
Patsaouras Plaza Bus Station

FTA Quarterly Review – August 2014



Patsaouras Plaza Bus Station

Project Description



- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Bus Station Project Budget

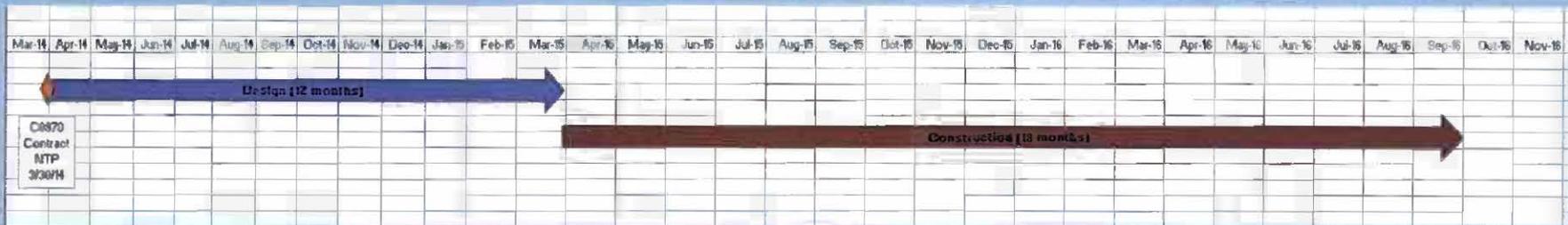


ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	19,992,000	-	19,992,000	19,992,000	19,992,000	-	-	-	19,992,000	-
S	SPECIAL CONDITIONS	1,000,000	-	1,000,000	3,500	3,500	3,500	3,500	-	1,000,000	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	6,792,000	-	6,792,000	59,000	2,891,500	36,500	2,672,000	-	6,792,000	-
PC	PROJECT CONTINGENCY	3,200,000	-	3,200,000	-	-	-	-	-	3,200,000	-
TOTAL PROJECT		30,984,000	-	30,984,000	20,054,500	22,887,000	40,000	2,675,500	-	30,984,000	-



Patsaouras Plaza Bus Station

Project Schedule



C0970 Contract Award		3/26/2014
C0970 Contract NTP		3/30/2014
Final Design	4/1/2014	4/1/2015
Major Construction	4/2/2015	10/1/2016



Patsaouras Plaza Bus Station

Design/Build Contract C0970 Update



Design/Build Contract C0970

- Awarded to OHL USA, Inc. on March 26, 2014
- NTP given March 30, 2014
- OHL submitted baseline schedule and Metro is reviewing
- OHL has identified concern over Metro Red Line Tunnel foundations and potential bridge retrofits
- No change notices have been issued



Metro



Patsaouras Plaza Bus Station Project Schedule



C0970 Contract Award		3/26/2014
C0970 Contract NTP		3/30/2014
Final Design	4/1/2014	4/1/2015
Major Construction	4/2/2015	10/1/2016



Patsaouras Plaza Bus Station

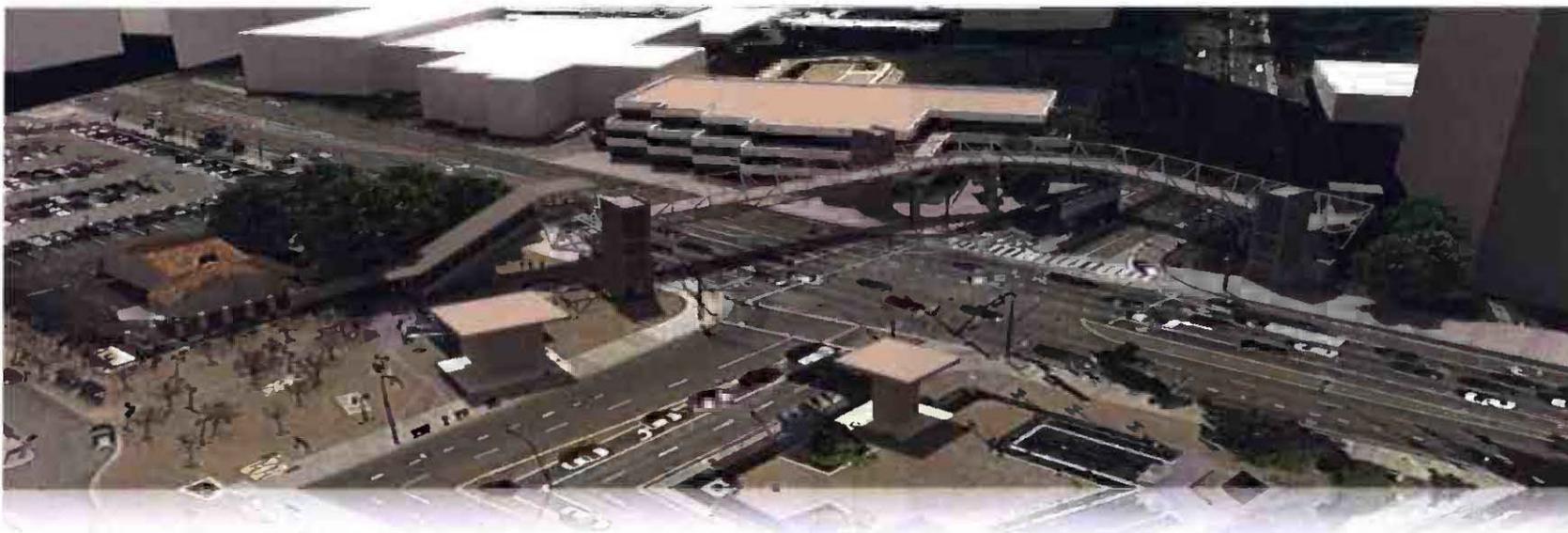
Activities for Next Quarter



- Final survey will be completed in July 2014
- Caltrans type selection reports will be completed in July 2014
- Prepare for September 2014 type-selection meeting
- 60% Design submittal is due 150 days after NTP (Sept 2014)



FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



August 27, 2014

Universal Pedestrian Bridge Project Status Update

- **Project Elements:** Structural Bridge
Two Escalators
Three Elevators
Three sets of Stairs
New Right Turn Lane
- **Progress:** 80% Overall Design
Construction Mobilization
City Approvals in Progress
Surveying, Tree Removal, Fencing
- **Project Budget:** \$27,300,000
- **Cost-To-Date:** \$4,092,894 (*)



(*) Fiscal Year 2014

Universal Pedestrian Bridge Project Baseline Schedule

Activity Name	Start	Finish	2014	2015	2016	2017
			A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J
UNIVERSAL CITY PEDESTRIAN BRIDGE PROJECT						
General Requirements						
Contractor's Mobilization	01-May-14	29-May-14				
Design Development						
Design Package 1 - Bridge Structural steel & Foundation						
Design Package 1 - Complete Design	24-Jun-14	30-Jun-14				
Design Package 2 - Civil / MEP / Architectural						
Design Package 2 - Complete Design	03-Sep-14	16-Sep-14				
Construction Phase						
Bridge Structure						
Erect Structural Steel - Bridge Trusses @ Bridge Structure	06-Mar-15	31-Mar-15				
Install Bridge Deck @ Bridge Structure	22-Apr-15	05-May-15				
Station 1						
Final Testing / Punchlist Phase						
Escalators - Start-Up / Testing & Acceptance @ Station 1	01-Oct-15	11-Nov-15				
Elevators - Start-Up / Testing & Acceptance @ Station 1	01-Oct-15	11-Nov-15				
Station 2						
Final Testing / Punchlist Phase						
Elevators - Start-Up / Testing & Acceptance @ Station 2	08-Oct-15	16-Nov-15				
Station 3						
Final Testing / Punchlist Phase						
Elevators - Start-Up / Testing & Acceptance @ Station 3	09-Oct-15	19-Nov-15				
Escalators - Start-Up / Testing & Acceptance @ Station 3	08-Oct-15	18-Nov-15				
Punchlist						
Punchlist @ Bridge Structure	24-Dec-15	08-Jan-16				

FTA Quarterly Planning Update

August 27, 2014

Metro Planning Report

- Long Range Transportation Plan Update
- Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - South Bay Metro Green Line Extension
 - Eastside Transit Corridor Phase 2
 - American Recovery and Reinvestment Act of 2009 (ARRA)



