

Los Angeles County  
Metropolitan Transportation Authority

May 28, 2014

# FTA Quarterly Review Briefing Book



**Metro**

# AGENDA

## FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, May 28, 2014 – 9:00 a.m.

William Mulholland Conference Room – 15<sup>th</sup> 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  
Donna Mills  
Charles Safer  
Vijay Khawani

### II. CONSTRUCTION REPORTS

- A. Transit Project Delivery 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. Proposed Sales Tax Initiative
- B. America Fast Forward
- C. Small Starts Project
  - Wilshire BRT Project
  - Gap Closure Project
- D. 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

### V. FTA ACTION ITEMS

FTA/PMOC

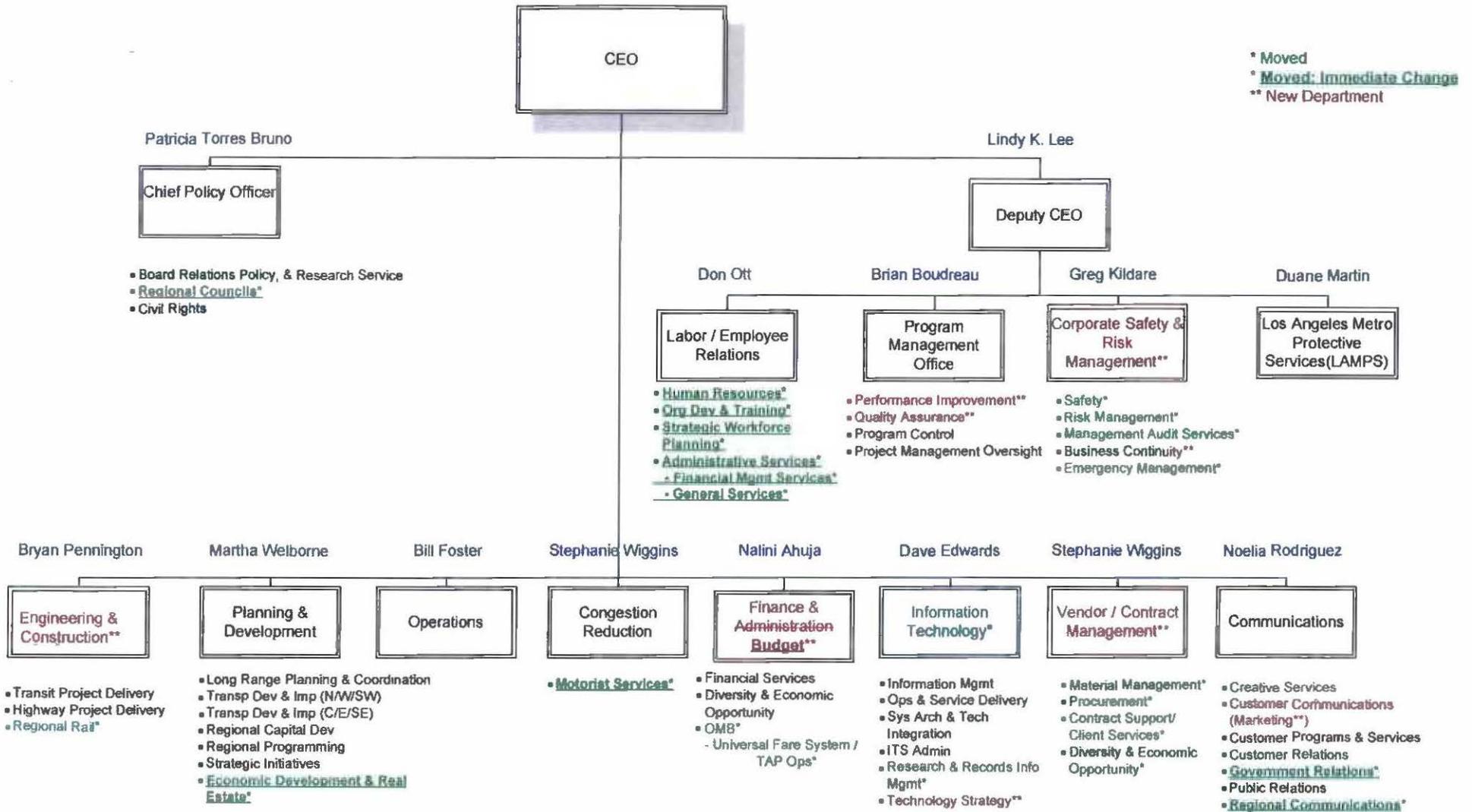
### VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, August 27, 2014

William Mulholland Conference Room – 15<sup>th</sup> Floor

# REVISED ORGANIZATIONAL CHART

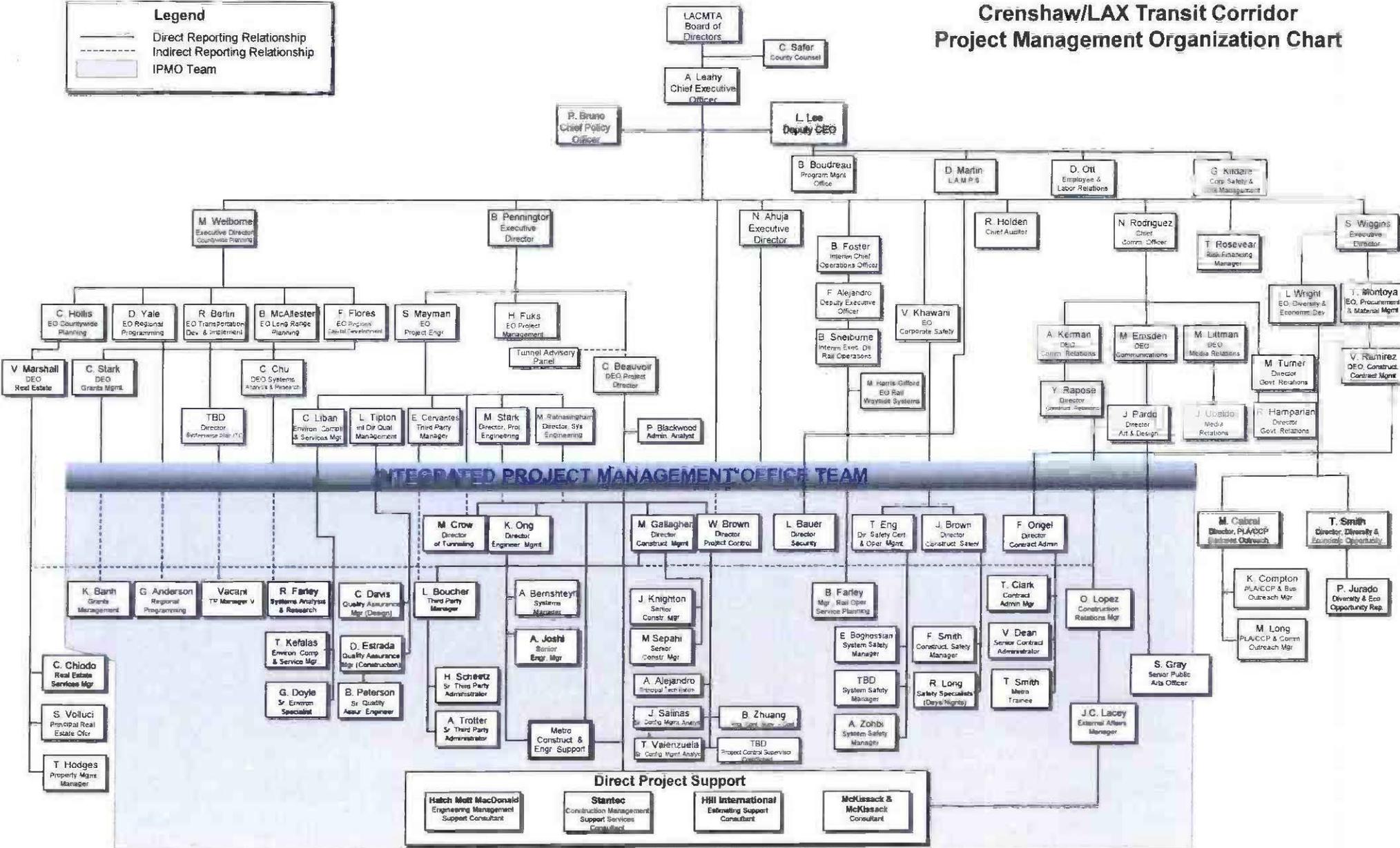


\* Moved  
 \* Moved: Immediate Change  
 \*\* New Department

# Crenshaw/LAX Transit Corridor Project Management Organization Chart

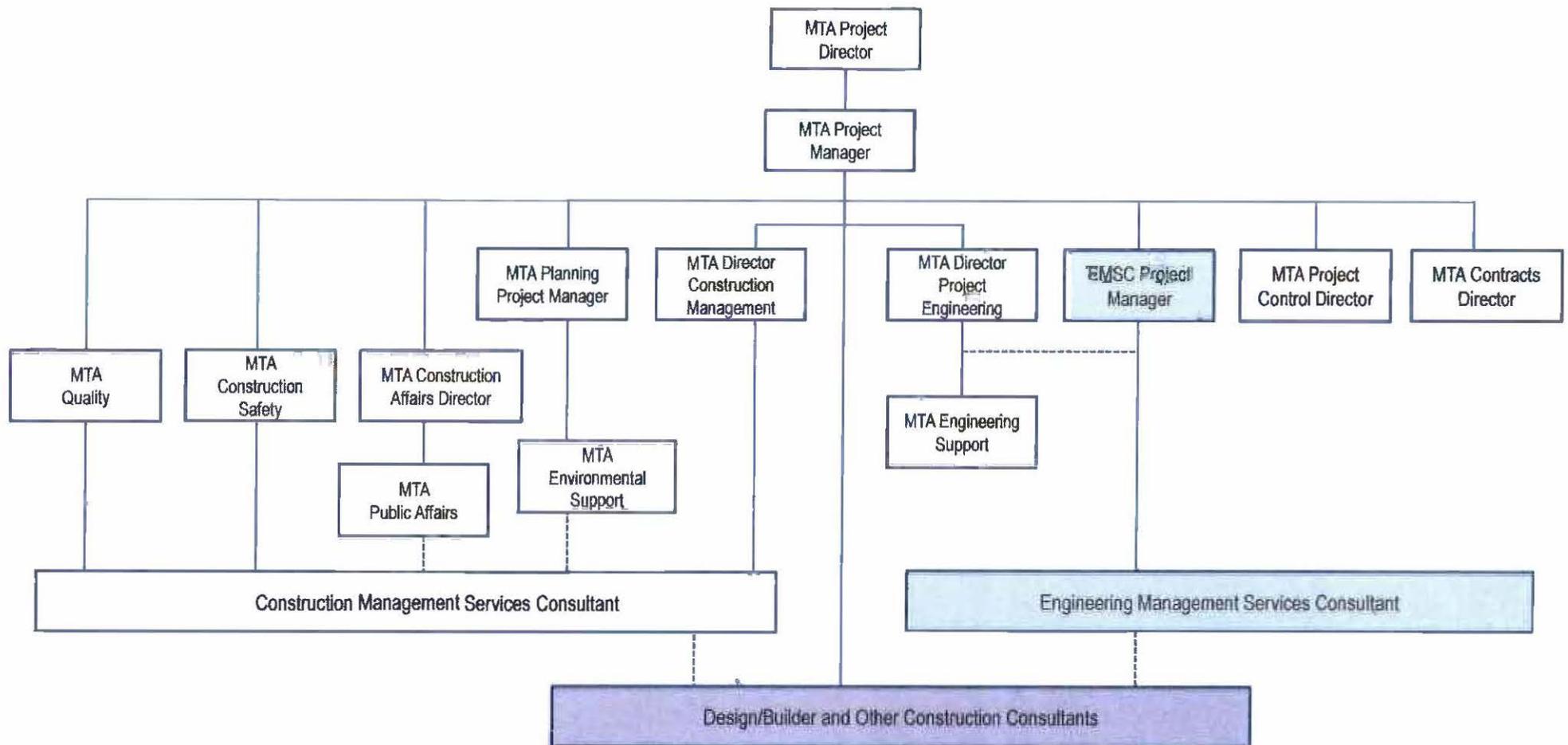
**Legend**

- Direct Reporting Relationship
- - - Indirect Reporting Relationship
- IPMO Team



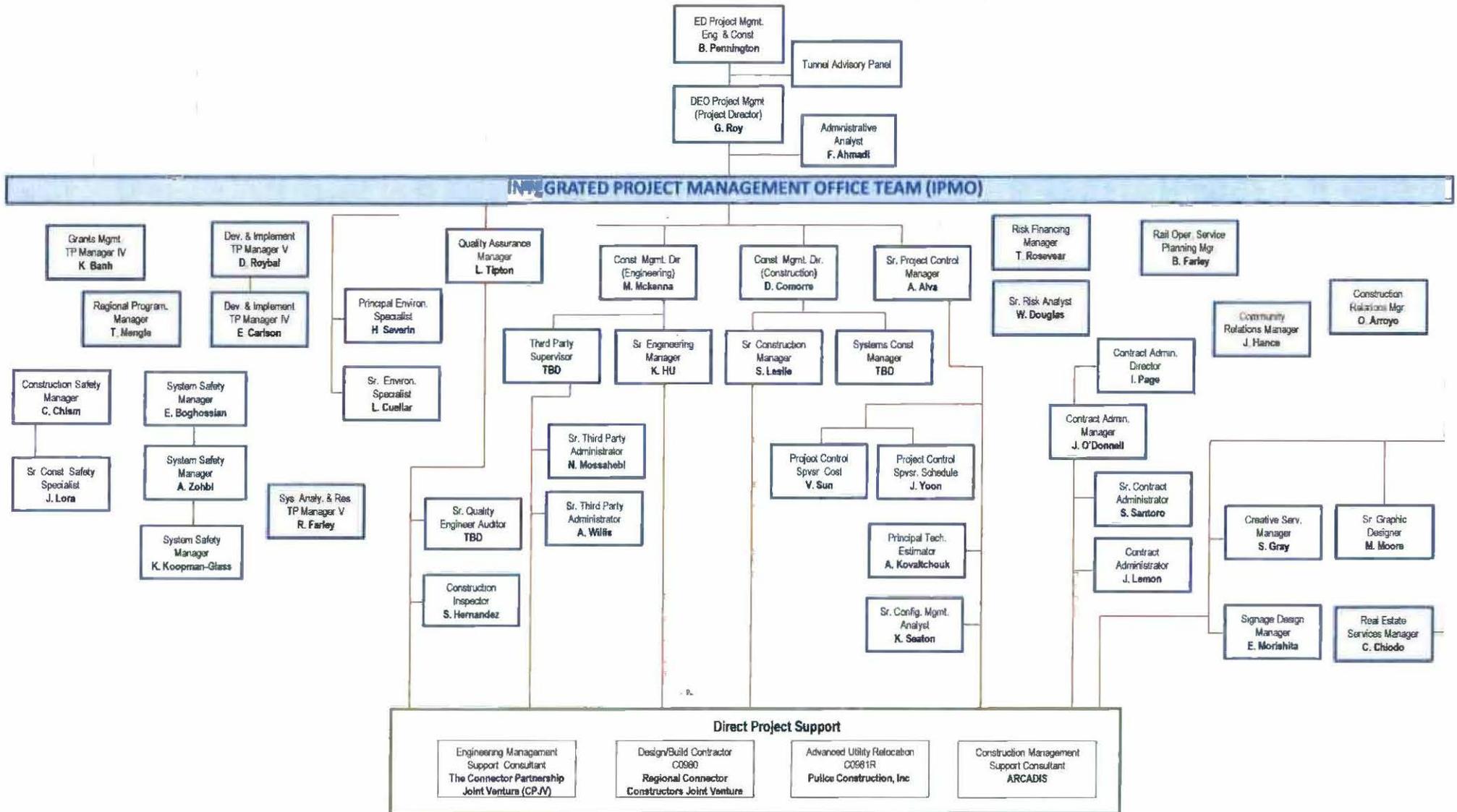


## Westside Purple Line Extension Responsibility and Reporting Matrix

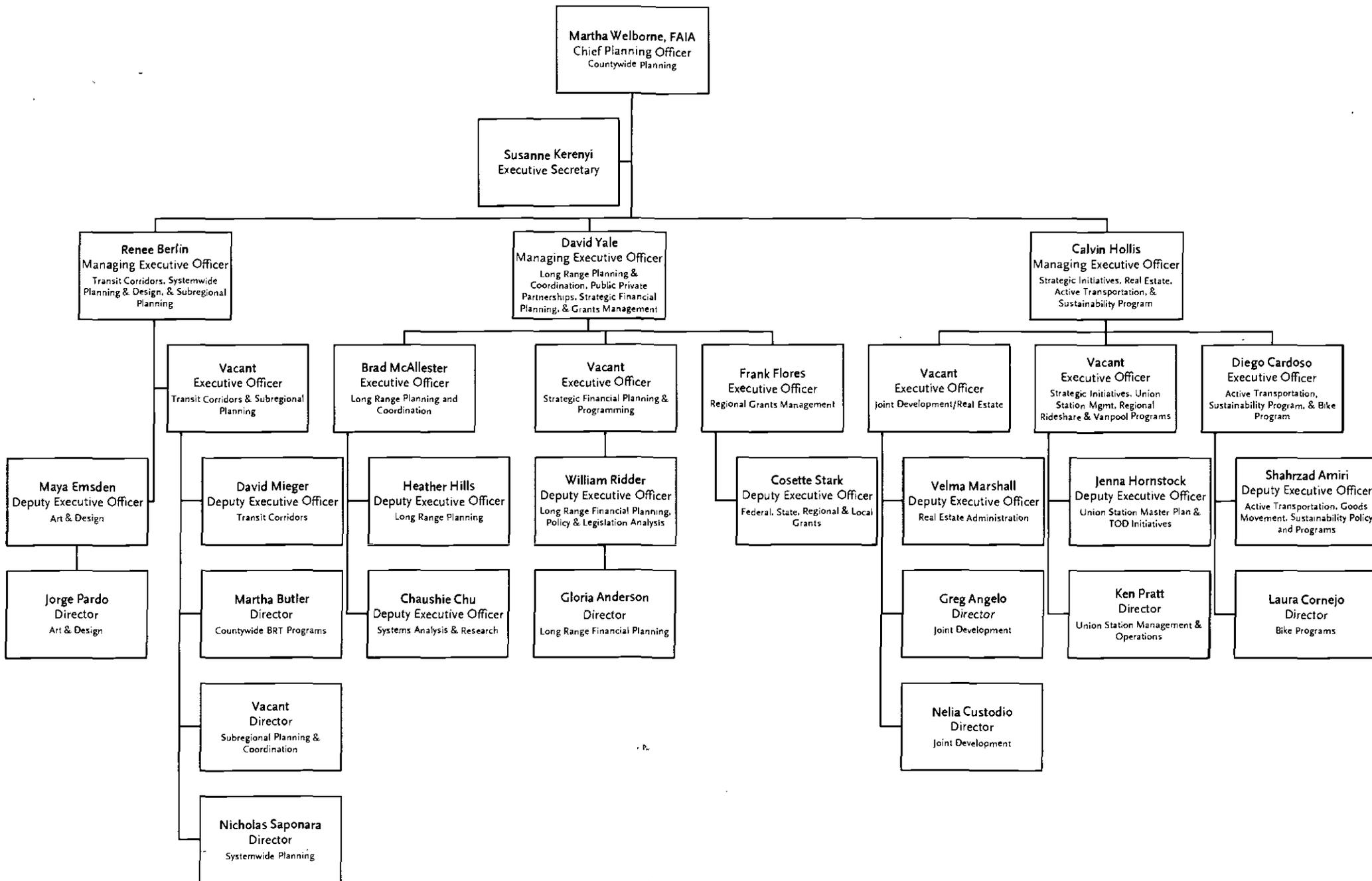


# REGIONAL CONNECTOR TRANSIT CORRIDOR INTEGRATED PROJECT MANAGEMENT OFFICE TEAM

## Metro Executive Management Organization and Staff

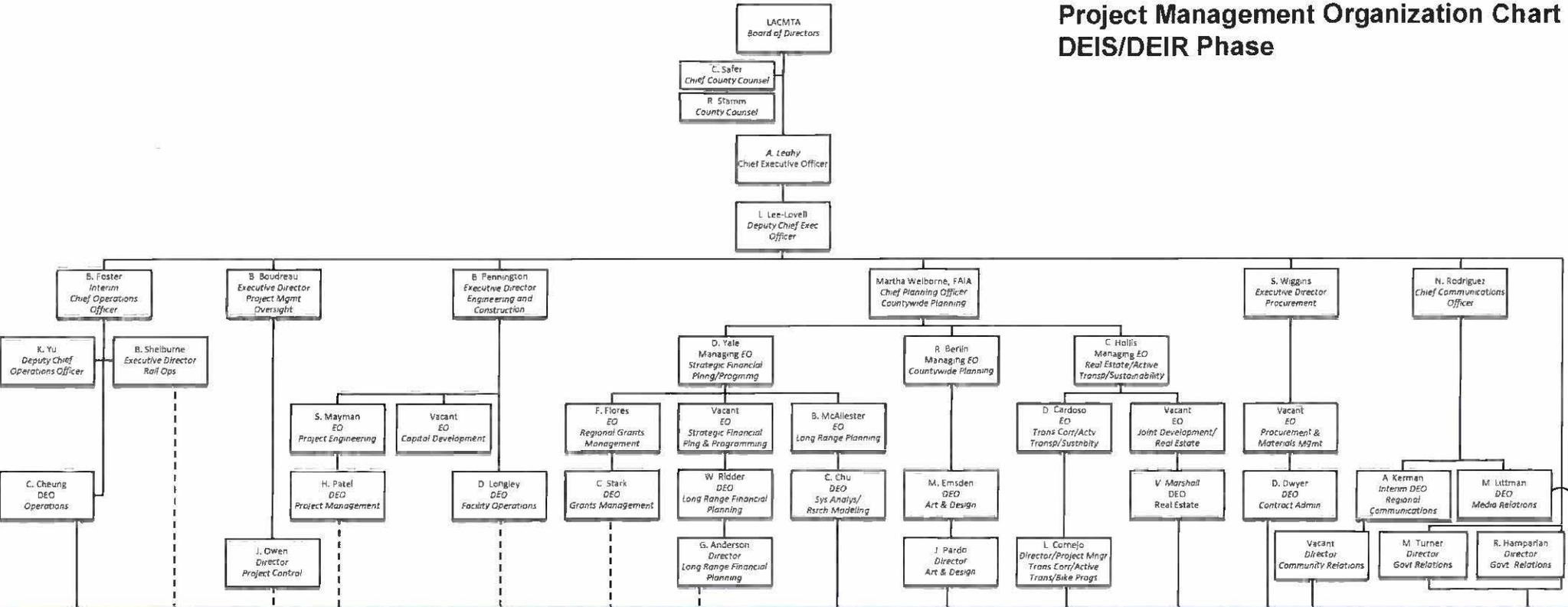


**FY14  
Countywide Planning**

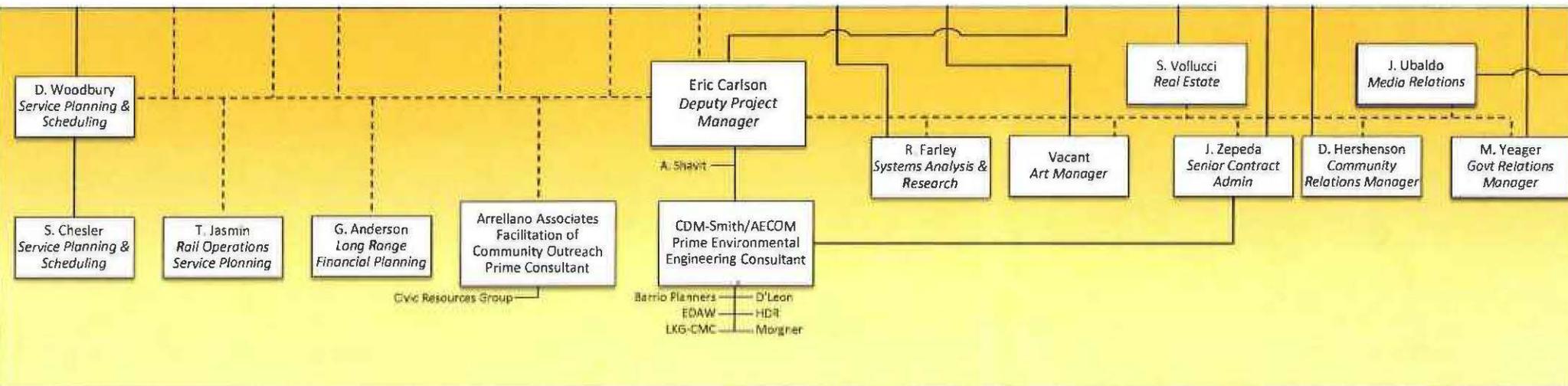


May 2, 2014

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



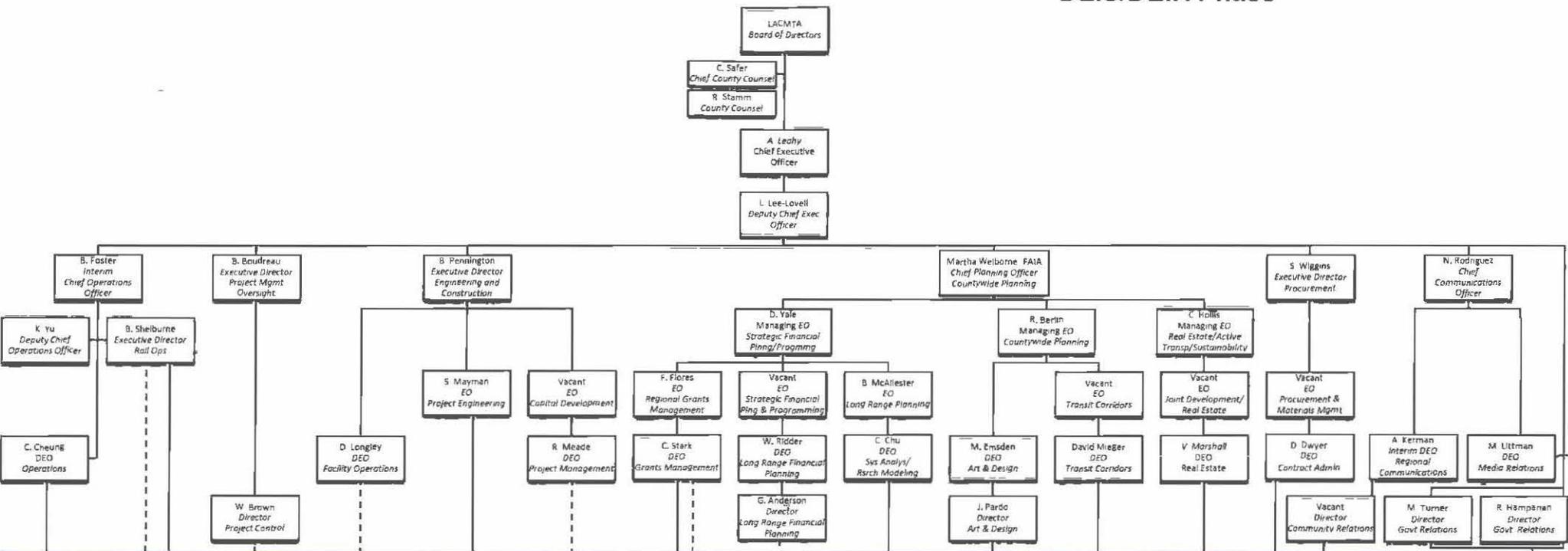
## PROJECT TEAM



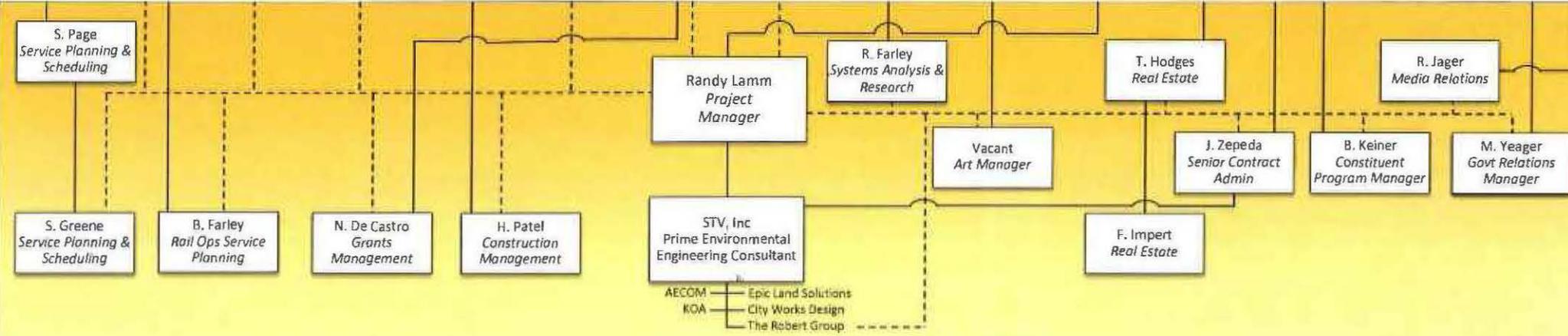
- Legend:
- Indicates Direct Relationship
  - ..... Indicates Coordinated Relationship
  - Project Team

May 2, 2014

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



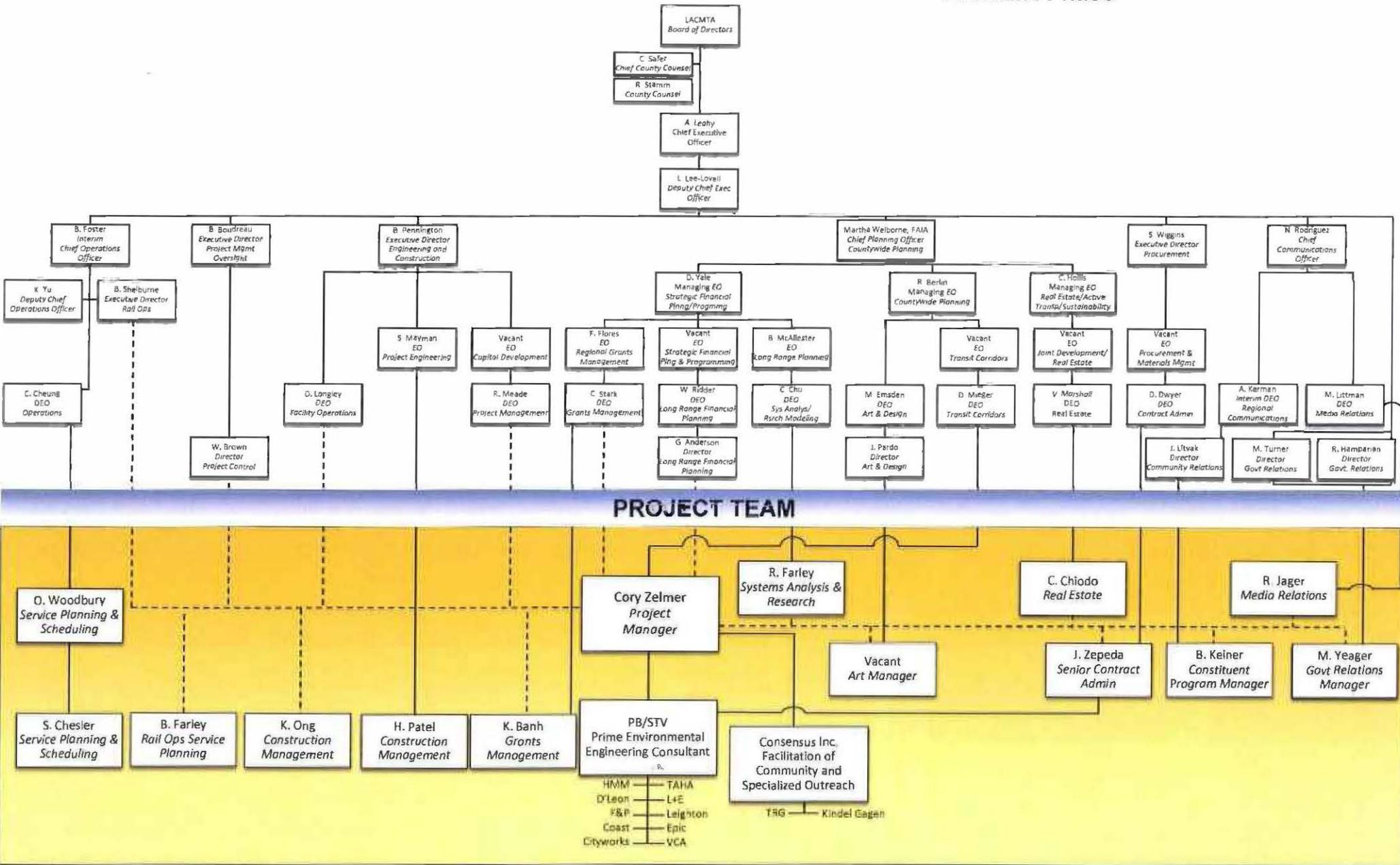
## PROJECT TEAM



Legend:   
 ————— Indicates Direct Relationship   
 ..... Indicates Coordinated Relationship   
 [ ] Project Team

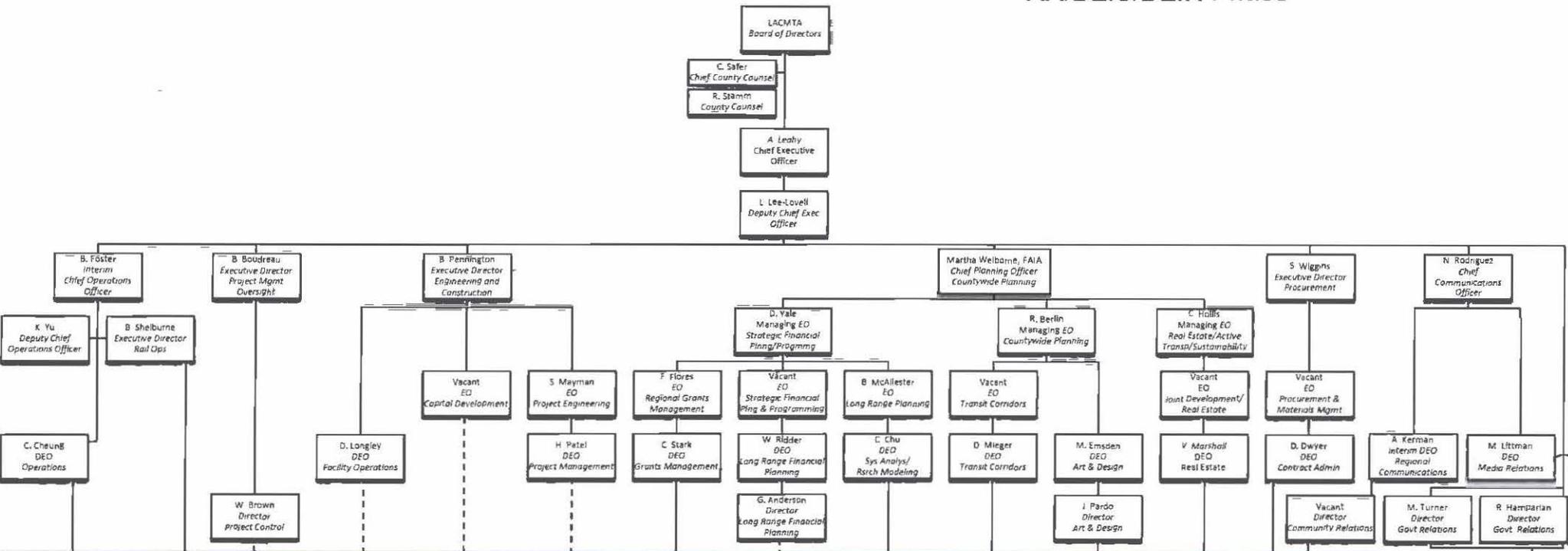
May 2, 2014

# Airport Metro Connector Project Management Organization Chart AA/DEIR Phase

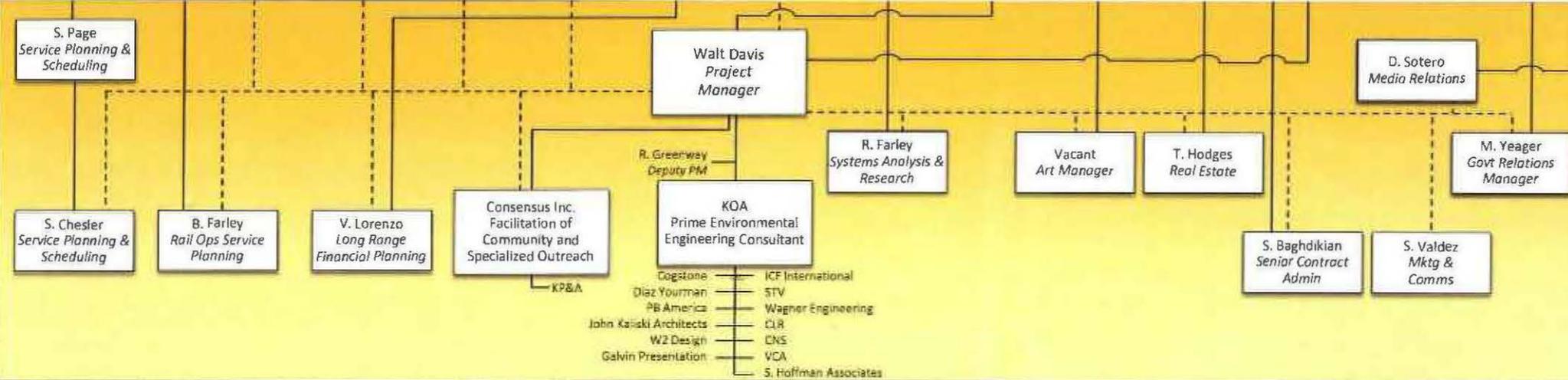


Legend:   
 ————— Indicates Direct Relationship   
 ..... Indicates Coordinated Relationship   
 [Yellow Box] Project Team

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



## PROJECT TEAM



May 2, 2014

Legend:   
 ————— Indicates Direct Relationship   
 ..... Indicates Coordinated Relationship   
 [ ] Project Team

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 8 <b>(Perea)</b>	Would extend existing funding for alternative fuels and air quality programs	March 2013 - <b>SUPPORT</b>	<b>Chaptered</b>
AB 160 <b>(Alejo)</b>	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 - <b>NEUTRAL WORK WITH AUTHOR</b>	<b>Assembly- Died- Appropriations</b>
AB 179 <b>(Bocanegra)</b>	Would prohibit a transportation agency from selling or providing personally identifiable information obtained through electronic toll and fine collection.	April 2013 - <b>SUPPORT IF AMENDED</b>	<b>Chaptered</b>
AB 266 <b>(Blumenfield&amp; Bloom)</b>	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 - <b>OPPOSE UNLESS AMENDED</b>	<b>Chaptered</b>
AB 268 <b>(Holden)</b>	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- <b>WORK WITH AUTHOR</b>	<b>Assembly- Died- Rules</b>
AB 401 <b>(Daly)</b>	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- <b>SUPPORT</b>	<b>Chaptered</b>
AB 405 <b>(Gatto)</b>	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- <b>SUPPORT WORK WITH AUTHOR</b>	<b>Vetoed</b>
AB 417 <b>(Frazier)</b>	Would establish a CEQA exemption for bicycle transportation plans until 2018.	April 2013 - <b>SUPPORT</b>	<b>Chaptered</b>
AB 466 <b>(Quirk-Silva)</b>	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 - <b>SUPPORT</b>	<b>Chaptered</b>
AB 612 <b>(Nazarian)</b>	Would require that for every intersection with a photo enforcement system, an additional one second be added to every yellow light interval.	July 2013- <b>OPPOSE</b>	<b>Senate Transportation and Housing</b>

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

<b>AB 756 (Melendez)</b>	Would have CEQA lawsuits pertaining to Public Works Projects heard directly by the Court of Appeals.	<b>April 2013 – SUPPORT</b>	<b>Assembly- Died Judiciary</b>
<b>AB 1222 (Bloom)</b>	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.	<b>September 2013- SUPPORT</b>	<b>Chaptered</b>
<b>AB 1257 (Bocanegra)</b>	Would require the California Energy Commission to prepare a report that identifies strategies to best employ natural gas as an energy source.	<b>April 2013 – SUPPORT</b>	<b>Chaptered</b>
<b>AB 1290 (Pérez )</b>	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.	<b>May 2013 – WORK WITH AUTHOR</b>	<b>Vetoed</b>
<b>AB 1371 (Bradford)</b>	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.	<b>May 2013– SUPPORT</b>	<b>Chaptered</b>
<b>AB 1720 (Bloom)</b>	Would extend the existing exemption on transit bus axle weight until January 1, 2016.	<b>March 2014- SUPPORT</b>	<b>Assembly</b>
<b>AB 1941 (Holden)</b>	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.	<b>February 2014- OPPOSE</b>	<b>Assembly Local Government</b>
<b>AB 2197 (Mullin)</b>	Would require vehicles sold or leased without a permanent license plate to be affixed with a temporary license plate (TLP).	<b>April 2014- WORK WITH AUTHOR</b>	<b>Assembly Appropriations</b>
<b>AB 2568 (Bloom)</b>	Would conform the Metro specific post-employment restriction requirements to those of other agencies.	<b>March 2014- SUPPORT</b>	<b>Assembly Local Government</b>
<b>AB 2574 (Rodriguez)</b>	Would redefine the terminus of the Metro Gold Line Foothill extension and specify the cities through which the line would pass.	<b>April 2014- WORK WITH AUTHOR</b>	<b>Assembly - Transportation</b>
<b>AB 2707 (Chau)</b>	Would allow transportation agencies to install three position bike racks on only 40-foot buses.	<b>April 2014- WORK WITH AUTHOR</b>	<b>Assembly</b>

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
SB 1 <b>(Steinberg)</b>	Would authorize certain public entities to form a Sustainable Communities Investment Authority to carry out Community Redevelopment Law in a specified manner.	<b>April 2014- WORK WITH AUTHOR</b>	<b>Senate Inactive File</b>
SB 11 <b>(Pavley, Cannella, Hill &amp; Jackson)</b>	Would extend existing funding for alternative fuels and air quality programs.	<b>March 2013 – SUPPORT</b>	<b>Assembly Transportation</b>
SB 33 <b>(Wolk &amp; Frazier)</b>	Would allow local agencies to use Infrastructure Financing Districts to pay for public works projects.	<b>March 2013 – SUPPORT WORK WITH AUTHOR</b>	<b>Assembly Inactive File</b>
SB 142 <b>(DeSaulnier)</b>	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	<b>April 2013- SUPPORT</b>	<b>Chaptered</b>
SB 286 <b>(Yee)</b>	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.	<b>April 2013 – NEUTRAL</b>	<b>Chaptered</b>
SB 556 <b>(Corbett)</b>	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.	<b>July 2013- OPPOSE Unless Amended</b>	<b>Assembly Inactive File</b>
SB 811 <b>(Lara)</b>	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.	<b>May 2013 – SUPPORT</b>	<b>Vetoed</b>
SB 1037 <b>(Hernandez)</b>	Would require Metro to take certain actions prior to placing a new sales tax measure on the ballot.	<b>April 2014- WORK WITH AUTHOR</b>	<b>Senate</b>
SB 1204 <b>(Lara)</b>	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.	<b>March 2014- SUPPORT</b>	<b>Senate Environmental Quality</b>

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

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- <b>SUPPORT</b>	<b>Senate Transportation and Housing</b>
<b>FEDERAL</b>			
<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>	
<b>H.R. 3620 (Bass)</b>	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.	<b>January 2014 – SUPPORT</b>  Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials	
<b>H.R. 3636 (Blumenauer)</b>	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.	<b>January 2014 – SUPPORT</b>  Referred to the House Committee on Ways and Means	
<b>S.1702 / H.R. 3486 (Lee / Graves)</b>	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.	<b>January 2014 – OPPOSE</b>  Senate Committee on Finance  House Transportation and Infrastructure Subcommittee on Highways and Transit  House Budget Committee  House Ways and Means Committee	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 5/7/2014

<b>S.1716 (Warner)</b>	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.	<b>January 2014 - WORK WITH AUTHOR</b>  Senate Committee on Commerce, Science, and Transportation
<b>HR 1124 (Waters)</b>	<b>Tiger grants For Jobs Creation Act</b> Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years	<b>March 2013 - SUPPORT</b>  In House Appropriations and Budget Committees
<b><u>Moving Ahead For Progress In The 21<sup>st</sup> Century</u></b>  <b>Surface Transportation Authorization Bill</b>	MAP-21 <ul style="list-style-type: none"> <li>• 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015</li> <li>• <b>Total Funding:</b> \$105 Billion             <ul style="list-style-type: none"> <li>○ <b>Highway Funding:</b> \$39.7 Billion in FY13 and \$40 Billion in FY14</li> <li>○ <b>Transit Funding:</b> \$10.5 Billion in FY13 and \$10.7 Billion in FY14</li> </ul> </li> <li>• Includes <b>America Fast Forward</b> Innovative Financial Provision (TIFIA)             <ul style="list-style-type: none"> <li>○ Does not include Qualified Transportation Improvement Bonds (QTIB)</li> </ul> </li> </ul>	<b>July 6, 2012 Signed by President into law</b>
Obama Administration Proposal <b>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</b>	<b>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.</b> <b>The proposal includes:</b> <ul style="list-style-type: none"> <li>• \$199 billion for highways             <ul style="list-style-type: none"> <li>○ \$92.1 billion for the National Highway Performance Program</li> <li>○ \$13.6 billion for "critical immediate investments"</li> </ul> </li> <li>• \$72 billion for transit             <ul style="list-style-type: none"> <li>○ \$11 billion for Capital Investment Grants</li> <li>○ \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines</li> </ul> </li> <li>• \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels)</li> <li>• \$19 billion in dedicated funding for rail programs</li> <li>• \$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</li> <li>• \$4 billion to attract private investment through the Transportation Infrastructure</li> </ul>	<b>Introduced – April 29</b>

	<p>Finance and Innovation Act (TIFIA) program</p> <ul style="list-style-type: none"> <li>• \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"</li> <li>• Significant investment in the president's "Ladders of Opportunity" initiative <ul style="list-style-type: none"> <li>○ \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions</li> <li>○ \$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</li> </ul> </li> <li>• \$10 billion for a multi-modal freight program</li> <li>• \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.</li> </ul>	
<p>Omnibus Appropriations Bill For Fiscal Year 2014 <b>(Rogers)</b></p>	<p>A continuing resolution proposal to extend \$1.1 trillion of federal appropriations funding for FY 2014 until September 30, 2014.</p>	<p><b>January 17, 2014 Signed by President into law</b></p>



COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

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JOHN F. KRATTLI  
County Counsel

April 21, 2014

Renee Marler, Esq.  
Regional Council, 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:

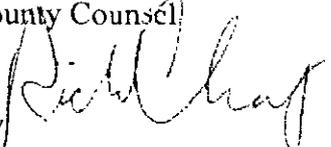
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 2014, on the Status of Key Legal Actions Related to Federally Funded Projects.

