

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

AUGUST 26, 2015



Metro

**FTA QUARTERLY REVIEW
MEETING AGENDA**

AGENDA

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, August 26, 2015 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

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

PRESENTER

Leslie Rogers
Phillip Washington
Tim Mengle
Charles Safer
James Brown
Denise Longley

II. CONSTRUCTION REPORTS

- A. Engineering & Construction Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Westside Purple Line Extension Section 2 Project
- E. Regional Connector Transit Corridor Project
- F. Patsaouras Plaza Bus Station Project
- G. Universal Pedestrian Bridge Project
- H. P3010 Light Rail Vehicle Acquisition Program
- I. Heavy Rail Vehicle Acquisition Program

Bryan Pennington
Charles Beauvoir
Dennis Mori
Michael McKenna
Girish Roy
Tim Lindholm
Milind Joshi
Annie Yang
Cop Tran

III. METRO PLANNING REPORTS

- A. Potential Ballot Initiative Update
- B. Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - Eastside Transit Corridor Phase 2
- D. TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
- E. American Recovery and Reinvestment Act of 2009 (ARRA)

Martha Welborne

IV. FTA ACTION ITEMS

FTA/PMOC

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

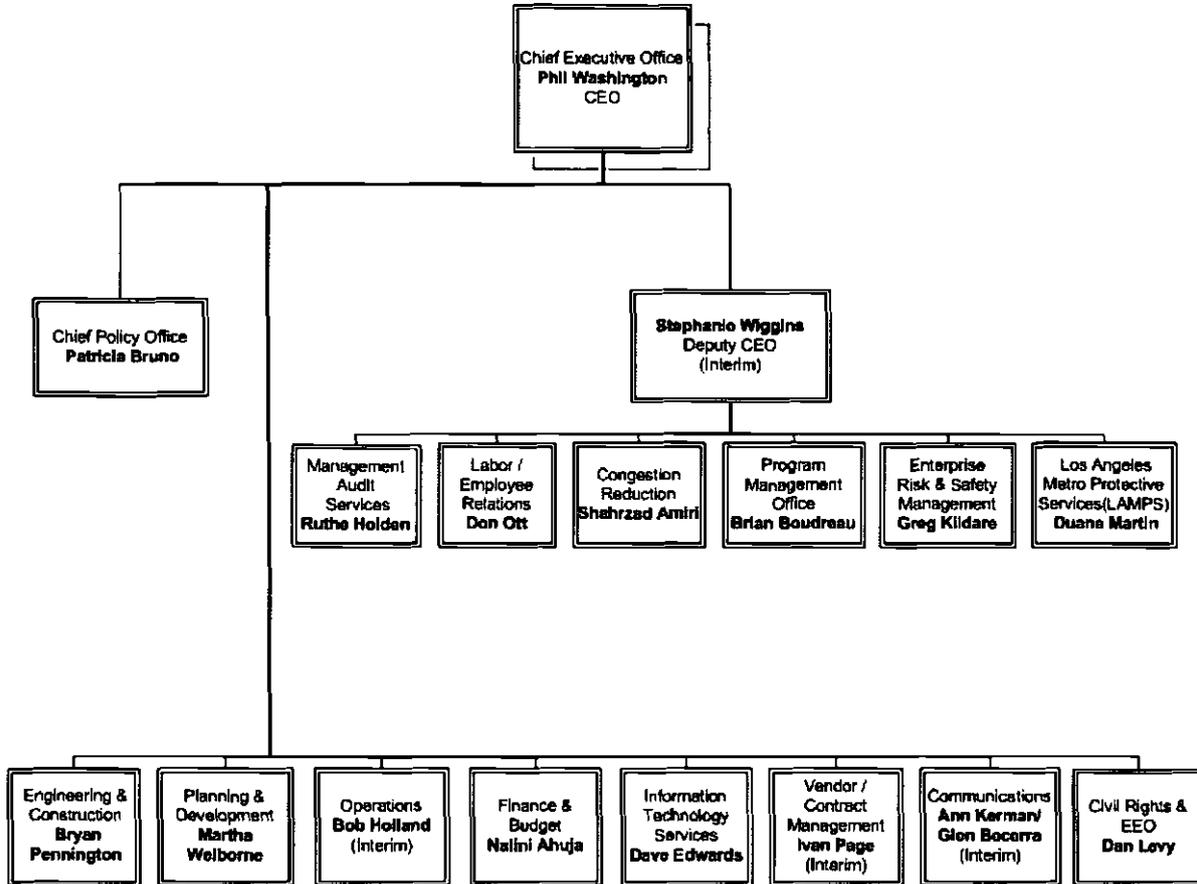
Los Angeles County Metropolitan Transportation Authority

Wednesday, December 3, 2015

William Mulholland Conference Room 15th Floor

**METRO AGENCYWIDE
ORGANIZATION CHART**

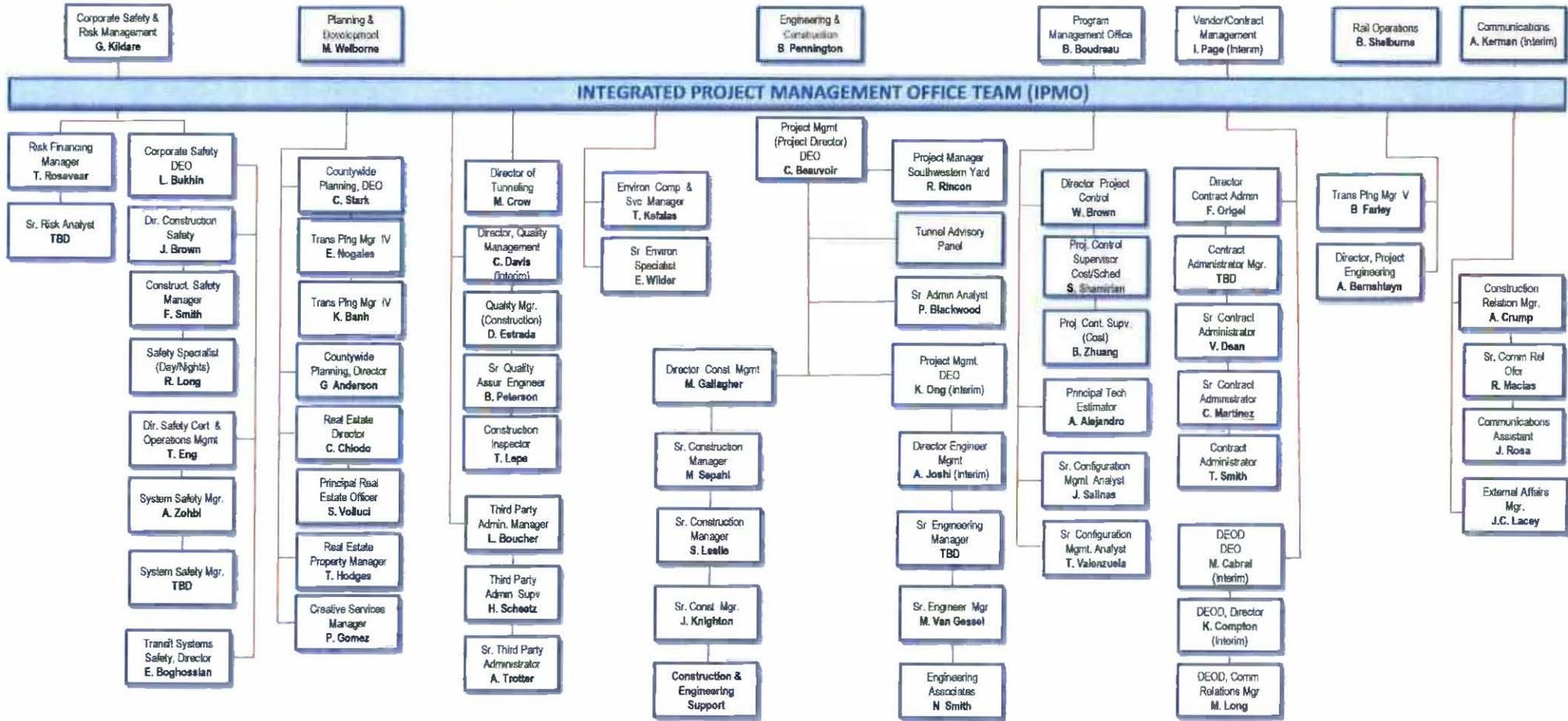
FY16 Organization Chart



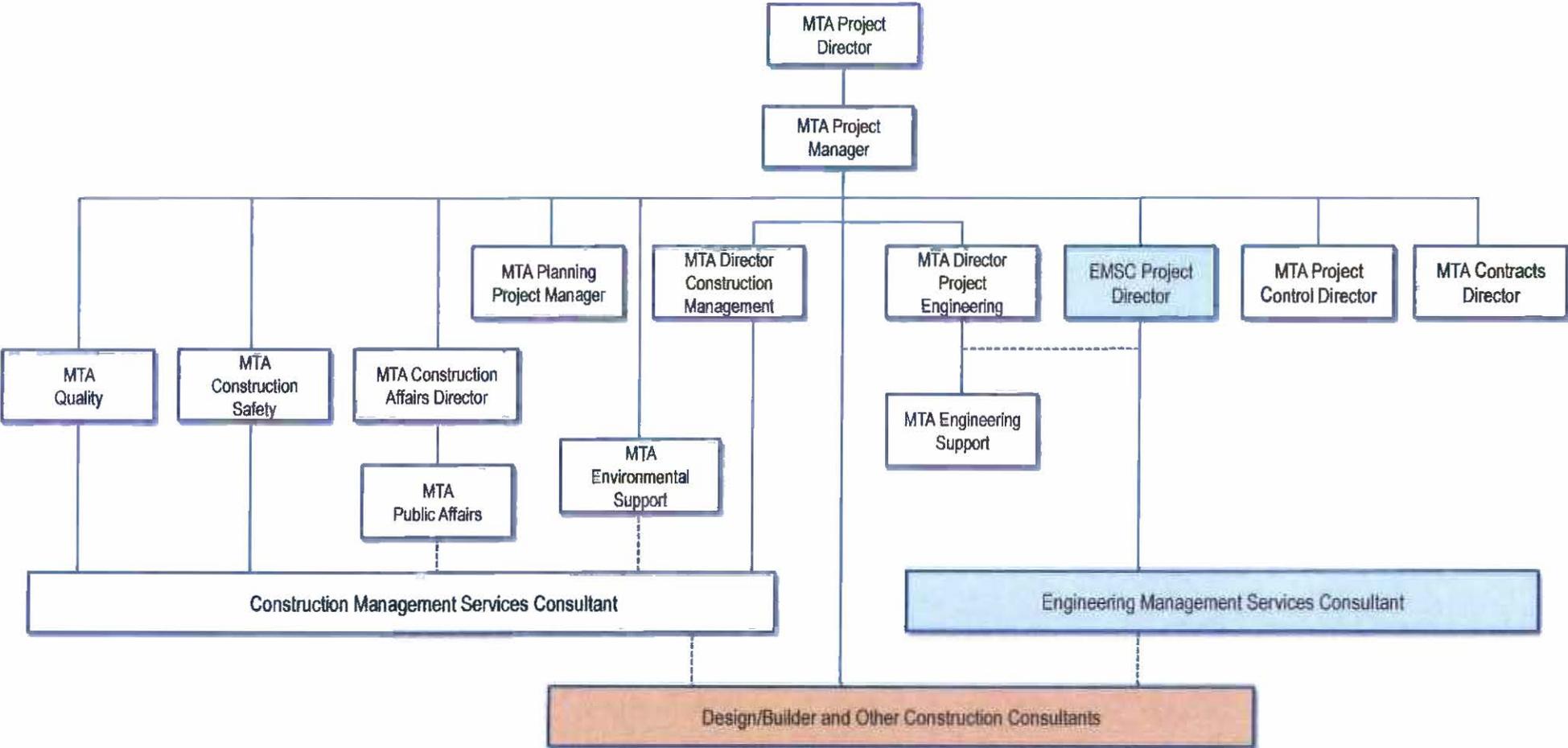
TRANSIT PROJECT
ORGANIZATION CHARTS

**CRENSHAW/LAX TRANSIT PROJECT
INTEGRATED PROJECT MANAGEMENT OFFICE TEAM**

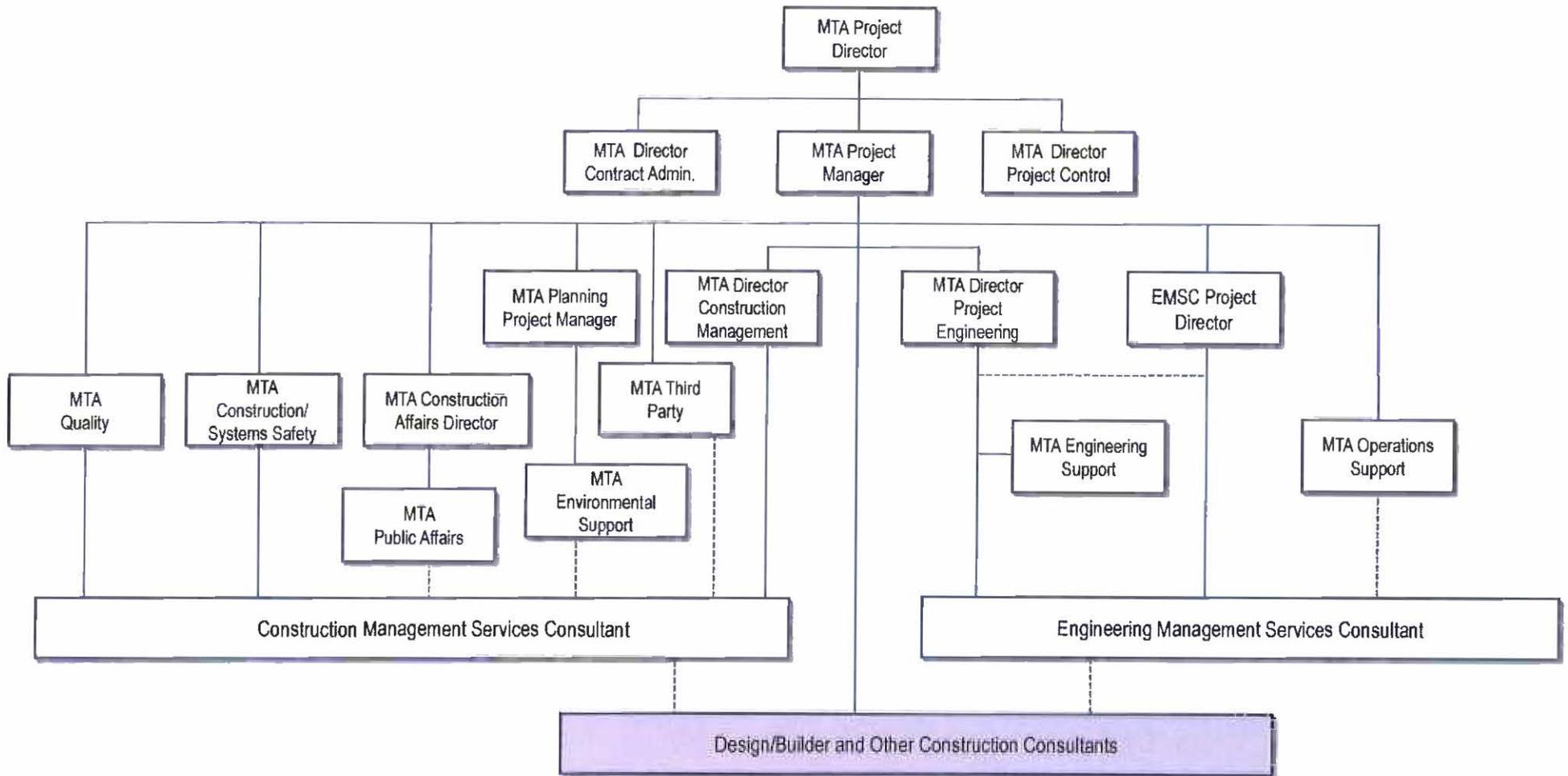
Metro Executive Management Organization and Staff



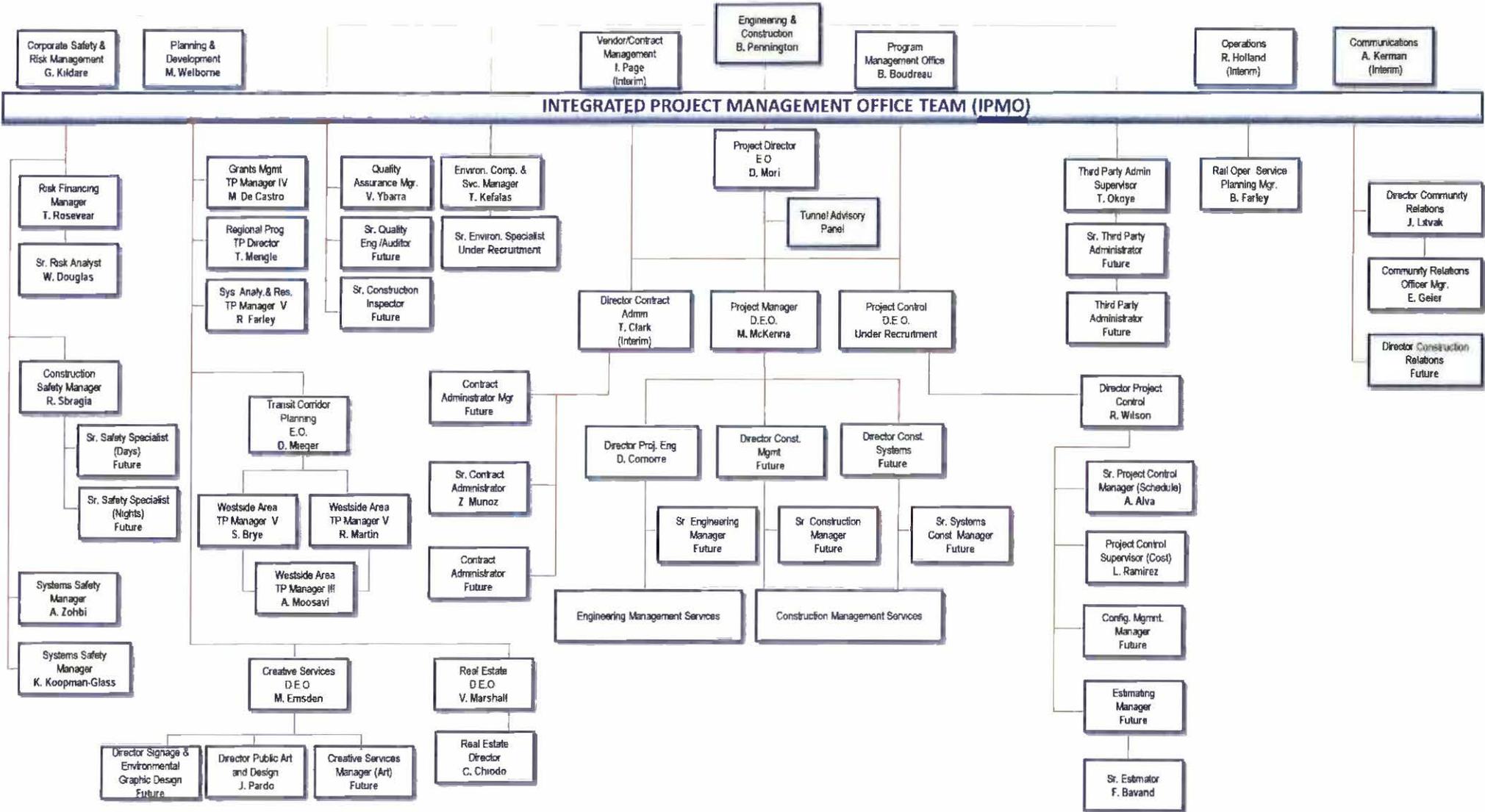
**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



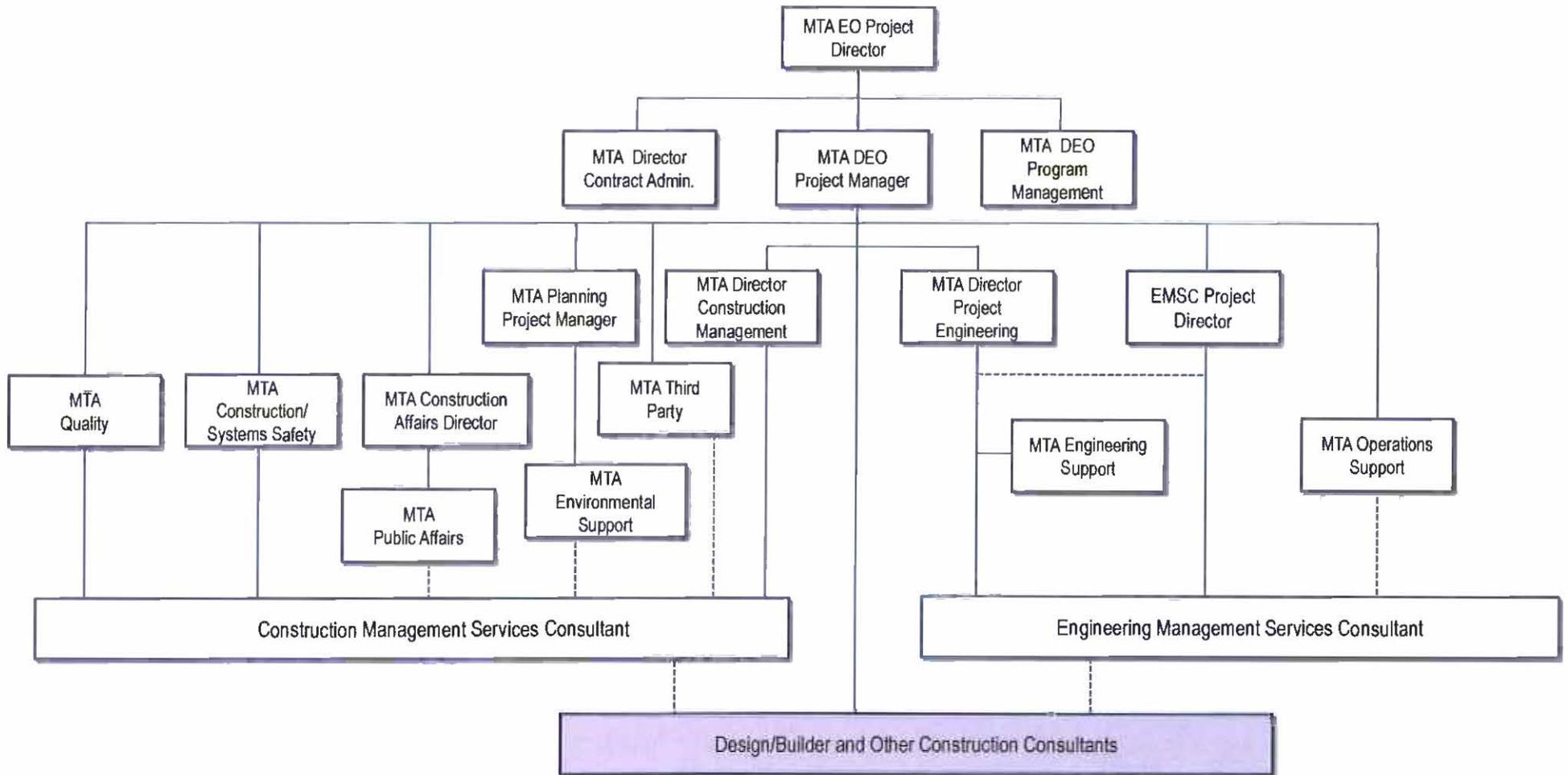
Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix



WESTSIDE PURPLE LINE EXTENSION SECTION 2 INTEGRATED PROJECT MANAGEMENT OFFICE TEAM Matrix Organization



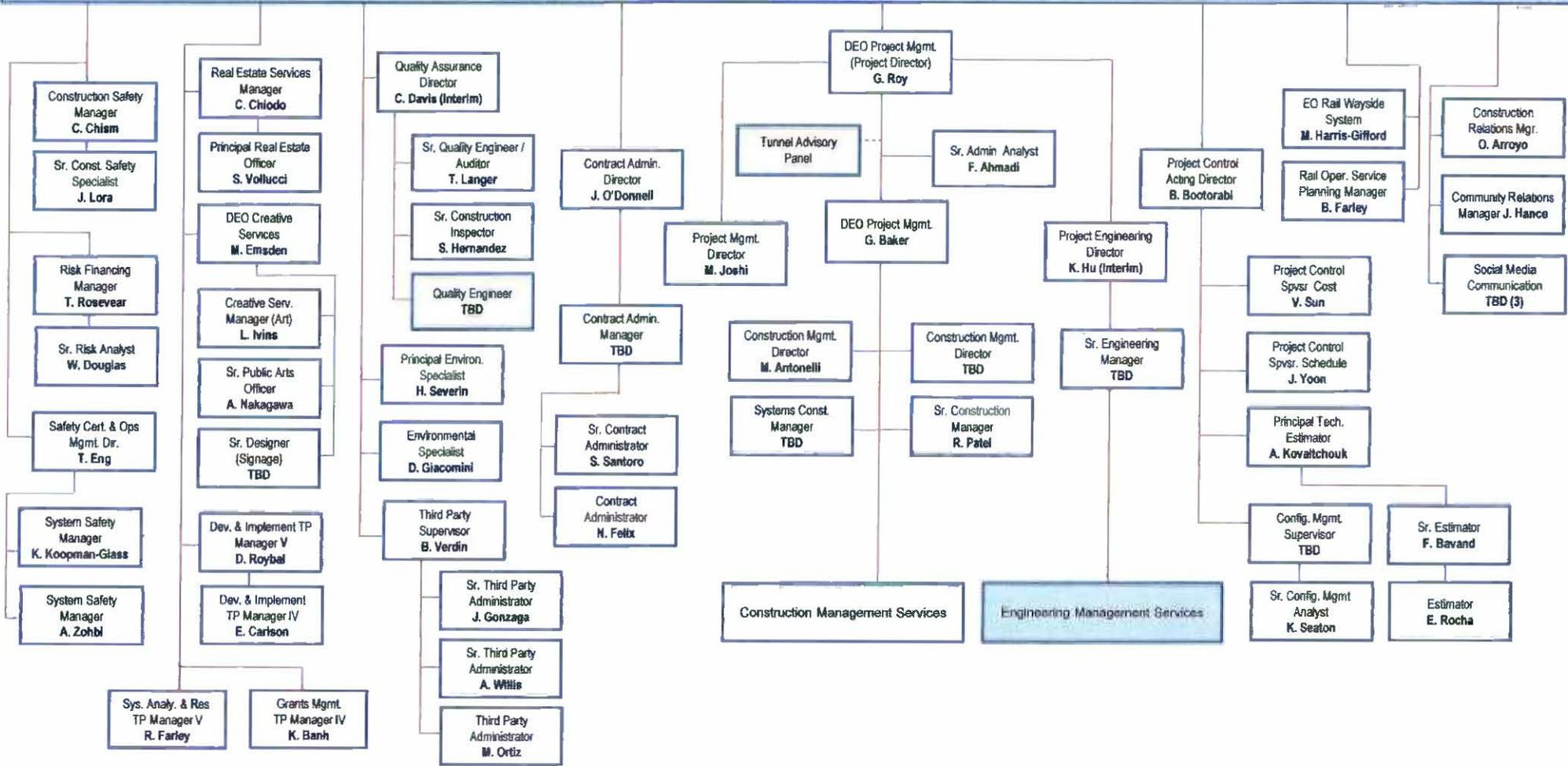
Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



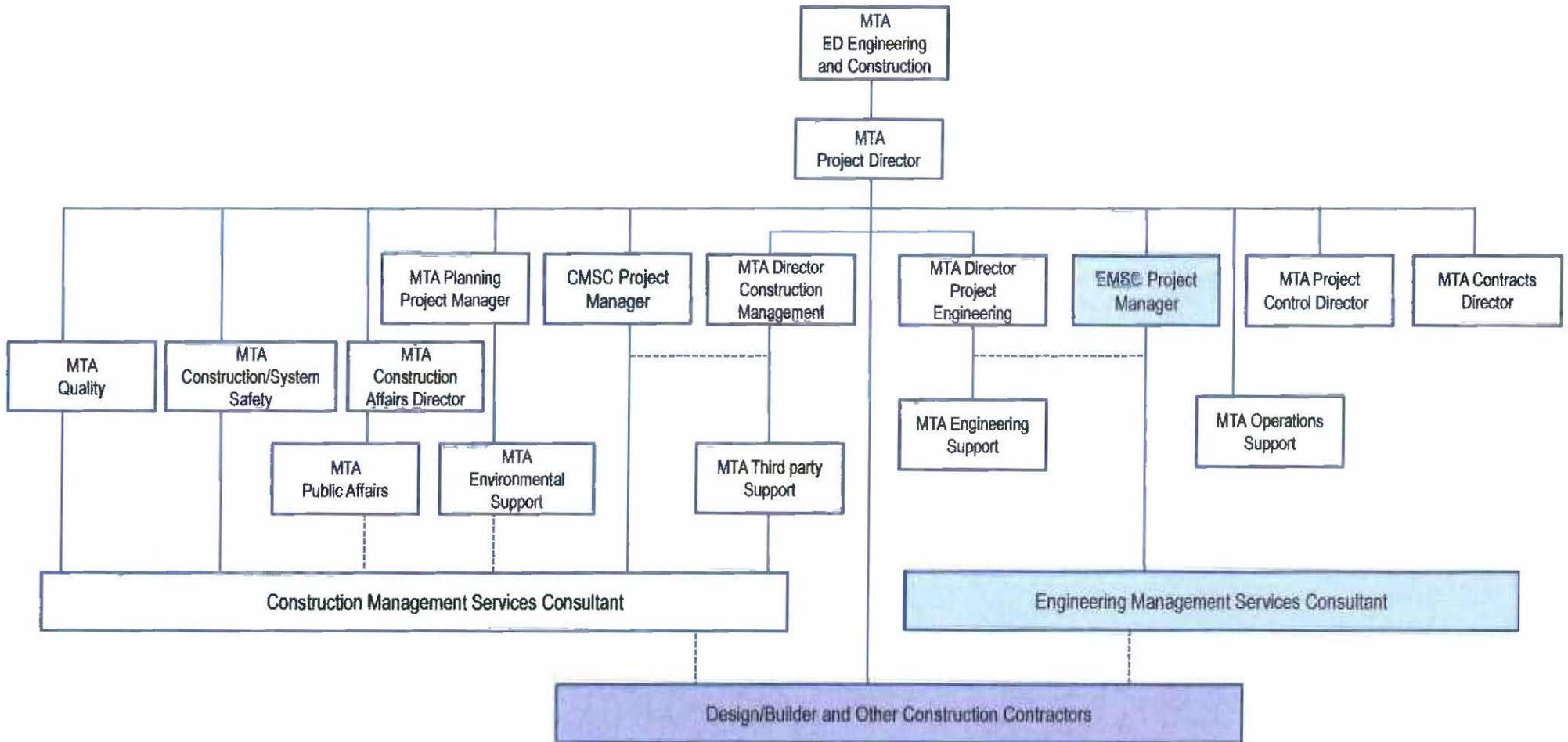
**REGIONAL CONNECTOR TRANSIT CORRIDOR
INTEGRATED PROJECT MANAGEMENT OFFICE TEAM**



INTEGRATED PROJECT MANAGEMENT OFFICE TEAM (IPMO)

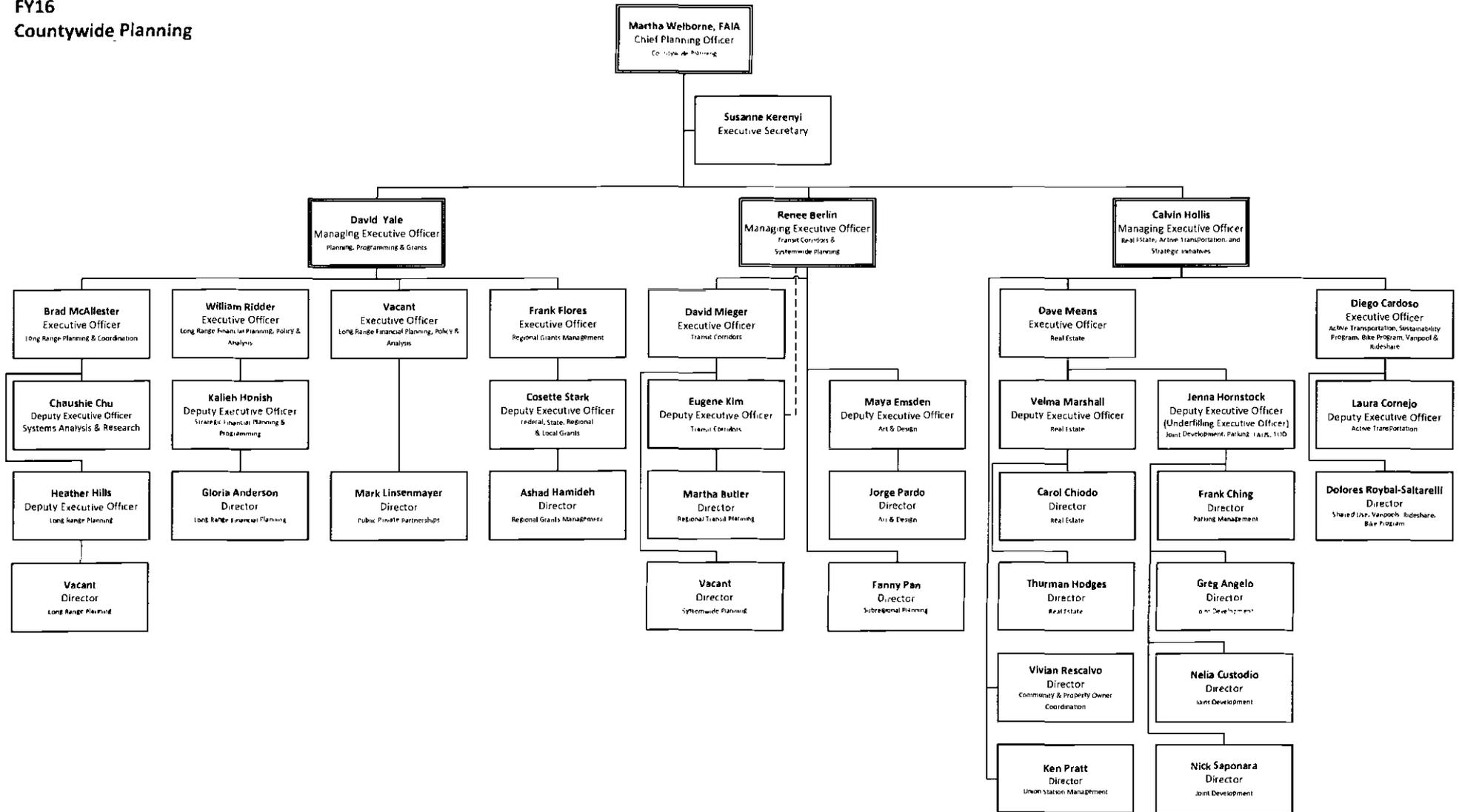


Regional Connector Transit Corridor Responsibility and Reporting Matrix

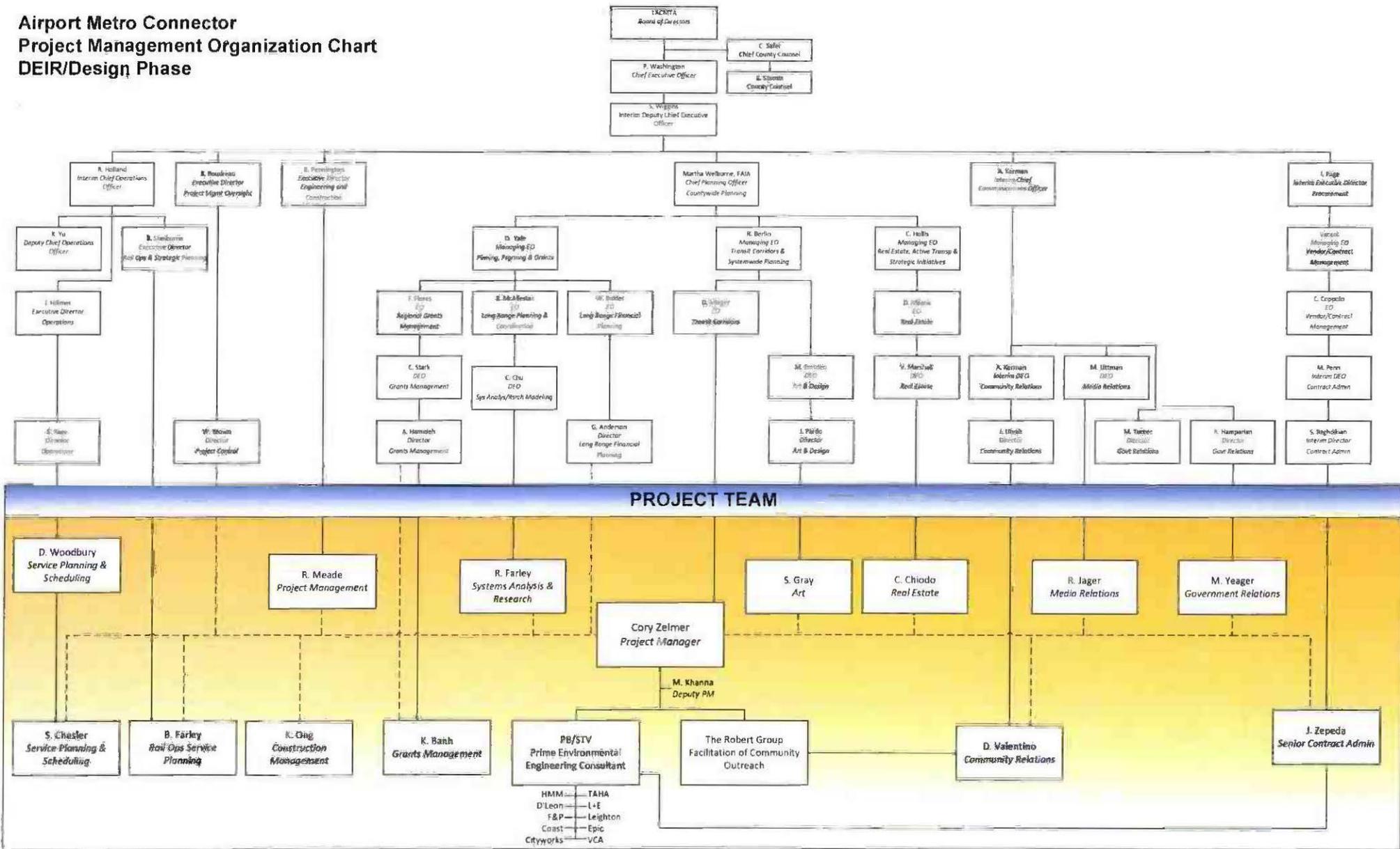


**COUNTYWIDE PLANNING
ORGANIZATION CHARTS**

**FY16
Countywide Planning**



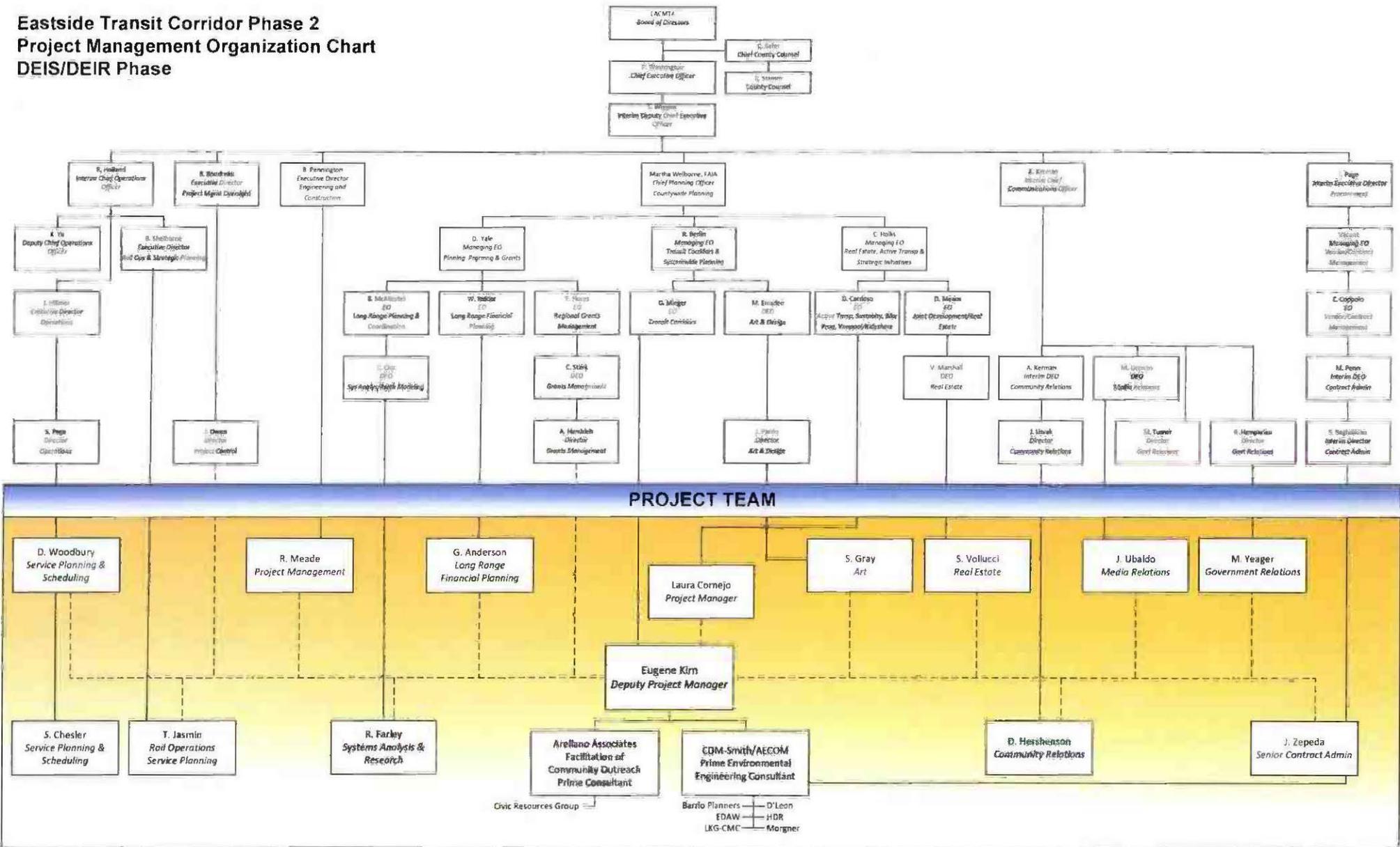
Airport Metro Connector Project Management Organization Chart DEIR/Design Phase



July 23, 2015

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

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



July 23, 2015

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

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 2 (Alejo) D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p align="center">Monitor</p>	<p>4/23/2015- A. APPR. 4/23/2015- From committee: Do pass and re- refer to Com. on APPR. (Ayes 7, Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p>AB 4 (Linder) R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p>	<p align="center">Monitor</p>	<p>1/16/2015- A. TRANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 6 (Wilk) R</p> <p>Bonds: transportation: school facilities.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>4/20/2015- A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>AB 8 (Gatto) D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>3/24/2015- A. PUB. S. 3/24/2015- From committee: Do pass and re- refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re- referred to Com. on PUB. S.</p>
<p>AB 21 (Perea) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>1/16/2015- A. NAT. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 23 (Patterson) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 24 (Nazarian) D</p> <p>Transportation network companies: public safety.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TRANS. 4/23/2015-Referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations/Legislative Matrix

<p>AB 28 (Chu) D</p> <p>Bicycle safety: rear lights.</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TRANS. 4/23/2015-Referred to Com. on TRANS.</p>
<p>AB 33 (Quirk) D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	<p>Monitor</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Referred to Com. on NAT. RES.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>AB 156 <u>Perea D</u></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015- A. APPR. 4/20/2015-Re- referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>AB 194 <u>Frazier D</u></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015- A. APPR. 4/14/2015- From committee: Do pass and re- refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 210 <u>Gatto D</u></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>4/15/2015- A. APPR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.</p>
<p>AB 227 <u>Alejo D</u></p> <p>Transportation funding.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/16/2015- A. BUDGET 4/16/2015-Re- referred to Com. on BUDGET.</p>

Government Relations Legislative Matrix

<p>AB 318 <u>Chau D</u></p> <p>Lost money and goods: restoration to owner.</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/15/2015-A. APPR. 4/15/2015-Re-referred to Com. on APPR.</p>
<p>AB 326 <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. L. & E. 4/22/2015-Re-referred to Com. on L. & E.</p>
<p>AB 338 <u>Hernández,</u> <u>Roger D</u></p> <p>County transportation commissions: Los Angeles County.</p>	<p>The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.</p>	<p>OPPOSE</p>	<p>4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix.

<p>AB 457 Melendez R High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p>AB 464 Mullin D Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p>AB 471 Harper R Employment.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>
<p>AB 518 Frazier D Department of Transportation.</p>	<p>Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>3/5/2015-A. TRANS. 3/5/2015-Referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 584 <u>Cooley D</u></p> <p>Public employee retirement systems.</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	<p>Monitor</p>	<p>4/8/2015- A. RLS. 4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.</p>
<p>AB 620 <u>Hernández,</u> <u>Roger D</u></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>3/9/2015- A. TRANS. 3/9/2015- Referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 726 <u>Nazarian D</u></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>4/23/2015- A. TRANS. 4/23/2015- From committee: Do pass and re- refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p>AB 754 <u>Ridley-Thomas D</u></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015- A. PRINT 2/26/2015- From printer. May be heard in committee March 28.</p>

<p>AB 755 Ridley-Thomas D</p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015- A. REV. & TAX SUSPENSE FILE 5/14/2015-Re-referred to Com. on REV. & TAX.</p>
<p>AB 779 <u>Garcia,</u> <u>Cristina D</u></p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015- A. NAT. RES. 4/21/2015- From committee: Do pass and re- refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re- referred to Com. on NAT. RES.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 857 <u>Perea D</u></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015- A. NAT. RES. 4/16/2015-Re- referred to Com. on NAT. RES.</p>
<p>AB 869 <u>Cooper D</u></p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/14/2015- A. APPR. 4/14/2015-Re- referred to Com. on APPR.</p>

Government Relations Legislative Matrix

<p>AB 877 <u>Chu D</u></p> <p>Transportation.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/6/2015- A. TRANS. 4/6/2015-Re- referred to Com. on TRANS.</p>
<p>AB 914 <u>Brown D</u></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/9/2015- A. TRANS. 4/9/2015-Re- referred to Com. on TRANS.</p>

<p>AB 952 <u>Garcia,</u> <u>Cristina D</u></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1068 <u>Allen,</u> <u>Travis R</u></p> <p>California Environmental Quality Act: priority projects</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015- A. NAT. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>
<p>AB 1087 <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015- A. TRANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1098 <u>Bloom D</u></p> <p>Transportation: congestion management.</p>	<p>Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015- A. TRANS. 4/16/2015-In committee: Hearing postponed by committee.</p>
<p>AB 1138 <u>Patterson R</u></p> <p>High-speed rail: eminent domain</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an Intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015- A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1171 <u>Linder R</u></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015- A. TRANS. 4/22/2015-Re- referred to Com. on TRANS.</p>
<p>AB 1250 <u>Bloom D</u></p> <p>Vehicles: buses; gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>4/20/2015- S. RLS. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.</p>
<p>AB 1265 <u>Perea D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>4/14/2015- A. APPR. 4/14/2015- From committee: Do pass and re- refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1347 <u>Chiu D</u></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p>4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.</p>
<p>ACA 4 <u>Frazier D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p align="center">Monitor</p>	<p>4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>		

Government Relations Legislative Matrix

<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>		
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>ABX1 5 Hernández, Roger D</p> <p>Income taxes: credits: low- income housing: farmworker housing assistance.</p>	<p>Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.</p>		
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.</p>		
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>SB 1 (Gaines) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 5 (Vidak) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>
<p>SB 8 (Hertzberg) D</p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</p>	<p>Monitor</p>	<p>2/19/2015-S. G. & F. 2/19/2015-Re-referred to Com. on GOV. & F.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 9 (Beall) D</p> <p>Greenhouse Gas Reduction Fund; Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-S. T. & H. 4/15/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p>SB 16 (Beall) D</p> <p>Department of Transportation.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</p>	<p>SUPPORT</p>	<p>4/15/2015-S. T. & H. 4/15/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 29 (Beall) D</p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>4/15/2015-S. APPR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 32 (Pavley) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</p>	<p>Monitor</p>	<p>3/16/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>
<p>SB 39 (Pavley) D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>SB 59 (Knight) R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>1/15/2015-S. RLS. 1/15/2015-Referred to Com. on RLS.</p>
<p>SB 64 (Liu) D</p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>1/15/2015-S. T. & H. 4/14/2015-Set for hearing April 28.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 122 (Jackson) D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p align="center">Monitor</p>	<p align="center">4/20/2015-S. APPR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.</p>	<p align="center">Monitor</p>	<p align="center">4/7/2015-S. T. & H. 4/7/2015-Re-referred to Coms. on T. & H. and E.Q.</p>
<p>SB 194 Cannella R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p align="center">Monitor</p>	<p align="center">2/19/2015-S. RLS. 2/19/2015-Referred to Com. on RLS.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations/Legislative Matrix

<p><u>SB 207</u> <u>Wieckowski D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Monitor</p>	<p>4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>
<p><u>SB 254</u> <u>Leyva D</u></p> <p>Transit districts: ordinances.</p>	<p>Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p><u>SB 321</u> <u>Beall D</u></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p align="center">4/23/2015-S. APPR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><u>SB 348</u> <u>Galgiani D</u></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p align="center">4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>SB 350 <u>De León D</u></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>4/7/2015- S. E.Q. 4/10/2015-Set for hearing April 29.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/21/2015-S. PUB. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>
<p>SB.413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Work with Author</p>	<p>4/16/2015-S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p>SB 461 Hernandez D</p> <p>Toll bridges and facilities: funds.</p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	<p>Monitor</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p><u>SB 491</u></p> <p>Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p><u>SB 508</u> <u>Beall D</u></p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p align="center">3/12/2015-S. T. & H. 4/2/2015-Set for hearing May 5.</p>
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<p>SB 516 Fuller R</p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>4/21/2015-S. T. & H. 4/21/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p><u>SB 529</u> <u>Pan D</u></p> <p>Public transit.</p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p align="center">Monitor</p>	<p align="center">4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>
<p><u>SB 599</u> <u>Mendoza D</u></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p align="center">Monitor</p>	<p align="center">4/20/2015-S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><u>SB 767</u> <u>De León D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p align="center">SUPPORT</p>	<p align="center">4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>SCA 5 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. & F. 4/7/2015- Referred to Coms. on GOV. & F., E. & C.A., and APPR.</p>
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>		<p>7/14/2015-S. T. & I.D. 7/14/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>		<p>6/30/2015-S. T. & I.D.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>		<p>7/1/2015-S. T. & I.D.</p>
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>		<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>
<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</p>		<p>7/13/2015-S. T. & I.D. 7/14/2015-From printer.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation</p>	<p>Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SBX1 11 Berryhill R</p> <p>California Environmental Quality Act: exemption: roadway improvement.</p>	<p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>		<p>7/8/2015-S. T. & I.D. 7/8/2015-Re-referred to Com. on T. & I.D.</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>
<p>SRX1 1 De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3620 Bass D</p>	<p>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.</p>	<p>January 2014 – SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</p>
<p>H.R. 680 Blumenauer D</p>	<p>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.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p>May 2015 – SUPPORT</p> <p>Referred to the House Committees on Ways and Means and House Transportation and Infrastructure</p>
<p>H.R. 935 Hahn D-CA</p>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Rail, House Transportation and Infrastructure</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

		Committee House Ways and Means Committee
H.R. 990 King R-NY	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 Lowenthal D-CA	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. <i>Board previously supported HR 5624 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551	Would phase out the Mass Transit Account from receiving any funding through the	May 2015 –

Los Angeles County Metropolitan Transportation Authority
Government Relations/Legislative Matrix

Sanford R-SC	Highway Trust Fund by incrementally decreasing funding from 2016-2020.	OPPOSE House Ways and Means Committee
H.R. 2485 Torres D-CA	The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	June 2015 - SUPPORT Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee
H.R. 2495 Waters D-CA	The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	June 2015 - SUPPORT House Appropriation and Budget Committees
H.R. 2410 DeFazio D-OR	The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama's surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation's state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America's future population growth. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	June 2015 - SUPPORT
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S.	MAY 2015 - OPPOSE Senate

	Department of Transportation.	Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D- CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2015	A short-term continuing resolution (CR), <u>H.J. Res. 124</u> , to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014. The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.	Signed by President, September 19, 2014 U.S. Senate and House passes H.J. Res 124 on September 18, 2014
<u>Moving Ahead For Progress In</u>	MAP-21 • 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through	

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p><u>The 21st Century</u></p> <p>Surface Transportation Authorization Bill</p>	<p>October 1, 2015</p> <ul style="list-style-type: none"> • Total Funding: \$105 Billion <ul style="list-style-type: none"> ○ Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 ○ Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> ○ Does not include Qualified Transportation Improvement Bonds (QTIB) <p>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
<p>Obama Administration Proposal</p> <p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</p>	<p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • \$199 billion for highways <ul style="list-style-type: none"> ○ \$92.1 billion for the National Highway Performance Program ○ \$13.6 billion for "critical immediate investments" • \$72 billion for transit <ul style="list-style-type: none"> ○ \$11 billion for Capital Investment Grants ○ \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels) • \$19 billion in dedicated funding for rail programs • \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative <ul style="list-style-type: none"> ○ \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing 	<p>Introduced – April 29 2014</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

	<p>regions</p> <ul style="list-style-type: none">o \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations• \$10 billion for a multi-modal freight program• \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.	
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KEY LEGAL ACTIONS



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

TRANSPORTATION DIVISION
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MARY C. WICKHAM
Interim County Counsel

July 15, 2015

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Marler:

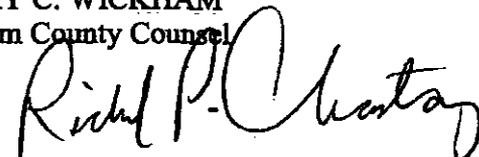
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 26, 2015, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

MARY C. WICKHAM
Interim County Counsel

By


RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:kh

Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of June 26, 2015

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.	Defendants' Motion for Summary Judgment granted. MTA filed Motion for new trial. Judgment granted in favor of MTA in February 2014. Defendants have appealed. Briefing schedule has been set. Oral argument expected mid-late 2015.
Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. MTA	BC545331		Kiewit submitted a delay and disruption claim to MTA in the amount of nearly \$400 million. The claim is referred to as Claim 86. Kiewit's lawsuit seeks a declaration from the court that the Dispute Review Board ("DRB") has jurisdiction over Claim 86, and that the parties must proceed with the DRB process. MTA contends that Kiewit's Claim 86 is not authorized under the terms of the design-build contract, and therefore the DRB, which is a product of the contract, has no jurisdiction to hear Claim 86.	The parties agreed to binding arbitration of claims and disputes, including Claim 86, in lieu of further DRB hearings and litigation. Arbitration scheduled to take two years.
Tutor-Saliba-Perini v. MTA	BC123559 BC132928	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Court of Appeal issued ruling upholding MTA's false claims judgment against TSP. TSP's claims, including claims for attorneys' fees, were denied. Remanded to trial court on issue of sureties' claim for attorney's fees. Trial court awarded sureties \$2,143,403 (demand was \$21,517,220). Sureties have appealed.

Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Cross-motions for summary judgment was fully briefed in July 2013. Awaiting Judge's ruling.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. All parties filed appeals in the CEQA & NEPA cases. Oral argument in CEQA appeal held on June 10, 2015. NEPA appeal is in briefing stage.
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.	Cases settled on June 30, 2015.
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	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS.

			trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. All parties filed appeals in the CEQA & NEPA cases. CEQA appeal is fully briefed, awaiting oral argument. NEPA appeal is in briefing stage.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Appeal is fully briefed, awaiting oral argument.
Beverly Hills Unified School District v. MTA	BS137608		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 Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Appeal is fully briefed, awaiting oral argument.

Jessica Romero et al. v. MTA	USDC 2:14-CV-03456		Wheelchair-disability. Federal Class Action.	Motion for Preliminary Injunction was heard on August 11, 2014. Motion denied. Plaintiffs have appealed. Appeal was heard on March 2, 2015. Appeal Court affirmed lower court on March 9, 2015. Trial set for December 1, 2015. Motion for Partial Summary Judgment on Demand for Permanent Injunction to be heard July 27, 2015.
Melvin Spicer v. MTA	BC448847 BC506947 BC545768		Plaintiff is a wheelchair patron of the MTA and has been so since 1984. He alleges that MTA bus operators have and continue to violate the American's with Disabilities Act and the related California State Laws. Specifically, he alleges he has been passed by and improperly secured, if at all, and is therefore seeking injunctive relief and money damages. Plaintiff further alleges there are thousands of other MTA wheelchair patrons with the same experience and asked the Court to certify a class of plaintiffs. Request for class certification was denied by the Court.	All three <i>Spicer</i> cases settled on April 24, 2015.
Peaches Parker v. MTA	BC498046 BC567817		Plaintiffs in this case and the following cases listed in this section all allege the same issues raised in the <i>Spicer</i> case, and unless otherwise indicated, all cases have been related to the <i>Spicer</i> case. All plaintiffs listed in this section, including the <i>Spicer</i> cases and <i>Romero</i> case listed above, are represented by the same attorney.	Trial may be set for January 19, 2016.

Allan McDowell v. MTA	BC498047			On April 28, 2015, Court decided this case should be classified as a limited jurisdiction case and at time of trial, Court will instruct jury that plaintiff's recovery must be limited to \$25,000. MTA's Motion for Summary Judgment filed July 15, 2015.
Francisco Galvan v. MTA	BC498048 BC545767 BC567534		Plaintiff is blind and uses a walker, not a wheelchair.	Discovery on going. No trial date.
Reese Anthony Jr. v. MTA	BC498049 BC454872			MTA's Motion for Summary Judgment filed July 15, 2015. Trial may be set for November 2, 2015.
Michael Goldsmith v. MTA	BC498050 BC570307			Trial may be set for November 2, 2015. MTA's Motion for Summary Judgment filed July 15, 2015.
Ebony Allen v. MTA	BC498051			Trial may be set for November 2, 2015. MTA's Motion for Summary Judgment filed July 15, 2015.
Carla Dale Short v. MTA	BC498052 BC545874			Trial may be set for March 1, 2016.
Bernardine Harris v. MTA	BC501547 BC545873			Trial may be set for January 19, 2016.
Behnam Talasavan v. MTA	BC505804			Trial may be set for November 2, 2015. On April 28, 2015, Court decided this case should be classified as a limited jurisdiction case with plaintiff's recovery limited to \$25,000. MTA's Motion for Summary Judgment filed July 15, 2015.
Sergio Martinez v. MTA	BC520032 BC568995			Trial may be set for March 1, 2016.
Trina Fosha v. MTA	BC507919 BC567533			Trial may be set for January 19, 2016.

Veronica Lopez v. MTA	BC536506			Final Status Conference is set for October 14, 2015. Trial to begin on October 27, 2015.
Pamela Tatum v. MTA	BC520563 BC545766			Case Management Conference set for July 27, 2015. Final Status Conference set for August 21, 2015. Trial set for September 8, 2015
Elizabeth Rawlins v. MTA	BC558746			Trial may begin March 1, 2016. Court has deemed this case to be classified as a limited jurisdiction case limiting plaintiff's recovery to \$25,000.
Ronnie Garcia v. MTA and Art Leahy	2:15-CV-00149-DSF-ARG			Trial date is June 21, 2016. ADR to be completed by March 28, 2016.
Oudy Wall v. MTA	BC567535 New Case No. 2:15-CV-001009-DSF			Filed on December 22, 2014. Removed to federal court on February 13, 2015. Motion to dismiss Art Leahy granted on March 5, 2015.
Jessica Romero v. MTA	BC573375 New Case No. 2:15-CV-02712-DSF-AGR			Filed on April 1, 2015. Removed to federal court on April 13, 2015.
Maria Reyes v. MTA	BC570016 New Case No. 2:15-CV-04859-DSF-AGR			Filed on May 22, 2015. Removed to federal court on June 26, 2015. Motion to dismiss claim for intentional infliction of emotional distress filed on July 2, 2015. Hearing is set for August 3, 2015.

James D. Maciel, Sr. v. MTA	VC064357		Wheelchair disability filed on October 20, 2014. Plaintiff is in <i>pro per</i> .	Plaintiff filed default judgment against named defendant Jose Molina, a bus operator. On June 2, 2015, Court set aside default. Demurrer and Motion to Strike set for July 30, 2015 on First Amended Complaint. Plaintiff filed Motion for Reconsideration of Default Judgment. Hearing to be held July 23, 2015.
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ADVANCED LAND
ACQUISITION PROGRAM

FTA-Funded Excess Real Property and ALAP Parcels Utilization Report

June 30, 2015

Wilshire/Vermont Station (Parcels B2-113 through B2-121; ALAP Parcel: B2-118) – NO CHANGE

Property at the Wilshire/Vermont Station site that is not used to support Metro bus and rail operations has either been sold or developed through Metro's joint development program. The developed property is a mixed-use, transit-oriented development operated by Klein Financial and consists of 449 apartments (90 affordable) and approximately 36,000 square feet of retail space. The sold property contains an 800-student, LAUSD middle school. A 1.02-acre portion of this site sits on the northeast corner of Wilshire and Shatto, across the street from the station site and the above-noted development. This site is currently used as a Metro bus layover facility. In December 2013, Metro and an adjacent property owner jointly sponsored feasibility analyses to determine if joint development was possible on this property. The analysis determined that the configuration of the transit improvements on and under this portion of the site rendered development infeasible at this time.

Temple/Beaudry (ALAP Parcels B-102 and B-103)

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

Wilshire/La Brea (ALAP Parcel A2-362)

The Metro Board adopted the environmental documents for the Westside Subway Project on April 26, 2012. The Westside Subway Project identified this property as the Metro Purple Line extension's Wilshire/La Brea Station site. This site has been turned over to the Westside Subway Project for construction.

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

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

Universal City Station (C3-750 through C3-755, C3-757 through C3-776, C3-778, C3-785, C3-786; ALAP Parcels: A4-755, A4-765, A4-767, A4-772, A4-774 and A4-761)

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

North Hollywood Station (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3; ALAP Parcel: C4-815)

This site contains the Metro Red Line's North Hollywood Station, a bus layover facility and a park-and-ride lot. On March 2, 2015, Metro issued a Request for Interest and Qualifications ("RFIQ") to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood. Submittals in response to the RFIQ were received on June 2, 2015 and are under review. This is the first step in a multi-step process that should lead to the development of this property. Metro staff plans to take the next step in the development process in September 2015, when it will commence stakeholder outreach regarding the creation of Development Guidelines for the North Hollywood property.

Southwest corner of Lankershim/Chandler (Parcels C3-825 and C3-826)

This vacant site situated across Lankershim and Chandler from the Metro Red Line's North Hollywood Station site and across Chandler from the Metro Orange Line's North Hollywood Station site is one of the "other nearby Metro-owned parcels" included as part of the North Hollywood Station RFIQ. At present, a portion of the site is used as a staging area for the construction of the subsurface passageway beneath Lankershim Boulevard that will connect the Metro Red and Orange Line stations. The remainder of this site is leased to an adjacent business for parking.

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

Phase A of a two-phased, mixed-use joint development project on the 1.6-acre portion of this site situated one block southeast of the subway station portals fronting on Alvarado Street is complete and in operation. Phase A is constructed on land ground leased by Metro to development entities created by McCormack Baron Salazar. The development includes 90 affordable apartments, 20,000 sq. ft. of retail and a 233 space parking structure, with 100 preferred parking spaces for transit users.

In January 2015, the Metro Board authorized the reinstatement and amendment of an expired joint development agreement with another McCormack Baron Salazar development entity to develop Phase B of the project on the remaining 1.5-acre portion of the site situated between Alvarado Boulevard and Westlake Avenue. This portion of the site contains an at-grade subway station plaza, subway portals and a parking/kiss-and ride lot. The projected Phase B project is the same as that previously proposed and contemplates the construction of 81 affordable apartments, an unrestricted property manager's apartment, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking structure, closure of one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue. At present, Metro is awaiting a

response from the FTA regarding a June 12, 2015 request to concur with Metro's procurement of McCormack Baron Salazar as the developer of this project.

Southwest corner of 1st/Boyle (Parcels ED-121 through ED-125, ED-191, ED-193 and ED-194)

On March 19, 2015, Metro and a McCormack Baron Salazar development entity entered into a Ground Lease for the construction and operation of a mixed-use, transit-oriented development on this 1.5-acre, vacant site across the street from the Metro Gold Line's Mariachi Plaza Station. The proposed development is an 80-unit affordable apartment project with approximately 4,000 square feet of retail space. Construction of the development has commenced and is ongoing. Completion of the project is expected in the third quarter of 2016.

Mariachi Plaza Station (Parcels ED-130 through ED-132, ED-134 and ED-135)

In late 2014 and early 2015, Metro staff worked with community stakeholders to inform them about Metro's Joint Development process, understand their concerns and seek agreement on a path forward for development of the Mariachi Plaza Station site. Based on input received from the community through this effort, Metro has determined that further input from the community is needed regarding the use of this property before proceeding with its development. As such, a prior solicitation for the development of the site (and the Metro property on the southeast corner of Pennsylvania/Bailey) was canceled. Metro is in the process of procuring a design consultant to help facilitate further community engagement regarding development of the site and anticipates commencing community design charettes in the first half of 2016, after the design consultant is under contract.

At present, the vacant portion of the site is used as vendor and customer parking for a Farmer's Market held twice a week on Bailey Street. Portions of Mariachi Plaza are also used to support the Farmer's Market.

Southeast corner of Pennsylvania/Bailey (Parcel ED-147)

This 0.14-acre vacant lot was included as part of the prior Mariachi Plaza Station site development solicitation and will be included in further community engagement with respect to this site. (See the update for Mariachi Plaza Station for details.) Currently, this site is leased to a local business for customer parking.

Soto Station (Parcels ES-548, ES-549, ES-551A, ES-551B and ES-553 through ES-555)

In March 2015, Metro and Bridge Housing Corporation/East LA Community Corporation ("Bridge/ELACC") executed a six-month, "interim" ENA with respect to Bridge/ELACC's proposal to develop (a) a portion of the 1.24-acre Soto Station site with a 49-unit affordable family apartment project over 12,000 sq. ft. of ground floor commercial space, and (b) 0.44 acres (0.29 acres of which is owned by Metro) located across the

street from the station with a 39-unit affordable senior apartment project over 3,900 sq. ft. of ground floor commercial space. The interim ENA has allowed Bridge/ELACC to commence community outreach to collect input with respect to their proposed development projects. If, at the end of the six-month term, there is sufficient support for these projects, Metro staff will request Metro Board authority to proceed with a full ENA. This agreement will allow the parties to further explore each project's feasibility, advance each project's design and negotiate the terms and conditions of a Joint Development Agreement and ground leases providing for each project's construction and operation.

The Bridge/ELACC team and their development proposal were selected via a competitive procurement process for development of Metro's Soto Station sites. In late 2014 and early 2015, Metro staff worked with community stakeholders to inform them about Metro's Joint Development process, understand their concerns and seek agreement on a path forward for development of these sites. The interim ENA noted above has allowed the Bridge/ELACC team to build on Metro's outreach efforts.

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends ("ACOF") have entered into an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development consisting of 49 apartments (24 units of supportive housing for veterans and 25 market-rate units) and approximately 10,000 square feet of retail space on this site. In the fourth quarter of 2014, the ENA was extended to December 31, 2015 to allow ACOF to complete their CEQA, entitlement and community outreach processes for the proposed project, each of which has been proceeding. The extension has also allowed ACOF and Metro to advance the proposed project's design and negotiate the terms and conditions of a Joint Development Agreement and ground lease that will provide for the proposed project's construction and operation. If all of these efforts prove successful, Metro staff will proceed to the Metro Board in December 2015 with a recommendation to approve the negotiated terms and conditions for the Joint Development Agreement and ground lease.

Cesar E. Chavez/Soto (Parcels EE-220 and EE-272 through EE-274)

In March 2015, Metro and Abode Communities ("Abode") executed a six-month "interim" ENA with respect to Abode's proposal to develop Metro's 1.96-acre Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. The interim ENA has allowed Abode to commence community outreach to collect input with respect to their proposed development project. If, at the end of the six-month term, there is sufficient support for the proposed project, Metro staff will request Metro Board authority to proceed with a full ENA to further explore the proposed project's feasibility, advance its design and negotiate the terms and conditions of a Joint Development Agreement and ground lease providing for its construction and operation.

The Abode team and their development proposal were selected via a competitive procurement process for development of the Cesar E. Chavez/Soto site. In late 2014 and early 2015, Metro staff worked with community stakeholders to inform them about Metro's Joint Development process, understand their concerns and seek agreement on a path forward for development of the Cesar E. Chavez/Soto site. The interim ENA noted above has allowed the Abode team to build on Metro's outreach efforts.

Cesar E. Chavez/Fickett (Parcels EE-276 through EE-283)

The Metro Board of Directors has authorized staff to enter into an ENA with McCormack Baron Salazar to explore the feasibility of constructing and operating a 23,000 square foot grocery store on this 1.57-acre vacant site. At present, Metro is awaiting a response from the FTA regarding a June 12, 2015 request to concur with Metro's procurement of McCormack Baron Salazar as the developer of this project. In the interim, this site is leased out to a community organization for parking.

Updated 7/24/15

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY PERFORMANCE REPORT

JUNE 2015



Metro

Table of Contents

	Page
Bus Scorecard Overview	3
Bus Service Performance Systemwide	9
In-Service On-Time Performance	
Scheduled Revenue Service Hours Delivered	
Bus Maintenance Performance	14
Mean Miles Between Chargeable Mechanical Failures	
Past Due Critical Preventive Maintenance Program	
Attendance	21
Maintenance Attendance	
Bus Cleanliness	22
Rail Performance	25
On-time Service	
In-Service On-Time Performance	
Schedule Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
Safety Performance	31
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	
Customer Satisfaction	37
Complaints per 100,000 Boardings	
New Workers' Compensation Claims	40
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	
"How You Doin'?" Incentive Program	50
Monthly 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.

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Apr Month	May Month	June Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,759	3,827	3,961	4,169	4,481	●	4,682	5,156	5,019
No. of unaddressed road calls	47	15	42		40		1	5	5
Mean Miles Between Total Road Calls (MMBTRC) **	2,292	2,443	2,863	3,013	3,271	●	3,480	3,758	3,602
In-Service On-time Performance ***	76.54%	75.82%	76.15%	80.00%	75.03%	◇	75.65%	76.26%	77.23%
Bus Traffic Accidents Per 100,000 Miles	3.72	3.66	3.56	3.38	3.76	◇	4.09	4.14	3.70
Number of "482 alleged accidents"	248	219	215		223		16	15	16
Complaints per 100,000 Boardings	3.14	3.12	3.64	3.46	3.63	◇	3.34	2.80	3.29
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.84	16.80	18.34	17.43	17.50	◇	18.86	15.36	21.05
* 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. WC. Goal has been modified from 13.25 to 10% Improvement over last FY Actual.									
Division 1									
MMBMF	3,143	3,539	3,649	3,841	3,099	◇	2,803	2,969	3,349
No. of unaddressed road calls	1	0	0		18		0	1	3
MMBTRC	1,823	1,915	2,077	2,187	2,058	◇	2,018	2,276	2,256
In-Service On-time Performance	80.10%	79.56%	77.77%	80.00%	74.65%	◇	75.39%	75.28%	77.51%
Bus Traffic Accidents Per 100,000 Miles	3.77	3.75	3.96	3.76	4.18	◇	3.20	5.21	4.62
Number of "482 alleged accidents"	19	24	26		39		2	2	
Complaints per 100,000 Boardings	2.09	2.35	2.72	2.58	2.92	◇	2.46	2.44	2.51
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.78	16.95	19.57	18.59	16.40	●	7.28	22.35	21.97
* Starting July 2013. Data now reflects Indemnity and Medical Claims									
Division 2									
MMBMF	3,280	2,993	3,151	3,317	3,461	●	3,905	4,329	4,328
No. of unaddressed road calls	6	8	1		2		0	0	2
MMBTRC	1,834	1,892	2,251	2,370	2,360	◇	2,776	2,946	2,601
In-Service On-time Performance	74.22%	74.02%	76.12%	80.00%	74.26%	◇	73.73%	73.87%	76.60%
Bus Traffic Accidents Per 100,000 Miles	4.33	4.31	4.22	4.01	4.18	◇	5.12	3.50	3.88
Number of "482 alleged accidents"	25	17	25		28		1	1	4
Complaints per 100,000 Boardings	2.28	2.01	2.40	2.28	2.21	●	1.98	1.95	2.37
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	17.45	20.29	21.72	20.64	20.68	◇	13.70	33.08	24.83
* Starting July 2013. Data now reflects Indemnity and Medical Claims									

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Apr Month	May Month	June Month
Division 3									
MMBMF	2,975	3,446	4,614	4,857	5,599	●	5,627	6,779	6,176
No. of unaddressed road calls	2	2	3		3		0	3	0
MMBTRC	2,195	2,575	3,732	3,929	3,924	◇	4,149	5,026	4,620
In-Service On-time Performance	77.83%	76.10%	75.12%	80.00%	74.41%	◇	74.72%	76.06%	77.39%
Bus Traffic Accidents Per 100,000 Miles	3.27	3.90	4.46	4.24	4.67	◇	5.10	6.18	4.94
Number of "482 alleged accidents"	26	28	7		1		0	0	0
Complaints per 100,000 Boardings	3.14	3.20	3.71	3.52	3.81	◇	3.98	3.14	3.65
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	19.46	13.24	15.09	14.33	14.16	●	23.99	10.87	32.86
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 5									
MMBMF	3,141	3,428	3,954	4,162	5,383	●	5,084	6,778	6,253
No. of unaddressed road calls	2	0	3		3		0	0	0
MMBTRC	1,771	2,211	2,731	2,875	3,838	●	3,838	3,886	4,344
In-Service On-time Performance	78.30%	75.89%	74.84%	80.00%	74.32%	◇	74.34%	75.79%	77.03%
Bus Traffic Accidents Per 100,000 Miles	5.64	4.50	4.82	4.58	4.90	◇	5.21	5.49	5.45
Number of "482 alleged accidents"	28	36	34		34		2	4	3
Complaints per 100,000 Boardings	2.00	2.37	2.92	2.77	2.84	◇	2.49	2.50	2.51
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.10	21.74	17.88	16.99	17.28	●	26.19	18.63	26.14
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 6									
MMBMF	12,999	11,013	7,017	7,386	10,370	●	9,516	27,987	9,366
No. of unaddressed road calls	0	0	0		0		0	0	0
MMBTRC	3,849	3,726	2,861	3,011	4,093	●	4,531	7,633	4,072
In-Service On-time Performance	78.44%	75.26%	75.44%	80.00%	72.10%	◇	74.90%	76.00%	73.69%
Bus Traffic Accidents Per 100,000 Miles	7.54	6.98	4.75	4.51	5.14	◇	8.41	5.96	4.27
Number of "482 alleged accidents"	3	1	1		3		1	0	0
Complaints per 100,000 Boardings	2.52	2.34	4.29	4.07	5.34	■	5.33	4.97	7.37
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	9.69	11.46	35.33	33.57	20.22	◇	16.71	0.00	16.66
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 7									
MMBMF	3,611	3,394	3,453	3,635	5,913	●	5,825	5,449	5,993
No. of unaddressed road calls	6	0	2		2		0	0	2
MMBTRC	1,859	1,980	2,423	2,551	4,216	●	4,156	4,283	4,062
In-Service On-time Performance	73.15%	71.96%	71.98%	80.00%	71.64%	◇	72.88%	74.13%	74.84%
Bus Traffic Accidents Per 100,000 Miles	4.32	4.06	4.60	4.37	4.59	◇	3.92	4.86	4.65
Number of "482 alleged accidents"	48	30	11		12			2	1
Complaints per 100,000 Boardings	3.28	3.10	3.32	3.15	3.28	◇	3.10	2.30	3.06
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.09	12.82	13.74	13.05	11.36	●	4.30	6.56	12.81
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 8									
MMBMF	6,518	5,957	5,292	5,571	5,623	●	6,480	6,221	5,329
No. of unaddressed road calls	2	2	21		0		0	0	0
MMBTRC	4,924	4,348	4,717	4,965	4,979	●	6,075	5,552	5,329
In-Service On-time Performance	78.72%	79.82%	83.65%	80.00%	84.74%	●	85.92%	85.36%	86.21%
Bus Traffic Accidents Per 100,000 Miles	2.78	2.20	1.86	1.77	2.01	◇	2.35	2.83	1.03
Number of "482 alleged accidents"	9	8	10		8		1		1
Complaints per 100,000 Boardings	3.57	3.75	4.28	4.06	3.42	●	2.81	2.44	3.48
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	22.18	14.80	18.34	17.42	17.88	◇	28.33	14.37	13.93
* Starting July 2013, Data now reflects Indemnity and Medical Claims									

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Apr Month	May Month	June Month
Division 9									
MMBMF	5,281	5,109	4,366	4,596	5,139	●	7,225	9,478	7,716
No. of unaddressed road calls	11	2	4		0		0	0	0
MMBTRC	3,879	4,101	4,100	4,316	4,104	◇	4,037	5,068	5,090
In-Service On-time Performance	76.83%	76.04%	75.55%	80.00%	75.00%	◇	76.69%	78.19%	78.17%
Bus Traffic Accidents Per 100,000 Miles	2.10	2.29	2.24	2.13	2.23	◇	2.71	2.43	2.37
Number of "482 alleged accidents"	10	16	25		12			1	
Complaints per 100,000 Boardings	4.55	5.05	5.33	5.06	5.88	◇	6.21	3.67	4.83
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	17.55	18.34	25.80	24.51	24.72	◇	34.27	19.71	27.88
* Starting July 2013. Data now reflects Indemnity and Medical Claims									
Division 10									
MMBMF	2,653	2,999	2,931	3,085	2,961	◇	2,984	3,669	3,288
No. of unaddressed road calls	11	0	5		2		0	0	0
MMBTRC	1,727	1,947	2,145	2,258	2,343	●	2,405	3,112	2,567
In-Service On-time Performance	73.42%	71.76%	71.87%	80.00%	71.49%	◇	72.72%	73.91%	72.24%
Bus Traffic Accidents Per 100,000 Miles	4.27	4.77	3.79	3.60	4.61	◇	5.91	4.69	3.56
Number of "482 alleged accidents"	30	12	19		28		4	1	4
Complaints per 100,000 Boardings	2.74	2.56	2.93	2.79	2.96	◇	2.82	2.08	2.94
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.86	18.73	16.74	15.90	24.23	■	24.92	12.63	20.05
* Starting July 2013. Data now reflects Indemnity and Medical Claims									
Division 15									
MMBMF	4,459	4,285	4,210	4,431	4,133	◇	3,980	4,520	3,961
No. of unaddressed road calls	0	0	0		9		1	1	0
MMBTRC	2,898	2,984	3,552	3,739	3,485	◇	3,908	4,039	3,618
In-Service On-time Performance	76.95%	77.46%	78.10%	80.00%	77.55%	◇	78.37%	78.16%	79.49%
Bus Traffic Accidents Per 100,000 Miles	3.11	3.29	3.19	3.03	3.12	◇	3.92	2.75	3.31
Number of "482 alleged accidents"	19	16	23		18		1	1	
Complaints per 100,000 Boardings	3.77	3.23	4.26	4.05	4.46	◇	3.79	3.48	3.49
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.89	12.97	13.26	12.60	13.50	◇	16.71	8.49	17.15
* Starting July 2013. Data now reflects Indemnity and Medical Claims									
Division 18									
MMBMF	4,183	3,712	4,425	4,658	5,168	●	5,763	5,173	6,409
No. of unaddressed road calls	6	1	3		1		0	0	0
MMBTRC	2,203	2,024	2,558	2,693	3,176	●	3,741	3,273	3,623
In-Service On-time Performance	75.32%	74.21%	74.87%	80.00%	71.63%	◇	70.94%	71.88%	72.77%
Bus Traffic Accidents Per 100,000 Miles	4.25	4.03	3.45	3.28	4.10	◇	4.22	4.65	4.08
Number of "482 alleged accidents"	31	31	34		40		4	3	3
Complaints per 100,000 Boardings	4.19	3.12	4.46	4.24	4.32	◇	3.66	3.66	3.84
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	18.15	19.28	19.15	18.19	15.30	●	12.38	12.61	16.33
* Starting July 2013. Data now reflects Indemnity and Medical Claims									

- 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	FY14 Target	Jun 14	FY15 Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15	Apr 15	May 15
Bus Systemwide														
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF) No. of unaddressed road calls	4,000	4,480	4,169	4,389	4,092	4,279	4,422	4,290	4,178	4,409	4,680	4,462	4,682	5,158
Mean Miles Between Total Road Calls (MMBTRC) **	2,550	3,161	3,013	3,112	2,921	3,060	3,205	3,219	3,095	3,442	3,382	3,217	3,480	3,758
In-Service On-time Performance ***	80%	78.3%	80%	77.9%	75.5%	73.1%	73.0%	73.9%	73.4%	76.4%	73.2%	74.8%	75.6%	76.3%
Bus Traffic Accidents Per 100,000 Miles *	3.10	3.57	3.38	3.08	3.22	3.56	3.74	3.79	3.88	3.78	4.23	3.51	4.01	4.07
Number of "482 alleged accidents"														
Complaints per 100,000 Boardings	2.20	3.33	3.46	3.66	3.61	4.34	3.93	3.69	3.89	3.64	3.92	3.41	3.34	2.80
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	16.27	17.43	22.16	15.17	16.63	18.23	14.83	17.03	10.20	17.89	19.15	18.85	15.36
* Data reflects updated data for each month														
Division 1														
MMBMF No. of unaddressed road calls	4,000	3,610	3,841	4,004	3,320	3,521	3,167	3,202	2,862	2,919	3,192	2,851	2,803	2,969
MMBTRC	2,550	2,010	2,187	2,107	1,928	1,890	2,037	2,078	1,905	2,109	2,073	2,087	2,018	2,276
In-Service On-time Performance	80%	78.1%	80%	77.4%	74.7%	74.2%	72.5%	73.8%	71.3%	76.3%	72.9%	74.9%	75.4%	75.3%
Bus Traffic Accidents Per 100,000 Miles *	3.15	4.48	3.76	3.75	2.68	3.25	4.22	4.50	4.17	4.19	4.63	3.20	3.90	4.90
Number of "482 alleged accidents"														
Complaints per 100,000 Boardings	1.67	2.71	2.58	3.35	2.70	2.89	3.91	3.75	3.27	2.81	3.58	2.52	2.48	2.44
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	19.19	18.59	20.90	2.62	23.87	17.34	15.75	19.65	12.42	15.88	16.80	7.28	22.35
* Data reflects updated data for each month														
Division 2														
MMBMF No. of unaddressed road calls	4,000	2,795	3,317	2,985	3,283	3,072	3,314	3,682	3,022	3,012	3,989	3,449	3,905	4,328
MMBTRC	2,550	1,895	2,370	2,256	2,106	2,155	2,277	2,288	2,192	2,356	2,337	2,327	2,776	2,946
In-Service On-time Performance	80%	77.7%	80%	78.5%	74.5%	72.7%	72.9%	74.9%	73.0%	76.0%	70.8%	73.6%	73.7%	73.9%
Bus Traffic Accidents Per 100,000 Miles *	3.60	2.68	4.01	4.17	1.90	4.16	4.07	3.35	4.11	5.33	4.90	4.43	5.12	3.15
Number of "482 alleged accidents"														
Complaints per 100,000 Boardings	1.43	2.45	2.28	1.80	2.23	2.10	2.74	2.00	2.04	2.51	2.45	1.62	1.88	1.95
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	20.64	21.42	24.18	14.14	13.22	17.31	35.46	5.48	32.20	13.68	13.70	33.04	33.04
* Data reflects updated data for each month														
Division 3														
MMBMF No. of unaddressed road calls	4,000	4,914	4,857	6,500	5,335	5,027	4,625	6,066	5,078	6,289	4,856	5,693	5,627	8,779
MMBTRC	2,550	3,878	3,929	4,515	3,242	3,516	3,330	4,182	3,570	4,208	3,605	3,932	4,149	5,028
In-Service On-time Performance	80%	77.0%	80%	77.2%	74.0%	72.6%	72.4%	73.0%	71.8%	75.9%	72.3%	75.2%	74.7%	76.1%
Bus Traffic Accidents Per 100,000 Miles *	3.27	4.04	4.24	3.38	4.77	3.32	4.13	3.99	4.07	5.77	5.04	5.12	5.10	4.38
Number of "482 alleged accidents"														
Complaints per 100,000 Boardings	2.27	3.50	3.52	4.26	3.53	4.23	3.35	3.46	4.57	3.20	4.03	4.32	3.58	3.14
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	16.87	14.33	10.95	13.82	5.62	13.18	5.77	5.45	16.36	8.76	20.87	23.99	10.87
* Data reflects updated data for each month														
Division 5														
MMBMF No. of unaddressed road calls	4,000	5,404	4,162	4,908	5,083	5,348	5,308	4,915	4,087	5,668	6,910	5,531	5,084	6,778
MMBTRC	2,550	3,972	2,875	3,702	3,935	3,673	4,066	3,793	3,024	3,878	4,531	3,733	3,838	3,886
In-Service On-time Performance	80%	76.7%	80%	76.9%	74.5%	72.5%	73.3%	72.0%	75.6%	72.5%	74.9%	74.3%	74.3%	75.8%
Bus Traffic Accidents Per 100,000 Miles *	3.79	3.99	4.58	2.62	4.75	3.74	5.18	6.80	6.53	4.24	4.70	3.94	5.04	5.32
Number of "482 alleged accidents"														
Complaints per 100,000 Boardings	1.68	2.80	2.77	2.58	3.00	3.70	2.89	2.91	2.68	3.48	2.33	2.49	2.50	2.50
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	13.80	16.90	10.65	10.92	39.97	10.06	5.43	23.27	8.04	8.74	18.03	28.18	18.63
* Data reflects updated data for each month														

- Green - Meets Target at
- ◇ Yellow - Falls below
- Red - Falls below Target

Measurement	FY14 Target	Jun 14	FY15 Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15	Apr 15	May 15
Division 6														
MMBMF No. of unaddressed road calls	4,000	16,075	7,386	11,480	12,881	8,679	16,631	16,487	8,212	6,764	6,034	13,375	9,516	27,987
MMBTRC	2,550	4,761	3,011	3,280	3,607	4,340	4,158	4,580	3,613	3,823	3,673	4,071	4,531	7,633
In-Service On-time Performance	80%	79.2%	80%	74.3%	73.0%	67.9%	68.4%	71.3%	73.0%	71.0%	69.0%	73.2%	74.9%	76.0%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	5.79	2.21	4.51	1.09	3.03	4.19	4.01	2.43	6.64	7.96	8.92	2.14	8.41	6.88
Complaints per 100,000 Boardings	1.88	5.54	4.07	5.67	2.02	5.26	3.34	8.46	4.36	5.07	6.63	5.27	5.33	4.97
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	27.58	33.57	17.75	34.69	34.63	15.05	36.65	0.00	0.00	37.20	34.16	16.71	0.00
* Data reflects updated data for each month														
Division 7														
MMBMF No. of unaddressed road calls	4,000	4,695	3,635	5,446	5,446	5,801	6,296	6,027	6,753	7,241	6,863	4,856	5,825	5,449
MMBTRC	2,550	3,208	2,551	3,674	3,785	4,438	4,757	4,333	4,167	5,028	4,545	3,840	4,156	4,283
In-Service On-time Performance	80%	75.6%	80%	73.4%	70.9%	66.8%	69.3%	70.0%	69.3%	73.2%	69.9%	72.3%	72.9%	74.1%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.42	4.16	4.37	3.75	4.77	4.93	4.66	3.83	5.35	4.56	6.11	3.59	3.82	4.86
Complaints per 100,000 Boardings	2.20	2.76	3.15	3.07	3.43	4.02	3.82	2.71	3.56	3.71	3.33	3.06	3.10	2.38
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	10.81	13.05	10.94	13.12	8.74	12.53	6.69	10.81	8.61	22.93	14.56	4.30	6.55
* Data reflects updated data for each month														
Division 8														
MMBMF No. of unaddressed road calls	4,000	5,563	5,571	5,450	4,911	5,431	5,496	5,172	5,660	6,293	6,327	5,327	6,480	6,221
MMBTRC	2,550	5,141	4,965	4,497	4,429	4,520	4,626	4,310	4,947	5,612	5,913	4,877	6,075	5,552
In-Service On-time Performance	80%	86.5%	80%	87.0%	85.3%	82.3%	82.5%	83.8%	83.8%	86.3%	83.7%	84.4%	85.9%	85.4%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.00	1.44	1.77	1.95	1.94	2.28	1.64	2.01	1.95	2.52	1.74	1.44	2.20	2.83
Complaints per 100,000 Boardings	2.66	3.03	4.06	3.91	3.46	3.91	3.68	3.95	3.15	3.32	3.32	3.33	2.81	2.44
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	17.33	17.42	13.84	14.08	17.05	28.89	11.71	13.79	5.68	18.35	38.41	28.33	14.37
* Data reflects updated data for each month														
Division 9														
MMBMF No. of unaddressed road calls	4,000	6,054	4,596	4,883	4,285	4,140	4,931	3,935	4,492	4,346	4,392	6,825	7,225	9,478
MMBTRC	2,550	5,212	4,316	4,046	3,568	3,911	4,064	3,667	4,558	3,951	3,791	4,078	4,037	5,068
In-Service On-time Performance	80%	78.4%	80%	78.3%	76.3%	72.1%	72.0%	73.4%	72.2%	75.3%	72.4%	74.7%	78.7%	78.2%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.00	2.18	2.13	1.81	2.19	2.32	1.44	2.08	2.08	1.78	3.88	1.98	2.71	2.32
Complaints per 100,000 Boardings	3.58	5.59	5.06	5.43	5.84	6.73	6.07	5.85	6.83	5.94	6.82	6.07	6.21	3.67
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	13.45	24.51	20.04	20.04	15.81	27.30	22.91	29.37	10.33	22.89	20.72	34.21	19.71
* Data reflects updated data for each month														
Division 10														
MMBMF No. of unaddressed road calls	4,000	3,632	3,085	2,534	2,482	2,928	3,268	2,868	2,699	3,077	3,051	3,225	2,984	3,689
MMBTRC	2,550	2,653	2,258	1,986	2,031	2,284	2,566	2,377	2,121	2,401	2,315	2,405	2,405	3,112
In-Service On-time Performance	80%	74.7%	80%	71.0%	70.4%	69.9%	68.7%	70.7%	71.8%	73.3%	71.0%	72.4%	72.7%	73.9%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents"	4.01	4.42	3.60	3.63	4.00	2.43	5.41	4.36	4.72	4.57	4.87	3.81	6.38	4.51
Complaints per 100,000 Boardings	1.81	2.34	2.79	3.14	2.69	3.35	2.73	2.94	2.41	4.08	3.56	2.84	2.82	2.08
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	5.06	15.90	48.4	17.32	19.86	28.12	38.19	9.64	20.15	26.37	32.24	24.82	12.63
* Data reflects updated data for each month														

- Green - Meets Target at
- ◇ Yellow - Falls below
- ▬ Red - Falls below Target

Measurement	FY14 Target	Jun 14	FY15 Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15	Apr 15	May 15
Division 15														
MMBCMF														
No. of unaddressed road calls	4 000	3,755	4,431	3,972	3,516	3,728	3,766	4,175	4,470	4,843	5,284	4,019	3,860	4,520
MMBTRC	2,550	3,035	3,739	3,137	2,799	2,953	2,984	3,340	3,817	3,958	4,564	3,526	3,608	4,039
In-Service On-time Performance	80%	80.3%	80%	81.2%	78.8%	75.5%	75.6%	76.9%	76.7%	78.5%	75.0%	76.6%	76.4%	78.2%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	2.76	4.03	3.03	2.34	2.51	3.83	2.90	3.06	2.90	2.77	3.24	4.31	3.92	2.75
Complaints per 100,000 Boardings	2.29	4.15	4.05	3.88	5.05	6.15	4.87	4.94	4.99	4.24	4.73	4.18	3.78	3.48
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	13.66	12.60	10.01	15.33	22.36	18.91	8.98	10.59	2.14	13.69	8.31	18.71	8.48
* Data reflects updated data for each month														
Division 18														
MMBCMF														
No. of unaddressed road calls	4 000	5,430	4,658	5,560	4,981	5,299	5,063	4,750	4,858	5,040	4,778	4,792	5,763	5,173
MMBTRC	2,550	3,103	2,693	3,188	3,031	2,900	2,945	3,345	2,808	3,489	3,090	2,995	3,741	3,273
In-Service On-time Performance	80%	78.6%	80%	78.1%	73.8%	69.9%	69.9%	70.3%	70.4%	73.4%	70.8%	68.4%	70.9%	71.9%
Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents"	3.40	3.42	3.28	4.12	2.88	4.31	4.68	4.07	3.70	3.62	4.31	3.13	4.10	4.71
Complaints per 100,000 Boardings	2.66	3.81	4.24	3.62	4.27	5.83	5.11	4.81	4.53	3.82	4.36	3.87	3.56	3.56
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	16.64	18.19	18.10	16.34	28.08	17.25	14.83	12.01	14.34	6.60	13.82	12.38	12.61
* Data reflects updated data for each month														

- Green - Meets Target at
- ◇ Yellow - Falls below
- Red - Falls below Target

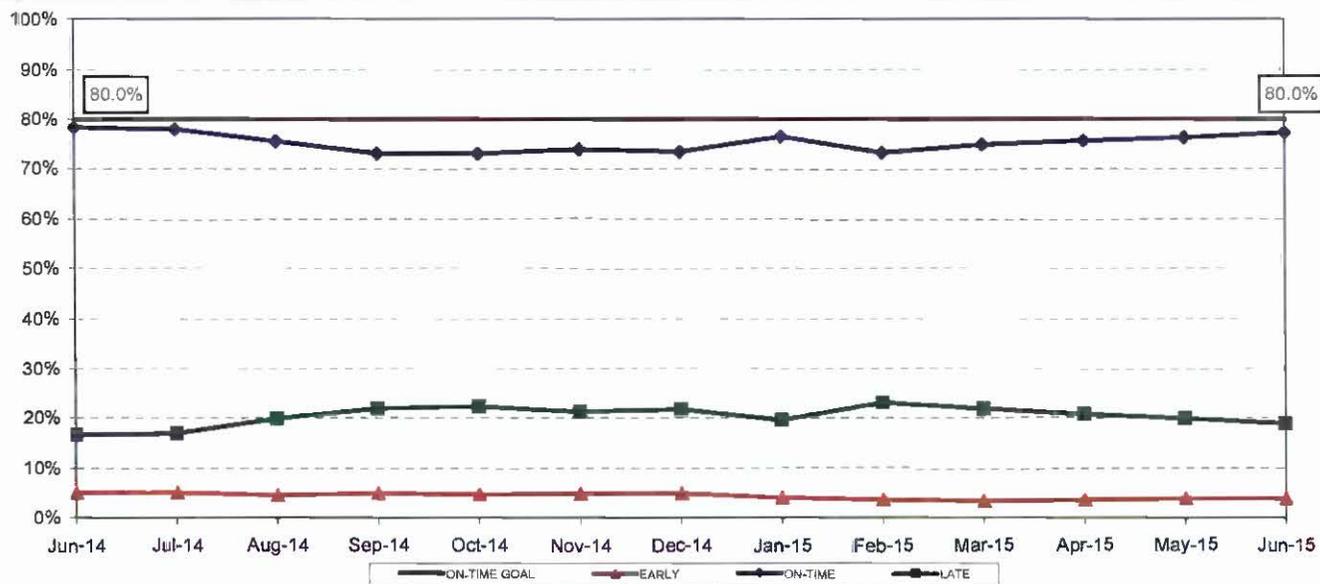
BUS SERVICE PERFORMANCE

IN-SERVICE ON-TIME PERFORMANCE

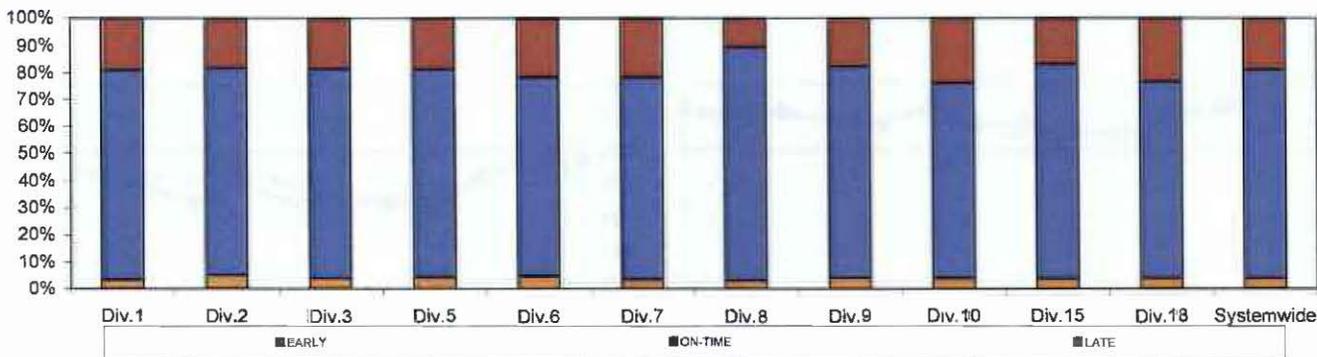
Definition: This performance indicator measures the percentage of actual buses in revenue service that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses).

Calculation: ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

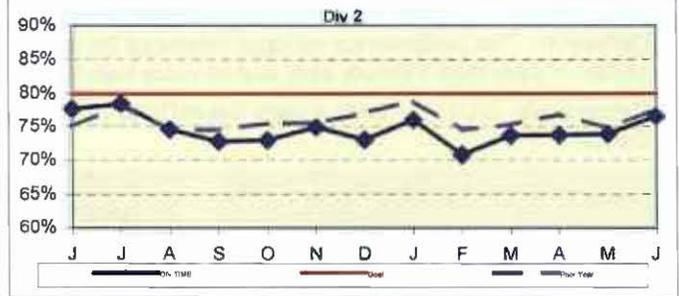
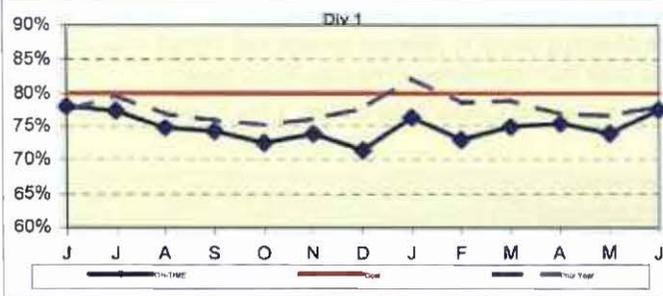
Systemwide Trend
Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

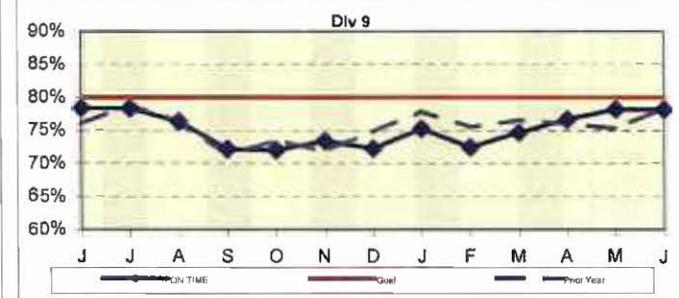
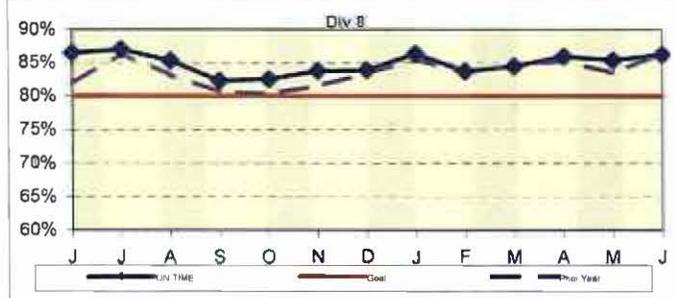
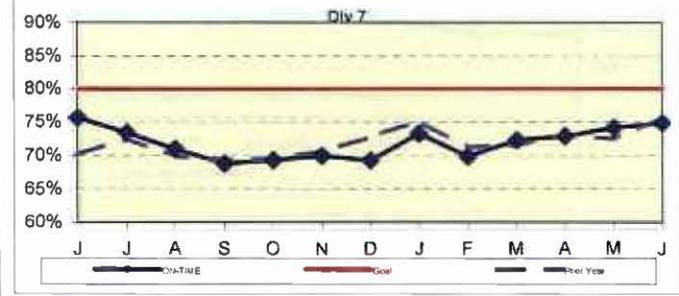
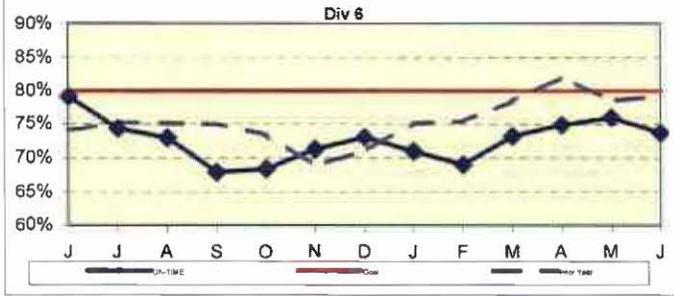
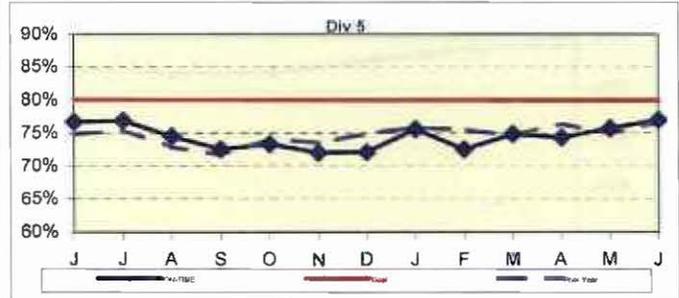
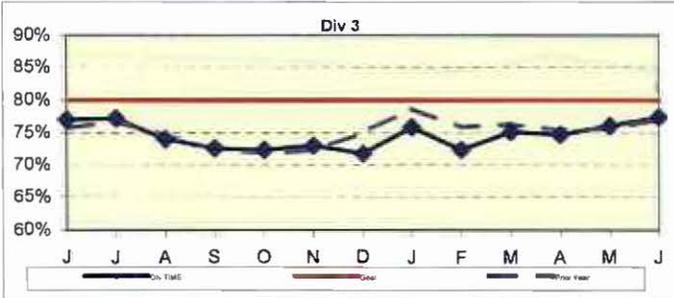


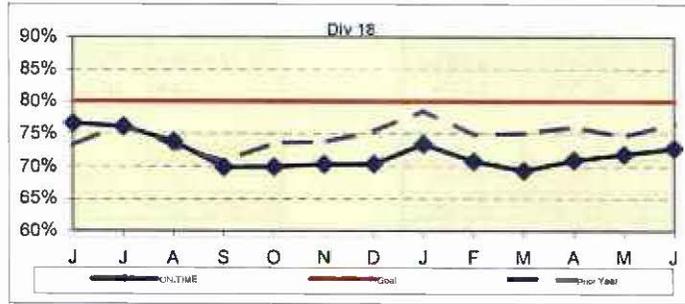
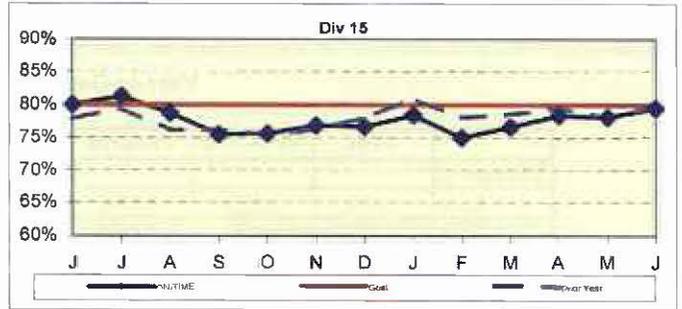
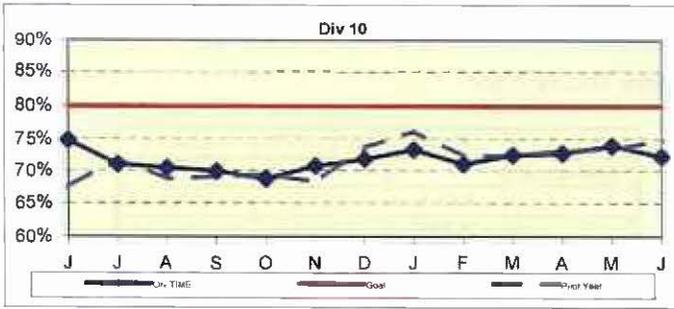
ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY14	FY15-YTD	Variance
Division 1			
Early	4.54%	3.88%	-0.66%
On-Time	77.77%	74.65%	-3.12%
Late	17.69%	21.47%	3.78%

Division 2			
Early	4.71%	4.96%	0.25%
On-Time	76.12%	74.28%	-1.86%
Late	19.17%	20.79%	1.62%

Division 3			
Early	6.18%	5.64%	-0.54%
On-Time	75.12%	74.41%	-0.71%
Late	18.69%	19.95%	1.26%

Division 5			
Early	6.05%	5.05%	-1.00%
On-Time	74.84%	74.32%	-0.52%
Late	19.11%	20.62%	1.51%

Division 6			
Early	7.83%	4.56%	-3.27%
On-Time	75.44%	72.10%	-3.34%
Late	16.73%	23.34%	6.61%

Division 7			
Early	5.32%	4.28%	-1.04%
On-Time	71.98%	71.64%	-0.34%
Late	22.71%	24.09%	1.38%

	FY14	FY15-YTD	Variance
Division 8			
Early	3.97%	3.21%	-0.76%
On-Time	83.65%	84.74%	1.09%
Late	12.38%	12.05%	-0.33%

Division 9			
Early	5.65%	5.01%	-0.64%
On-Time	75.55%	75.00%	-0.55%
Late	18.80%	19.98%	1.18%

Division 10			
Early	5.00%	4.12%	-0.88%
On-Time	71.87%	71.49%	-0.38%
Late	23.13%	24.39%	1.26%

Division 15			
Early	4.19%	3.71%	-0.48%
On-Time	78.10%	77.55%	-0.55%
Late	17.71%	18.74%	1.03%

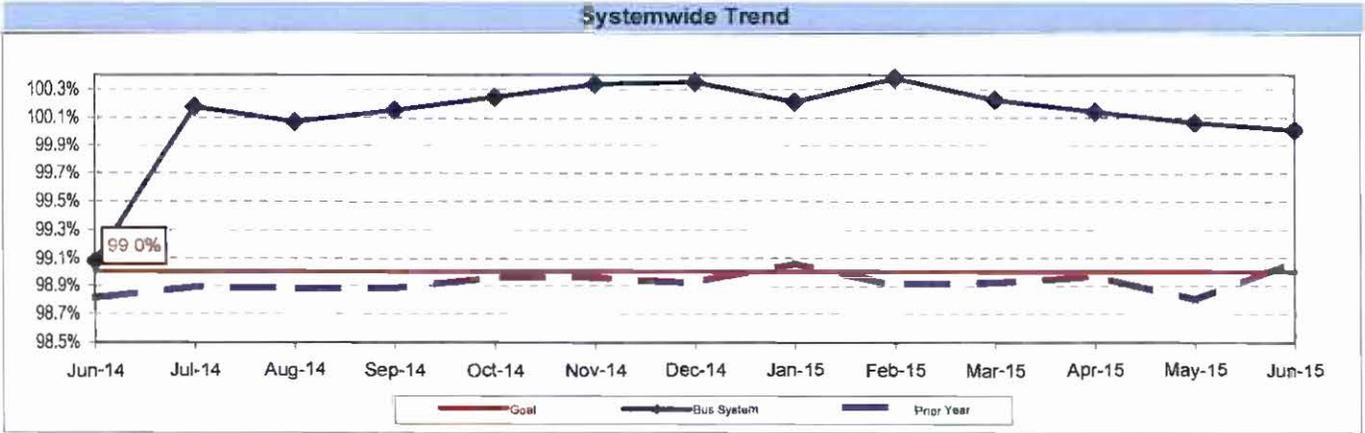
Division 18			
Early	4.99%	4.00%	-0.99%
On-Time	74.87%	71.63%	-3.24%
Late	20.14%	24.37%	4.23%

SYSTEMWIDE			
Early	5.01%	4.29%	-0.72%
On-Time	76.15%	75.03%	-1.12%
Late	18.84%	20.68%	1.84%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

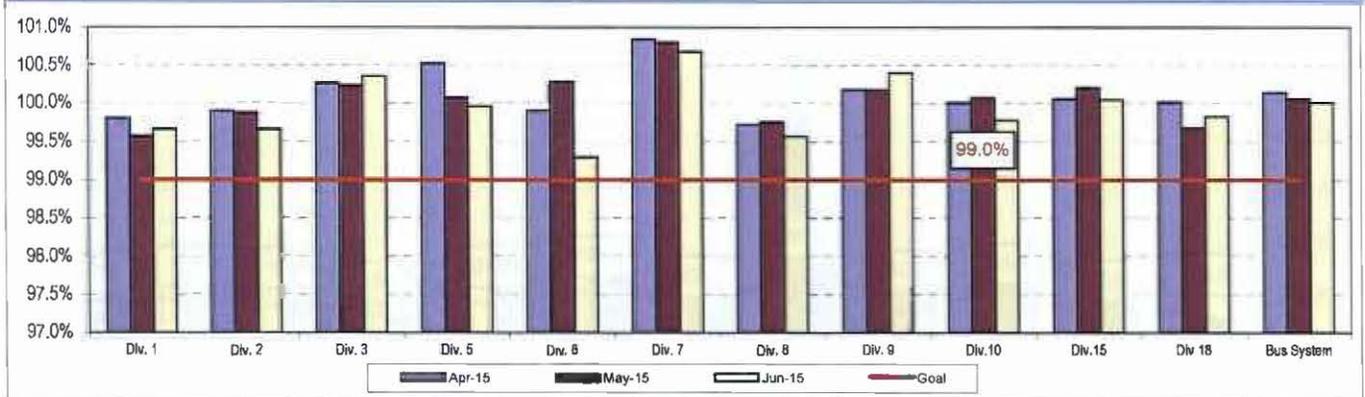
Definition: This performance indicator shows the percentage of scheduled Revenue Hours delivered after deducting cancellations, outlates and in-service equipment failures.