Long Range Transportation Plan Update

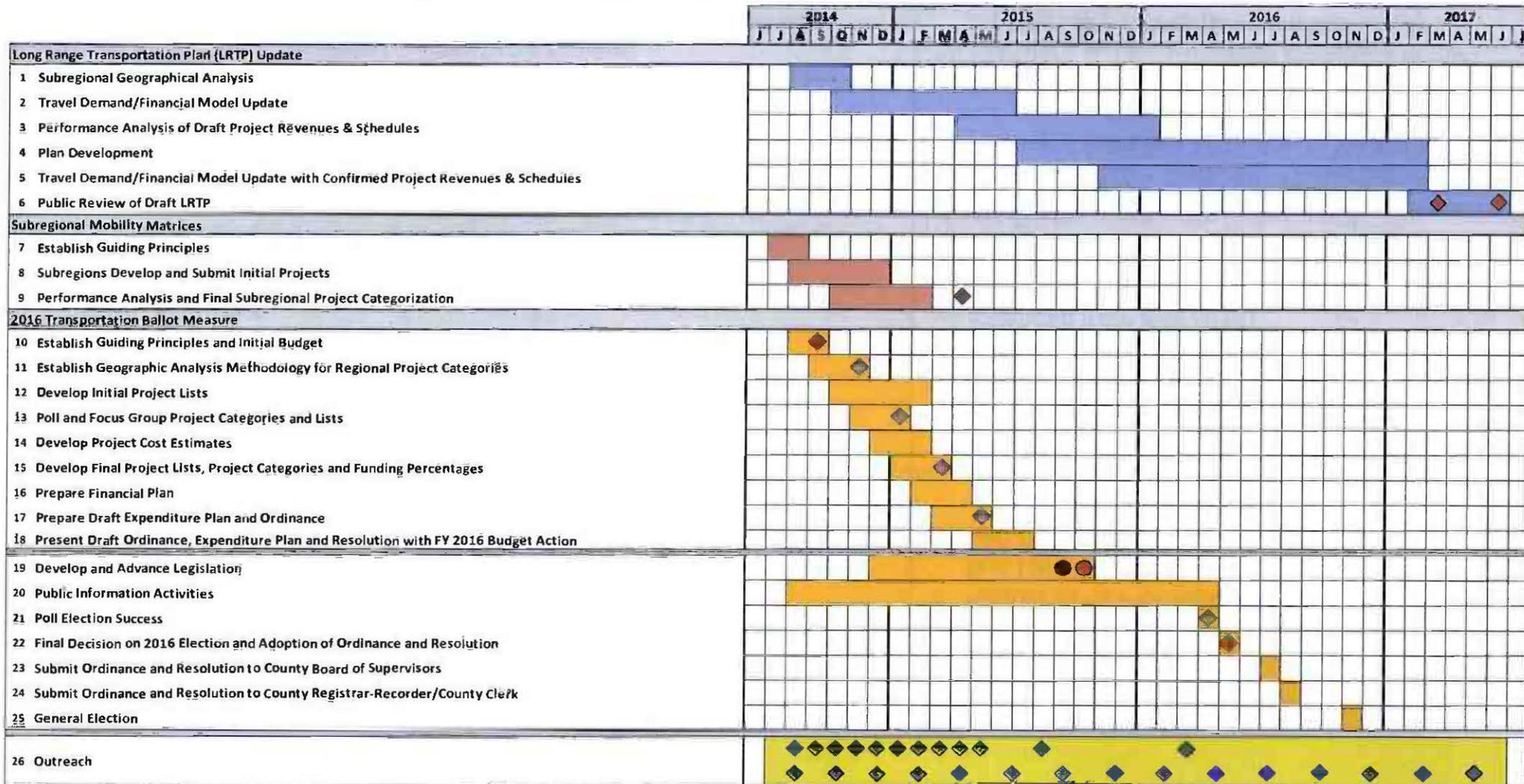
Status

- July 2014 – Metro Board directed the CEO to update the LRTP
 - Return in September with a plan and a timeframe
- Mobility Matrix
 - Input for the LRTP Update
 - Identify subregional unmet needs
 - Develop categorized project lists
 - Scheduled completion February 2015
- Proposed Ballot Measure
 - Developing new revenue source for LRTP
 - Potential 2016 Ballot Initiative

Next Steps

- Work with subregions to develop mobility matrix

Tentative LRTP Update/ Ballot Measure Schedule



- TAC Working Group Meeting (every month) ◆
- Executive Group Meeting (every two months) ◆
- Metro Board Report or Briefing ◆
- Metro Board Action ◆
- Legislative Approval ●
- Governor's Approval ●

Last Revised: 08/2014

Wilshire Boulevard Bus Rapid Transit

Status

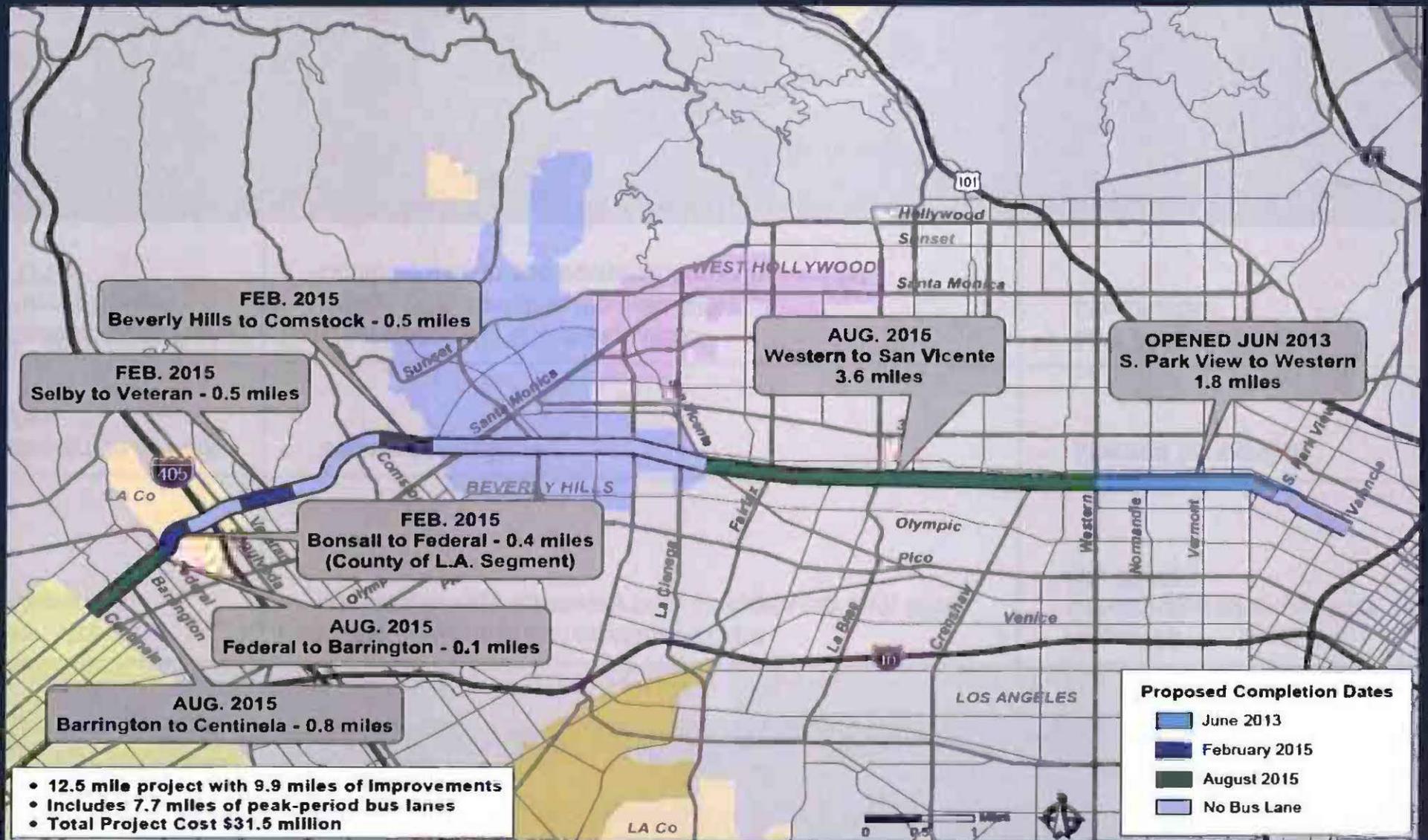
Segments	Status	Next Steps
Centinela to Barrington	Roadwork – Restriping/Signage <ul style="list-style-type: none"> – Striping and sign for bus lanes to coincide with Barrington to Federal Segment 	<ul style="list-style-type: none"> – August 2015 – Complete Striping and Sign for Bus Lanes (changed from late 2014 to open with Barrington to Federal segment)
Barrington to Federal	Roadwork – Widen/repave/restripe <ul style="list-style-type: none"> – Design plans 95% complete (up from 60%) – Coordinating design plans with LA County 	<ul style="list-style-type: none"> – August 2014 – Advertise Construction RFP – January 2015 – Award Construction Contract – February 2015 – Begin Construction Activities – August 2015 – Complete Construction (changed from late 2014)
Federal to Sepulveda	Roadwork – Widen/repave/restripe <ul style="list-style-type: none"> – May 2014 – Awarded construction contract 	<ul style="list-style-type: none"> – August/September 2014 – Begin Construction – February 2015 – Complete Construction (changed from late 2014 due to VA issue)
Veteran to City of Beverly Hills	Roadwork – Restriping/signage <ul style="list-style-type: none"> – Continue design, restriping and signage work – January 2015 – Design Complete 	<ul style="list-style-type: none"> – February 2015 – Complete Striping and Sign for Bus Lanes (changed from late 2014)