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 March 31, 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: June 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.	Briefing has been completed. Oral argument is scheduled for May 29, 2014.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3Loan	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 have been fully briefed. 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 rulings from both courts.

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 will be held on May 5, 2014.
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 will be held on May 5, 2014.
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.
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 Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA.

			Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	
Hudson, Patricia v. LACMTA	TC023672		<u>Hudson</u> : Plaintiff a wheelchair patron of MTA alleges the bus was negligently driven and caused her to fall and be injured. Plaintiff further alleges the 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 is seeking damages and injunctive relief. In a Second Amended Complaint she is demanding a class be certified. In 2013, Plaintiff asked the Court to be relieved as a class representative so she could litigate her own personal injury case against the MTA.	Case settled March 2014.
Spicer Jr., Melvin v. LACMTA	BC448847		<u>Spicer</u> : Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He has numerous complaints that MTA drivers 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 asking for 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. Mandatory Settlement Conference scheduled for April 14, 2014. Next Status Conference is scheduled for April 29, 2014.
Peaches Parker v. MTA	BC498046		These 13 plaintiffs all allege the same issues raised in the <u>Spicer</u> case and have been related to the <u>Spicer</u> case for a case management conference set for March 12, 2014. All plaintiffs are represented by the same counsel.	Next Status Conference is scheduled for April 29, 2014.
Allan McDowell v. MTA	BC498047			

Francisco Galvan v. MTA	BC498048			
Reese Anthony Jr. v. MTA	BC498049			
Michael Goldsmith v. MTA	BC498050			
Ebony Allen v. MTA	BC498051			
Carla Dale Short v. MTA	BC498052			
Sharon Smith v. MTA	BC500932			
Bernardine Harris v. MTA	BC501547			
Behnam Talasavan v. MTA	BC505933			
Frances Santiago v. MTA	BC520372/ BC506947			
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 has answered complaint on March 20, 2014.

Pamela Tatum v. MTA	BC520563		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 May 7, 2014.
Samuel Canady v. MTA	CV-13-6777 MMM (CWX)		Wheelchair case filed in federal court based on an alleged pass-up.	MTA will file a demurrer to complaint based on the complaint failing to state facts sufficient to constitute a cause of action and for uncertainty.
Shirley Smith v. MTA	BC536017			If the complaint survives the demurrer, MTA will file a Motion for Summary Judgment likely in mid-June 2014.

Los Angeles County  
Metropolitan Transportation Authority

MAR 2014

METRO OPERATIONS  
MONTHLY PERFORMANCE  
REPORT



Metro

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In-Service On-Time Performance	
Scheduled Revenue Service Hours Delivered	
<b>Bus Maintenance Performance</b>	<b>14</b>
Mean Miles Between Chargeable Mechanical Failures	
Past Due Critical Preventive Maintenance Program	
<b>Attendance</b>	<b>21</b>
Maintenance Attendance	
<b>Bus Cleanliness</b>	<b>22</b>
<b>Rail Performance</b>	<b>26</b>
On-time Service	
In-Service On-Time Performance	
Schedule Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
<b>Safety Performance</b>	<b>33</b>
Bus Accidents per 100,000 Hub Miles	
Bus Passenger Accidents per 100,000 Boardings	
Rail Accidents per 100,000 Revenue Train Miles	
Rail Passenger Accidents per 100,000 Boardings	
<b>Customer Satisfaction</b>	<b>39</b>
Complaints per 100,000 Boardings	
<b>New Workers' Compensation Claims</b>	<b>42</b>
New Workers' Compensation Claims per 200,000 Exposure Hours	
OSHA Injuries Filed per 200,000 Exposure Hours	
Number of Lost Work Days Paid per 200,000 Exposure Hours	
<b>"How You Doin'?" Incentive Program</b>	<b>52</b>
Monthly Metro Bus & Metro Rail	
Quarterly Metro Bus & Metro Rail	

## 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	Jan Month	Feb Month	Mar Month
<b>Bus Systemwide</b>										
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,222	3,523	3,759	3,827	4,000	3,948	◇	4,022	3,999	3,970
No. of unaddressed road calls	305	125	47	15		36		1	9	14
Mean Miles Between Total Road Calls (MMBTRC) **	1,566	2,052	2,292	2,443	2,550	2,841	●	3,120	2,987	3,032
In-Service On-time Performance ***	72.33%	75.17%	76.54%	75.82%	80.00%	75.56%	◇	79.24%	76.09%	76.51%
Bus Traffic Accidents Per 100,000 Miles	3.08	3.23	3.72	3.66	3.10	3.63	◇	3.52	3.10	3.60
Number of "482 alleged accidents"	245	232	248	219		151		14	22	18
Complaints per 100,000 Boardings	2.61	2.53	3.14	3.12	2.20	3.72	■	3.97	4.14	4.08
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.03	15.28	16.84	16.80	15.12	17.78	◇	16.12	20.89	19.63
* 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.										
<b>Division 1</b>										
MMBMF	2,831	2,609	3,143	3,539	4,000	3,738	◇	3,796	4,127	3,775
No. of unaddressed road calls	36	3	1	0		0		0	0	0
MMBTRC	1,354	1,540	1,823	1,915	2,550	2,089	◇	2,284	2,327	2,285
In-Service On-time Performance	76.61%	78.85%	80.10%	79.56%	80.00%	77.95%	◇	82.24%	78.65%	78.94%
Bus Traffic Accidents Per 100,000 Miles	3.07	3.42	3.77	3.75	3.15	3.95	◇	4.36	3.01	3.55
Number of "482 alleged accidents"	49	30	19	24		15		0	6	3
Complaints per 100,000 Boardings	1.89	1.85	2.09	2.35	1.67	2.62	■	2.92	2.76	2.42
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.65	17.78	16.78	16.95	15.12	18.84	◇	10.48	25.97	13.17
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										
<b>Division 2</b>										
MMBMF	2,714	3,378	3,280	2,993	4,000	3,347	◇	2,984	3,052	3,196
No. of unaddressed road calls	29	8	6	8		1		0	0	0
MMBTRC	1,475	1,721	1,834	1,892	2,550	2,408	◇	2,583	2,224	2,251
In-Service On-time Performance	77.24%	73.89%	74.22%	74.02%	80.00%	76.03%	◇	78.94%	74.49%	75.27%
Bus Traffic Accidents Per 100,000 Miles	3.16	3.56	4.33	4.31	3.60	4.64	◇	4.51	3.62	4.15
Number of "482 alleged accidents"	23	21	25	17		21		1	5	2
Complaints per 100,000 Boardings	1.87	2.02	2.28	2.01	1.43	2.50	■	2.94	3.31	2.25
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.81	17.55	17.45	20.29	15.12	20.92	◇	18.92	29.98	21.78
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
<b>Division 3</b>										
MMBMF	2,770	2,909	2,975	3,446	4,000	4,559	●	4,479	4,509	5,915
No. of unaddressed road calls	24	7	2	2		3		0	0	0
MMBTRC	1,555	1,967	2,195	2,575	2,550	3,726	●	3,514	3,595	4,425
In-Service On-time Performance	76.81%	77.71%	77.83%	76.10%	80.00%	74.85%	◇	78.69%	75.86%	76.34%
Bus Traffic Accidents Per 100,000 Miles	3.39	3.28	3.27	3.90	3.27	4.62	◇	6.14	4.13	5.18
Number of "482 alleged accidents"	0	0	26	28		4		2	0	0
Complaints per 100,000 Boardings	2.65	2.51	3.14	3.20	2.27	3.76	■	3.90	4.83	3.13
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	11.51	12.47	19.46	13.24	15.12	13.33	●	11.00	26.85	8.14
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										
<b>Division 5</b>										
MMBMF	3,493	3,643	3,141	3,428	4,000	3,833	◇	3,952	4,117	4,373
No. of unaddressed road calls	4	2	2	0		1		1	0	0
MMBTRC	1,712	2,053	1,771	2,211	2,550	2,591	●	3,064	2,950	2,718
In-Service On-time Performance	67.82%	74.63%	78.30%	75.89%	80.00%	74.72%	◇	77.41%	75.55%	74.66%
Bus Traffic Accidents Per 100,000 Miles	4.44	4.42	5.64	4.50	3.79	4.55	◇	5.24	3.58	4.13
Number of "482 alleged accidents"	30	24	28	36		26		2	3	3
Complaints per 100,000 Boardings	1.90	1.84	2.00	2.37	1.68	3.01	■	2.53	3.68	4.46
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	18.38	15.21	16.10	21.74	15.12	15.74	●	10.77	14.69	20.98
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										
<b>Division 6</b>										
MMBMF	7,816	11,021	12,999	11,013	4,000	6,615	●	10,507	12,231	11,379
No. of unaddressed road calls	8	1	0	0		0		0	0	0
MMBTRC	2,172	3,008	3,849	3,726	2,550	2,736	●	4,728	2,952	3,793
In-Service On-time Performance	68.27%	69.28%	78.44%	75.26%	80.00%	71.57%	◇	75.84%	75.37%	78.51%
Bus Traffic Accidents Per 100,000 Miles	5.01	5.06	7.54	6.98	5.79	5.59	●	3.17	2.34	4.39
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	4.05	■	3.91	6.69	4.27
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	7.65	10.33	9.69	11.46	15.12	37.06	■	0.00	0.00	51.51
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										
<b>Division 7</b>										
MMBMF	2,997	3,106	3,611	3,394	4,000	3,286	◇	3,659	3,633	2,853
No. of unaddressed road calls	101	18	6	0		2		0	0	0
MMBTRC	1,217	1,644	1,859	1,980	2,550	2,316	◇	2,537	2,631	2,399
In-Service On-time Performance	68.38%	72.47%	73.15%	71.96%	80.00%	71.42%	◇	75.13%	71.22%	71.54%
Bus Traffic Accidents Per 100,000 Miles	3.55	3.85	4.32	4.06	3.42	4.84	◇	4.89	4.07	5.80
Number of "482 alleged accidents"	52	47	48	30		10		3	0	1
Complaints per 100,000 Boardings	2.56	2.40	3.28	3.10	2.20	3.39	■	3.70	3.71	4.03
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	10.71	13.42	12.09	12.82	15.12	12.05	●	10.57	11.55	10.49
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										
<b>Division 8</b>										
MMBMF	4,596	6,600	6,518	5,957	4,000	5,200	●	5,684	5,056	4,957
No. of unaddressed road calls	0	0	2	2		20		0	8	12
MMBTRC	2,445	4,348	4,924	4,348	2,550	4,610	●	5,826	4,586	4,721
In-Service On-time Performance	75.99%	79.00%	78.72%	79.82%	80.00%	83.20%	●	85.51%	83.44%	84.56%
Bus Traffic Accidents Per 100,000 Miles	2.29	2.87	2.78	2.20	2.00	1.95	●	1.86	2.02	2.31
Number of "482 alleged accidents"	17	7	9	8		7		0	1	0
Complaints per 100,000 Boardings	2.97	2.84	3.57	3.75	2.66	4.58	■	5.06	4.36	4.51
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.55	18.99	22.18	14.80	15.12	18.50	◇	19.44	18.09	19.36
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined.										

Measurement	FY10	FY11	FY12	FY13	FY14 Target	FY14 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
<b>Division 9</b>										
MMBMF	4,673	5,126	5,281	5,109	4,000	4,265	●	3,694	4,720	4,007
No. of unaddressed road calls	66	11	11	2		3		0	1	0
MMBTRC	2,918	3,489	3,879	4,101	2,550	4,016	●	3,870	4,228	4,056
In-Service On-time Performance	75.89%	76.33%	76.83%	76.04%	80.00%	75.23%	◇	77.93%	75.53%	76.57%
Bus Traffic Accidents Per 100,000 Miles	2.01	1.81	2.10	2.29	2.00	2.33	◇	2.36	1.91	2.05
Number of "482 alleged accidents"	3	20	10	16		21		0	2	1
Complaints per 100,000 Boardings	3.21	3.50	4.55	5.05	3.58	5.27	◇	6.16	4.96	6.38
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.15	16.79	17.55	18.34	15.12	25.07	■	23.47	40.59	32.45
* Starting July 2013. Data now reflects indemnity and Medical Claims combined.										
<b>Division 10</b>										
MMBMF	2,594	2,392	2,653	2,999	4,000	2,878	◇	2,818	2,569	2,879
No. of unaddressed road calls	11	58	11	0		3		0	0	0
MMBTRC	1,129	1,446	1,727	1,947	2,550	2,119	◇	2,196	2,022	2,299
In-Service On-time Performance	68.98%	71.93%	73.42%	71.76%	80.00%	71.28%	◇	76.21%	72.31%	72.46%
Bus Traffic Accidents Per 100,000 Miles	4.02	3.93	4.27	4.77	4.01	3.82	●	2.51	2.81	3.19
Number of "482 alleged accidents"	33	41	30	12		9		0	2	3
Complaints per 100,000 Boardings	2.08	2.12	2.74	2.56	1.81	3.04	■	2.77	3.60	3.31
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.29	14.29	14.86	18.73	15.12	17.14	◇	14.35	13.28	21.58
* Starting July 2013. Data now reflects indemnity and Medical Claims combined.										
<b>Division 15</b>										
MMBMF	3,357	4,097	4,459	4,285	4,000	4,476	●	5,260	4,114	4,688
No. of unaddressed road calls	6	0	0	0		0		0	0	0
MMBTRC	1,747	2,507	2,898	2,984	2,550	3,739	●	4,208	3,576	4,190
In-Service On-time Performance	74.62%	76.84%	76.95%	77.46%	80.00%	77.72%	◇	80.90%	78.09%	78.59%
Bus Traffic Accidents Per 100,000 Miles	2.67	2.84	3.11	3.29	2.76	3.22	◇	2.73	3.01	3.74
Number of "482 alleged accidents"	15	19	19	16		17		4	2	3
Complaints per 100,000 Boardings	2.98	3.01	3.77	3.23	2.29	4.35	■	5.04	5.12	5.11
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.55	13.45	15.89	12.97	15.12	13.22	●	30.46	12.02	21.90
* Starting July 2013. Data now reflects indemnity and Medical Claims combined.										
<b>Division 18</b>										
MMBMF	2,917	3,506	4,183	3,712	4,000	4,350	●	4,867	4,579	4,583
No. of unaddressed road calls	20	17	6	1		3		0	0	2
MMBTRC	1,292	1,839	2,203	2,024	2,550	2,485	◇	2,923	3,001	2,827
In-Service On-time Performance	66.12%	70.63%	75.32%	74.21%	80.00%	74.60%	◇	78.57%	74.84%	75.05%
Bus Traffic Accidents Per 100,000 Miles	2.67	3.32	4.25	4.03	3.40	3.32	●	2.48	3.62	2.87
Number of "482 alleged accidents"	19	16	31	31		20		2	1	2
Complaints per 100,000 Boardings	4.19	3.42	4.19	3.12	2.66	4.69	■	4.80	4.94	4.94
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.15	15.00	18.15	19.28	15.12	20.06	◇	12.16	20.18	20.04
* 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	Mar 13	Apr 13	May 13	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14
<b>Bus Systemwide</b>															
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF) No. of unaddressed road calls	3,900	3,862	4,242	3,835	4,023	4,000	4,128	3,859	3,895	3,901	3,762	4,126	4,022	3,994	3,970
Mean Miles Between Total Road Calls (MMBTRC) **	2,400	2,552	2,689	2,447	2,580	2,550	2,581	2,486	2,538	2,980	2,856	3,112	3,120	2,997	3,032
In-Service On-time Performance ***	80%	75.6%	76.2%	74.8%	75.1%	80%	77.8%	74.7%	73.3%	74.0%	74.2%	76.4%	79.2%	76.1%	76.5%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.10	3.55	3.84	3.93	3.80	3.10	3.63	3.63	3.53	3.53	3.99	3.67	3.47	3.10	3.60
Complaints per 100,000 Boardings	2.20	3.03	2.99	2.79	2.90	2.20	3.12	3.22	3.28	3.60	4.00	4.14	3.63	4.34	4.08
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	15.38	16.41	15.89	17.33	15.12	20.43	18.82	15.50	17.18	12.65	18.85	15.12	20.89	19.63
* Data reflects updated data for each month															
<b>Division 1</b>															
MMBMF No. of unaddressed road calls	3,900	3,187	4,161	3,403	4,067	4,000	3,731	3,525	3,418	3,717	3,803	3,867	3,798	4,117	3,775
MMBTRC	2,400	1,862	2,129	1,936	2,112	2,550	1,871	1,768	1,801	2,122	2,161	2,455	2,284	2,317	2,285
In-Service On-time Performance	80%	75.5%	79.4%	75.0%	77.4%	80%	79.7%	76.9%	75.9%	75.2%	76.1%	77.8%	82.2%	78.6%	78.9%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.24	3.59	3.12	4.24	3.97	3.15	4.39	3.74	3.66	4.20	4.83	3.39	4.36	3.01	3.55
Complaints per 100,000 Boardings	1.44	2.21	2.19	2.23	2.54	1.67	1.70	2.28	2.48	2.87	3.44	2.64	2.63	2.76	2.42
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	15.80	14.52	23.38	24.84	15.12	21.35	16.04	13.81	25.77	22.12	21.35	10.78	29.97	15.17
* Data reflects updated data for each month															
<b>Division 2</b>															
MMBMF No. of unaddressed road calls	3,900	3,379	3,209	3,267	3,491	4,000	3,391	3,513	3,516	4,083	3,320	3,294	2,984	3,052	3,196
MMBTRC	2,400	2,106	1,963	1,909	2,307	2,550	2,106	2,362	2,197	3,148	2,507	2,574	2,583	2,224	2,251
In-Service On-time Performance	80%	74.3%	74.8%	73.3%	74.9%	80%	78.4%	74.4%	74.3%	75.4%	75.5%	77.1%	78.9%	74.9%	75.3%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.76	3.65	3.67	5.04	3.96	3.60	5.98	5.13	3.94	5.78	4.98	3.98	4.17	3.49	4.15
Complaints per 100,000 Boardings	1.61	2.35	2.03	1.65	1.88	1.43	1.97	2.59	1.65	1.94	3.40	3.10	2.42	3.31	2.25
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	29.06	27.88	8.41	32.29	15.12	11.16	19.27	26.14	16.37	17.50	27.84	18.92	29.93	21.78
* Data reflects updated data for each month															
<b>Division 3</b>															
MMBMF No. of unaddressed road calls	3,900	3,334	3,514	3,876	4,541	4,000	5,012	4,725	4,965	3,862	3,709	4,580	4,470	4,509	5,915
MMBTRC	2,400	2,818	2,727	2,788	3,761	2,550	3,890	3,405	3,370	3,778	3,550	4,660	3,914	3,595	4,425
In-Service On-time Performance	80%	75.3%	76.1%	75.1%	75.7%	80%	76.7%	74.7%	72.4%	71.9%	72.2%	75.0%	76.7%	75.0%	76.3%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.81	4.92	4.17	4.69	4.17	3.27	5.82	3.94	2.30	2.98	6.48	5.22	6.14	4.13	5.18
Complaints per 100,000 Boardings	2.16	3.02	3.86	3.54	3.01	2.27	4.12	3.08	3.62	3.44	3.87	4.18	3.73	4.63	3.13
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	11.06	12.34	8.14	8.70	15.12	16.52	22.10	8.69	13.37	8.43	5.98	11.00	26.85	8.14
* Data reflects updated data for each month															
<b>Division 5</b>															
MMBMF No. of unaddressed road calls	3,900	3,804	4,104	4,123	4,358	4,000	4,349	3,721	4,071	3,492	2,889	4,038	3,952	4,117	4,373
MMBTRC	2,400	2,379	2,399	2,647	2,417	2,550	2,358	2,205	2,435	2,612	2,554	2,694	3,054	2,950	2,718
In-Service On-time Performance	80%	74.8%	76.3%	75.9%	74.8%	80%	75.5%	72.9%	71.6%	74.2%	73.3%	74.9%	77.4%	75.9%	74.7%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	4.20	4.65	3.07	4.74	4.34	3.79	5.11	4.84	5.38	3.66	5.40	4.38	5.41	3.77	4.13
Complaints per 100,000 Boardings	1.41	2.45	3.03	1.93	1.73	1.66	3.34	2.22	2.63	2.83	2.97	3.48	2.70	3.63	4.46
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	24.83	11.82	16.23	17.3	15.12	21.54	11.54	11.25	18.54	11.11	13.54	10.77	14.88	20.98
* 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	Mar 13	Apr 13	May 13	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14
<b>Division 6</b>															
MMBMF No. of unaddressed road calls	3,900	11,642	8,806	5,376	10,040	4,000	4,509	4,424	6,684	7,782	5,555	5,697	10,507	12,231	11,379
MMBTRC	2,400	4,234	3,340	2,419	2,916	2,550	2,412	2,264	2,218	2,529	2,968	2,337	4,128	2,852	3,783
In-Service On-time Performance	80%	76.5%	76.9%	73.5%	74.0%	80%	75.6%	75.1%	75.1%	73.4%	68.9%	71.0%	75.8%	75.4%	78.5%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	4.20	8.59	7.23	6.26	6.54	5.79	5.78	6.16	6.94	5.93	10.11	4.39	3.17	2.34	4.39
Complaints per 100,000 Boardings	1.57	3.22	2.93	1.01	2.17	1.85	2.55	5.43	3.25	3.83	3.81	3.20	3.75	6.69	4.27
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	0.00	37.62	0.00	0.00	15.12	80.62	65.37	69.98	15.12	32.81	14.36	0.00	0.00	51.51
* Data reflects updated data for each month.															
<b>Division 7</b>															
MMBMF No. of unaddressed road calls	3,900	3,449	4,129	3,490	3,294	4,000	3,367	3,187	2,957	3,503	2,930	3,796	3,659	3,633	2,853
MMBTRC	2,400	2,120	2,219	2,128	1,920	2,550	2,188	1,902	2,004	2,513	2,280	2,617	2,537	2,681	2,399
In-Service On-time Performance	80%	70.9%	71.6%	70.6%	70.1%	80%	72.6%	69.9%	69.3%	69.5%	70.6%	72.8%	75.1%	71.2%	71.5%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.44	3.81	4.40	5.41	4.02	3.42	4.32	4.80	4.32	4.92	4.69	6.30	4.88	4.07	5.80
Complaints per 100,000 Boardings	2.30	2.90	3.05	2.71	3.54	2.20	2.63	3.02	2.71	2.73	4.02	4.07	3.25	3.71	4.03
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	10.92	9.49	26.37	6.74	15.12	12.92	19.02	15.70	8.34	6.87	13.04	18.87	11.58	10.48
* Data reflects updated data for each month.															
<b>Division 8</b>															
MMBCMF No. of unaddressed road calls	3,900	5,157	7,696	5,135	5,677	4,000	6,211	5,278	4,711	4,498	5,450	5,198	5,684	5,056	4,957
MMBTRC	2,400	3,089	5,930	3,803	4,125	2,550	4,200	4,047	3,779	4,570	5,495	5,082	5,826	4,586	4,721
In-Service On-time Performance	80%	81.1%	81.3%	79.6%	81.8%	80%	86.4%	83.2%	80.6%	80.3%	81.5%	83.3%	85.5%	83.4%	84.6%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.14	2.08	2.21	2.45	2.44	2.00	1.85	1.92	1.45	1.50	2.54	2.33	1.86	2.02	2.31
Complaints per 100,000 Boardings	2.50	3.62	3.51	3.52	3.45	2.65	3.17	4.63	3.95	5.26	4.90	5.39	4.62	4.35	4.54
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	16.88	15.06	24.58	14.56	15.12	27.88	22.12	11.71	18.76	17.21	11.34	19.44	18.09	19.35
* Data reflects updated data for each month.															
<b>Division 9</b>															
MMBMF No. of unaddressed road calls	3,900	4,034	4,863	4,573	4,814	4,000	4,020	4,546	4,839	4,391	3,965	4,218	3,894	4,720	4,009
MMBTRC	2,400	3,897	3,516	3,550	4,092	2,550	3,727	3,759	4,125	4,278	3,945	4,237	3,870	4,228	4,056
In-Service On-time Performance	80%	75.6%	76.9%	74.7%	78.0%	80%	78.1%	76.3%	74.2%	73.4%	71.9%	74.8%	77.9%	73.3%	76.6%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	1.75	1.98	2.44	2.47	1.87	2.00	1.86	2.30	2.32	3.17	2.48	2.00	2.15	1.91	2.05
Complaints per 100,000 Boardings	3.24	4.19	4.16	3.92	4.40	3.58	4.76	4.08	5.04	4.76	5.62	5.71	5.16	4.96	6.38
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	13.44	17.25	15.30	11.50	15.12	28.97	15.63	28.36	23.61	13.74	24.36	23.47	40.59	32.45
* Data reflects updated data for each month.															
<b>Division 10</b>															
MMBMF No. of unaddressed road calls	3,900	3,525	3,482	3,342	3,098	4,000	3,314	2,892	2,823	2,787	2,819	3,058	2,818	2,889	2,879
MMBTRC	2,400	2,285	2,316	2,170	1,967	2,550	2,147	1,953	1,921	1,969	2,307	2,390	2,194	2,022	2,299
In-Service On-time Performance	80%	72.4%	71.9%	68.2%	67.3%	80%	71.2%	68.7%	69.0%	69.4%	68.2%	73.6%	76.2%	72.3%	72.5%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	3.89	4.23	6.26	4.34	5.98	4.01	3.37	4.23	4.31	3.78	4.47	5.11	2.36	2.83	3.18
Complaints per 100,000 Boardings	1.93	2.39	2.38	2.39	2.69	1.81	2.51	3.14	2.46	3.21	3.44	2.87	2.93	3.60	3.31
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	12.28	23.78	8.25	24.65	15.12	11.89	23.44	14.60	15.99	7.28	31.36	14.35	13.28	21.58
* 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	Mar 13	Apr 13	May 13	Jun 13	FY14 Target	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14
<b>Division 15</b>															
MMBCMF No. of unaddressed road calls	3,900	4,701	4,467	4,200	3,950	4,000	4,242	4,100	4,000	4,314	4,020	4,877	5,350	4,114	4,580
MMBTTC	2,400	3,206	3,193	3,228	2,962	2,550	3,041	2,330	3,793	4,050	3,713	4,142	4,208	3,573	4,190
In-Service On-time Performance	80%	78.9%	77.5%	76.3%	77.9%	80%	80.0%	76.2%	75.2%	75.4%	76.3%	76.3%	80.9%	76.1%	78.6%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.52	3.70	3.38	2.91	3.55	2.76	3.77	3.48	3.55	2.64	2.87	3.40	2.75	3.01	3.74
Complaints per 100,000 Boardings	2.68	3.39	2.83	3.22	2.88	2.29	3.07	4.05	2.91	3.30	4.40	4.65	4.13	4.12	4.11
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	11.45	14.57	15.27	14.01	15.12	11.22	2.91	9.10	8.57	9.24	13.44	10.46	12.02	21.00
* Data reflects updated data for each month															
<b>Division 18</b>															
MMBCMF No. of unaddressed road calls	3,900	3,403	3,354	3,427	3,847	4,000	4,123	3,834	3,674	4,046	4,087	4,712	4,867	4,079	4,583
MMBTTC	2,400	2,076	2,266	1,723	2,046	2,550	2,042	1,893	1,960	2,746	3,216	2,534	2,073	3,001	3,422
In-Service On-time Performance	80%	73.9%	75.0%	73.4%	73.2%	80%	76.6%	73.1%	70.8%	73.5%	73.7%	75.2%	76.6%	74.8%	75.0%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.84	3.03	4.01	4.02	4.21	3.40	3.66	2.91	4.02	3.21	3.47	2.67	2.40	3.74	3.67
Complaints per 100,000 Boardings	2.89	3.64	3.09	3.60	3.28	2.66	2.49	3.40	4.57	4.62	4.75	5.04	4.82	4.84	4.68
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	13.25	14.41	15.81	15.22	15.14	15.12	10.66	24.01	12.54	23.83	12.47	24.24	12.16	20.48	23.84
* Data reflects updated data for each month															

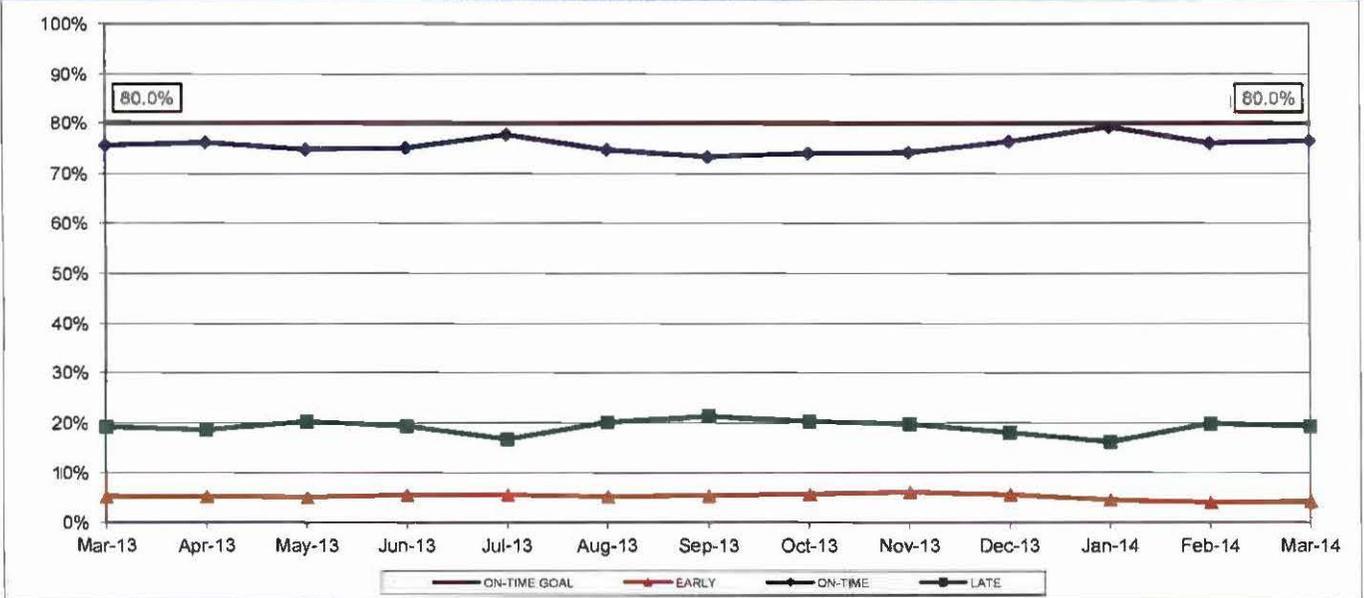
- Green - Meets Target at 100% or
- ◇ Yellow - Falls below Target 70 -
- Red - Falls below Target >70%.

**BUS SERVICE PERFORMANCE**  
**IN-SERVICE ON-TIME PERFORMANCE**

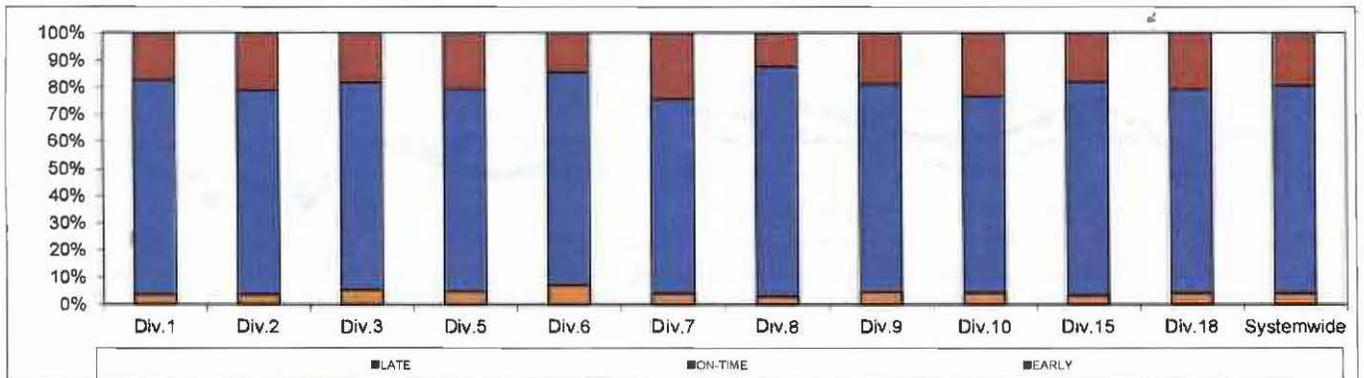
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses). Please note that Rapid Line performance is included in the ISOTP calculation beginning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

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

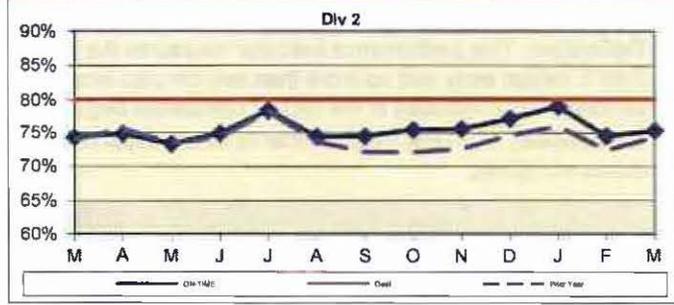
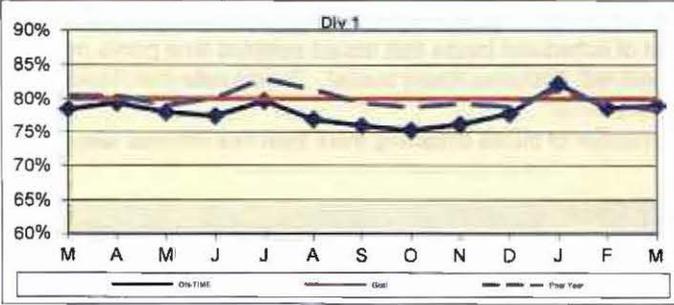
**Systemwide Trend**  
**Bus Operating Divisions**  
**ISOTP - 1 Minute Tolerance for Running Hot**



Remaining Above the Goal line is the target.

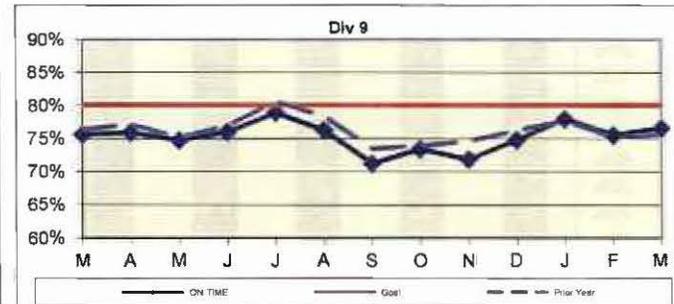
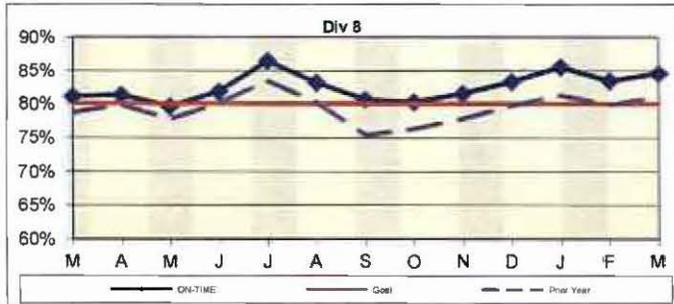
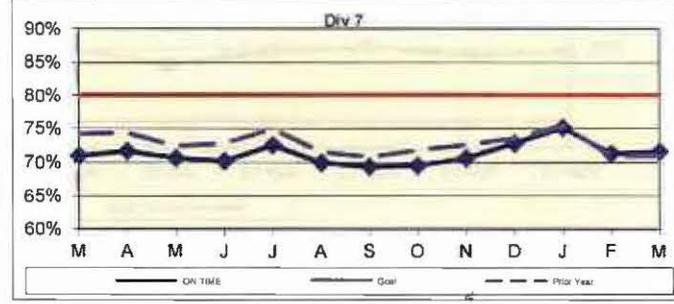
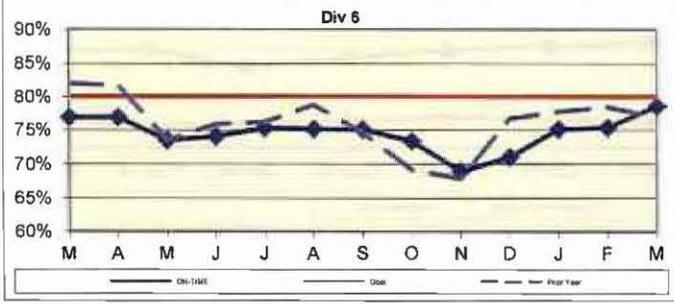
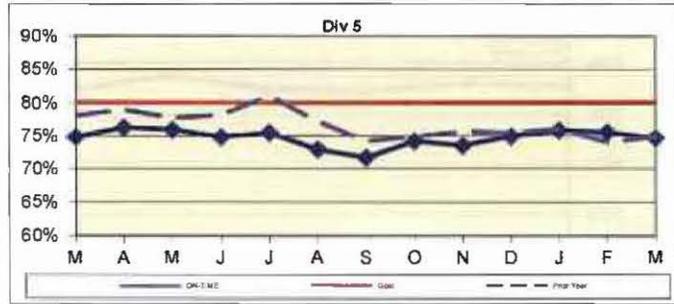
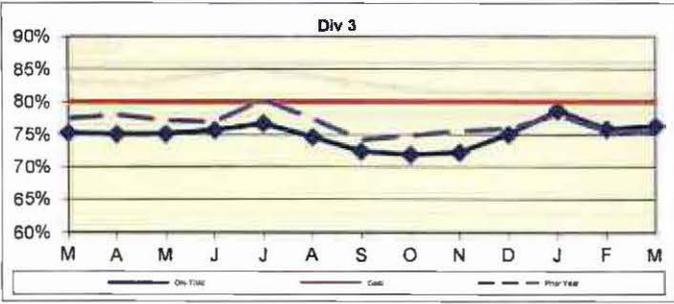


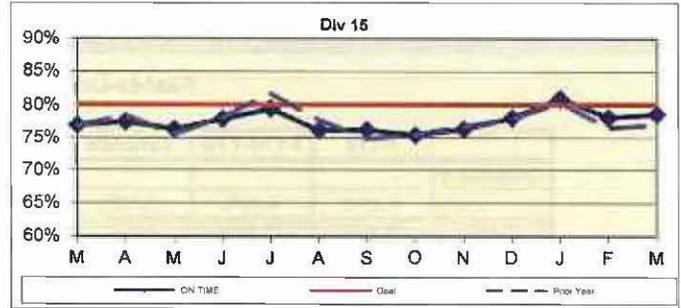
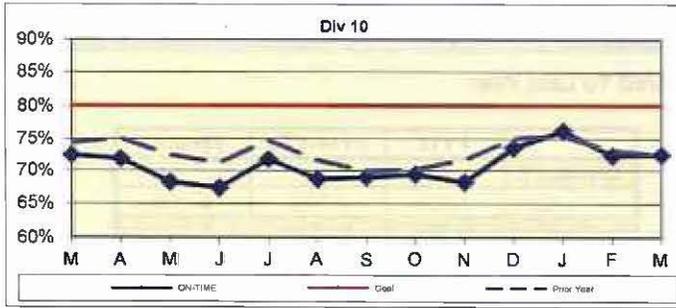
### ISOTP By Division



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
<b>Division 1</b>			
Early	4.59%	4.49%	-0.10%
On-Time	79.56%	77.95%	-1.61%
Late	15.85%	17.56%	1.71%

<b>Division 2</b>			
Early	5.24%	4.70%	-0.55%
On-Time	74.02%	76.03%	2.01%
Late	20.74%	19.28%	-1.46%

<b>Division 3</b>			
Early	5.18%	6.24%	1.06%
On-Time	76.10%	74.85%	-1.25%
Late	18.72%	18.91%	0.20%

<b>Division 5</b>			
Early	5.78%	5.42%	-0.36%
On-Time	75.89%	74.72%	-1.17%
Late	18.33%	19.86%	1.53%

<b>Division 6</b>			
Early	4.43%	5.93%	1.50%
On-Time	75.26%	71.57%	-3.69%
Late	20.31%	22.49%	2.19%

<b>Division 7</b>			
Early	4.95%	5.51%	0.56%
On-Time	71.96%	71.42%	-0.53%
Late	23.09%	23.07%	-0.02%

	FY13	FY14-YTD	Variance
<b>Division 8</b>			
Early	3.95%	4.10%	0.14%
On-Time	79.82%	83.20%	3.38%
Late	16.23%	12.70%	-3.52%

<b>Division 9</b>			
Early	4.35%	5.64%	1.30%
On-Time	76.04%	75.23%	-0.82%
Late	19.61%	19.13%	-0.48%

<b>Division 10</b>			
Early	4.54%	5.13%	0.59%
On-Time	71.76%	71.28%	-0.48%
Late	23.70%	23.59%	-0.10%

<b>Division 15</b>			
Early	3.68%	4.17%	0.49%
On-Time	77.46%	77.72%	0.26%
Late	18.86%	18.11%	-0.75%

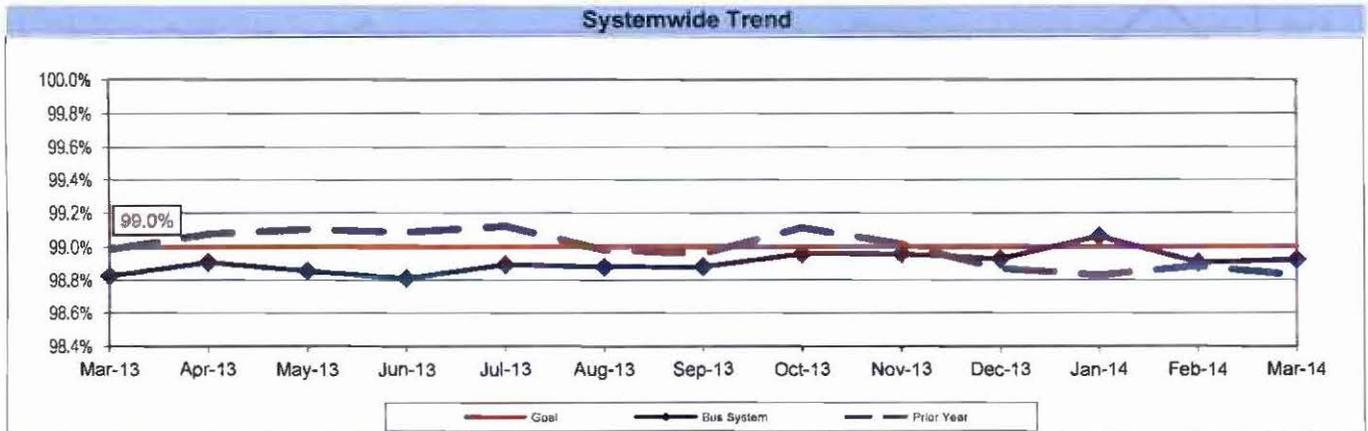
<b>Division 18</b>			
Early	4.82%	5.15%	0.34%
On-Time	74.21%	74.60%	0.39%
Late	20.97%	20.25%	-0.72%

<b>SYSTEMWIDE</b>			
Early	4.69%	5.05%	0.36%
On-Time	75.82%	75.56%	-0.27%
Late	19.49%	19.39%	-0.09%

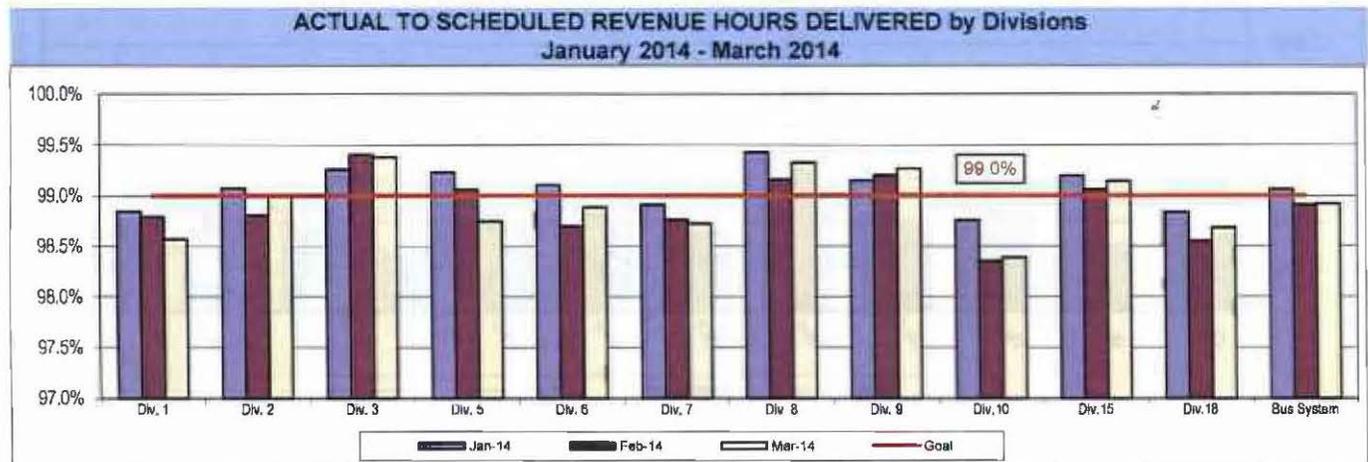
ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED\*

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



Remaining At the Goal line is the target.