Calculation: SRHD% = Actual Revenue Hours / Scheduled Revenue Hours



Remaining At the Goal line is the target.

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions
April 2015 - June 2015



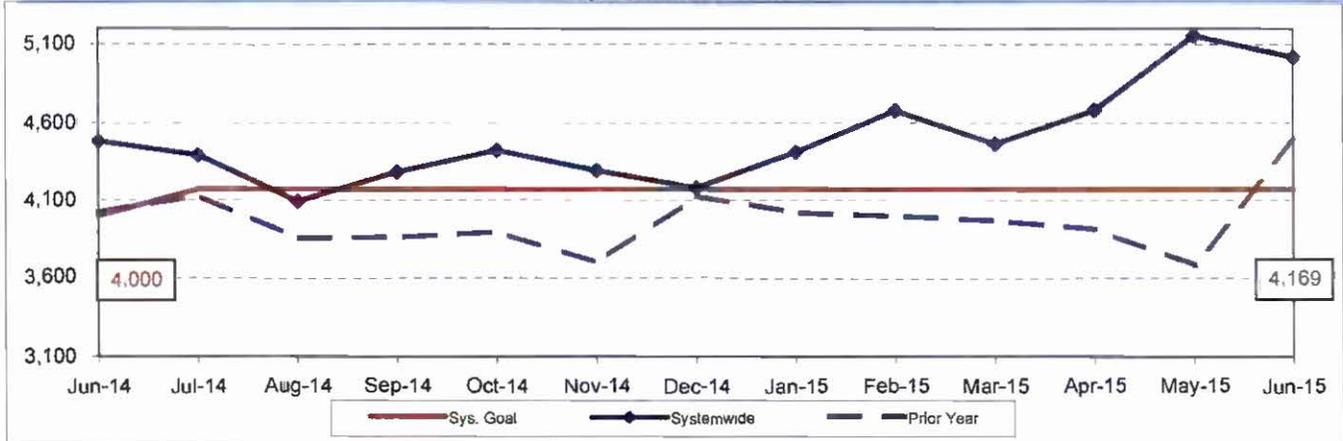
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

Definition: Number of Hub Miles traveled between mechanical failures. This includes only those Road Calls that required a bus exchange.

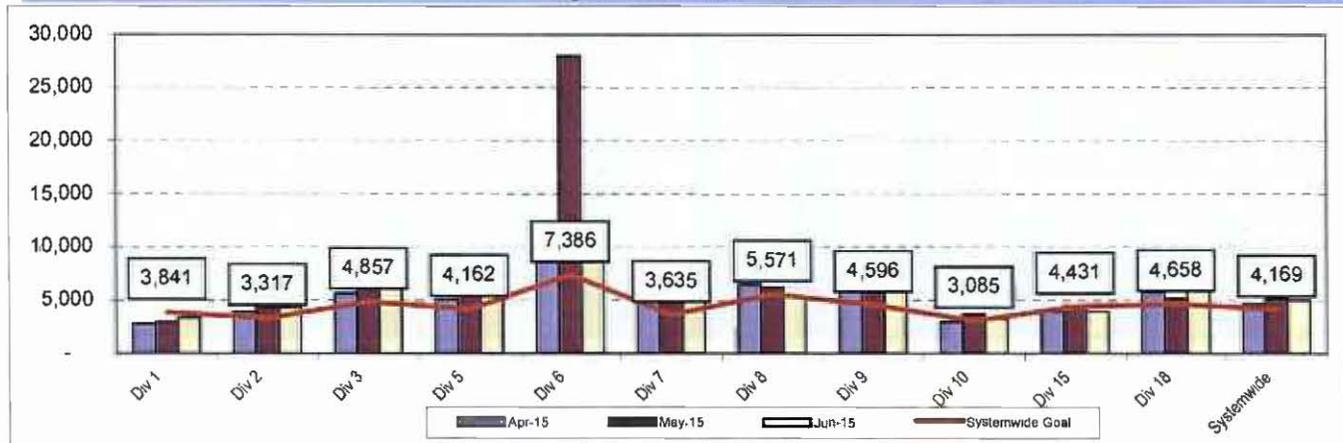
Calculation: $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

Systemwide Trend



Remaining Above the Goal line is the target.

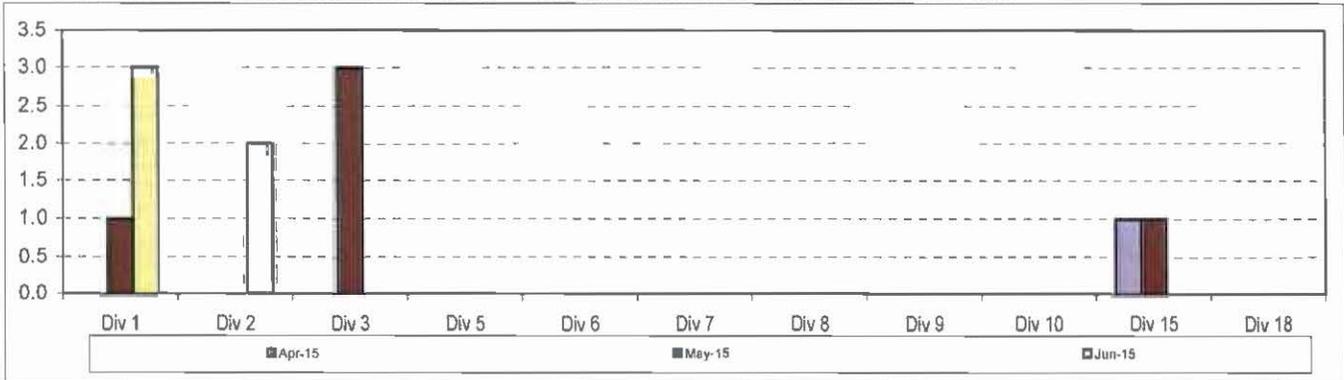
MMBMF -- Bus Operating Divisions April 2015 - June 2015



**Unaddressed Road Calls -- Bus Operating Divisions
April 2015 - June 2015**

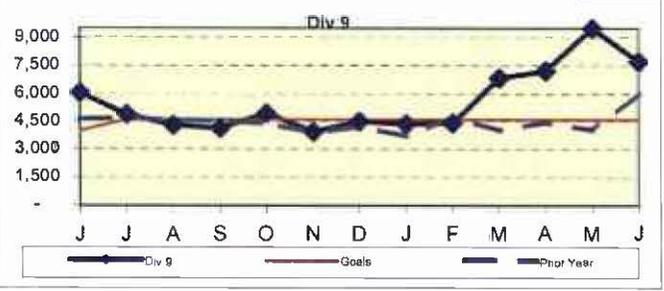
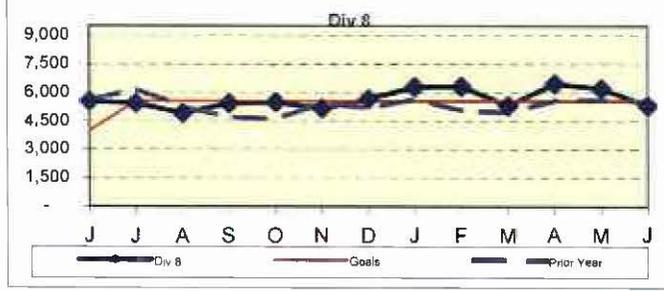
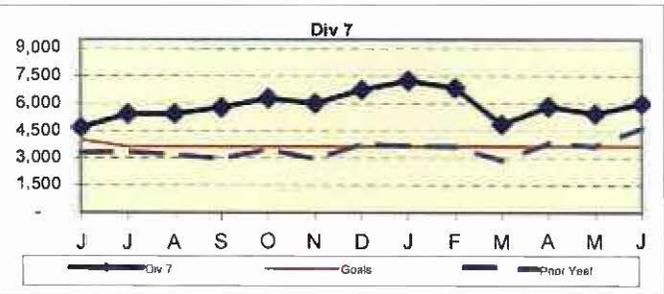
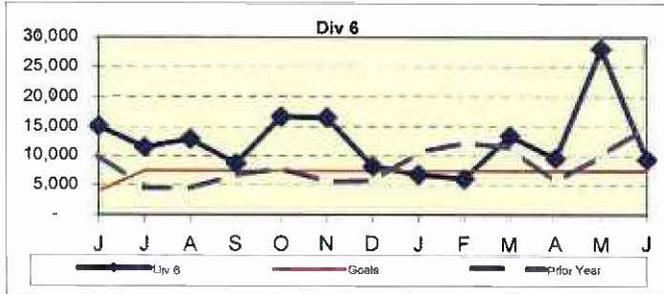
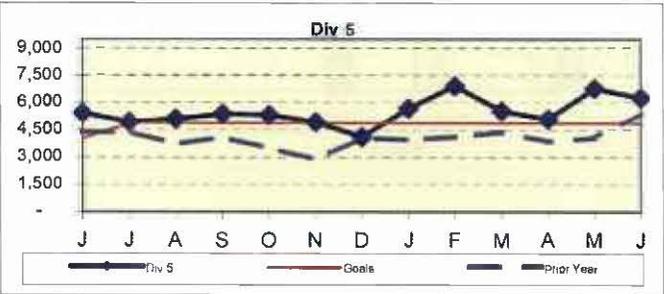
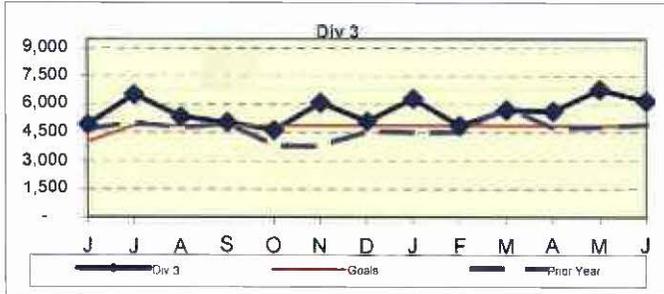
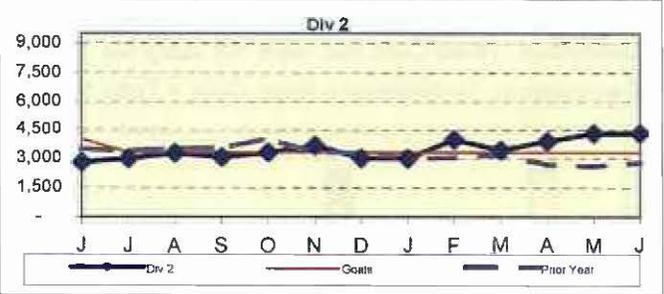
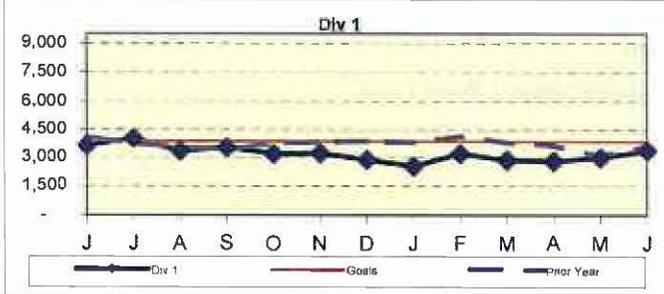
Definition: Road Calls that were not assigned in the system.

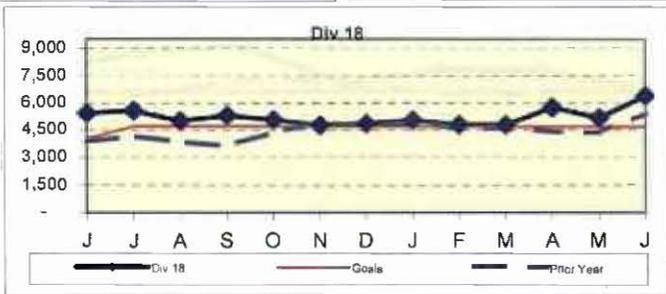
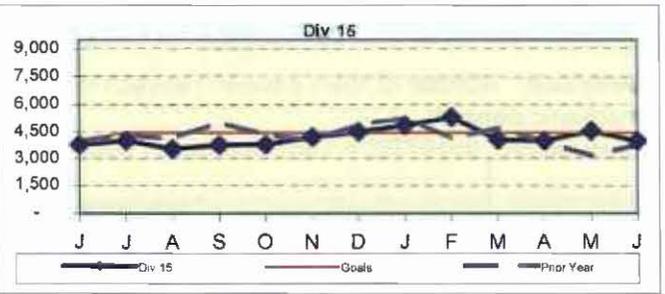
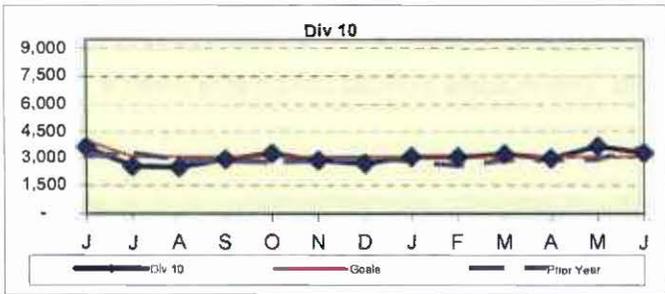
Calculation: Unaddressed Road Calls = Total Number of Unaddressed Road Calls.



Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued



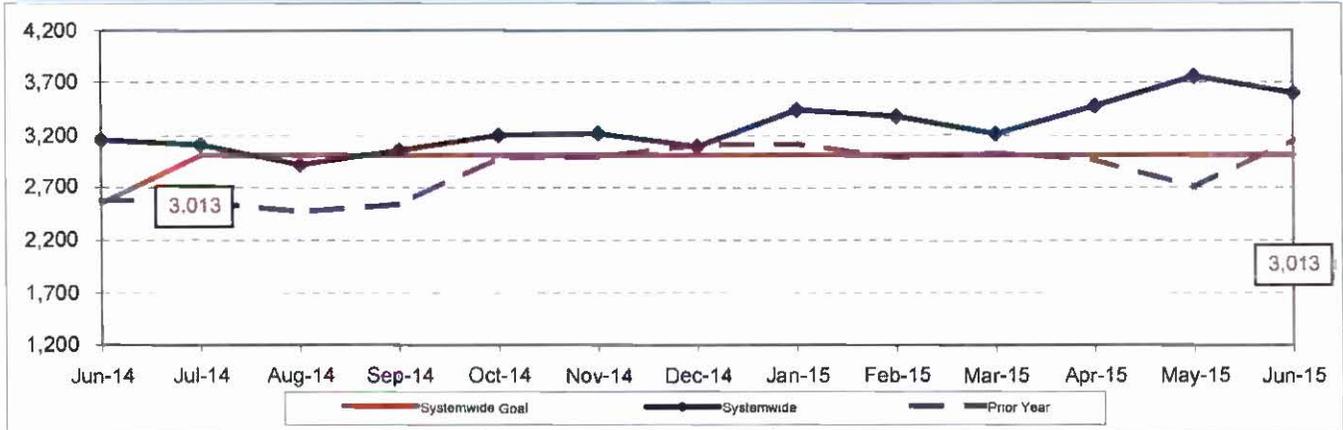


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Number of miles traveled between total road calls. This includes all Road Calls that required a mechanic dispatch.

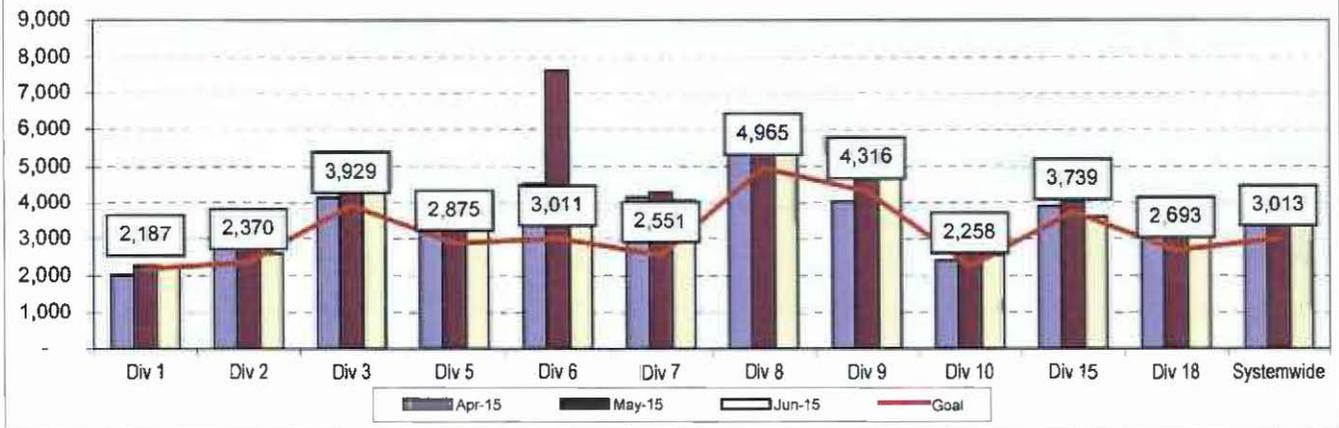
Calculation: $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

**MMBTRC -- Bus Operating Divisions
April 2015 - June 2015**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,193	99.77%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	5	0.23%
Total	<u>2,198</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

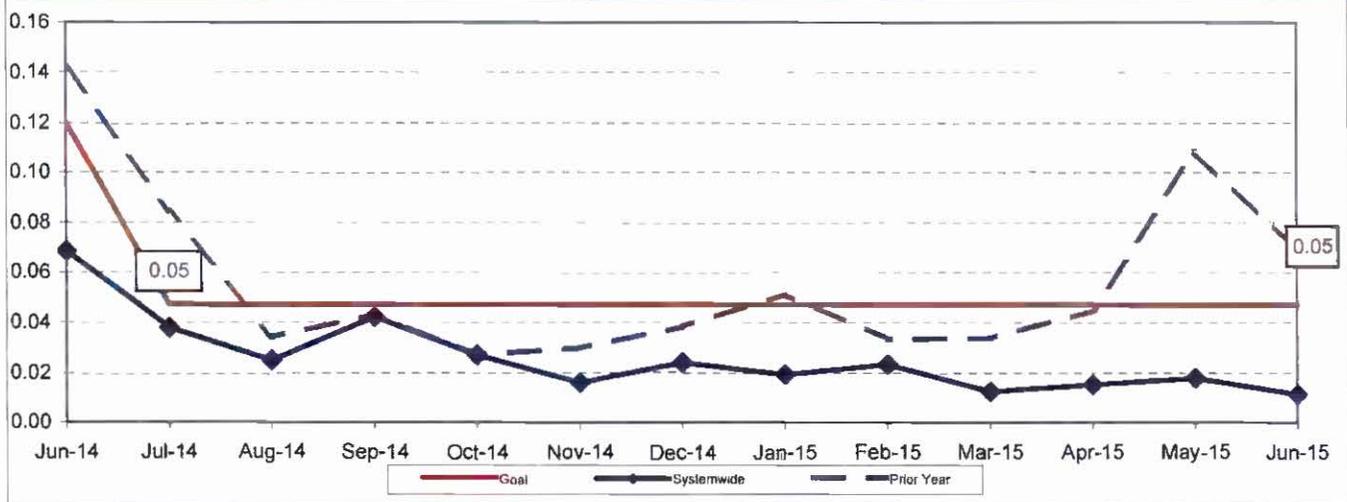
Div 1 9.2	Div 2 9.4	Div 3 5.0	Div 5 6.0	Div 6 6.2	Div 7 4.4
Div 8 8.0	Div 9 9.5	Div 10 8.9	Div 15 8.3	Div 18 5.8	

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

Definition: Number of critical preventative maintenance jobs that are not completed on the last day of the month. 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 / Number of Buses

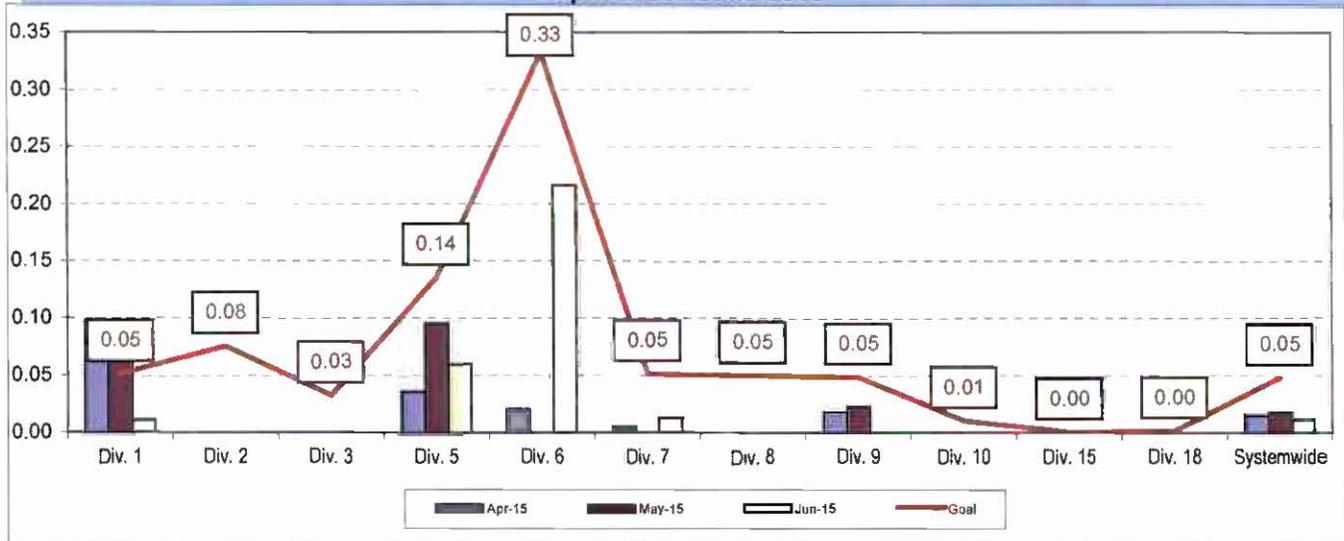
Systemwide Trend



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
April 2015 - June 2015**



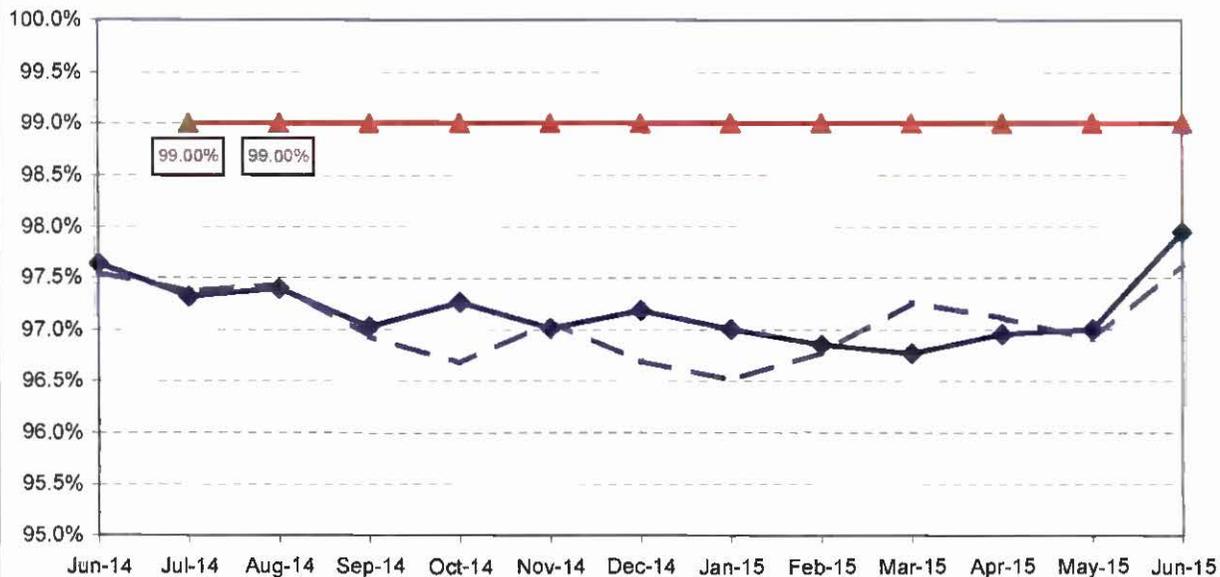
ATTENDANCE

MAINTENANCE ATTENDANCE

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

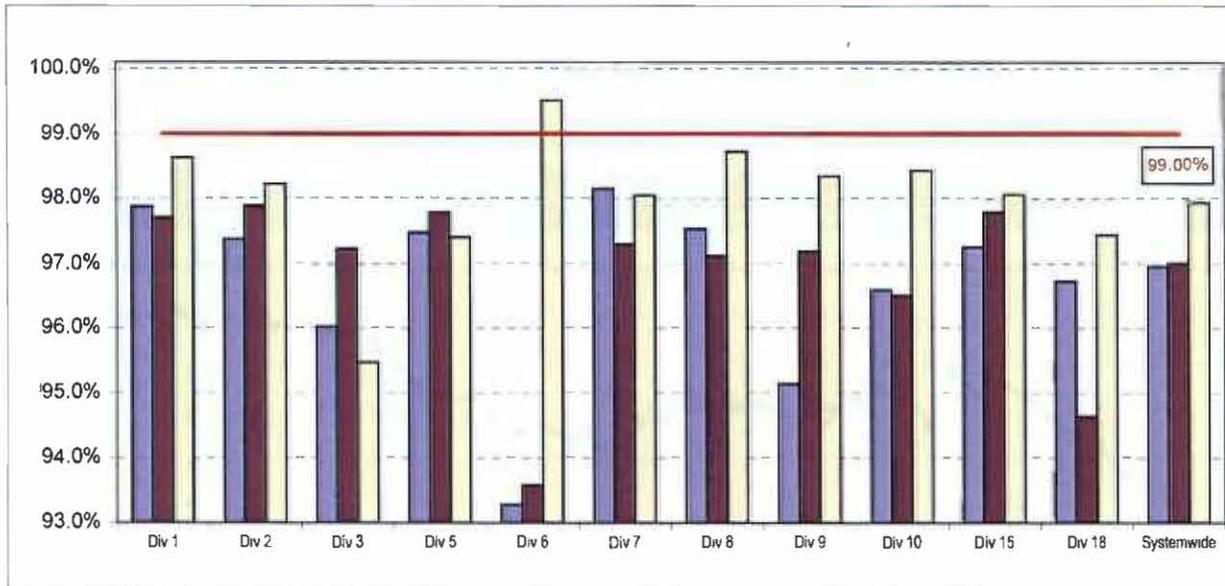
Calculation: FTEs absent / by the total FTEs assigned

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) April 2015 - June 2015

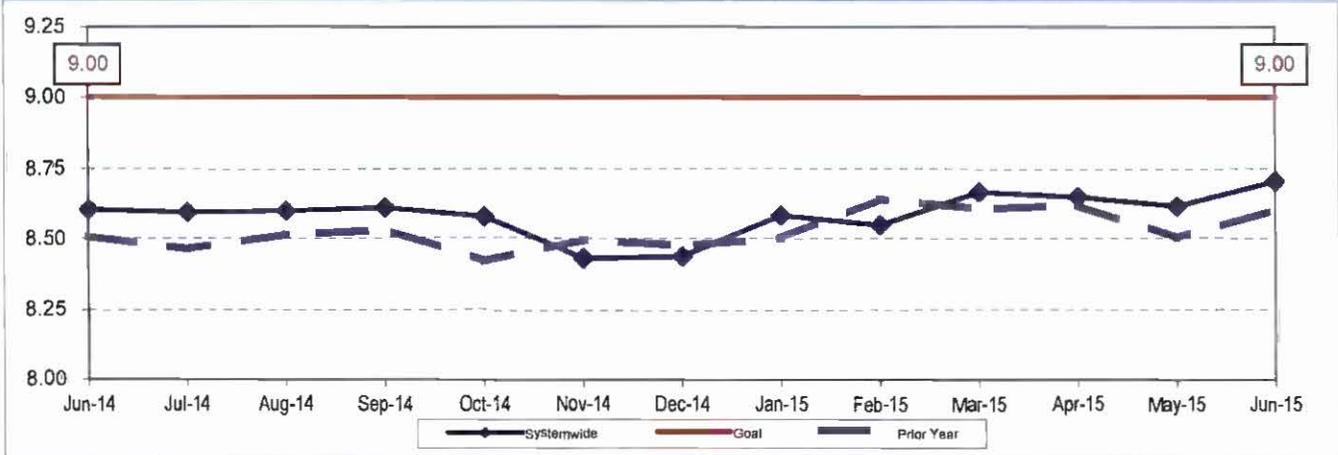


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Sixteen categories are 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.

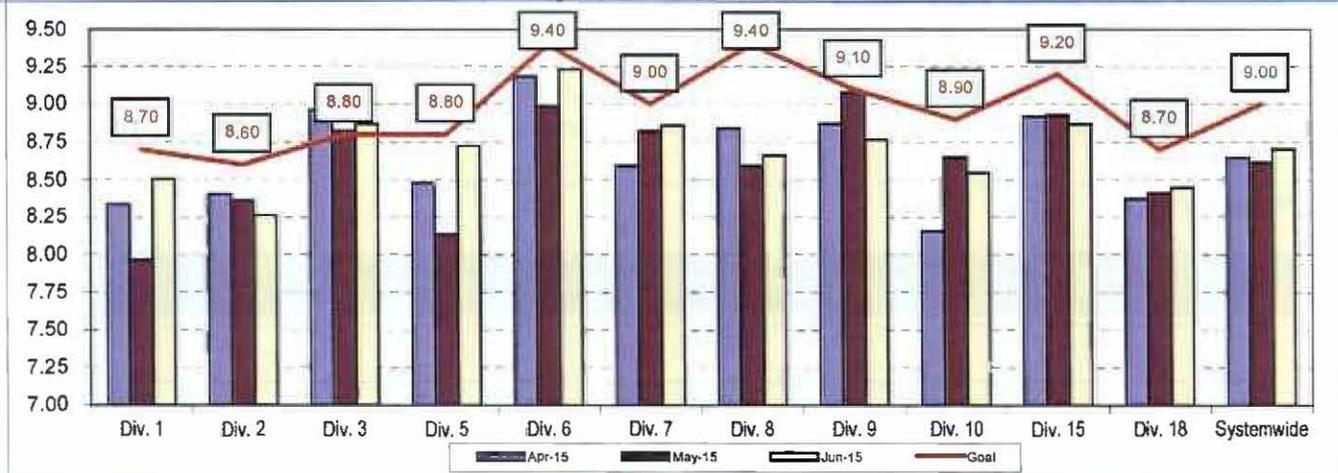
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide

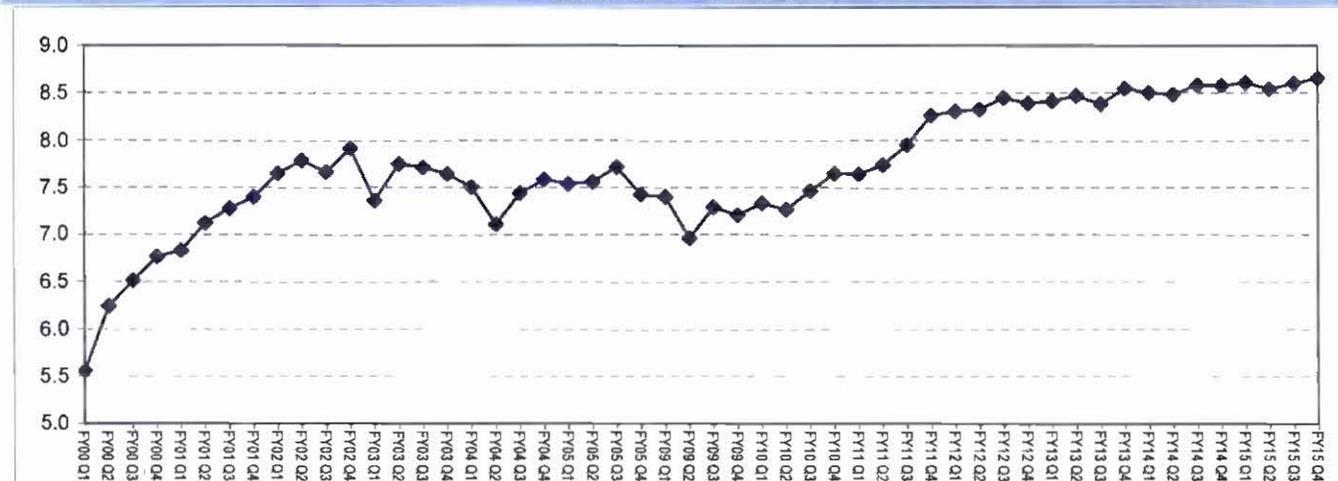


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions April 2015 - June 2015



Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY15 Q4

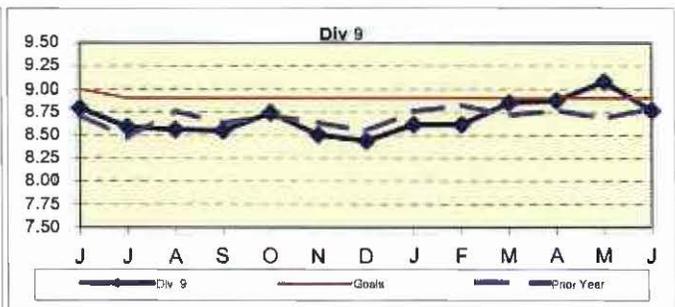
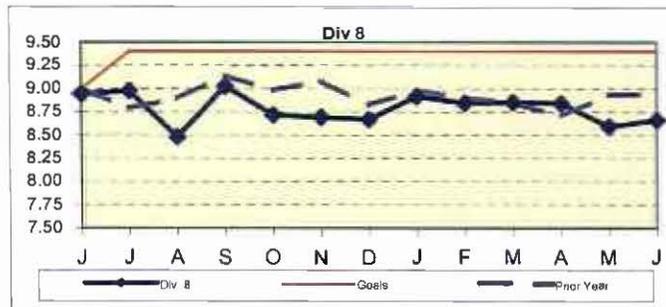
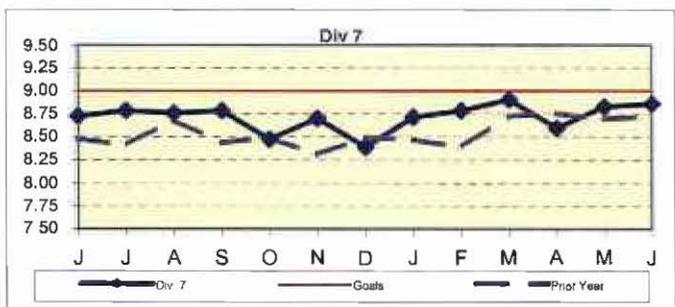
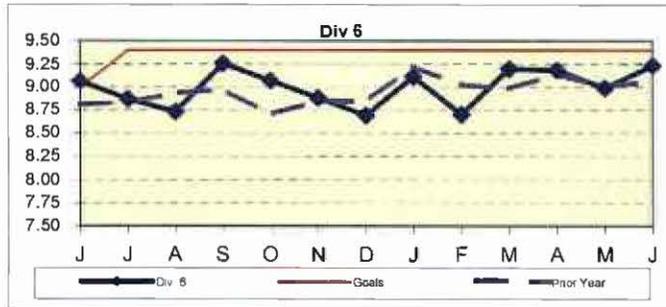
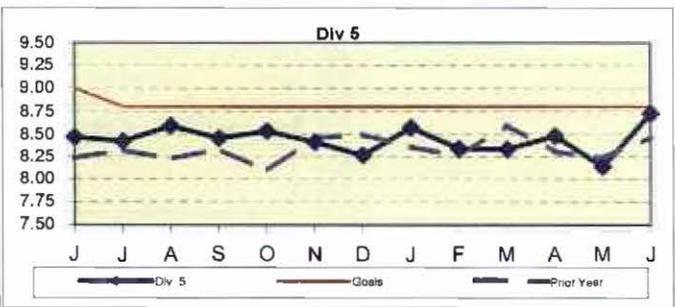
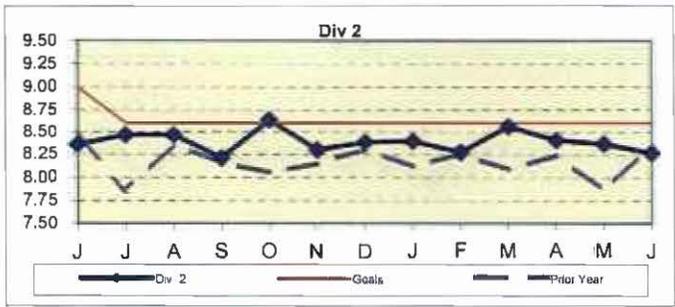


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

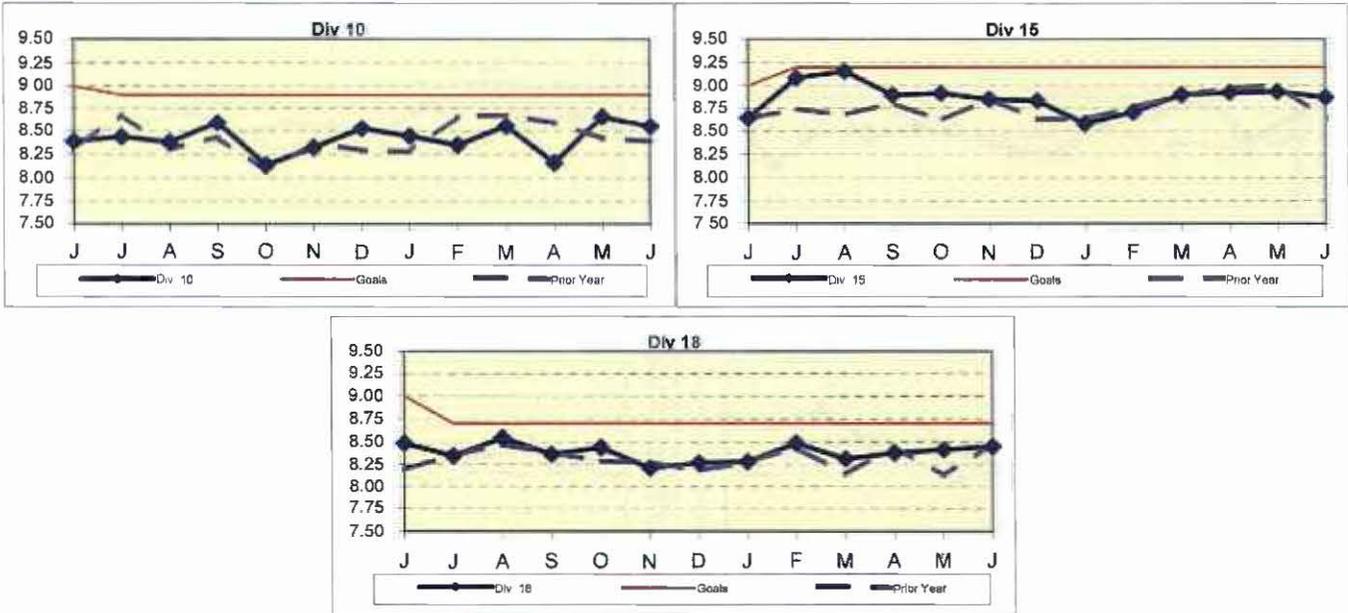
Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Metro Rail Scorecard Overview

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

This report gives a brief overview of Metro Rail operations:

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

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Apr Month	May Month	June Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.28	10.53	14.35	9.48	9.55	●	7.52	11.70	10.44
* Starting July 2013, Data now reflects indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting indemnity & Medical combined as well. W.C. Goal has been modified from 7.38 to 10% improvement over last FY Actual.									
Metro Red Line (MRL)									
On-Time Pullouts	99.60%	99.37%	99.72%	100.00%	99.91%	◇	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	34,810	60,225	63,099	36,000	85,090	●	81,879	142,388	114,652
In-Service On-time Performance	99.45%	99.32%	98.91%	100.00%	99.13%	◇	98.52%	99.28%	99.11%
Traffic Accidents Per 100,000 Train Miles	0.00	0.19	0.47	0.06	0.13	■	0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.56	0.26	0.25	0.45	0.12	●	0.11	0.05	0.05
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Blue Line (MBL)									
On-Time Pullouts	99.48%	99.34%	99.37%	99.90%	99.41%	◇	98.98%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,940	16,596	18,733	15,000	23,716	●	30,040	21,351	27,036
In-Service On-time Performance	98.31%	95.80%	95.84%	97.76%	97.27%	◇	96.89%	98.05%	97.66%
Traffic Accidents Per 100,000 Train Miles	1.35	1.45	1.46	1.35	0.89	●	2.67	1.23	1.90
Complaints per 100,000 Boardings **	1.22	0.90	0.59	1.08	0.27	●	0.38	0.25	0.25
* 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.									
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Expo Line (MExL)									
On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs)									
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF)									
In-Service On-time Performance		98.47%	98.70%	100.00%	99.14%	◇	99.44%	99.63%	99.54%
Traffic Accidents Per 100,000 Train Miles		0.34	1.17	1.35	1.02	◇	0.00	0.00	0.00
Complaints per 100,000 Boardings **		2.20	1.01	1.08	0.38	●	0.12	0.25	0.12
* 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.									
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Green Line (MGrL)									
On-Time Pullouts	99.87%	99.71%	99.69%	100.00%	99.30%	◇	99.77%	100.00%	98.40%
Mean Miles Between Chargeable Mechanical Failures	14,708	13,297	19,513	16,000	21,054	●	111,427	24,857	27,992
In-Service On-time Performance	98.86%	98.06%	97.85%	99.80%	97.39%	◇	98.45%	97.15%	98.65%
Traffic Accidents Per 100,000 Train Miles	0.07	0.14	0.00	0.06	0.14	◇	0.00	0.00	0.00
Complaints per 100,000 Boardings **	1.06	0.63	0.62	0.90	0.32	●	0.10	0.63	0.40
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Gold Line (MGoL)									
On-Time Pullouts	100.00%	99.88%	99.56%	100.00%	99.98%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	18,017	28,299	45,894	23,000	44,167	●	30,093	46,778	37,456
In-Service On-time Performance	98.68%	98.45%	98.03%	99.99%	98.50%	◇	95.04%	99.01%	98.06%
Traffic Accidents Per 100,000 Train Miles	0.42	0.22	0.24	0.41	0.54	◇	0.62	0.59	1.27
Complaints per 100,000 Boardings **	1.21	0.68	0.60	1.19	0.34	●	0.88	0.36	0.17
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									

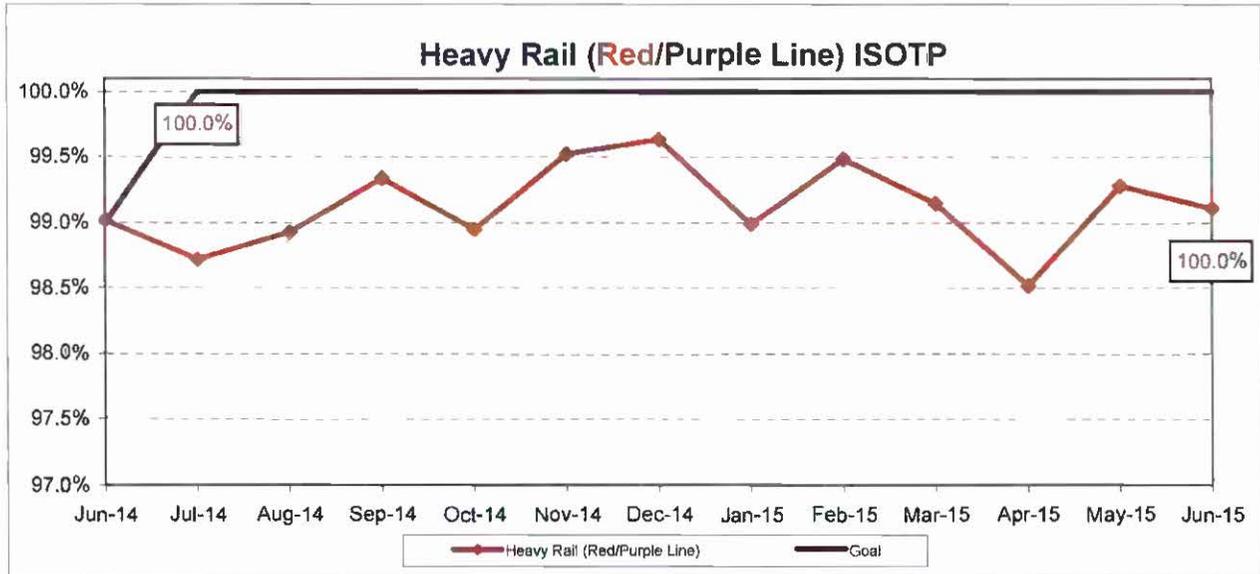
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◇ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

RAIL SERVICE PERFORMANCE

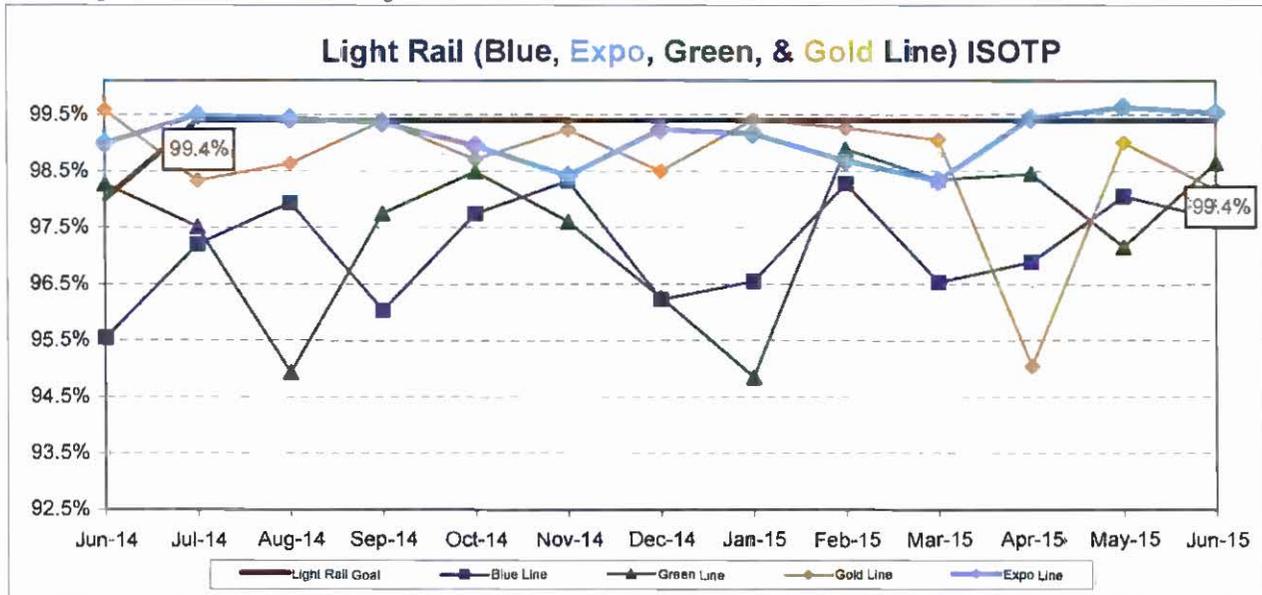
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

Definition: A ratio of OnTime Trips to Total Trips. A trip is deemed to be not On Time if it is Early, Late, or Cancelled.

Calculation: ISOTP% = $[(100\% \text{ minus } [(Total \text{ runs in which a train left any timecheck point either late or early) / \text{by Total scheduled runs}] \times 100)]$



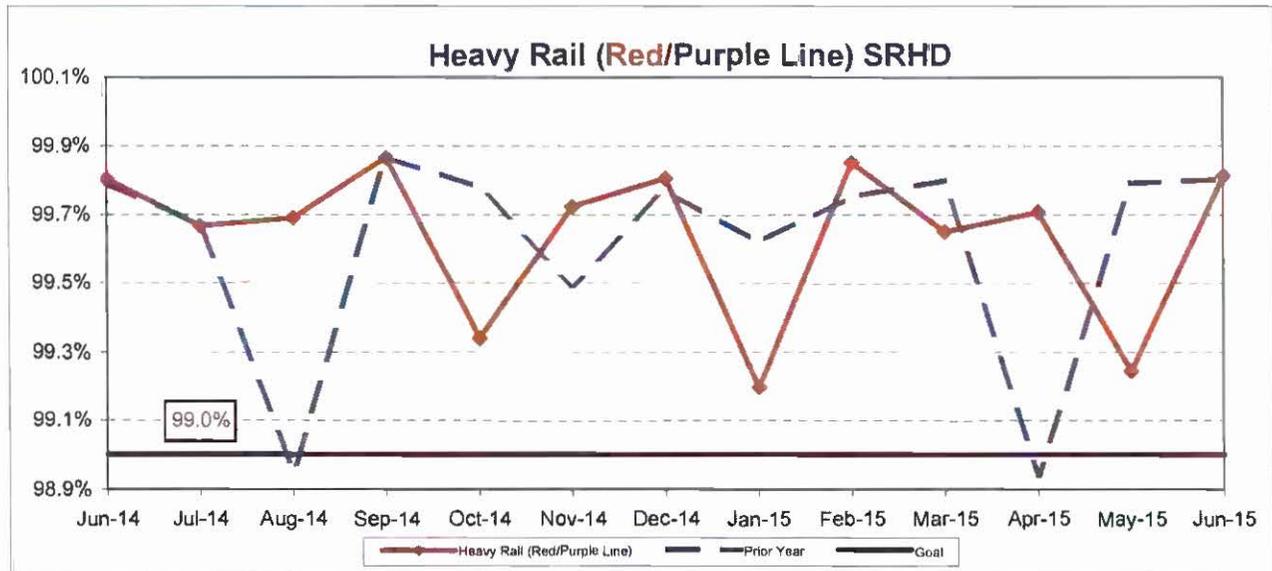
Remaining Above the Goal line is the target.