Wilshire Boulevard Bus Rapid Transit

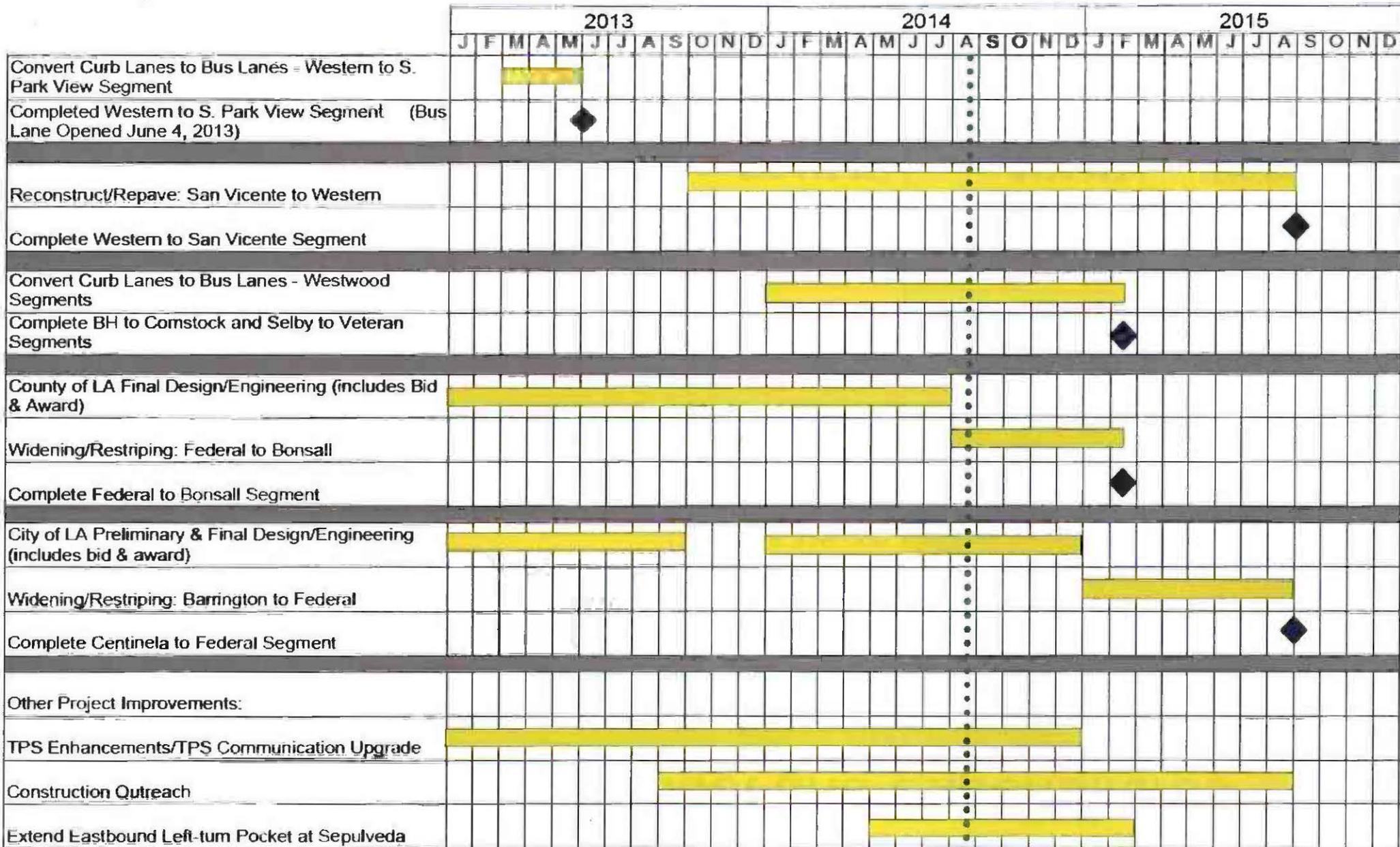
Status (continued)

Segments	Status	Next Steps
San Vicente to Western	Roadwork – Reconstruct/resurface/restripe – Construction approximately 55% complete (up from 35%)	– August 2015 – Complete Construction (changed from late 2014)
Western to S. Park View	– Segment completed	– <u>Opened for service</u>
Corridor-Wide Transit Priority System (TPS)	Communications/TPS Enhancements – Design 90% complete (up from 80%) – Continue design and equipment procurement list	– Late 2014 – Complete Construction

Wilshire Boulevard Bus Rapid Transit Scheduled Segment Completion



Wilshire Boulevard Bus Rapid Transit Construction Schedule



◆ = Milestone Date

Last Revised: 08/2014

Wilshire Boulevard Bus Rapid Transit Current Project Budget and Expenditures

Funding Source	Current Budget
Federal Section 5309 Very Small Starts	\$23,317,000
LACMTA Local Match	\$4,875,000
City of L.A. Local Match	\$3,318,000
TOTAL BUDGET	\$31,510,000

Activities	Current Budget	Commitment	Expenditures To Date	Forecast to Complete
Pre-Development	\$507,000	\$507,000	\$507,000	\$0
Design	\$3,327,503	\$3,327,503	\$3,327,503	\$0
Striping/Signage	\$672,498	\$672,498	\$38,242	\$634,256
Construction	\$20,447,867	\$20,447,867	\$578,917	\$19,868,950
TPS Comm. System Upgrade	\$4,600,000	\$4,600,000	\$1,018,294	\$3,581,706
Contingency	\$1,955,132	\$1,955,132	\$0	\$1,955,132
TOTAL	\$31,510,000	\$31,510,000	\$5,469,956	\$26,040,044

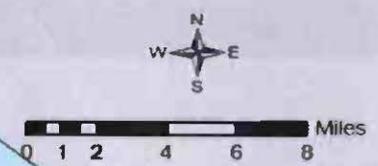
Metro Rapid System Gap Closure Lines

Los Angeles
Metro BRT Network

Legend

- Gap Closure Lines
- Metro Rapid Lines
- Metro Orange Line
- Metro Silver Line
- Metro Rail
- + + + Metrolink

Includes 7 Metro Rapid Corridors
 Total of 126 Miles
 Total Project Cost \$25.7 Million
 Note: All Gap Closure Rapid lines are currently operating



Metro Rapid System Gap Closure Lines

Transit Signal Priority

Corridor	Status*	Next Steps
Atlantic	Construction 100% complete (up from 99%)	September 2014 – Complete system acceptance
Sepulveda	June 9, 2014 – Culver City awarded contract to ITS consultant to develop cost estimate for remaining 25% of corridor July 31, 2014 – Contract executed Completed – City of Los Angeles (75% of corridor)	August 2014 – Begin work
Torrance-Long Beach	Design 100% complete (up from 60%)	August 2014 – Begin installation December 2015 – Complete installation
Venice	Construction 70% complete (up from 15%)	December 2014 - Scheduled for completion
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A