## BUS MAINTENANCE PERFORMANCE

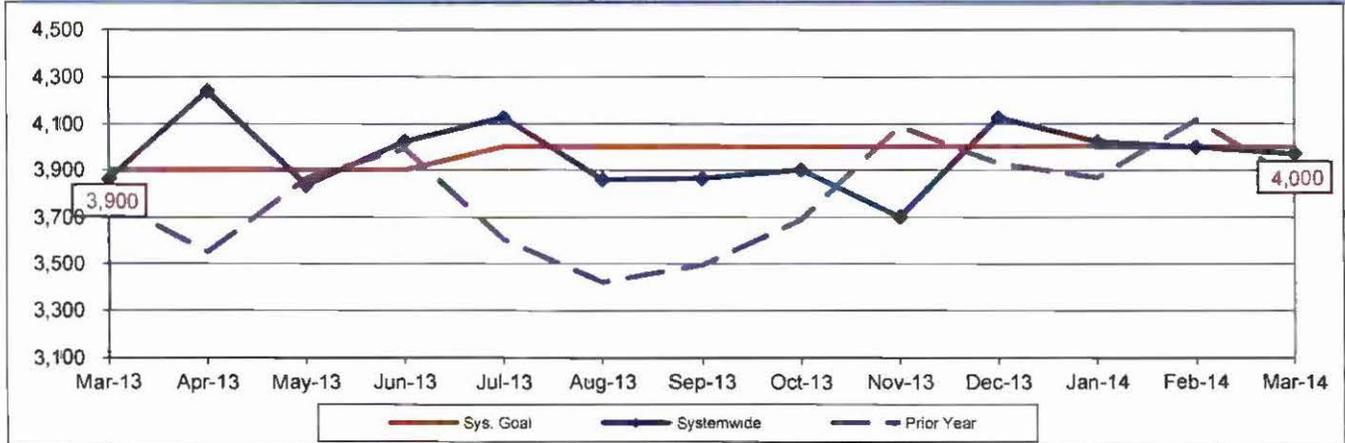
### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

**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.

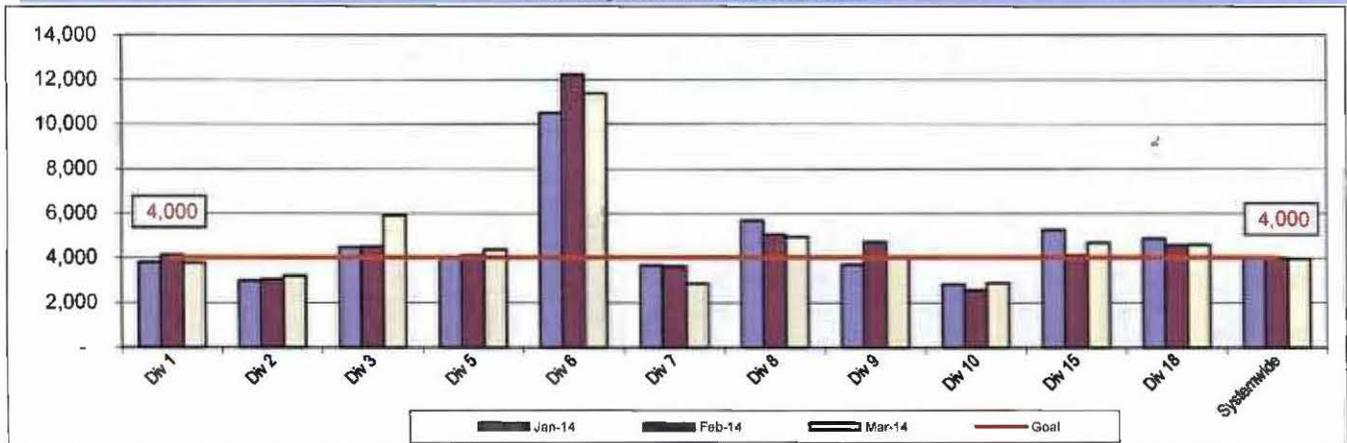
#### Systemwide Trend



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.

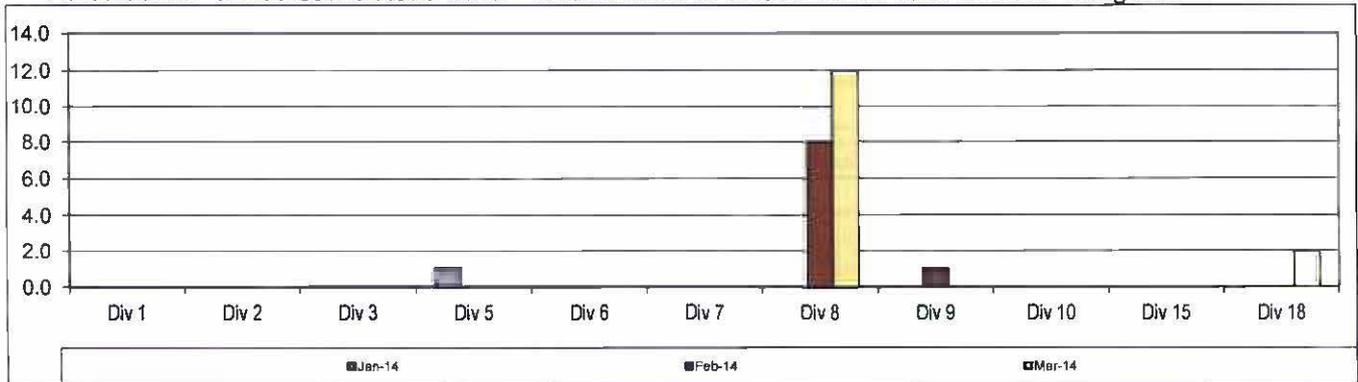
#### MMBMF -- Bus Operating Divisions January 2014 - March 2014



**Unaddressed Road Calls -- Bus Operating Divisions  
January 2014 - March 2014**

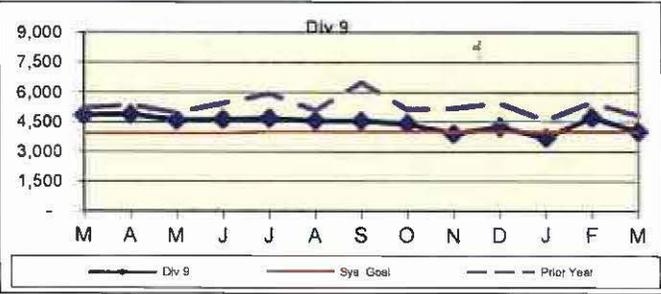
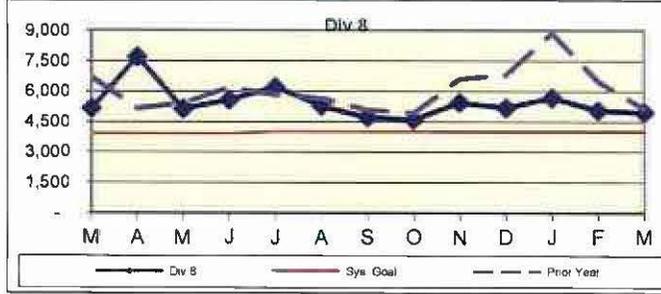
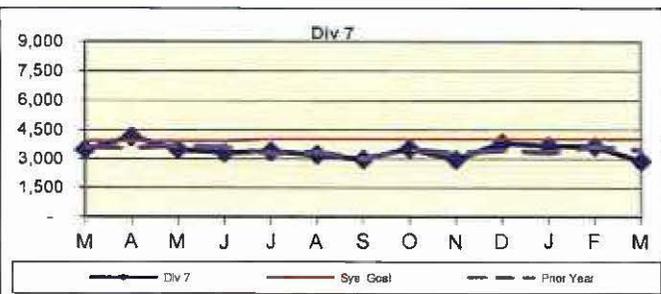
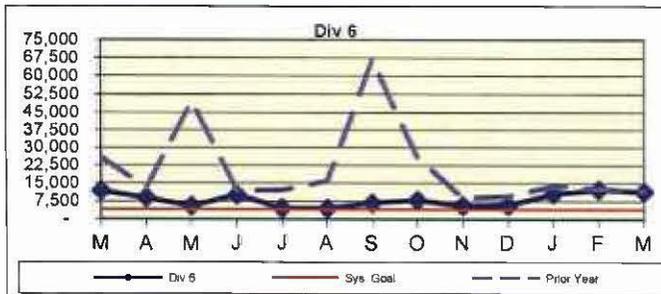
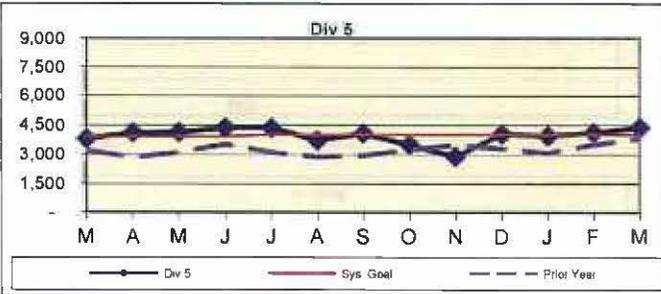
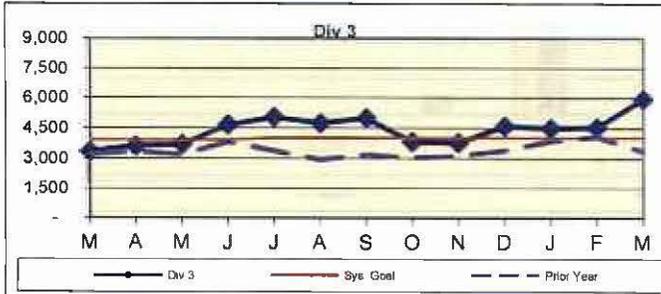
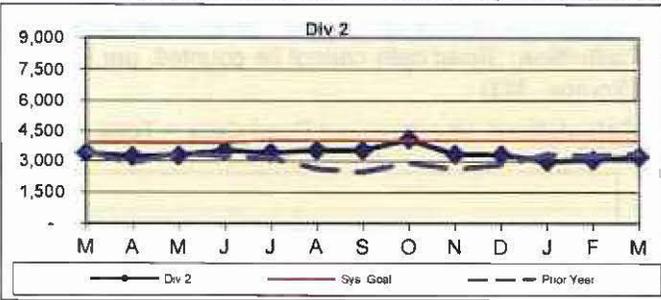
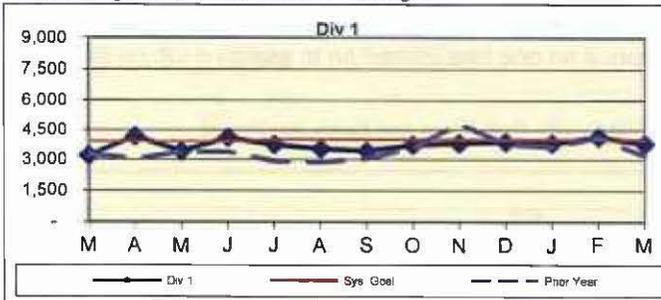
**Definition:** Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code.  
(Source: M3)

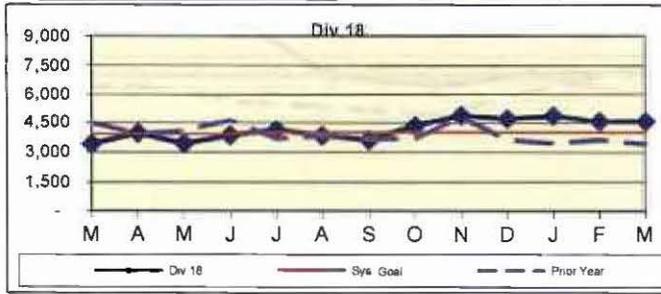
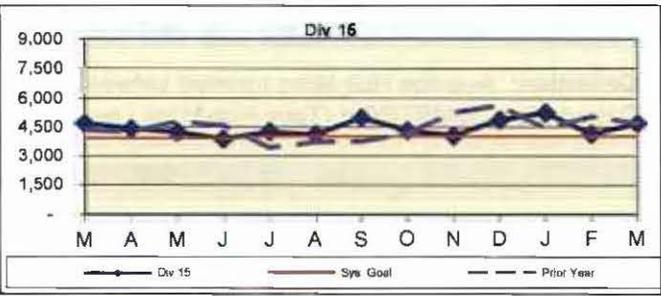
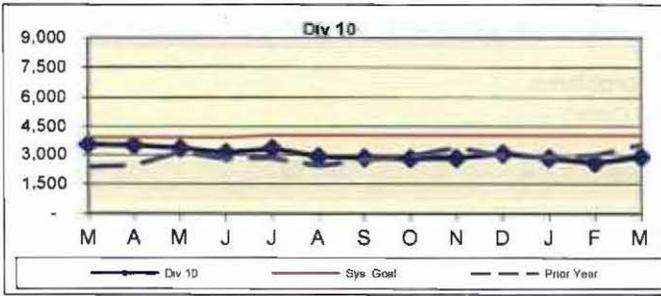
**Calculation:** Unaddressed Road Calls = Total number of road calls that have not been assigned.



Remaining Above the Goal line is the target.

**Bus Maintenance Performance - Continued**





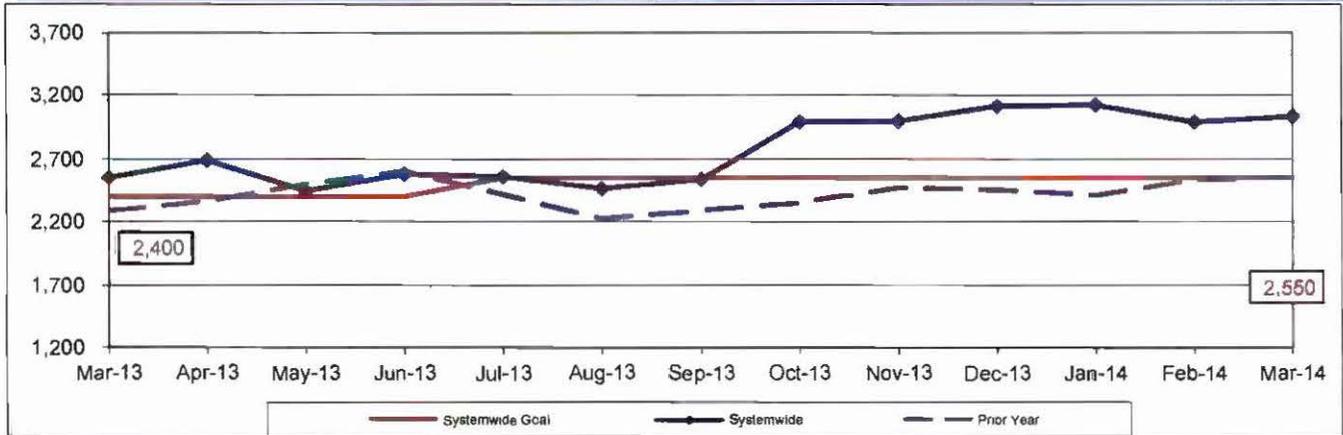
## MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

**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.

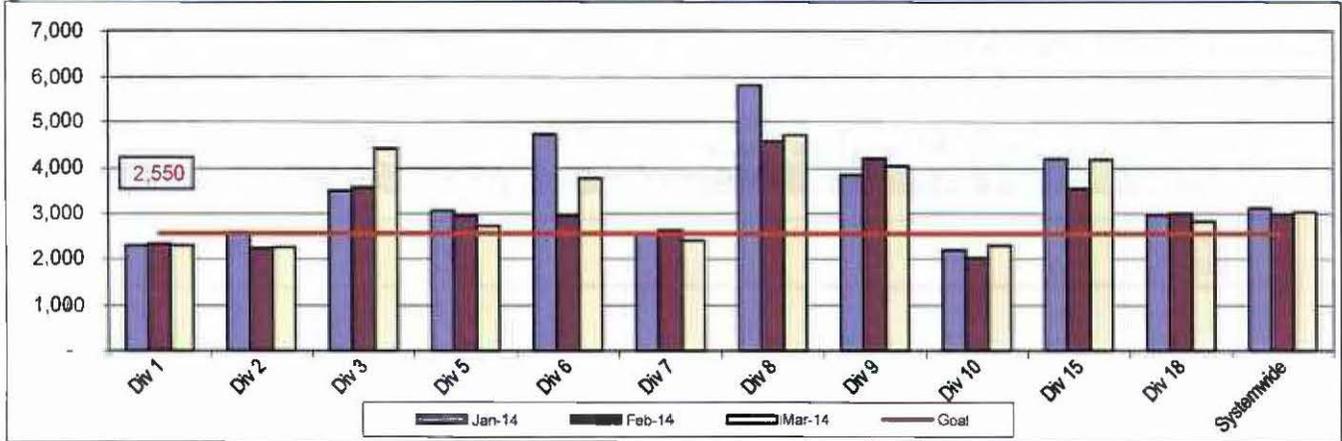
### MMBTRC Systemwide Trend



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  
January 2014 - March 2014**



**Fleet Mix by Fuel Type Systemwide (Including Contract Services)**

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,258	93.23%
Diesel	71	2.93%
Gasoline	59	2.44%
Propane	34	1.40%
Hybrid	0	0.00%
<b>Total</b>	<b>2,422</b>	<b>100.00%</b>

**Average Age of Fleet by Divisions**

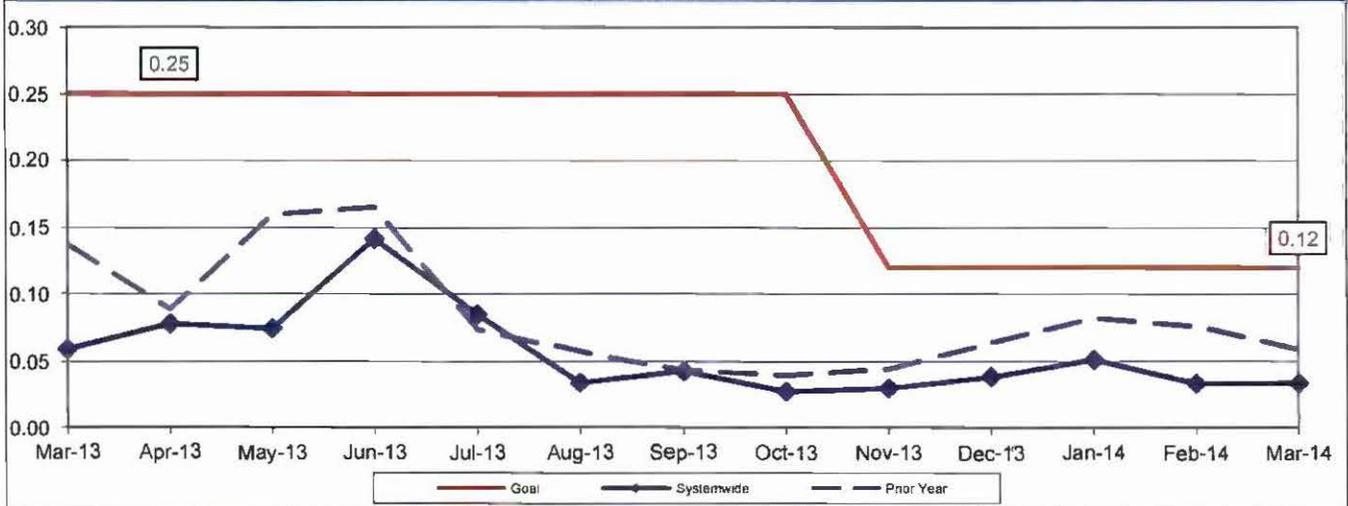
<b>Div 1</b> 11.5	<b>Div 2</b> 12.6	<b>Div 3</b> 8.4	<b>Div 5</b> 9.5	<b>Div 6</b> 5.0	<b>Div 7</b> 9.1
<b>Div 8</b> 7.0	<b>Div 9</b> 11.0	<b>Div 10</b> 9.9	<b>Div 15</b> 6.9	<b>Div 18</b> 5.9	

**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)

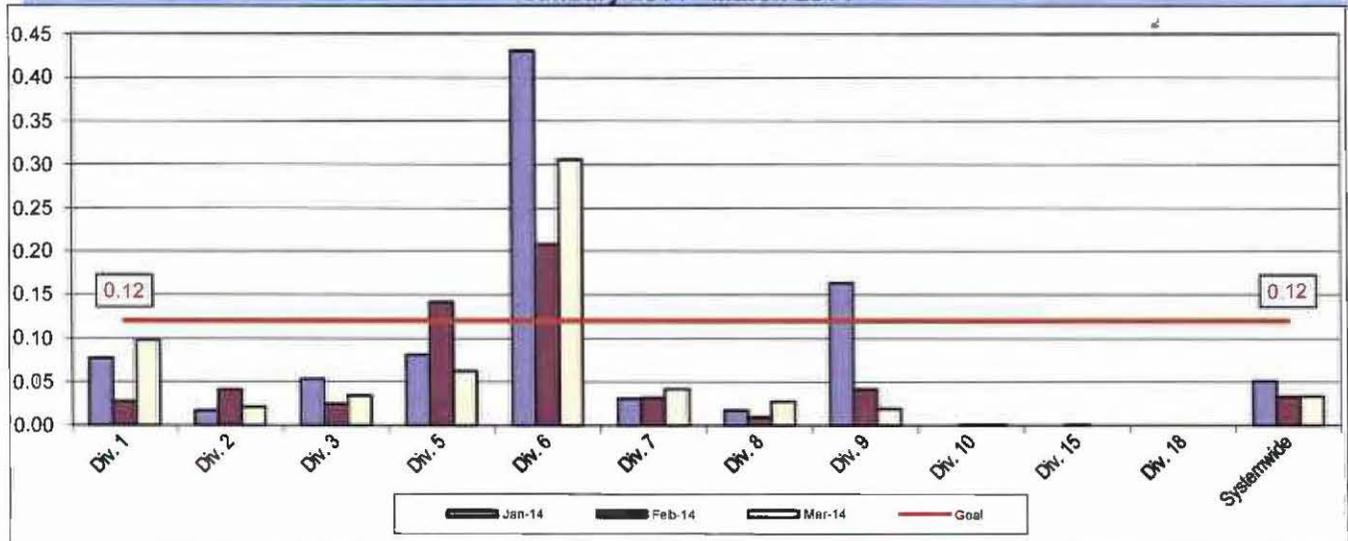
**Systemwide Trend**



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 15) 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  
January 2014 - March 2014**



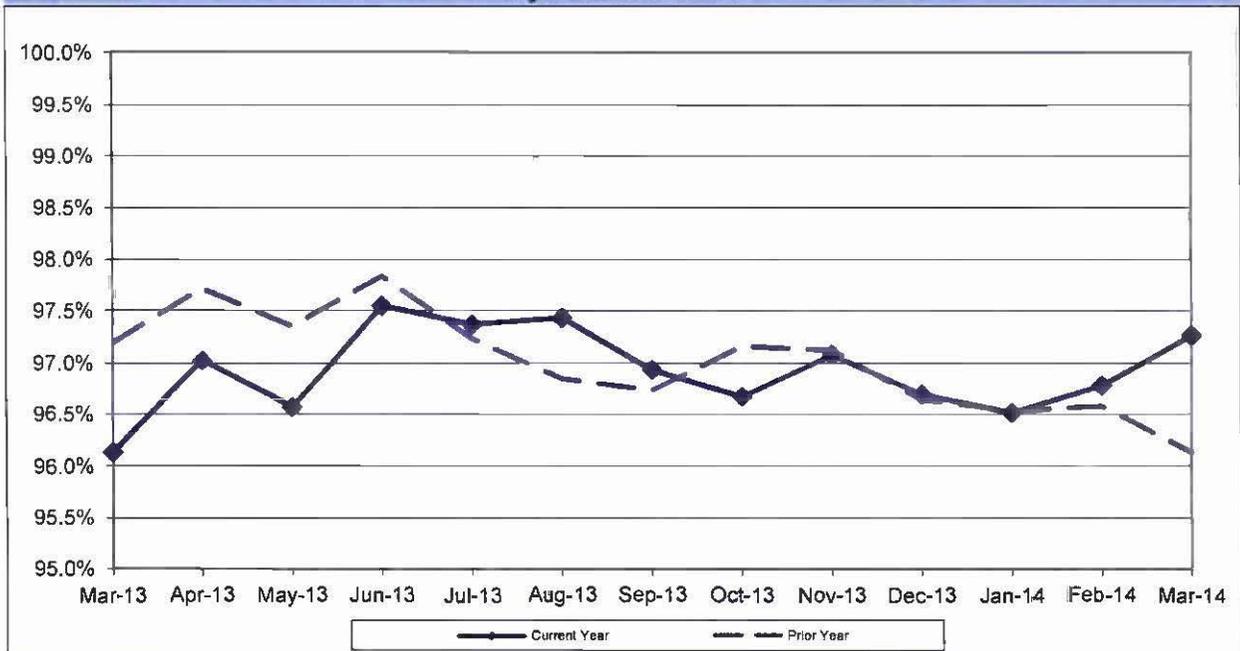
## ATTENDANCE

### MAINTENANCE ATTENDANCE

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

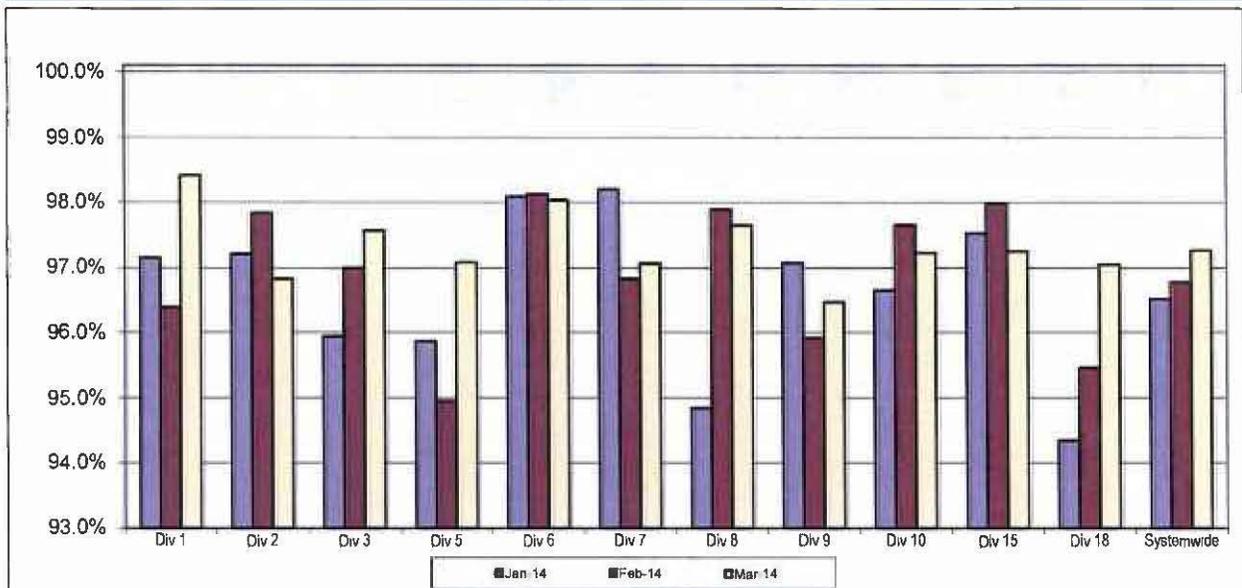
**Calculation:**  $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

#### Systemwide Trend



Higher is better.

#### Maintenance Attendance - By Divisions (By Current Month) January 2014 - March 2014

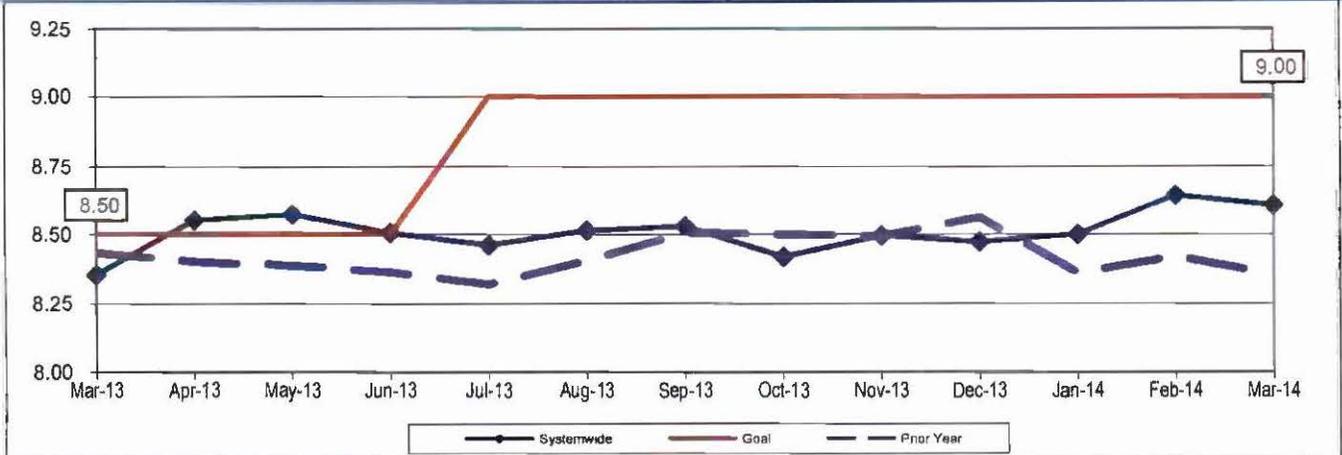


## BUS CLEANLINESS

**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.

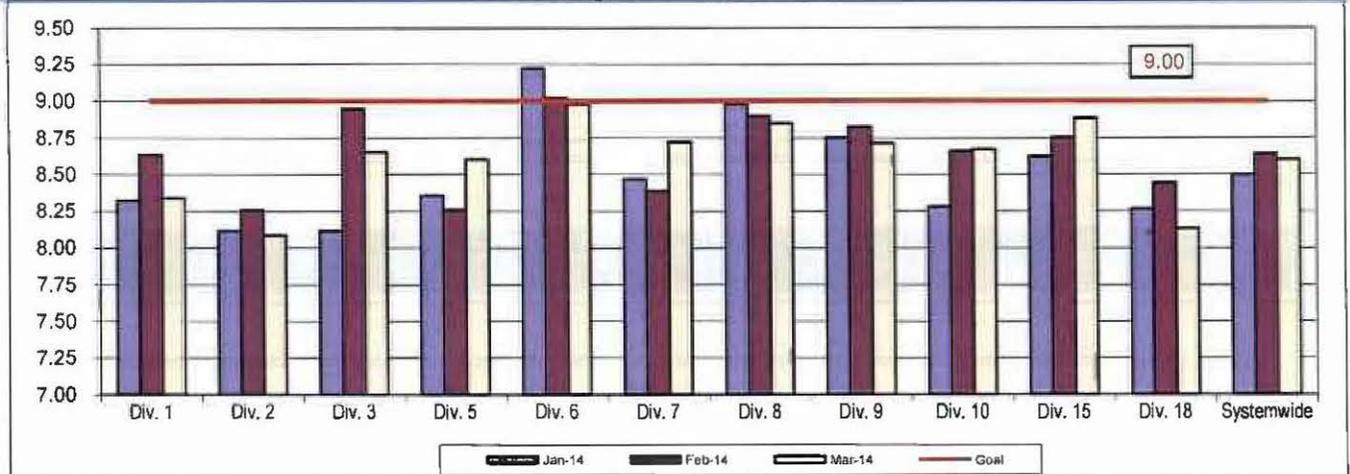
**Calculation:** Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

### Bus Cleanliness - Systemwide

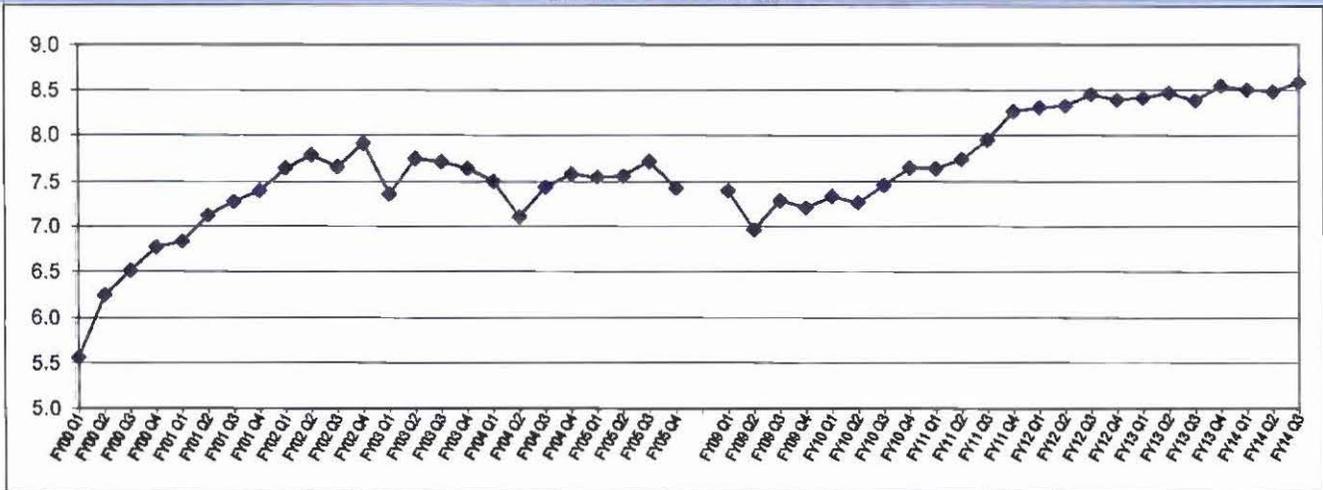


Remaining Above the Goal line is the target.

### Cleanliness by Bus Operating Divisions January 2014 - March 2014



**Quarterly Systemwide Bus Cleanliness  
FY01 Q1 - FY14 Q3**

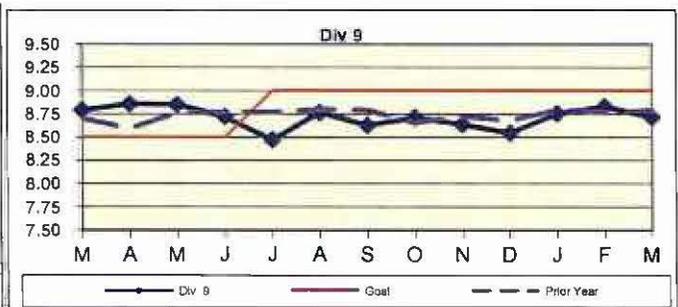
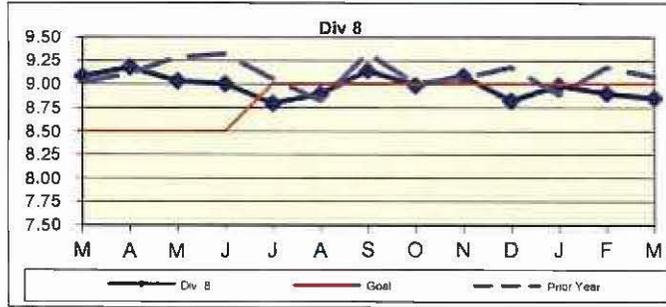
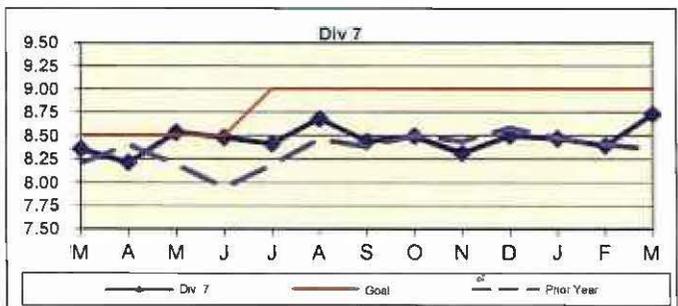
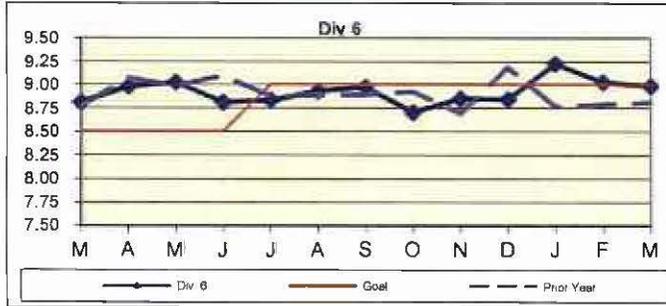
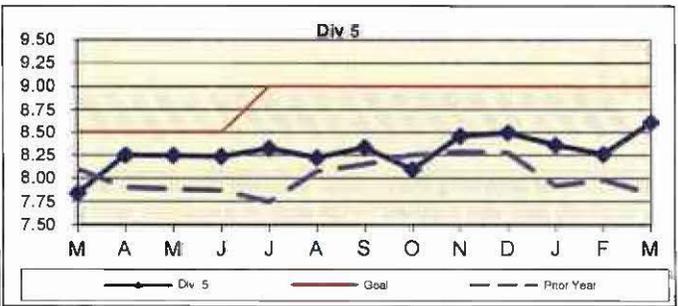
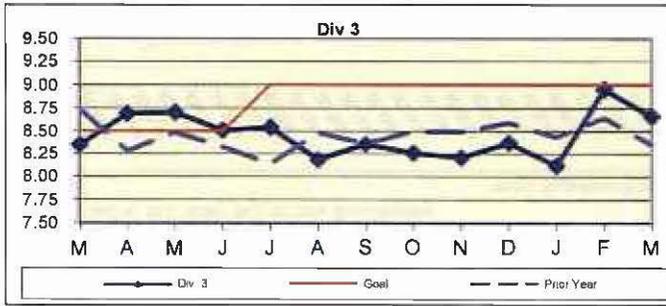
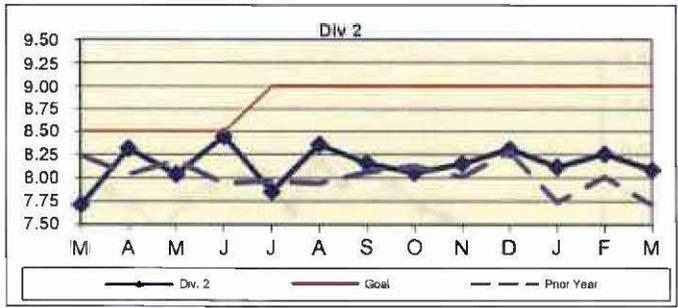


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

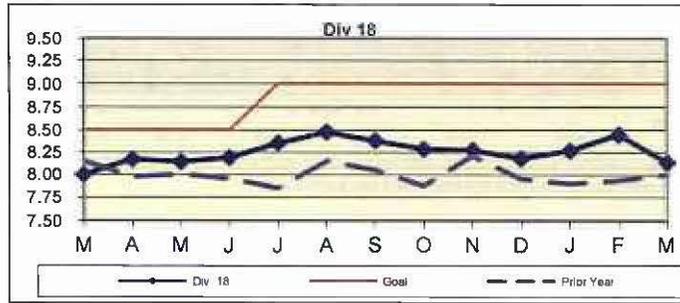
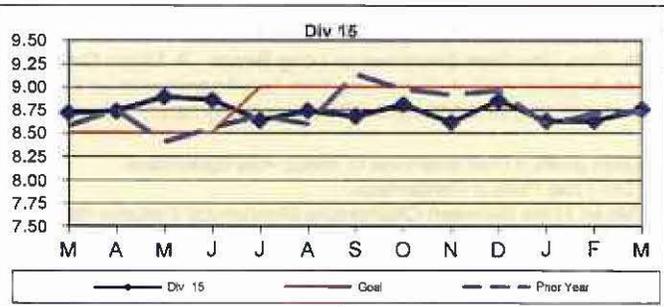
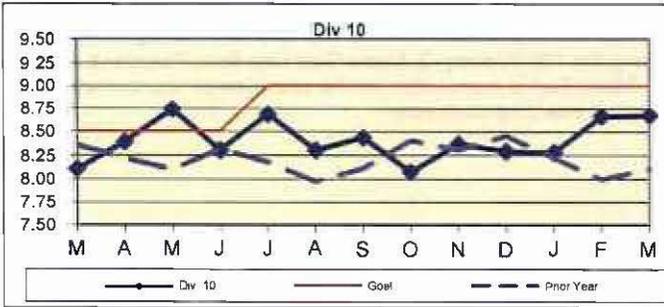
Remaining Above the Goal line is the target.