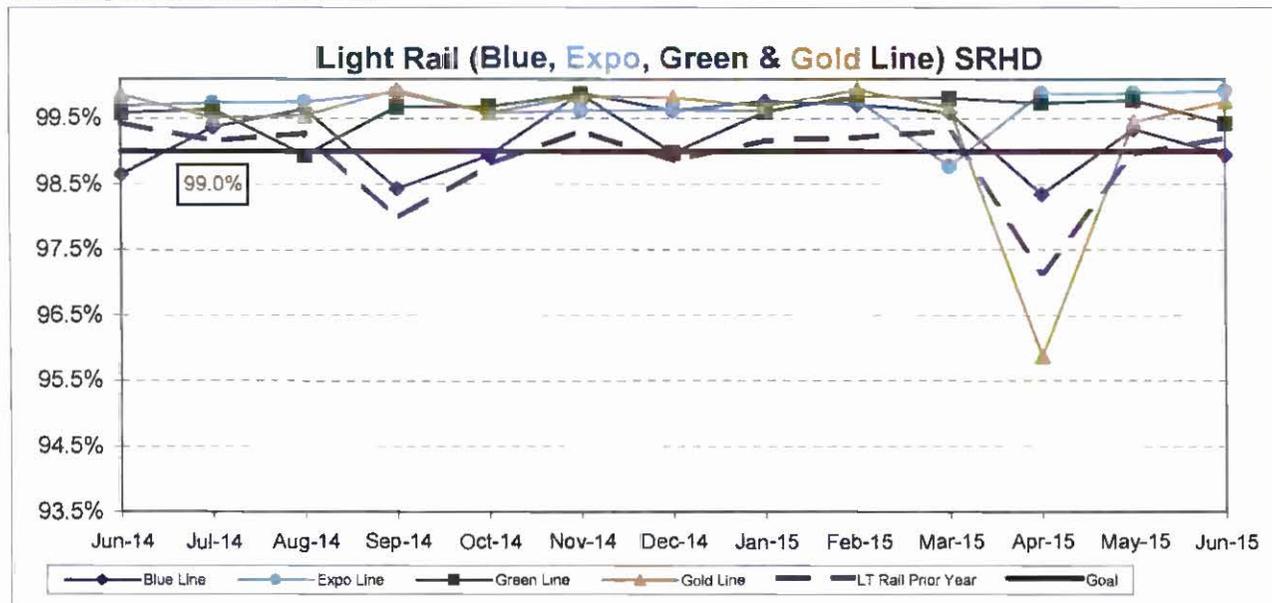
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.

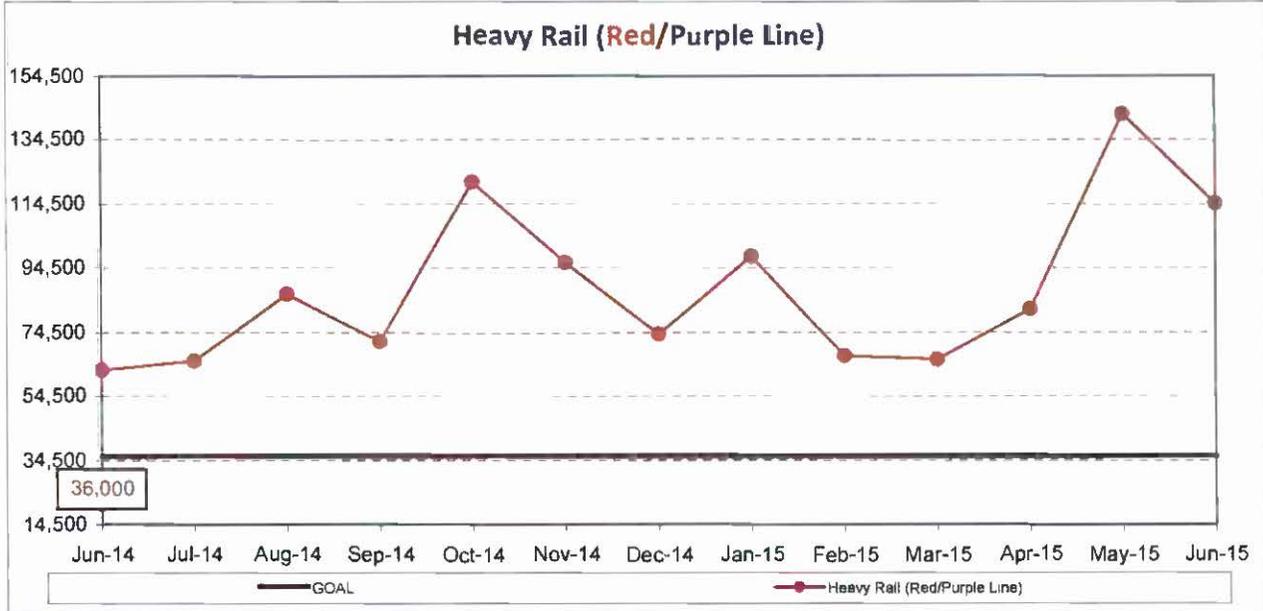


Mean Miles Between Chargeable Mechanical Failures

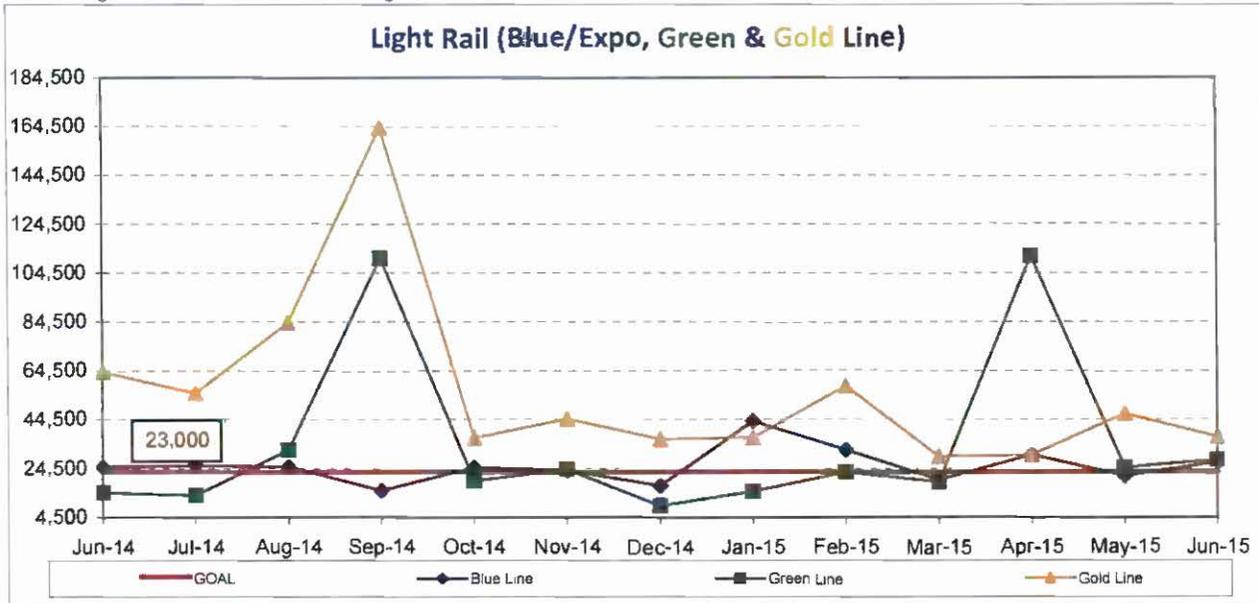
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

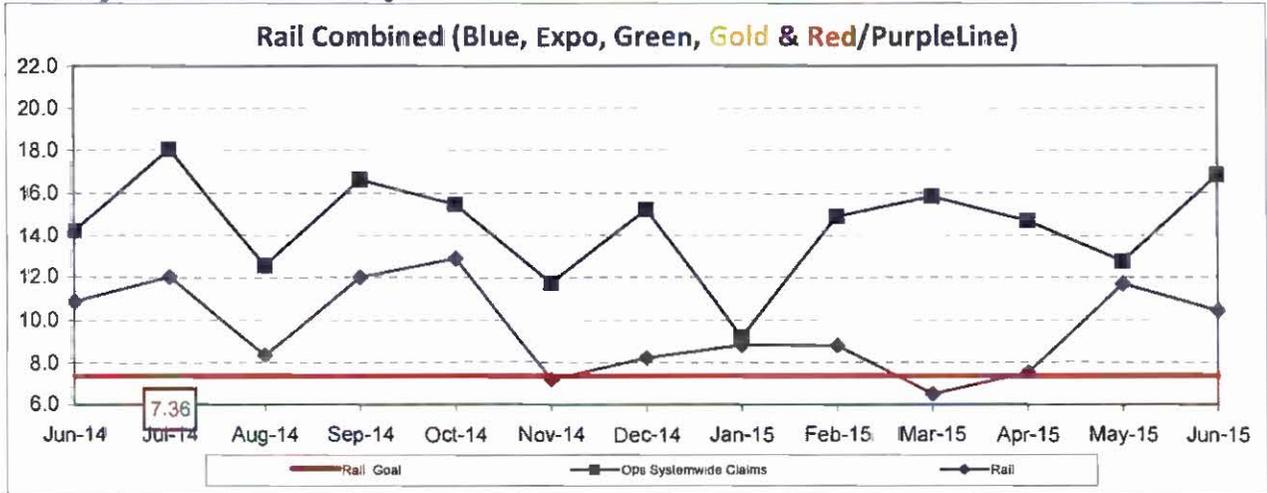


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

Definition: Number of New Rail Workers Compensation Indemnity Claims filed per 200,000 Rail Maintenance Exposure hours.

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

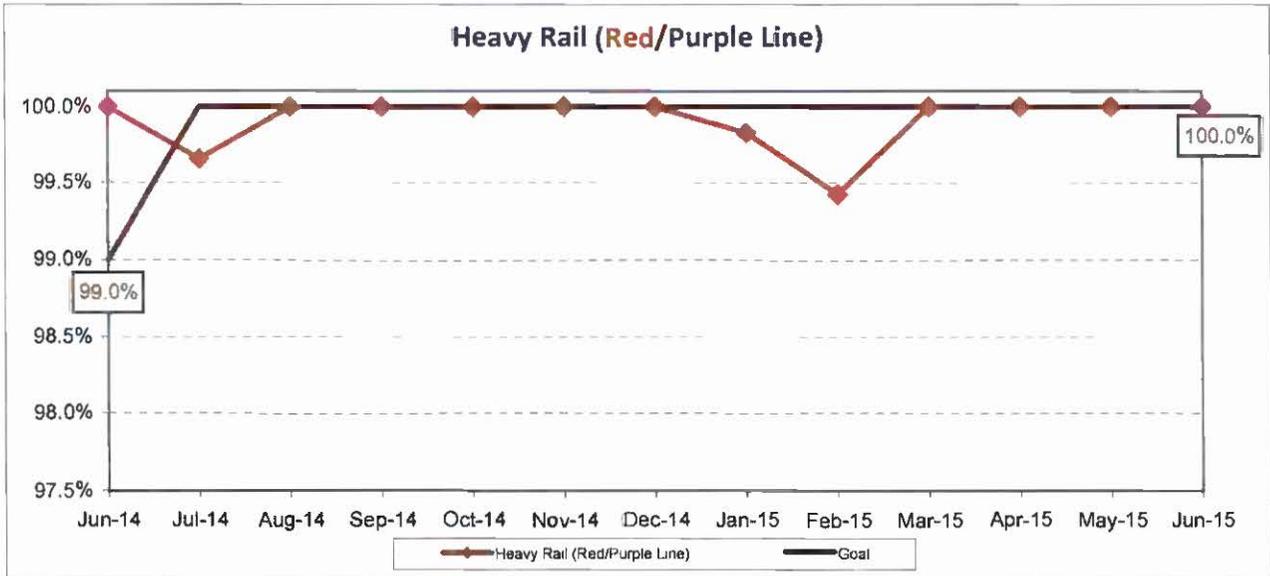
Data now reflects combination of Indemnity and Medical Claims reported in the current month.
Remaining Below the Goal line is the target.



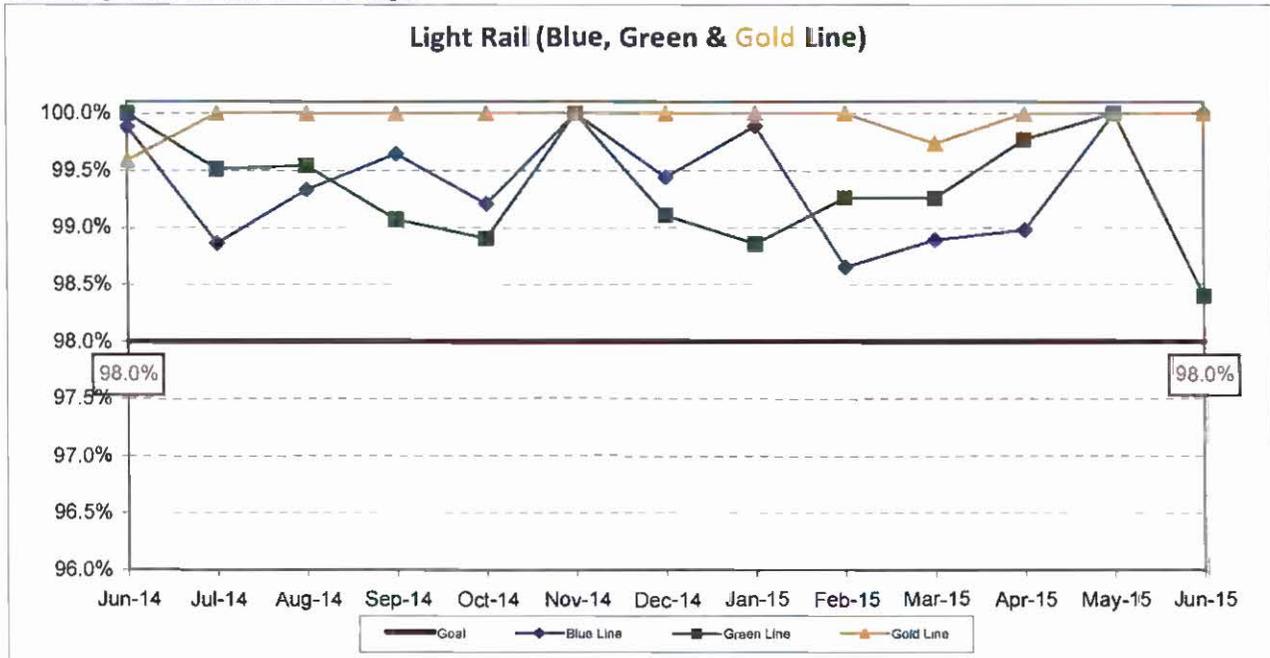
ON-TIME PULLOUTS (OTP)

Definition: Ratio of OnTime Pullouts to Total Pullouts.

Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{Total scheduled pullouts}) \times 100]$



Remaining Above the Goal line is the target.



SAFETY PERFORMANCE

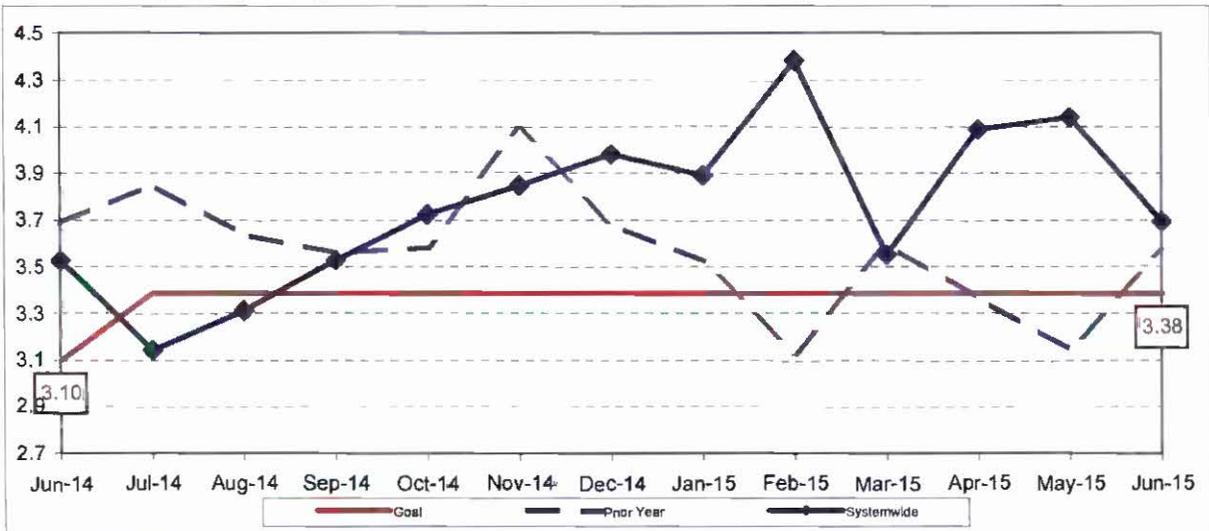
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Definition: Number of Traffic Accidents for every 100,000 Hub Miles traveled.

Calculation: Traffic Accidents Per 100,000 Hub Miles = Number of Traffic Accidents / (Hub Miles / 100,000)

Systemwide Trend

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

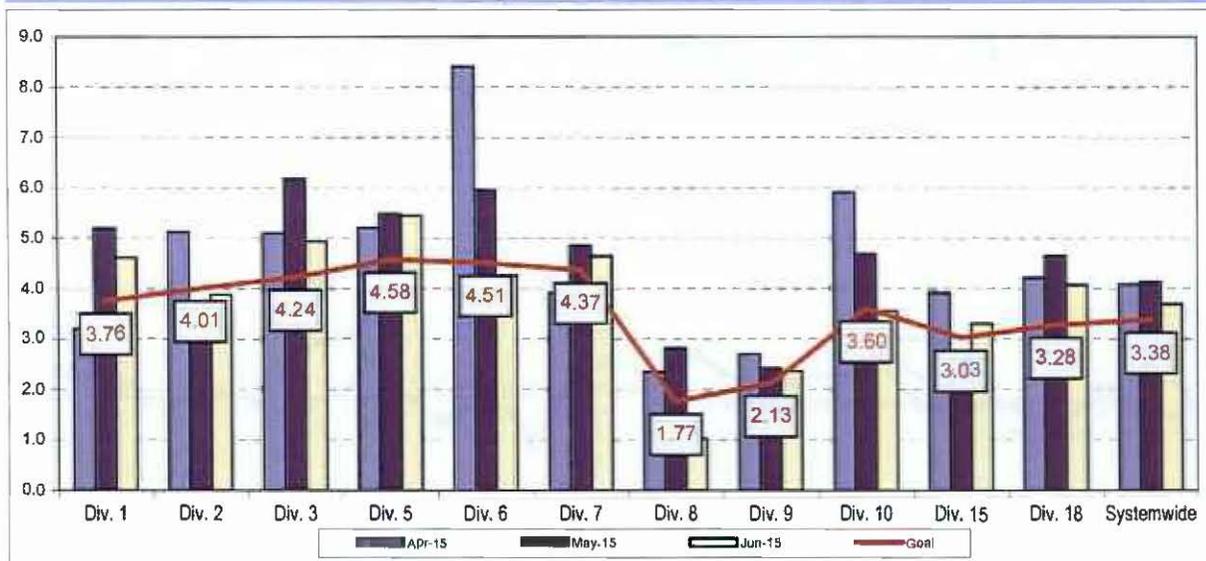


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

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

Bus Operating Divisions - by Divisions April 2015 - June 2015

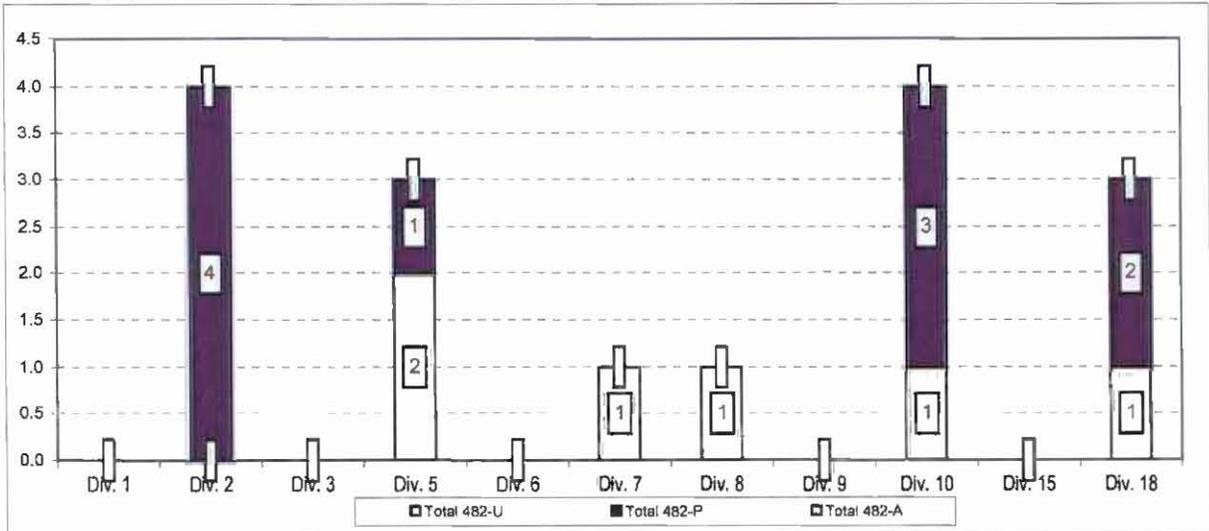


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

Definition: Number of accidents that are coded as Alleged Accidents (482).

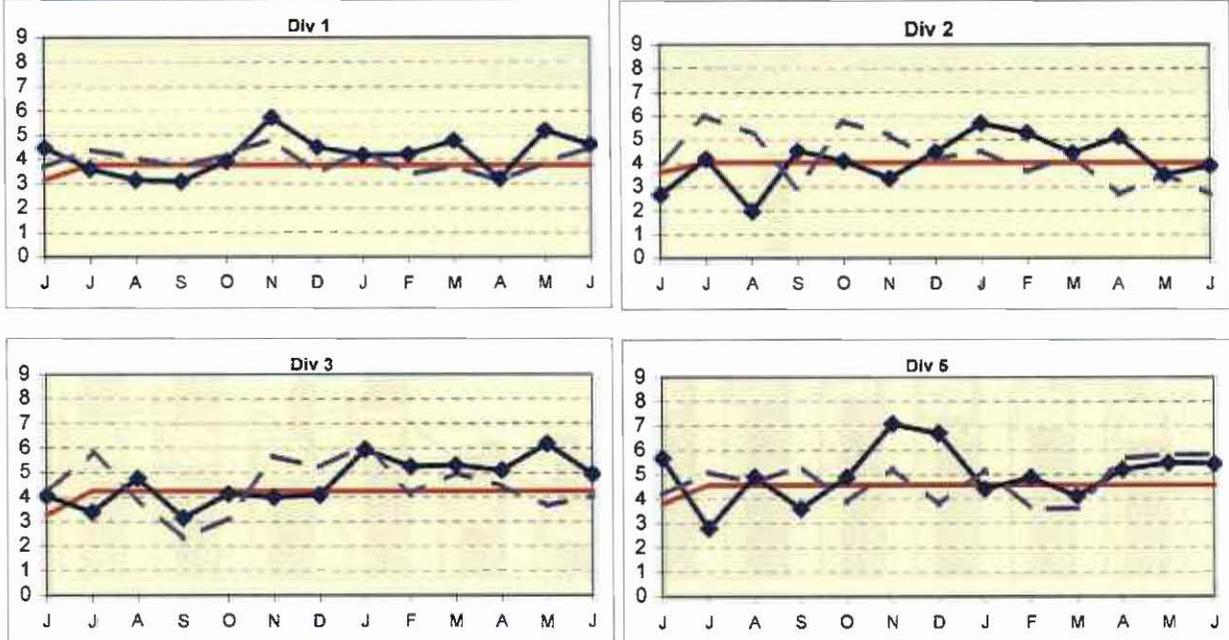
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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



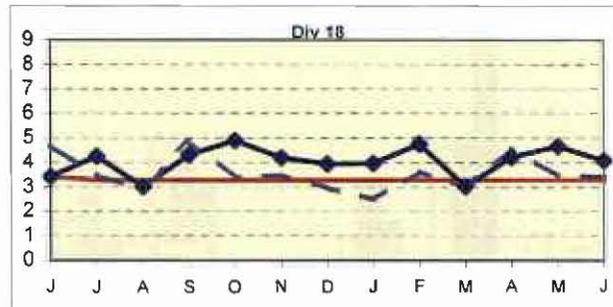
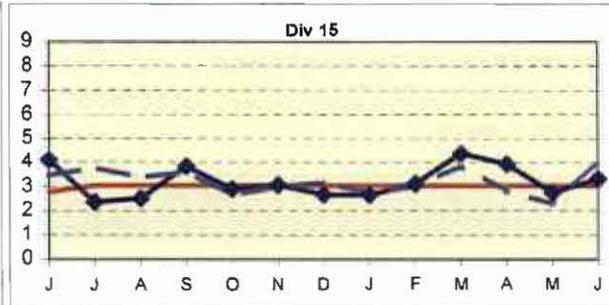
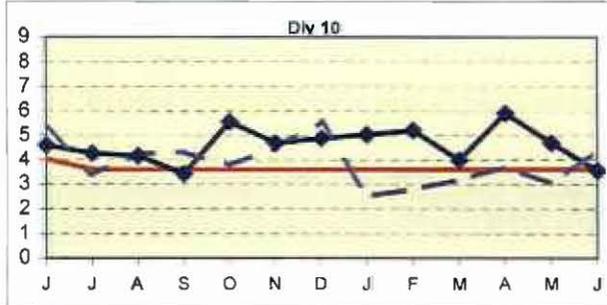
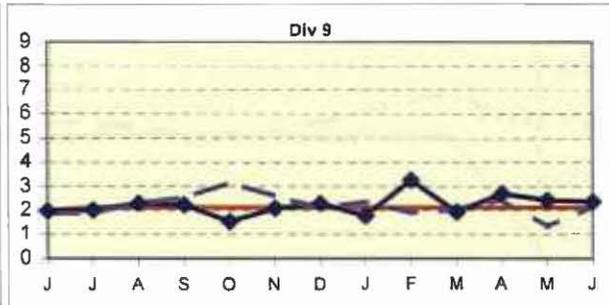
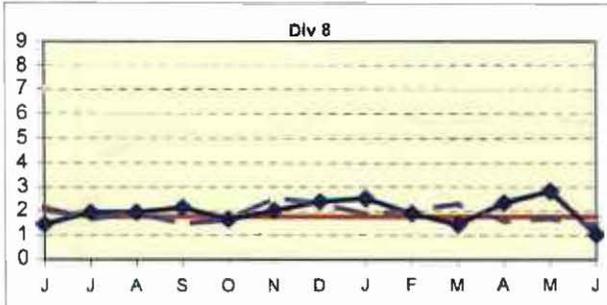
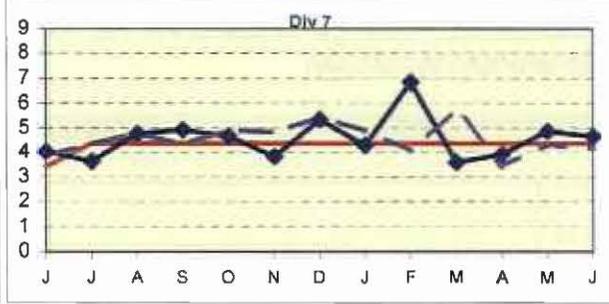
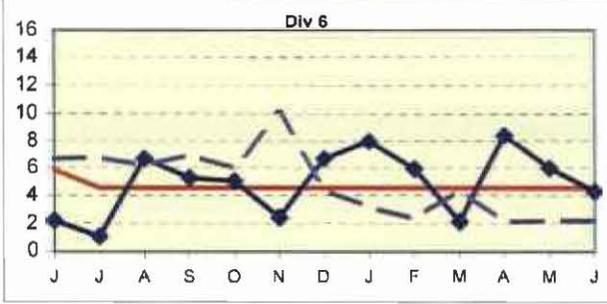
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



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

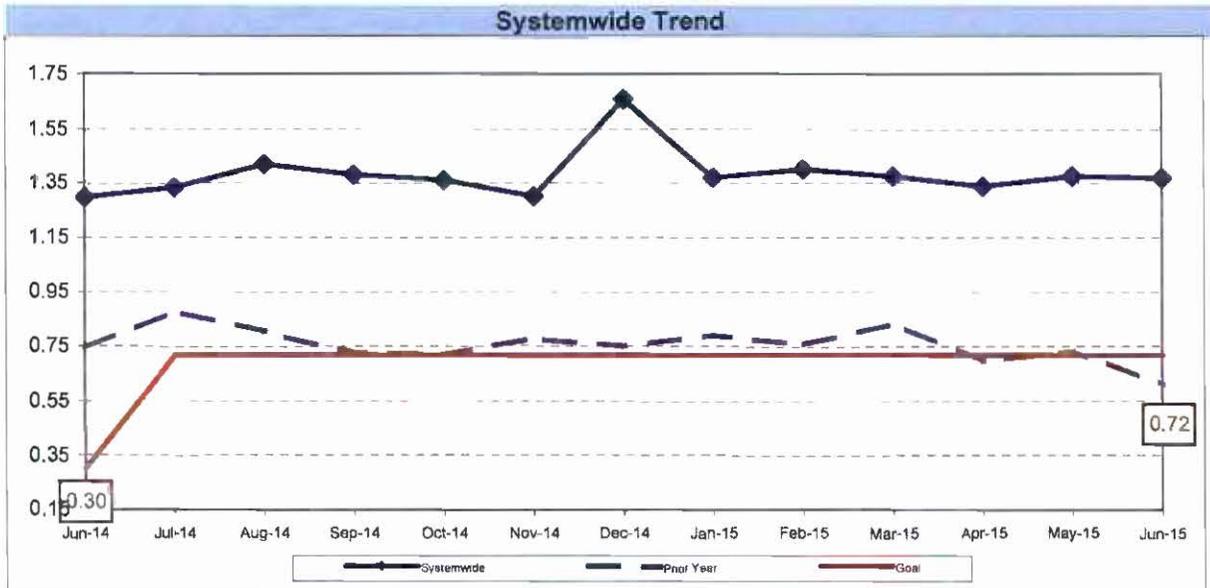
Remaining Below the Goal line is the target.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Number of Passenger Accidents for every 100,000 boardings.

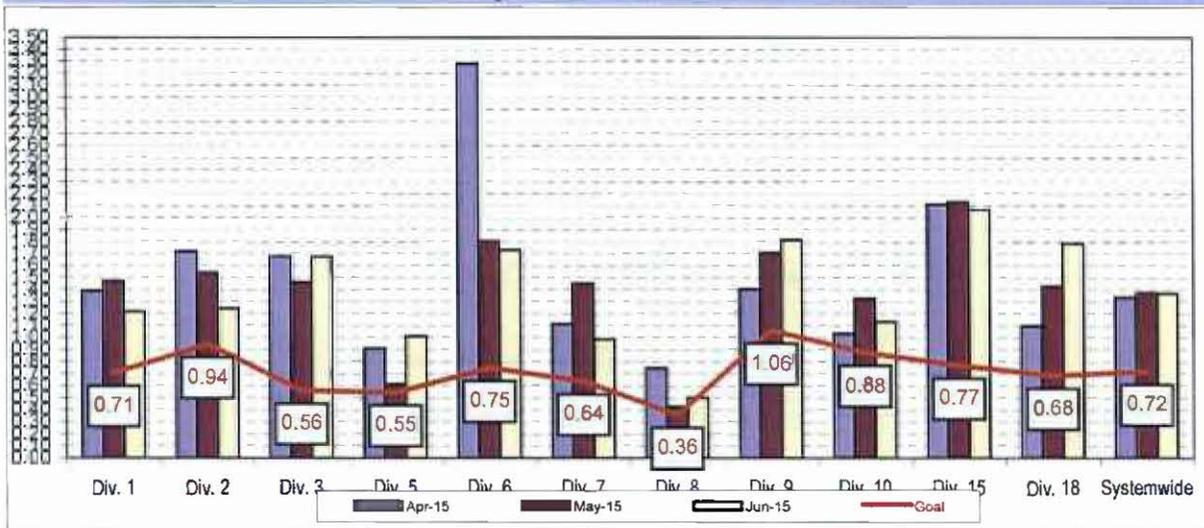
Calculation: Passenger Accidents Per 100,000 Boardings = Number of Passenger Accidents / (Boardings / by 100,000)



Remaining Below the Goal line is the target.

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

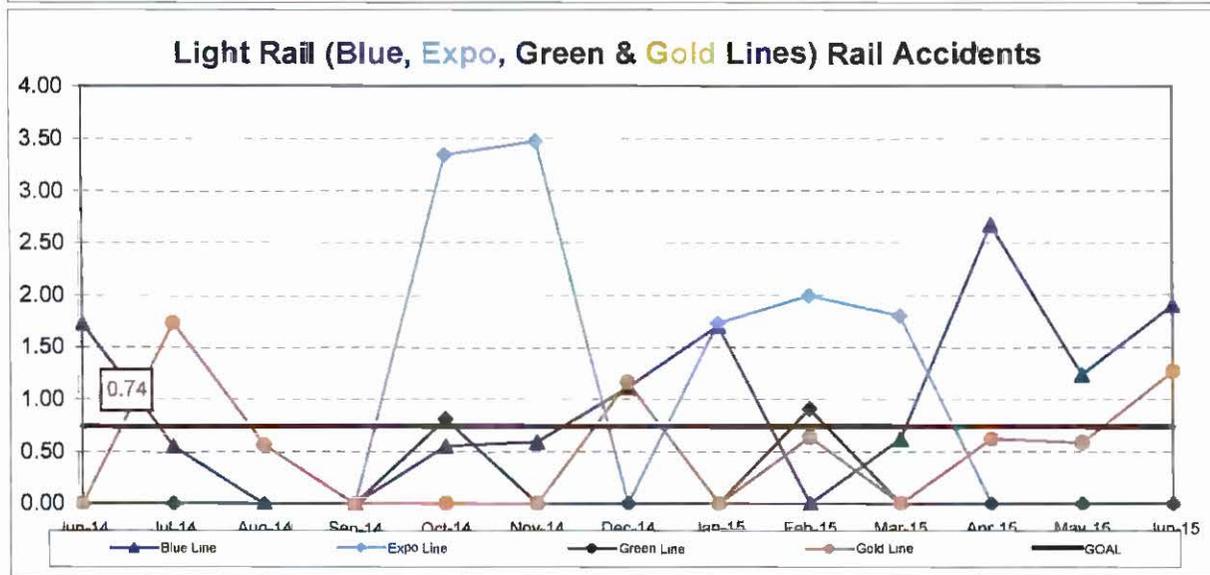
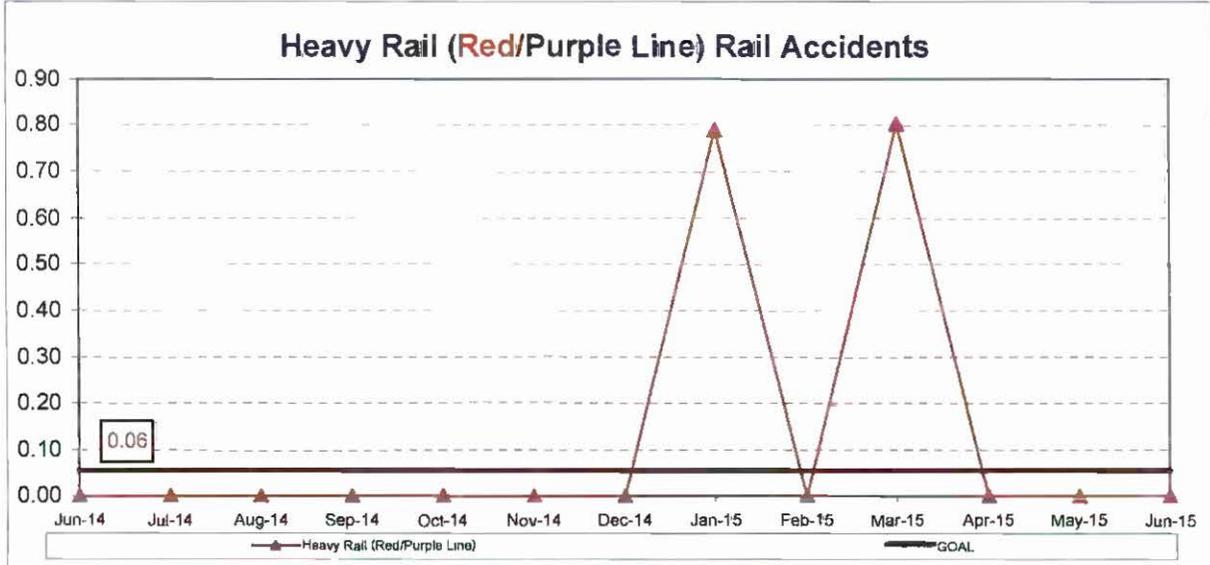
**Bus Operating Divisions - by Divisions
April 2015 - June 2015**



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

Definition: Number of Rail Traffic Accidents for every 100,000 Train Miles traveled.

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

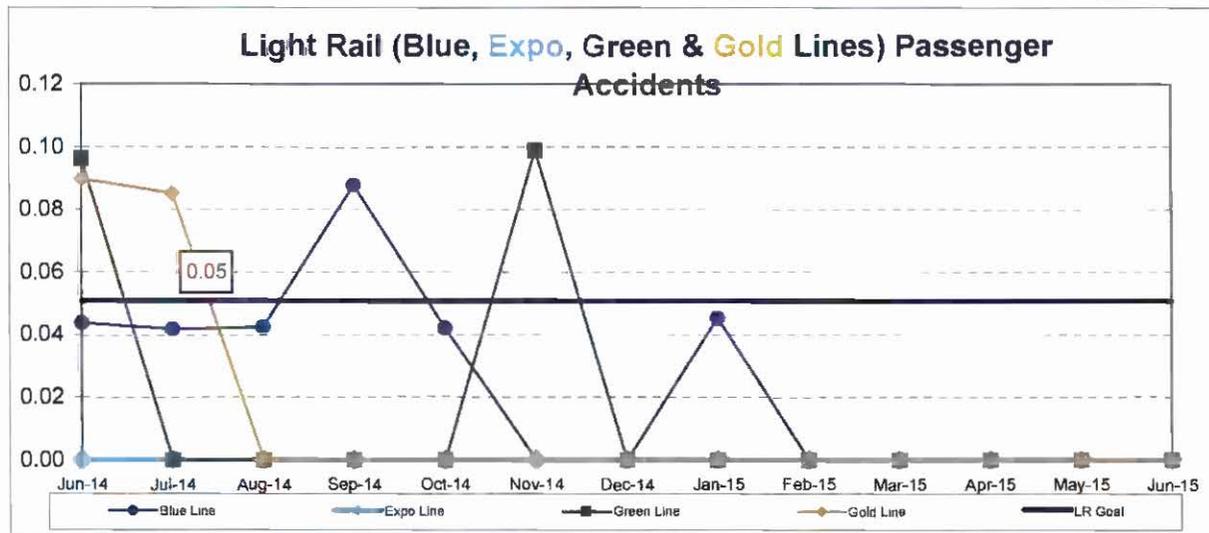
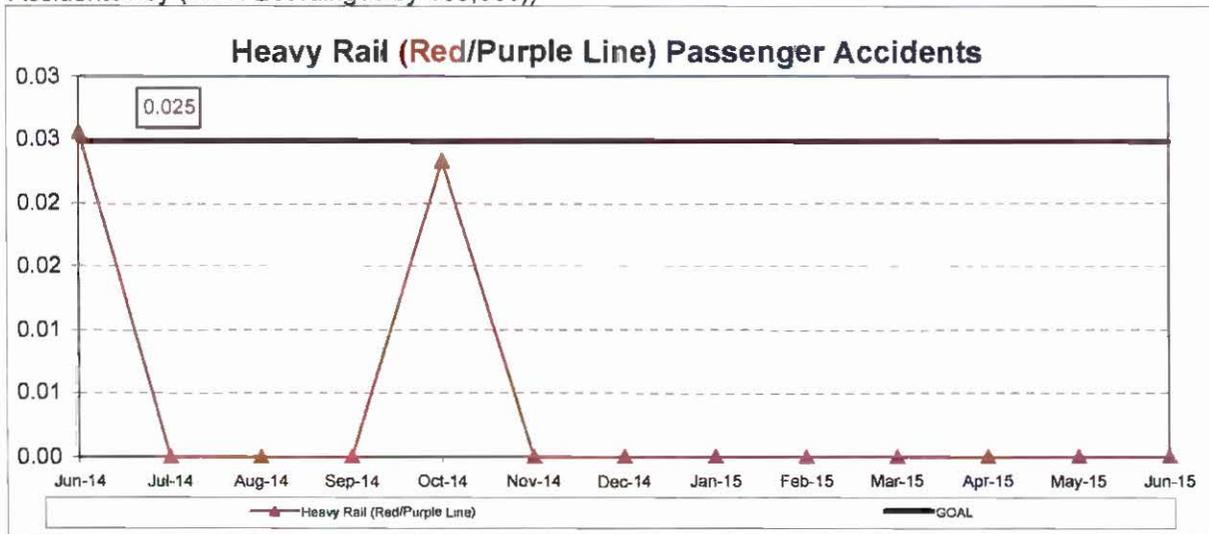


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Number of Passenger Accidents for every 100,000 boardings.

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



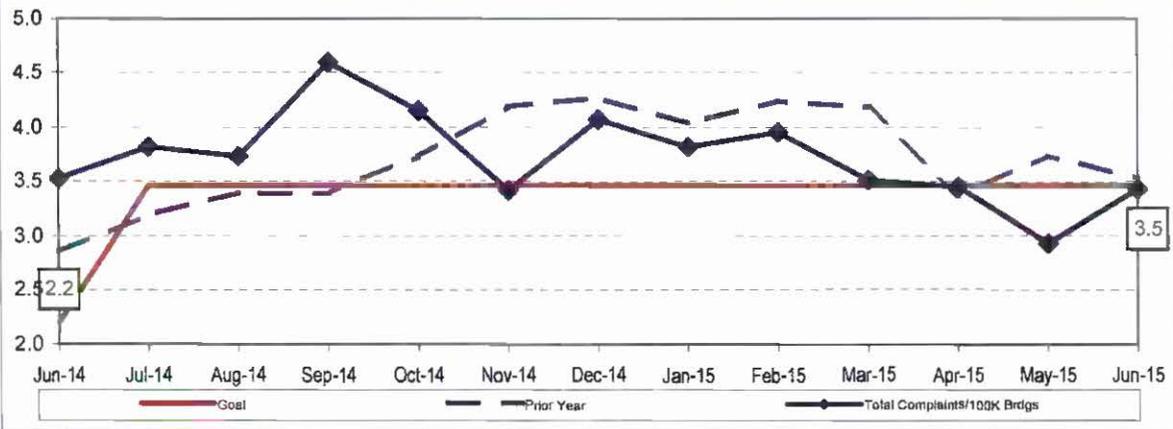
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

Definition: Number of customer complaints per 100,000 boardings.

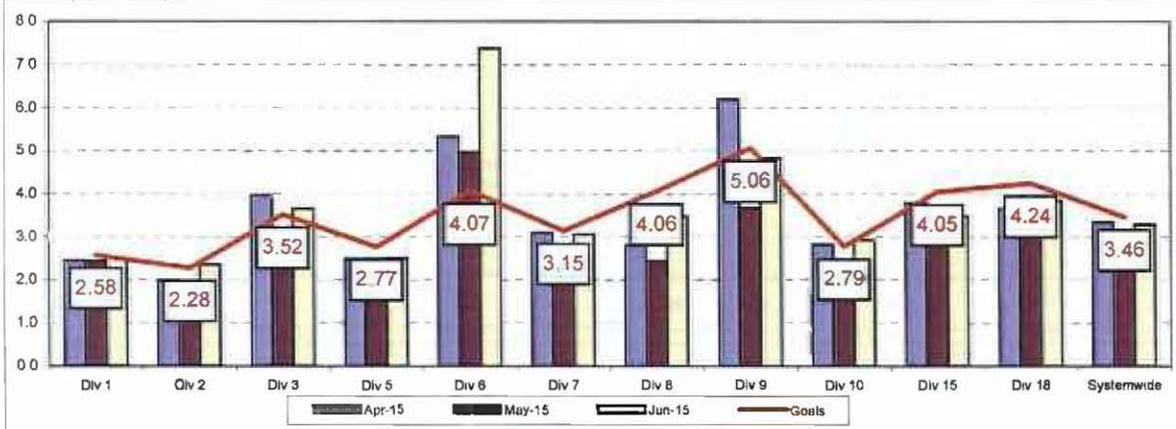
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

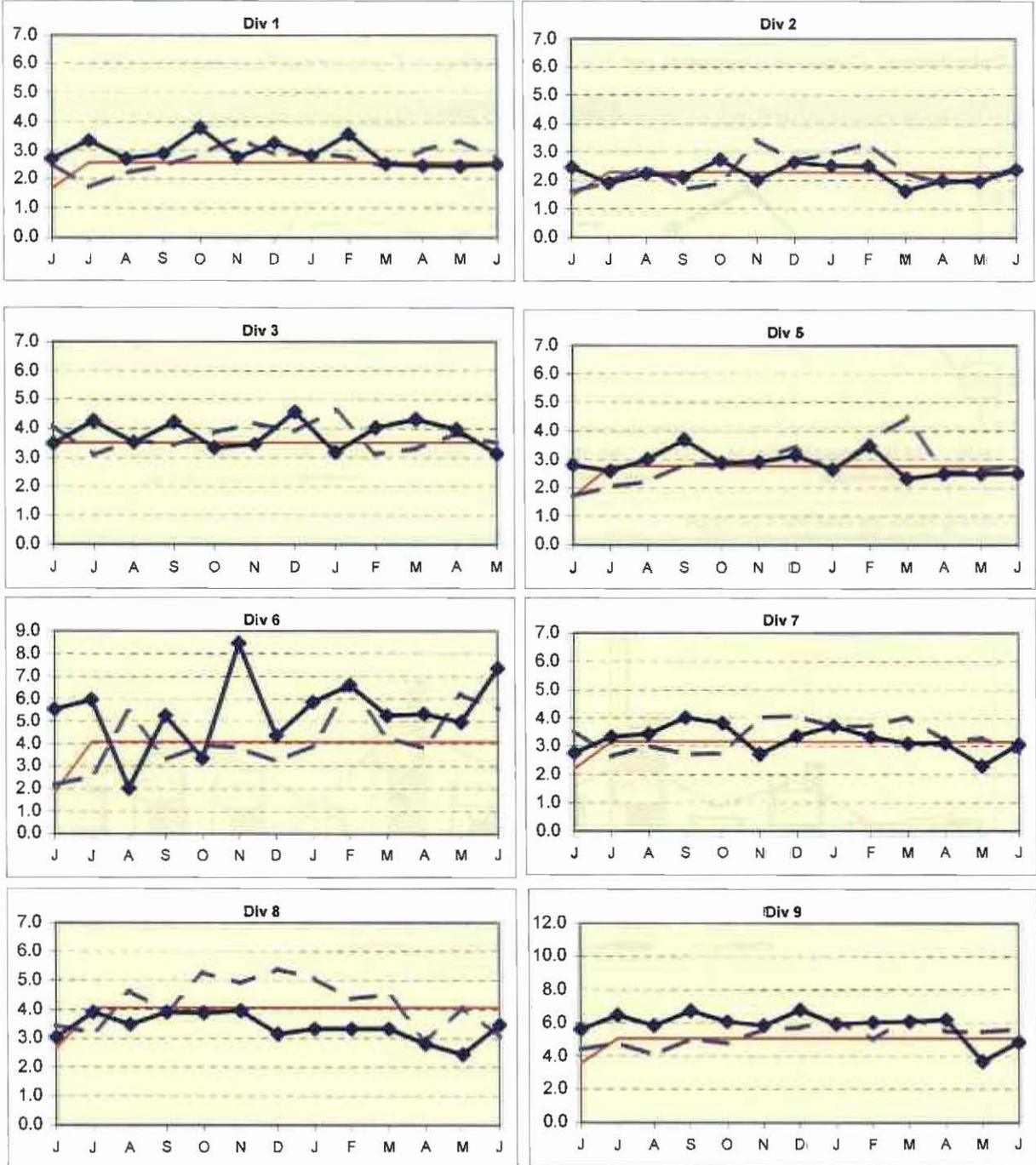
Bus Operating Divisions, by Divisions April 2015 - June 2015



COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year
 - - - - Prior Year
 — Goal

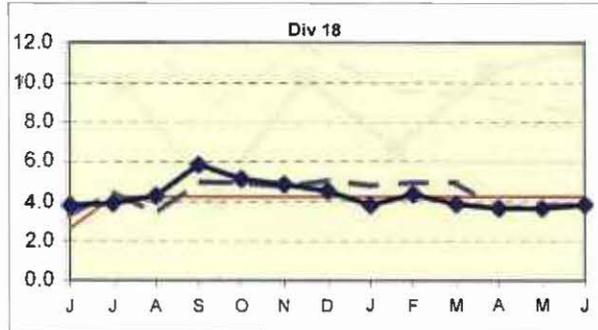
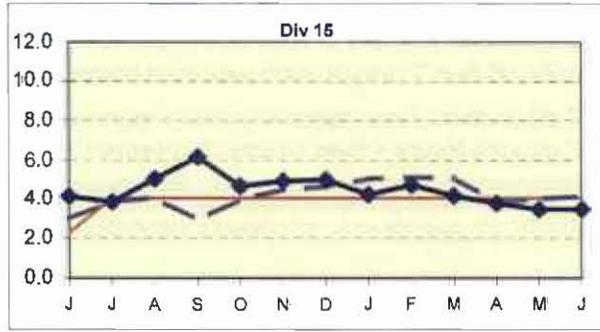
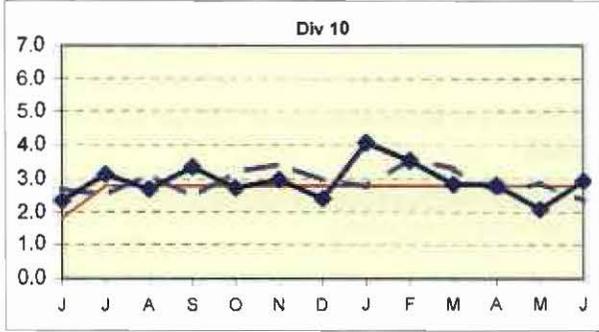
Remaining Below the Goal line is the target.



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

Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



WORKERS COMPENSATION CLAIMS

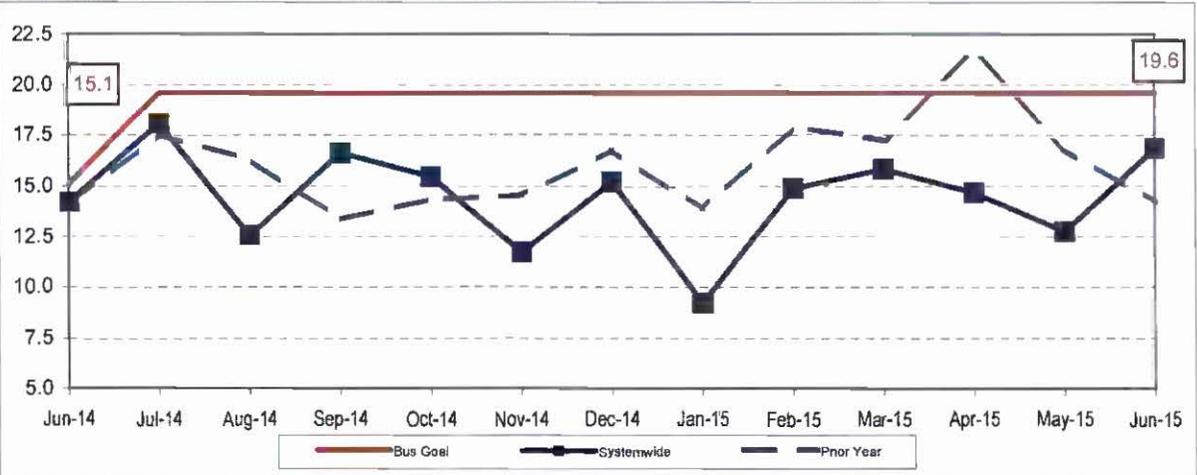
New Workers Compensation Claims per 200,000 Exposure Hours

Definition: Number of New Bus Workers Compensation Indemnity and Medical Claims filed per 200,000 Bus Transportation exposure hours.

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

Metro Operations Trend

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



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

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

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

Definition: Number of New Bus Workers Compensation Indemnity and Medical Claims filed per 200,000 Bus Transportation exposure hours.