* All lines are operational, except the Culver City segment of Sepulveda

Metro Rapid System Gap Closure Lines Shelter Implementation

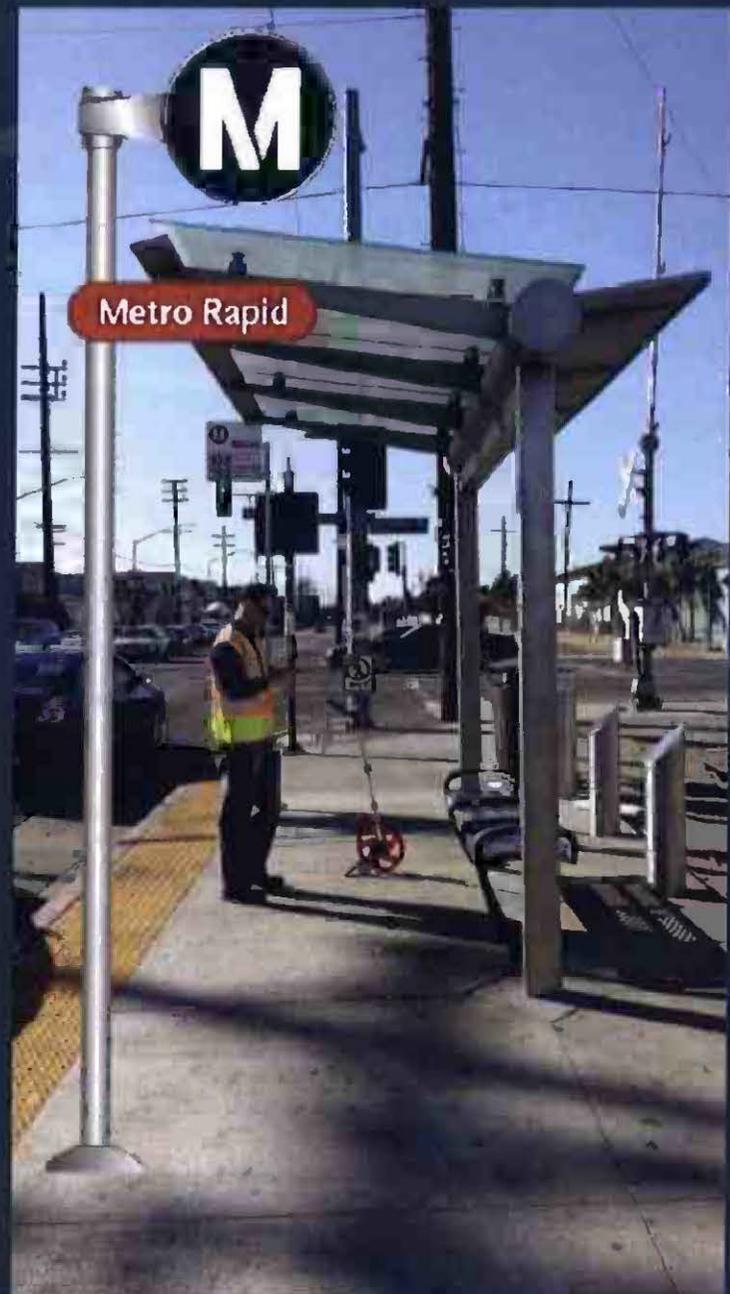
Status

- Design
 - July 2014 – Metro engineering began shelter design
- Funding agreements
 - Executed with City of Monterey Park
 - Seven additional in various stages of execution
 - Remaining five being developed

Next Steps

- September 2014 – Release RFP
- March 2015 – Award construction contract
- September 2015 – Complete countywide shelter installation*

* No shelters are being implemented in the City of LA



Metro Rapid System Gap Closure Lines

Current Project Budget and Expenditures

Funding Source	Current Budget
Federal Section 5309 Very Small Starts	\$16,700,000
Local Match	\$12,504,301
TOTAL BUDGET	\$29,204,301

Activities	Current Budget	Commitment	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$11,615,032	\$12,429,269
Shelters	\$5,160,000	\$5,160,000	\$75,972	\$5,084,028
TOTAL	\$29,204,301	\$29,204,301	\$11,691,004	\$17,513,297

East San Fernando Valley Transit Corridor

Status

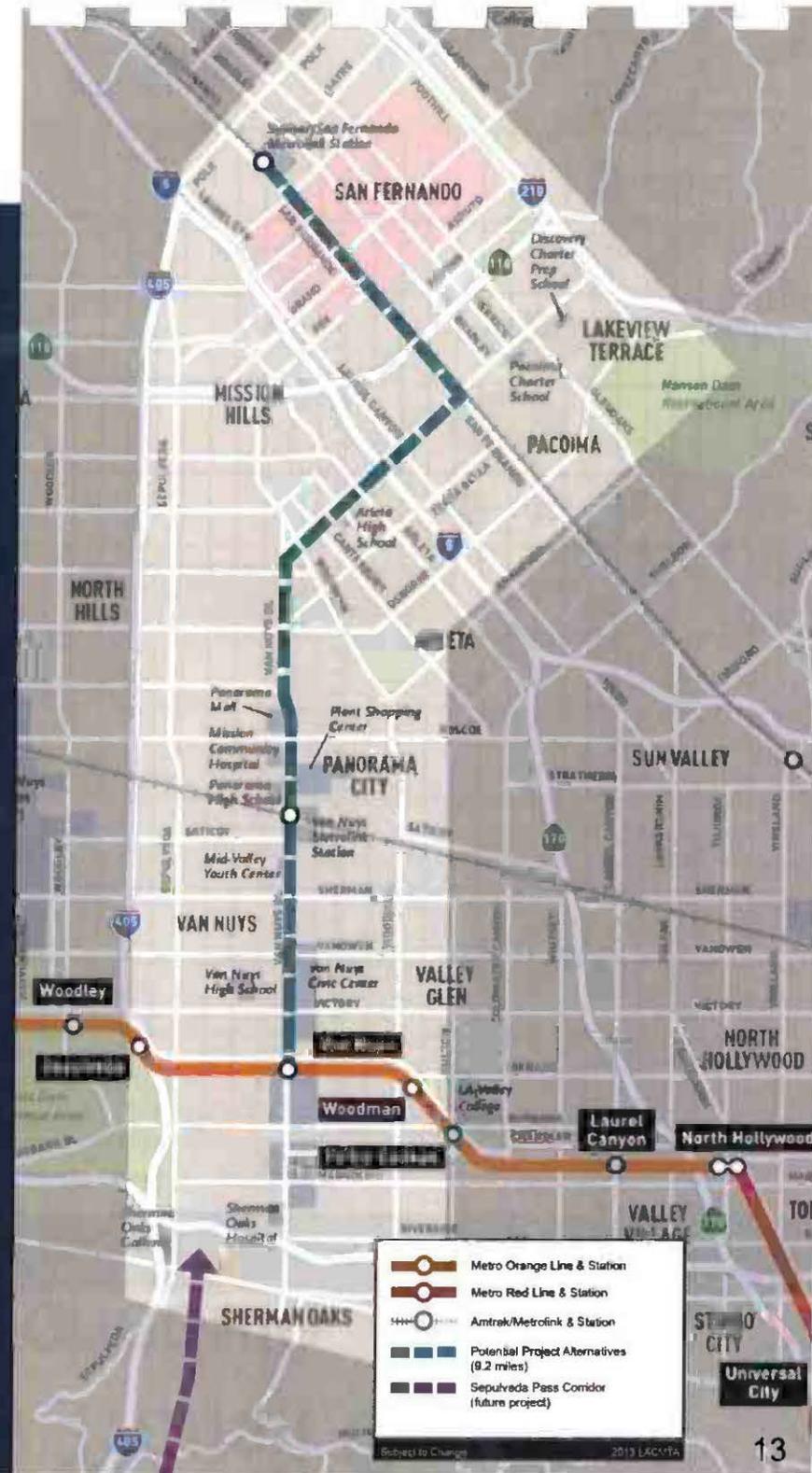
- Continue Administrative Draft EIS/EIR analysis
 - Traffic Studies
- Completed:
 - Conceptual engineering design for four alternatives
 - Right-of-way inventory
- Coordinate with City of Los Angeles's Great Streets Initiative