**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	Jan Month	Feb Month	Mar Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.67	11.89	10.28	10.53	9.48	13.85	◆	12.63	14.54	16.39
<small>* Starting July 2013, Data now reflects Indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting Indemnity &amp; Medical combined as well. W.C. Goal has been modified from 7.36 to 10% Improvement over last FY Actual.</small>										
<b>Metro Red Line (MRL)</b>										
On-Time Pullouts	99.55%	99.86%	99.60%	99.37%	98.00%	99.71%	●	99.78%	100.00%	99.34%
Mean Miles Between Chargeable Mechanical Failures	38,771	34,194	35,939	62,212	36,000	64,761	●	69,450	77,483	51,227
In-Service On-time Performance	99.54%	99.69%	99.45%	99.32%	98.00%	99.02%	●	98.82%	99.47%	99.27%
Traffic Accidents Per 100,000 Train Miles	0.00	0.29	0.00	0.19	0.06	0.27	■	0.78	0.00	0.00
Complaints per 100,000 Boardings **	0.41	0.51	0.56	0.26	0.45	0.26	●	0.18	0.31	0.37
<small>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</small>										
<b>Metro Blue Line (MBL)</b>										
On-Time Pullouts	99.71%	99.10%	99.48%	99.34%	98.00%	99.36%	●	99.77%	99.37%	99.54%
Mean Miles Between Chargeable Mechanical Failures	20,830	14,194	13,940	16,755	15,000	21,424	●	21,515	17,465	20,656
In-Service On-time Performance	98.81%	99.11%	98.31%	95.80%	98.00%	96.15%	◆	97.00%	96.12%	96.52%
Traffic Accidents Per 100,000 Train Miles	1.45	1.76	1.35	1.45	1.35	1.19	●	1.09	1.82	1.88
Complaints per 100,000 Boardings **	0.80	0.81	1.22	0.90	1.08	0.65	●	0.49	0.63	0.71
<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>										
<b>Metro Expo Line (MExL)</b>										
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%	98.62%	●	98.98%	98.21%	98.93%
Traffic Accidents Per 100,000 Train Miles				0.34	1.35	0.97	●	0.00	0.00	1.73
Complaints per 100,000 Boardings **				2.20	1.08	1.11	◆	0.91	0.42	0.63
<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 (MGrL)**

On-Time Pullouts	99.89%	99.85%	99.87%	99.71%	98.00%	99.59%	●	99.76%	100.00%	99.75%
Mean Miles Between Chargeable Mechanical Failures	13,599	11,831	14,708	13,297	16,000	20,088	●	25,220	18,632	22,454
In-Service On-time Performance	99.26%	99.50%	98.86%	98.06%	98.00%	97.73%	◇	97.59%	97.93%	97.91%
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 **	0.76	1.13	1.06	0.63	0.90	0.60	●	0.68	0.19	0.36

\*\* Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings

**Metro Gold Line (MGoL)**

On-Time Pullouts	99.86%	99.99%	100.00%	99.88%	98.00%	99.63%	●	99.73%	99.85%	99.19%
Mean Miles Between Chargeable Mechanical Failures	16,151	21,097	18,017	28,299	23,000	42,521	●	32,542	36,199	45,795
In-Service On-time Performance	99.12%	99.58%	98.68%	98.45%	98.00%	98.31%	●	98.38%	98.74%	98.35%
Traffic Accidents Per 100,000 Train Miles	0.82	0.61	0.42	0.22	0.41	0.33	●	0.57	0.63	0.57
Complaints per 100,000 Boardings **	1.68	1.22	1.21	0.68	1.19	0.60	●	0.26	0.96	0.53

\*\* Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings

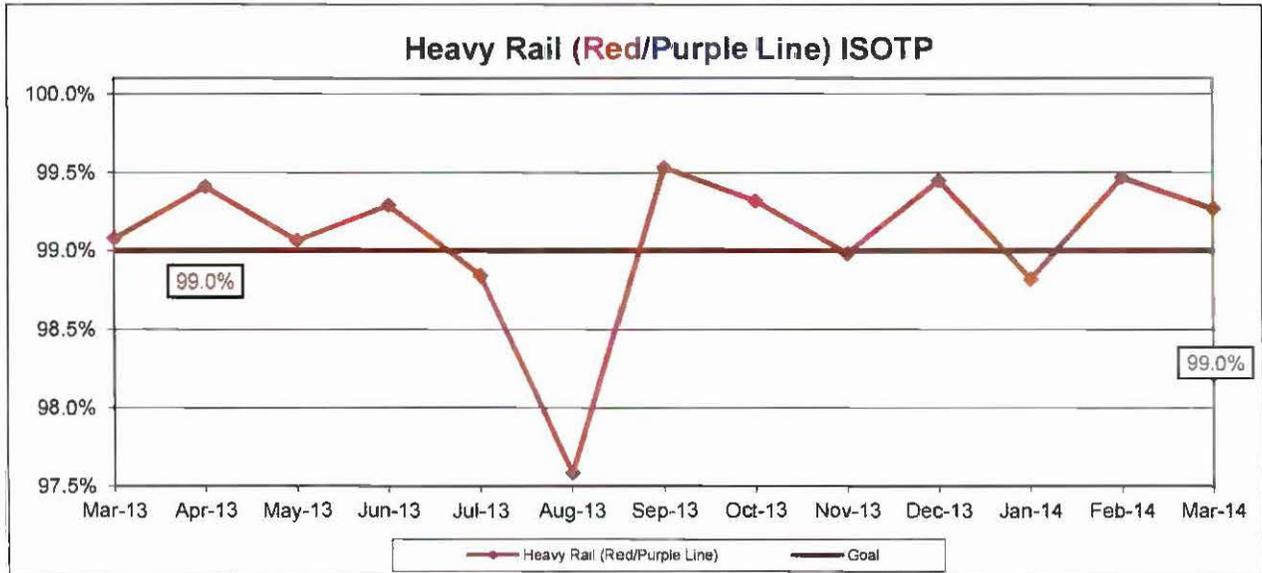
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◇ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

## RAIL SERVICE PERFORMANCE

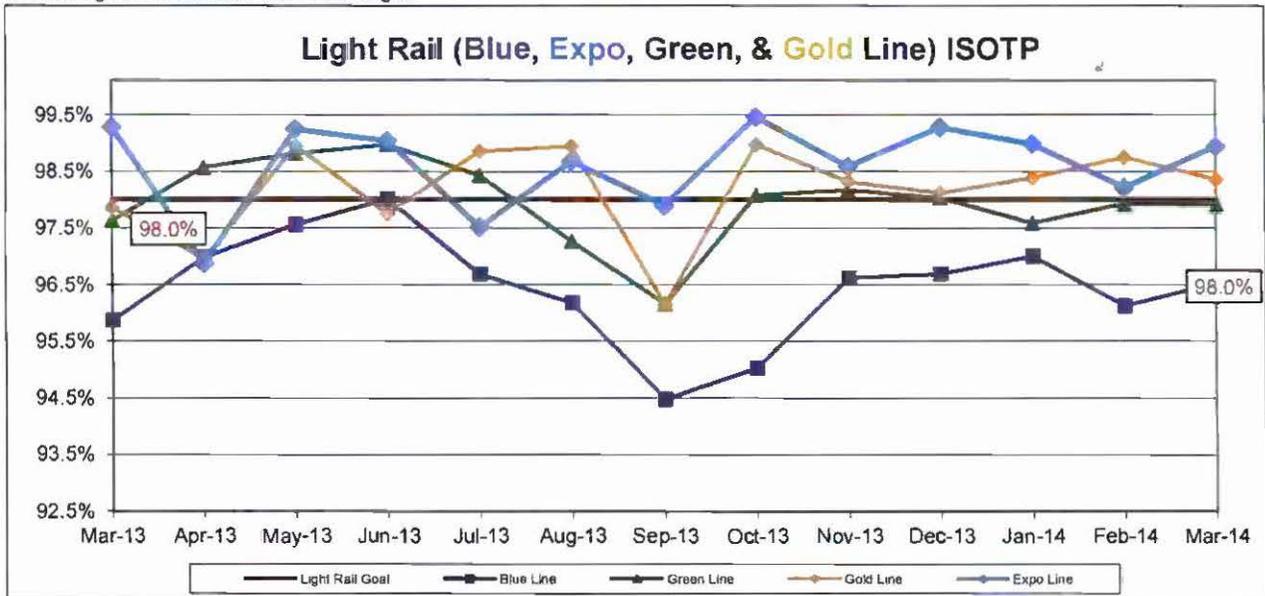
### IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

**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)]



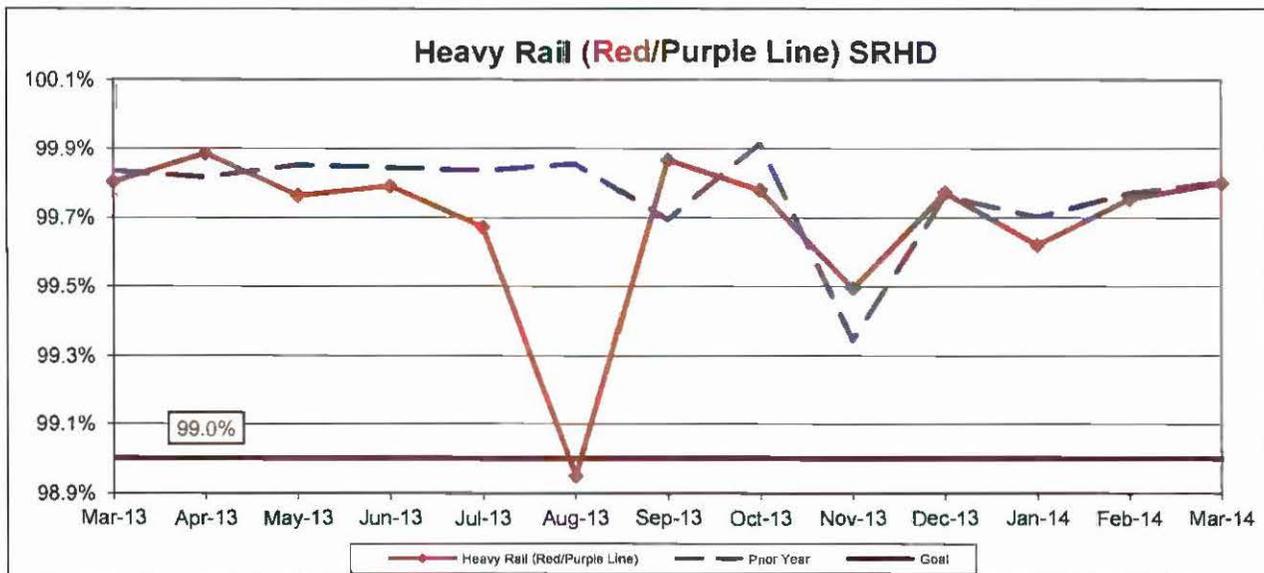
Remaining Above the Goal line is the target.



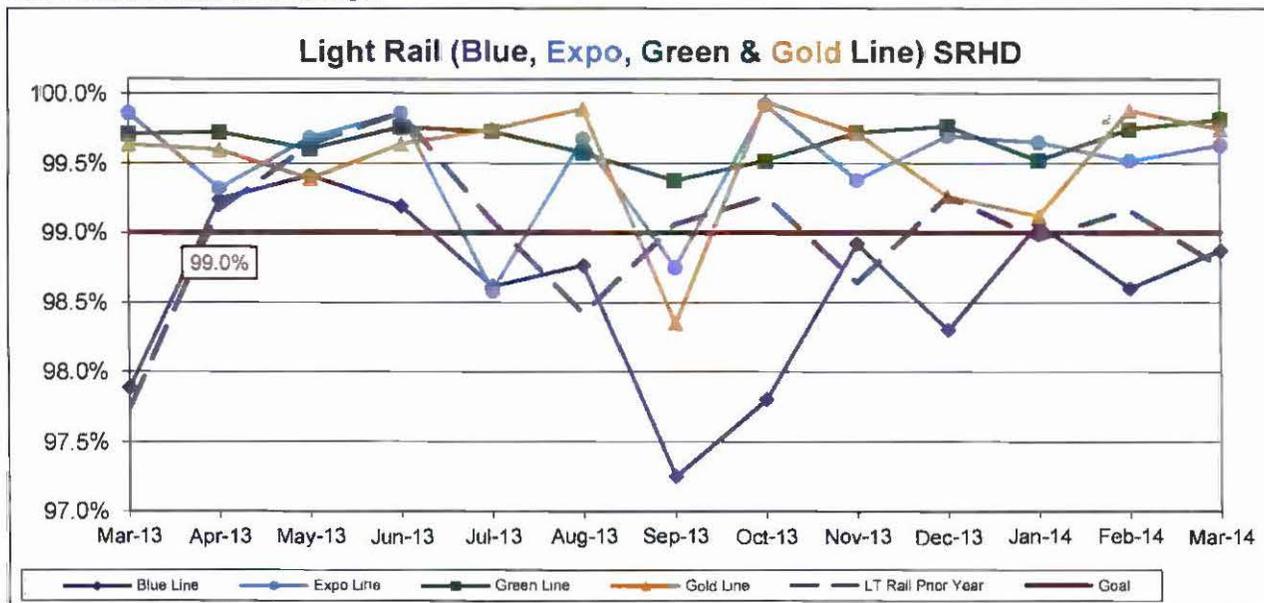
**Scheduled Revenue Hours Delivered (SRHD) by Rail Line**

**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.

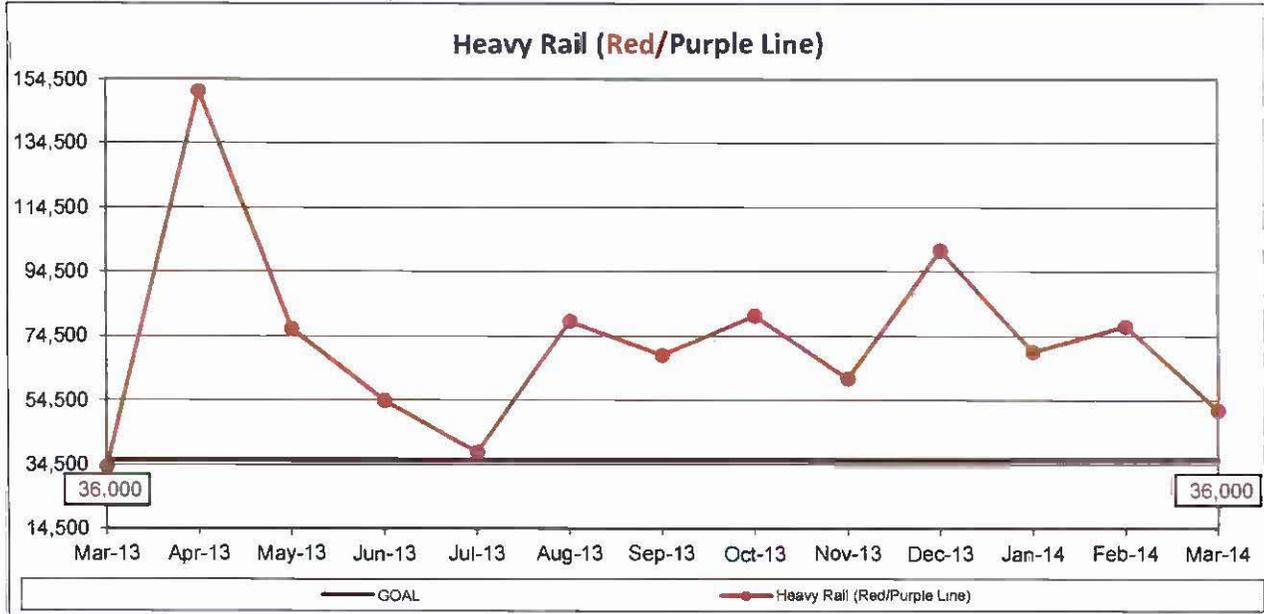


**Mean Miles Between Chargeable Mechanical Failures**

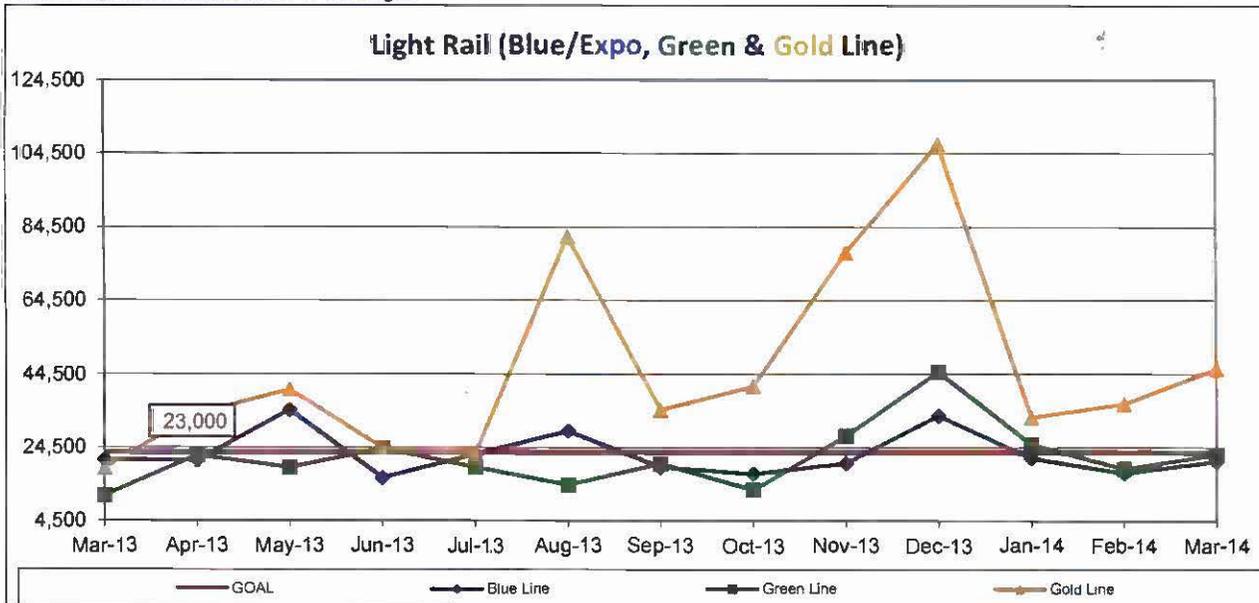
**Definition:** Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next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

**Calculation:**  $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.



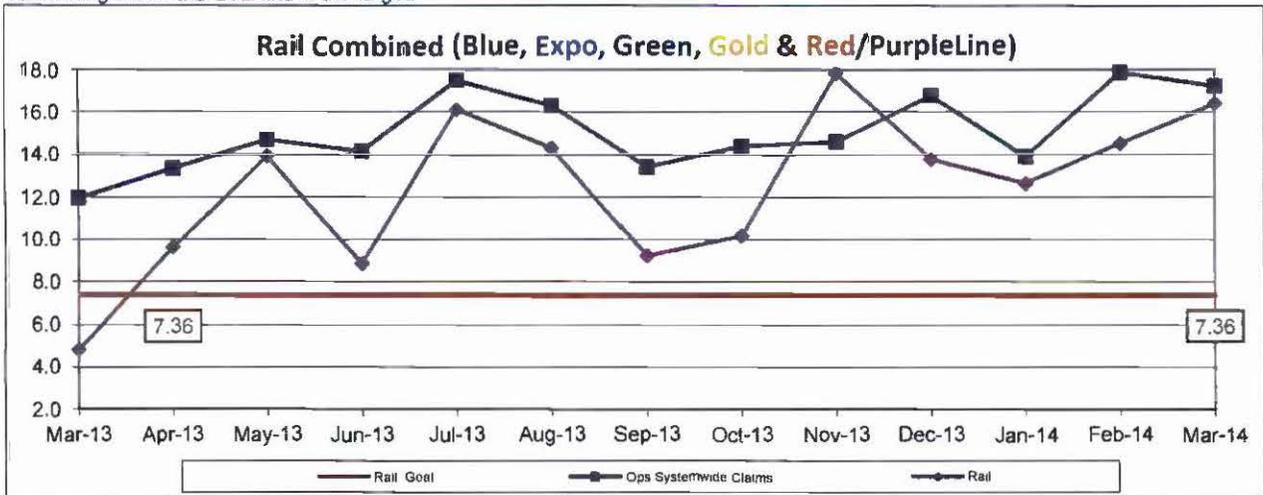
**NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS**

**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.

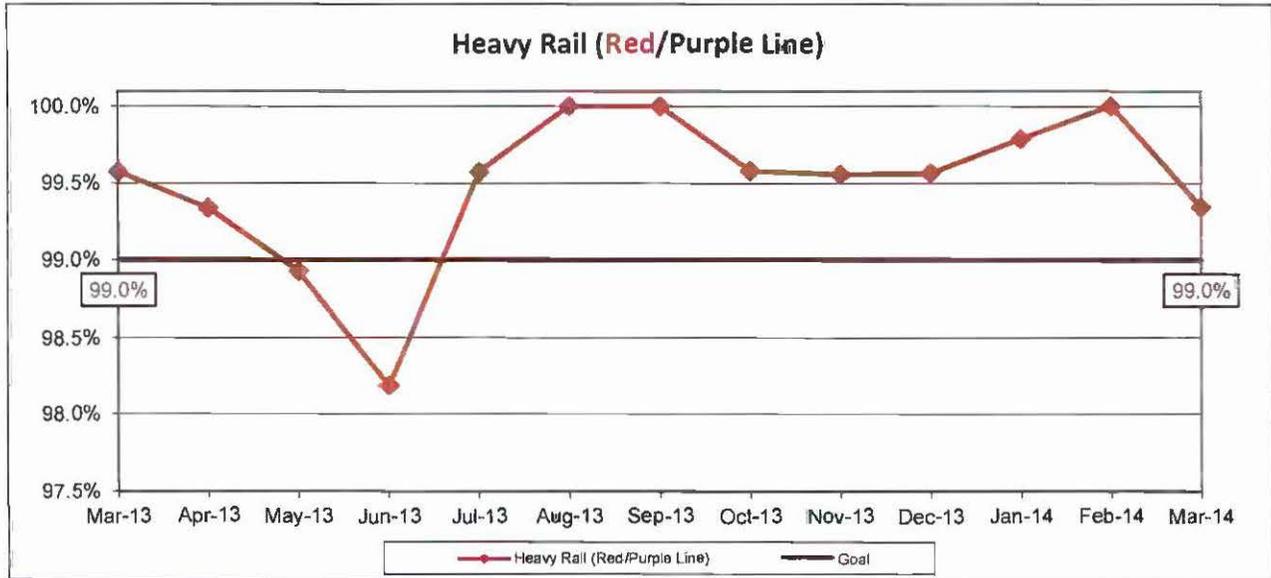
Remaining Below the Goal line is the target.



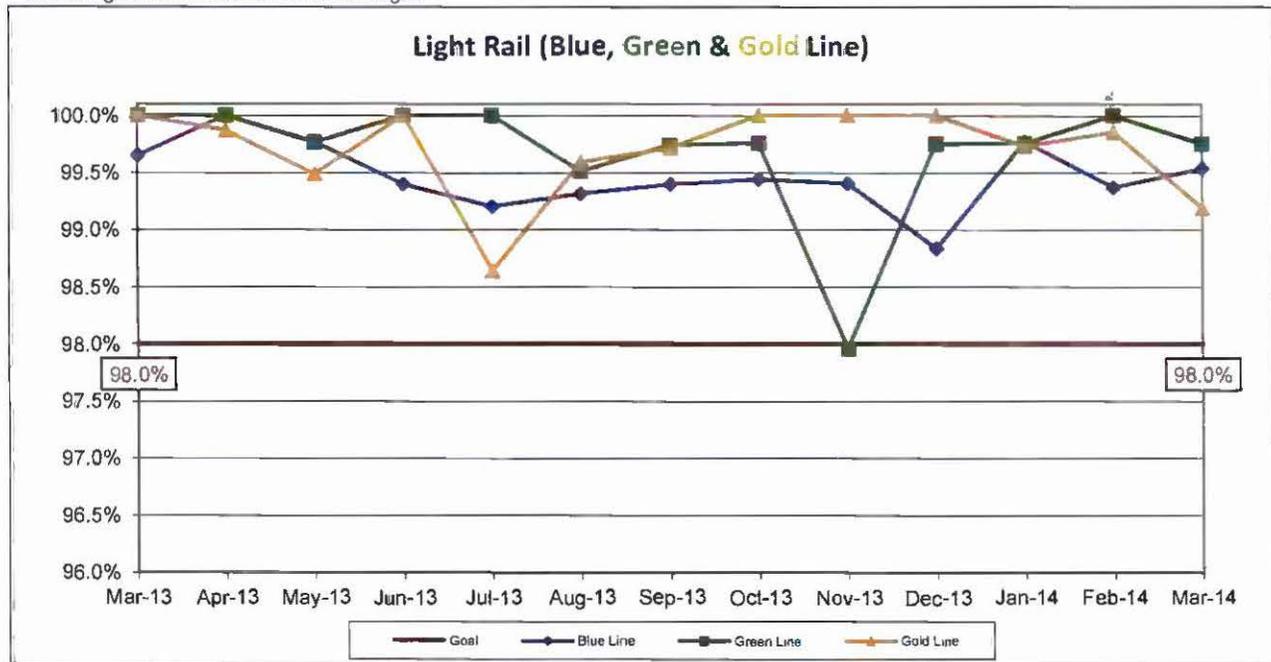
**ON-TIME PULLOUTS (OTP)**

**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

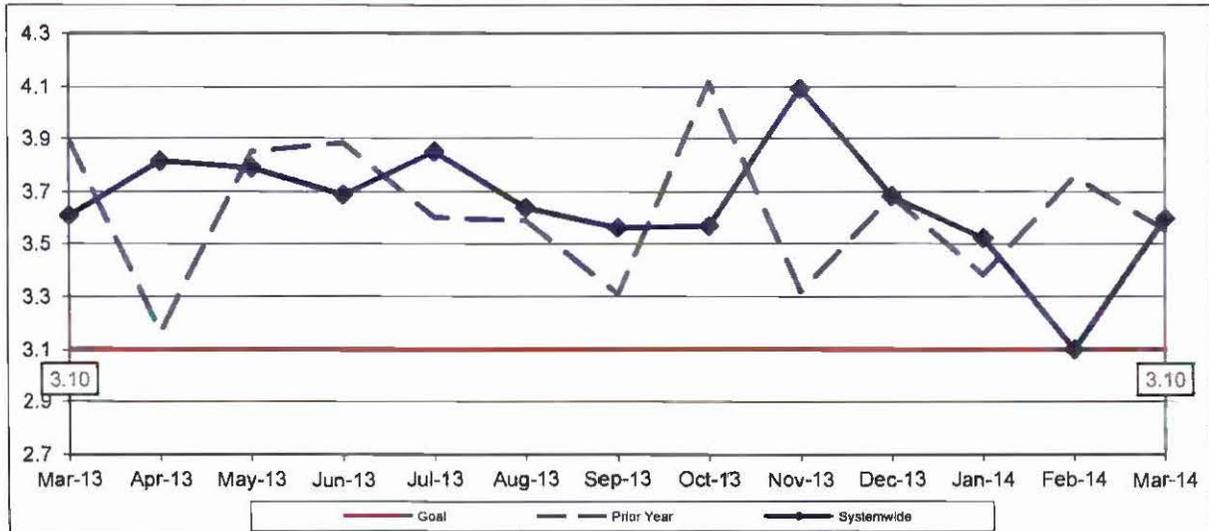
### BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

**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.

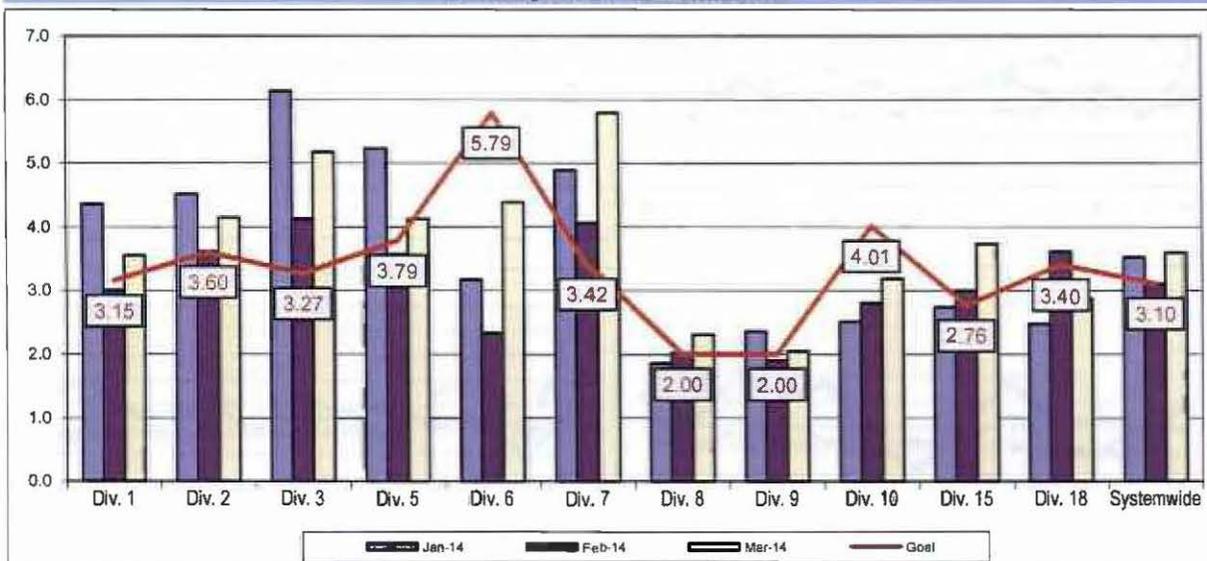


[Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

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 January 2014 - March 2014

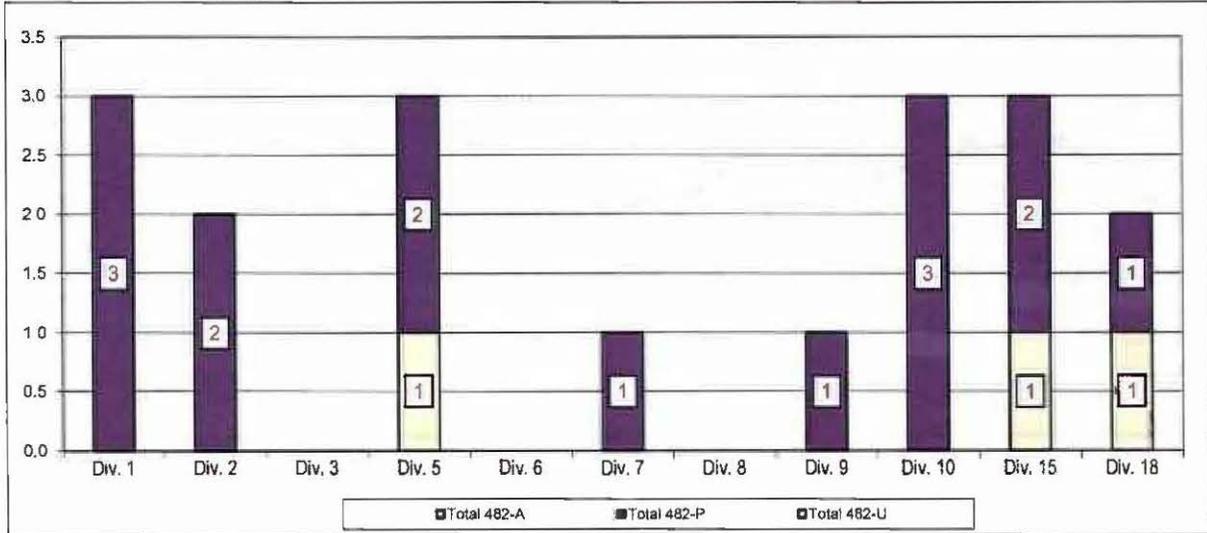


**Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions**

**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).

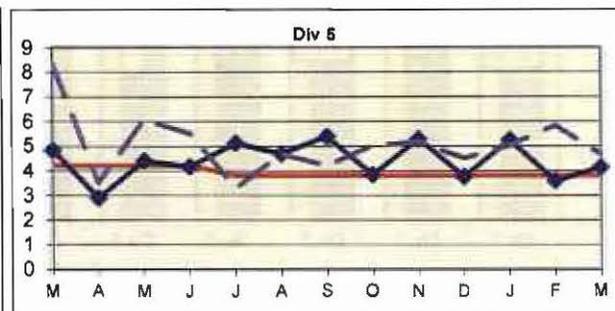
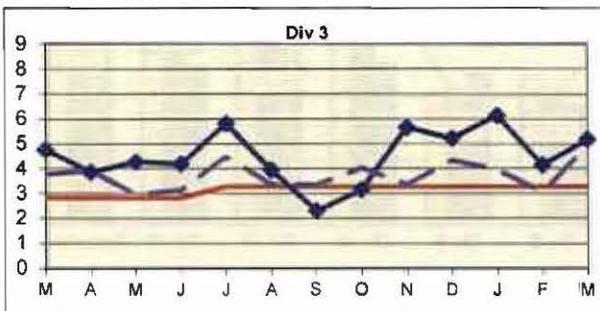
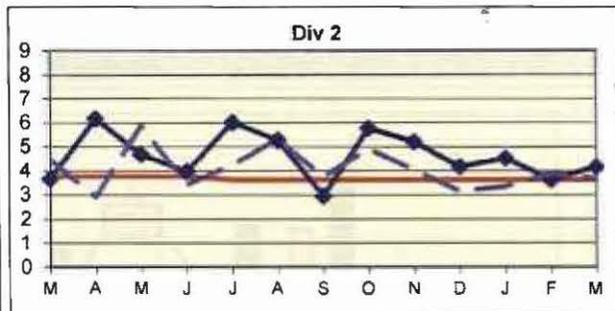
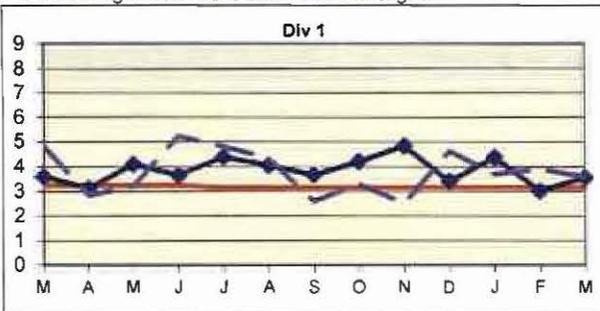
**Calculation:** Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

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



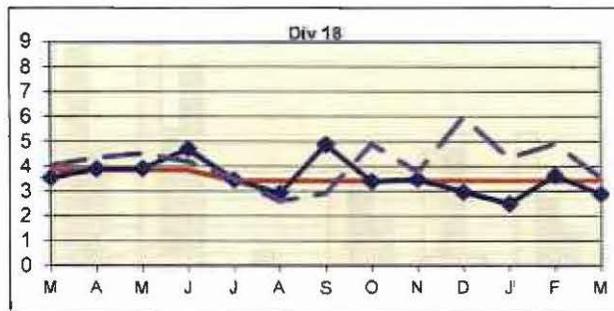
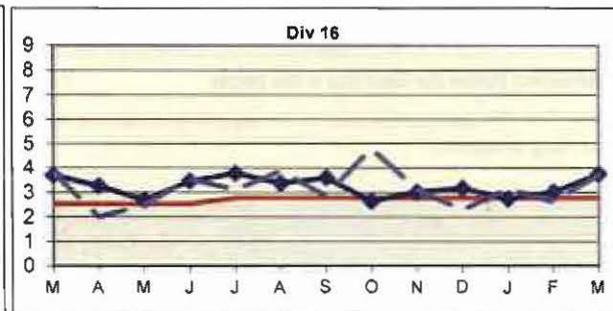
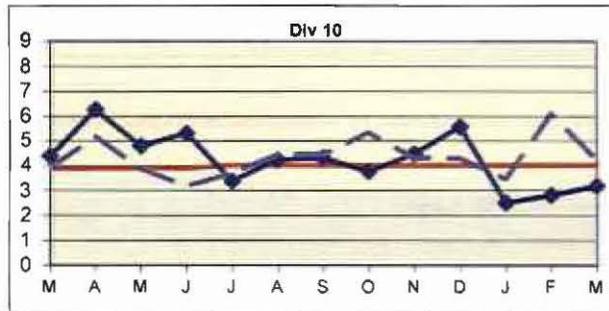
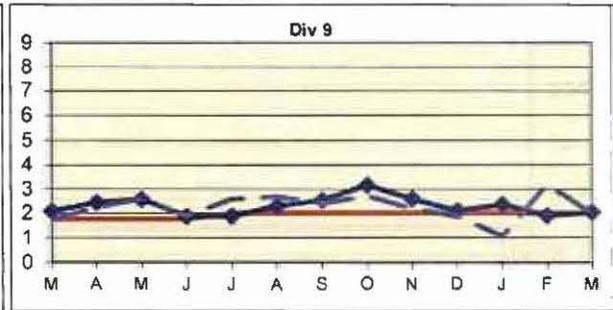
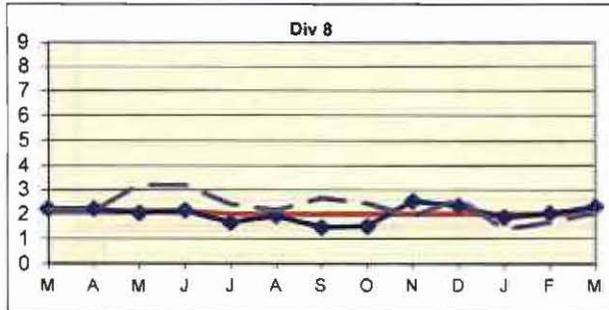
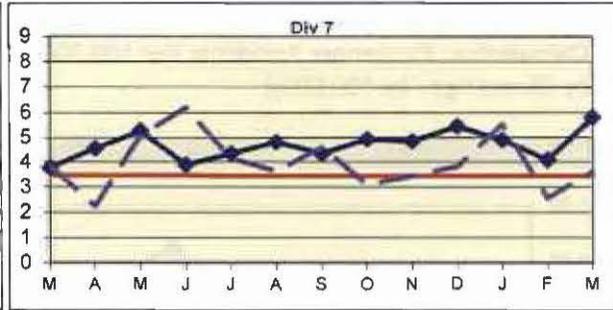
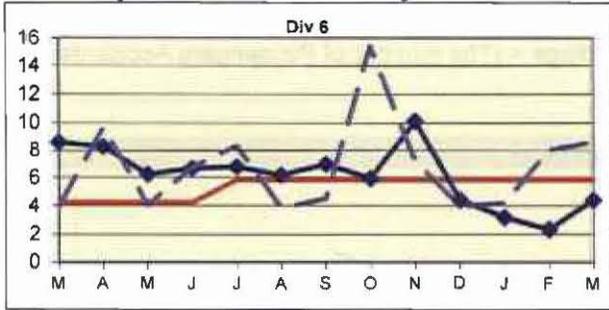
**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions**

Remaining Below the Goal line is the target.



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

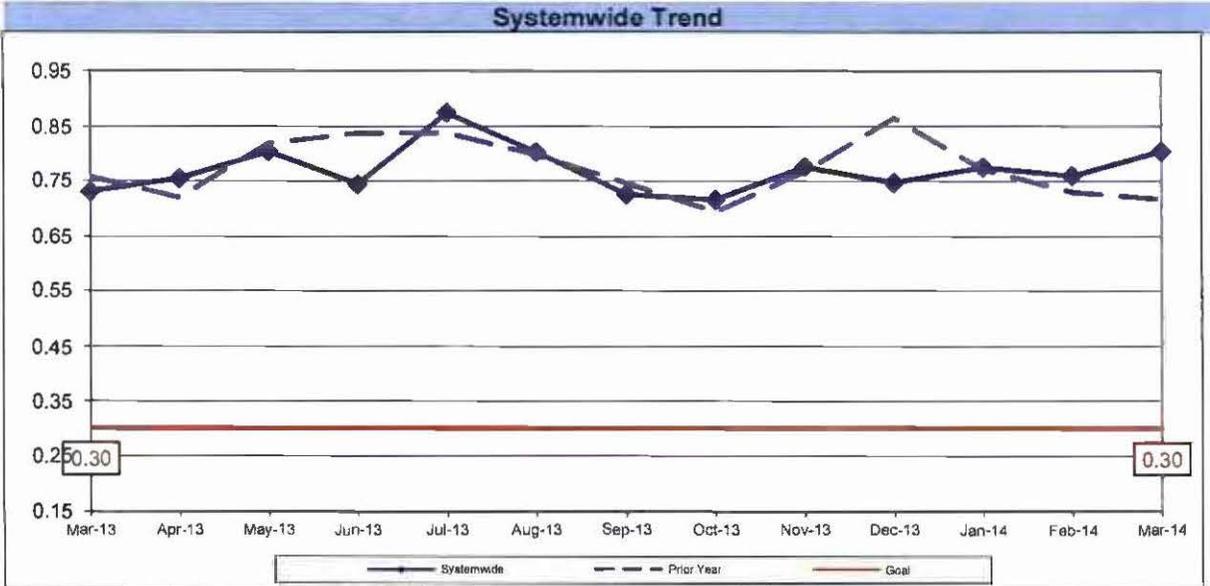
Remaining Below the Goal line is the target.



**BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS**

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

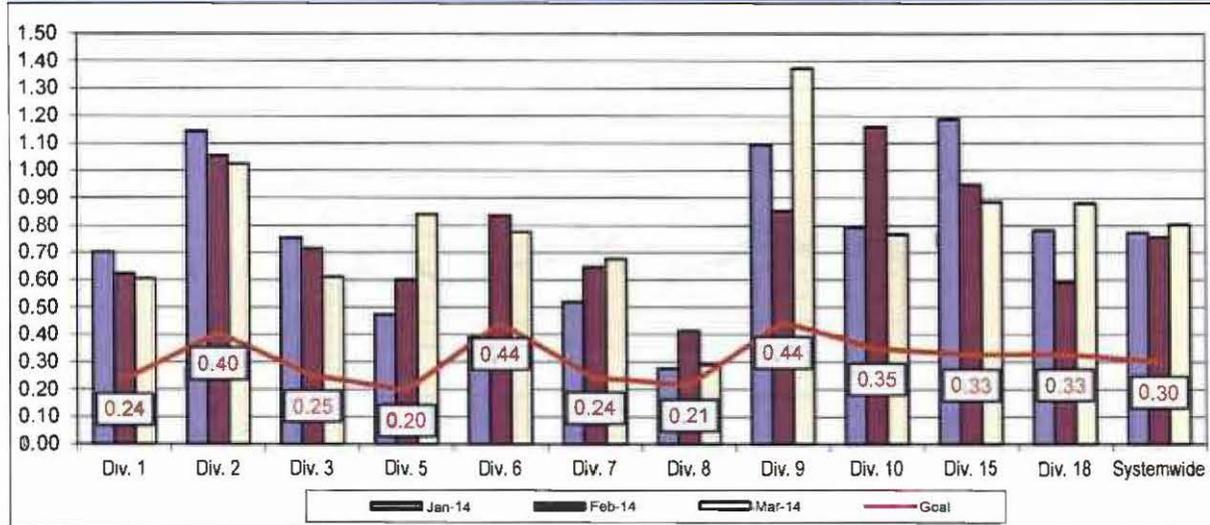
**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100,000))



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.

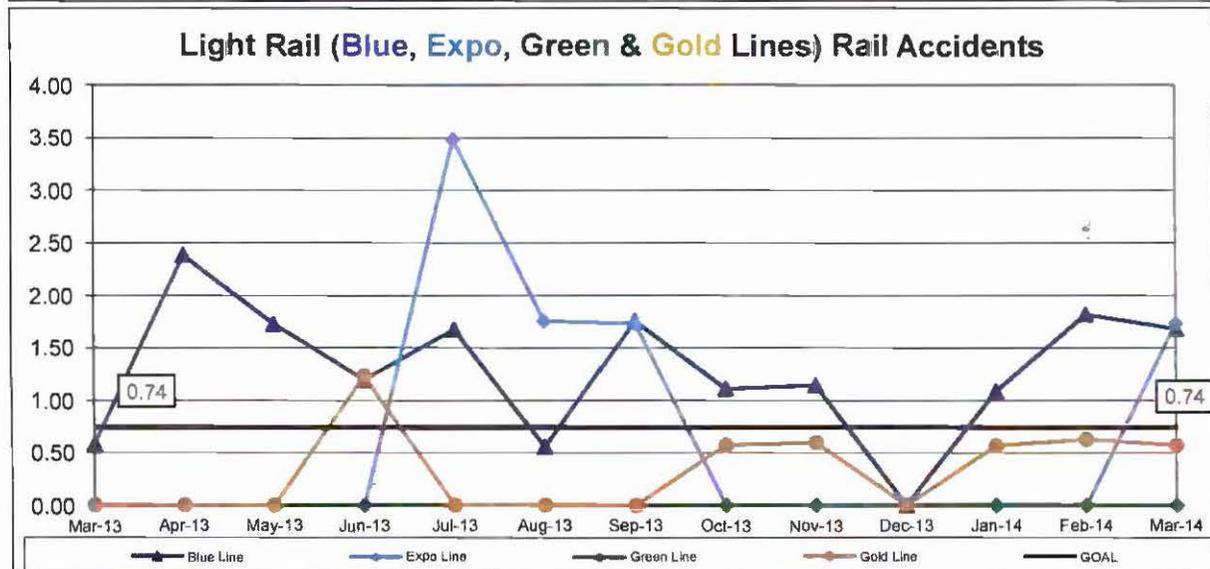
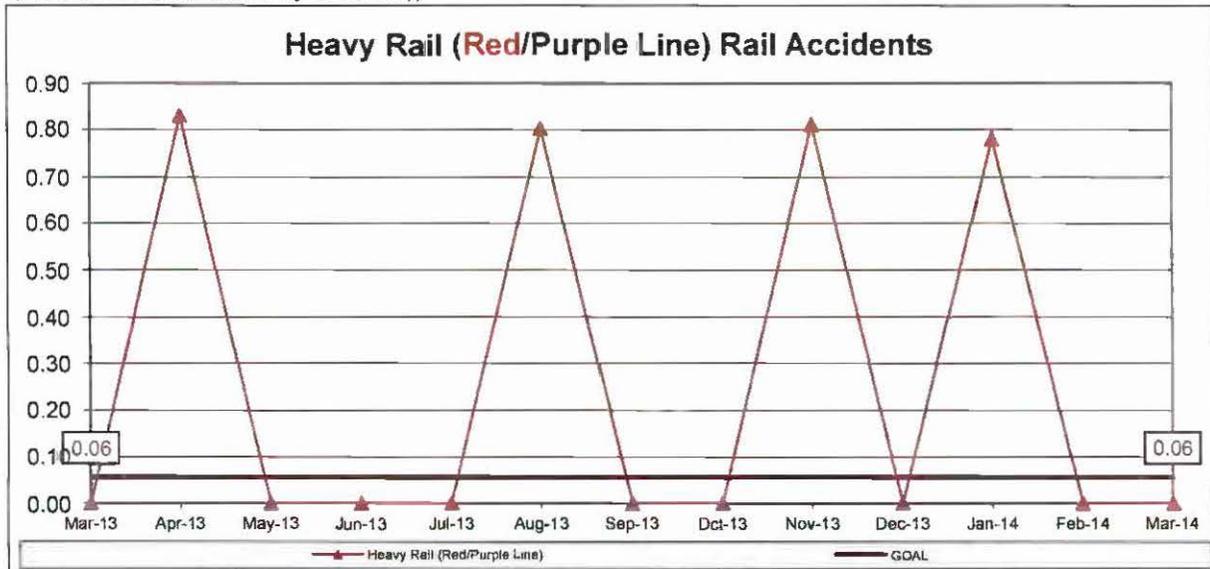
**Bus Operating Divisions - by Divisions  
January 2014 - March 2014**



**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))

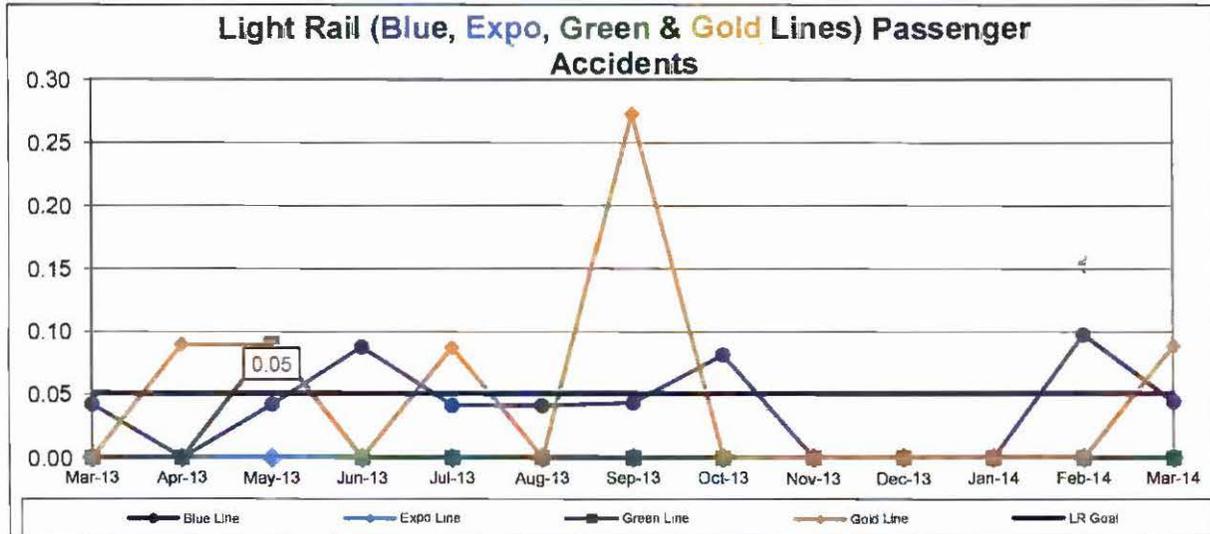
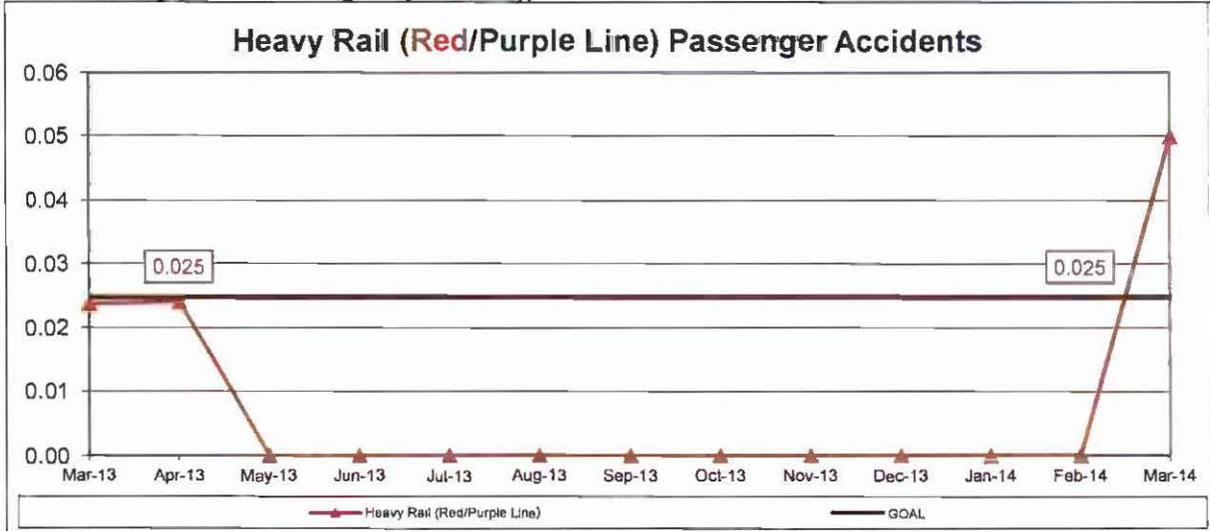


Remaining Below the Goal line is the target.