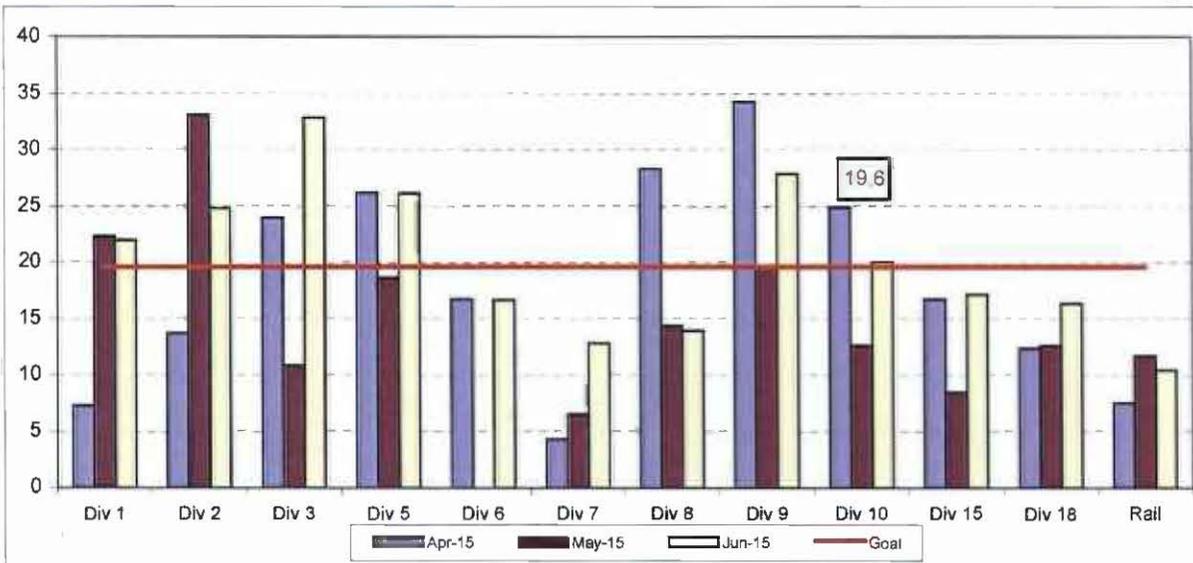
Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail by Division April 2015 - June 2015

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.

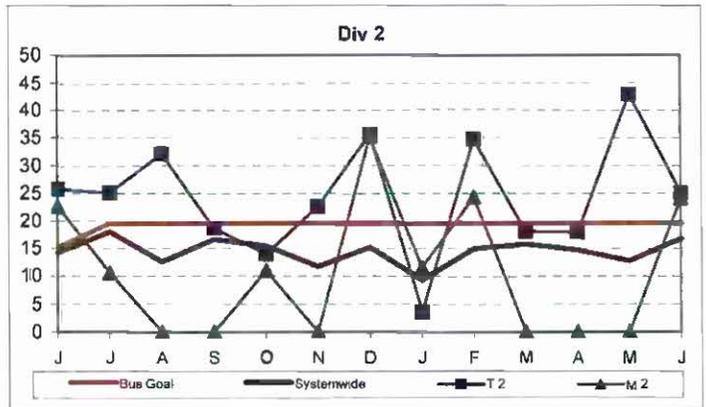
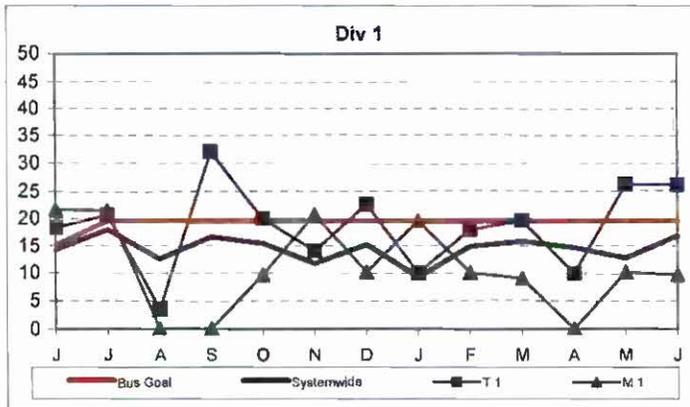


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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

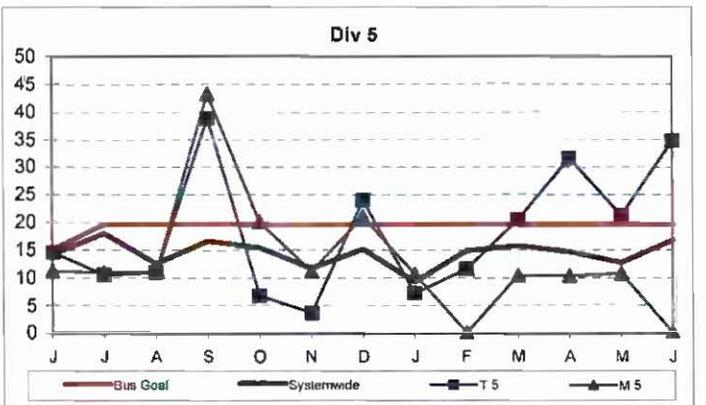
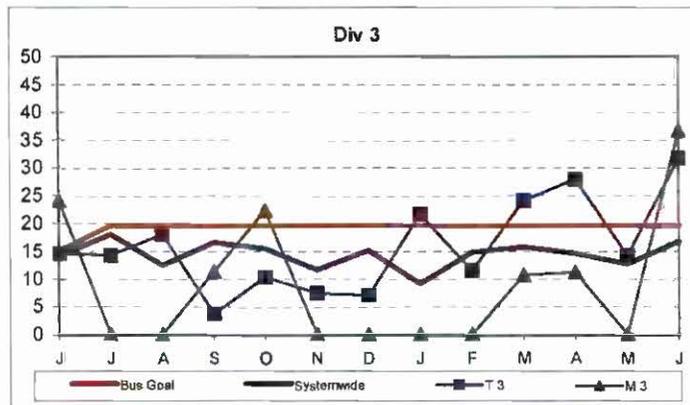
Calculation: New reported Workers' Compensation Indemnity and Medical claims filed per 200,000 Exposure Hours = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

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



Remaining Below the Goal line is the target.

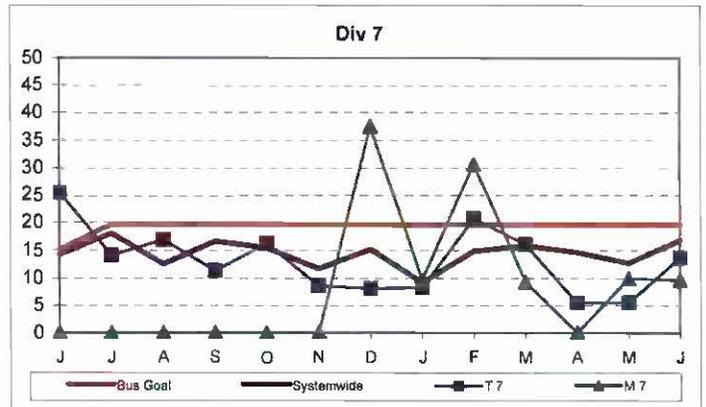
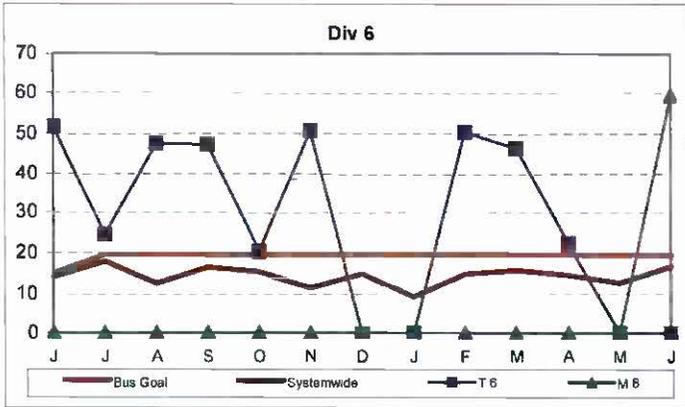
W.C. now reflects current month's data. No data lag.



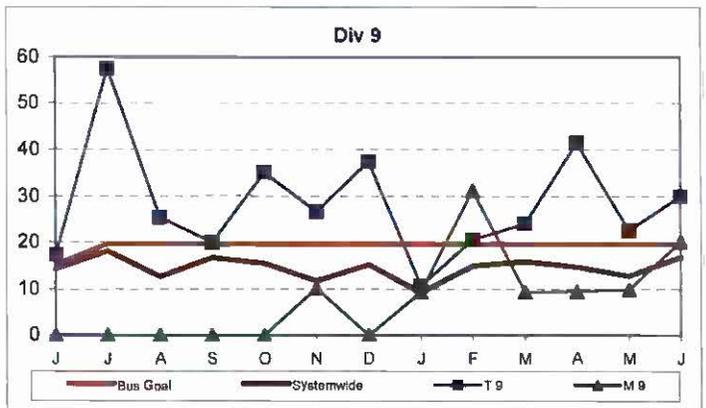
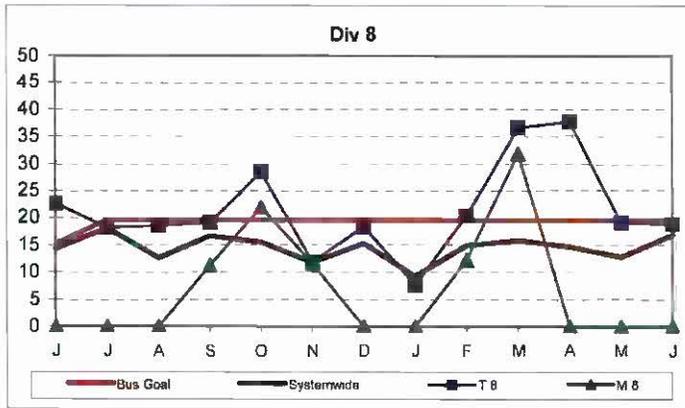
NEW REPORTED WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

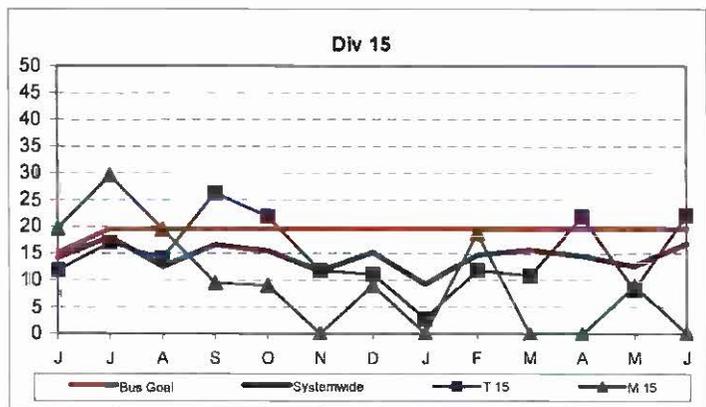
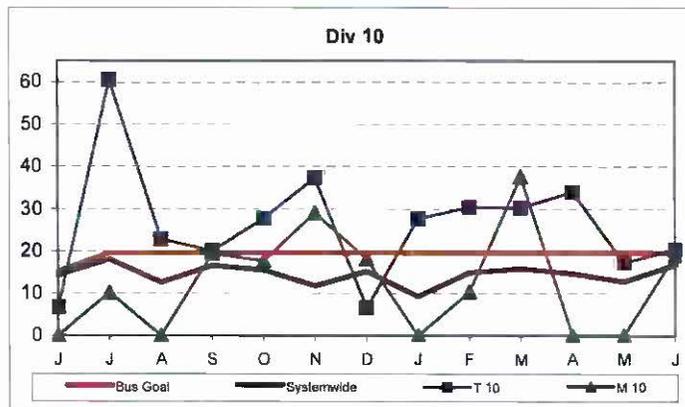
W.C. now reflects current month's data. No data lag.



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



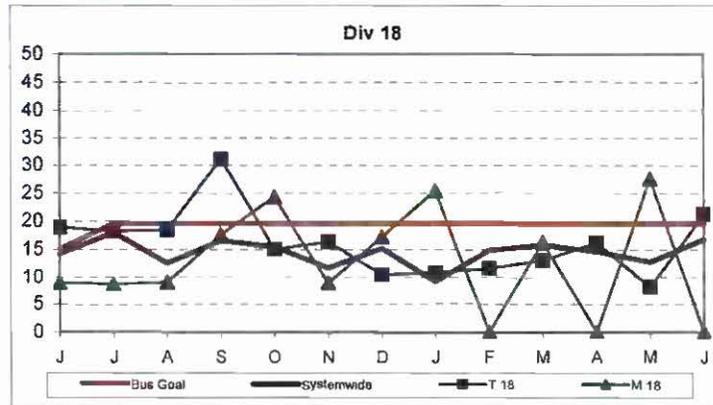
W.C. now reflects current month's data. No data lag.



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

Remaining Below the Goal line is the target.

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



OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

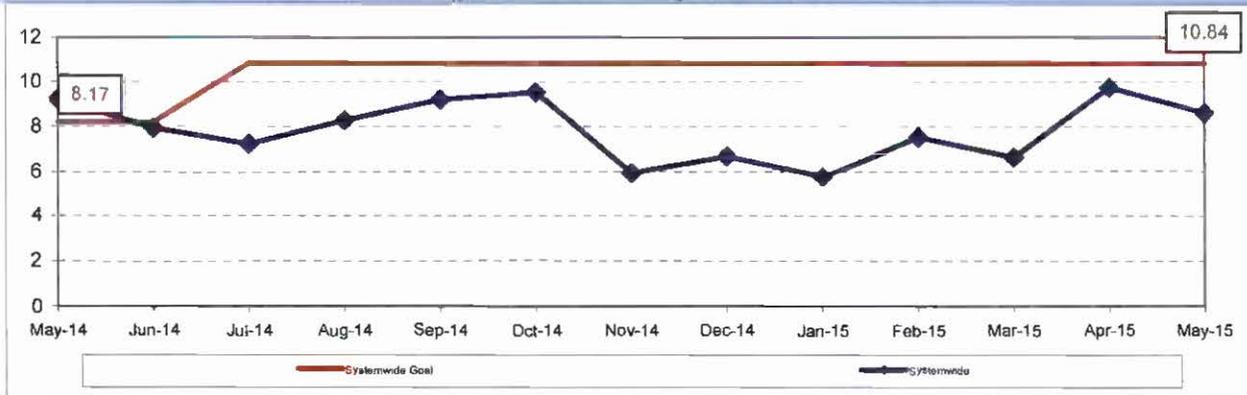
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

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

One month lag from current month

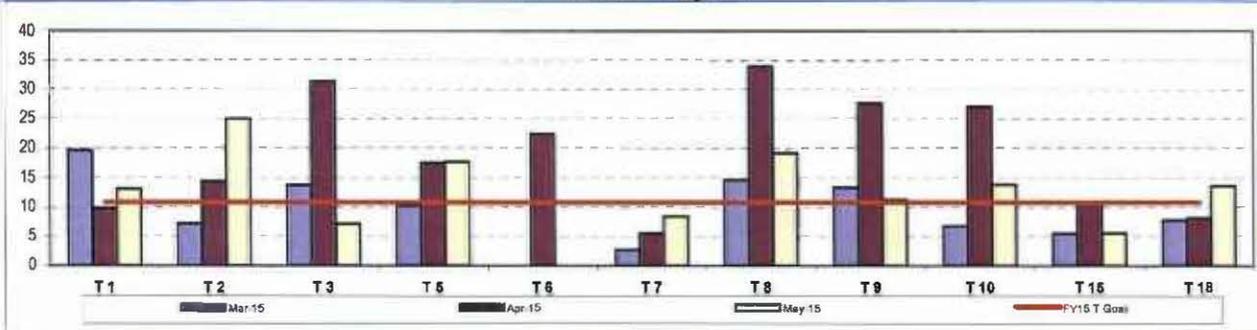
Operations OSHA Injuries Trend



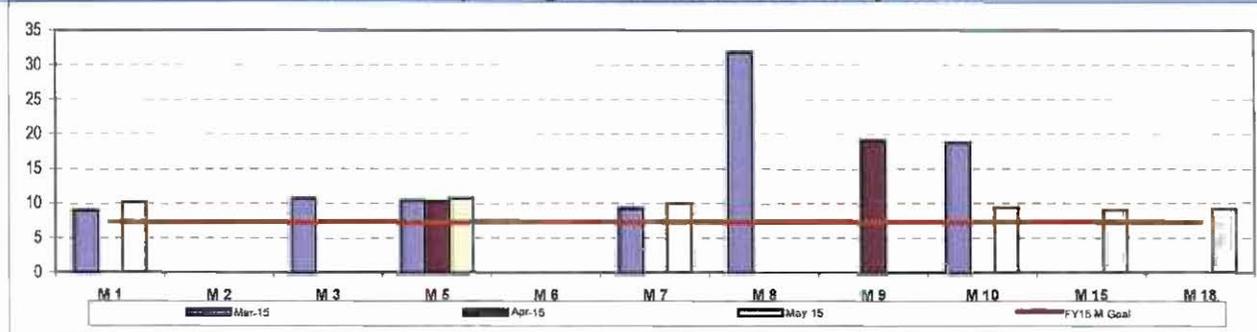
Remaining Below the Goal line is the target.

One month lag from current month

OSHA: Bus Operating Transportation Divisions - by Division March 2015 - May 2015

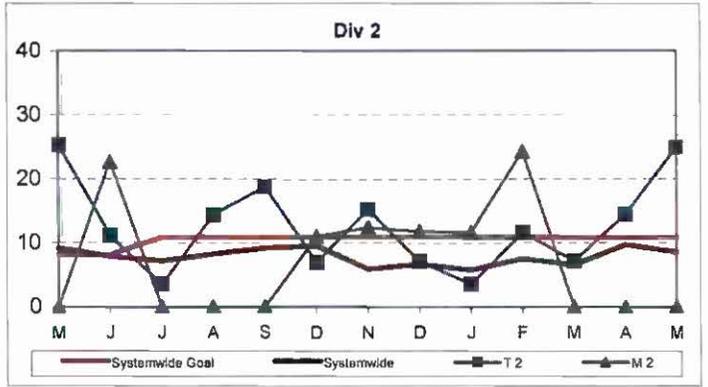
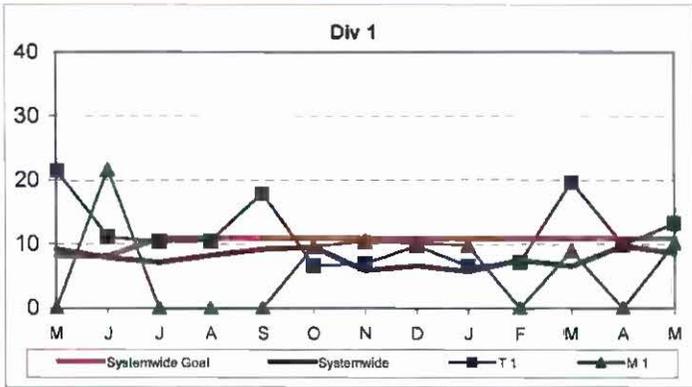


OSHA: Bus Operating Maintenance Divisions - by Division

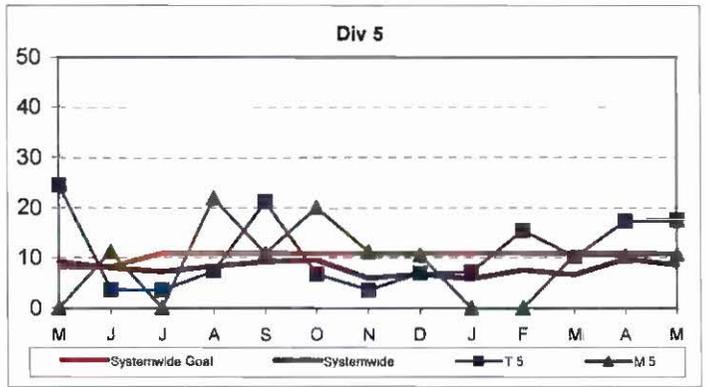
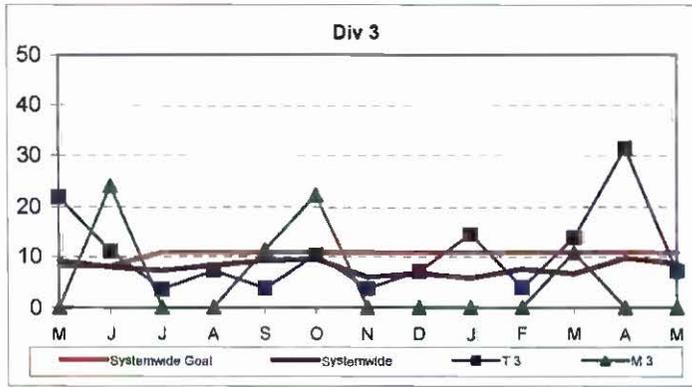


Remaining Below the Goal line is the target.
 One month lag in reporting.

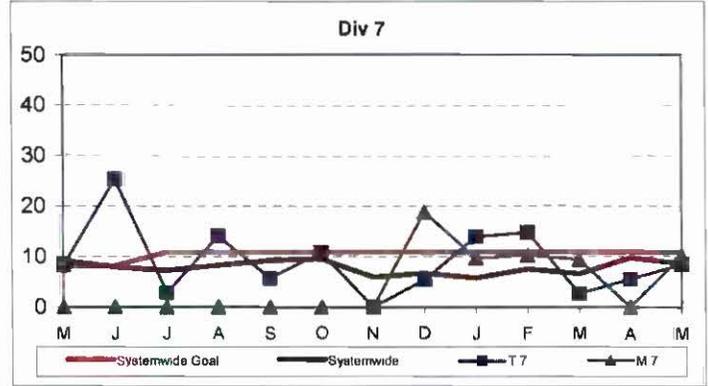
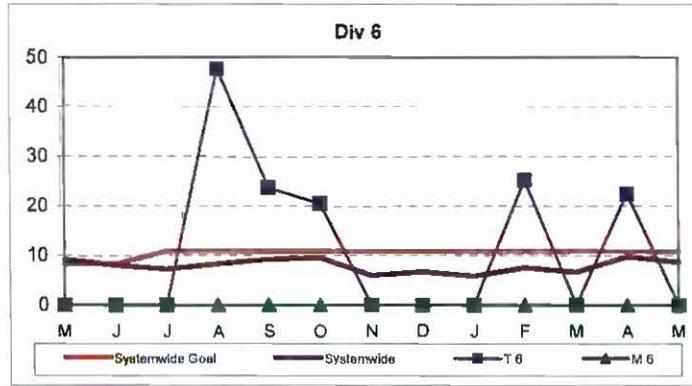
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



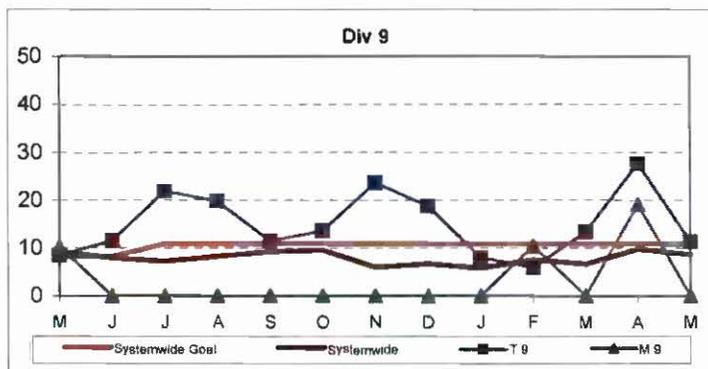
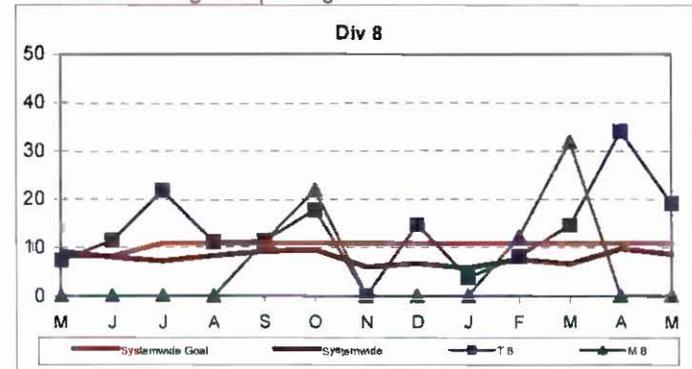
Remaining Below the Goal line is the target.
 One month lag in reporting.



One month lag in reporting.

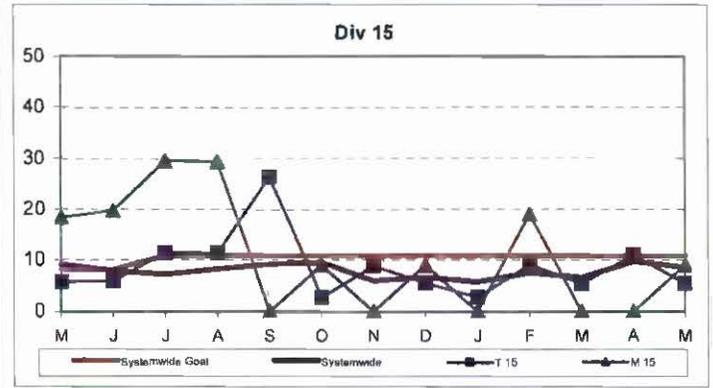
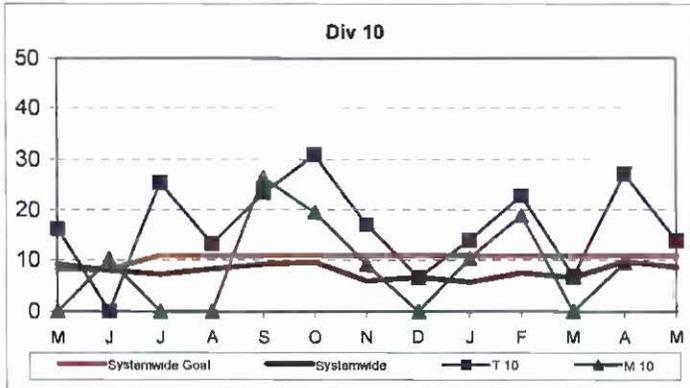


One month lag in reporting.

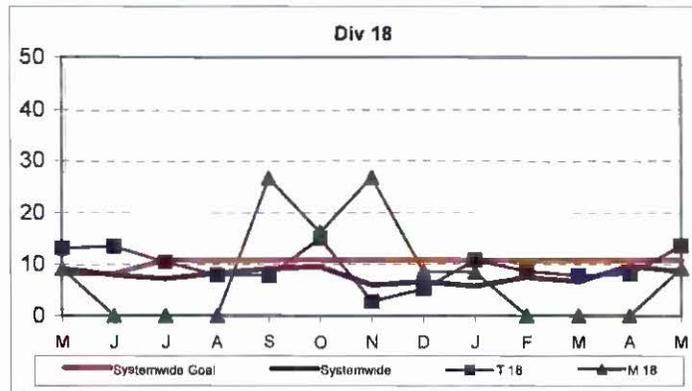


Remaining Below the Goal line is the target.
 One month lag in reporting.

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

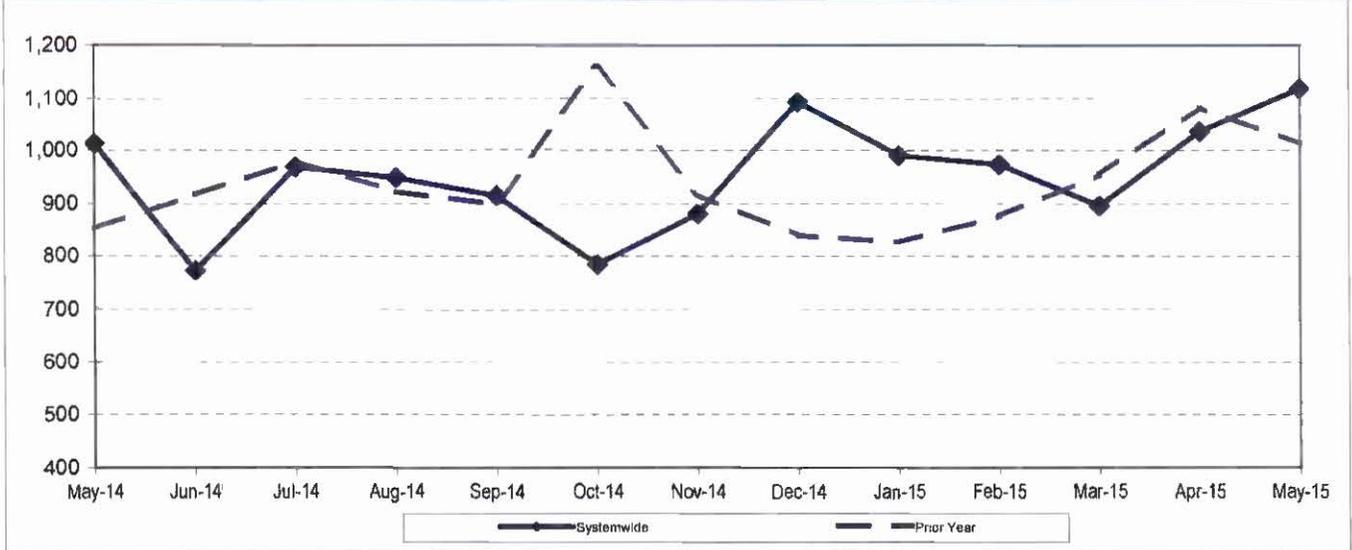
Systemwide and Bus Operating Divisions

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: : (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

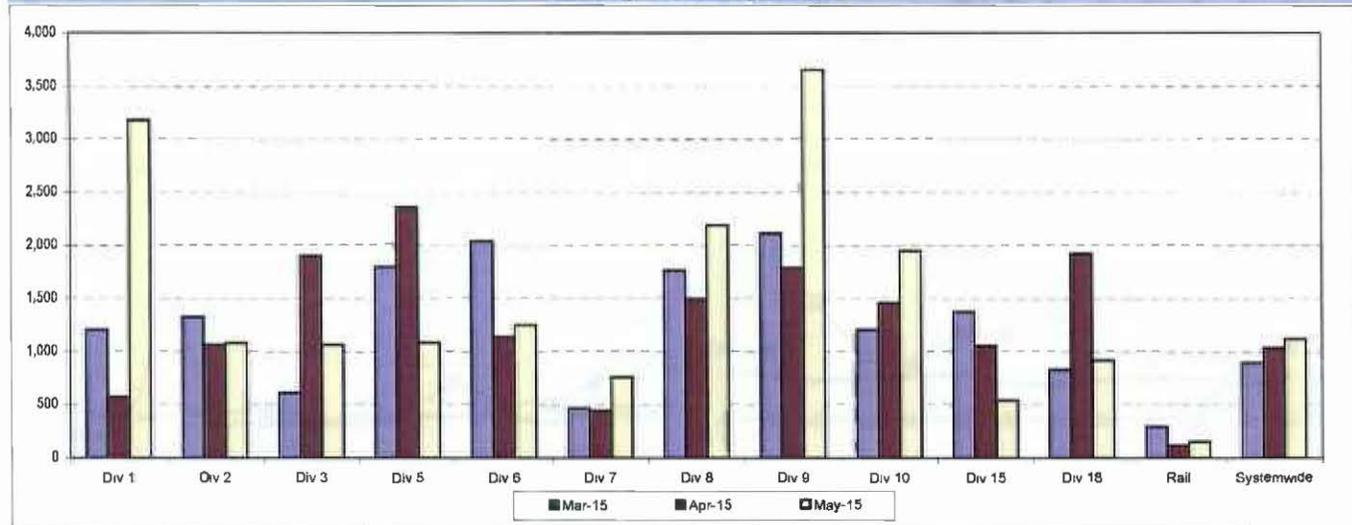
One month lag from current month

LWD Systemwide Trend



One month lag from current month

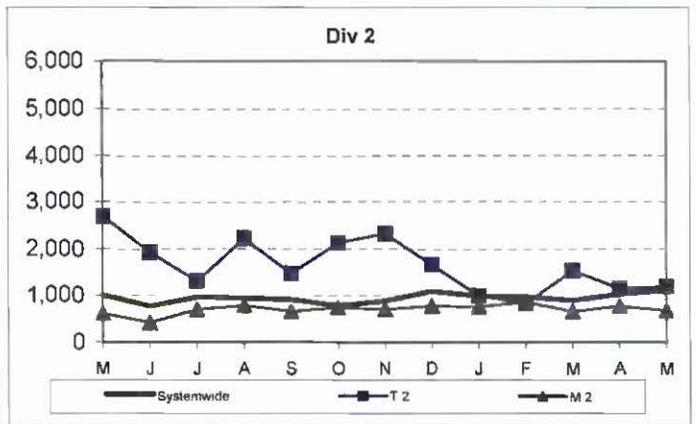
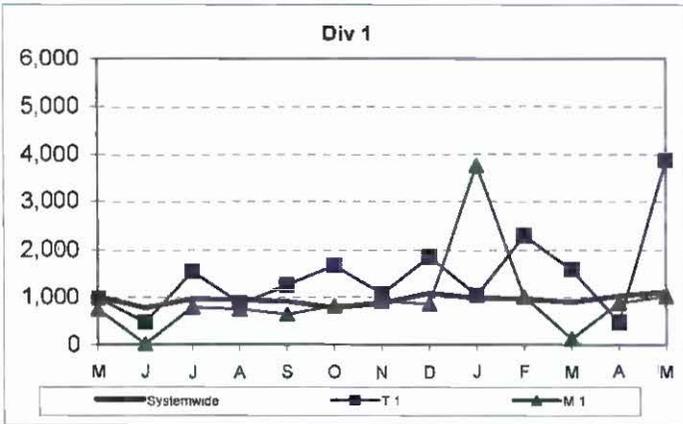
LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division February 2015 - April 2015



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

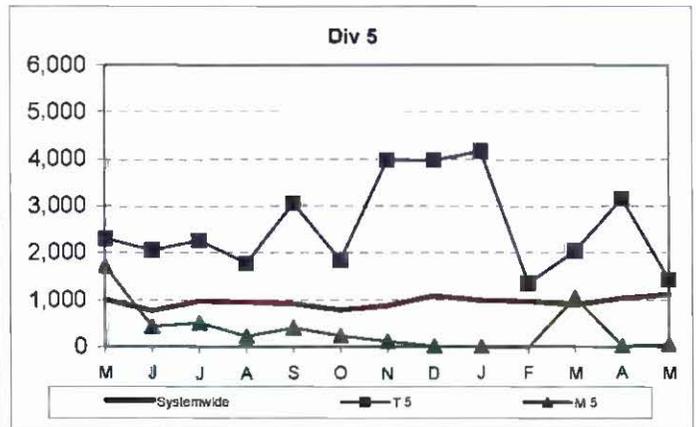
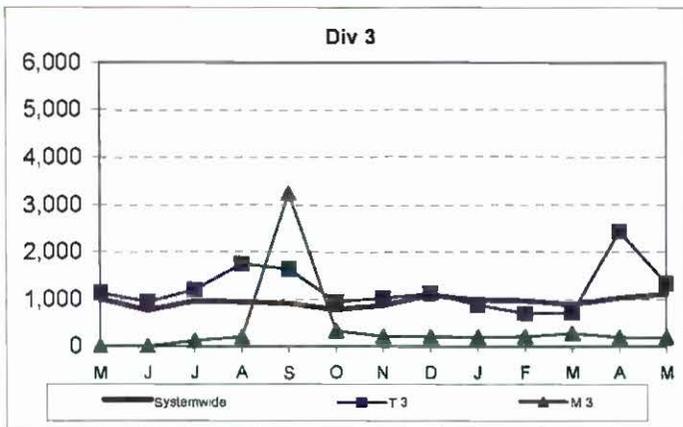
One month lag in reporting.

Lower is better.

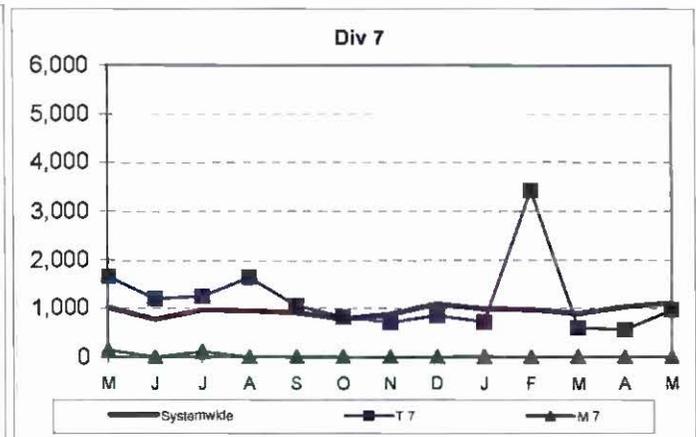
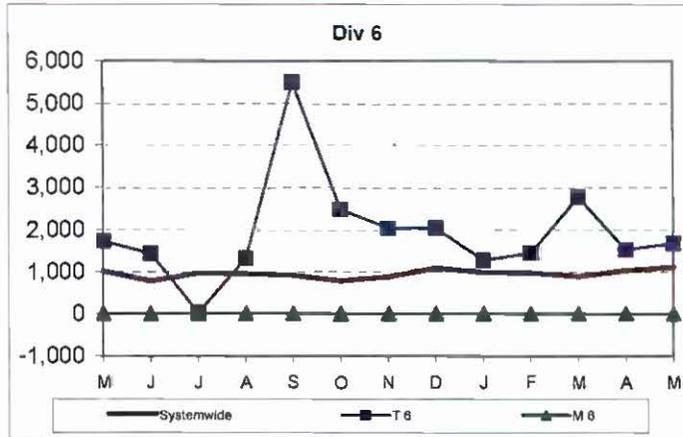


One month lag in reporting.

Lower is better.

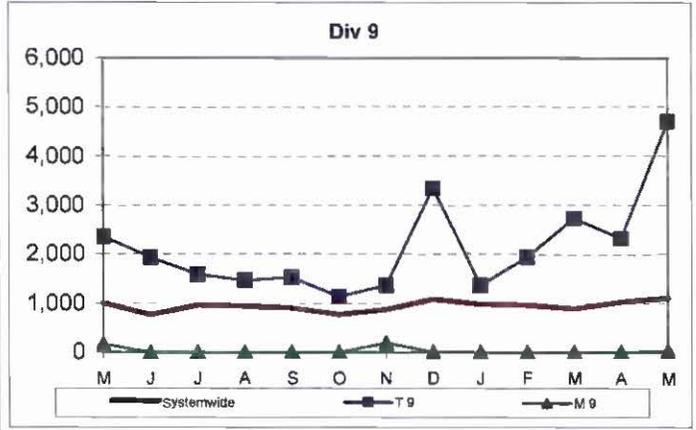
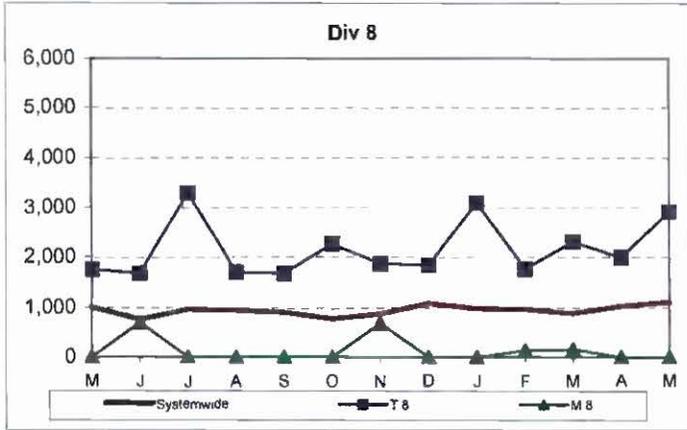


One month lag in reporting.



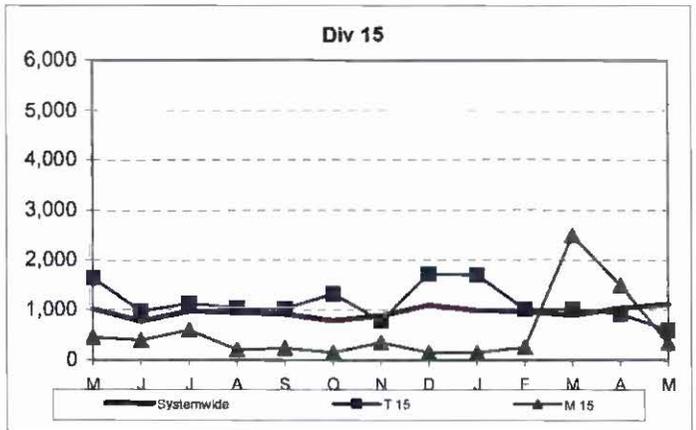
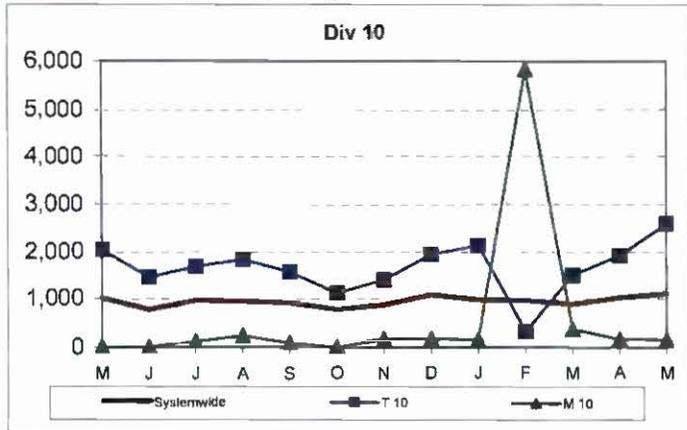
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.



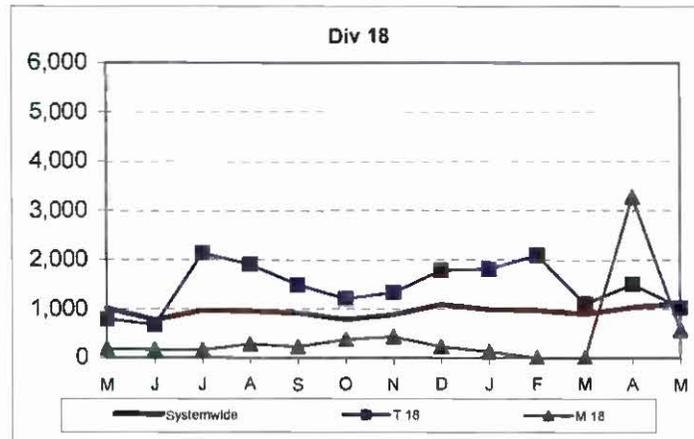
One month lag in reporting.

Lower is better.



One month lag in reporting.

Lower is better.



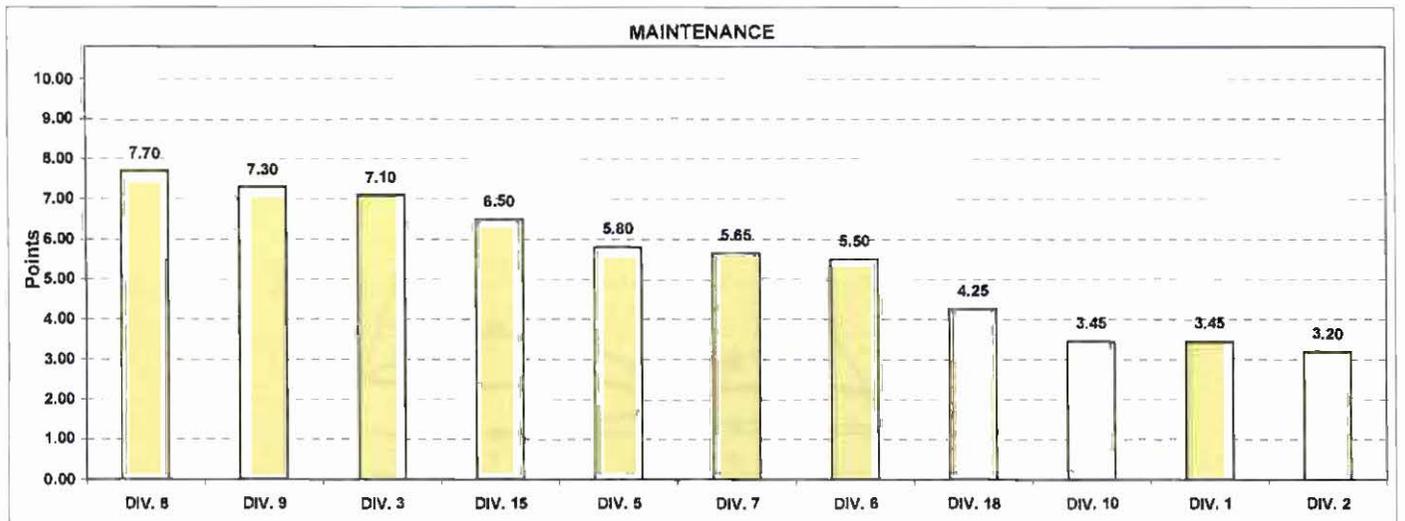
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - June 2015
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%	77.5%	76.6%	77.4%	77.0%	73.7%	74.8%	86.2%	76.2%	72.2%	79.5%	72.8%
Points		8	5	7	6	3	4	11	9	1	10	2
Miles Between Total Road Calls	30%	2,258.0	2,001.0	4,620.0	4,344.0	4,072.0	4,062.0	5,328.0	5,090.0	2,567.0	3,810.0	3,623.0
Points		1	3	9	8	7	6	11	10	2	4	5
Past Due PMPs	25%	0.011	0.000	0.000	0.060	0.216	0.013	0.000	0.000	0.000	0.000	0.000
Points		4	5	5	2	1	3	5	5	5	5	5
Bus Cleanliness	25%	8.51	8.26	8.67	8.73	9.23	8.98	8.98	8.77	8.56	8.87	8.45
Points		3	1	9	6	11	8	5	7	4	9	2
New WC Claims /200,000 Exp Hrs	10%	9.64	24.15	36.74	0.00	59.38	9.63	0.00	20.12	19.05	0.00	0.00
Points		6	3	2	8	1	7	8	4	5	8	8
Totals		3.45	3.20	7.10	5.80	5.50	5.65	7.70	7.30	3.45	6.50	4.25
FINAL RANKING		Maintenance Division Ranking (Sorted)										
	DIV.	DIV. 8	DIV. 9	DIV. 3	DIV. 15	DIV. 5	DIV. 7	DIV. 6	DIV. 18	DIV. 10	DIV. 1	DIV. 2
	Score	7.70	7.30	7.10	6.50	5.80	5.65	5.50	4.25	3.45	3.45	3.20
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	9th	11th

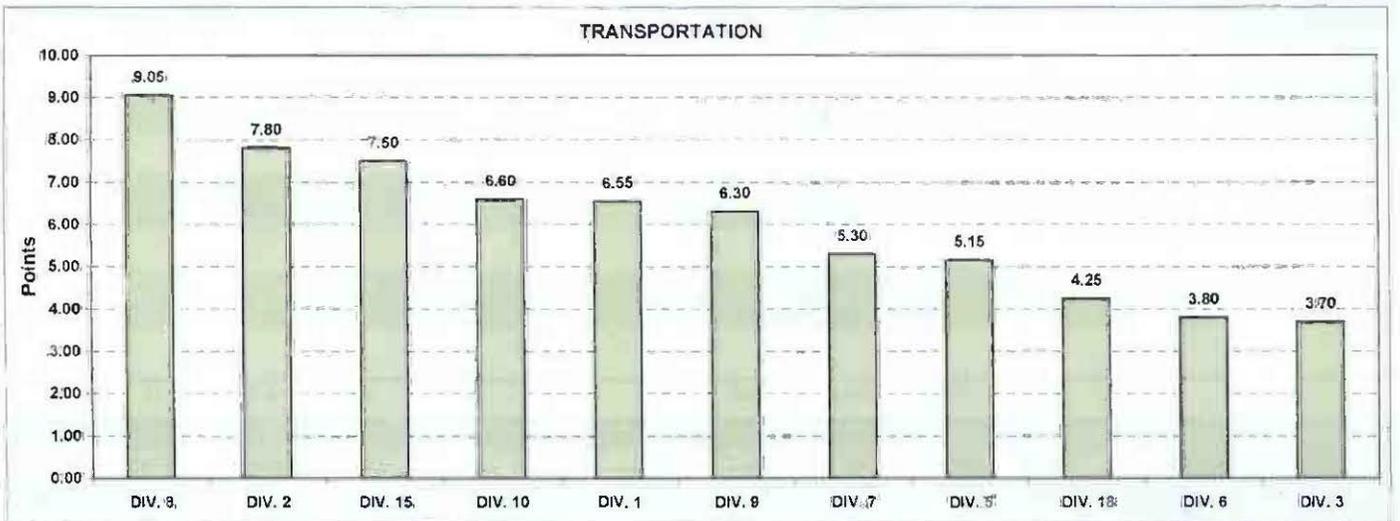


**Monthly Calculations - June 2015
Metro Bus - Transportation**

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%	77.5%	76.6%	77.4%	77.0%	73.7%	74.8%	86.2%	78.2%	72.2%	79.5%	72.8%
Points		8	5	7	6	3	4	11	9	1	10	2
Accident Rate	35%	4.62	3.88	4.94	5.45	4.27	4.65	1.03	2.37	3.56	3.31	4.08
Points		4	7	2	1	5	3	11	10	8	9	6
Complaints/100K Boardings	35%	2.51	2.37	3.65	2.51	7.37	3.06	3.48	4.83	2.94	3.49	3.84
Points		9	11	4	10	1	7	6	2	8	5	3
New WC Claims /200,000 Exp Hrs	10%	26.15	25.03	31.74	34.73	0.00	13.72	18.83	29.99	20.41	22.18	21.27
Points		4	5	2	1	11	10	9	3	8	6	7
Totals		6.55	7.80	3.70	5.15	3.80	5.30	9.05	6.30	6.60	7.50	4.25
FINAL RANKING		Transportation-Division Ranking (Sorted)										
	Div.	Div. 8	Div. 2	Div. 15	Div. 10	Div. 1	Div. 9	Div. 7	Div. 5	Div. 18	Div. 6	Div. 3
	Score	9.05	7.80	7.50	6.60	6.55	6.30	5.30	5.15	4.25	3.80	3.70
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

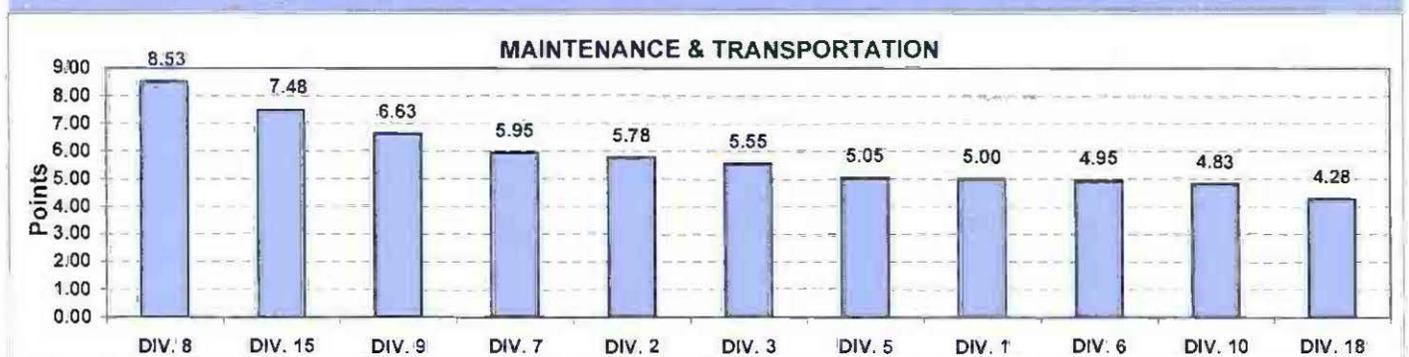
Quarterly Calculations: FY15 - Q4 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance												
	5.0%	76.0%	74.7%	76.0%	75.7%	74.9%	73.9%	85.8%	77.7%	73.0%	78.6%	71.8%
Points		7	4	8	6	5	3	11	9	2	10	1
Miles Between Total Road Calls												
	15.0%	2,176.4	2,767.3	4,573.9	4,006.5	4,959.5	4,165.5	5,636.0	4,676.9	2,661.7	3,846.2	3,535.2
Points		1	3	8	6	10	7	11	9	2	5	4
Past Due PMPs												
	12.5%	0.081	0.000	0.000	0.050	0.050	0.005	0.000	0.016	0.000	0.000	0.000
Points		1	6	6	2	3	5	6	4	6	6	6
Bus Cleanliness												
	12.5%	8.268	8.344	8.886	8.447	9.133	8.760	8.700	8.907	8.453	8.907	8.411
Points		1	2	8	4	11	7	6	9	5	9	3
Claims /200000 Exp.Hrs												
	5.0%	6.450	7.930	15.510	7.040	21.840	6.510	0.000	13.060	6.290	3.030	8.890
Points *		8	5	2	6	1	7	11	3	9	10	4
Transportation												
In-Service On-Time Performance												
	10.0%	76.0%	74.7%	76.0%	75.7%	74.9%	73.9%	85.8%	77.7%	73.0%	78.6%	71.8%
Points		7	4	8	6	5	3	11	9	2	10	1
Accidents/100k Hub Miles												
	17.5%	4.340	4.170	5.410	5.380	6.230	4.480	2.070	2.500	4.720	3.330	4.320
Points		6	8	2	3	1	5	11	10	4	9	7
Complaints/100K Boardings												
	17.5%	2.471	2.100	3.591	2.499	5.892	2.819	2.898	4.923	2.612	3.588	3.718
Points		10	11	4	9	1	7	6	2	8	5	3
Claims /200000 Exp.Hrs												
	5.0%	20.790	28.650	24.690	29.210	7.890	8.310	25.260	31.380	23.910	17.480	15.280
Points *		7	3	5	2	11	10	4	1	6	8	9
Totals		5.00	5.78	5.55	5.05	4.95	5.95	8.53	6.63	4.83	7.48	4.28