Next Steps

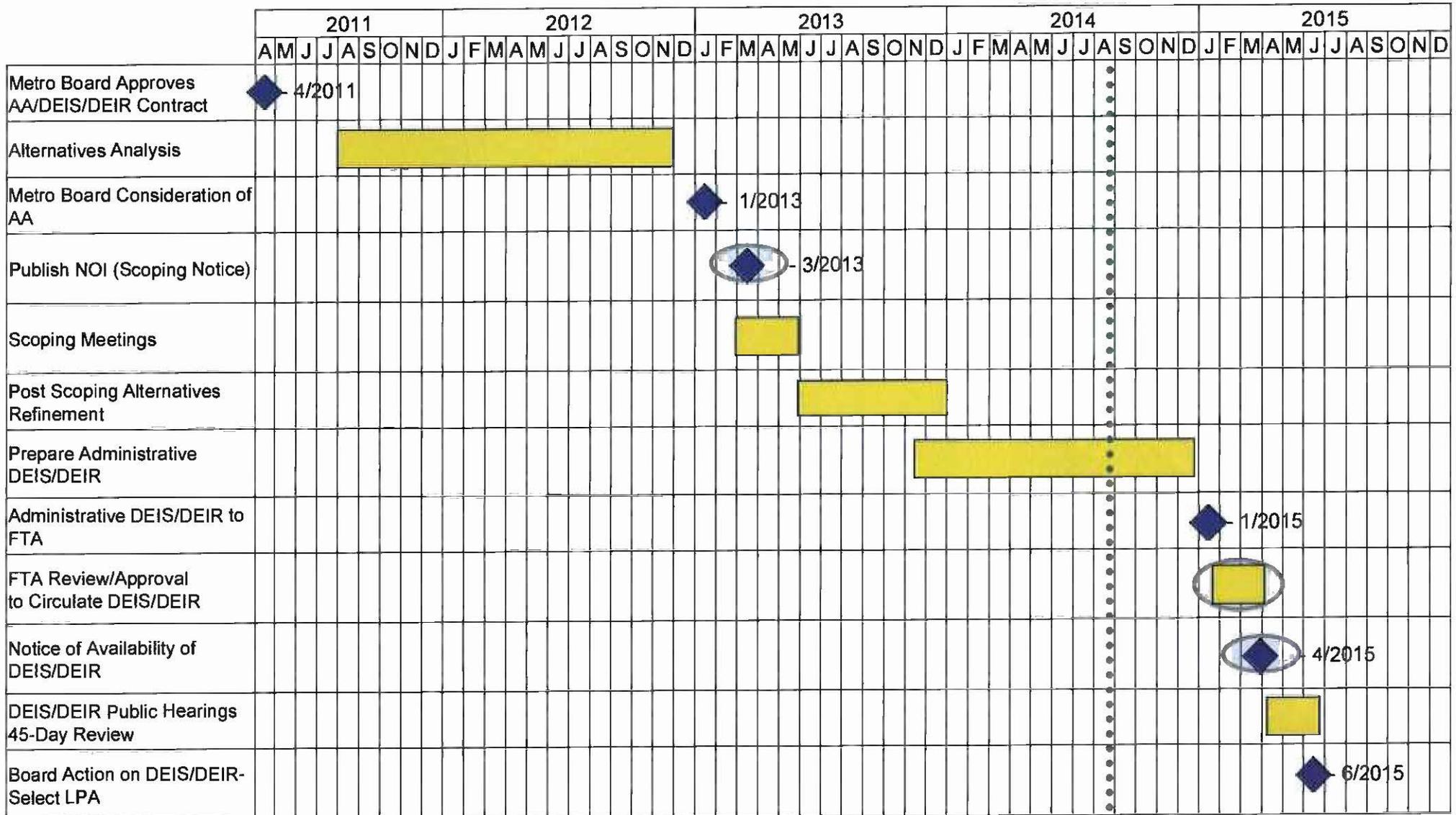
- Continue:
 - Environmental Analysis
 - SHPO Area of Potential Effect
 - Coordination:
 - Agency
 - Cities of Los Angeles and San Fernando
- Community Update Meetings – Fall 2014
- Re-Baseline Project Schedule



Measure R-\$68.5 Million (2008\$)



East San Fernando Valley Transit Corridor AA/DEIS/DEIR Schedule



Last Revised: 08/2014

◆ = Milestone Date

○ = FTA Action

Airport Metro Connector

Status

- June 2014 – Metro Board:
 - Received Supplemental Analysis Report
 - Approved LAX Station (96th Street Connection) as Locally Preferred Alternative (LPA)
 - Metro will analyze LRT elements
 - LAWA will analyze APM elements
 - Separate, coordinated, environmental processes
 - Eliminated:
 - Through Intermodal Transportation Facility Connection
 - Stub-end Connection at Central Terminal Area East
 - Metro Board previously eliminated “Through LAX” alternatives
 - Directed the CEO to develop LAX Station in consultation with LAWA using specified design guidelines



Metro

Airport Metro Connector

Status

- July 2014 – Metro Board directed:
 - Action plan for accelerating Project to 2019
 - Specific advocacy approach
 - Detailed timeline and specific board actions necessary to accelerate the Project
 - Return to Board in September



Airport Metro Connector

Locally Preferred Alternative for EIS/EIR

A2 – Aviation/96th St. Connection



Measure R-\$200 Million (2008\$)

Airport Metro Connector

Next Steps

- Procure architectural consultant
- December 2014 – Board of Airport Commissioners scheduled to select LPA for APM Project
- Continue coordination with LAWA
- Continue coordination with Crenshaw/LAX project team
- Initiate EIS/EIR