**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))



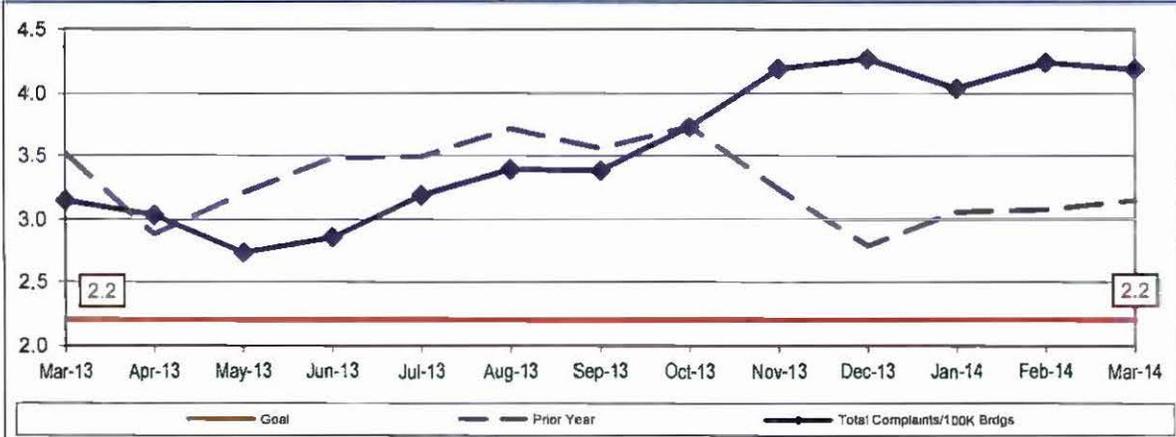
## CUSTOMER SATISFACTION

### COMPLAINTS PER 100,000 BOARDINGS

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

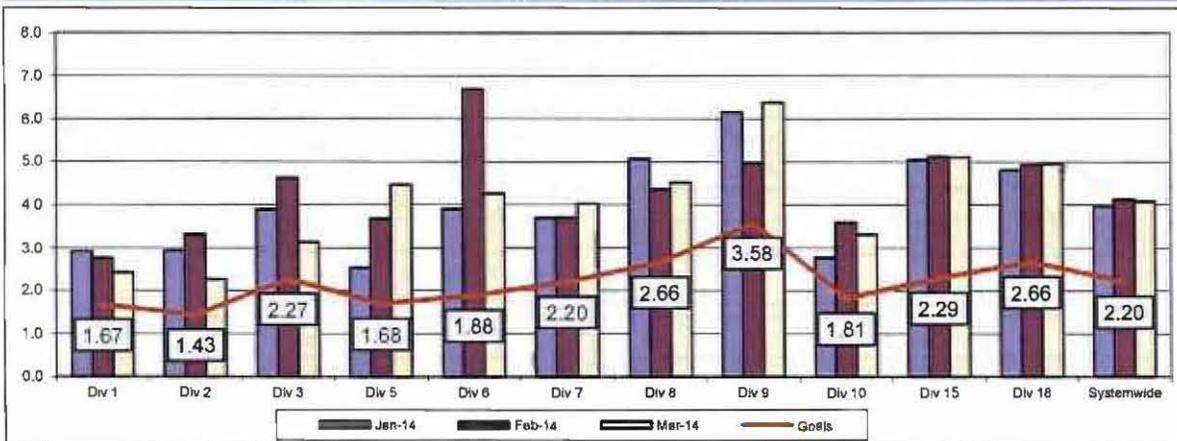
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

#### Systemwide Trend



Remaining Below the Goal line is the target.

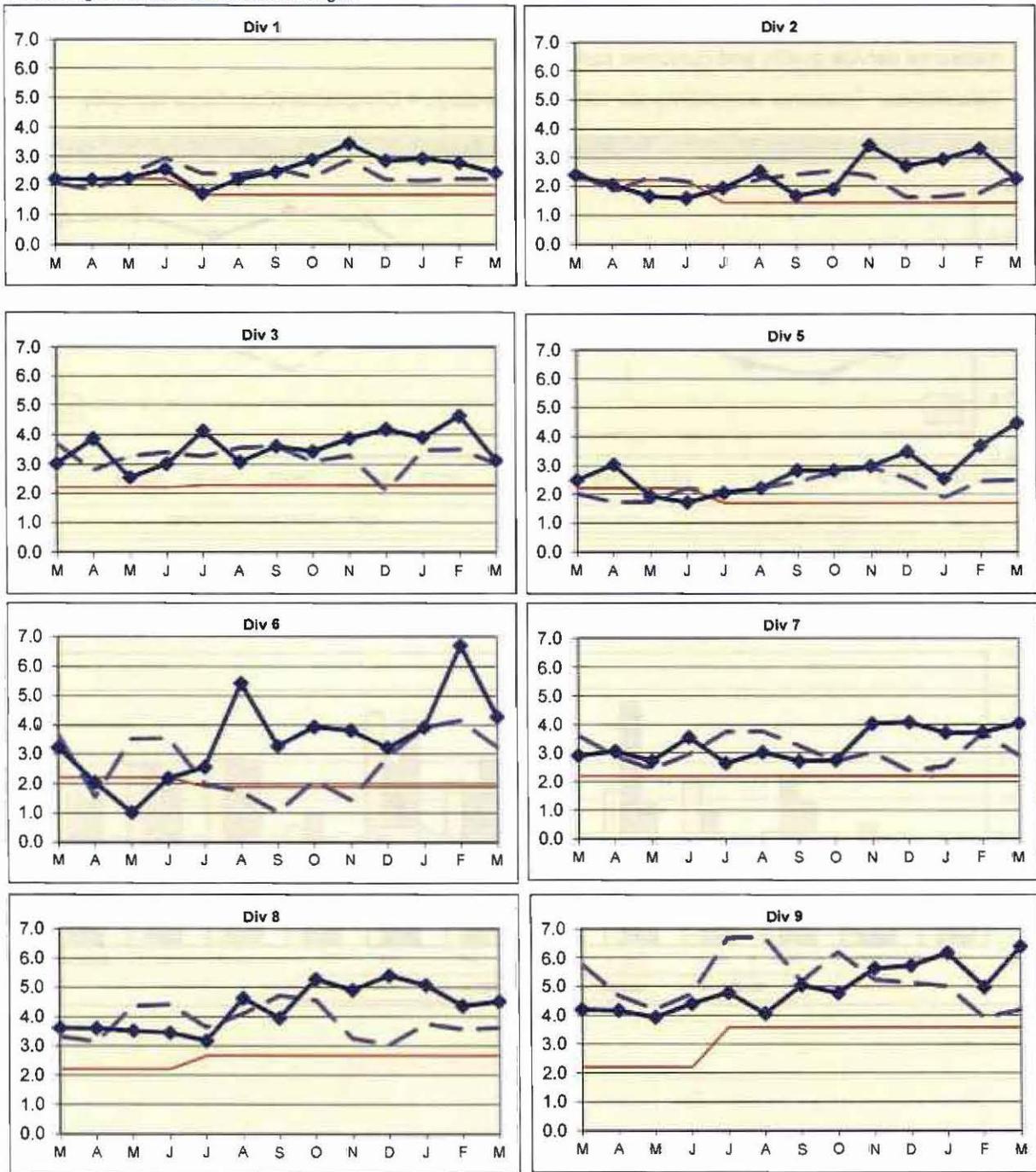
#### Bus Operating Divisions, by Divisions January 2014 - March 2014



## COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year   
 - - - - Prior Year   
 — Goal

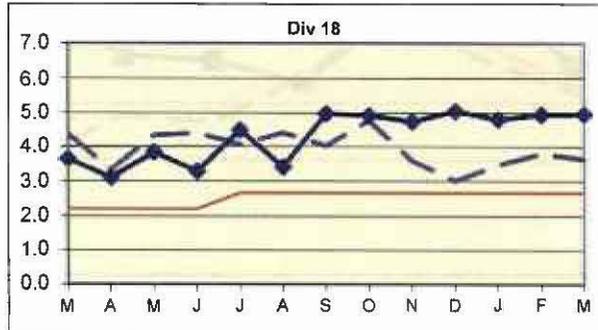
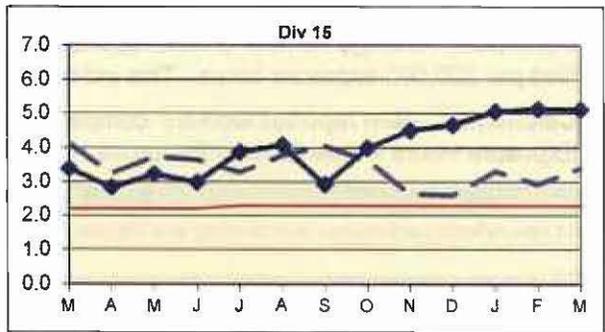
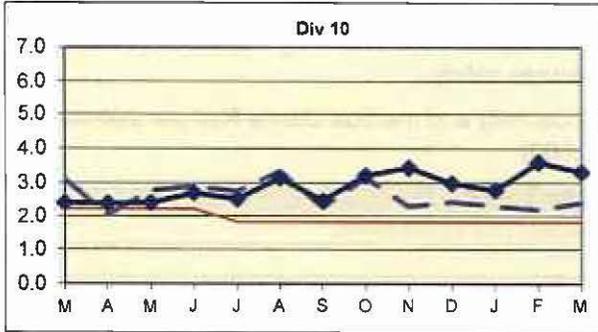
Remaining Below the Goal line is the target.



◆ Current Year    - - - - - Prior Year    — Goal

Remaining Below the Goal line is the target.

**COMPLAINTS PER 100,000 BOARDINGS - Continued**



## WORKERS COMPENSATION CLAIMS

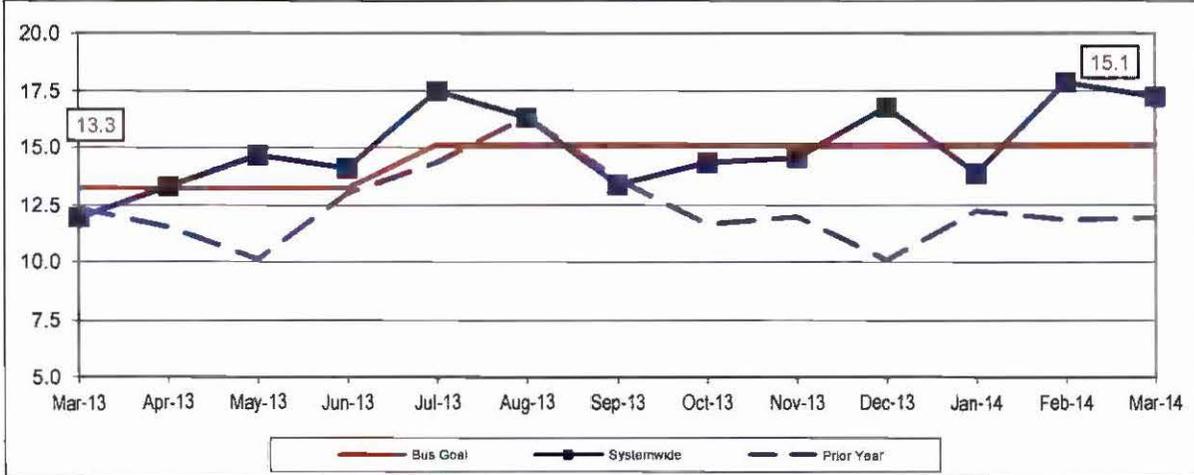
### New Workers Compensation Claims per 200,000 Exposure Hours

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

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

#### 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.

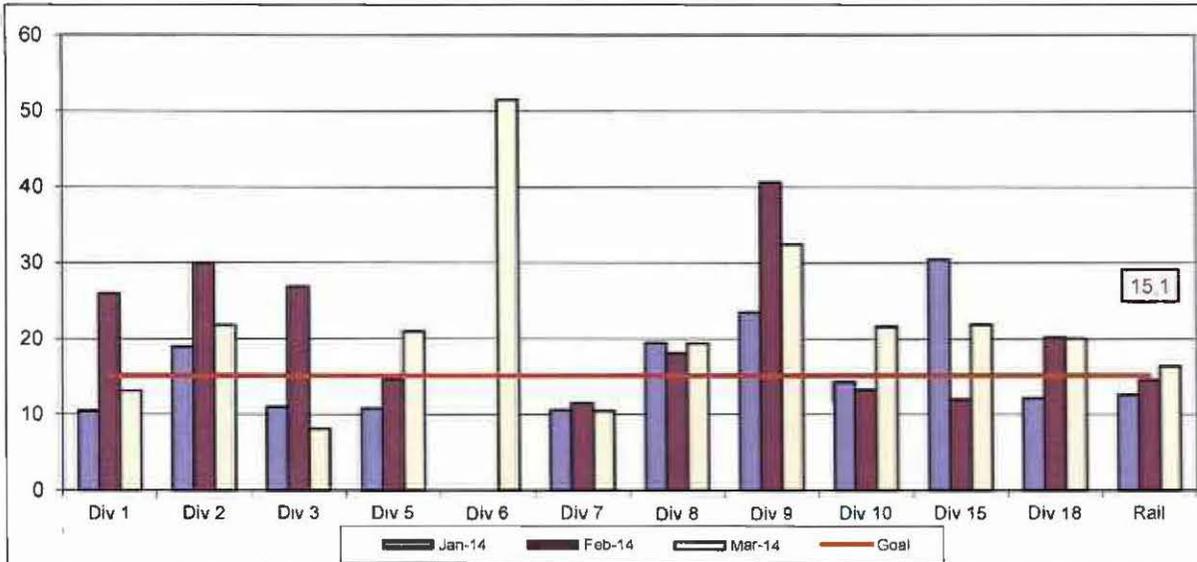
**Calculation:** New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours =  $\text{New Claims} / (\text{Exposure Hours} / 200,000)$

#### Bus & Rail by Division January 2014 - March 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.

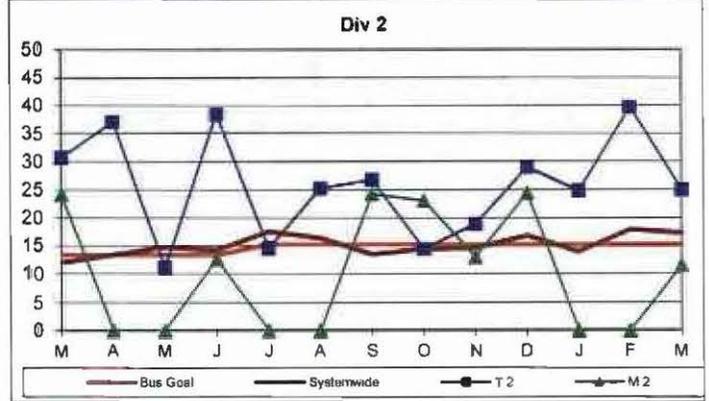
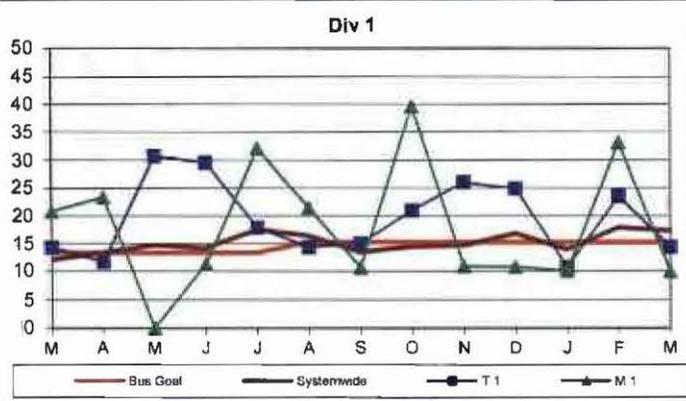


## NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

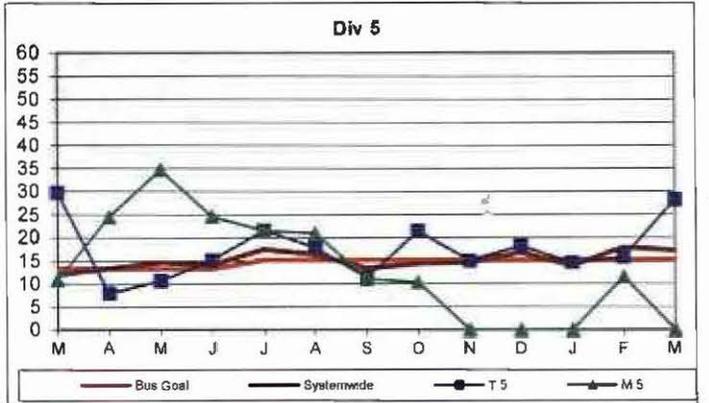
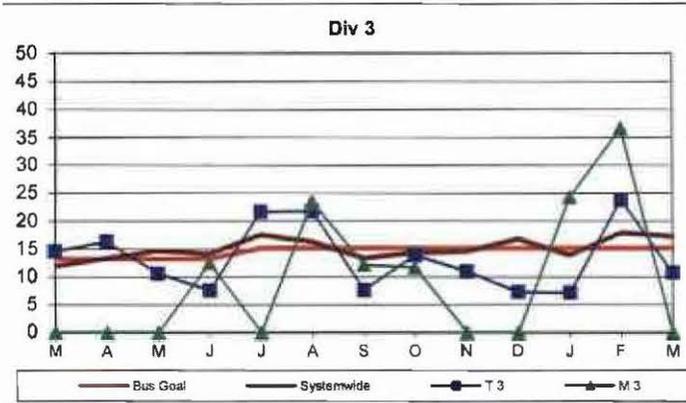
**Definition:** Average number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

**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.*

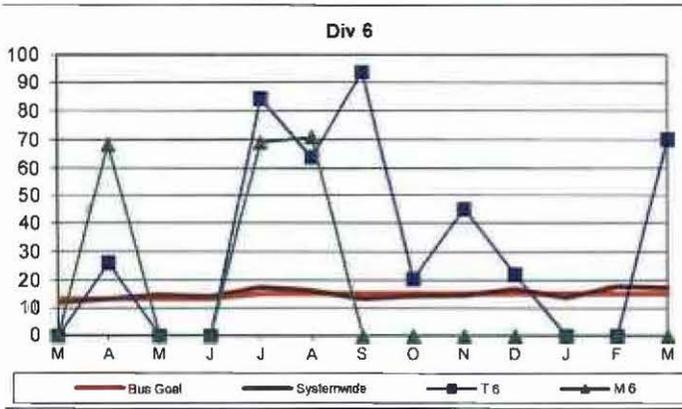


Remaining Below the Goal line is the target.  
*W.C. now reflects current month's data. No data lag.*

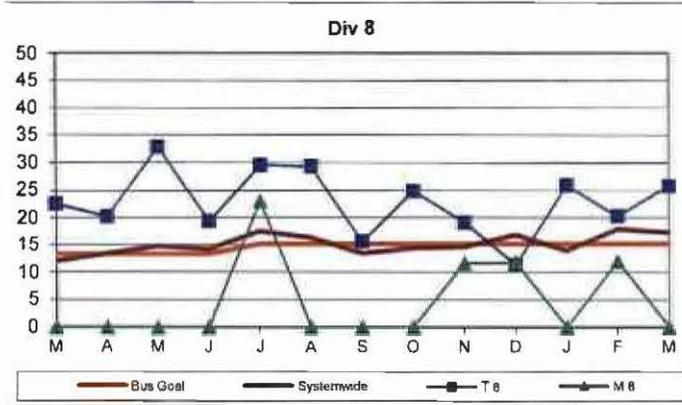
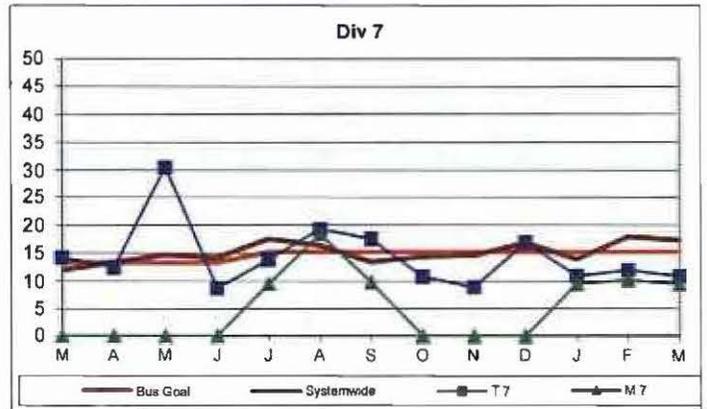


# NEW REPORTED WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

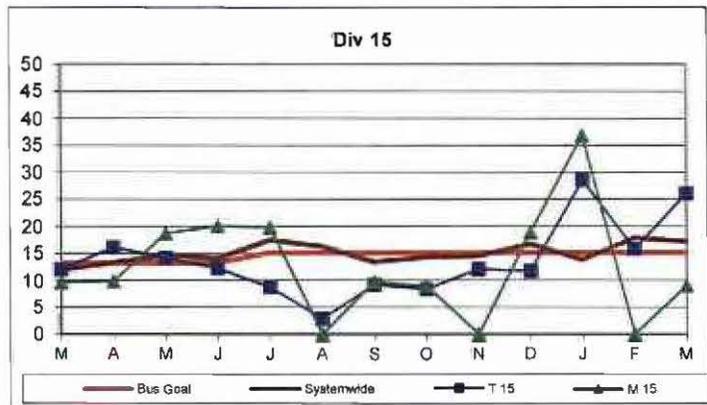
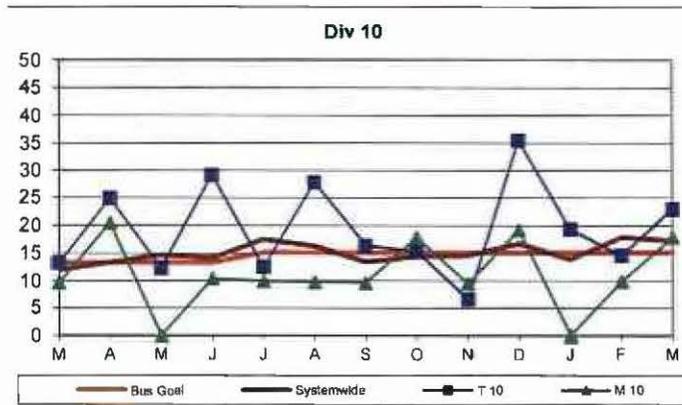
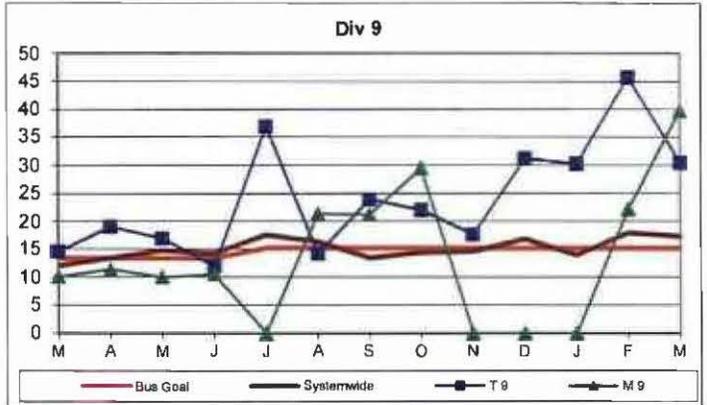
Remaining Below the Goal line is the target.  
 W.C. now reflects current month's data. No data lag.



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



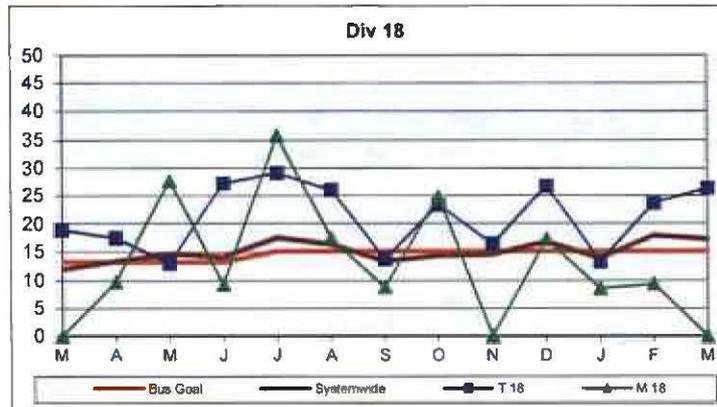
W.C. now reflects current month's data. No data lag.



**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

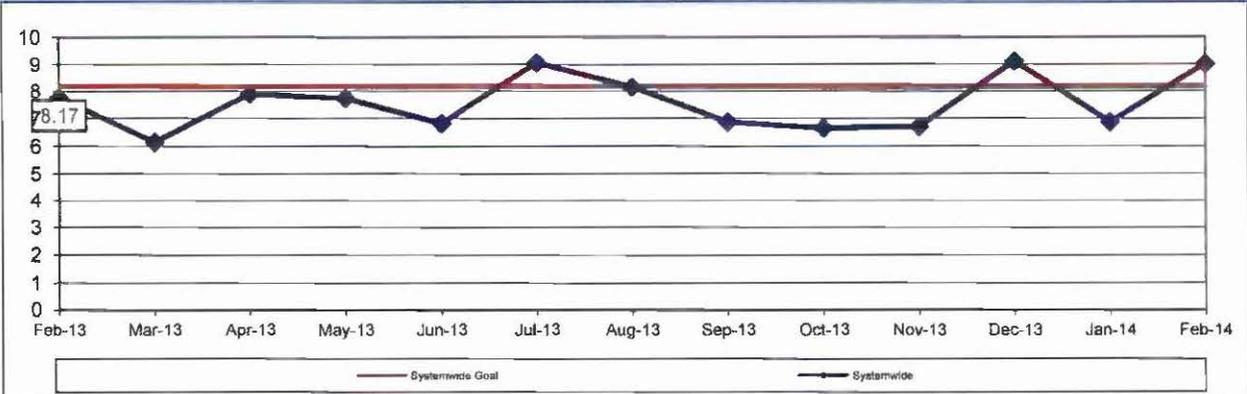
**Definition:** Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

**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

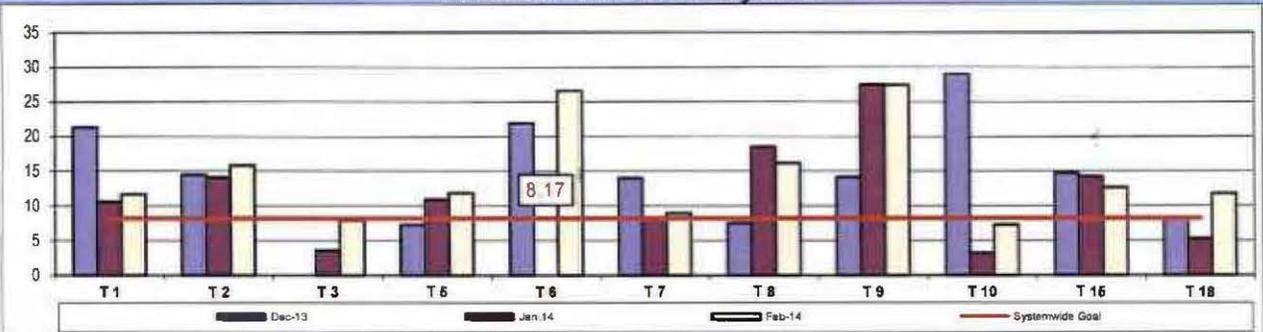
**Operations OSHA Injuries Trend**



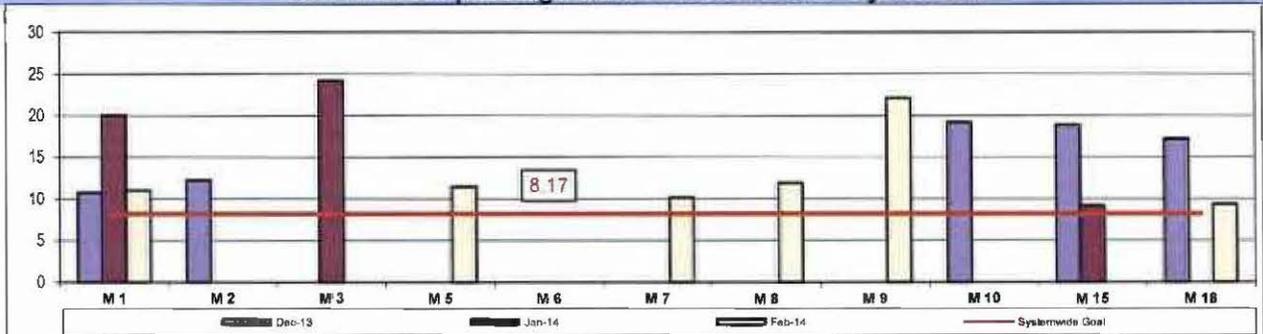
Remaining Below the Goal line is the target.

One month lag from current month

**OSHA: Bus Operating Transportation Divisions - by Division  
December 2013 - February 2014**

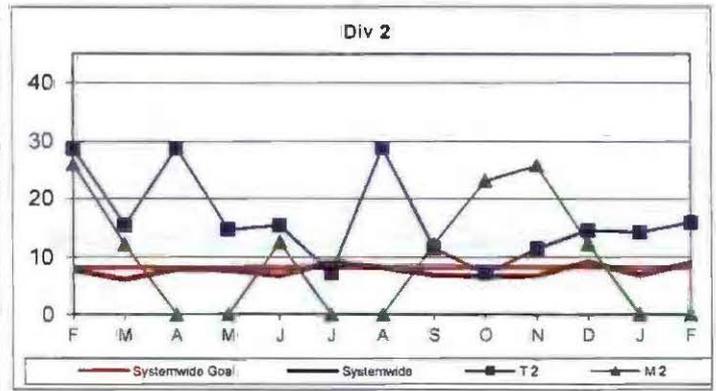
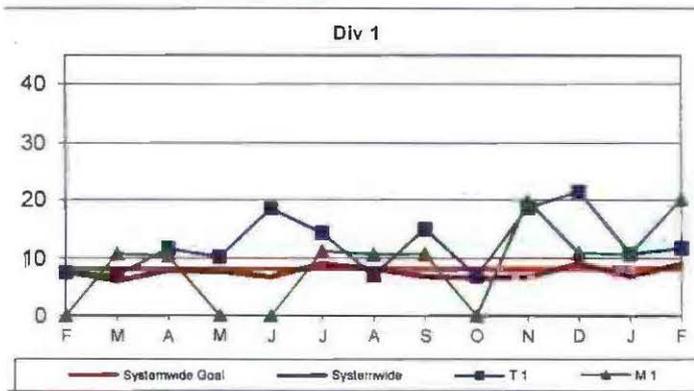


**OSHA: Bus Operating Maintenance Divisions - by Division**

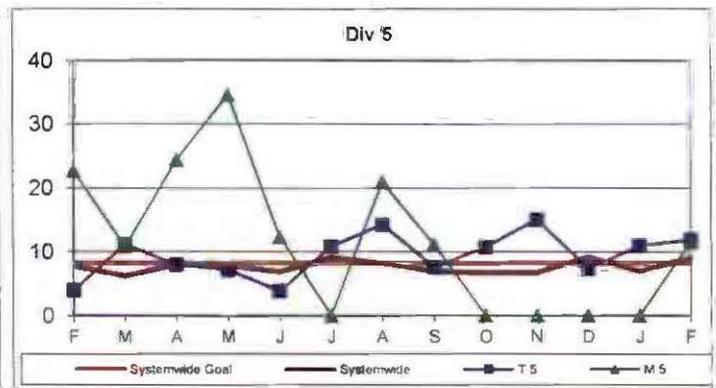
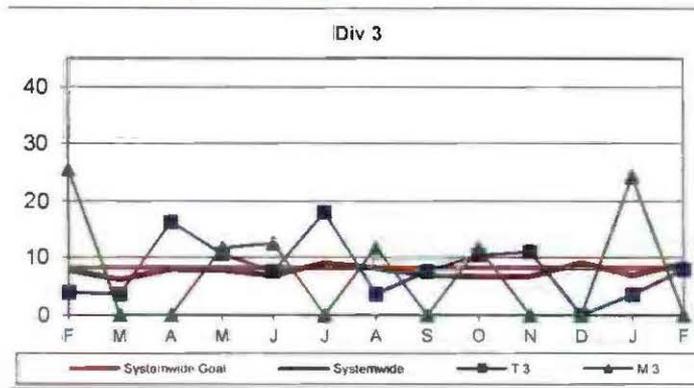


Remaining Below the Goal line is the target.  
 One month lag in reporting.

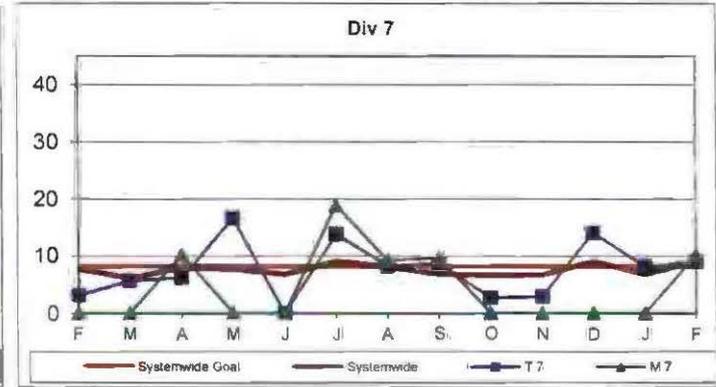
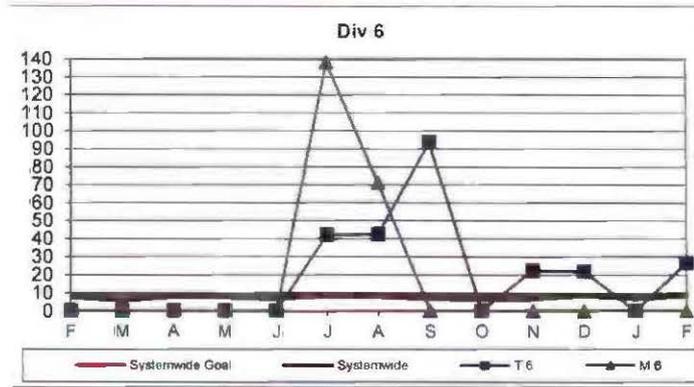
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



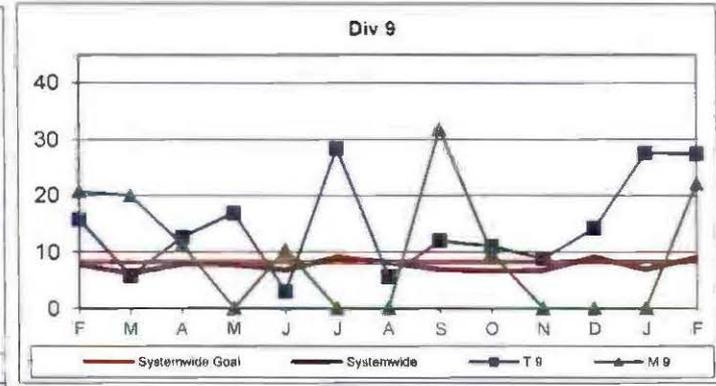
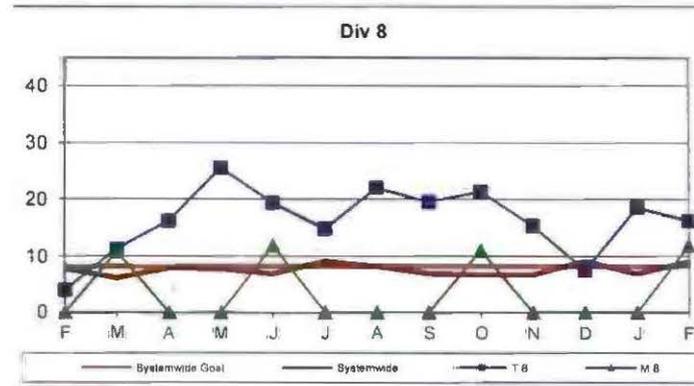
Remaining Below the Goal line is the target.  
 One month lag in reporting.



One month lag in reporting.

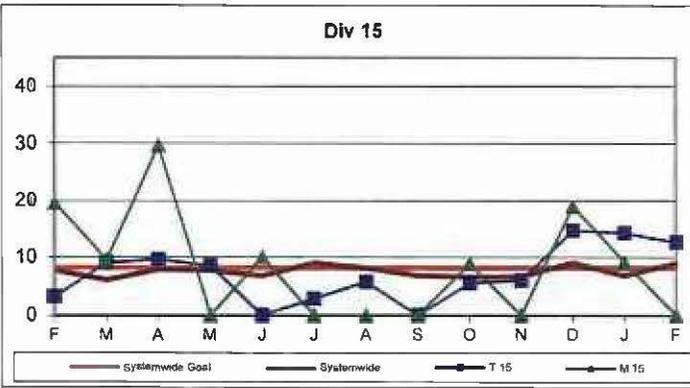
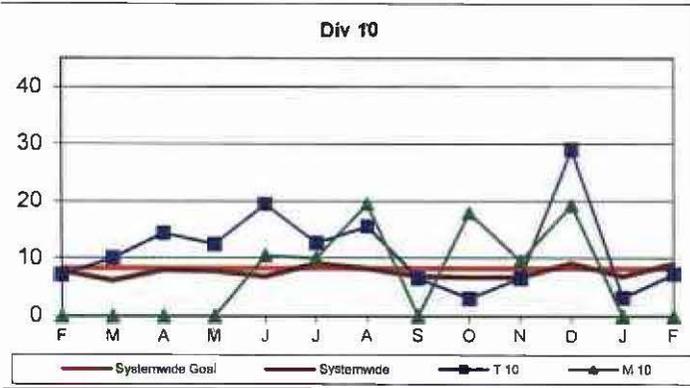


One month lag in reporting.

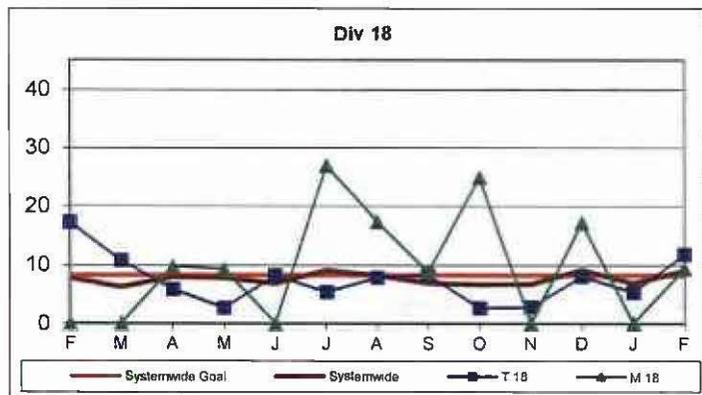


Remaining Below the Goal line is the target.  
 One month lag in reporting.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



One month lag in reporting.