Maintenance and Transportation Division Ranking (Sorted)													
FINAL RANKING	DIV.	Div. 8	Div. 15	Div. 9	Div. 7	Div. 2	Div. 3	Div. 5	Div. 1	Div. 6	Div. 10	Div. 18	
	Score		8.53	7.48	6.63	5.95	5.78	5.55	5.05	5.00	4.95	4.83	4.28
	Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Yearly Calculations - FY15
Metro Bus - Maintenance and Transportation**

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	74.7%	74.3%	74.4%	74.3%	72.1%	71.6%	84.7%	75.0%	71.5%	77.6%	71.6%
Points		8	5	7	6	4	3	11	9	1	10	2
Miles Between Total Road Calls	15.0%	2,058.2	2,359.6	3,923.8	3,837.9	4,093.4	4,215.8	4,978.7	4,103.7	2,342.7	3,485.2	3,175.8
Points		1	3	7	6	8	10	11	9	2	5	4
Past Due PMPs	12.5%	0.049	0.003	0.011	0.122	0.103	0.013	0.015	0.018	0.005	0.002	0.000
Points		3	9	7	1	2	6	5	4	8	10	11
Bus Cleanliness	12.5%	8.309	8.393	8.447	8.443	8.992	8.713	8.773	8.684	8.423	8.884	8.371
Points		11	6	5	11	8	9	7	4	10	2	
New WC Claims /100 Emp	5.0%	9.950	9.620	7.730	13.420	5.490	9.850	7.540	8.250	13.530	8.460	13.070
Points		4	5	9	2	11	6	10	8	1	7	3
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	74.7%	74.3%	74.4%	74.3%	72.1%	71.6%	84.7%	75.0%	71.5%	77.6%	71.6%
Points		8	5	7	6	4	3	11	9	1	10	2
Accident Rate	17.5%	4.175	4.184	4.670	4.898	5.143	4.594	2.008	2.231	4.605	3.123	4.098
Points		7	6	3	2	1	5	11	10	4	9	8
Complaints/100K Boardings	17.5%	2.922	2.207	3.810	2.844	5.338	3.277	3.425	5.882	2.959	4.465	4.319
Points		9	11	5	10	2	7	6	1	8	3	4
New WC Claims /Emp	5.0%	18.590	24.150	16.160	18.550	25.470	12.080	21.320	29.340	28.000	15.040	15.980
Points		6	4	8	7	3	11	5	1	2	10	9
Totals		5.15	6.13	5.98	5.10	4.65	6.65	8.78	6.45	4.20	7.70	5.23
FINAL RANKING		Maintenance and Transportation Division Ranking (Sorted)										
	DIV.	Div. 8	Div. 15	Div. 7	Div. 9	Div. 2	Div. 3	Div. 18	Div. 1	Div. 5	Div. 6	Div. 10
	Score	8.78	7.70	6.65	6.45	6.13	5.98	5.23	5.15	5.10	4.65	4.20
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Yearly Calculations: FY14 to FY15 Metro Bus - Maintenance and Transportation

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	-0.0310	-0.0190	-0.0070	-0.0100	0.0020	-0.0030	0.0110	-0.0060	-0.0040	-0.0050	-0.0320
Points		2	3	5	4	10	9	11	6	8	7	1
Miles Between Total Road Calls	15.0%	-19.06	108.57	191.33	1106.75	1232.81	1792.36	262.13	3.72	197.77	-66.80	617.48
Points		2	4	5	9	10	11	7	3	6	1	8
Past Due PMPs	12.5%	-0.0044	-0.0746	-0.0226	-0.0175	-0.2398	-0.0400	-0.0360	-0.0316	-0.0056	0.0014	-0.0015
Points		3	10	6	5	11	9	8	7	4	1	2
Bus Cleanliness	12.5%	-0.0100	0.2450	0.0520	0.0980	0.0300	0.1660	-0.1460	-0.0090	-0.0060	0.1180	0.0520
Points		2	11	7	8	5	10	1	3	4	9	6
New WC Claims /100k Exp Hrs	5.0%	-9.3889	-0.3010	-4.0967	5.4083	-10.8494	3.2462	-0.1472	-6.2514	4.0051	-2.5776	0.6581
Points		10	6	8	1	11	3	5	9	2	7	4
Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10.0%	-0.0310	-0.0190	-0.0070	-0.0100	0.0020	-0.0030	0.0110	-0.0060	-0.0040	-0.0050	-0.0320
Points		2	3	5	4	10	9	11	6	8	7	1
Accident Rate	17.5%	0.2201	-0.0405	0.2116	0.0734	0.3924	-0.0102	0.1442	-0.0092	0.8112	-0.0661	0.6448
Points		4	10	5	7	3	9	6	8	1	11	2
Complaints/100K Boardings	17.5%	0.2026	-0.1949	0.1039	-0.0712	1.0490	-0.0399	-0.8530	0.5523	0.0265	0.1998	-0.1397
Points		3	10	5	8	1	7	11	2	6	4	9
New WC Claims /100k Exp Hrs	5.0%	-1.0561	-1.2083	0.0688	-2.6936	-16.5169	-4.0269	-0.4704	0.4010	8.8035	1.0868	-5.2277
Points		6	7	4	8	11	9	5	3	1	2	10
Totals		3.25	7.83	5.48	6.65	6.80	8.78	7.30	4.95	4.48	5.53	4.98

FINAL RANKING	Maintenance and Transportation Division Ranking (Sorted)											
	DIV.	DIV. 7	DIV. 2	DIV. 8	DIV. 6	DIV. 5	DIV. 15	DIV. 3	DIV. 18	DIV. 9	DIV. 10	DIV. 1
	Score	8.78	7.83	7.30	6.80	6.65	5.53	5.48	4.98	4.95	4.48	3.25
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	



METRO FINANCIAL STATUS

Los Angeles County Metropolitan Transportation Authority

Financial Status

June 30, 2015

FTA Quarterly Review
August 2015



Metro

FY15 – Indicators

- FY15 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 4.4% over FY14 for a total of \$2.225 billion.
- June unemployment data continues downward trend:
LA 7.4%, CA 6.3% and US 5.3%
- Inflation in the Los Angeles Metropolitan Area for the period ended June '15 = 0.79% over June '14
 - Excluding Food and Energy, core inflation = 1.99%
- Price of Regular Unleaded gasoline increased 9.5% during the quarter, but remains 15.1% below year ago
- Transit indicators – FY 15
 - Ridership versus prior year
 - Bus: -5.2%
 - Rail: -3.1%
 - Fare revenues +4.0% vs prior year (thru May '15)



Metro

FY15 Q4 – Highlights

- **Adopted FY16 Budget**
- **Metro's Board authorized the establishment of a short term working capital credit facility under Measure R.**
- **Metro's Board approved a revision to the Interagency Transfer Policy**
 - **The implementation of a single fare media that functions across all operators, jurisdictions, and fare structures in Los Angeles County.**
 - **Increases system efficiency and throughput**
 - **Simplifies and enhances the customer experience**
 - **Reduces administrative expense and effort across all operators.**



Metro

FY16 Look Ahead

- **CEO FY 16 Budget Review**
 - **Initiate an internal project scoring method for all Metro projects (Operating/Capital/Planning)**
 - Legal/Board Compliance
 - Safety & Security
 - Fiscal Stability
 - Service Quality & Customer Convenience
 - **Compile Risk Assessment Matrix (RAM)**
 - Identify innovative go forward cost and revenue strategies
 - Seek to incrementally address future potential operating shortfall
 - **Initiate a metrics based Performance Based Budgeting and review process (KPI driven)**



Metro

CONSTRUCTION SAFETY

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting August 26, 2015



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Meetings May 11th and June 8th.
- ❑ Metro participated in WSCC Executive Safety Meeting July 24th.
- ❑ WSCC and Metro conducted Safety Audits on June 9th, June 15th and July 24th.
- ❑ WSCC implemented Mitigation Safety Measures including Review Employee's Action Performance (REAP) and Safety Training and disciplinary action for violating safety procedures.
- ❑ WSCC Project-to-Date Total Work Hours: **1,423,680**
WSCC Recordable Incidents as of July 31st: **13**
Project Rate per 200,000 Labor Hours: **1.8**
National Heavy Construction Rate (2013): **3.2**



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

- No significant safety issues reported during the quarter.



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

- No significant safety issues reported during the quarter.



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



- ❑ Conducted monthly All Hands Safety Meetings with contractors.
- ❑ Monitored construction activities on a daily basis to document compliance with contract specifications.
- ❑ Participated in weekly progress meetings to discuss safety / security and quality related issues and work schedules.



Metro

Los Angeles County
Metropolitan Transportation Authority

2015 Transit Asset Management Plan



FTA Quarterly Review Meeting

AUGUST 26, 2015

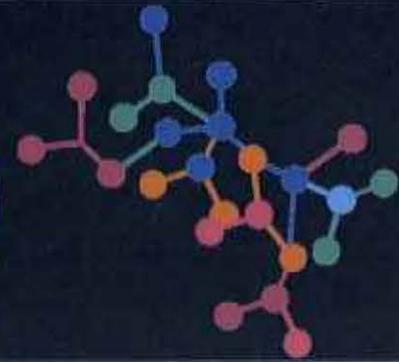
**Enterprise Transit Asset
Management Department**



Metro

metro provides excellence in service and support.

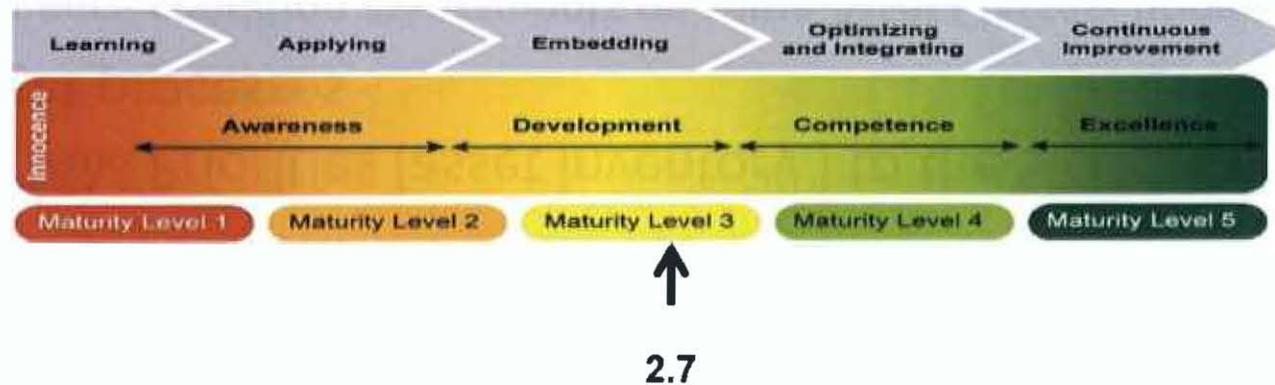
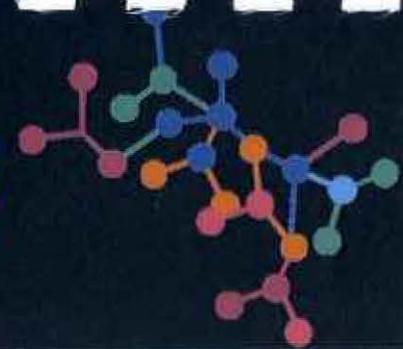
Transit Asset Management (TAM)



Metro's TAM Plan completed July 2015

- FTA Guidelines used to formulate the Plan
- TAM Strategic Vision Statement signed by CEO Phil Washington July 16, 2015
- Satisfies **MAP-21** Requirements for: Inventories, Conditions, Prioritization, Reporting
- FTA Notice of Proposed Rulemaking expected Fall 2015
- Final Rule expected Fall 2016 - Update TAM Plan, if required.

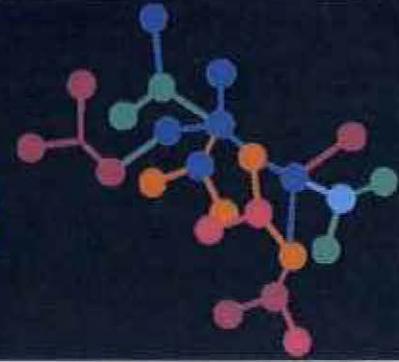
Transit Asset Management (TAM)



Average SGR Condition Ratings*		
Guideway Elements	4.73	Good
Facilities	3.73	Adequate
Systems	4.24	Good
Stations	3.82	Adequate
Vehicles	3.20	Adequate
Metro Overall	4.08	Good

*Based on TERM age based condition curves

Transit Asset Management (TAM)

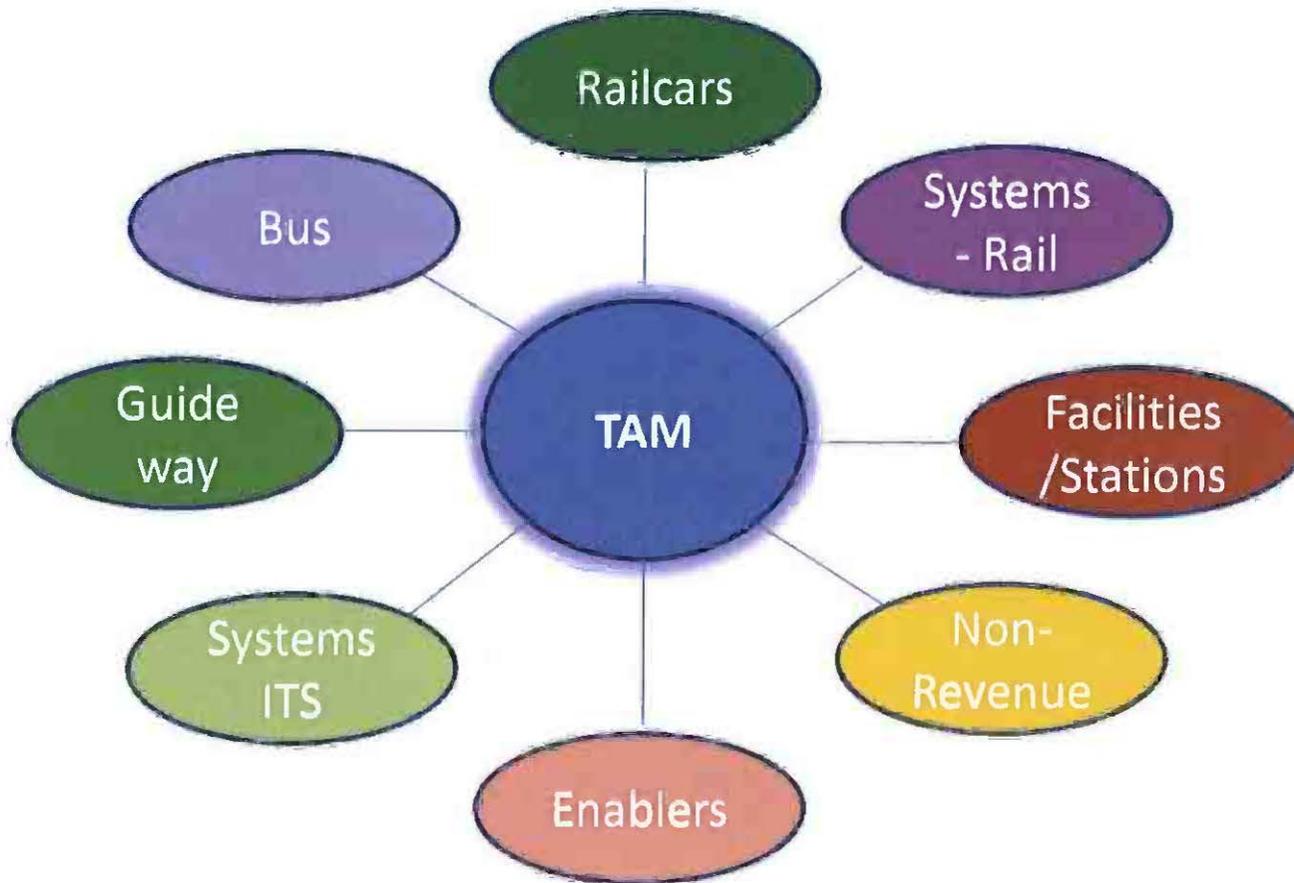
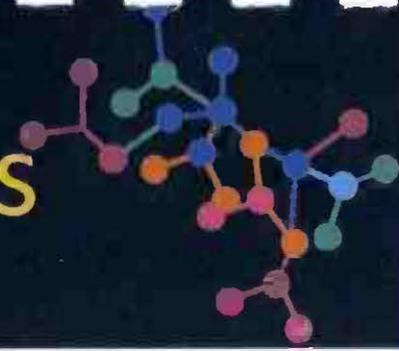


Immediate Next Steps:

- Rollout TAM Plan - Begin Implementing Action Plans:
 - Kick-Off Stakeholder Advisory / Technical Working Groups
- Update Asset Inventory-Currently 250,000 assets identified
- Work with ITS to develop TAM requirements for new EAM scope
 - New Enterprise Asset Management system required to enable automation for more complex and accurate STATE of GOOD REPAIR reporting
- Link TAM Priorities (asset inventory) to the SRTP/LRTP and Annual Budget processes
- Commence condition assessments on some Asset Classes- Bridges and Tunnels, HRV and LRV to start
- Promote awareness of TAM policy, processes and progress towards goals and objectives



TAM Technical Working Groups



CRENSHAW / LAX
TRANSIT PROJECT

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – August 26, 2015



Metro

Crenshaw/LAX Transit Project Overview



Crenshaw/LAX Transit Project

Budget By FTA SCC

UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	442,934,439	6,339,255	69,143,479	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	30,235	301,494,334	17,664,101	93,831,367	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	6,549,923	-	-	-	73,245,544	-
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	823,600	353,227,345	6,533,280	209,132,287	9,237,701	370,714,613	22,148,614
50	SYSTEMS	125,132,000	-	169,311,000	-	150,342,667	2,202,212	2,397,267	-	169,436,000	125,000
10-50	CONSTRUCTION	1,052,622,000	-	1,369,672,544	853,835	1,254,548,708	32,738,848	374,504,400	9,237,701	378,800,532	19,127,988
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	-	113,848,994	13,930	108,795,992	-	127,400,000	-
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,452,422	-	82,100,000	-
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	245,673	209,351,895	6,491,879	183,445,084	1,136,392	317,135,666	17,042,487
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(10,374,092)	126,563,802	(36,170,476)
865512 & 860003 - SUBTOTAL		1,723,000,000	-	2,032,000,000	1,099,508	1,659,800,497	39,244,657	678,197,899	-	2,032,000,000	(0)
ENVIRONMENTAL/PLANNING-405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING-465512		20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
405512 & 465512 - SUBTOTAL		26,000,000	-	26,000,000	-	25,549,388	-	25,549,388	-	26,000,000	-
405512, 465512, 865512 & 860003 - TOTAL		1,749,000,000	-	2,058,000,000	1,099,508	1,685,349,885	39,244,657	703,747,286	-	2,058,000,000	-

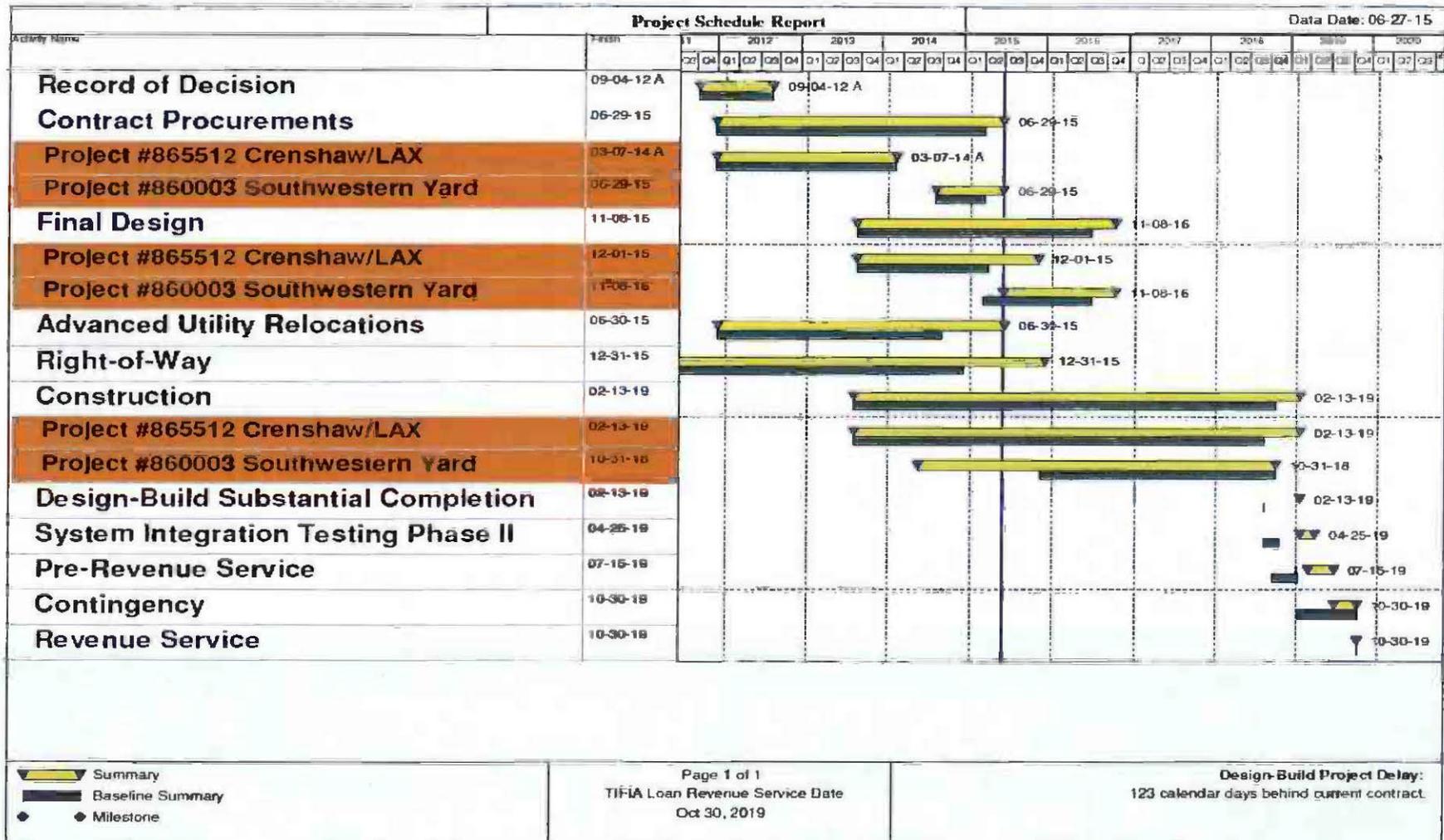
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 27-JUNE-2015.

Expenditures include pending invoice(s) for major construction & professional service contracts but have not been posted in Metro's Financial Information System (FIS).

Contract C0988 - Design Builder WSCC \$ 18,354,473.45 PA# 22 (\$18,388,658.54 fund by 865512, \$34,185.09 credited back to non-Crenshaw/LAX project funding)

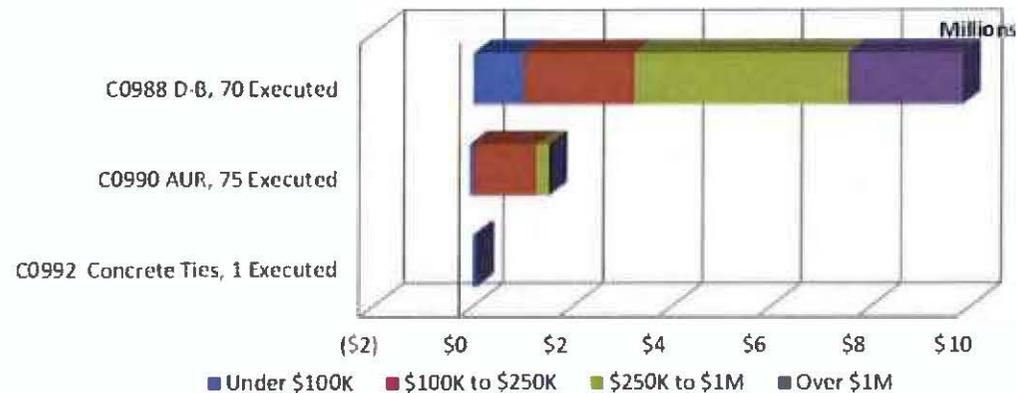


Crenshaw/LAX Transit Project Design and Construction Schedule



Crenshaw/LAX Transit Project Changes by Cost Level

Contract Modifications by Cost Level



	C0988 70 Executed	C0990 75 Executed	C0992 1 Executed
Under \$100K	\$ 1,006,547	\$ (70,251)	\$ 81,738
\$100k to \$250K	\$ 2,232,864	\$ 1,280,184	\$ -
\$250K to \$1M	\$ 4,286,894	\$ 251,864	\$ -
Over \$1M	\$ 2,310,000	\$ -	\$ -
Total	\$ 9,836,305	\$ 1,461,797	\$ 81,738
% of Contract	0.77%	18.68%	3.78%

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

Seventy (70) changes with a total value of 9.84 million have been executed since execution of Contract C0988. There are additional fourteen (14) changes with a total value of 1.42 million are pending the administrative approval process.

Seventy-five (75) changes with a total value of 1.46 million have been executed since execution of Contract C0990.

One change with a value of \$81,738 has also been executed since execution of Contract C0992.



Crenshaw/LAX Transit Project

Contract Modifications Above \$100,000

Legend:		
HZ	Hazardous Material	
CR	Criteria Upgrade	
FLS	Fire and Life Safety	
UT	Utilities	
OTH	Other	

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued	Modification Type				
					HZ	CR	FLS	UT	OTH
C0988 Design-Build	14	Hazardous Material Abatement Parcel	\$ 260,338.90	05/05/14	v				
	15	Hazardous Material Abatement-Florence	\$ 481,555.20	05/05/14	v				
	17	Construct Aviation/Century Future Right	\$ 122,503.49	06/06/14					v
	26	MRDC - Full Height Platform End Gate	\$ 194,412.00	07/28/14		v			
	27	Rail Design Criteria Update - LED Light	\$ 407,242.00	07/29/14		v	v		
	29.1	Traffic Control for DWP at MLK	\$ 113,232.00	08/27/14				v	
	31	Security Guard for the Crenshaw IPMO	\$ 102,757.54	08/27/14			v		v
	35	Hazardous Material Abatement - Gourmet Foods Building	\$ 341,074.00	10/22/14	v				
	36	Hazard Material Abatement - Buildings	\$ 211,166.00	10/08/14	v				
	40.1	ADA Tactile Guidance Pathways	\$ 565,376.00	02/04/15		v			
	43	HVAC Repair/replacement LAX IPMO	\$ 119,630.00	11/25/14					v
	45	Construct Underground HDPE - Geo Cushion	\$ 697,495.00	12/30/14		v	v		
	51	UST Removal-Parcels HS-2101 , HS-2006	\$ 176,376.00	01/12/15	v				
	52	Update Roll-up Grilles and Pay Phone Kiosk	\$ 136,597.00	12/24/14		v			
	53	Contaminated Soil/Slurry	\$ 240,218.00	12/29/14	v				
58.1	Extended Siding Track - Design	\$ 274,876.55	03/12/15					v	
62	Centinela Crossing and Eucalyptus Crossing Revisions - Design	\$ 251,158.00	04/10/15		v				
63	Harbor Subdivision At-Grade Lighting	\$ 216,080.00	03/06/15			v			
TOTAL			\$ 4,912,087.68						
C0990 Advanced Utility Relocations	2	Contaminated Soil Disposal at 59th	\$ 251,864.00	01/18/13	v				
	10	Contaminated Soil Disposal at 67th	\$ 118,067.00	05/01/13	v				
	11	Deletion of South Victoria Crossing	\$ (103,000.00)	05/29/13				v	
	12.1	La Brea Deletion	\$ (1,050,000.00)	07/26/13				v	v
	22	Design Changes by DWP	\$ 143,000.00	12/19/13				v	
	28	Trench Stabilization on Victoria Avenue	\$ 123,500.00	11/07/13				v	
	29	Differing Site Conditions - Cave-in	\$ 219,675.00	11/12/13				v	
	30	59 Days Due to Differing Site Conditions	\$ 171,995.74	01/27/14				v	
	31	Jack and Bore Sewer Installation on 59th	\$ 210,000.00	03/04/14				v	
	40	Manhole Replacement on 67th Street	\$ 105,000.00	04/11/14				v	
TOTAL			\$ 190,101.74						



Crenshaw/LAX Transit Project Non-Project Funded Changes

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design Build	7	Design Aviation/Century Future Pedestrian Vertical Circulation	\$ 366,400.00	12/20/13
	8	Design Aviation/Century Future Right	\$ 47,820.00	12/20/13
	9	Design and Protect for Future Potential LAX Intermodal Transportation and Potential ConRac Facility at Manchester Square Aviation Blvd. in the Vicinity of 98th Street	\$ 120,458.00	12/20/13
	12	Fare Gates for At-Grade Stations - Design	\$ 239,000.00	03/24/14
	13	Fare Gates for At-Grade Stations - Construction	\$ 2,310,000.00	06/06/14
	17	Construct Century Boulevard Future Right	\$ 122,503.49	06/06/14
	18	Const Protect Future Transit Corridor - 98th	\$ 240,434.34	06/06/14
	33	Fare Gates for At-Grade Stations - Revised Steel Canopy Sections	\$ (66,254.00)	09/11/14
	60	Design Accommodations for 96th Street Station Step 1 & 2, Part A	\$ 641,378.28	03/13/15
		TOTAL		\$ 4,021,740.11



Metro

Risk Management – Top Five Risks

Risk ID	Risk Description	Risk Mitigation	Risk Rating
275	<p>Cut over to the Green Line - Testing/Integration Risk (SIT1)</p> <ul style="list-style-type: none"> a. Wayside train control b. ETS c. Passenger Information d. Change of the Operation 	<ol style="list-style-type: none"> 1. Identify all elements that will impact elements on Crenshaw & Green Line - all interfaces 2. Identify elements that must be added to Green Line to accommodate cutover 3. Confirm all elements/issues are identified in cutover plan 4. Request & monitor proper design plans for all phases of design 5. Develop & obtain concurrence on vetting process 6. Obtain operations & safety signoff 7. Starting early workshop with contractor. Workshops began in January 2015. 	18
262	<p>Tunneling issues:</p> <ul style="list-style-type: none"> - Interface between station construction & tunneling - Muck handling with limited storage areas available onsite - Site limitations, stockpiling, how will muck be hauled offsite - Breakdowns & supporting equipment - Launching TBM - Ground settlement - Productivity 	<ol style="list-style-type: none"> 1. Review & monitor DB's CWP for tunneling & material handling. Ongoing 2. Discuss & review DB's strategy to handle conditioned muck 3. Suggest DB retain a conditioning/maintenance expert onsite during tunneling operations 4. Monitor point being installed. Ongoing 5. List of Parts available. 6. Back-up plan on productivity 7. Schedule tunneling issue mitigation workshop with DB contractor. 8. 100% excavation for TBM specs approved 	16
303	<p>Relocations of Utilities by outside third parties required to be performed in advance of the design-builder's work.</p>	<ol style="list-style-type: none"> 1. Set up Matrix of all known utility relocation and monitor schedule of the third party utility relocation. CLOSED 2. Work with the third party agencies to assure priority. Ongoing 3. Continue to Monitor third party ongoing activities. 4. Metro is proactively working (Partnering) with the contractor to mitigate issues. 5. Partners with DWP to increase crew/shift. 6. Review third party schedule from DB contractor, incorporate all interfaces with 3rd party. 7. Increase Metro staff in 3rd party group. Interviewing positions 8. Advance notice to 3rd party. CLOSED 9. Generated Matrix of submittal and status 10. Use DB traffic control to support third parties activities. 	16

Risk Management – Top Five Risks (continued)

Risk ID	Risk Description	Risk Mitigation	Risk Score
302	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"> 1. Monitor design milestones and advise COLA, City of Inglewood, Caltrans and LAWA of up coming review periods. 2. Have the designer share conceptual and preliminary designs with agencies. CLOSED 3. Next level of design reviews before submittal. 4. DB is providing detail schedule for all 3rd party design submittal. 5. DB revising approach with each 3rd party to facilitate review. 6. Working with city to acquire add'l staff. Increase FTE. Proposing to BOE that they should only be reviewing final submittal. 7. Review LAWA future construction schedule. Schedule was received indicating the limitations and constrains. 8. Response back to WSCC letters timely. 9. Work with DB to resolve rejected submittals. Extended design 	12
323	Design-builder's ability to mitigate schedule delays	<ol style="list-style-type: none"> 1. Work with design builder to strategies on mitigating delays 2. Resolve any outstanding schedule issues. 	11

Crenshaw/LAX Transit Project

Major Project Status

- **Advanced Utility Contract C0990**
 - Mediation has been proposed
- **Design-Build Contract C0988**
 - Support of Excavation (SOE) – MLK and Vernon SOE in Final phase; UG#1 Final SOE in Metro review. UG#3 in final design in-progress.
 - Stations – Hindry Approved for Construction by Metro. Expo, MLK, and Vernon progressing Final Design. La Brea, West, and Slauson progressing toward AFC.
 - Structure Design – Aviation/Century Approved for Construction by Metro. Green Line AFC in Metro review.
 - Guideway Design – C.1 Approved for Construction by Metro
 - Tunnel – Underground Structure for UG4 Approved for Construction by Metro



Metro



Construction Progress Status for D-B Alignment Contract Segment A

Florence/Hindry (Aerial), Aviation/Century (Aerial and Below Grade) Stations and Southwestern Yard (Division 16)

MANCHESTER UNDERPASS – Bent 2 CIDH Rebar Cage Dobot Placement and Debris Removal



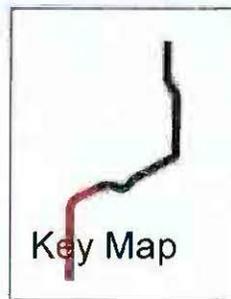
CENTURY/AVIATION – Falsework and rolling soffit



111TH STREET – Installing form kickers for Abutment #1 footer



GREEN LINE – Forming Column at Bent 2A

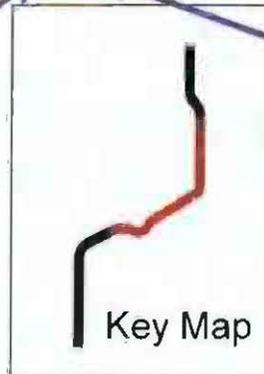


Construction Progress Status for D-B Alignment Contract Segment B

Crenshaw/Slauson, Florence/West and Florence/La Brea Stations
(At Grade)



La Brea – Abutment #1
stripped wall



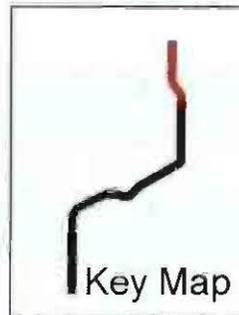
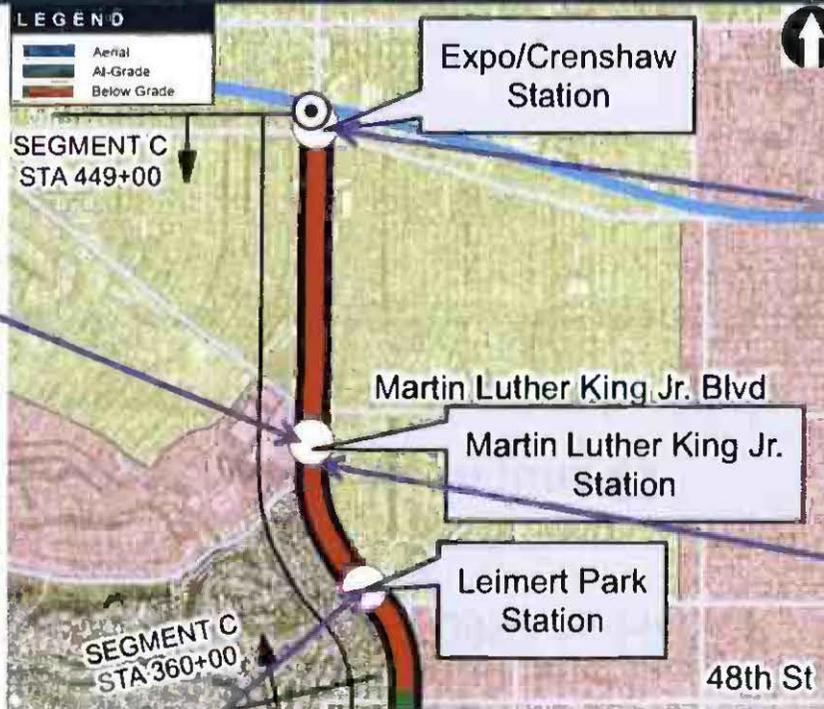
Construction Progress Status for D-B Alignment Contract Segment C

Crenshaw/Expo, Crenshaw/MLK and Crenshaw/Vernon Stations
(Below Grade)

MLK STATION –HBI Jet grout operations



VERNON STATION - Installation of temporary power and completed lagging



EXPOSITION STATION – Timber lagging operation at south headwall



MLK STATION - Struts staged/in-work and excavation operations

Crenshaw/LAX Transit Project Major Project Status (continued)

- **Design-Build Contract C0991**
 - Board awarded Contract C0991 to Hensel Phelps/Herzog on May 28
 - Issued Notice to Proceed on June 29
 - Progressing with early contract submittals
 - Metro provide access to Southwestern Yard site in December 2015



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Lawsuit Update – Crenshaw Subway Coalition (CSC)**
 - The parties' trial briefs were timely filed in U.S. District Court. Judge Fernando Olguin has taken the matter under submission, and has not yet issued a ruling.
- **Environmental Mitigation Compliance**
 - The June 2015 Mitigation Measures Status Report was published on August 5, 2015



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Buy America Updates**

- Concrete ties compliance with Buy America requirements under review by FTA

- **Public Outreach**

- Outreach and schedule updates to Park Mesa Heights stakeholders regarding upcoming “cut and cover” construction
- Coordination with LAWA and outreach to LAX stakeholders regarding nighttime closures of Century Boulevard at Aviation
- Mitigation and resolution of dust complaints, noise complaints about construction vehicles parked in residential areas
- Coordination and planning with Community Leadership Council (CLC) co-chairs on future CLC mission, workgroups, membership and structure
- Launch of Tunnel Boring Machine Art and Naming Contests and outreach to local schools and community organizations
- One-on-one meetings with commercial stakeholders to resolve construction impacts related to parking, noise, dust and vibration



Metro



Crenshaw/LAX Transit Project Major Project Status (continued)

Contract No.	Number of Parcels	Certified	Decertified	Appraisals Complete	Offers Made	Agreements Signed	Condemnations Filed	Relocations Complete	Parcels Available to WSCC
C0988 C/LAX Transit Corridor (D-B):									
<i>Crenshaw Subdivision</i>									
Full Takes	12	12		12	12	12	0	12	12
Part Takes (PT or SE)	10	9	1	9	9	4	5		9
TCE	10	10		10	10	9	3		10
Subtotal Parcels	32	31	1	31	31	25	8	12	31
<i>Harbor Subdivision</i>									
Full Takes	16	14		15	15	15	3	13	15
Part Takes (PT or SE)	18	17	2	18	16	7	5		7
TCE	3	2	1	2	2		2		1
Subtotal Parcels	37	33	3	35	33	22	10	13	23
Total CR/HS Parcels:	69	64	4	66	64	47	18	25	54
<i>Southwestern Yard</i>									
Full Takes	8	8		8	8	6	2	4	8
Part Takes	0								
TCE	0								
Subtotal Parcels:	8	8	0	8	8	6	2	4	8
Total SW Parcels:	8	8	0	8	8	6	2	4	8
<i>C0990 C/LAX Advance Utility Relocations:</i>									
Total Parcels:	0								
Total Project Parcels	77	72	4	74	72	49	21	29	62



Metro



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Safety**

- Metro Staff participated in WSSC's Tool-Box Safety meetings in June 2015.
- Participated weekly progress meeting with WSSC's management personnel and Metro's Construction management team to discuss safety/security/quality related issues.
- Monitored construction activities on a daily basis including nights & weekends to ensure compliance with contract specifications. Conducted bi-weekly Site Safety-Sweeps to enhance overall safety awareness. Minor hazards observed and corrected immediately.
- Conducted All Hands Safety Meeting and WSSC management participated in the discussion on Drug & Alcohol Policy and Egress & Access procedures for EXPO, MLK and Vernon underground station.
- Conducted Self-Rescuer Training for the Environmental Group (Paleontologists/Archeologists).
- WSSC reported Project-to-Date total (1,423, 679) work-hours. The project recordable incident rate is (1.8) and the industry average recordable rate per 200,000 work-hours is (3.2).



Metro



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **96th Street Station Accommodation:**
 - Metro stopped the revisions to the base design in Metro right-of-way to accommodate 96th St station.
 - Metro issued a Limited Change Order for WSCC to design and construct the west alignment shift, removing the “parallel design” from prior direction.
 - Coordination with LAWA so the potential future APM is outside a safe zone of the operating Metro rail.
 - Ongoing coordination for the future LAWA APM footings and construction.
 - Draft 130C Technical Memorandum for the West Alignment Shift to be completed by August 21st and distributed for review.

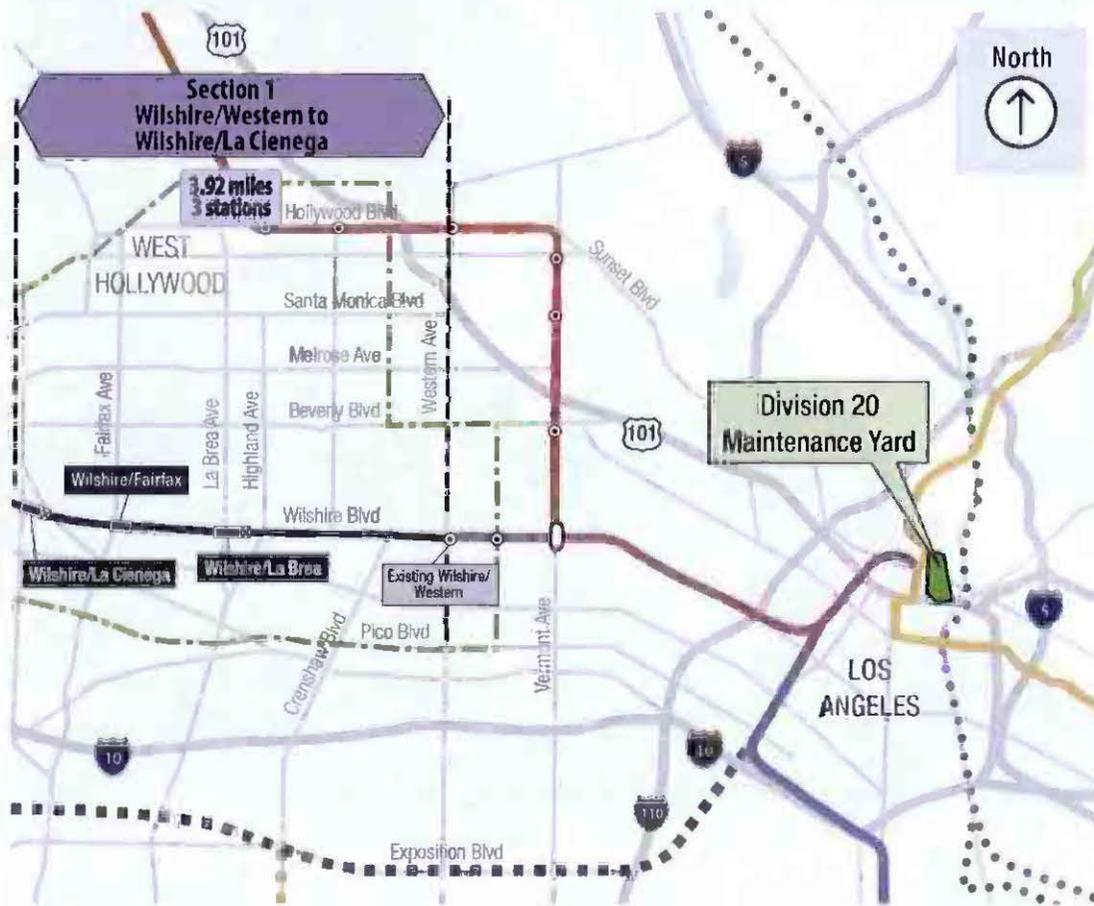


**WESTSIDE PURPLE LINE EXT
SECTION 1 PROJECT**

Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
August 26, 2015



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



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA Full Funding Grant Agreement for initial 3.92 miles (Section 1 Wilshire/Western to Wilshire/La Cienega) – May 21, 2014
- Extension of Purple Line from existing Wilshire/Western station
- Twin-bored tunnels and 3 new subway stations:
 - Wilshire/La Brea
 - Wilshire/Fairfax
 - Wilshire/La Cienega
- Division 20 Yard Modifications
- FFGA Budget: \$2.82 Billion
- Revenue Service Date:
 - FFGA – October 31, 2024
 - Forecast – November 8, 2023

Westside Purple Line Extension Section 1 Project FFGA Budget and Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,680	1,820	380,680	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,131	-	435,131	3,150
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	-	-	37,673	-
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	734,315	236,588	749,276	3,505
50	SYSTEMS	123,579	111,625	97,466	-	111,625	-
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,647,592	238,408	1,714,384	6,655
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	175,634	111,470	135,103	-
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	200,771	134,073	410,926	-
SUBTOTAL (10-80)		2,220,629	2,413,955	2,023,997	483,950	2,405,907	(8,048)
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	84,985	52,453
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,023,997	483,950	2,821,957	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2015 PLUS PENDING INVOICES FROM PB, WEST, C1045, C1055, AND C1056

Westside Purple Line Extension Section 1 Project

Key Project Issues

Staffing

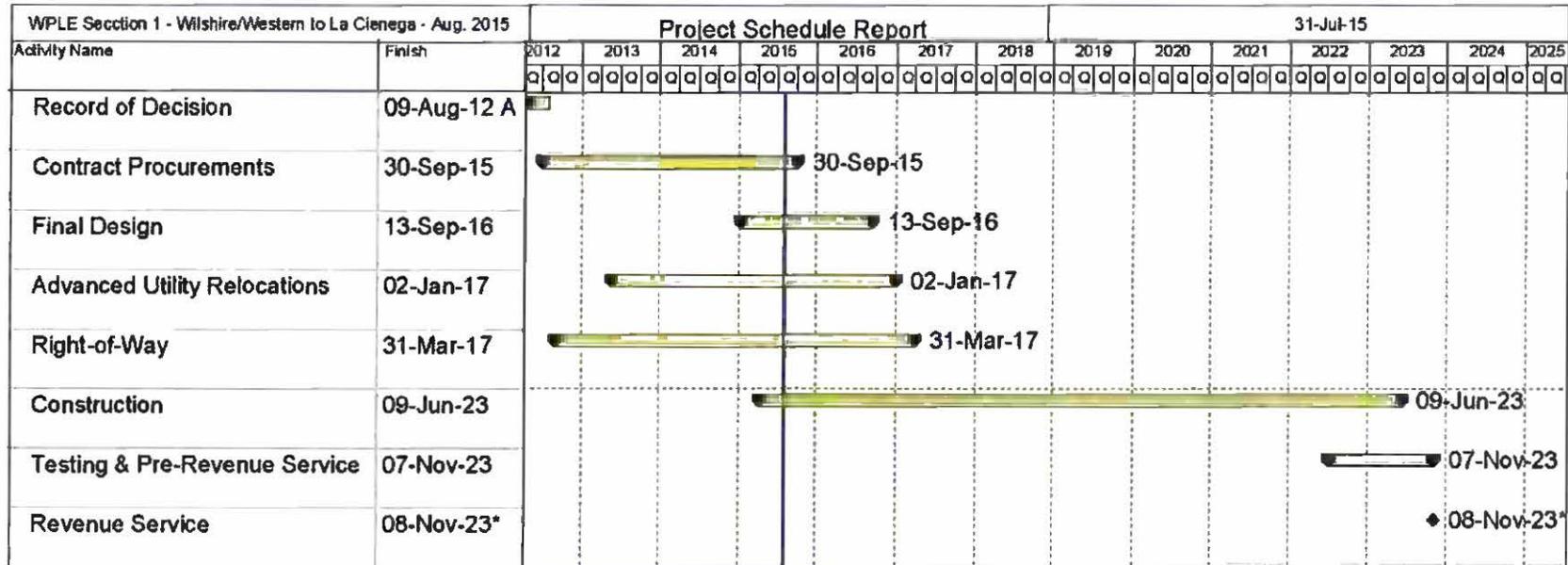
Plan vs. Actual

- Staff will re-visit staffing requirements for the Project as part of the Project Management Plan update.

Staff Conversion

- In July 2015, Metro Board of Directors approved funding for the Construction Management Services Consultant (WEST) to provide continuation of services for six months of FY16.
- The Board also approved a total of 33 new non-contract Metro Engineering and Construction (E&C) positions for FY16 by converting 28 new Construction Management Services Consultant positions. Five of the 28 CMSS/Consultant positions approved for conversion to new Metro non-contract positions fall under the WEST's scope of work for FY16.

Westside Purple Line Extension Section 1 Project Project Schedule Update



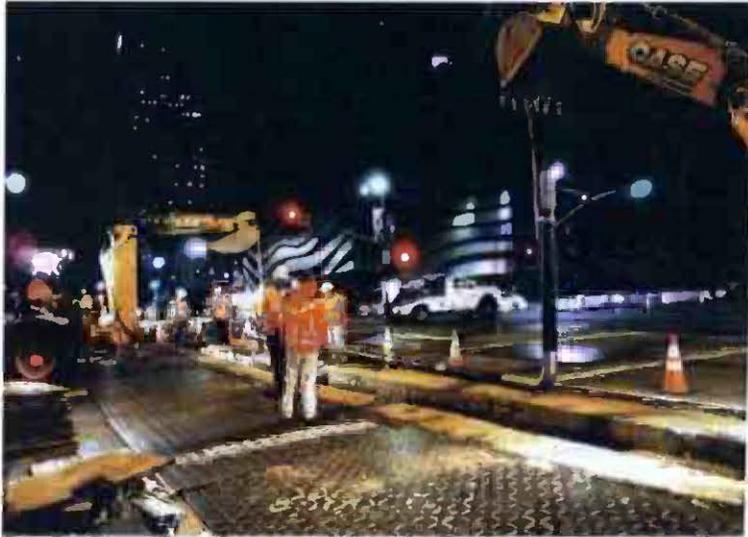
Actual Work Critical Remaining Work
 Remaining Work Milestone

Westside Purple Line Extension Section 1 Project Real Estate Status Summary

Purple Line Extension Section 1 - Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	9	9	9	9	2	7	109	101	8
Part Takes	6	6	6	5	1	3	0	0	3
TCE	4	4	4	4	1	4	0	0	3
Total Parcels	19	19	19	18	4	14	109	101	14

- The C1045 Contractor has possession of eight parcels.
- All other parcels are expected to be provided within the C1045 contractual period.
- Metro has established early access dates with the environmental consultant for those parcels that can be turned over earlier. The consultant is performing the necessary abatement and/or remediation work prior to making the parcel available to the C1045 Contractor.

Westside Purple Line Extension Section 1 Project Advanced Utility Relocations (AUR)/Third Party Coordination



C1055 Utility Relocation of gas line at Wilshire/Fairfax



C1056 Utility Relocation AT&T line at Wilshire/La Cienega

Wilshire/La Brea AUR – Contract C1048

- Substantial Completion occurred on October 27, 2014.

Wilshire/Fairfax AUR – Contract C1055

- Began construction in June 2014 and is on schedule for Substantial Completion in October 2015.

Wilshire/La Cienega AUR – Contract C1056

- Issued Notice To Proceed on January 12, 2015.
Contractor is on schedule for Substantial Completion in December 2016.

Other Third Party Coordination

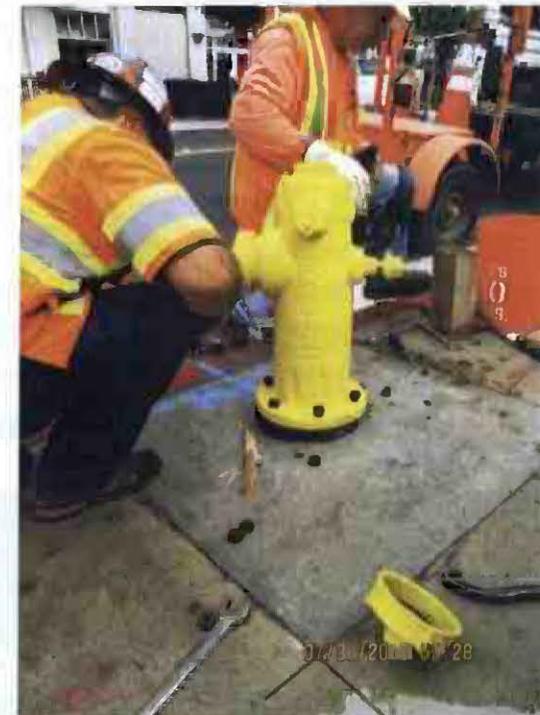
- At the Wilshire/La Brea Station, all remaining work by other utility companies, including the additional work at Wilshire and Orange related to the Contract C1048 have been completed allowing an on-time turnover to the C1045 Contractor.
- At the Wilshire/Fairfax Station, LADWP and AT&T are continuing with relocations of their utilities and will complete their work in advance of the turnover date to the C1045 Contractor.
- At the Wilshire/La Cienega Station, AT&T, SCE and SCG are continuing with relocations of their utilities and will complete their work in advance of the turnover date to the C1045 Contractor.