South Bay Metro Green Line Extension

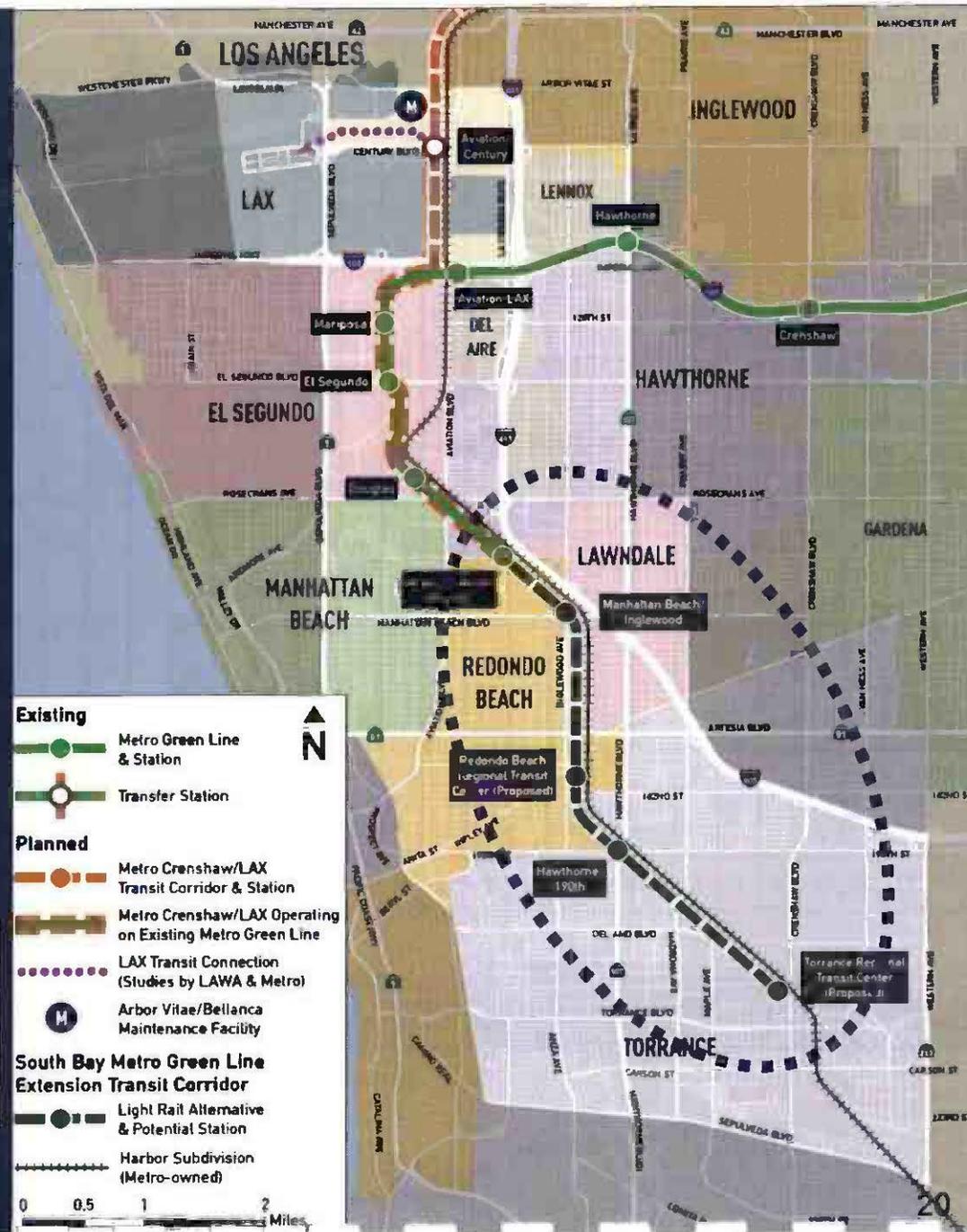
Status

- Completed response to remaining FTA comments on Administrative Draft EIS/EIR
- Los Angeles FTA staff review completed

Next Steps

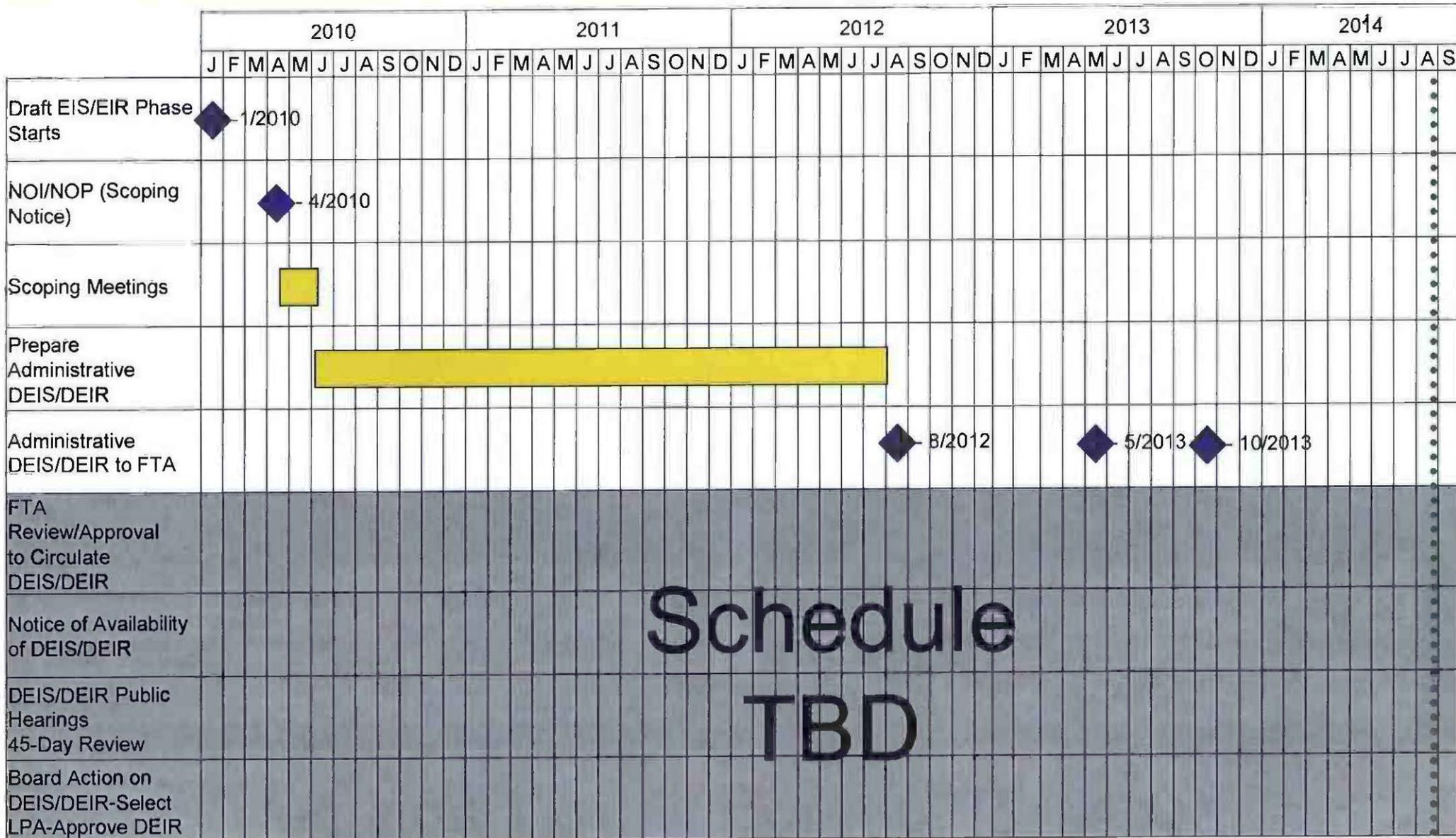
- Project schedule on hold pending:
 - Funding availability
 - FTA approval to release Draft EIS/EIR

4.6 Miles
 4 Stations
 13,000 Average Daily Boardings (2035)
 LRTP-\$555 Million, 2035 RSD
 Estimated Cost-\$1.075 Million (YOE)
 Measure R-\$272 Million (2008\$)



South Bay Metro Green Line Extension Draft EIS/EIR Schedule

(Subject to Board Direction)



◆ = Milestone Date

○ = FTA Action

Eastside Transit Corridor Phase 2

SR-60 LRT

6.9 Miles

4 Stations (all aerial)

16,700 Average Daily Boardings (2035)

L RTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.5 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)

Washington LRT

9.5 Miles

6 Stations (3 aerial, 3 at-grade)

19,900 Average Daily Boardings (2035)

L RTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.8-\$3.2 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)