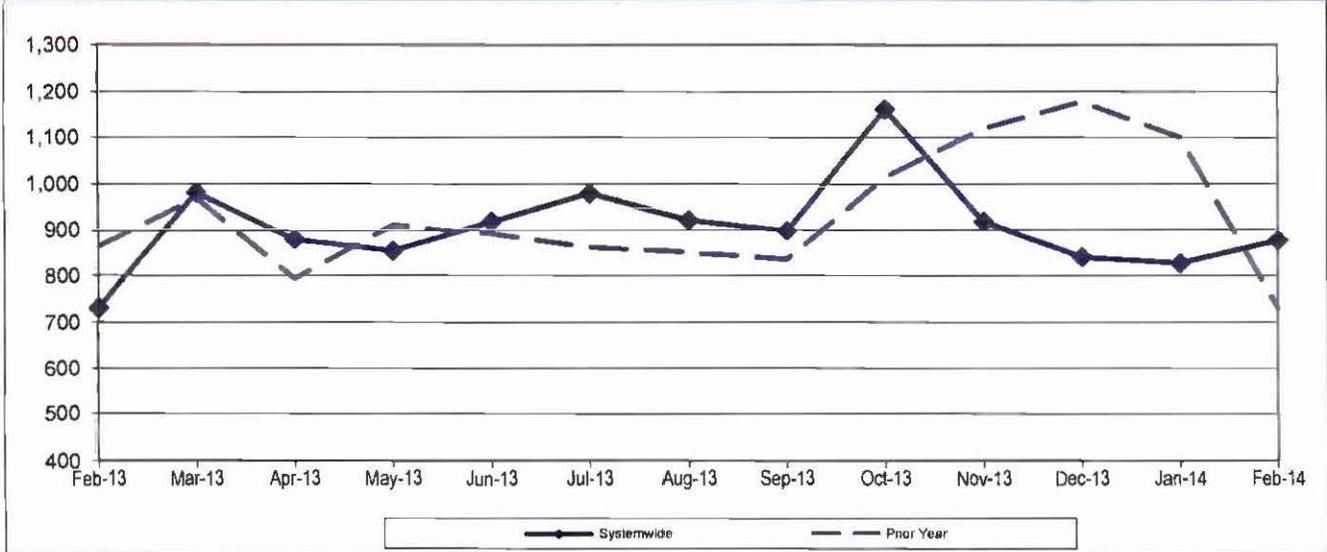
## NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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

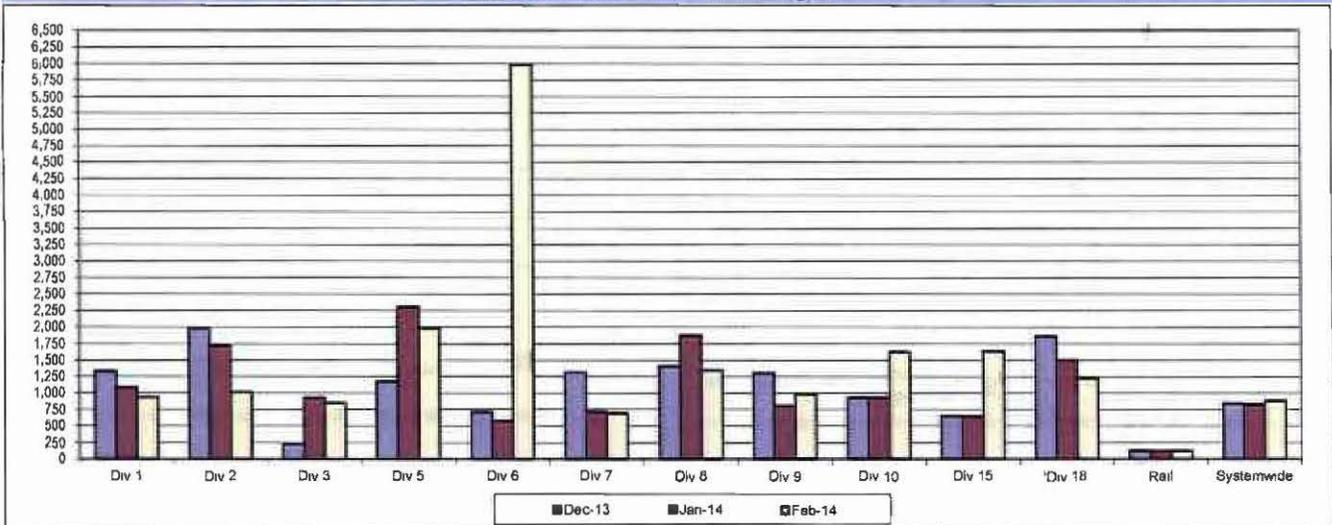
One month lag from current month

### LWD Systemwide Trend



One month lag from current month

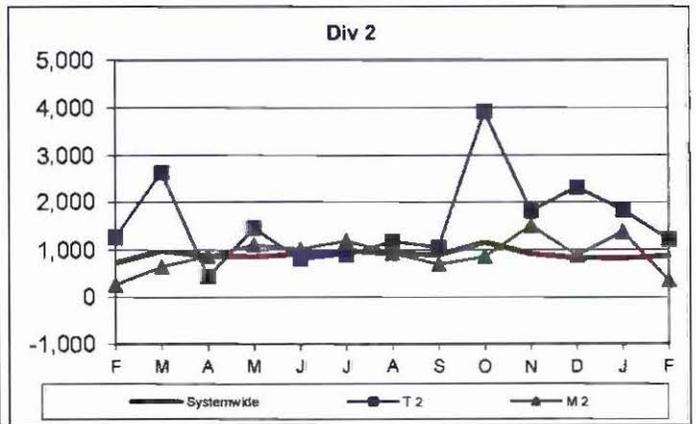
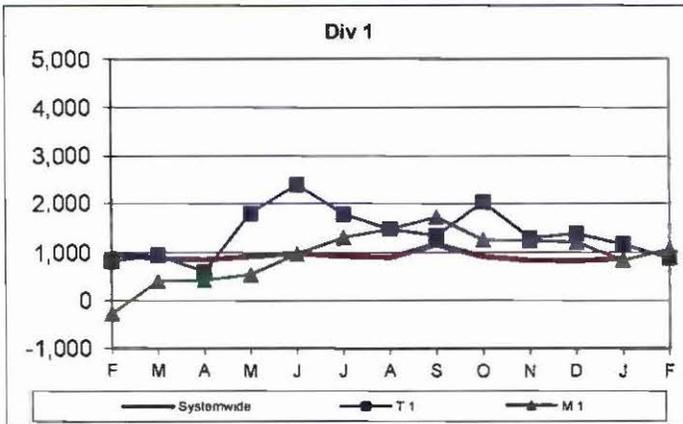
### LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division December 2013 - February 2014



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

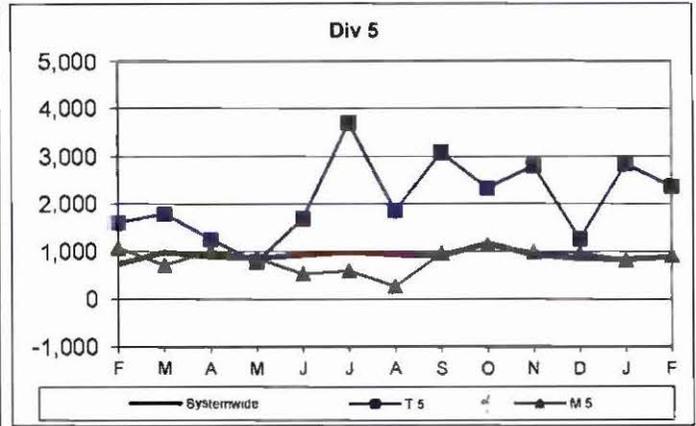
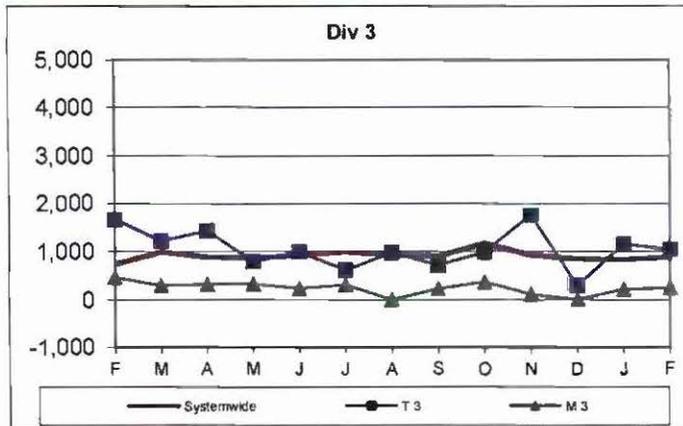
One month lag in reporting.

Lower is better.

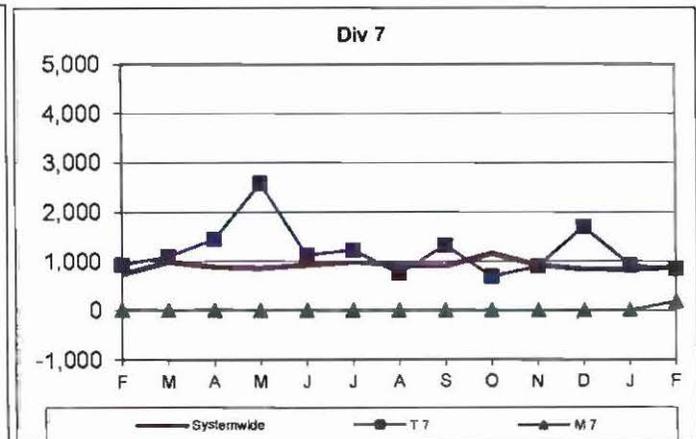
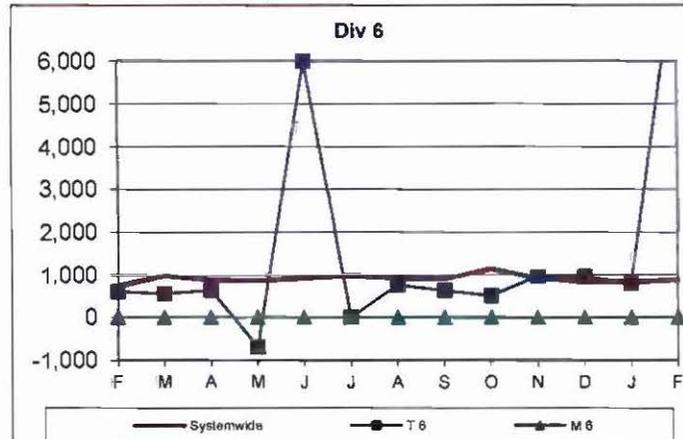


One month lag in reporting.

Lower is better.

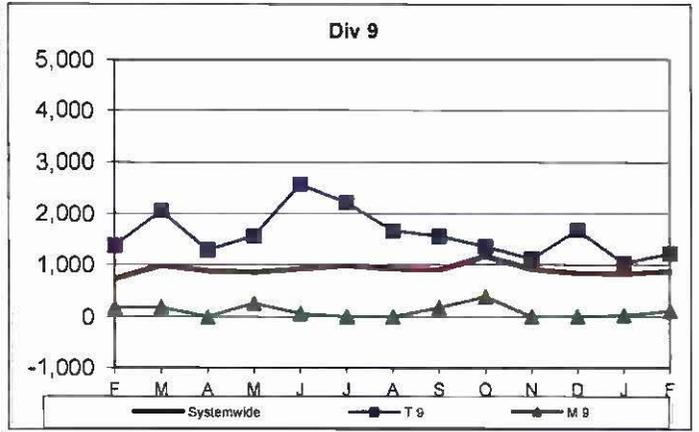
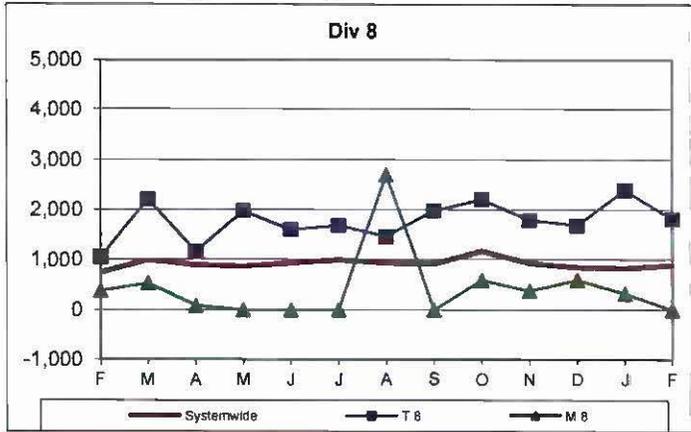


One month lag in reporting.



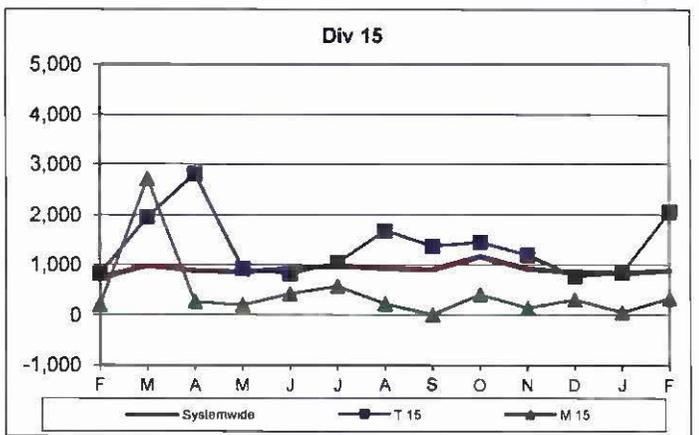
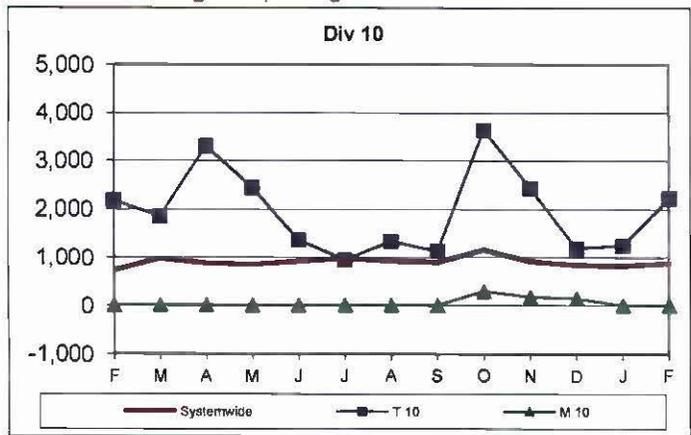
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.



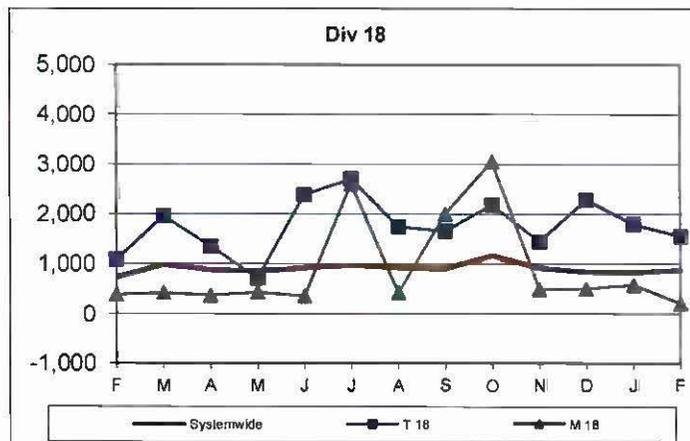
One month lag in reporting.

Lower is better.



One month lag in reporting.

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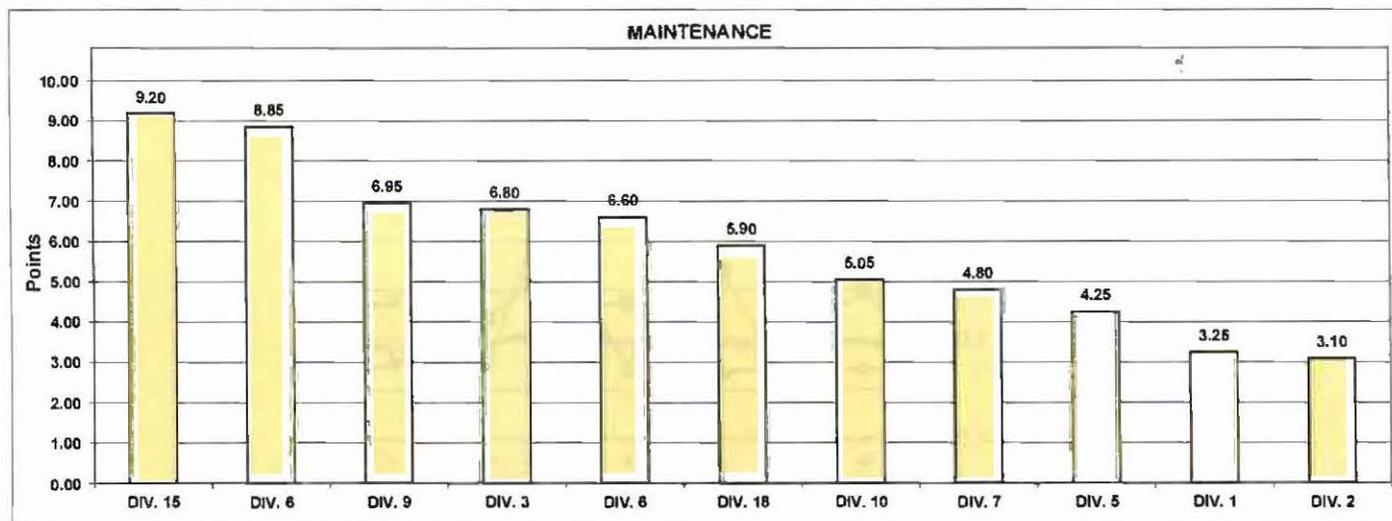
**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - March 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%	78.9%	75.3%	78.3%	74.7%	78.0%	71.5%	84.8%	78.8%	72.5%	78.8%	75.0%
Points		10	5	6	3	8	1	11	7	2	9	4
Miles Between Total Road Calls	30%	2284.6	2250.5	4425.0	2717.7	3792.8	2399.2	4721.2	4056.4	2298.7	4190.4	2627.3
Points		2	1	10	5	7	4	11	8	3	9	6
Past Due PMPs	25%	0.089	0.021	0.034	0.062	0.305	0.042	0.027	0.020	0.001	0.000	0.000
Points		2	7	5	3	1	4	6	8	9	10	10
Bus Cleanliness	25%	8.34	8.08	8.66	8.61	8.98	8.73	8.85	8.72	8.67	8.89	8.13
Points		3	1	5	4	11	8	9	7	6	10	2
New WVC Claims /200,000 Exp Hrs	10%	9.99	11.45	0.00	0.00	0.00	9.37	0.00	39.66	17.80	9.01	0.00
Points		4	3	7	7	7	5	7	1	2	6	7
<b>Totals</b>		<b>3.25</b>	<b>3.10</b>	<b>6.80</b>	<b>4.25</b>	<b>6.80</b>	<b>4.80</b>	<b>6.85</b>	<b>6.95</b>	<b>5.05</b>	<b>9.20</b>	<b>6.90</b>
<b>FINAL RANKING</b>		<b>Maintenance Division Ranking (Sorted)</b>										
	<b>DIV.</b>	<b>DIV. 15</b>	<b>DIV. 8</b>	<b>DIV. 9</b>	<b>DIV. 3</b>	<b>DIV. 6</b>	<b>DIV. 18</b>	<b>DIV. 10</b>	<b>DIV. 7</b>	<b>DIV. 5</b>	<b>DIV. 1</b>	<b>DIV. 2</b>
	<b>Score</b>	9.20	8.85	6.95	6.80	6.80	5.90	5.05	4.80	4.25	3.25	3.10
	<b>Rank</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

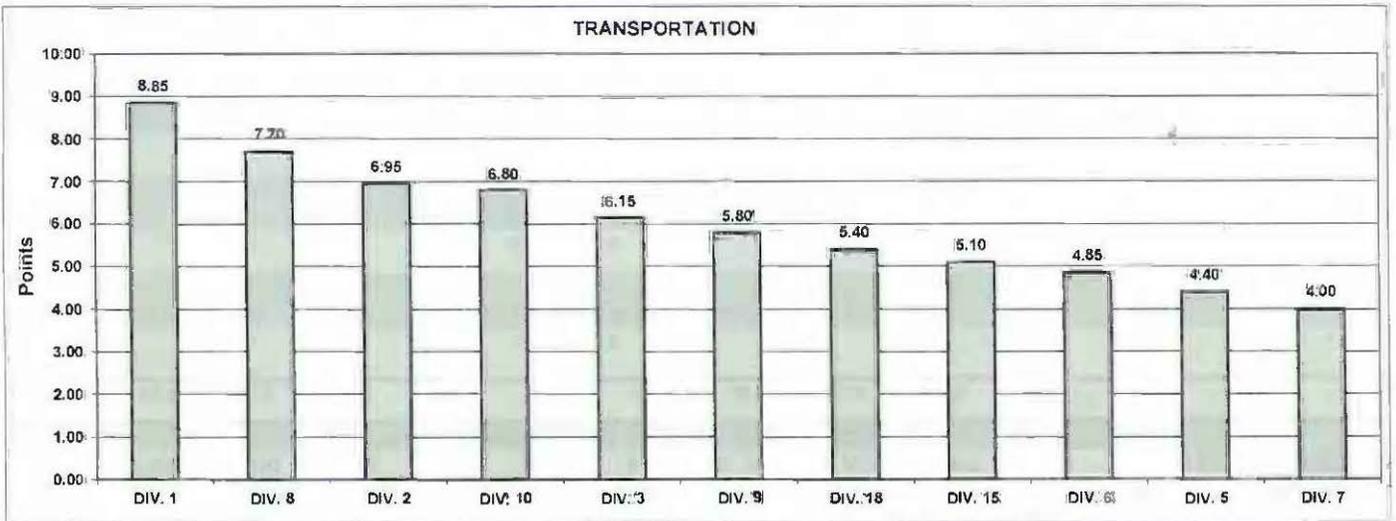


**Monthly Calculations - March 2014**  
**Metro Bus - Transportation**

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%	0.789	0.753	0.763	0.747	0.785	0.715	0.846	0.766	0.725	0.786	0.750
Points		10	5	6	3	8	1	11	7	2	9	4
Accident Rate	35%	3.55	4.15	5.18	4.13	4.39	5.80	2.31	2.05	3.19	3.74	2.87
Points		7	4	2	5	3	1	10	11	8	6	9
Complaints/100K Boardings	36%	2.42	2.25	3.13	4.46	4.27	4.03	4.51	6.38	3.31	5.11	4.94
Points		10	11	9	5	6	7	4	1	8	2	3
New WC Claims / 200,000 Exp Hrs	10%	14.31	25.00	10.74	28.19	70.15	10.82	25.78	30.44	22.97	26.03	26.32
Points		9	7	11	3	1	10	6	2	8	5	4
<b>Totals</b>		<b>8.85</b>	<b>6.95</b>	<b>6.15</b>	<b>4.40</b>	<b>4.85</b>	<b>4.00</b>	<b>7.70</b>	<b>5.80</b>	<b>6.80</b>	<b>5.10</b>	<b>5.40</b>
<b>FINAL RANKING</b>		<b>Transportation Division Ranking (Sorted)</b>										
	DIV.	DIV. 1	DIV. 8	DIV. 2	DIV. 10	DIV. 3	DIV. 9	DIV. 18	DIV. 15	DIV. 6	DIV. 5	DIV. 7
	Score	8.85	7.70	6.95	6.80	6.15	5.80	5.40	5.10	4.85	4.40	4.00
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



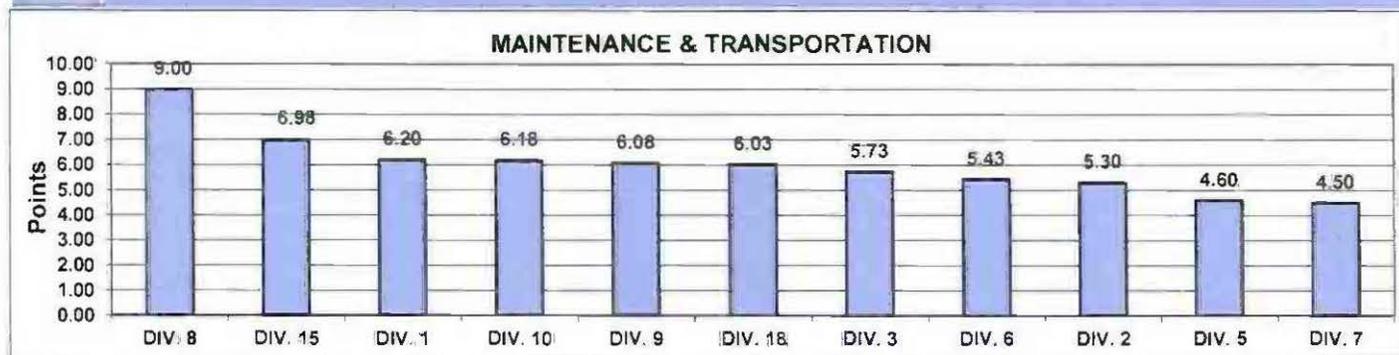
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

### Quarterly Calculations: FY14 - Q3 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,

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
<b>In-Service On-Time Performance</b>	<b>5.0%</b>	0.800	0.763	0.770	0.751	0.754	0.727	0.845	0.767	0.737	0.92	0.762
Points		10	6	8	3	4	1	11	7	2	9	5
<b>Miles Between Total Road Calls</b>	<b>15.0%</b>	2297.53	2345.42	3808.35	2901.27	3715.14	2514.26	5000.40	4041.14	2171.23	3981.41	2930.20
Points		2	3	8	5	7	4	11	10	1	9	6
<b>Past Due PMPs</b>	<b>12.5%</b>	0.070	0.026	0.037	0.094	0.314	0.035	0.019	0.071	0.001	0.000	0.000
Points		4	7	5	2	1	6	8	3	9	10	11
<b>Bus Cleanliness</b>	<b>12.5%</b>	8.433	8.152	8.574	8.407	9.076	8.528	8.911	8.767	8.537	8.757	8.281
Points		4	1	7	3	11	5	10	9	6	8	2
<b>Claims /200000 Exp.Hrs</b>	<b>5.0%</b>	17.200	3.908	19.678	3.546	0.000	9.646	3.789	20.241	9.345	15.654	5.830
Points *		3	8	2	10	11	5	9	1	6	4	7
<b>Transportation</b>												
<b>In-Service On-Time Performance</b>	<b>10.0%</b>	0.800	0.763	0.770	0.751	0.754	0.727	0.845	0.767	0.737	0.792	0.762
Points		10	6	8	3	4	1	11	7	2	9	5
<b>Accidents/100k Hub Miles</b>	<b>17.5%</b>	3.659	4.109	5.181	4.331	6.319	4.953	2.064	2.109	2.834	3.160	2.971
Points		5	4	1	3	6	2	11	10	9	7	8
<b>Complaints/100K Boardings</b>	<b>17.5%</b>	2.696	2.817	3.863	3.570	4.915	3.819	4.641	5.859	3.220	5.090	4.894
Points		11	10	6	8	3	7	5	1	9	2	4
<b>Claims /200000 Exp.Hrs</b>	<b>5.0%</b>	15.910	29.453	13.524	19.722	24.320	11.200	24.066	35.128	19.085	23.698	21.001
Points *		9	2	10	7	3	11	4	1	8	5	6
<b>Totals</b>		<b>6.20</b>	<b>5.30</b>	<b>5.73</b>	<b>4.60</b>	<b>5.43</b>	<b>4.50</b>	<b>9.00</b>	<b>6.08</b>	<b>6.18</b>	<b>6.98</b>	<b>6.03</b>
<b>Maintenance and Transportation Division Ranking (Sorted)</b>												
<b>FINAL RANKING</b>	<b>DIV.</b>	<b>DIV. 8</b>	<b>DIV. 15</b>	<b>DIV. 1</b>	<b>DIV. 10</b>	<b>DIV. 9</b>	<b>DIV. 18</b>	<b>DIV. 3</b>	<b>DIV. 6</b>	<b>DIV. 2</b>	<b>DIV. 5</b>	<b>DIV. 7</b>
	<b>Score</b>	9.00	6.98	6.20	6.18	6.08	6.03	5.73	5.43	5.30	4.60	4.50
	<b>Rank</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Los Angeles County Metropolitan Transportation Authority

# Financial Status

## March 31, 2014

FTA Quarterly Review  
May 2014



Metro

## 3Q14 – Highlights

- **FY14 actual cash flows from sales tax revenues (PA, PC, MR, TDA) increased 5.6% from FY13**
- **March unemployment data continued downward trend:  
LA 8.7%, CA 8.1% and US 6.7%**
- **Transit indicators – YTD Mar 31**
  - Ridership 1.5% above prior year**
    - Bus ridership: +1.5% vs prior year
    - Rail ridership: +1.6% vs prior year
  - Fare revenues 0.6% vs prior year**

## 3Q14 - Highlights

- **Regional Connector Project**
  - Finalized Loan Structure and Related Documents
    - TIFIA Loan: \$160 million
    - Completed FFGA: \$670 million
- **FY14 budget**
  - Operating and capital expenditures within budget

## FY14 Look Ahead

- **Awarded DB contract**
  - Regional Connector – contract awarded in April
- **Complete FFGA and Execute TIFIA Loan for Westside Purple Line Section 1**
  - \$2.1 billion
- **FY15 Budget and Fare Restructuring**



# Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – May 28, 2014



# Crenshaw/LAX Transit Project

- 8.5 miles Light Rail
- 8 Stations
- Southwestern Yard Maintenance Facility
- \$2,058.0 Million  
(Board approved revised LOP)



Crenshaw/LAX Transit Project



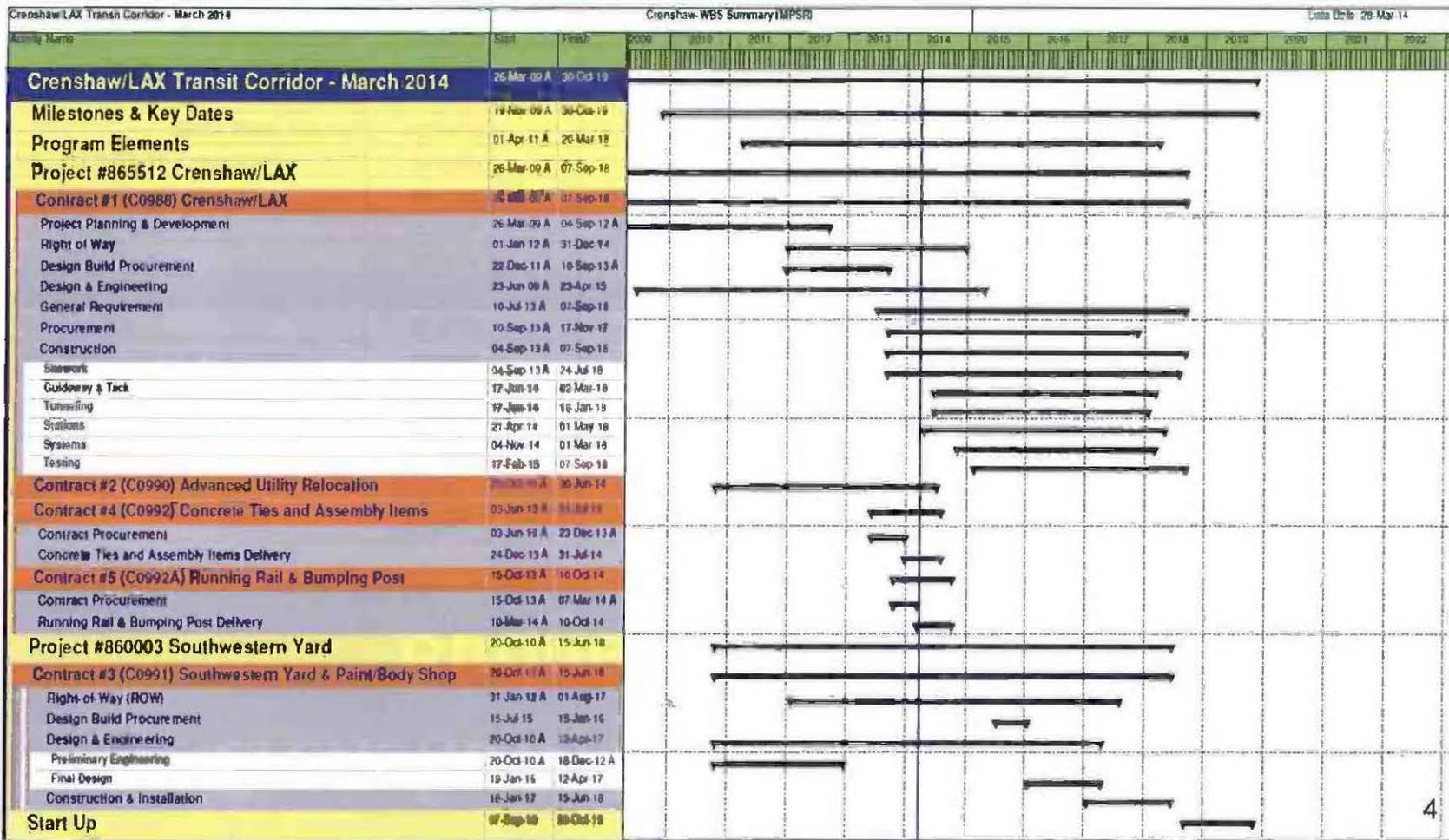
# Crenshaw/LAX Transit Project Budget By FTA SCC

## COST REPORT BY ELEMENT

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	-	442,238,848	-	16,000,000	-	452,500,001	0
20	STATIONS	153,906,000	-	316,050,000	-	300,550,000	406,239	2,130,028	-	316,050,000	-
30	SOUTHWESTERN YARD	66,673,000	-	66,673,000	-	-	-	-	-	66,673,000	-
40	SITEWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	766,440	332,796,936	17,781,820	131,728,946	(0)	357,095,999	8,530,000
50	SYSTEMS	125,132,000	-	169,311,000	-	149,821,000	-	-	-	169,436,000	125,000
4050	CONSTRUCTION	1,052,622,000	-	1,353,400,000	766,440	1,225,406,784	18,188,057	149,858,974	(0)	1,361,755,000	8,655,000
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	-	113,528,223	3,000,344	97,600,435	(0)	127,400,000	(0)
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	600,117	169,674,789	7,136,823	90,728,797	-	295,900,000	(0)
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	1,366,557	1,590,660,697	28,325,226	349,640,628	(0)	2,032,000,000	-
ENVIRONMENTAL/PLANNING-405512		5,526,150	-	5,526,150	1,292	5,526,150	1,292	5,526,150	1,292	5,526,150	-
ENVIRONMENTAL/PLANNING-465512		20,473,850	-	20,473,850	(1,292)	20,473,850	(1)	20,023,237	(1,292)	20,473,850	-
405512 & 465512 - SUBTOTAL		26,000,000	-	26,000,000	0	26,000,000	1,291	25,549,388	0	26,000,000	-
405512, 465512, 865512 & 860003 - TOTAL		1,749,000,000	-	2,058,000,000	1,366,557	1,616,660,697	28,326,517	375,190,015	(0)	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 29-MAR-2014.

# Crenshaw/LAX Transit Project Design and Construction Schedule



# Crenshaw/LAX Transit Project

## Contract Modifications above \$100,000

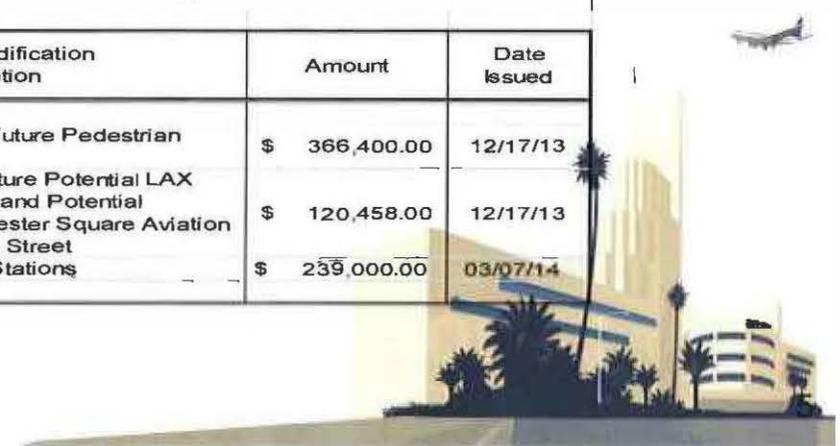
Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design-Build		None		
C0990 Advanced Utility Relocations	2	Contaminated Soil Disposal at 59th	\$ 251,864.00	01/17/13
	10	Contaminated Soil Disposal at 67th	\$ 118,067.00	05/01/13
	12	La Brea Deletion	\$ (1,050,000.00)	06/26/13
	22	Design Changes by DWP	\$ 143,000.00	09/26/13
	28	Trench Stabilization on Victoria Avenue	\$ 123,500.00	11/05/13
	29	Differing Site Conditions - Cave-in	\$ 219,675.00	11/12/13
	30	59 Days Due to Differing Site Conditions	\$ 171,995.74	12/05/13
	31	Jack and Bore Sewer Installation on 59th	\$ 210,000.00	01/30/14
	33	Trench Cave-in on Victoria, Harbor Subdivision	\$ 188,946.00	02/10/14
	40	Manhole Replacement on 67th Street	\$ 105,000.00	03/27/14
50	Sewer Changes on Victoria and 67th Street	\$ (132,879.00)	03/27/14	

### Non-Crenshaw/LAX Transit Project Funded Changes

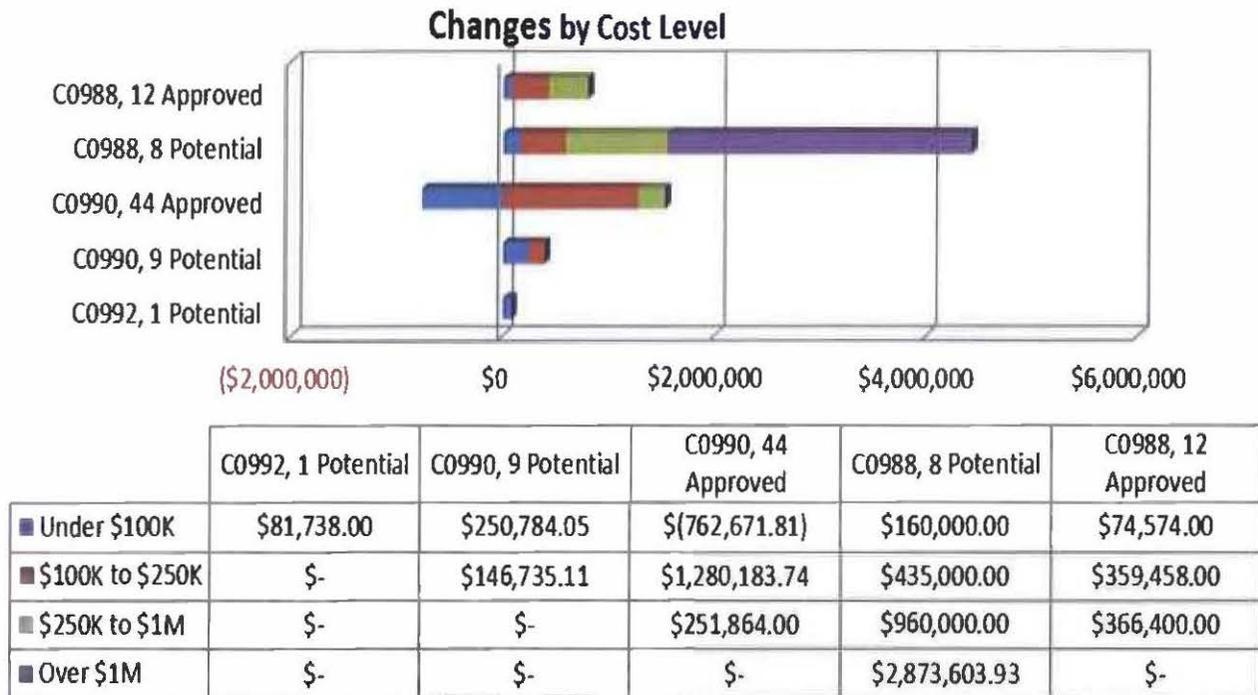
Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design-Build	7	Design Aviation/Century Future Pedestrian Vertical Circulation	\$ 366,400.00	12/17/13
	9	Design and Protect for Future Potential LAX Intermodal Transportation and Potential ConRac Facility at Manchester Square Aviation Blvd. in the Vicinity of 98th Street	\$ 120,458.00	12/17/13
	12	Fare Gates for At-Grade Stations	\$ 239,000.00	03/07/14



**Metro**



# Crenshaw/LAX Transit Project Changes by Cost Level



# Risks and Mitigation Update

Risk Item	Risk Description	Mitigation Measures and Status
1	Not all real estate acquisitions may be complete in time for design-build Contract C0988 start of construction activities.	<ol style="list-style-type: none"> <li>1. Right-of-way acquisitions forecast dates are trending later than planned.</li> <li>2. Additional consultant resources have been brought on board to assist with appraisals and other actions required.</li> </ol>
2	The Crenshaw Subway Coalition (CSC) lawsuit may impact the project schedule and cost.	<ol style="list-style-type: none"> <li>1. Metro is working to resolve CSC lawsuit.</li> <li>2. Projected timeline for final action on lawsuit is spring 2014.</li> </ol>
3	Centinela grade crossing and street widening. Metro and City of Inglewood differ on the mitigation measures. Could delay CPUC approval on the grade crossing application or may be even rejected or require a formal hearing that would create some uncertainty.	<ol style="list-style-type: none"> <li>1. Projected timeline for final action is Spring 2014.</li> </ol>

# Risks and Mitigation Update (continued)

Risk Item	Risk Description	Mitigation Measures and Status
4	Temporary suspension of night time construction variance for one segment may impact the project schedule and cost.	<ol style="list-style-type: none"> <li>1. Metro received from Council District 8 in September support for the exemptions for the Advanced Utility Relocation work.</li> <li>2. Variances are being issued on a case by case basis.</li> </ol>
5	Timely future reviews of design-builder's designs by City of Los Angeles, City of Inglewood, Caltrans and Los Angeles World Airports (LAWA).	<ol style="list-style-type: none"> <li>1. Monitor design milestones in Baseline Schedule and advise agencies.</li> <li>2. Design-builder to share designs early with agencies.</li> </ol>
6	Relocations of utilities by outside third parties required to be performed in advance of the design-builder's work.	<ol style="list-style-type: none"> <li>1. Set-up matrix of all known utility relocation and monitor schedule of the relocations.</li> <li>2. Work with the third party agencies to assure priority.</li> </ol>

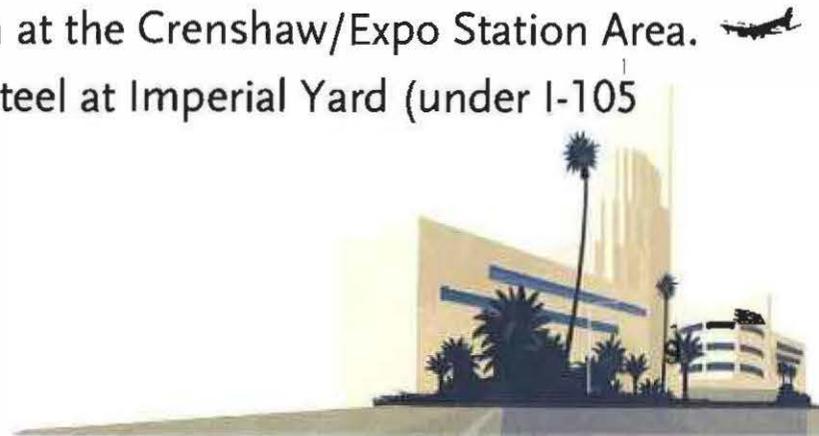
# Crenshaw/LAX Transit Project

## Major Project Status

- **Advanced Utility Contract C0990**
  - Relocations continuing by contractor.
  - Forecast completion of work – June 30, 2014
- **Design-Build Contract C0988**
  - Initial potholing completed
  - Continued demolition of building on property turned over to WSCC
  - Continued track removal along alignment
  - Continued noise wall construction at the Crenshaw/Expo Station Area.
  - Received and stockpiled shoring steel at Imperial Yard (under I-105 Freeway and Expo Yard)



**Metro**



# Crenshaw/LAX Transit Project

## Major Project Status (Cont.)

- **Design-Build Southwestern Yard Contract C0991**
  - Scheduled IFB has been advanced to Summer 2014.
- **Procurement of Concrete Ties Contract C0992**
  - Notice to Proceed issued December 2013 and some deliveries have been made to jobsite.
- **Procurement of Running Rail Contract C0992A**
  - Notice to Proceed issued March 2014 and expected delivery completion by December 2014.



**Metro**



# Crenshaw/LAX Transit Project

## Major Project Status (Cont.)

- **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.
- **CPUC Formal Grade Crossing Application Progress:**
  - Three (3) of the five applications have been approved; grade separated crossings in Inglewood and Los Angeles
  - Centinela at-grade crossing and Crenshaw street-running crossings delayed – forecast of Commission approval is Summer 2014



# Crenshaw/LAX Transit Project

## Major Project Status (Cont.)

- 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 will prepare 1<sup>st</sup> Quarterly Environmental Mitigation Monitoring Report – submit by May 31<sup>st</sup> 2014.
      - Required for major Construction Activity.
    - Annual Environmental Mitigation Monitoring Report.



**Metro**



# Crenshaw/LAX Transit Project

## Major Project Status (Cont.)

- **Buy America Updates**
  - 3<sup>rd</sup> parties continuing utility relocations. SCE Buy America compliance issues in process.
  - Informed the design-build contractor of the Buy America requirements.
- **Public Outreach**
  - Conducted five Construction Safety Awareness Training to local schools and a senior center along the corridor. The training was developed to take a proactive approach in promoting safe behaviors near construction sites and increasing construction safety awareness for students, senior citizens and stakeholders in the areas along the alignment. This effort will be ongoing.
  - Held Stakeholder Briefings and Community Meetings regarding the upcoming major construction by implementing a new traffic configuration at both Crenshaw/MLK and Crenshaw/Exposition starting in May 2014.