Westside Purple Line Extension Section 1 Project Progress Update

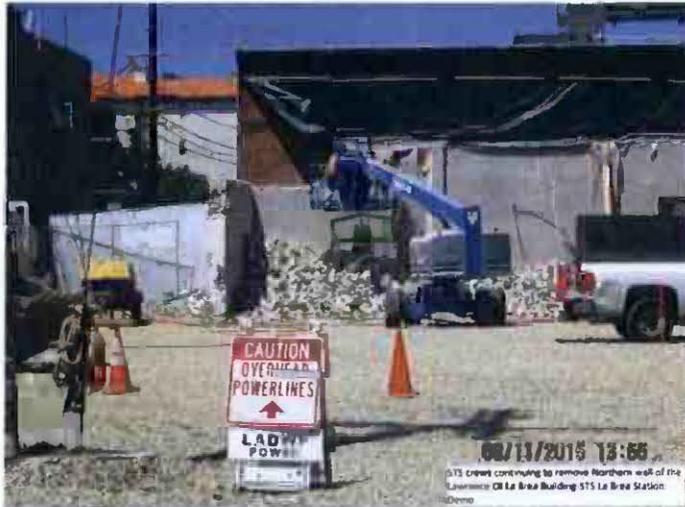
Buy America: Mueller-Jones Hydrant Status

LADWP – Buy America Compliant Hydrants for Wilshire/La Brea and Wilshire/Fairfax

- The Mueller-Jones fire hydrants that were certified as being Buy America Compliant for use in the City of Beverly Hills were redesigned to meet LADWP specifications. These Buy America Compliant fire hydrants were delivered to LADWP in mid-July 2015.
- The fire hydrants that were installed at the Wilshire/La Brea location based on the Buy America Compliance determination by Metro Engineering, are being replaced with the new Mueller-Jones Buy America Compliant hydrants as part of a no-cost exchange with LADWP.



Westside Purple Line Extension Section 1 Project Progress Update C1045 Tunnels, Stations and Systems Design/Build Contract



Demolition of buildings on acquired properties



On-time availability of parcels for Construction Staging

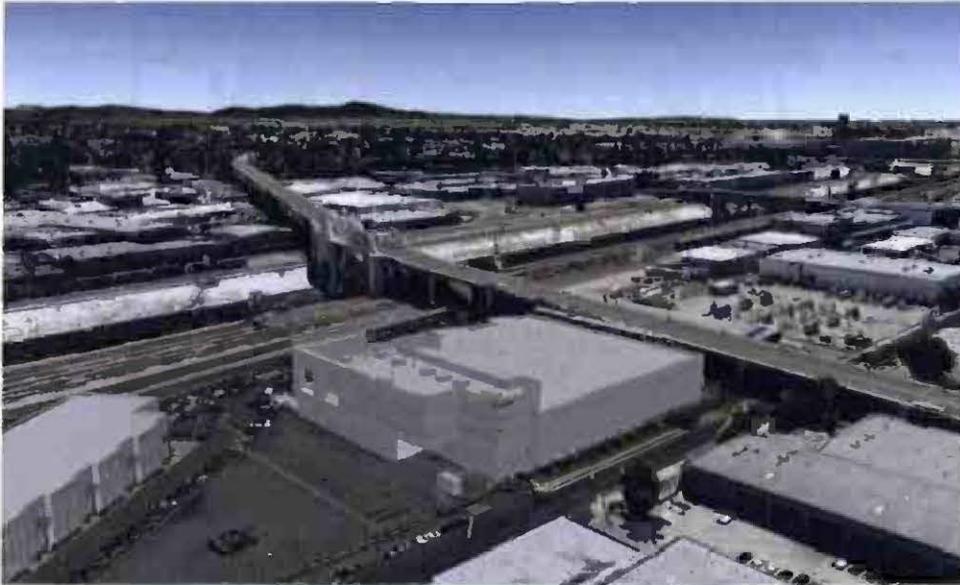


Geotechnical investigation is well underway

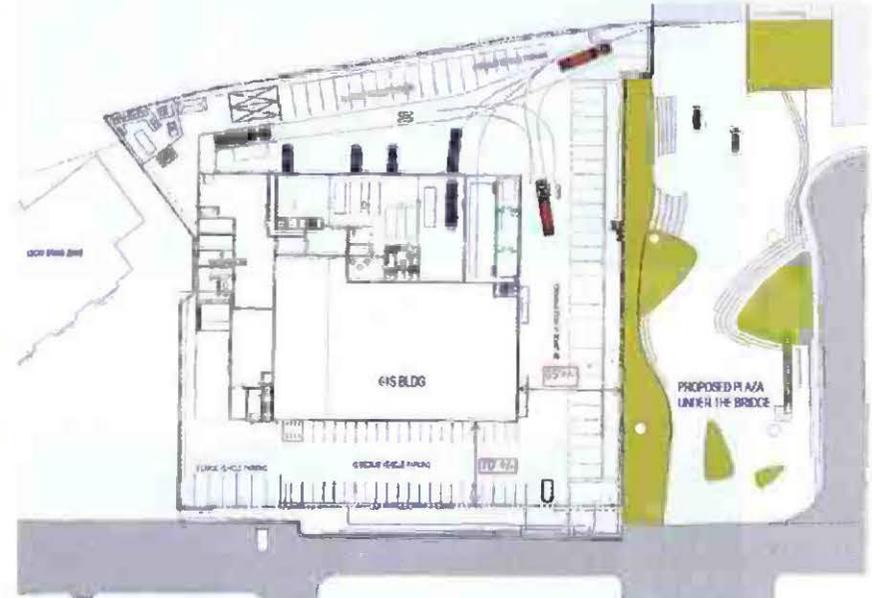


60-85% Station design submittals are well underway

Westside Purple Line Extension Section 1 Project Division 20 MOW/NRV Building - Design/Build Contract C1078



Original Preliminary Engineering design in C1078 Design/Build Contract Invitation for Bid documents



Alternative site plan study to respond to design comments from the neighboring stakeholders

- On July 23, 2015, the MTA Board authorized the CEO to award Contract C1078 to Clark Construction Group for a firm fixed price amount of \$52,830,310.
- The Board instructed the CEO to form a design review advisory working group including various MTA Departments, the Clark Construction Group Design-Build Team, the City of Los Angeles 6th Street Bridge Design-Build Team and the Arts District Stakeholders explore various objectives and report back to the Board on a monthly basis.
- Explore site placement of the building, so that it is placed the farthest distance from Santa Fe Avenue as allowed by operational functionality and building codes, optimize parking, adopt an architectural design based on the most recent efforts.
- Anticipated Notice-To-Proceed for Contract C1078 is planned for September 30, 2015.

Westside Purple Line Extension Section 1 Project

Key Project Issues

Turn-Back Facility/Station Planning

Division 20 Turn-Back

- The Division 20 Turn-Back is being studied as part of the 101 Freeway to 7th Street Corridor Coordination Study that was presented to the Planning and Programming Committee of the MTA Board in March 2015. As a result, Metro Planning is initiating work in FY16 that will include strategies for funding and prioritizing improvements through the MTA rail capital improvement program to allow operational flexibility and the potential of a future Red Line passenger station(s) as an extension of the existing Division 20 tracks. A plan and schedule is being developed to begin the work for the Turn-Back Facility following the demolition of the existing MOW facilities.

C1045 Rail Welding Yard

- The award of Contract C1078 – Division 20 MOW/NRV Building was issued on August 3, 2015, Contract completion is scheduled for March 2019.
- Early access to Division 20 for the C1045 rail welding yard is scheduled for mid-December 2019 (9 ½ months of schedule float).

Westside Purple Line Extension Section 1 Project City of Beverly Hills Memorandum Of Agreement (MOA) Contract C1045

- A Memorandum Of Agreement (MOA) was approved in October 2014 by the Beverly Hills City Council for the Advanced Utility Relocation work at the La Cienega Station site in the City of Beverly Hills.
- Metro Staff and City of Beverly Hills staff continue to meet to review and finalize the various Articles of the C1045 MOA. The focus is on the work hours and potential impacts of the construction staging areas at La Cienega Boulevard and Gale Drive and consideration for the community feedback to expedite the overall schedule for the Wilshire/La Cienega Station Construction.
- Successful cooperation between Metro and the City of Beverly Hills continues as evidenced by the City Council approval on June 16, 2015 of permits required by Metro for potholing and geotechnical investigation required by the C1045 Contractor at the Wilshire/La Cienega Station.
- It is expected that the City Council will have an interim approval of the work hour windows prior to MTA and City staff completing the negotiations of the remaining terms of the MOA. Once negotiated, staff will return to City Council to request approval of the MOA and the issuance of a construction permit for the C1045 scope of work.
- Staff will seek approvals of the MOA by the Beverly Hills City Council and the MTA Board in early 2016.

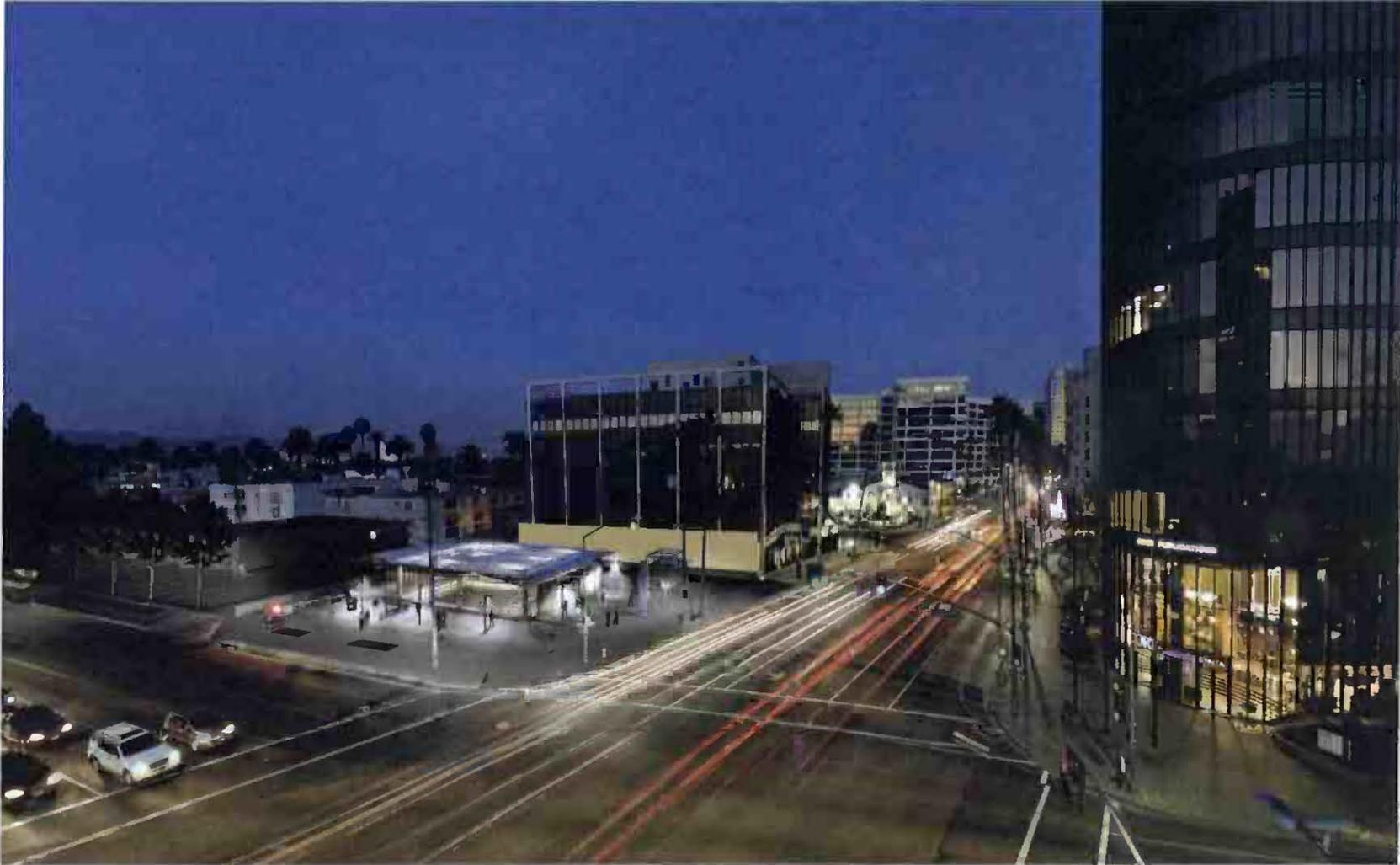
Westside Purple Line Extension Section 1 Project CEQA/NEPA Lawsuits

- The CEQA trial concluded on March 14, 2014.
- The Judge ruled in favor of LACMTA by denying Petitioners' CEQA claims in their entirety.
- The City of Beverly Hills and Beverly Hills Unified School District have appealed the trial court's ruling denying their CEQA petitions.
- Petitioners' briefs were filed with the Court of Appeal on January 15, 2015.
- Metro filed its opposition briefs on April 13, 2015.
- Petitioners' reply briefs were submitted on May 8, 2015.
- The Court of Appeal hearing date has been set for October 15, 2015.
- The NEPA lawsuit involving the FTA is still pending.

Westside Purple Line Extension Section 1 Project Top Risks and Mitigations

Risk ID	Risk Description	Risk Mitigation	Risk Score
605	Funding plan not in place to construct turnback facility. Turnback facility required to meet operational requirements per the FFGA.	Obtain funding. Awaiting release of planning report.	20
288.1	Sitework 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. Section 1 construction will take place in Wilshire which is mixed residential and commercial. Construction by its nature leads to air quality issues noise and vibration. There is significant risk that neighborhoods could raise objection to these issues and either delay or stop work while they are being resolved.	DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements.	12
283.1	Sitework and Special Conditions Section 1: Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites. Section 1 will consist of three underground	DB contractor to approved traffic control plans and allow additional time for working in a congested area.	10.5
202	Tunnel Section 1: Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	Metro has strict safety requirements in place which are part of the safety requirements for contractors. Metro may further supplement existing safety requirements based on geotechnical investigations/environmental investigations.	9
606	Discrepancy between City/Metro on shoring criteria.	Work with Metro and act upon formal City comments.	7

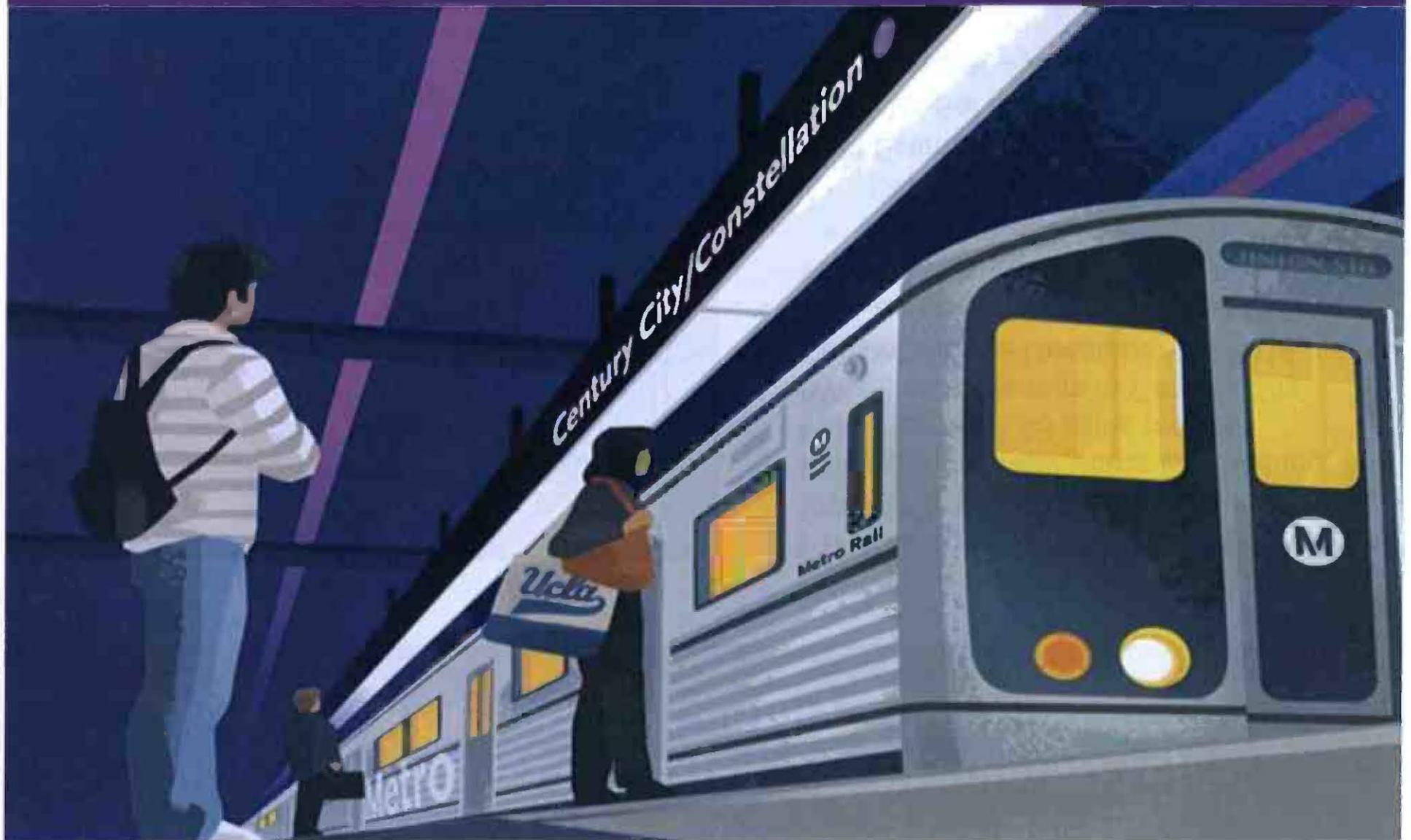
Westside Purple Line Extension Section 1 Project



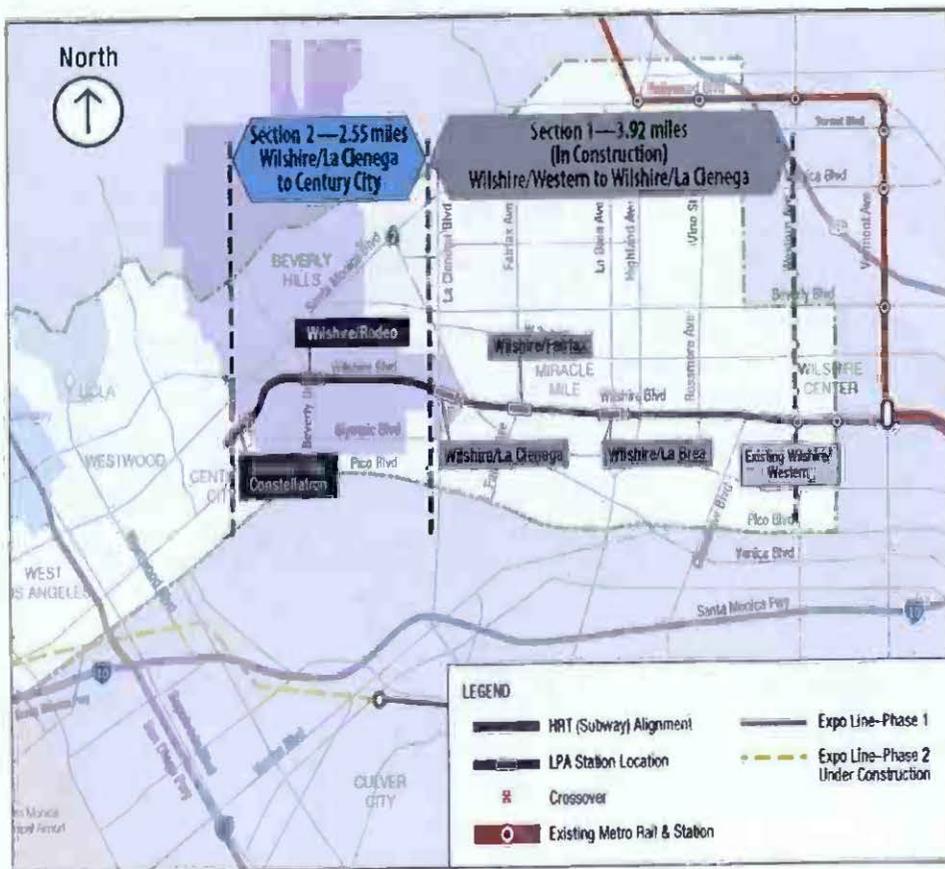
C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

**WESTSIDE PURPLE LINE EXT
SECTION 2 PROJECT**

**Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
August 26, 2015**



Westside Purple Line Extension Section 2 Project Wilshire/La Cienega to Century City Constellation



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA entry into New Starts Engineering Phase for the 2.55 miles project (Wilshire/La Cienega to Century City Constellation) – December 31, 2014
- Twin-bored tunnels and 2 new subway stations:
 - Wilshire/Rodeo
 - Century City Constellation
- Cost Estimate: \$2.47 Billion
- Revenue Service Date:
 - Forecast – August 2025

Westside Purple Line Extension Section 2 Project Current Project Cost Status

Funding and Approvals

- Metro is Seeking New Starts Funding and a TIFIA Loan for the second Section (2.55 miles) of the Westside Purple Line Extension Project. The funding sources for the total Project Budget are:
 - Federal New Starts \$1,187 million
 - Measure R \$497 million
 - TIFIA Loan \$307 million
 - CMAQ \$169 million
 - Other Local and State Funds \$307 million
 - **Total: \$2,467 million**
- The Metro Board approved the staff recommendation to submit a Letter of Interest for a TIFIA loan, which was submitted to the USDOT on December 5, 2014.
- Metro received a letter from the FTA on December 31, 2014 which approved entry into the Engineering Phase for Section 2.
- In February 2015, the Metro Board of Directors approved the plan to complete Advanced Preliminary Engineering and prepare RFQ/RFP Design/Build contract solicitation documents which is scheduled to be issued on September 1, 2015.

Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	521,019	-	-	521,019
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITework & SPECIAL CONDITIONS	406,930	1,000	34	406,930
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,410,005	1,000	34	1,410,005
60	ROW, LAND, EXISTING IMPROVEMENTS	278,583	40,018	40,018	278,583
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	384,810	48,751	26,589	384,810
SUBTOTAL (10-80)		2,158,749	89,769	66,641	2,158,749
90	UNALLOCATED CONTINGENCY	219,152	-	-	219,152
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL PROJECTS 465518 & 865522 (10-100)		2,466,596	89,769	66,641	2,466,596

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2015 PLUS PENDING INVOICE FROM PB

Westside Purple Line Extension Section 2 Project

Key Project Issues

D/B Contract C1120 Procurement Status/FFGA Schedule

- Currently on track with the Roadmap submittals.
- **Issue RFIQ/RFP September 1, 2015.**
- Risk assessment early October 2015.
- **SOQs to be received mid-October 2015.**
- Final Amendment early February 2016
- **Price proposals due early May 2016.**
- FFGA anticipated approval July 2016.
- Contract award anticipated January 2017.

Westside Purple Line Extension Section 2 Project Real Estate Status Summary

Purple Line Extension Section 2 - Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	2	1	1	1	1	0	4	0	0
Part Takes	2	0	0	0	0	0	0	0	0
TCE	5	0	0	0	0	0	21	0	0
SSE	26	0	0	0	0	0	0	0	0
Total Parcels	35	1	1	1	1	0	25	0	0

- Real Estate activities are well underway, with the acquisition of the ACE Gallery property for the Wilshire/Rodeo Station that closed escrow on June 18, 2015
- Priority is at the west end of the alignment in Century City for fee acquisitions and construction easements for the station entrance and the tunnel boring machine launch site. 25 sub-surface permanent easements are required to begin tunneling off-street under properties in the City of Beverly Hills along the route east to Wilshire Boulevard.
- Revised RAMP submitted to FTA August 10, 2015.

Westside Purple Line Extension Section 2 Project Advanced Utility Relocations (AUR) and Third Party Coordination

Wilshire/Rodeo

- Submitted Advanced Preliminary Engineering (APE) Plans to COBH for review
- Submitted APE Plans to 3rd party utility companies for review
- Submitted street use permit applications for geotech boring and potholing work to COBH

Century City Constellation

- Submitted APE Plans to BOE/BSS/BSL/BOS and DOT for review
- Submitted APE Plans to 3rd party utility companies for review
- Initiated the preparation of construction staging plan and Traffic Management Plan (TMP) for utility relocation, and station construction

Other Third Party Coordination

- Initiated outreach to businesses in preparation for geotech boring and potholing work at Wilshire/Rodeo Station; and utility relocation work at Century City Constellation Station
- Drafted and submitted utility relocation agreements to various 3rd party utility companies for review

Westside Purple Line Extension Section 2 Project Advanced Preliminary Engineering Status

- Century City Constellation Station entrance coordination meetings are ongoing with property owners for the new JMB development project and Westfield Mall expansion project.
- Resolution of comments by City of Los Angeles and Metro on Century City Constellation Station APE to be completed by end of August 2015.
- Wilshire/Rodeo Station APE package submitted to the City of Beverly Hills and Metro in July 2015.
- Applications for permits to perform additional geotechnical explorations in the City of Beverly Hills and potholing for utilities for the Wilshire/Rodeo Station were voted on by the Beverly Hills City Council on August 18, 2015.
- Plat maps and legal descriptions for real estate certifications are underway.
- RFQ/RFP documents to be released September 1, 2015.

Westside Purple Line Extension Section 2 Project Top Risks and Mitigations

Risk Management – Top 5 Risks

Risk ID	Risk Description	Risk Mitigation	Risk Score
598	Additional cost due to transferring muck from station excavation sites to alternative sites (e.g. parking lot site).	Provide additional right-of-way for contractor to build muck conveyer between worksites.	10
295.2	Potholing surveys identify more utility coordination and relocations than currently envisioned and increase cost of project.	Complete APE potholing in the City of Beverly Hills and issue results to the Design/Build proposers by November 2015. (Potholing in the City of Los Angeles completed in Spring 2015.)	9
601	Metro does not have staffing in place to meet schedule	Resource up to meet resourcing requirements to meet schedule.	9
126.2	Private utility companies may have resource constraints for meeting project schedule.	Maintain close coordination with utility companies and resequence utility work as necessary.	9
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed	Current project schedule accounts for additional time required for condemnation.	8

Westside Purple Line Extension Section 2 Project

Discussion



**REGIONAL CONNECTOR
TRANSIT CORRIDOR PROJECT**

Regional Connector Transit Corridor

FTA Quarterly Review – August 26, 2015

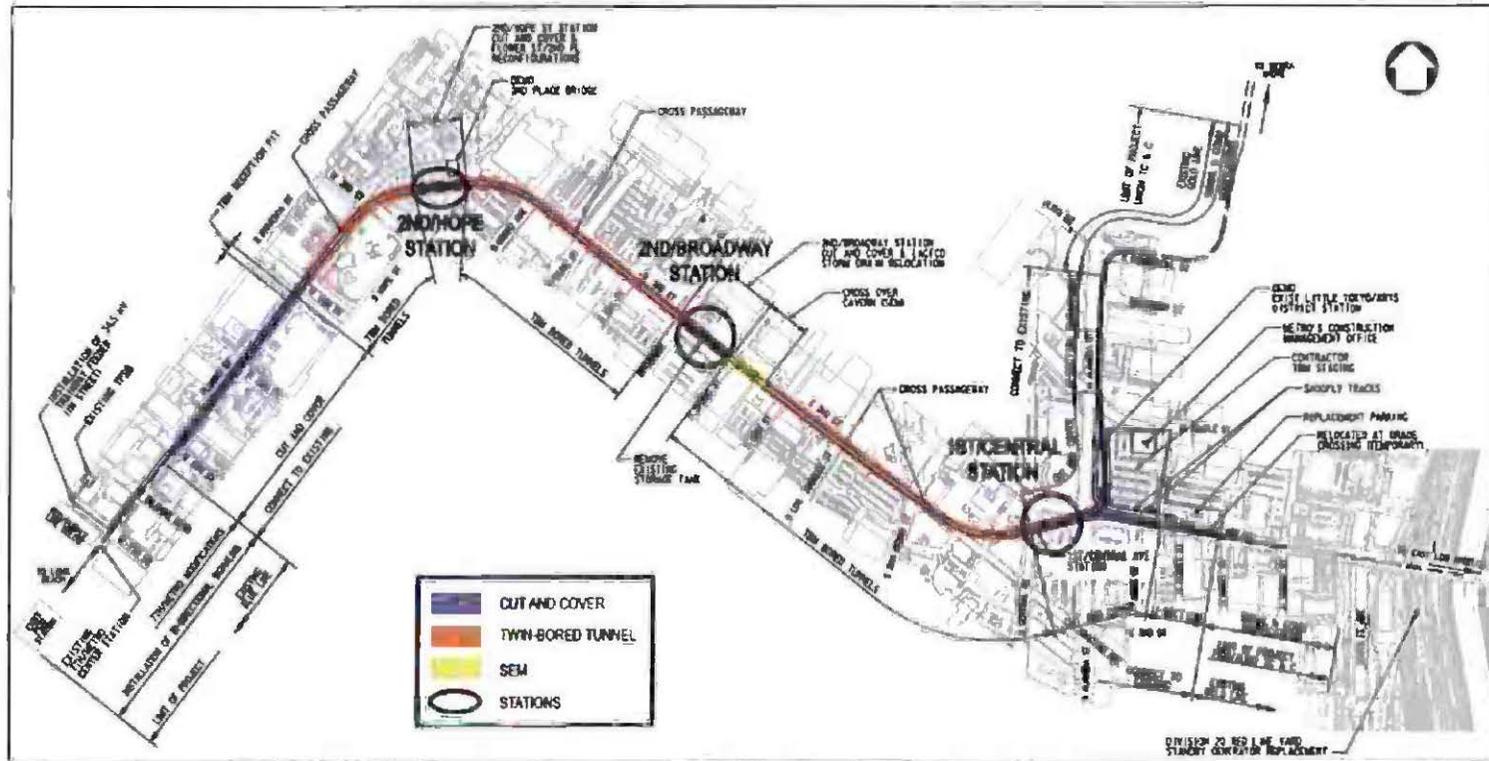
East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



Metro

Regional Connector Transit Corridor Project Description



1.9 mile Link Connecting Blue & Expo Lines with Gold Line
3 New Stations
\$1.467 Billion (2020 YOE)
90,000 Daily Project Transit Trips
17,700 Daily New Transit Trips



Executive Summary

Highlights

- Settlement of C0981R Contract is anticipated to be completed by the end of October.
- Transfer of AUR Scope to C0980 ongoing. Hard cost negotiated.
- Working with RCC on AUR schedule impact analysis.
- Focus is on getting critical construction underway.
- Coordination with City to begin closures for utility work at 2nd/Broadway on Sept 1st completed.
- 85% Designs for stations are under review and proceeding.
- Completed Central Plant property acquisition.
- Work on 2nd/Hope Station to begin in October.
- Continuing to work with court appointed judges monitoring preconstruction surveys at Japanese Village Plaza.

Cost Status

STATUS AS OF JULY 2015
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET/ FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	280,622	227,876	227,876	12,164	227,876	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	229,327	229,327	206	229,327	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN.	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	471,325	444,225	214,380	471,325	-
50	SYSTEMS	69,667	73,848	63,265	-	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,002,376	964,693	226,750	1,002,376	-
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	73,820	46,016	74,208	-
70	VEHICLES	16,275	16,275	2,000	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	263,954	201,169	145,874	263,954	-
	SUBTOTAL (10-80)	1,239,963	1,356,813	1,241,682	418,641	1,356,813	-
90	UNALLOCATED CONTINGENCY	135,399	39,004	-	-	39,004	-
100	FINANCE CHARGES	27,571	7,115	-	-	7,115	-
	TOTAL PROJECTS (10-100)	1,402,932	1,402,932	1,241,682	418,641	1,402,932	-

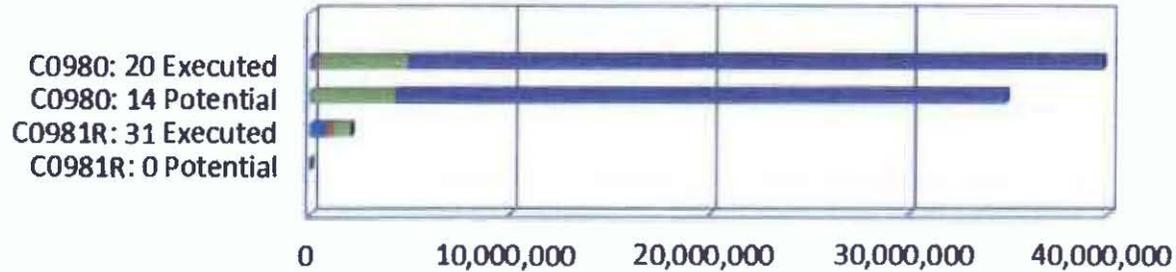
Note: Expenditures reflects FIS incurred cost through July 2015 plus pending invoices from Arcadis, CPJV, Pulice, and RCC. June 2015 is still a draft due to Accounting has not closed month-end.

Project Contingency

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT		
PROJECT CONTINGENCY		
STATUS AS OF JULY 2015		
	UNALLOCATED CONTINGENCY	ALLOCATED CONTINGENCY
UNALLOCATED CONTINGENCY	\$ 126,892,463	\$ -
ROW	\$ -	\$ 14,800,000
D/B SCHEDULE B OPTIONS	\$ (35,760,000)	\$ -
TRANSFER C0981R SCOPE OF WORK	\$ (27,100,000)	\$ 27,100,000
OTHERS (C0981R CMA, Utilities, Haz. Mat'l, Environ., and Engineer Mgmt Sppt)	\$ (21,087,291)	\$ 572,583
C0980: MODs	\$ (3,940,878)	
REMAINING UNALLOCATED CONTINGENCY	\$ 39,004,294	\$ 42,472,583
% CONTINGENCY	2.78%	3.03%

Summary of Contract Modification

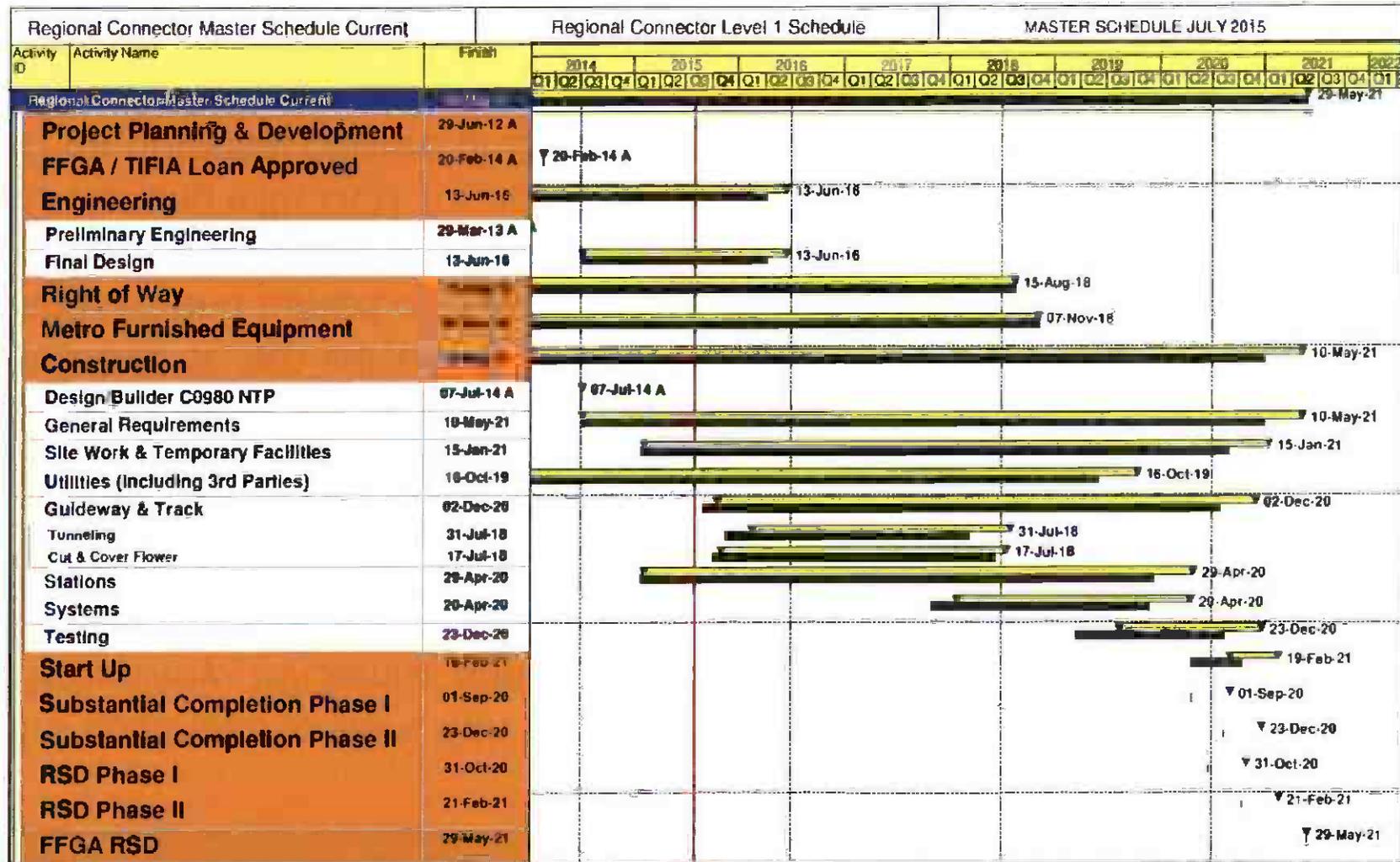
Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	20 Executed	14 Potential	31 Executed	0 Potential	
■ Under \$100K	167,724	90,000	815,552	-	1,073,276
■ \$100K to \$250K	282,350	-	372,752	-	655,102
■ \$250K to \$1M	4,430,804	4,156,400	863,000	-	9,450,204
■ Over \$1M	34,820,000	30,600,000	-	-	65,420,000
Total Contract MODs	39,700,878	34,846,400	2,051,304	-	76,598,582
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	4.3%	3.8%	8.0%	0.0%	

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

Schedule Status (Cont.)



- ▼ Remaining Work
- Baseline
- ◆ Milestone

1 of 1
 Regional Connector Level 1 Summary Schedule
 Los Angeles County Metropolitan Transportation Authority

Date Date : 01-Aug-15
 Current Date : 06-Aug-15

<Current Delay compare to the last month>
 - RSD Phase I : 0 Days
 - RSD Phase II : 0 Days

Utility Relocation

- Metro continues to work with RCC and LADWP to complete AUR work at 2nd/Broadway, 1st/Central and Flower Street and identify any opportunities to delete and defer certain utility work to mitigate schedule impacts and minimize cost.
- 95% of Power duct installation in 5th/Flower has been completed. Remaining duct installation including a vault will be completed by the end of August. Installation of two valves on 36-inch water at 1st/Alameda has also been completed and turned over to DWP for intercept and cable pulling.
- RCC working with DOT for approval of TCPs to support utility work including TMP for potential closure of 2nd/Broadway intersection.



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Final Design/Engineering Status

- All station and system design units advanced to 85% design phase.
- Station support of excavation (SOE) at 100% design level have all been submitted and are currently under reviewed by LABOE, LADBS and CPJV.

Open Design Items

- The Metro Fire Life Safety continued working with RCC to develop technical solutions to meeting Metro Rail Design Criteria (MRDC).
- Metro and RCC continue to work together to resolve key station design issues including by-pass dampers, concourse exhaust and oil-water separator.



Metro

Construction Status

Ongoing Construction Activities:

- Power Substation installation and setup of Mangrove Trailers
- Completed the installation of 36" water line valves at 1st and Alameda
- Trenching operation to determine any conflicts in installation of 12" and 16" DWP water lines on 1st Street
- Pile Trenching on Central Ave
- Utility pre-trenching & potholing at 2nd/Broadway and Flower Street
- Construction of shoofly bridge over TBM pit on Mangrove site
- Grading and duct installation along shoofly alignment

Environmental Status

Ongoing Activities:

- Zanja #3 was recorded according to Level II HAER standards in June 2015.
- Two segments were cut, removed, and crated to be used for educational display in the Los Angeles Water and Power Museum.



- Final Atomic Café Historical American Building Survey (HABS) was sent to Washington D.C. Library of Congress in July 2015.
- SEIS 45-day Review period was over on July 27. Total of 13 written comments received. Response Review Meeting with FTA scheduled on August 17.

Public Outreach

- Provided public notice of construction activities to the general public via e-mail, social media, project website, door-to-door distribution, at monthly community organization's meetings and at the bi-monthly Project Wide Construction Update Community Meeting
- Coordinated pre-construction survey efforts with stakeholders along the alignment and successfully coordinated efforts to begin the pre-construction survey Japanese Village Plaza
- Received unanimous support on the design of the pedestrian bridge at the 2nd/Hope Station from community members and the 2nd/Hope Station Community Leadership Council Committee
- Successfully launched Eat, Shop, Play Little Tokyo, a free marketing campaign designed to mitigate construction impacts to businesses along the alignment. The launched of Eat, Shop, Play Downtown will follow.



Metro

Real Estate Status Summary

July 31, 2015

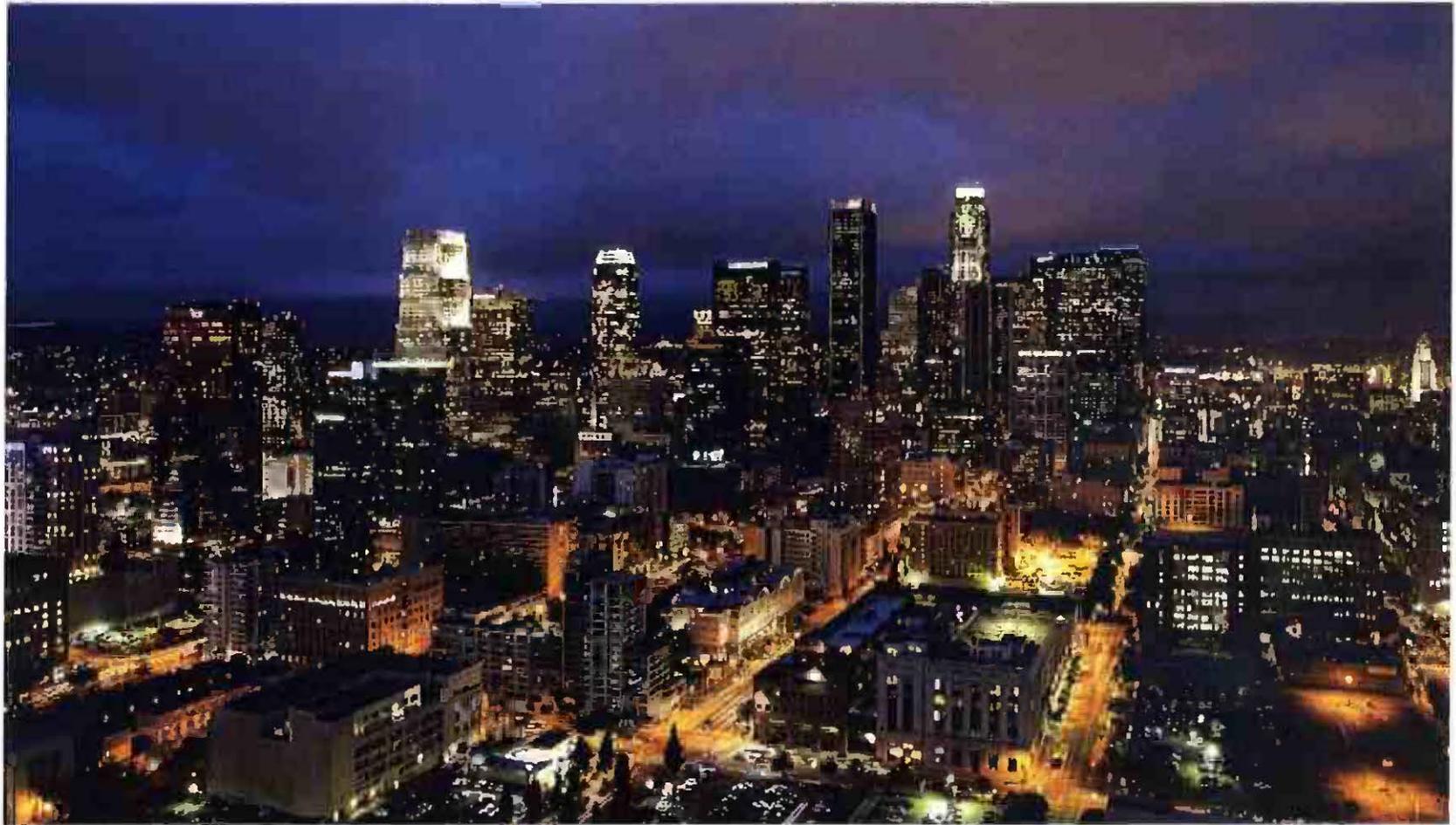
Type of Take	Number of Parcels	Certified	Decertified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
Full Takes	3	3	0	3	3	1	2	4	3
Part Takes	2	2	0	2	1	0	1	0	1
SSE	13	9	4	13	10	0	3	0	7
TCE/ROE	16	7	1	8	8	3	2	0	8
Sub Total Parcels:	34	21	5	26	22	4	8	4	19
Relocation	5								
Total Parcels:	34	21	5	26	22	4	8	4	19

* 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).

Top Five Risks

Risk ID	Risk Description	Risk Mitigation	Risk Score
272	Potential delay to CO980 (work transfer from CO981).	Coordination between contracts and 3rd Parties. Develop work arounds. Work with Contractor to mitigate delays. Viable options are being evaluated by the team, including coordination with utility companies.	20
284	Redesign and construction of DWP power conduits at intersection of 2nd and Broadway could delay soldier pile installation at 2nd and Broadway station.	Evaluating different construction method alternatives: Street closure of Broadway, 2nd Street to expedite construction, Use raised decking as possible, tunneling through the station, by-pass Broadway during revenue service.	10.5
269	Shortage of trade Subcontractors and availability of finishing labor.	Identify trade subs early in the project.	10.5
184	Police rejection of Night Time Noise Ordinance may restrict working hours in residential areas for major construction works.	Monitor during construction. Seek Park-Hour variances. Break up work into smaller parts/areas.	10
178	The 4th Street Bridge battered pile foundation runs close to the RC tunnel alignment. This may impact tunneling operations if piles are encountered during the drive.	Perform topo survey of piers to properly locate [Completed as of 7/8/2015] Recheck As-Builts [Completed as of 7/8/2015] Possibly move bored tunnels closer together Possibly probe drill for piles prior to TBM arrival Secure permits from City.	10

Discussion/Action Items



Metro

**PATSAOURAS PLAZA
BUS STATION**

METRO EXPRESSLANES

August 26, 2015

FTA Quarterly Review Meeting



Metro

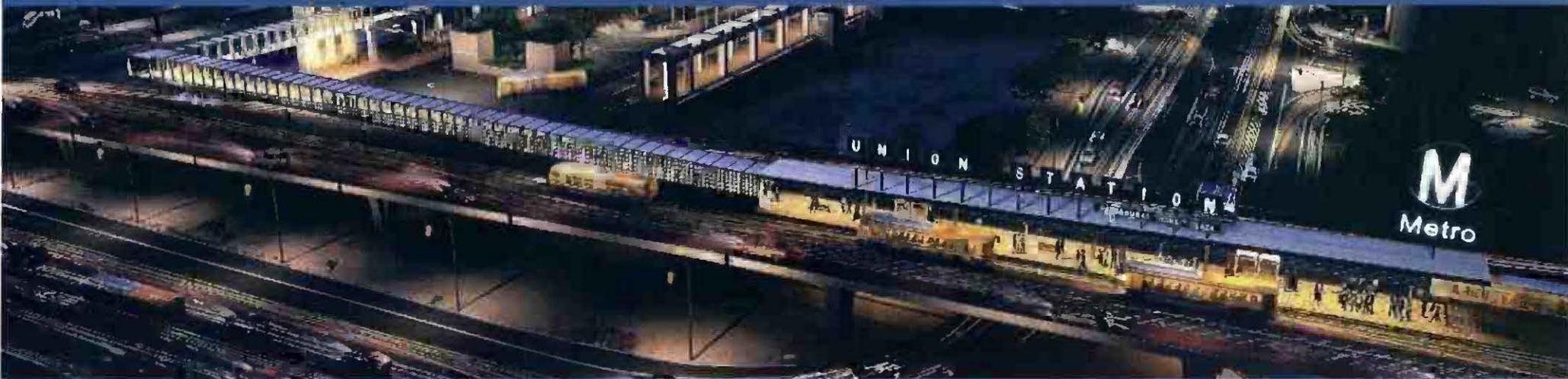
Patsaouras Plaza Bus Station

FTA Quarterly Review – August 26, 2015



Patsaouras Plaza Bus Station

Project Description

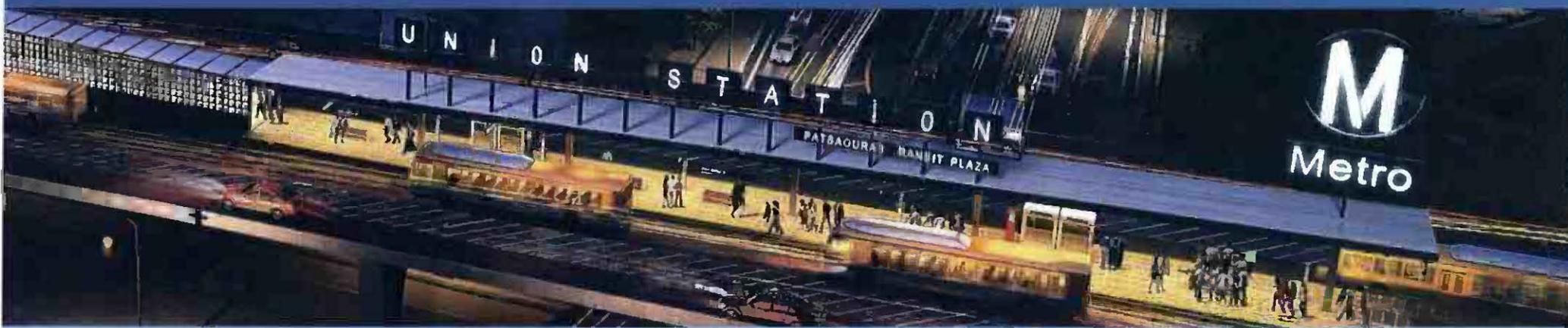


- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Bus Station

Project Budget

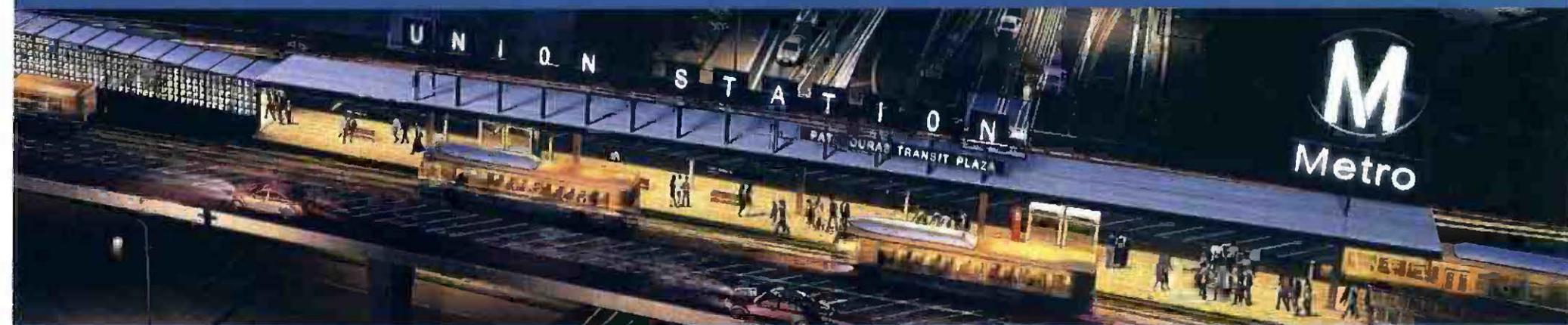


ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	19,992,000	-	19,992,000	-	19,992,000	282,000	3,380,000	217,000	23,140,000	(3,148,000)
S	SPECIAL CONDITIONS	750,000	-	750,000	75,000	427,000	80,000	86,000	(27,000)	1,017,000	(267,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	-	7,425,000	127,000	4,458,000	367,000	3,841,000	(804,000)	10,019,000	(2,594,000)
PC	PROJECT CONTINGENCY	2,817,000	-	2,817,000	-	-	-	-	-	2,817,000	-
TOTAL PROJECT		30,984,000	-	30,984,000	202,000	24,877,000	729,000	7,307,000	(614,000)	36,993,000	(6,009,000)