Eastside Transit Corridor Phase 2

Status

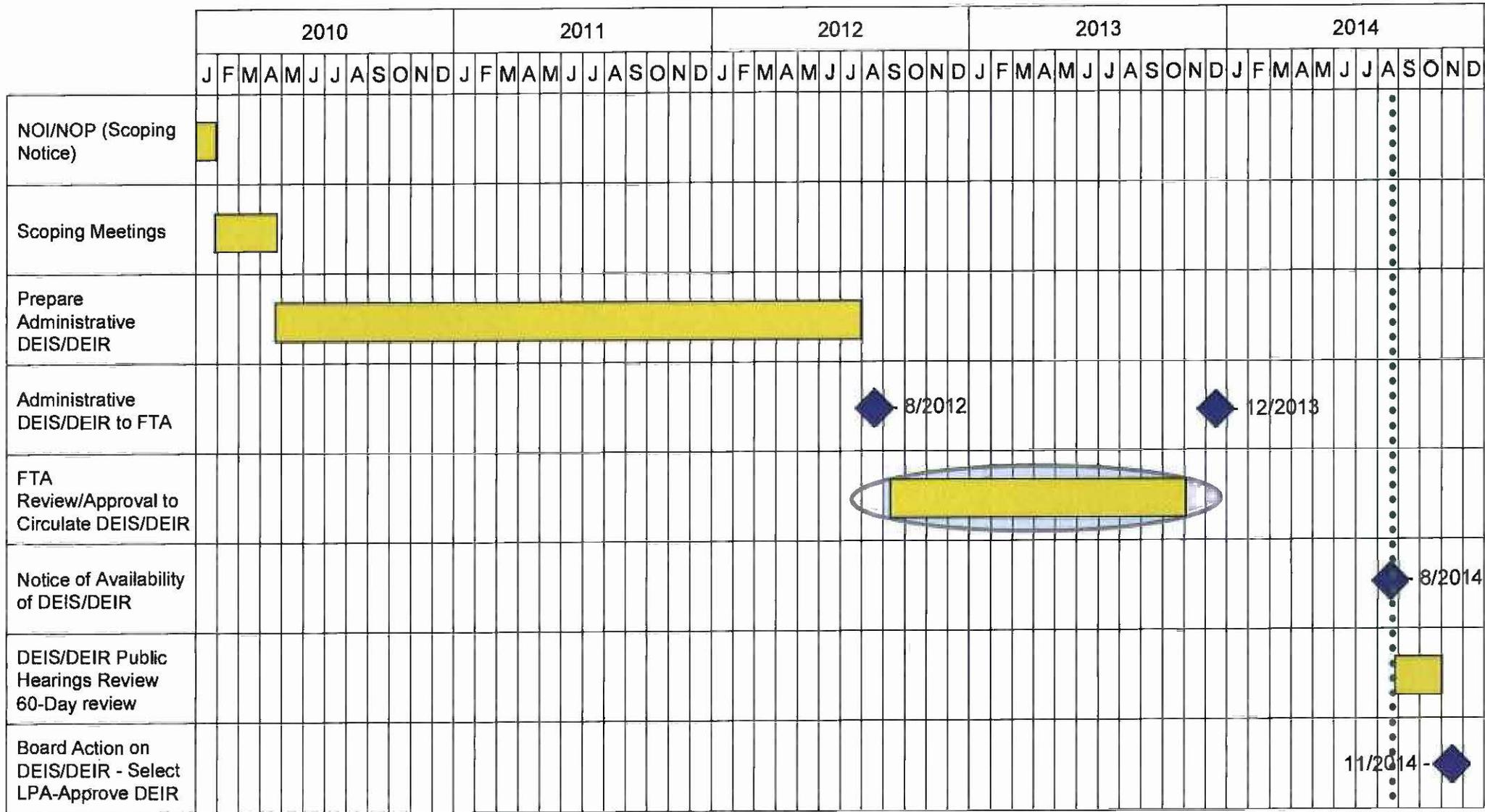
- June 30, 2014 – FTA confirmed comments addressed
- July 3, 2014 – Electronic transmittal of DEIS/DEIR to FTA
 - July 7, 2014 – Hardcopies delivered to FTA, Los Angeles Metro office
 - July 8, 2014 – Hardcopies delivered to FTA, Region IX San Francisco office
- August 22, 2014 – Notice of Availability (Pending FTA confirmation)

Next Steps

- September 2014 – Hold public hearings during 60-day comment period
- November 2014 – Board Action, select LPA
- Further steps dependent on funding availability

Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)



◆ = Milestone Date

○ = FTA Action

Last Revised: 08/2014

Milestones

	NOI	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando Valley Transit Corridor	Mar-13	Jan-15	Mar-15	Jun-15
Airport Metro Connector	TBD	TBD	TBD	TBD
South Bay Green Line	Apr-10	Oct-13	TBD	TBD
Eastside Transit Corridor Phase 2	Jan-10	Dec-13	Aug-14	Nov-14

ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
<p>1. Replace 20 MBL Traction Power Substations and Associated Electrical Support Systems</p>	<ul style="list-style-type: none"> • 20 new substations energized <ul style="list-style-type: none"> - Punch list items 75% complete - As-built drawings, technical submittals and Operation Manuals 75% complete • Completed preliminary engineering and 50% of engineering design for electrical support systems (HMI displays, MOS interface to SCADA, Wayside disconnect switches, transfer trip systems and ETS system) • Construction of electrical support systems 10% complete 	<ul style="list-style-type: none"> • December 2014 <ul style="list-style-type: none"> - Complete Engineering Design and Construction for Electrical Support systems • January 2015 <ul style="list-style-type: none"> - Complete punch list items, as-built drawings, technical submittals and Operation Manuals 	<p>March 2015</p>



ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
2. Wayside Energy Storage Substation (WESS)	<ul style="list-style-type: none">• WESS commissioning complete• Energy savings on preliminary data collection are showing positive results• Completed Metro staff training• Transferred ownership of the WESS to Metro and began continuous operation	<ul style="list-style-type: none">• September 2014<ul style="list-style-type: none">- Complete first WESS Performance Report• August 2014 to July 2015<ul style="list-style-type: none">- Continue monitoring the WESS operation and prepare a final WESS Evaluation of Performance Report	September 2015

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting
August 27, 2014



Metro

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

- Deliveries of the production cars remain on schedule.
- Final Assembly site in Palmdale, CA: Construction is at the final stages. Target completion date is late August 2014.
- Metro Project Team has been monitoring the production progress by visiting Kinkisharyo's (KI) facilities in Osaka on a periodic basis in addition to witnessing various qualification and conformance testing.
- 74% of the CDRL have been submitted. Metro and KI have been working together to prioritize the upcoming submittals.
- Completion status: PBDR: 94% / FAIs: 68% / Qualification Tests: 35%
- Metro has been expediting the processing of Contract Modifications (CM). Five out of eleven CMs have been signed by KI and are now pending final execution by Metro.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE AT COMPLETION
Base Option				
78 LRV's	\$263,211,780.00	* \$58,314,910.10	\$204,896,869.90	\$263,211,780.00
Spare Parts	\$19,911,594.00		\$19,911,594.00	\$19,911,594.00
Special Tools	\$819,258.00		\$819,258.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00		\$2,683,041.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00		\$1,366,776.00	\$1,366,776.00
Manuals	\$675,512.00		\$675,512.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00	\$8,714,500.00
On-Site Engineer	\$1,679,366.00		\$1,679,366.00	\$1,679,366.00
Vehicle Sub-Total	\$299,061,827.00	\$67,029,410.10	\$232,032,416.90	\$299,061,827.00
Contingency	\$16,078,011.00	** \$1,310,775.77	\$14,767,235.23	\$16,078,011.00
Contingency Sub-Total	\$16,078,011.00		\$14,767,235.23	\$16,078,011.00
LACMTA				
	\$14,238,041.60	*** \$2,177,486.00		\$14,238,041.60
CONSULTANTS (PROFESSIONAL SERVICES)				
Element A (Task 1)	\$200,000.00	\$177,211.18	\$22,788.82	\$200,000.00
Element A (Task 2)	\$2,525,237.00	\$2,525,237.08	\$0.00	\$2,525,237.00
Element A (Task 3)	\$5,524,163.00	\$1,814,043.21	\$3,599,807.40	\$5,524,163.00
On-Site Inspector (Task 3)		\$110,312.39		
Element B (Task 1)	\$100,000.00	\$83,571.46	\$16,428.54	\$100,000.00
Element B (Task 2)	\$1,229,360.40	\$1,027,682.43	\$201,677.97	\$1,229,360.40
Element B (Task 3)	\$3,393,360.00	\$434,531.41	\$2,958,828.59	\$3,393,360.00
Consultant Sub-Total	\$12,972,120.40	\$6,172,589.16	\$6,799,531.32	\$12,972,120.40
BUDGET TOTAL	\$342,350,000.00			

* Pending Procurement Department resolution of Retention Provision enforcement.