**Metro**



# Crenshaw/LAX Transit Project Major Project Status (Cont.)

Contract No.	Number of Parcels	Certified	Decertified	Appraisals Complete	Offers Made	Agreements Signed	Condemnations Filed	Relocations Complete	Parcels Available to WSCC
<b>C0988 C/LAX Transit Corridor (D-B):</b>									
<i>Crenshaw Subdivision</i>									
Full Takes	12	12		12	12	5	4	8	8
Part Takes (PT or SE)	10	9	-1	9	9	1			1
TCE	10	10		10	10				
<b>Subtotal Parcels</b>	<b>32</b>	<b>31</b>	<b>1</b>	<b>31</b>	<b>31</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>9</b>
Relocations	15							2	
<i>Harbor Subdivision</i>									
Full Takes	14	14		14	14	5	7	11	12
Part Takes (PT or SE)	19	18	1	18	17	2			
TCE	3	2	1	2	2				
<b>Subtotal Parcels</b>	<b>36</b>	<b>34</b>	<b>2</b>	<b>34</b>	<b>33</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>12</b>
Relocations	34							5	
<i>Southwestern Yard</i>									
Full Takes	8	8		8	8	3	5	4	5
Part Takes	0								
TCE	0								
<b>Subtotal Parcels:</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>5</b>
Relocations	4							0	
<b>C0990 C/LAX Advance Utility Relocations:</b>									
Total Parcels:	0								
<b>Total Project Parcels</b>	<b>76</b>	<b>73</b>	<b>3</b>	<b>73</b>	<b>72</b>	<b>17</b>	<b>16</b>	<b>23</b>	<b>26</b>



**Metro**



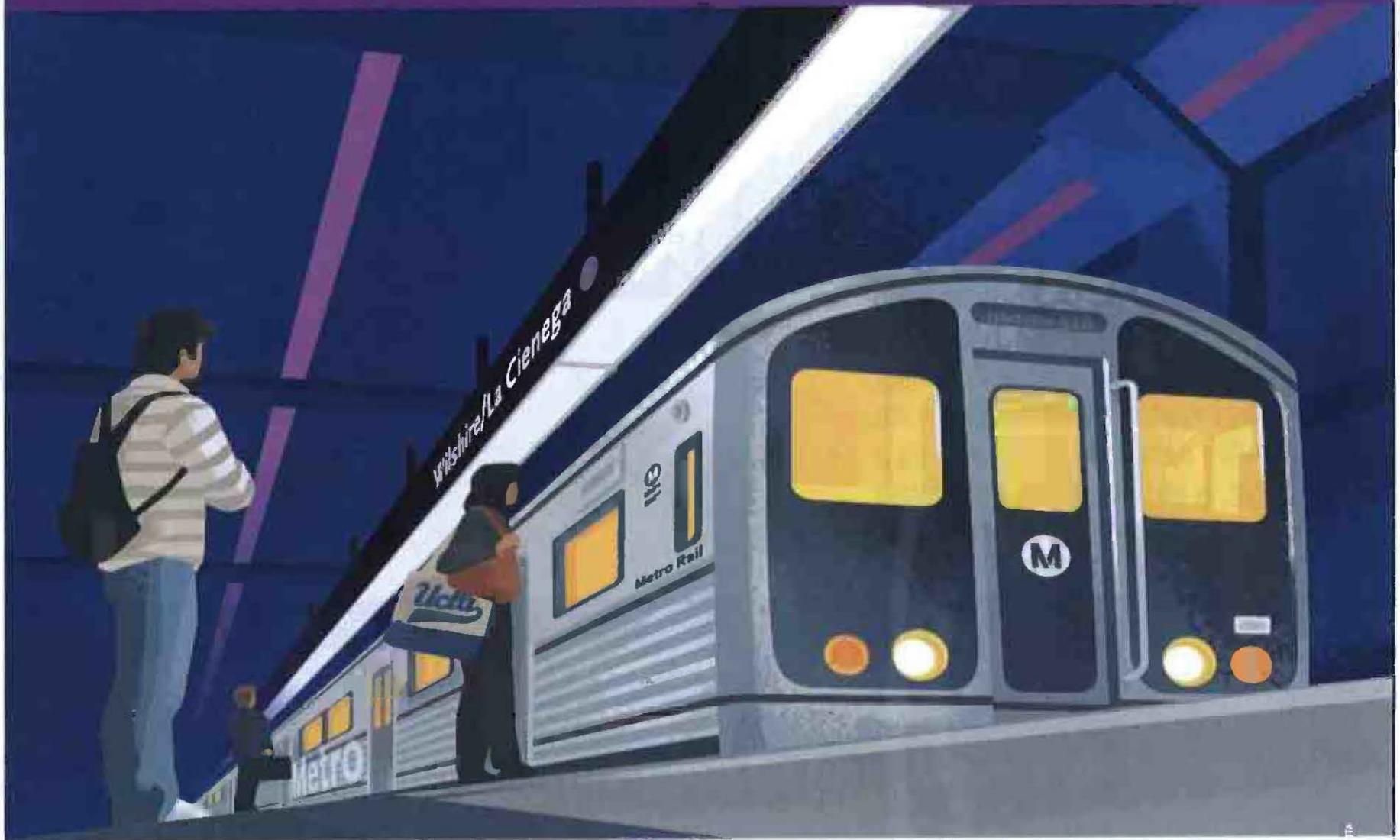
# Crenshaw/LAX Transit Project Major Project Status (Cont.)

<u>PROPERTY</u>	<u>DESCRIPTION</u>	<u>ADDITIONAL DESCRIPTION</u>	<u>CONTRACT TURNOVER DATE (CTD)</u>	<u>REQUESTING CONTRACTOR CONFIRMATION<sup>(3)(6)</sup></u>
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 Welner Inv.-if OIP confirmed, tenant relocation of Avis will commence (anticipate 90-days after)	2/3/2014	12/31/2014
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 <sup>(5)(2)</sup>
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) (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
HS-2601	West Station Site - Western most property	Owned by City of Inglewood.	12/29/2013	4/15/2014
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 <sup>(5)</sup>
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 <sup>(4)</sup>

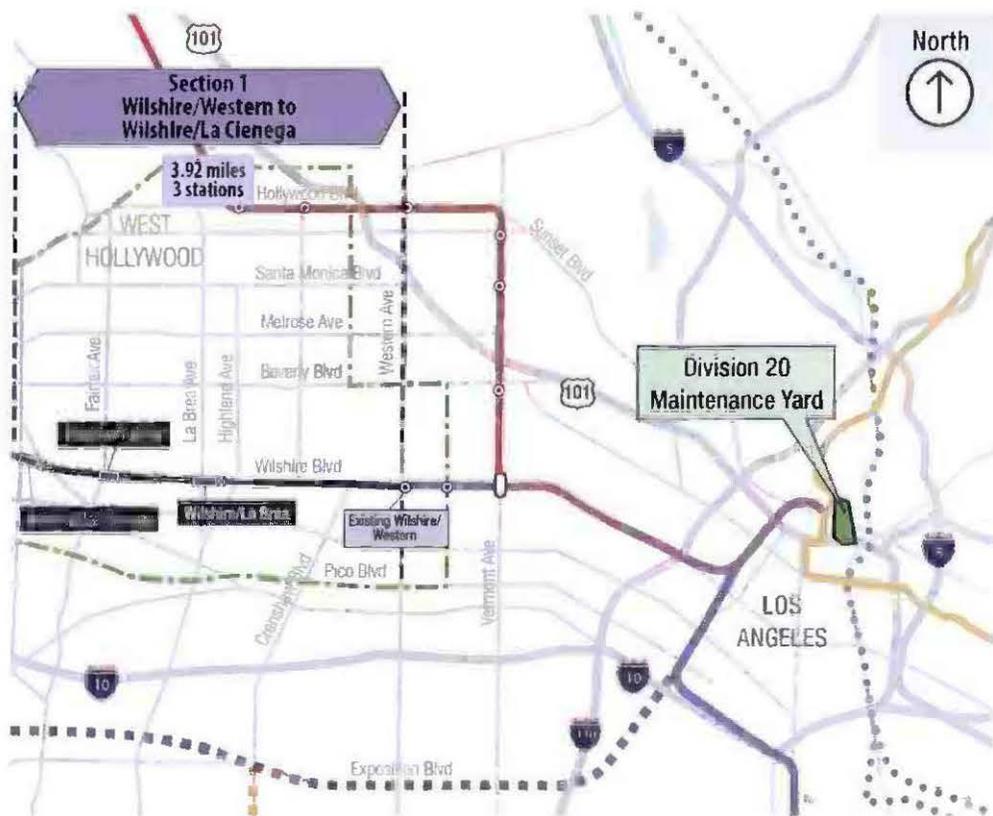
**Notes:**

- (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  
May 28, 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 only (Section 1 Wilshire/Western to Wilshire/La Cienega).
- Extension of Purple Line from existing Wilshire/Western station
- Twin-bored tunnels and 3 new subway stations:
  - Wilshire/La Bréa
  - Wilshire/Fairfax
  - Wilshire/La Cienega
- Division 20 Yard Modifications
- Budget: \$2.82 Billion
- Revenue Service: 2023

# Westside Purple Line Extension Project Current Project Cost Status

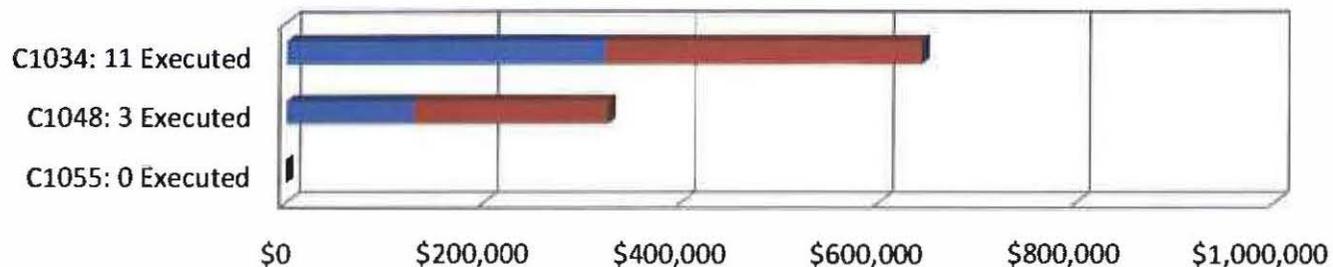
DOLLARS IN THOUSANDS

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	-	-	565,080	-	3,785	-	-	-	565,080	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	570,051	-	958	-	-	-	570,051	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	39,086	-	3,881	-	-	-	39,086	-
40	SITWORK & SPECIAL CONDITIONS	-	-	139,820	64	37,569	1,270	12,670	-	139,820	-
50	SYSTEMS	-	-	123,579	-	-	-	-	-	123,579	-
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		-	-	<b>1,437,616</b>	<b>64</b>	<b>46,194</b>	<b>1,270</b>	<b>12,670</b>	-	<b>1,437,616</b>	-
60	ROW, LAND, EXISTING IMPROVEMENTS	-	-	212,475	-	119,010	121	2,150	-	212,475	-
70	VEHICLES	-	-	160,196	-	-	-	-	-	160,196	-
80	PROFESSIONAL SERVICES	-	-	410,342	11,658	109,136	2,310	81,441	-	410,342	-
<b>SUBTOTAL (10-80)</b>		-	-	<b>2,220,629</b>	<b>11,722</b>	<b>274,340</b>	<b>3,700</b>	<b>96,261</b>	-	<b>2,220,629</b>	-
90	UNALLOCATED CONTINGENCY	-	-	225,859	-	4,238	-	-	-	225,859	-
100	FINANCE CHARGES	-	-	375,470	-	-	-	-	-	375,470	-
<b>TOTAL PROJECTS 465518 &amp; 865518 (10-100)</b>		-	-	<b>2,821,957</b>	<b>11,722</b>	<b>278,579</b>	<b>3,700</b>	<b>96,261</b>	-	<b>2,821,957</b>	-
ENVIRONMENTAL/PLANNING - 405518		-	-	8,505	-	8,505	-	8,505	-	8,505	-
ENVIRONMENTAL/PLANNING - 465518		-	-	30,865	-	30,865	24	30,419	-	30,865	-
<b>TOTAL PROJECTS 405518 &amp; 465518 (ENV / PLAN'G)</b>		-	-	<b>39,370</b>	-	<b>39,370</b>	<b>24</b>	<b>38,924</b>	-	<b>39,370</b>	-
<b>TOTAL PROJECTS 405518, 465518 &amp; 865518</b>		-	-	<b>2,861,327</b>	<b>11,722</b>	<b>317,948</b>	<b>3,725</b>	<b>135,185</b>	-	<b>2,861,327</b>	-

NOTE: EXPENDITURES REFLECTS FIS INCURRED COST THROUGH APRIL 2014 PLUS PENDING INVOICES FROM PB, WEST, ICS, AND METRO BUILDERS.

# Westside Purple Line Extension Project Summary of Contract Modifications

## Contract Modifications (MODs) by Cost Level



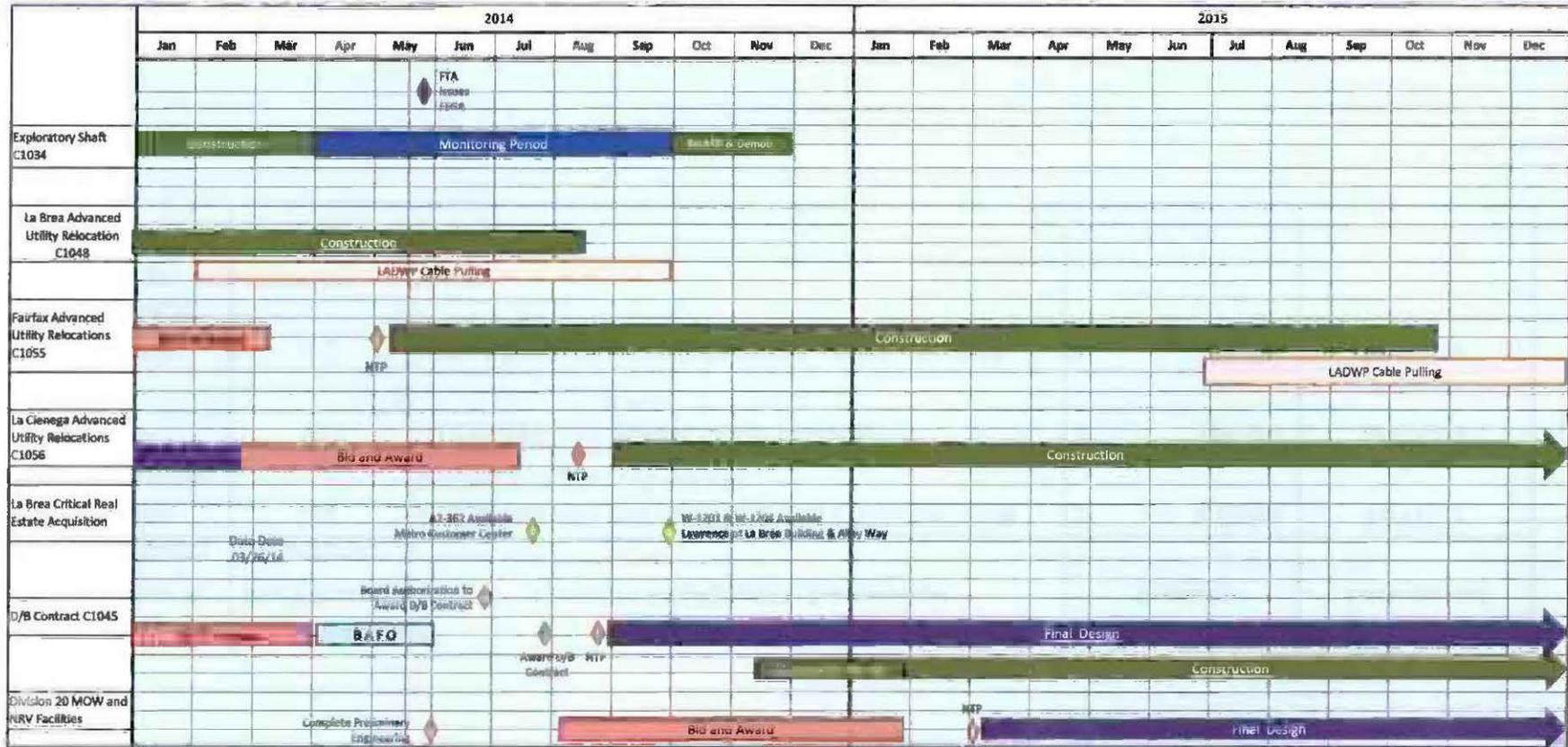
	C1034: 11 Executed	C1048: 3 Executed	C1055: 0 Executed	Total
■ Under \$100K	322,286	128,863	-	451,149
■ \$100K to \$250K	321,000	196,184	-	517,184
■ \$250K to \$1M	-	-	-	-
■ Over \$1M	-	-	-	-
<b>Total Contract MODs</b>	<b>643,286</b>	<b>325,047</b>	<b>-</b>	<b>968,333</b>
<b>Contract Award Amount</b>	<b>6,487,020</b>	<b>6,181,000</b>	<b>14,430,000</b>	<b>27,098,020</b>
<b>% of Contract MODs</b>	<b>9.9%</b>	<b>5.3%</b>	<b>0.0%</b>	<b>3.6%</b>

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

<b>Contract Number &amp; Description</b>	<b>Contract Modification Number</b>	<b>Contract Modification Description</b>	<b>Amount</b>	<b>Date Issued</b>
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	1.1	FINAL SIGNED DRAWINGS BY LABOE, LADOT AND DWP	\$ 196,184	01/07/14

# Westside Purple Line Extension Project Near-Term Critical Activities Summary Schedule



Implementation Phase	Duration
Preliminary Engineering	11/01/10 – 10/26/12
Final Design	08/05/13 – 02/22/17
FFGA - Submitted Application	01/03/14
Major Construction (Includes System Integration)	11/12/14 – 02/15/23
Testing (System Integration to RSD)	05/09/22 – 06/24/23
Revenue Operations	06/25/23

# Westside Purple Line Extension Project Right-of-Way Status Summary

Type	Number of Parcels	Certified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
Full Takes	15	15	14	12	0	1	0	0
Part Takes	1	1	1	0	0	0	0	0
TCE	2	2	2	2	0	0	0	0
<b>Sub Total Parcels:</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Total Parcels:</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

# Westside Purple Line Extension Project Environmental Mitigation Compliance

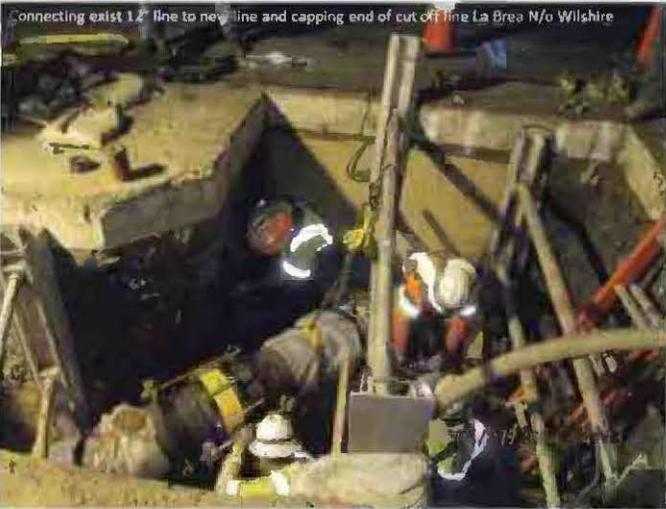
## **Environmental Mitigation Compliance**

- 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 will submit the 3<sup>rd</sup> and 4<sup>th</sup> Quarterly MMRPs by May 31, 2014
- Required for major construction activity
- 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 Utility Relocation and Third Party Coordination



LADWP Utility Relocations at Wilshire/La Brea

## Wilshire/La Brea Advanced Utility Relocation – Contract C1048

- Nine months into construction, electrical conduit has been placed and LADWP crews in process of pulling cables. LADWP water line relocation is underway.
- Construction to complete in August 2014

## Wilshire/Fairfax Advanced Utility Relocation – Contract C1055

- NTP – 5/1/14

## Wilshire/La Cienega Advanced Utility Relocation – Contract C1056

- Price bids due – 05/21/14
- NTP – 8/21/14

## Other Third Party Coordination

- Fiber optic relocations at Wilshire/Fairfax began in February 2014 and is nearing completion
- Fiber optic relocations at Wilshire/La Cienega and monitoring of wells were approved by Beverly Hills City Council on April 1, 2014
- Peak Hour Exemptions for Wilshire/Fairfax and Wilshire/Western pile installation were approved on May 12, 2014

# Westside Purple Line Extension Project

## Progress Update

### Wilshire/Fairfax Exploratory Shaft

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.

- Shaft excavation was completed in March 2014
- Six-month data monitoring period began in April 2014
- Backfill and demolition scheduled to start in early October 2014
- Project completion is scheduled for December 2014
- Ongoing geotechnical monitoring
- Ongoing gas monitoring
- Field Observation Report included in Amendment 6 of Contract C1045 RFP

# Westside Subway Extension Project Progress Update Contract C1045 Procurement

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

- Request For Qualifications (RFQ) was issued on November 30, 2012.
- RFQ Responses were received on February 7, 2013.
- Request For Proposals (RFP) was on June 10, 2013 to the following teams:

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

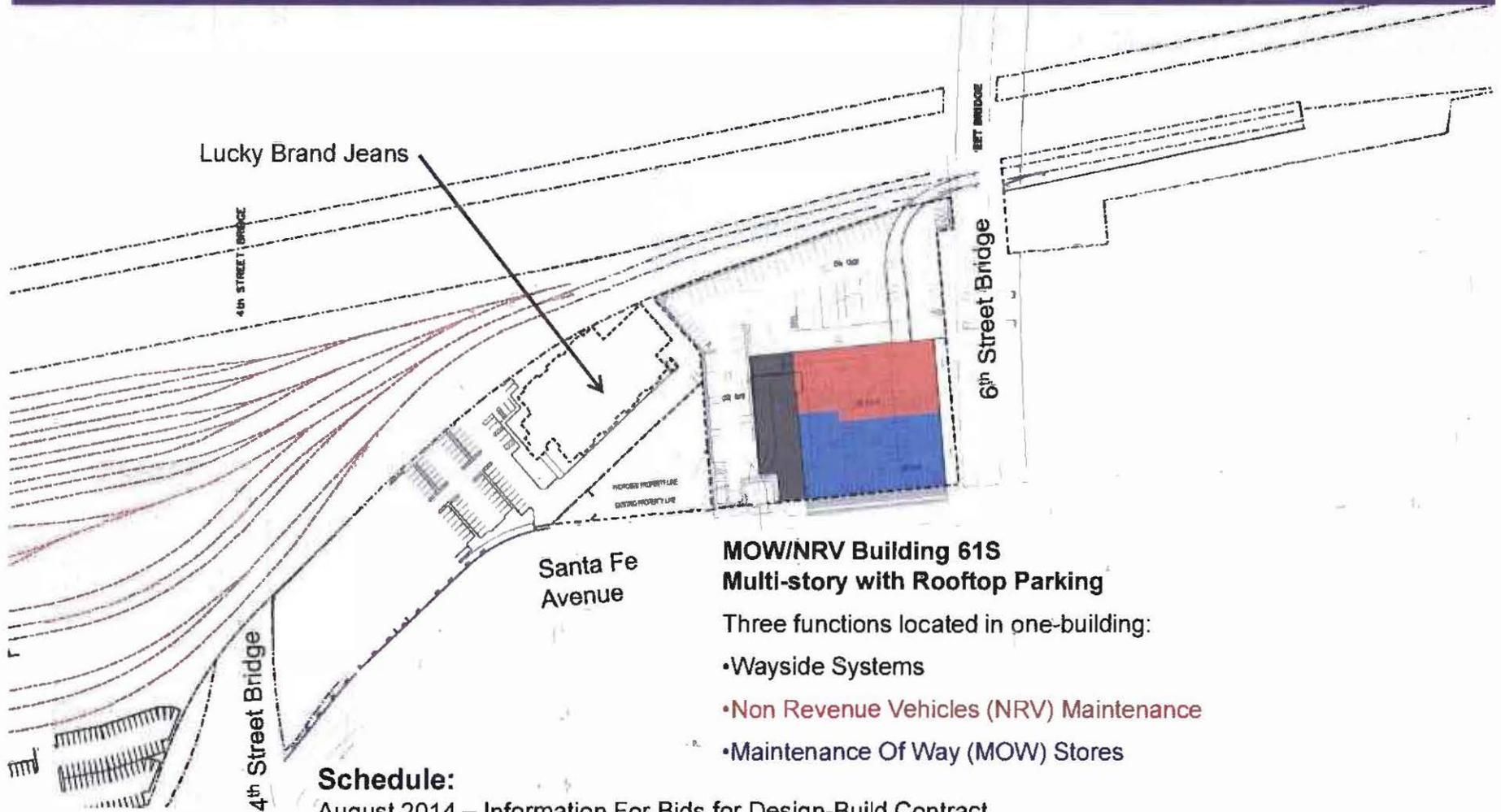
Shimmick Construction Company, Inc.; Obayashi Corporation; and FCC Construction, S.A. (Shimmick / Obayashi / FCC, a Joint Venture)

Skanska USA Civil West California District Inc., Traylor Bros., Inc., and J.F. Shea Construction, Inc. (Skanska, Traylor and Shea, a joint Venture)

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

- Proposals were received on January 30, 2014 and have been under evaluation.
- The request for Best and Final Offers (BAFO) was issued on May 2, 2014.
- BAFOs are due on May 30, 2014.

# Westside Purple Line Extension Project Division 20 Yard Modifications



## Schedule:

August 2014 – Information For Bids for Design-Build Contract

April 2015 – Notice To Proceed to Design-Build Contractor

July 2017 – Complete Construction

# Westside Purple Line Extension Project Risk and Mitigation Measures Status

## Top Risks

ID	Description	Owner	Previous Score	Current Score
283.1	Siteworks and Special Conditions Section 1: Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites.	Contractor	15	15
288.1	Siteworks and Special Conditions Section 1: Construction impacts including air quality, noise, and vibration have the potential for significant impacts on neighboring communities and may require costly mitigation efforts.	Metro/ Engineering	12	12

# Westside Purple Line Extension Project

## Discussion



# Regional Connector Transit Corridor Project

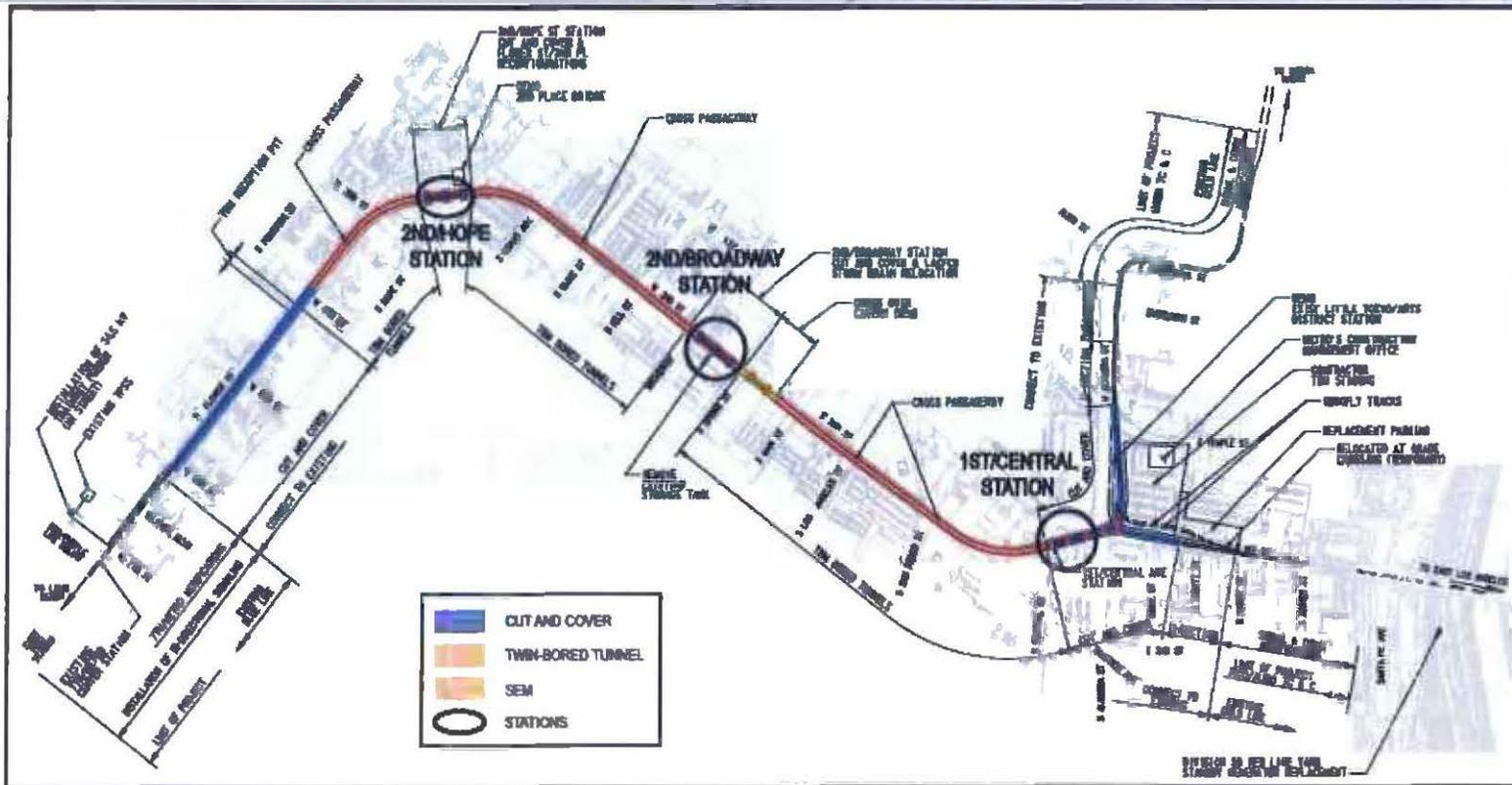
FTA Quarterly Review - May 28, 2014

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



# Regional Connector Transit Corridor Project



1.9 mile Link Connecting Blue & Expo Lines with Gold Line  
3 New Stations  
\$1.467 Billion  
90,000 Daily Project Transit Trips  
17,700 Daily New Transit Trips

# Regional Connector Transit Corridor Project

## Project Cost Status

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)  
 PROJECT COST STATUS BY FTA SCC  
 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	280,622	-	204,691	204,691	216,122	-	-	-	204,691	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	-	219,477	219,477	222,839	-	-	-	219,477	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	-	422,453	379,194	420,793	281	5,971	-	422,453	-
50	SYSTEMS	69,667	-	73,848	63,265	63,265	-	-	-	73,848	-
	<b>CONSTRUCTION SUBTOTAL (10-50)</b>	<b>846,343</b>	<b>-</b>	<b>920,468</b>	<b>866,627</b>	<b>923,019</b>	<b>281</b>	<b>5,971</b>	<b>-</b>	<b>920,468</b>	<b>-</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	-	74,208	-	73,820	10	10,079	-	74,208	-
70	VEHICLES	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	-	257,973	60,600	146,210	2,176	66,270	-	257,973	-
	<b>SUBTOTAL (10-80)</b>	<b>1,239,963</b>	<b>-</b>	<b>1,268,925</b>	<b>927,227</b>	<b>1,143,049</b>	<b>2,467</b>	<b>82,321</b>	<b>-</b>	<b>1,268,925</b>	<b>-</b>
90	UNALLOCATED CONTINGENCY	135,399	-	126,892	-4,539	-	-	-	-	126,892	-
100	FINANCE CHARGES	27,571	-	7,115	-	-	-	-	-	7,115	-
	<b>TOTAL PROJECTS 460228 &amp; 860228 (10-100)</b>	<b>1,402,932</b>	<b>-</b>	<b>1,402,932</b>	<b>922,688</b>	<b>1,143,049</b>	<b>2,467</b>	<b>82,321</b>	<b>-</b>	<b>1,402,932</b>	<b>-</b>
	ENVIRONMENTAL/PLANNING - 400228	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	17,925	-	18,125	-	17,925	0	17,816	-	18,125	-
	<b>TOTAL PROJECTS 400228 &amp; 460228 (ENV/PLAN'G)</b>	<b>24,000</b>	<b>-</b>	<b>24,200</b>	<b>-</b>	<b>24,000</b>	<b>0</b>	<b>23,891</b>	<b>-</b>	<b>24,200</b>	<b>-</b>
	<b>400228, 460228 &amp; 860228 TOTAL</b>	<b>1,426,932</b>	<b>-</b>	<b>1,427,132</b>	<b>922,688</b>	<b>1,167,048</b>	<b>2,467</b>	<b>106,212</b>	<b>-</b>	<b>1,427,132</b>	<b>-</b>

Note: Current Budget reflects the Board Action on April 24, 2014.  
 Commitments reflect C0980 contract value at award on May 6th, 2014.  
 Expenditures reflects FIS incurred cost through April 2014 plus pending invoices from Arcadis, CPJV, and Pulice.

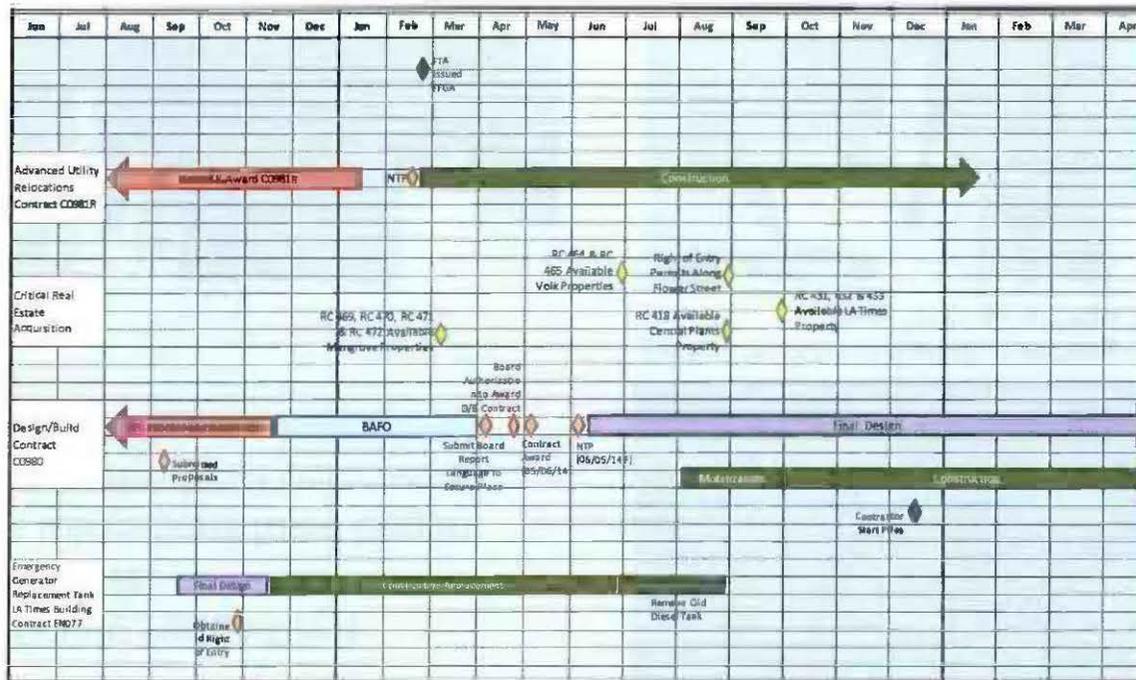
# Regional Connector Transit Corridor Project Project Cost Status (Cont.)

CONCURRENT NON-FPGA ACTIVITIES (800228)  
PROJECT COST STATUS BY FTA SCC  
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	10,480	-	-	10,480	10,480	-
40	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	10,480	10,480	10,480	10,480	10,480	-	-	10,480	10,480	-
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	27,748	27,748	27,748	27,748	-	-	27,748	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	650	650	650	650	-	-	650	650	-
	SUBTOTAL (10-80)	38,878	38,878	38,878	38,878	38,878	-	-	38,878	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	1,113	1,113	-	-	-	-	1,113	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 800228 (10-100)	39,991	39,991	39,991	38,878	38,878	-	-	39,991	39,991	-
	800228 TOTAL	39,991	39,991	39,991	38,878	38,878	-	-	39,991	39,991	-

Note: Original Budget, Current Budget, Commitments and Current Forecast are based upon the Board Action that took place April 24th, 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		6/5/2014
Final Design	6/6/2014	11/10/2015
Major Construction	9/15/2014	7/17/2020
Testing	1/25/2019	9/25/2020
Revenue Operations		9/25/2020

# Regional Connector Transit Corridor Project Progress Update

## Advanced Utility Relocation- Contract C0981R

- Power relocations have begun.
- Contract scheduled completion, January 2015.



Brutoco work on excavation, trenching for the DWP utility power throughout Hope St.



Hope St. looking West, view of the operation



Shoring System implemented at Hope St.

# Regional Connector Transit Corridor Project

## Progress Update (Cont.)

### **Contract MCO70 – Construction Management Support Services (CMSS)**

- Continued monitoring Third Party Utility Relocations and coordination with C0981R contract work
- CMSS continues to prepare for C0980 Contract awarded May 6, 2014.

### **Contract E0119 – Preliminary Engineering And Design Support Services During Construction**

- Development of conformed documents for C0980
- Continued support for third party utility relocations
- Continued support for Metro's real estate group.

### **Legal Challenges**

- CEQA Cases: Trial set for May 14, 2014.
- NEPA Cases: Waiting for Judge Kronstadt's ruling after February 24, 2014 trial.

# 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 extended hour variance to accommodate the 2<sup>nd</sup>/Broadway Station soldier pile and decking installation for the D/B contract C0980.

### **Buy America**

Formal letter sent to FTA regarding Detector Check Valve and the response indicated that Check Valve is considered subcomponent and therefore does not have to be manufactured in the USA.

## 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.
- Appraisal is underway to determine the value of the fee interest parcel. Expect appraisal to be completed end of May.

## LA Times – LA Times Square (“Owner”)

- Metro Board approved the Acquisition Agreement with Tribune on April 24, 2014.
- Authorized construction of additional structural elements to support future development in lieu of temporary and permanent real estate rights.
- Relocation of the diesel tank is underway and expect to be completed by end of July 2014.

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

### Japanese Village Plaza – “JVP”

- Submitted offer to Japanese Village Plaza in November 2013
- Staff reviewed the appraisal submitted by JVP. Follow up meeting was held between Metro and JPV which generated several questions. Metro responded to JVP's questions.

### Volk

- Metro obtained possession of the site effective March 15. All tenants have vacated the site.
- Condemnation case continuing.
- The parking lot operator will be permitted to remain on site until the Project issues 48 hours notice to vacate.

# Regional Connector Transit Corridor Project

## Real Estate Acquisition and Relocations

Regional Connector - Real Estate Status Summary April 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	2	2	3	0
Partial Takes	2	2	0	1	0	0	0	0	0
SSE	13	13	0	13	6	0	0	0	4
TCE/ROE	16	8	0	8	5	0	0	0	5
<b>Total Parcels</b>	<b>34</b>	<b>26</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>9</b>

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**

- Metro Board approved award of the Design/Build Contract to Regional Connector Constructors (RCC), Joint Venture on April 24, 2014.
- Notice of Award was issued to RCC on May 6, 2014.
- Awaiting bonds and insurance submittal along with executed contract and other contract compliance documents
- NTP anticipated to be issued In June 2014.

# Regional Connector Transit Corridor Project

## Environmental Mitigation Update

- Automated noise monitoring equipment has been installed at nine locations near the advanced utility relocation worksites, as well as in the vicinity of sensitive receptors, including the Walt Disney Concert Hall and the Colburn School of Music.
- Metro continues to monitor noise at all utility relocation construction sites.
- Metro has submitted the Draft Cultural Resource Monitoring and Mitigation Plan to the FTA for review prior to submittal to the State Historic Preservation Office, SHPO.

# Regional Connector Transit Corridor Project

## Public Outreach

- Provided updates to stakeholders on the status of construction at monthly Regional Connector Community Leadership Council meetings.
- Brief stakeholders near areas of construction on utility relocation efforts throughout the alignment.
- Provided public notice of construction activities to the general public via e-mail notifications, social media and project website.

# Regional Connector Transit Corridor Project

Questions?



# **METRO EXPRESSLANES**

May 28, 2014

FTA Quarterly Review Meeting



**Metro**

# Patsaouras Plaza Bus Station



# Patsaouras Plaza Bus Station



- Received 4 qualified bids on October 31, 2013
- Lowest responsive bid was \$19.9 million, below the estimate and approximately \$5 million lowest bid from previous bidding.
- Metro Board approved revised project budget in January 2014, in an amount of \$30.9 million.



**Metro**



# Patsaouras Plaza Bus Station



- The contract was awarded February 2014, and notice to proceed occurred in March 2014.
- PMP revision in progress and will include revised budget and schedule. Goal is to complete PMP in June 2014.



# Patsaouras Plaza Bus Station



- Design started in April 2014 and is expected to take a maximum of 12 months to complete. Primary construction will occur after completion of design.
- The project will be complete and open for revenue service in Summer 2016.



# FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



**May 28, 2014**



# Universal Pedestrian Bridge Project Status Update

- **NTP Issue Date:** January 9, 2014
- **Project Duration:** 24 Months
- **Const. Completion:** January 9, 2016
- **DB Contractor:** Griffith Company  
(Miyamoto Int'l)
- **Project Elements:** Structural Bridge,  
Two Escalators, Three Elevators and Three Stairs,  
Right Turn Lane Addition and Landscaping
- **Project Budget:** \$27,300,000
- **Cost-To-Date (\*):** \$1,780,957
- **Cost-At-Completion:** \$27,300,000



(\*) As on April 14, 2014

# Universal Pedestrian Bridge Project Baseline Schedule

Universal City Pedestrian Bridge Project		2014																2015				2016				2017				2018			
Activity Name	Start	Finish	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								
<b>Universal City Pedestrian Bridge Project</b>																																	
<b>General Requirements</b>																																	
Contractor's Mobilization (& Establish Metro Field Office)	08-May-14	06-Jun-14	■ Contractor's Mobilization (& Establish Metro Field Office)																														
<b>Design Development</b>																																	
<b>Design Package 1 - Bridge Structural Steel &amp; Foundation</b>																																	
Design Package 1 - Complete Design - IFC	25-Jun-14	30-Jun-14	■ Design Package 1 - Complete Design - IFC																														
<b>Design Package 2 - Civil / MEP / Architectural</b>																																	
Design Package 2 - Complete Design - IFC	03-Sep-14	15-Sep-14	■ Design Package 2 - Complete Design - IFC																														
<b>Construction Phase</b>																																	
<b>Bridge Structure</b>																																	
Erect Structural Steel - Bridge Trusses @ Bridge Structure	06-Mar-15	31-Mar-15	■ Erect Structural Steel - Bridge Trusses @ Bridge Structure																														
Install Bridge Deck @ Bridge Structure	22-Apr-15	05-May-15	■ Install Bridge Deck @ Bridge Structure																														
<b>Station 1</b>																																	
<b>Final Testing / Punchlist Phase</b>																																	
Escalators - Start-Up / Testing & Acceptance @ Station 1	01-Oct-15	11-Nov-15	■ Escalators - Start-Up / Testing & Acceptance @ Station 1																														
Elevators - Start-Up / Testing & Acceptance @ Station 1	01-Oct-15	11-Nov-15	■ Elevators - Start-Up / Testing & Acceptance @ Station 1																														
<b>Station 2</b>																																	
<b>Final Testing / Punchlist Phase</b>																																	
Elevators - Start-Up / Testing & Acceptance @ Station 2	06-Oct-15	16-Nov-15	■ Elevators - Start-Up / Testing & Acceptance @ Station 2																														
<b>Station 3</b>																																	
<b>Final Testing / Punchlist Phase</b>																																	
Elevators - Start-Up / Testing & Acceptance @ Station 3	09-Oct-15	19-Nov-15	■ Elevators - Start-Up / Testing & Acceptance @ Station 3																														
Escalators - Start-Up / Testing & Acceptance @ Station 3	09-Oct-15	19-Nov-15	■ Escalators - Start-Up / Testing & Acceptance @ Station 3																														
<b>Punchlist</b>																																	
Punchlist @ Bridge Structure	24-Dec-15	08-Jan-16	■ Punchlist @ Bridge Structure																														



# Wilshire Boulevard Bus Rapid Transit

## Status

- August, 2015 – Project completion
  - City, County, and Metro are confident that this date is achievable
  - Segments will be open in phases prior to this date (1.4 miles in February 2015)
  - The three agencies will work to accelerate delivery where possible
- Project delay due to issues on:
  - Environmental
  - Right-of-way
  - Institutional
  - Operational
- April 29, 2014 – City, County, and Metro met to discuss schedule recovery
- May 8, 2014 – Agreed upon delivery schedule
- May 2014 – The three agencies transmitted letter to FTA committing to this date

# Wilshire Boulevard Bus Rapid Transit

## Status

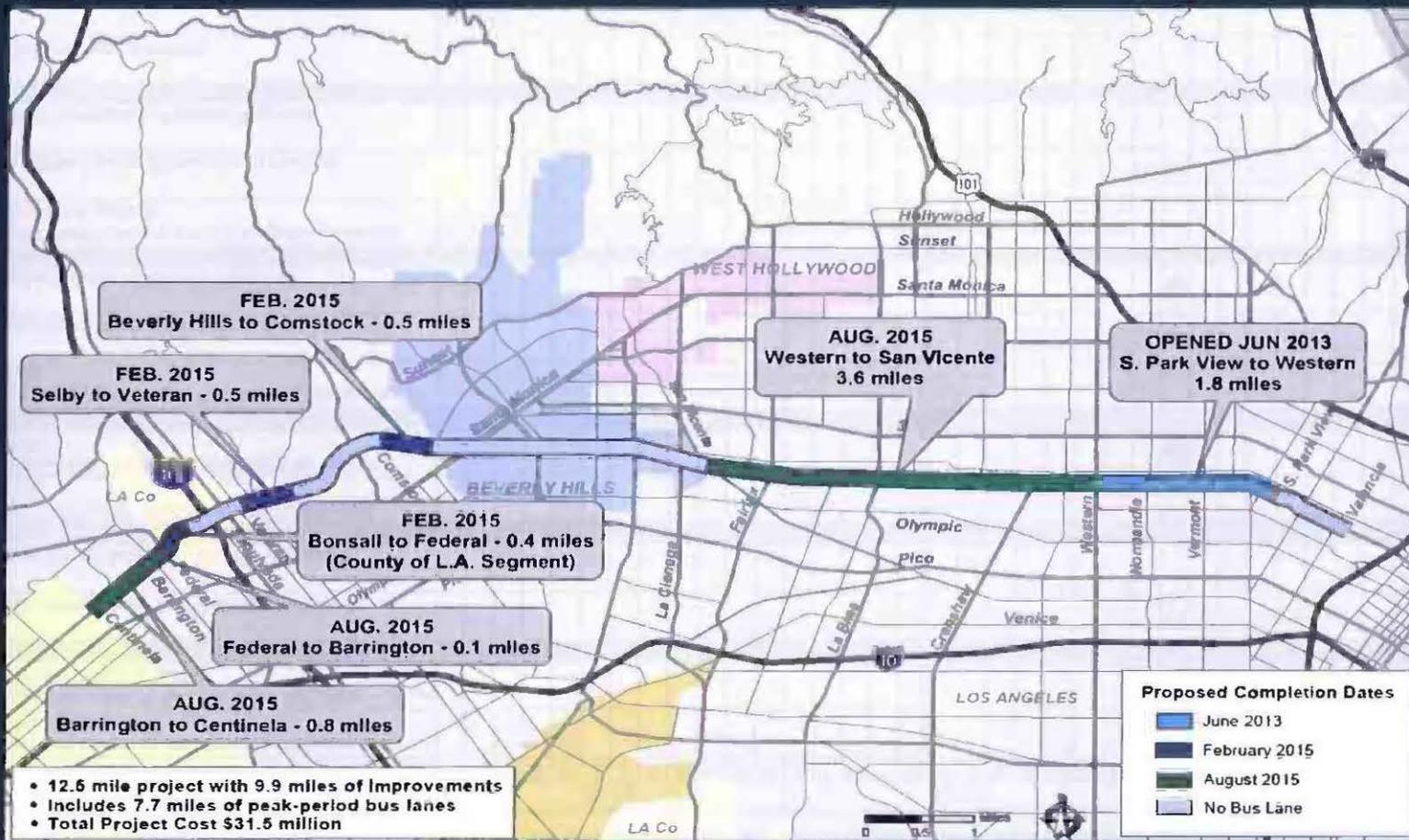
Segments	Status	Next Steps
S. Park View to Western	- Segment completed	- <u>Opened for service</u>
Western to San Vicente	- Roadwork – Reconstruct/resurface/restripe - Continue construction activities	- August 2015 – Complete Construction (changed from late 2014)
City of Beverly Hills to Veteran	- Roadwork – Restriping/signage - Design 15% complete - Continue design, restriping and signage work	- February 2015 – Complete Construction (changed from late 2014)
Sepulveda to Federal	- Roadwork – Widen/repave/restripe - April 2014 – Received construction bids - Mid to late May 2014 – Award construction contract	- July 2014 – Begin Construction - February 2015 – Complete Construction (changed from late 2014 due to VA issue)

# Wilshire Boulevard Bus Rapid Transit

## Status (continued)

Segments	Status	Next Steps
Federal to Barrington	<ul style="list-style-type: none"> <li>- Roadwork – Widen/repave/restripe</li> <li>- Design plans 60% complete (up from 55%)</li> <li>- Coordinating design plans with LA County</li> </ul>	<ul style="list-style-type: none"> <li>- July 2014 – Advertise RFP</li> <li>- December 2014 – Award Construction Contract</li> <li>- January 2015 – Begin Construction Activities</li> <li>- August 2015 – Complete Construction (changed from late 2014)</li> </ul>
Barrington to Centinela	<ul style="list-style-type: none"> <li>- Roadwork – Restriping/signage</li> <li>- Design 95% complete</li> </ul>	<ul style="list-style-type: none"> <li>- June 2014 – Complete Design</li> <li>- August 2015 – Complete Construction (changed from late 2014 to open with Barrington to Federal segment)</li> </ul>
Corridor-Wide Transit Priority System (TPS)	<ul style="list-style-type: none"> <li>- Communications/TPS Enhancements</li> <li>- Design 80% complete (up from 70%)</li> <li>- Continue design and equipment procurement list</li> </ul>	<ul style="list-style-type: none"> <li>- Late 2014 – Complete Construction</li> </ul>

# Wilshire Boulevard Bus Rapid Transit Scheduled Segment Completion





# 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
<b>TOTAL BUDGET</b>	<b>\$31,510,000</b>

Activities	Commitment	Expenditures Through 3/2014
Pre-Development	\$507,000	\$507,000
Design	\$2,544,846	\$1,261,068
Striping/Signage	\$672,498	\$38,242
Construction	\$21,230,524	\$548,083
TPS Comm. System Upgrade	\$4,600,000	\$1,230,744
Contingency	\$1,955,132	\$0
<b>TOTAL</b>	<b>\$31,510,000</b>	<b>\$3,585,137</b>



# Metro Rapid System Gap Closure Lines



## Metro Rapid System Gap Closure Lines Transit Signal Priority

Corridor	Status	Next Steps
Atlantic	Construction 99% complete (up from 90%) pending acceptance testing	System acceptance
Sepulveda	May 12, 2014 – Awarded contract	June 15, 2014 – Begin work
Torrance-Long Beach	Design is 60% complete	June 2014 – Complete design July 2014 – Begin installation
Venice	Construction is 15% complete	December 2014 - Scheduled for completion
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A

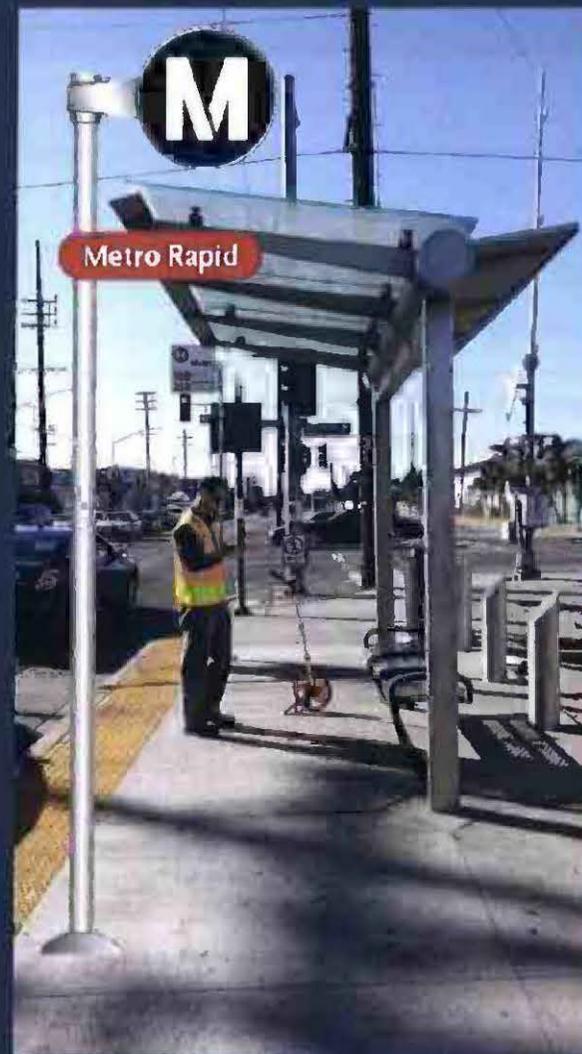
# Metro Rapid System Gap Closure Lines Shelter Implementation

## Status

- Developing funding agreements with Cities/County for shelter/pole installation
- City of LA implemented branding at 12 Metro Rapid locations
  - No further improvements planned at this time

## Next Steps

- June 2014 – Release RFP for design/construction of up to 300 stops countywide
- September 2015 – Complete countywide shelter installation



## 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	\$12,502,860
<b>TOTAL BUDGET</b>	<b>\$29,202,860</b>

Activities	Commitment	Expenditures Through 3/2014
Transit Signal Priority	\$23,466,725	\$11,312,071
Shelters	\$5,736,135	\$0
<b>TOTAL</b>	<b>\$29,202,860</b>	<b>\$11,312,071</b>

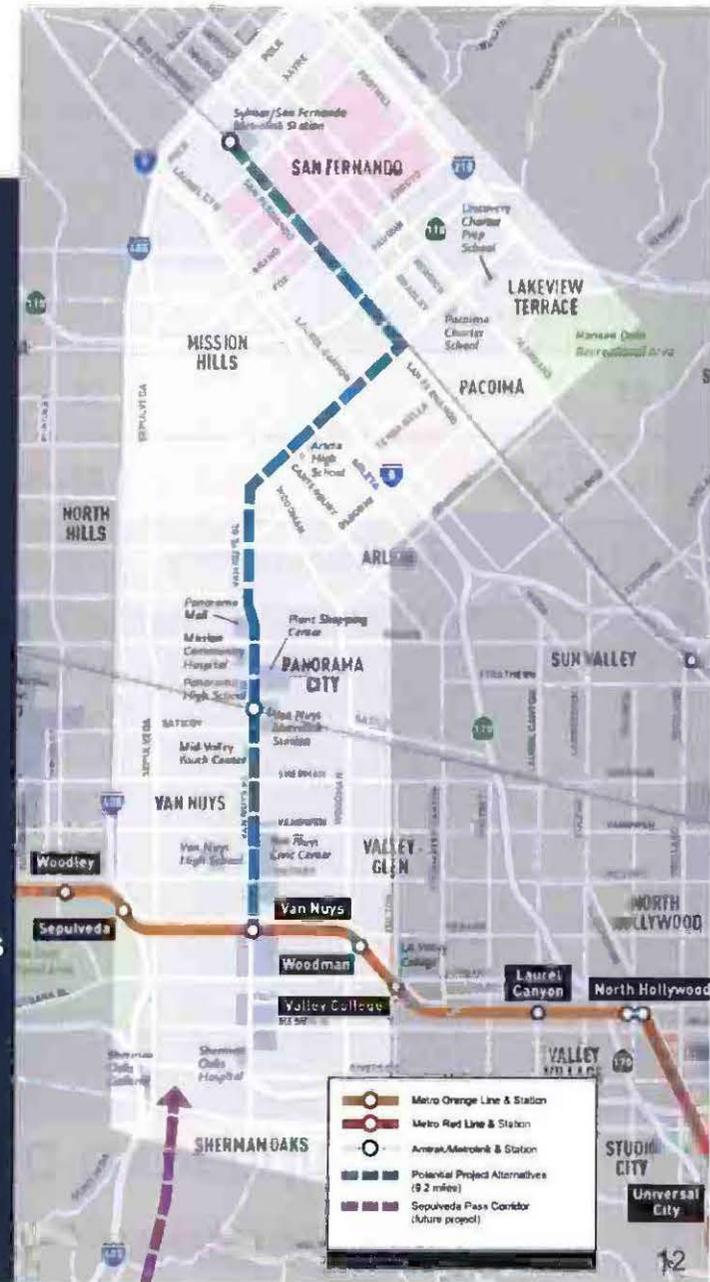
# East San Fernando Valley Transit Corridor

## Status

- 9.2 mile route from Metro Orange Line to Sylmar/San Fernando Metrolink Station
- Four Build alternatives
  - BRT Curb
  - BRT Median
  - Tram Median
  - LRT Median
- Continue Administrative Draft EIS/EIR analysis
  - Traffic Studies
  - SHPO Areas of Potential Effect
  - Ridership Forecasting
  - Right-of-way Inventory
- Continue coordination with the Cities of Los Angeles and San Fernando



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

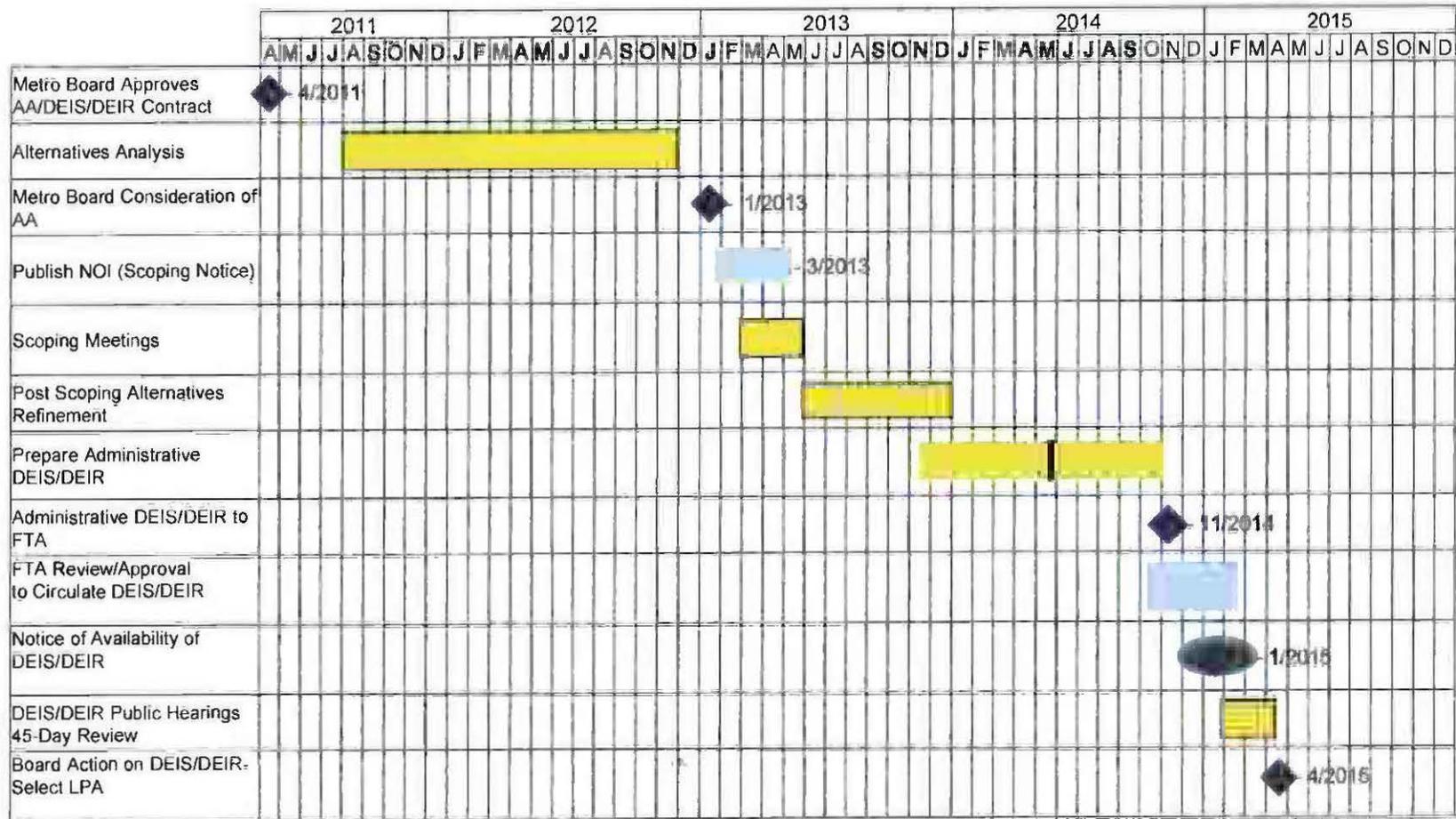


# East San Fernando Valley Transit Corridor

## Next Steps

- Continue Environmental Analysis and Agency Coordination
- September 2014 – Community Update Meetings (tentative)

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



Last Revised 05/2014

◆ = Milestone Date

○ = FTA Action

# Airport Metro Connector

## Status

- January 2014 – Metro Board:
  - Received the up to four LRT alternatives to be evaluated in EIR
    - A1 – Aviation/Century Connection
    - A2 – Aviation/96th St. Connection
    - B – Intermodal Transportation Facility Connection
    - C1 – Terminal Connection – LRT Branch 1 Station
  - Eliminated “Through LAX” alternatives (C3 and C4)
  - Directed written report that evaluates:
    - Ridership
    - Time savings
    - Cost to airport and non-airport bound passengers
    - Costs for “Through LAX” alternatives

# Airport Metro Connector

## Status (continued)

- April 2014 – Metro Board:
  - Assessment of relocating ITF and addition of Aviation/96<sup>th</sup> St. Connection
    - Relocating ITF over Metro's future Southwest Yard not recommended
    - Aviation/96<sup>th</sup> St. Station is a feasible APM/LRT connection point
- Coordinating with Crenshaw/LAX project team
- Working with LAWA

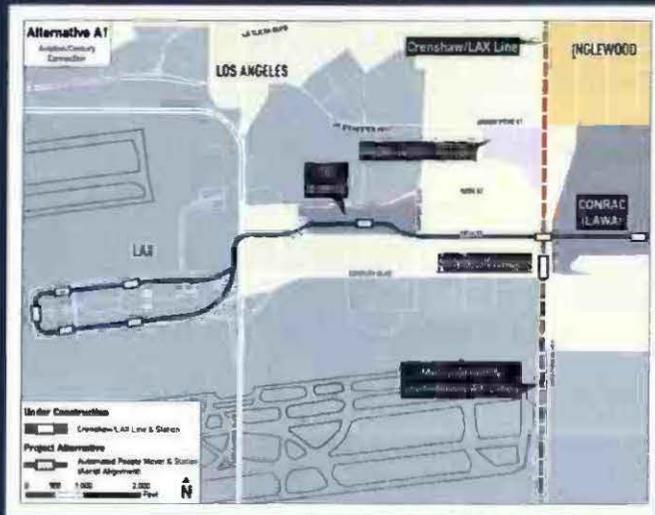
## Next Steps

- June 2014 – Supplemental Technical Analysis Study

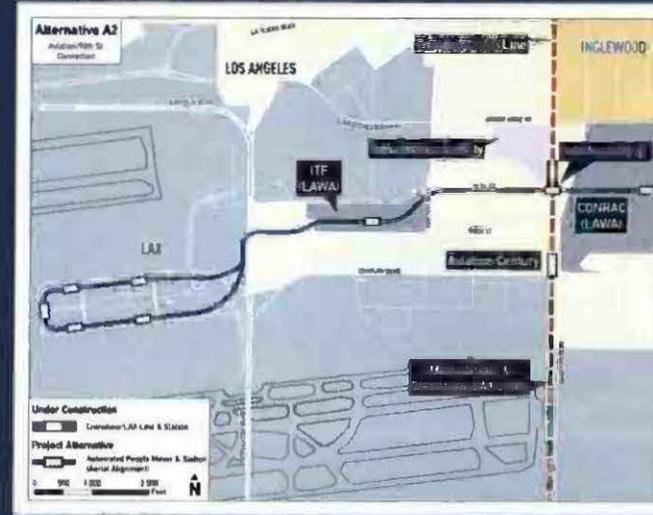
# Airport Metro Connector

## Alternatives Recommended for EIR

A1 – Aviation/Century Connection

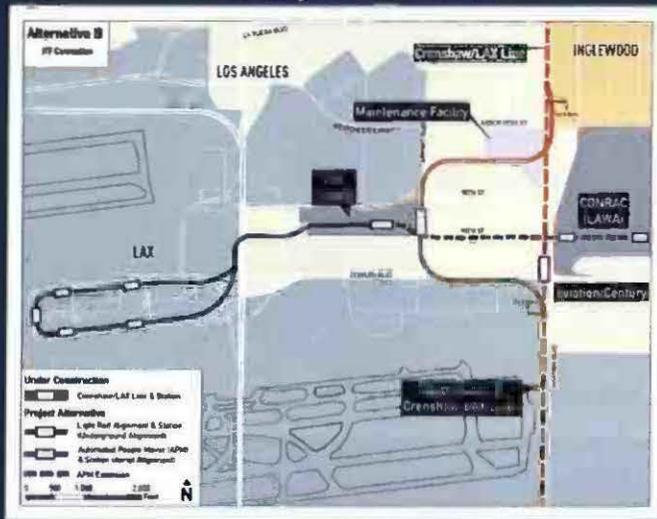


A2 – Aviation/96th St. Connection



# Airport Metro Connector Alternatives Recommended for EIR

B = Intermodal Transportation  
Facility Connection



C1 – Terminal Connection - LRT  
Branch 1 Station





# South Bay Metro Green Line Extension

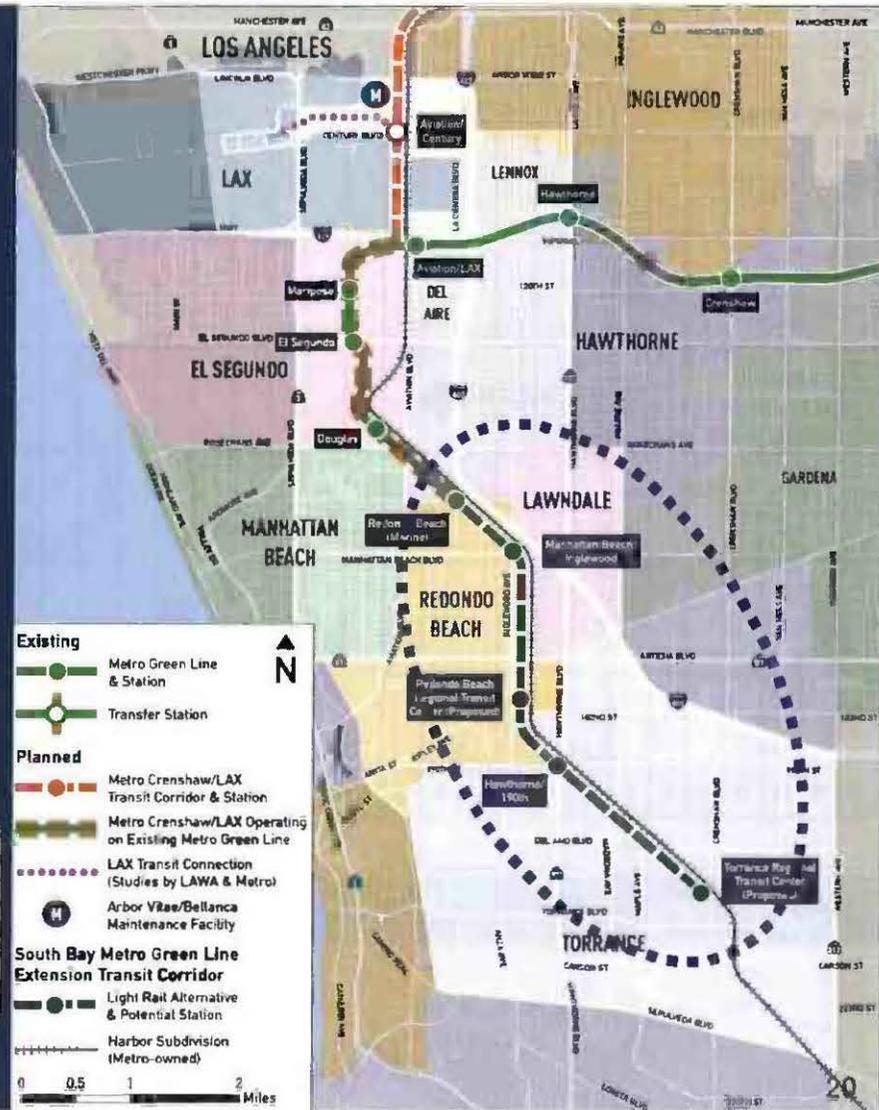
## Status

- 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 Billion (YOE)  
 Measure R-\$272 Million (2008\$)

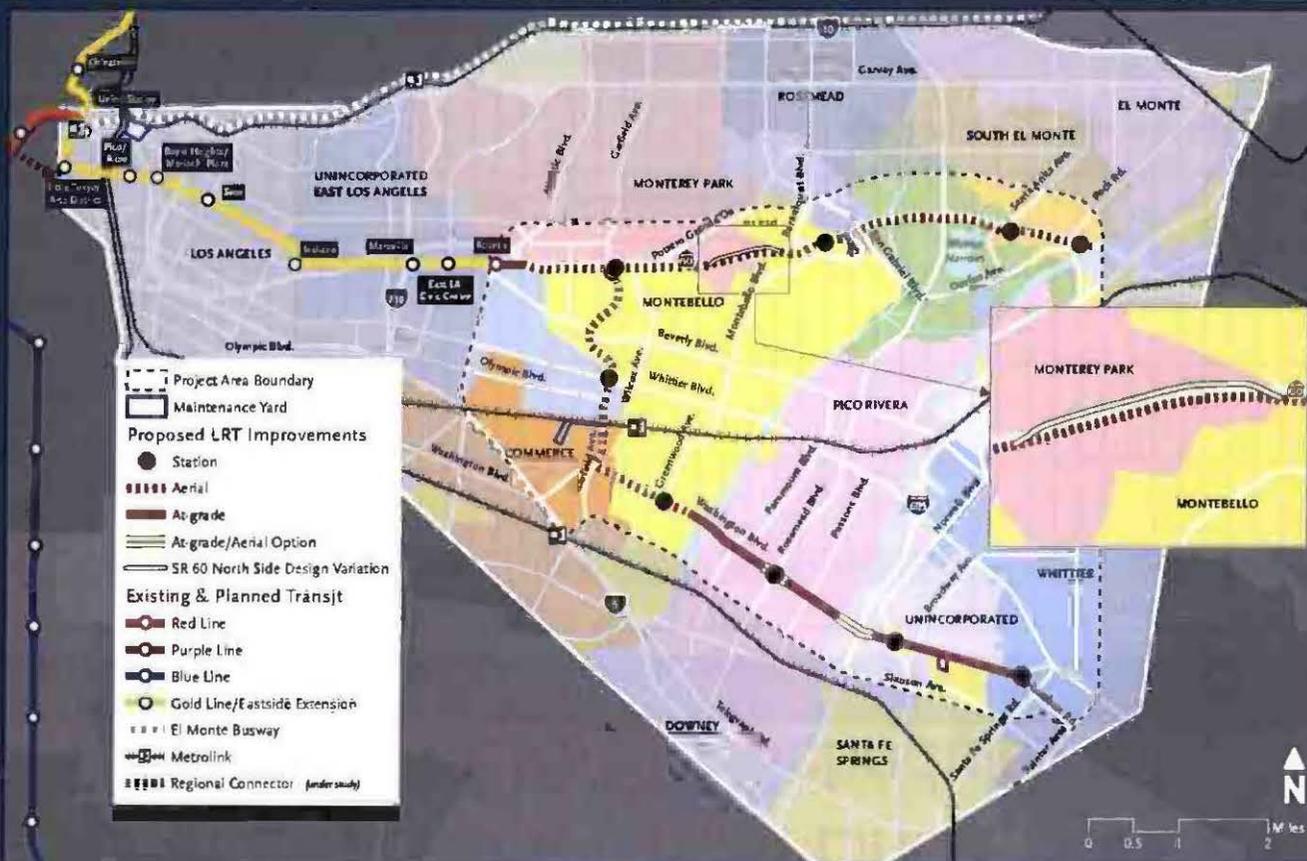




# Eastside Transit Corridor Phase 2

**SR-60 LRT**  
 6.9 Miles  
 4 Stations (all aerial)  
 16,700 Average Daily Boardings (2035)  
 LRTP-\$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)  
 LRTP-\$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

- April 17, 2014 – USACE confirmed comments addressed
- May 2014
  - 1<sup>st</sup> – TAC meeting
  - City Council Briefings
    - 8<sup>th</sup> – Santa Fe Springs
    - 13<sup>th</sup> – Pico Rivera, Whittier
    - 14<sup>th</sup> – Montebello
    - 20<sup>th</sup> – Commerce
    - 21<sup>st</sup> – Monterey Park
    - 27<sup>th</sup> – South El Monte, Rosemead
  - Comments received on:
    - City-preferred alternative
    - Land use/TOD preparations
    - Interest in Metro/City coordination on public outreach effort
- Awaiting final comments from FTA

# Eastside Transit Corridor Phase 2

## Next Steps

- Incorporating comments for release of document
- Mid-July 2014 – Notice of Availability of Draft EIS/EIR
  - Hold public hearings during 60-day comment period
- November/December 2014 – Board Action, select LPA
- Further steps dependent on funding availability



# Milestones

	NOI	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando Valley Transit Corridor	<b>Mar-13</b>	Nov-14	Jan-15	Apr-15
Airport Metro Connector	<b>TBD</b>	TBD	TBD	TBD
South Bay Green Line	<b>Apr-10</b>	Oct-13	TBD	TBD
Eastside Transit Corridor Phase 2	<b>Jan-10</b>	Dec-13	Jul-14	Dec-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"> <li>• 20 new substations energized                             <ul style="list-style-type: none"> <li>- Punch list items 70% complete</li> <li>- As-built drawings, technical submittals and Operation Manuals 70% complete</li> </ul> </li> <li>• Completed over 85% preliminary engineering for electrical support systems (HMI displays, MOS interface to SCADA, Wayside disconnect switches, transfer trip systems and ETS system)</li> </ul>	<ul style="list-style-type: none"> <li>• April 2014                             <ul style="list-style-type: none"> <li>- Began implementation of electrical support systems.</li> </ul> </li> <li>• June 2014                             <ul style="list-style-type: none"> <li>- Complete punch list items, as-built drawings, technical submittals and Operation Manuals</li> <li>- Complete Preliminary engineering for electrical support systems</li> </ul> </li> </ul>	<p>March 2015</p>
<p>2. Wayside Energy Storage Substation (WESS)</p>	<ul style="list-style-type: none"> <li>• All flywheels delivered and installed</li> <li>• Commissioning underway</li> </ul>	<ul style="list-style-type: none"> <li>• May 2014                             <ul style="list-style-type: none"> <li>- Complete Commissioning</li> <li>- Start Operation, Data Collection, and Evaluation of Performance</li> </ul> </li> <li>• April 2015                             <ul style="list-style-type: none"> <li>- Finalize Evaluation of Performance (for a period of one year)</li> </ul> </li> </ul>	<p>June 2015</p>

**Los Angeles County  
Metropolitan Transportation Authority**

# P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting  
May 28, 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 ongoing with target completion date of June 2014.
- Metro Project Team has been monitoring the production progress by visiting Kinkisharyo's (KI) facilities in Yokohama and Osaka on a periodic basis in addition to witnessing various qualification and conformance testing.
- Metro has been tracking the documents required in the Contract Deliverables Requirements List (CDRL). About 69% of the CDRL have been submitted. Metro and KI have been working together to prioritize the upcoming submittals.
- Completion status: PBDR: 86% / FAIs: 29% / Qualification Tests: 8%
- Continue processing identified Contract Modifications. Four out of ten Metro initiated changes already have Contract Modifications issued.



# P3010 Light Rail Vehicle Acquisition Program

## PROJECT BUDGET (Contractor, Base Order)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE OPTION)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE TO COMPLETE
Base Option				
78 LRV's	\$263,211,780.00	\$44,746,005.00	\$218,465,775.00	\$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	\$53,460,505.00	\$245,601,322.00	\$299,061,827.00
Contingency	\$16,078,011.00		\$16,078,011.00	\$16,078,011.00
Contingency Sub-Total	\$16,078,011.00		\$16,078,011.00	\$16,078,011.00
<b>LACMTA</b>				
	\$14,238,041.60			\$14,238,041.60
<b>CONSULTANTS (PROFESSIONAL SERVICES)</b>				
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	\$273,005.52	\$5,251,157.48	\$5,524,163.00
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	\$139,127.35	\$3,254,232.65	\$3,393,360.00
Consultant Sub-Total	\$12,972,120.40	\$4,225,846.02	\$8,746,274.38	\$12,972,120.40
<b>BUDGET TOTAL</b>	<b>\$342,350,000.00</b>			



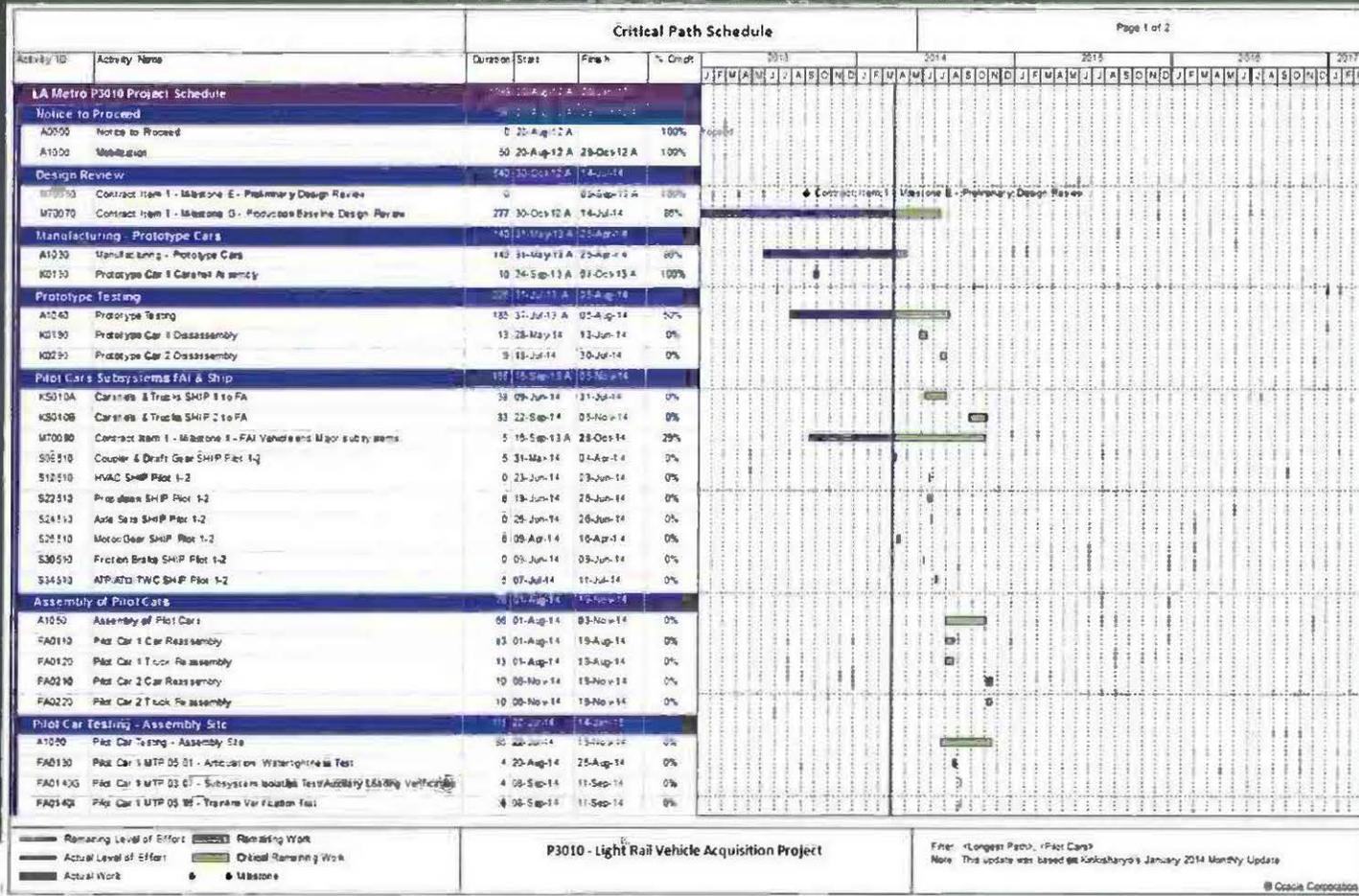
# P3010 Light Rail Vehicle Acquisition Program

## PROJECT BUDGET (Contractor, Options #1 & #4)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE TO COMPLETE
<b>Options 1 &amp; 4 (97 LRVs)</b>				
	\$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				
Manual				
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00	\$12,166,783.00
On-Site Engineer				
<b>Vehicle Sub-Total</b>	<b>\$366,321,644.00</b>	<b>\$51,022,649.00</b>	<b>\$315,298,995.00</b>	<b>\$366,321,644.00</b>
Contingency	\$20,999,665.00		\$20,999,665.00	\$20,999,665.00
<b>Contingency Sub-Total</b>	<b>\$20,999,665.00</b>		<b>\$20,999,665.00</b>	<b>\$20,999,665.00</b>
<b>LACMTA</b>				
	\$3,047,674.00			\$3,047,674.00
<b>CONSULTANTS (PROFESSIONAL SERVICES)</b>				
Element A				
Element B				
Contingency				
<b>Consultants Sub-Total</b>	<b>\$6,281,017.00</b>		<b>\$6,281,017.00</b>	<b>\$6,281,017.00</b>
<b>BUDGET TOTAL</b>	<b>\$396,650,000.00</b>			

# P3010 Light Rail Vehicle Acquisition Program

## PROJECT SCHEDULE





# P3010 Light Rail Vehicle Acquisition Program

## POTENTIAL CONTRACT MODIFICATIONS (Initiated by Metro)

Item #	Description	Estimated Cost	Status
1	Addition of a back-up Train Operator Display (TOD)	\$ 861,695	Negotiation completed. Pending Board Approval.
2	Exterior Destination Signs with color route ID	\$ 1,289,912	Proposal received. Pending Board Approval.
3	Addition of exterior rear view mirrors	\$ 677,317	Pending Board Approval.
<del>4</del>	<del>Addition of Automatic Passenger Counter Sensor System</del>	<del>\$ 1,274,834</del>	<del>No longer pursue</del>
<del>5</del>	<del>Addition of ground fault detection on the Auxiliary Power Supply system (APS)</del>	<del>\$ 200,000</del>	<del>No longer pursue</del>
6	Addition of interior destination signs that provide information of before and after current station	\$ 1,274,944	Pending Board Approval.
7	Revise Sandbox location	\$ 540,503	Pending Board Approval.
8	Location of emergency tool enclosure	--	Contract Mod. Issued
9	Addition of Light Emitting Diode (LED) to interior cameras	\$ 120,363	Contract Mod. Issued
10	Addition of a train operator alert 15 seconds following door opening at station platform	\$ 74,764	Contract Mod. Issued
11	Addition of a requirement for the train operator to log-in for vehicle operation in "ON-Mode"	\$ 253,956	Contract Mod. Issued
<del>12</del>	<del>Addition of audible Americans with Disabilities Act (ADA) tone direction at doorways for sight-impaired passengers</del>	<del>\$ 300,000</del>	<del>No longer pursue</del>
13	Addition of the Wheelchair symbol on the floor panel and seat fabric at the designated seating area for passenger with disabilities	\$ 340,370	Pending technical evaluation
<del>14</del>	<del>Car numbers to have four digits</del>	<del>\$ 20,000</del>	<del>No longer pursue</del>
<del>15</del>	<del>Addition of diagnostic test equipment for the traction brake system</del>	<del>\$ 370,000</del>	<del>No longer pursue</del>

# P3010 Light Rail Vehicle Acquisition Program

## TOP FIVE RISKS

Risk Description	Risk Mitigation
<p><b>Design Conformance Testing (DCT)</b> - 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"> <li>1. Perform early coordination with Operation and Planning on the qualification test logistics and yard needs.</li> <li>2. Perform close continuous coordination with Operation and Planning during the test period especially the on the track and personnel availability/conflict.</li> </ol>
<p><b>Aggressive Schedule</b> – Overly aggressive project schedule may be impossible for both Metro and KI to implement.</p>	<ol style="list-style-type: none"> <li>1. Prepare and maintain master integrated schedule for implementation of all interfacing capital projects.</li> <li>2. Stagger project implementation schedule, i.e., avoid overlap of procurement cycles.</li> </ol>
<p><b>Contract Modification Process</b> - Changes initiated by either party during design review process could potentially cause delay or claims.</p>	<ol style="list-style-type: none"> <li>1. Identify and define potential "Needs" and "Wants" in the early stages of the project phase.</li> <li>2. Engage customers and stakeholders for early/critical review sessions.</li> <li>3. Obtain swift concurrence on the "Needs" based on safety, maintainability, and reliability requirements.</li> </ol>
<p><b>Integration other related and concurrent rail projects</b> - Integration issues related to existing and proposed ATC, traction power, communication systems with LRV yards (existing and proposed) may cause impacts to cost and schedule.</p>	<ol style="list-style-type: none"> <li>1. Roles and responsibilities must be defined for interface, and integrated testing in the scope documents .</li> <li>2. Continue to attend coordination meetings with Foothill Authority, EXPO, Operation Planning.</li> </ol>
<p><b>Implementation of the Quality Assurance program</b> is not well planned and as a result is not effective. This could result in problems during testing and ultimately in revenue service.</p>	<ol style="list-style-type: none"> <li>1. Metro to work closely with KI to ensure Quality Assurance (QA) is strictly implemented and checked off against checklists for each production process in the Quality Assurance Program Plans (QAPP).</li> <li>2. Metro will also dispatch auditor(s) on a periodic basis to ensure QA is being addressed in critical locations.</li> </ol>

# P3010 Light Rail Vehicle Acquisition Program

## ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

- Complete the design review process
- KI to continue manufacturing of prototype equipment
- Continue to monitor testing activities and FAIs
- Continue negotiations and process proposed Contract Modifications on the remaining KI change order proposals
- Site visit to assembly site at Palmdale, CA in late June/early July
- Continue to monitor progress of KI's final assembly site's layout preparatory activities.
- Continue track and review CDRLs

Los Angeles County  
Metropolitan Transportation Authority

# Heavy Rail Vehicle Acquisition Project



FTA Quarterly Meeting Review  
May 28, 2014



**Metro**

## Project Sponsor Roles

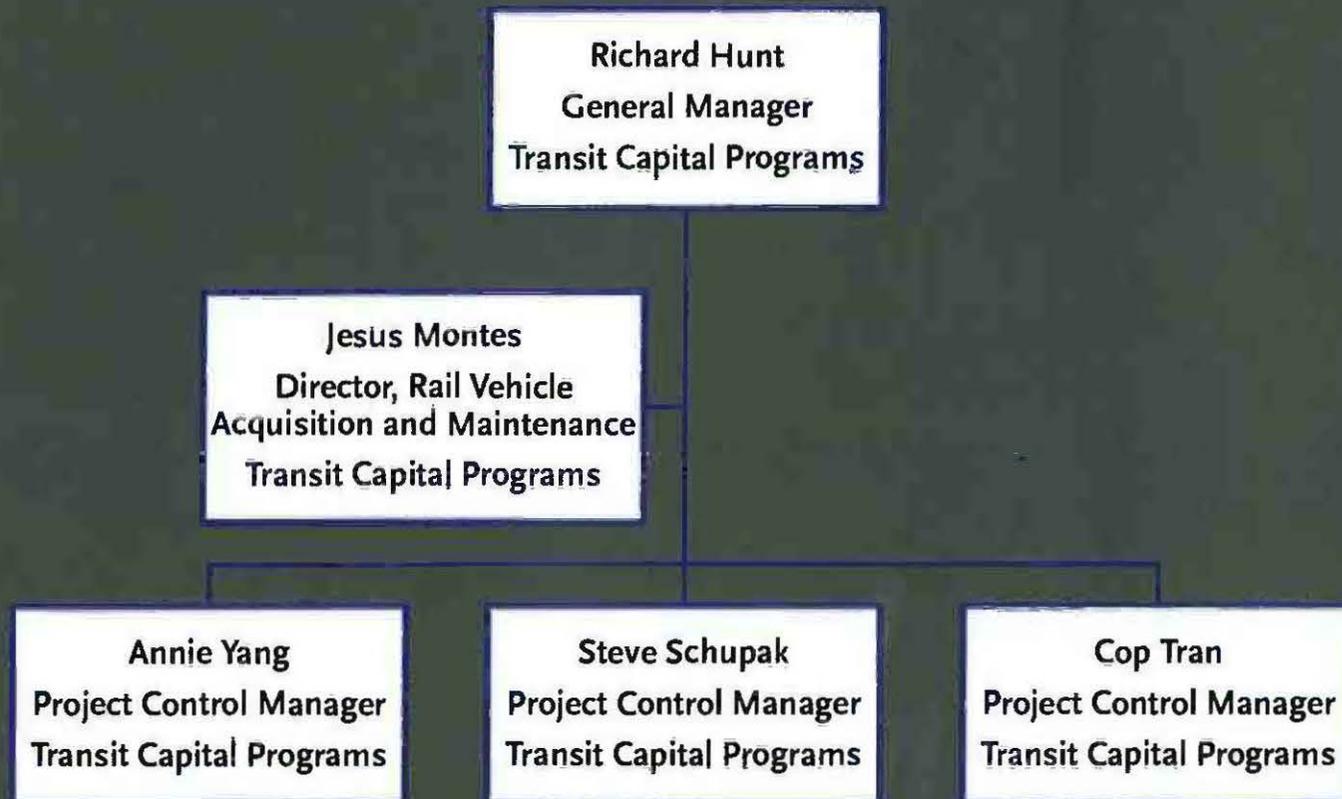
- **Richard Hunt, General Manager:** has oversight of all Metro Transit Capital Programs projects.
- **Jesus Montes, Director, Rail Vehicle Acquisition and Maintenance:** has oversight of all Metro Rail Transit Capital Programs projects.
- **Cop Tran, Project Control Manager:** responsible for the execution and delivery of the A650 Refurbishment /New HRV Procurement projects.

# Safety

- Safety considerations are elements in the Specifications that are being developed.
- There are no Safety concerns at this time.

# Technical Capacity and Capability

- Organizational Charts – Project Specific



# Project Controls

- Scope
  - There are no changes to the scope of this project.
- Budget
  - N/A at this time.
- Schedule:
  - We are on schedule to get the Specification and Commercial Terms and Conditions for Industry Review by early summer 2014.



Metro

### FTA Quarterly Review Action Item Report – February 26, 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
1-2/26	Closed	Metro to discuss with FTA the Secondary Mitigation Measure associated with the Eastern Yard.	LACMTA	Girish Roy	3-26-14
2-5/29	Closed	Metro to verify any schedule delay of the P3010 Project with Kinki Sharyo and advise FTA regarding how Metro and Kinki Sharyo will address and mitigate the delay.	LACMTA	Jesus Montes/ Annie Yang	3-26-14