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000

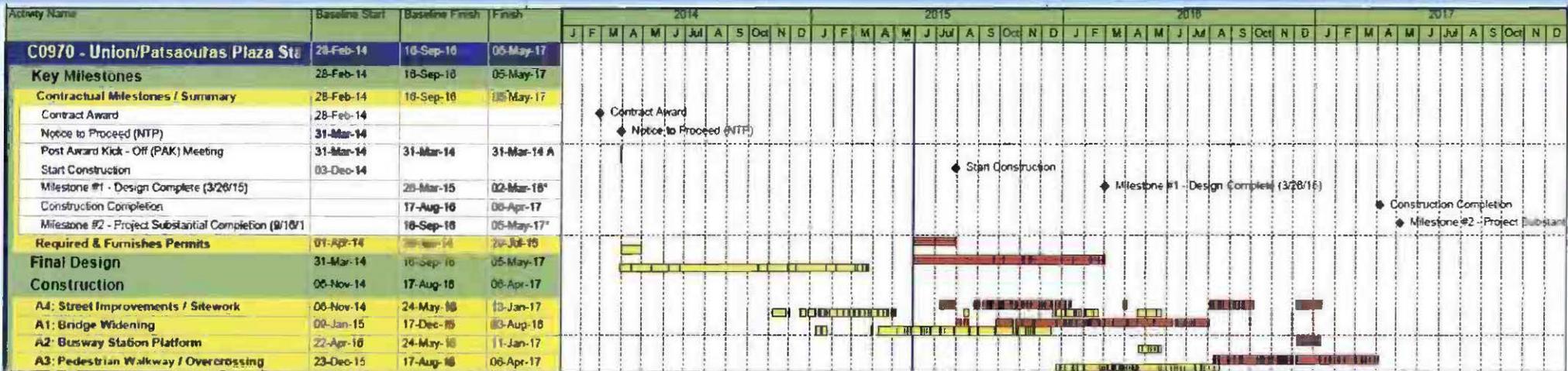


Request for Changes Submitted by Contractor

- Redesign of Westbound lanes from station
- Potential Source Change (Electrical)
- Iconic Signage Design
- Redesign of Foundations over Metro Red Line Service Tunnels
- Construction Impacts



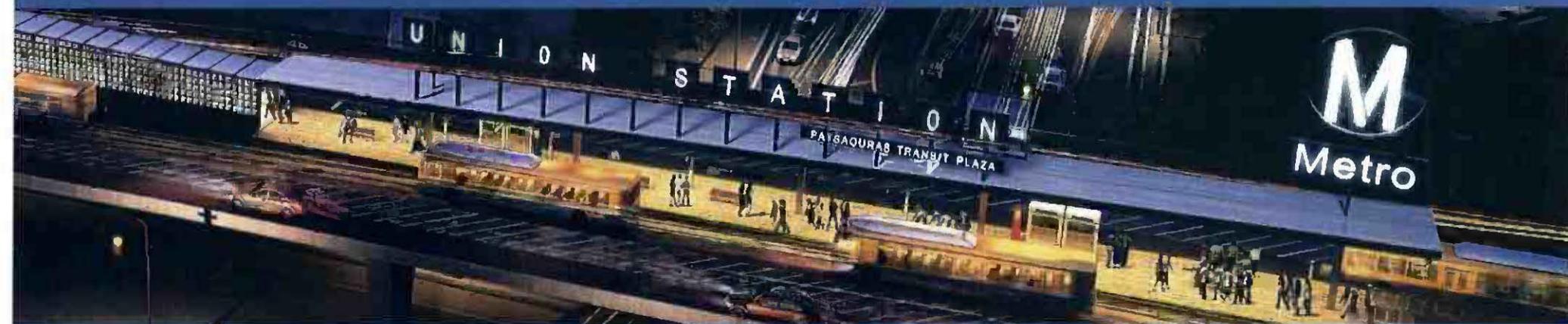
Patsaouras Plaza Bus Station Project Schedule



Primary Baseline
 Remaining Work
 ◆ Milestone
 ◆ Milestone
 Actual Work
 Critical Remaining Work

Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update



- D/B revising Los Angeles River Busway Bridge 100% based on Caltrans comments
- D/B revising Busway Station Pedestrian 100% design structure within Caltrans R/W based on Caltrans comments
- Revising busway package to incorporate canopy and iconic signage
- Preparing revised R/W requirements for the project
- Obtaining R/W certifications for Easements and Utilities
- Developing pedestrian walkway/stairs/elevator tower within Metro R/W

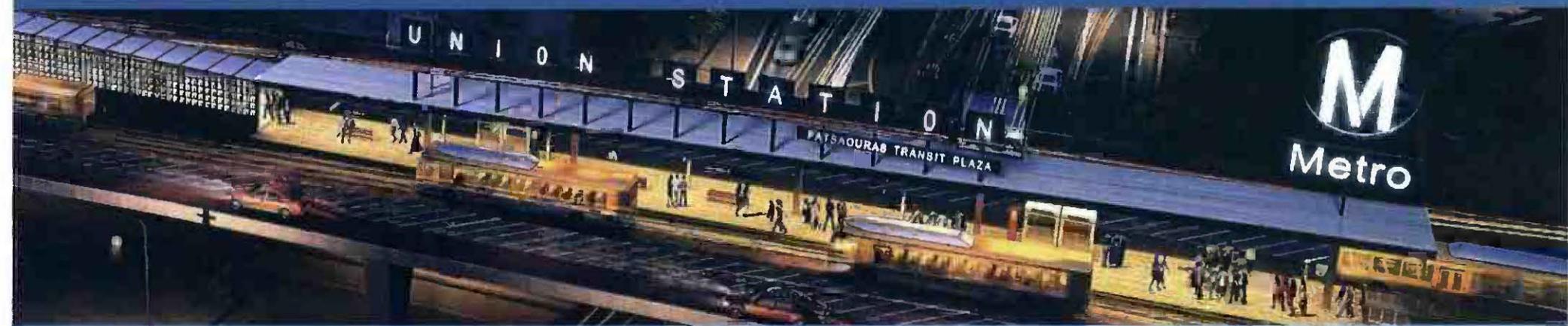


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Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- Aerially Deposited Lead Study
- Storm Water Data Report
- R/W Certification
- R/W Utilities (LADWP 35 kV Vault)
- Supplemental PSR/PR
- Quantity of Contractor's Request for Changes
- Budget impacts due to design changes
- Design and construction schedule delays



Metro



Patsaouras Plaza Bus Station

Activities for Next Quarter



- Completing 100% Busway widening design package
- Completing 100% Pedestrian ramp and bridge design
- Obtain Caltrans R/W certifications (Easements/Utilities)
- Completing ADL Study
- Obtain Caltrans approval of Storm Water Data Report
- Obtain Caltrans approval of Supplemental PSR/PR and Fact Sheets
- Obtain Caltrans approval of Patsaouras Bus Plaza Station design
- Initiate Utility Work



**UNIVERSAL PEDESTRIAN
BRIDGE**

FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



August 26, 2015

Universal Pedestrian Bridge Project Status Update

- **Project Elements:**
 - Structural Bridge**
 - Two Escalators**
 - Three Elevators**
 - Three sets of Stairs**
 - New Right Turn Lane**
 - Transformer**
- **Current Status:**
 - Construction 44% complete**
 - Bridge Fabrication 60% complete**
 - Retaining Wall and Foundation work in progress**
 - Structural Steel Erection Started**
 - Transformer Foundation and Conduits**
- **Planned Activities:**
 - Structural Steel Erection**
 - Bridge Structure/Span Installation**
 - Transformer and cable Installation**

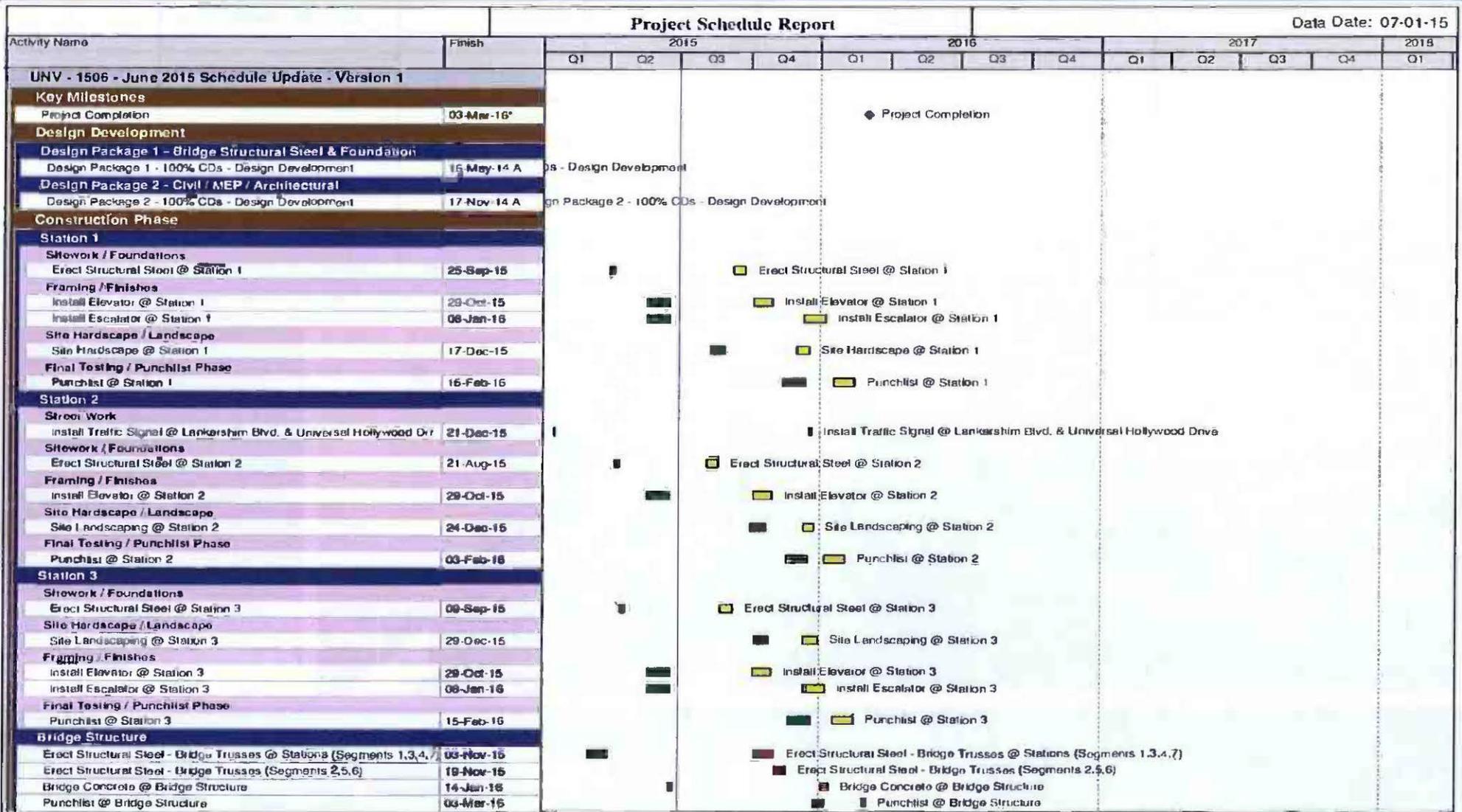


Universal Pedestrian Bridge Project Status Update



ELEM CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
			TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	21,425,000	21,559,408	8,267,082	21,688,923	-
S	SPECIAL CONDITIONS	300,000	549,132	286,408	565,000	-
R	RIGHT-OF-WAY	-	-	-	-	-
P	PROFESSIONAL SERVICES	2,775,000	3,495,891	3,059,401	4,036,075	-
PC	PROJECT CONTINGENCY	2,800,000	-	-	1,010,002	-
TOTAL PROJECT		27,300,000	25,604,431	11,612,891	27,300,000	-

Universal Pedestrian Bridge Project Schedule Update



Primary Baseline
 Remaining Work
 Actual Work
 Critical Remaining ...

METRO PLANNING REPORTS

FTA Quarterly Planning Update

August 26, 2015

Metro Planning Report

- Potential Ballot Initiative Update
- Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - Eastside Transit Corridor Phase 2
- TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements

American Recovery and Reinvestment Act of 2009 (ARRA)



Potential Ballot Initiative Update

Proposed Schedule

Proposed Schedule

- | | |
|--|--------------------------|
| • Formally Notify Stakeholders of Priority Due Dates and Schedule | June 19, 2015 |
| • Stakeholder Outreach on future Framework Considerations and Priorities | June – August, 2015 |
| • Stakeholder Initial Input Due on future Framework and Priorities | September 1, 2015 ← |
| • Approval of Legislation by Senate/ Assembly /Governor | September/October 2015 |
| • Project sequencing discussions and input | November 2015 – May 2016 |
| • Outreach to Subregions | |
| • Metro Hosted Community Workshops | February/May 2016 |
| • Preliminary Expenditure Plan to Metro Board | March 2016 |
| • Outreach to Subregions | |
| • Metro Board Considers Final Ordinance & Expenditure Plan | May/June 2016 |
| • Election | November 2016 |

Stakeholders (including, but not limited to):

- | | |
|--|---------------------------------------|
| • COGs | • Environmental |
| • Labor | • Caltrans |
| • Metrolink | • Industry |
| • Regional Facility Operators (Airports, Sea Ports, Union Station) | • Active Transportation/Public Health |
| • Business | • Local Transit Operators |

Wilshire Boulevard Bus Rapid Transit Status Update

Segments	Status	Next Steps
Centinela to Barrington	Roadwork – Restriping/Signage - Striping and sign for bus lanes to coincide with Barrington to Federal Segment (no change)	October 2015 – Complete striping and sign for bus lanes
Barrington to Federal	Roadwork – Widen/repave/restripe - August 2015 – Began construction activities	October 2015 – Complete construction
Federal to Sepulveda	Roadwork – Widen/repave/restripe - Work completed February 2015	<u>Opened for Service April 8, 2015</u>
Veteran to City of Beverly Hills	Roadwork – Restriping/signage - Work completed February 2015	<u>Opened for Service April 8, 2015</u>



Wilshire Boulevard Bus Rapid Transit Status Update (cont'd)

Segments	Status	Next Steps
San Vicente to Western	Roadwork – Reconstruct/resurface/restripe – March 2015 – Construction completed	<u>Opened for Service April 8, 2015</u>
Western to S. Park View	– Segment completed	<u>Opened for Service June 5, 2013</u>
Corridor-Wide Transit Priority System (TPS)	TPS Enhancements and Signal Communication Upgrade – Design for TPS enhancements 100% complete – Communication design 95% complete (up from 91%) – Continue design and equipment procurement list for communication upgrade – August 2015 – Completed TPS enhancements	December 2015 – Complete communication component (won't impact bus lanes or speeds)

Wilshire Boulevard Bus Rapid Transit Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Pre-Development	\$500,000	\$507,000	\$507,000	\$507,000
Design	\$1,053,332	\$3,327,503	\$6,297,350	\$6,297,350
Striping/Signage	\$300,000	\$672,498	\$47,266	\$150,000
Construction	\$21,633,947	\$20,447,867	\$10,581,682	\$19,955,650
TPS Comm. System Upgrade	\$4,872,721	\$4,600,000	\$1,633,171	\$4,600,000
Contingency	\$3,150,000	\$1,955,132	\$0	\$0
TOTAL	\$31,510,000	\$31,510,000	\$19,066,469	\$31,510,000

Metro Rapid System Gap Closure Lines

Transit Signal Priority

Corridor	Status*	Next Steps
Sepulveda (Last 25% in Culver City)	Completed – City of Los Angeles (75% of corridor) August 2015 – Executed funding agreement with Culver City	September 2015 – Culver City to issue RFP to install TPS system January 2016 – Award contract December 2016 – Complete installation
Torrance-Long Beach	Installation (45%) complete (up from 35%)	December 2015 – Complete installation
Venice	Completed	N/A
Atlantic	Completed	N/A
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A



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

Metro Rapid System Gap Closure Lines Shelter Implementation

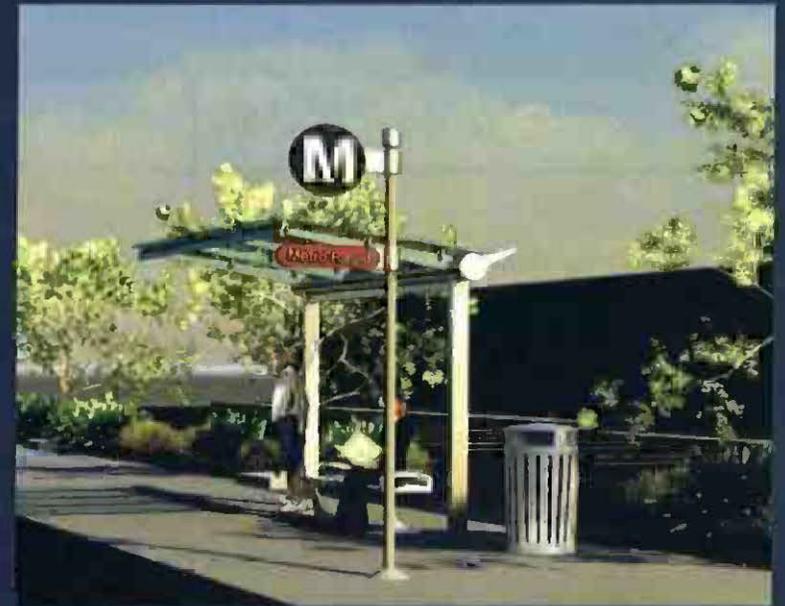
Status

- August 2015
 - 11th: City of Torrance executed shelter funding agreement
 - 24th: Began shelter installation

Next Steps

- Continue working with 13 Cities on obtaining permits and station installation
- Shelter Installation
 - December 2015 – On target to complete Phase 1
 - March 2016 – Complete Phase 2

* Phase 1 includes 78 locations, Phase 2 additional 24



Metro Rapid System Gap Closure Lines

Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$15,602,912	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 202,954	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$15,805,866	\$24,771,925

*Forecast to complete for Gap Closure shelters only



Metro

East San Fernando Valley Transit Corridor

Status

- Preparing Draft EIS/EIR for the “No-Build” and “Build” alternatives
- Continuing coordination with the Cities of Los Angeles and San Fernando
 - Traffic issues
 - Active Transportation/Bike Programs
 - Parking impacts
- Public outreach:
 - Participate in ongoing outreach through organizations

Next Steps

- Complete Administrative Draft EIS/EIR

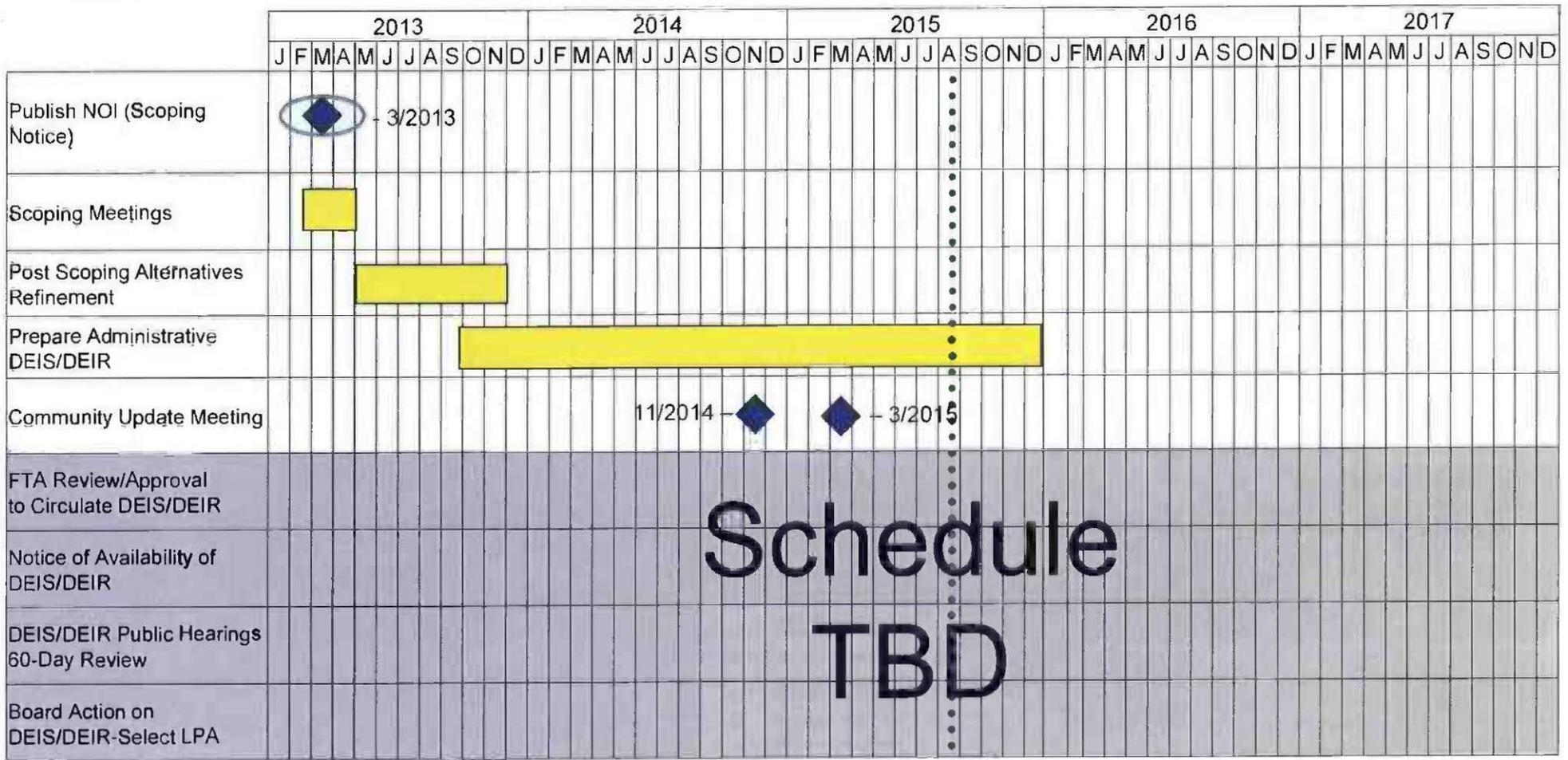


East SFV Transit Corridor – Curb or Median Running BRT
9.2 Miles – (6.7 dedicated ROW, 2.5 miles mixed flow)
17 to 18 Enhanced Stations
16,700 to 19,000 Average Weekday Boardings (2040)
Estimated Cost-\$294 million to \$402 Million (2014)
Measure R-\$68.5 Million (2008\$)
LRTP-\$170.1 Million



East SFV Transit Corridor – High Floor LRT, Low Floor LRT, or Tram
9.2 Miles (possible 2.5 miles RR ROW and 2.5 mile subway – 5 miles dedicated total)
14 to 28 Stations (depending upon alternative)
30,500 Average Weekday Boardings (2040)
Estimated Cost- \$1.3 Billion to \$2.8 Billion (2014)
Measure R-\$68.5 Million (2008\$)
LRTP-\$170.1 Million

East San Fernando Valley Transit Corridor DEIS/DEIR Schedule



Schedule
TBD

◆ = Milestone Date

○ = FTA Action

Last Revised: 8/2015

Airport Metro Connector

Status

- May-July 2015
 - Environmental Coordination
 - LAWA
 - No project scenario
 - Ridership data
 - Traffic data
 - Crenshaw/LAX Team:
 - Accommodations including LRT tracks and platform locations
 - Preparing memo for Westside Option
 - Southwestern Maintenance Yard issued
- Metro Board:
 - May 2015: Selected Option 3; Westside alignment for Crenshaw/LAX accommodations (minimal property acquisition)
 - July 2015: Approved Architectural and Engineering team



Airport Metro Connector

LAX Landside Access Modernization Program

- Project Components
 - Automated People Mover (APM)
 - Intermodal Transportation Facility (ITF) East and West
 - Consolidated Rental Car (CONRAC)
- Million Annual Passengers (MAP) Projections
 - FAA Terminal Area 2030 forecast: 96.6 MAP
 - SCAG 2016 RTP 2030 forecast: 96.6 MAP
- LAWA Coordination
 - FHWA/SCAG: Air Quality Conformity
 - SCAG: MAP
 - Caltrans: Roadway & Interchange Improvements
 - LADOT: Roadway Improvements & Traffic Model
 - Other Jurisdictions



Metro

Airport Metro Connector

LAX Landside Access Modernization Program Schedule

- CEQA Schedule
 - Winter 2016: Draft EIR Released
 - Spring/Summer 2016: Final EIR Released
 - Winter 2016: Certification of EIR/Project Approval
- NEPA Schedule
 - Winter 2016: Draft Environmental Assessment (EA) Released
 - Spring/Summer 2016: Final EA Released
 - Winter 2016: FAA Approves Final EA



Airport Metro Connector

Next Steps

- Continue CEQA process:
 - Baseline Conditions
 - Ridership modeling assumptions
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard
 - FTA on future initiation of NEPA documentation
 - Future funding opportunities
- September 2015 – Submit Request for Expression of Interest to Participate in Pilot Program for Expedited Project Delivery

Airport Metro Connector Acceleration (5 years earlier than LRTP)*

METRO: Airport Metro Connector (AMC) Transit Station														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental														
Design and Construction														
Opening														
2028 LRTP Construction Schedule														

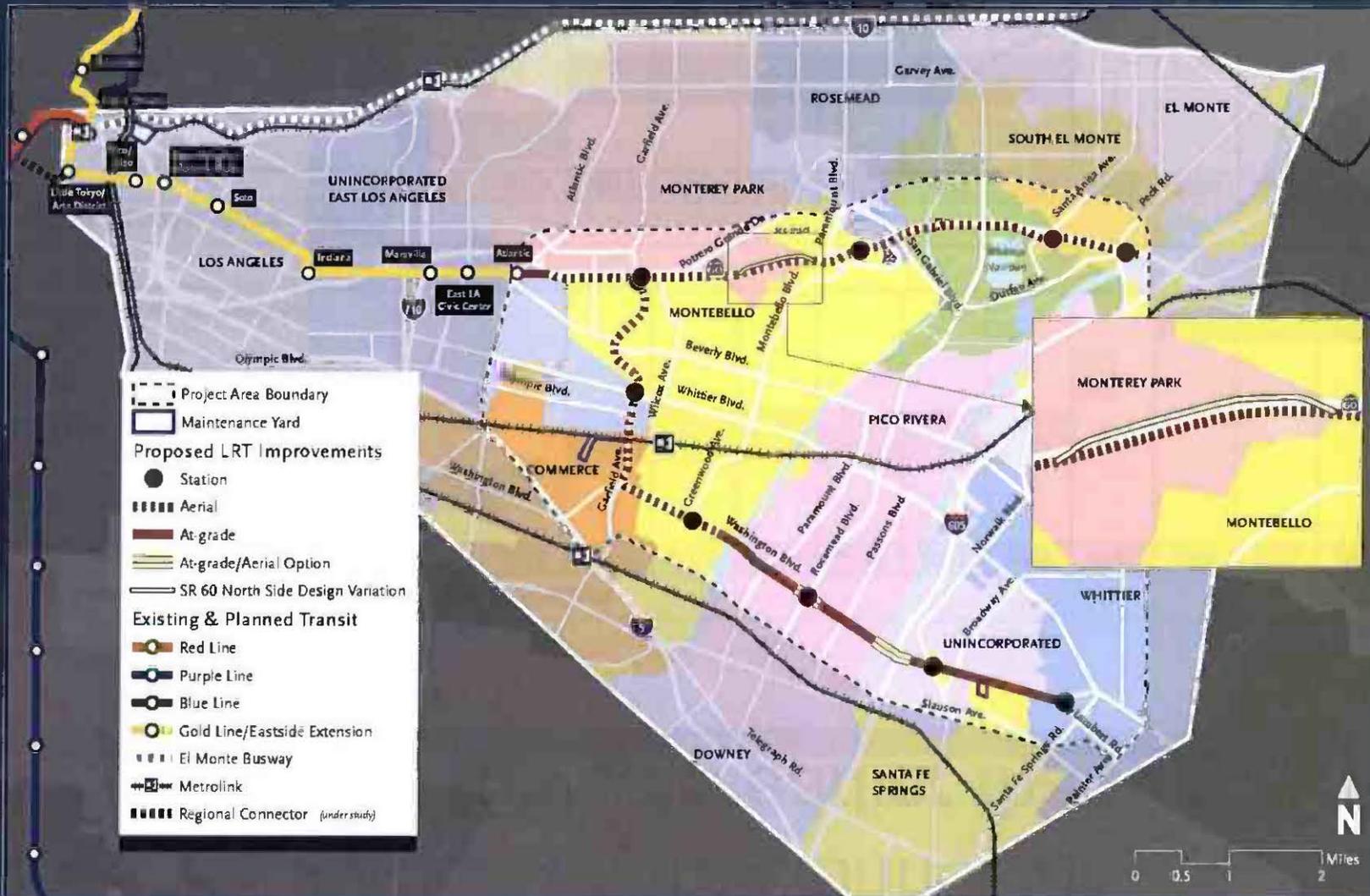
LAWA: Automated People Mover (APM)														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental														
Design and Construction														
Opening														

* Contingent upon funding approval

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

- July 23, 2015
 - Board approved contract modifications for:
 - Technical study
 - Related outreach
- Initiated:
 - Technical work
 - Public outreach

Next Steps

- Continue technical studies
- Ongoing outreach
- September 2015 – Award task order for West Santa Ana Branch – Eastside Phase II Connection Study



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)

	2014		2015												2016			
	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Board Action – Approve further technical studies	◆	- 11/2014																
Board Action – Approve contract modification									◆	- 7/23/15								
Award task order for West Santa Ana Branch – Eastside Phase II Connection Study											◆	- 9/2015						
Board Action – Select LPA																		

◆ = Milestone Date

○ = FTA Action

Last Revised: 8/2015

Milestones

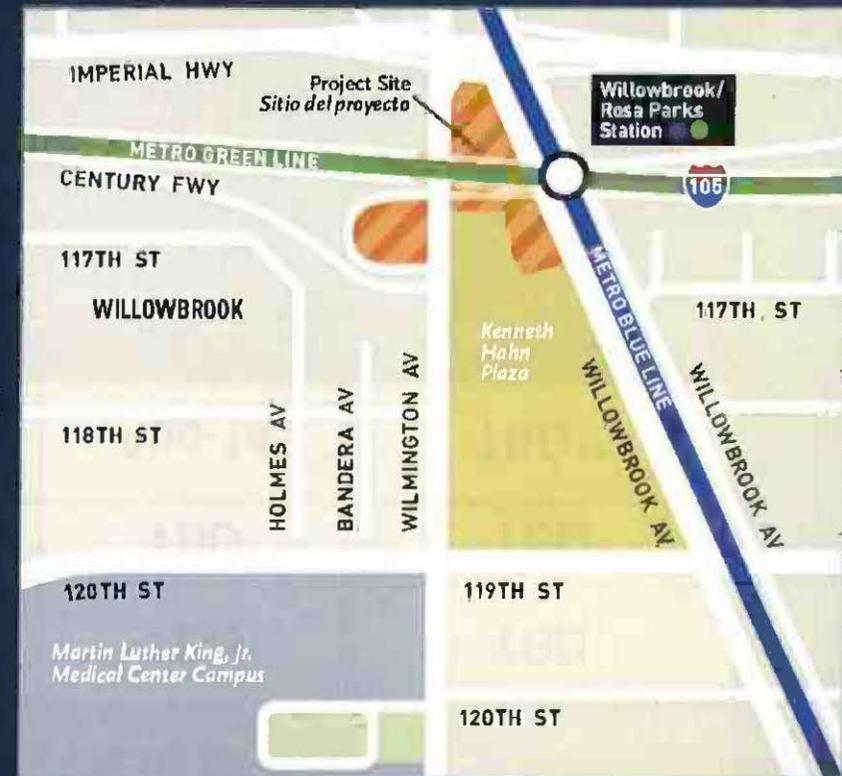
	NOI/NOP*	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando Valley Transit Corridor	Mar-13	TBD	TBD	TBD
Airport Metro Connector	TBD	TBD	TBD	TBD
Eastside Transit Corridor Phase 2**	Jan-10	Dec-13	Aug-14	TBD**

** November 2014 Board approved completion of further technical studies

Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- Partner agencies:
 - LA County Community Development Commission (CDC)
 - Caltrans
- May 2015:
 - Community Workshops on Initial Study (IS)
 - 28th: Public Hearing on IS/Negative Declaration
- June 2015
 - 1st: Submitted grant application to State Active Transportation Program
 - 8th: IS comment period closed
 - 30th: \$38.5M Cap and Trade grant award (Station and Blue Line Operational Improvements)
- July 2015: Final IS
- August 2015: NEPA completed



Willowbrook/Rosa Parks Station Master Plan Implementation Project

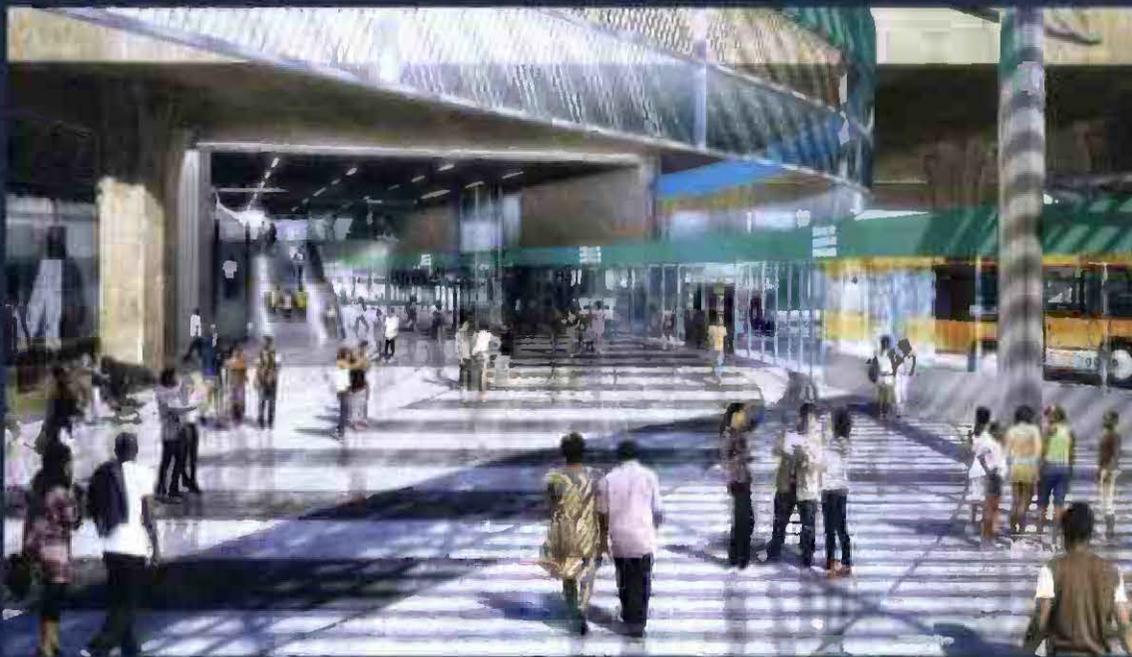
Next Steps

- September 30, 2015
 - Announcement of State Active Transportation Program awards
- October 2015 – Award contract for Engineering/Final Design
- Continue to coordinate with CDC on parcel acquisition, subject to receipt of pre-award authority

Willowbrook/Rosa Parks Station Master Plan Implementation Project

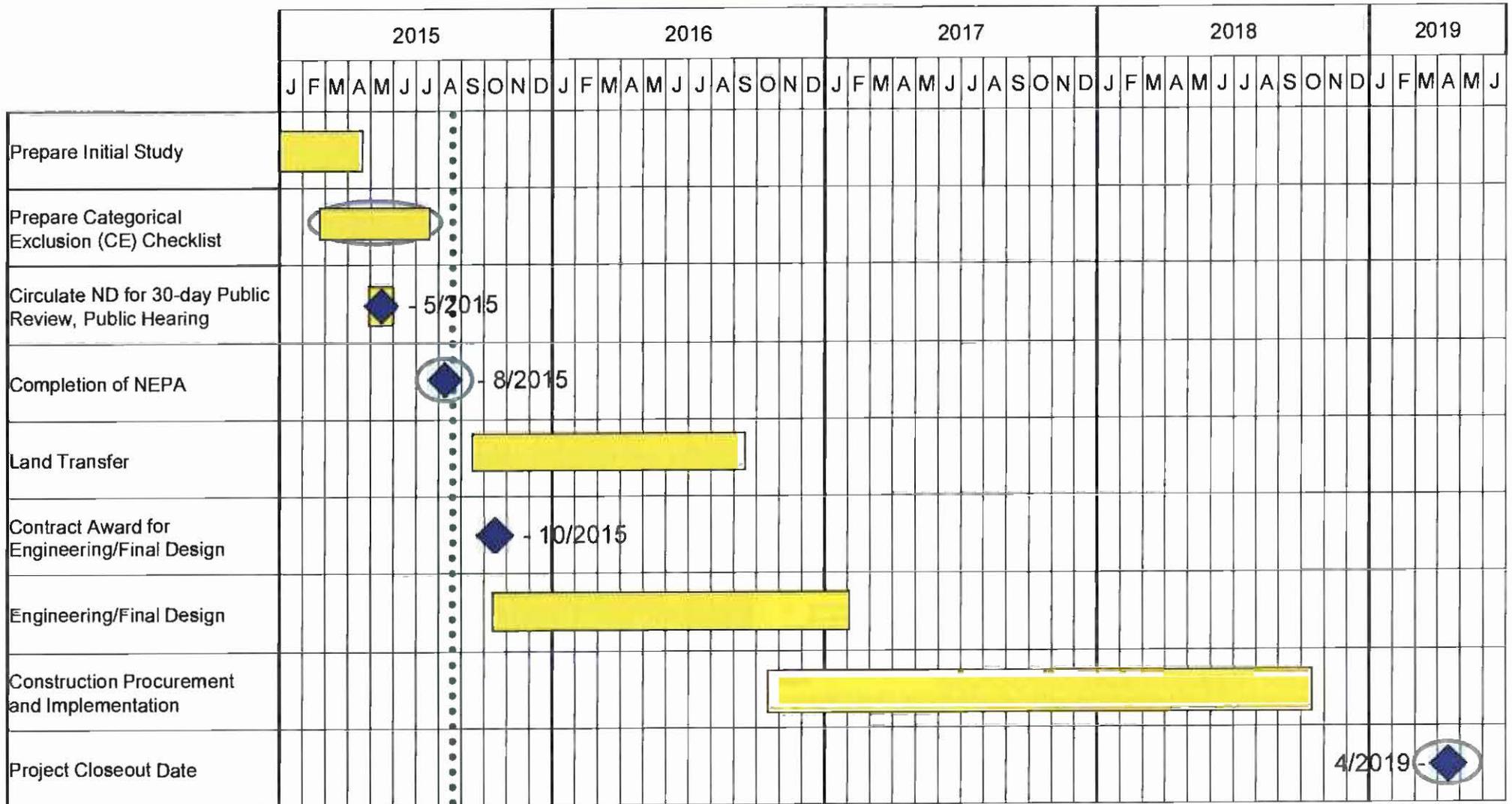


Aerial view of proposed improvements



View of new Transit Hall from Civic Plaza

Willowbrook/Rosa Parks Station Master Plan Implementation Project



Last Revised: 8/2015

◆ = Milestone Date

○ = FTA Action

Eastside Access Improvements

Status

- June 15, 2015 – Received proposals
 - Evaluating proposals

Next Steps

- Reaffirmation of project scope
 - Per stakeholder consensus
- August 2015
 - FTA Grant Certification (pending)
 - Completion of NEPA (CE)
- September 2015 – Award contract (pending grant certification)



Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before



After (new bike lanes)



Metro

ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
1. Replace 20 MBL Traction Power Substations and Associated Electrical Support Systems	<ul style="list-style-type: none"> No progress made this quarter due to staffing issues Project near completion <ul style="list-style-type: none"> 20 new substations energized <ul style="list-style-type: none"> Punch list items 95% complete Drawings & Operation Manuals 95% complete Electrical Support Systems 80% complete 	<ul style="list-style-type: none"> September 2015 <ul style="list-style-type: none"> Close Grants as directed by FTA Secure local funds to complete projects 	September 2015
2. Wayside Energy Storage Substation (WESS)	<ul style="list-style-type: none"> All ARRA funds reimbursed to Metro WESS in continuous normal operation and performance is being continuously monitored. 	<ul style="list-style-type: none"> Continue monitoring the WESS operation August 2015 – Release final WESS Performance Evaluation Report 	August 2015

**P3010 VEHICLE
ACQUISITION PROGRAM**

**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: April - June, 2015

Presentation Date: August 26, 2015



Metro

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

- KI continues to perform series of Vehicle-level Design Conformance Qualification tests on Pilot Cars 1 and 2, and Cars 1003 and 1004 at different Metro's locations.
- Manufacturing activities continue in Osaka, Japan. Activities are being monitored by Metro's on-site inspector. Additional oversight provided by periodic visits by Metro's P3010 Project Management team.
- 77% of the CDRL have been submitted.
- Completion status; PBDR: 100% / FAIs: 100% / Qualification Tests: 82%.
- Metro has been expediting the processing of Contract Modifications (CM). Ten out of thirteen CMs, have been fully executed by Metro.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE AT COMPLETION
Base Buy				
78 LRV's	\$263,211,780.00	\$95,909,772.75	\$167,302,007.25	\$263,211,780.00
Spare Parts	\$19,911,594.00	\$0.00	\$19,911,594.00	\$19,911,594.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90	\$1,366,776.00
Manuals	\$675,512.00	\$0.00	\$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	\$681,794.10	\$997,571.90	\$1,679,366.00
Vehicle Sub-Total	\$299,061,827.00	\$105,435,910.95	\$193,625,916.05	\$299,061,827.00
Contingency Sub-Total	\$16,078,011.00	* \$5,373,918.62	\$10,704,092.38	\$16,078,011.00
VEHICLE TOTAL	\$315,139,838.00		\$204,330,008.43	\$315,139,838.00



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

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

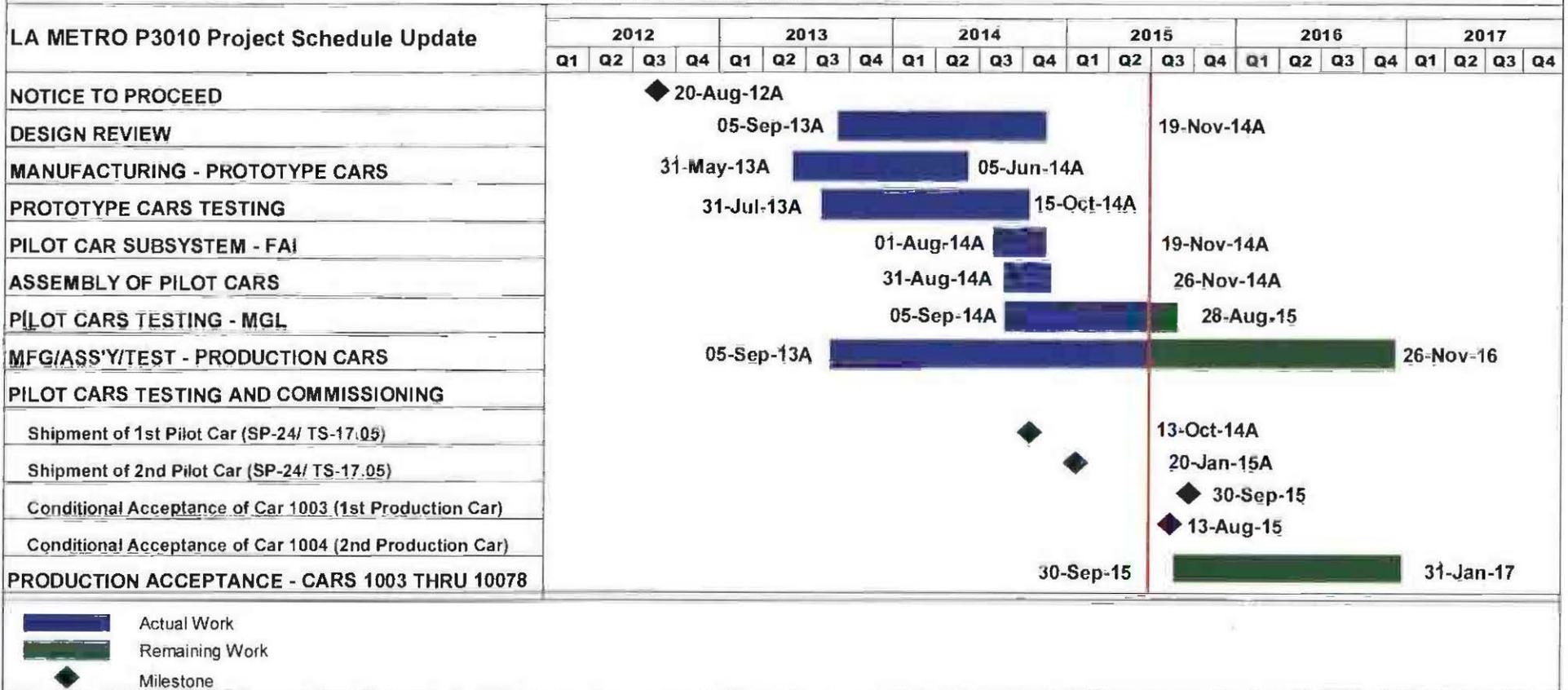
ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE AT COMPLETION
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$38,855,866.00	\$284,943,025.00	\$323,798,891.00
Spare Parts	\$27,332,000.00		\$27,332,000.00	\$27,332,000.00
Special Tools	\$943,789.00		\$943,789.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00		\$2,080,181.00	\$2,080,181.00
Training				
Manuals				
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00	\$12,166,783.00
On-Site Engineer				
Vehicle Sub-Total	\$366,321,644.00	\$51,022,649.00	\$315,298,995.00	\$366,321,644.00
Contingency Sub-Total	\$20,999,665.00		\$20,999,665.00	\$20,999,665.00
VEHICLE TOTAL	\$387,321,309.00		\$336,298,660.00	\$387,321,309.00

P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE

P3010 Light Rail Vehicle Acquisition Program
Monthly Project Status Report
Critical Path Schedule

June 2015



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by Metro)

RFC #	DESCRIPTION	AMOUNT (\$)	STATUS
 1	Addition of a back-up Train Operator Display (TOD)	861,695	Final CM executed by Metro.
 2	Exterior Destination Signs with color route ID	1,206,792	Final CM executed by Metro.
 1	Addition of exterior rear view mirrors	677,317	Final CM executed by Metro.
 1	Addition of interior destination signs that provide information of before and after current station	1,274,944	Final CM executed by Metro.
 7	Revise Sandbox location	548,242	Final CM executed by Metro.
 1	Location of emergency tool enclosure	-	Final CM executed by Metro.
 1	Addition of Light Emitting Diode (LED) to interior cameras	120,363	Final CM executed by Metro.
 18	Addition of a train operator alert 15 seconds following door opening at station platform	74,764	Final CM executed by Metro.
 11	Addition of a requirement for the train operator to log-in for vehicle operation in "ON-Mode"	253,955	Final CM executed by Metro.
 11	Addition of the Wheelchair symbol on the floor panel and seat fabric at the designated seating area for passenger with disabilities	355,848	Final CM executed by Metro.
 11	Car numbers to have four digits	-	Issued CM to KI.
16	Door Control Pushbuttons layout change to be consistent with Metro's existing fleets	428,798	Issued LNTP to KI.
17	Recess for Master Controller	499,604	Issued LNTP to KI.

Note: Information is accurate as of June 30, 2015.

 = CM Signed by KI.

P3010 Light Rail Vehicle Acquisition Program

TOP THREE POTENTIAL RISKS

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

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

- KI to complete Qualification Testing activities.
- KI to continue performing vehicle-level qualification and post shipment tests on Pilot Cars 1 and 2, and Car 1004 at MGL, Car 1003 at PGL, and begin testing with Cars 1005 and 1006 at Monrovia Shop (Foothill Extension Line).
- KI to complete Production Conformance Testing on Cars 1005 – 1013 at Palmdale, CA,
- KI to ship Cars 1005 - 1013 to Metro sites and begin performing post shipment tests,
- Continue to track and review CDRLs.
- Finalize negotiations and process Contract Modifications on the remaining KI change order proposals,



P3010 Light Rail Vehicle Acquisition Program

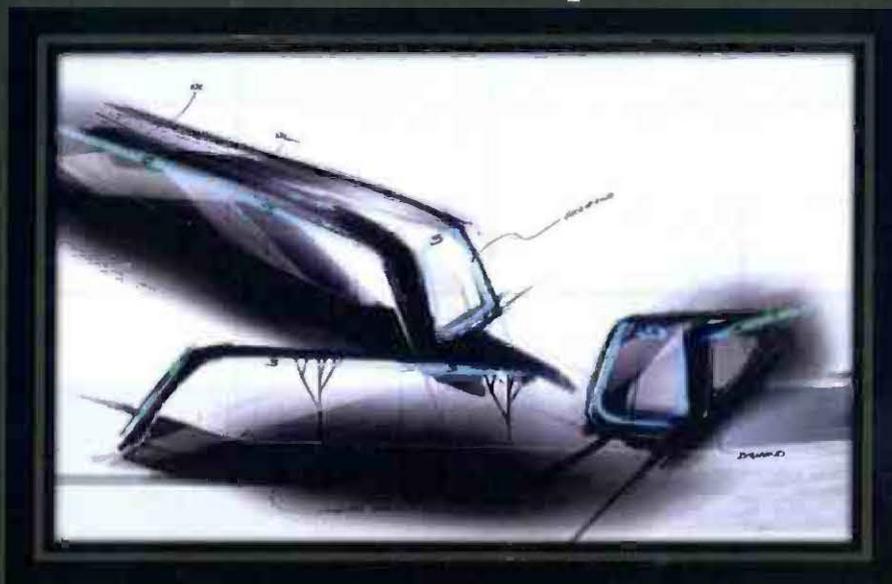


Metro

**HEAVY RAIL VEHICLE
ACQUISITION PROGRAM**

Los Angeles County
Metropolitan Transportation Authority

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
August 26, 2015



Metro

New Heavy Rail Vehicle Program

- PROJECT STATUS
 - Black-Out Period
 - Proposals Due November 30, 2015
- PROJECT BUDGET

BASE ORDER SUMMARY	HRV PROJECT BUDGET	BUDGET INVOICED TO DATE	BUDGET REMAINING	ESTIMATE AT COMPLETION
BASE ORDER 64 VEHICLES	\$233,729,000	\$0	\$233,729,000	\$233,729,000
PROFESSIONAL SERVICES	\$22,453,500	\$1,259,349	\$21,194,151	\$22,453,500
MTA ADMINISTRATION	\$8,365,000	\$959,000	\$7,406,000	\$8,365,000
VEHICLE SUBTOTAL	\$264,547,500	\$2,218,349	\$262,329,151	\$264,547,500
CONTINGENCY	\$26,453,000	\$0	\$26,453,000	\$26,453,000
CONTINGENCY SUBTOTAL	\$26,453,000	\$0	\$26,453,000	\$26,453,000
TOTAL PROJECT	\$291,000,500	\$2,218,349	\$288,782,151	\$291,000,500



Metro

New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT)

Heavy Rail Vehicle (HR4000) Procurement - Project Schedule										
ID	Task Name	Finish	2015	2016	2017	2018	2019	2020	2021	
1	RFP Issued May 28, 2015	11/30/15	[Gantt bar from 11/30/15 to 11/30/15]							
2	Proposals due November 30, 2015	11/30/15	[Gantt bar from 11/30/15 to 11/30/15]							
3	NTP anticipated Fall 2016	9/30/16		[Gantt bar from 9/30/16 to 9/30/16]						
4	Design Reviews (To be Proposed by Contractor)									
5	Manufacturing - Prototypes HRVs (To be Proposed by Contractor)									
6	Prototype Testing To be (Proposed by Contractor)									
7	Pilot HRVs - Assembly (To be Proposed by Contractor)									
8	Pilot HRVs - FAI (To be Proposed by Contractor)									
9	Pilot HRVs - Testing & Commissioning (To be Proposed by Contractor)									
10	Production HRVs - Manufacturing (To be Proposed by Contractor)									
11	Production HRVs - Delivery (7 - 64) (To be Proposed by Contractor)									
12	Acceptance of 64th HRV approx. 3rd Quarter 2021	9/30/21	[Gantt bar from 9/30/15 to 9/30/21]							



New Heavy Rail Vehicle Program

- **RISK MANAGEMENT**
 - LACMTA does not foresee any anticipated risks at time.
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Black-Out Period
 - LACMTA responding to Contractor Request For Information (RFI) / Request For Clarification (RFC).

FTA ACTION ITEM REPORT

FTA Quarterly Review Action Item Report – May 27, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-5/27	Open	Metro Crenshaw /LAX Transit Project staff and Metro Planning staff to schedule a meeting with FTA/PMOC to identify and delineate cost/schedule impacts between the Southwest Yard and 96 th Street Station following approval of the Southwest Yard Baseline Schedule.	LACMTA	Charles Beauvoir/ Robert Rincon/ Martha Welborne	7/30/15
6-2/25	Open	Metro Project Teams to include a Baseline Schedule and Current Schedule on project schedule slide(s) for future FTA Quarterly Review Meeting presentations.	LACMTA	Milind Joshi	5/27/15
7-2/25	Open	Metro to hold a meeting with Metro Engineering and Construction staff and Metro Planning staff to discuss the Airport Metro Connector Station when operational issues are known. The Station Architectural Contract to Gruen/Grimshaw was approved by the Metro Board on July 23, 2015. Contract award is anticipated in August with NTP to follow.	LACMTA	Bryan Pennington/ Charles Beauvoir/ Martha Welborne	6/30/15
8-2/25	Open	Metro to provide the FTA/PMOC an updated Rail Fleet Management Plan (RFMP), including a revised Light Rail Vehicle (LRV) section, upon completion.	LACMTA	Bruce Shelburne	TBD
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

FTA Quarterly Review Action Item Report – May 27, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-2/25	Closed	Metro to provide the FTA/PMOC a copy of the Metro Board Report or provide a presentation addressing Metro's proposed internal hiring plan and consultant balance strategy for FY2016.	LACMTA	Bryan Pennington/ Brian Boudreau	6/5/15