** Total Value of signed Contract Modifications (signed by KI)

*** As of June 30, 2014.



Me

P3010 Light Rail Vehicle Acquisition Program

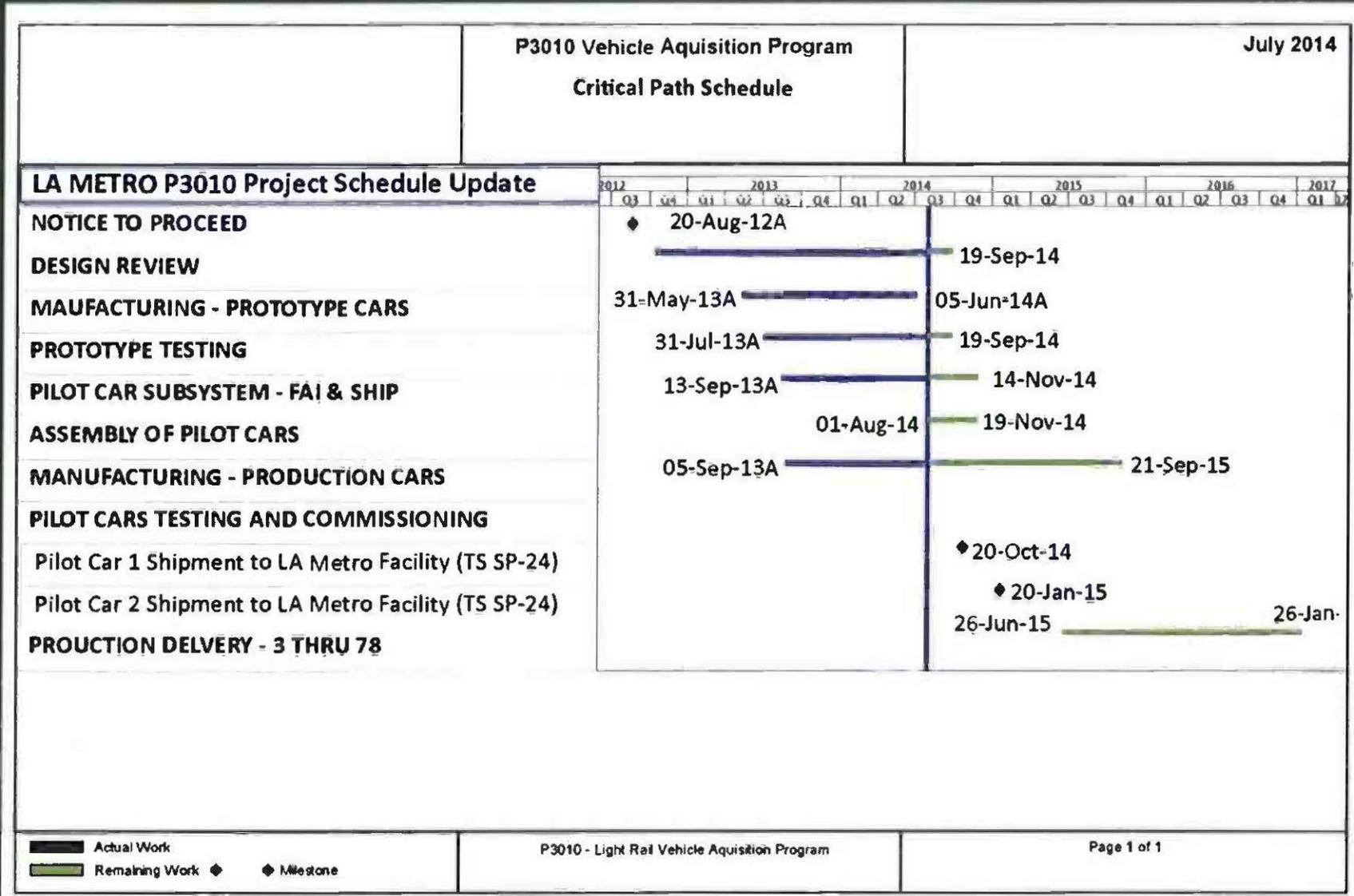
PROJECT BUDGET (Options #1 & #4)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE AT COMPLETION
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$38,855,866.00	\$284,943,025.00	\$323,798,891.00
Spare Parts	\$27,332,000.00		\$27,332,000.00	\$27,332,000.00
Special Tools	\$943,789.00		\$943,789.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00		\$2,080,181.00	\$2,080,181.00
Training				
Manuals				
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00	\$12,166,783.00
On-Site Engineer				
Vehicle Sub-Total	\$366,321,644.00	\$51,022,649.00	\$315,298,995.00	\$366,321,644.00
Contingency	\$20,999,665.00		\$20,999,665.00	\$20,999,665.00
Contingency Sub-Total	\$20,999,665.00		\$20,999,665.00	\$20,999,665.00
LACMTA				
	\$3,047,674.00			\$3,047,674.00
CONSULTANTS (PROFESSIONAL SERVICES)				
Element A				
Element B				
Contingency				
Consultants Sub-Total	\$6,281,017.00		\$6,281,017.00	\$6,281,017.00
BUDGET TOTAL	\$396,650,000.00			



P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



Metro

P3010 Light Rail Vehicle Acquisition Program

POTENTIAL CONTRACT MODIFICATIONS (Initiated by Metro)

RFC#	DESCRIPTION	AMOUNT (\$)	STATUS
I	Addition of a back-up Train Operator Display (TOD)	861,695	CM Signed by KI. Pending execution by Metro
I	Exterior Destination Signs with color route ID	1,289,912	Pending CM issuance
	Addition of exterior rear view mirrors	677,317	Pending Procurement Cost Analysis
	Addition of interior destination signs that provide information of before and after current station <input checked="" type="checkbox"/>	1,274,944	Issue limited NTP. Pending CM issuance
	Revise Sandbox location	540,503	Pending CM issuance
I	Location of emergency tool enclosure	-	CM Signed by KI. Pending execution by Metro
I	Addition of Light Emitting Diode (LED) to interior cameras	120,363	CM Signed by KI. Pending execution by Metro
I	Addition of a train operator alert 15 seconds following door opening at station platform	74,764	CM Signed by KI. Pending execution by Metro
I	Addition of a requirement for the train operator to log-in of vehicle operation in "ON Mode"	253,965	CM Signed by KI. Pending execution by Metro
II	Addition of the Wheelchair symbol on the floor panel and seat fabric at the designated seating area for passenger with disabilities	340,370	Pending CM issuance
II	Car numbers to have four digits	-	Issued CM to KI

Note: Information is accurate as of July 31 2014.

 = CM Signed by KI.



Metro

P3010 Light Rail Vehicle Acquisition Program

TOP THREE POTENTIAL RISKS

Risk Description	Risk Mitigation
<p>Design Conformance Testing (DCT) - DCT is performed on Metro property prior to vehicle acceptance and could take longer than expected due to availability of testing track.</p>	<ol style="list-style-type: none">1. Perform early coordination with Operations and Planning on the qualification test logistics and yard needs.2. Perform close continuous coordination with Operations and Planning during the test period especially the track-time and personnel availability/conflict.
<p>Aggressive Schedule – Overly aggressive project schedule may be impossible for both Metro and KI to implement.</p>	<ol style="list-style-type: none">1. Prepare and maintain master integrated schedule for implementation of all interfacing capital projects.2. Stagger project implementation schedule, i.e., avoid overlap of procurement cycles.
<p>Contract Modification Process - Changes initiated by either party during design review process could potentially cause delay or claims.</p>	<ol style="list-style-type: none">1. Identify and define potential “Needs” and “Wants” in the early stages of the project phase.2. Engage customers and stakeholders for early/critical review sessions.3. Obtain swift concurrence on the “Needs” based on safety, maintainability, and reliability requirements.

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

- Complete the remaining design review process.
- Continue to monitor qualification testing activities and FAIs.
- Continue to monitor progress of KI's Final Assembly site's remaining construction/layout activities.
- KI to complete re-assembly of the first Pilot car in Palmdale, CA.
- KI to continue vehicle running tests and internal qualification testing on the second Prototype Car in Osaka.
- Continue to track and review CDRLs.
- Finalize negotiations and process proposed Contract Modifications on the remaining KI change order proposals.



P3010 Light Rail Vehicle Acquisition Program

FINAL ASSEMBLY SITE: PILOT CAR 1



Metro

P3010 Light Rail Vehicle Acquisition Program

FINAL ASSEMBLY SITE: EXTERIOR



Metro

P3010 Light Rail Vehicle Acquisition Program

FINAL ASSEMBLY SITE: INTERIOR



Los Angeles County
Metropolitan Transportation Authority

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
August 27, 2014



Metro

New Heavy Rail Vehicle Program

- **PROGRAM STATUS**
 - There are no changes to the scope of this project.
- **BUDGET**
 - TBD.
- **SCHEDULE**
 - Performance-Based Technical Specification (PBTS) and Commercial Terms & Conditions issued for Industry Review on Friday August 8, 2014.
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Begin finalizing PBTS and Commercial Terms & Conditions for Solicitation of Request For Proposal (RFP)



Metro

FTA Quarterly Review Action Item Report – May 28, 2014

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
5-2/27	Open	Metro to develop alternative solutions to resolving Buy America compliance issues for all applicable utility owners required to implement utility relocations for Regional Connector, Westside Purple Line Extension and Crenshaw/LAX Projects, including LADWP, SCE, AT&T and Southern California Gas.	LACMTA	Sam Mayman/ Bryan Pennington/ Girish Roy/ Dennis Mori/ Charles Beauvoir	On-going to full resolution