



**FTA QUARTERLY REVIEW  
BRIEFING BOOK**

**August 21, 2002**

***Submitted By:***

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



**AGENDA**  
**FTA NEW STARTS PROJECTS**  
**QUARTERLY REVIEW MEETING**

Los Angeles County Metropolitan Transportation Authority  
Wednesday, August 21, 2002 - 10:00 a.m.  
Gateway Conference Room - 3<sup>rd</sup> Floor

**PRESENTER**

**I. OVERVIEW**

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

**II. METRO CONSTRUCTION REPORTS**

- |    |   |                  |
|----|---|------------------|
| A. | Recent Events                                     | Dennis Mori      |
| B. | Eastside LRT Project                              | Dennis Mori      |
|    | • Rail Fleet Management Plan                      | Ed Clifford      |
|    | • Bus Fleet Management Plan                       | Roderick Goldman |
|    | • Operations & Maintenance Plan                   | Gerald Francis   |
|    | • Outside Governmental Agency Coordination        | Eli Choueiry     |
|    | • Pasadena Gold Line Coordination                 | Joel Sandberg    |
| C. | Metro Red Line Segment 3                          |                  |
|    | • North Hollywood Extension                       | Roger Dames      |
|    | • Segment 3 Grant Closeout                        | Brian Boudreau   |
|    | • Construction Contract and Change Order Closeout | Tom Mahoney      |
|    | • Professional Services Contract Closeout         | Tom Mahoney      |
| D. | San Fernando Valley BRT Project                   | Roger Dames      |

**III. OPEN ACTION ITEMS**

- |    |   |              |
|----|---|--------------|
| A. | FTA (Reference June 2002 PMOC Monthly Report) | Cindy Smouse |
|----|---|--------------|

**IV. PLANNING**

- |    |                                 |                  |
|----|---------------------------------|------------------|
| A. | Transit Corridor Projects       | James de la Loza |
|    | • Mid-City Wilshire BRT Project | David Mieger     |
|    | • Exposition LRT Project        | David Mieger     |

**V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING**

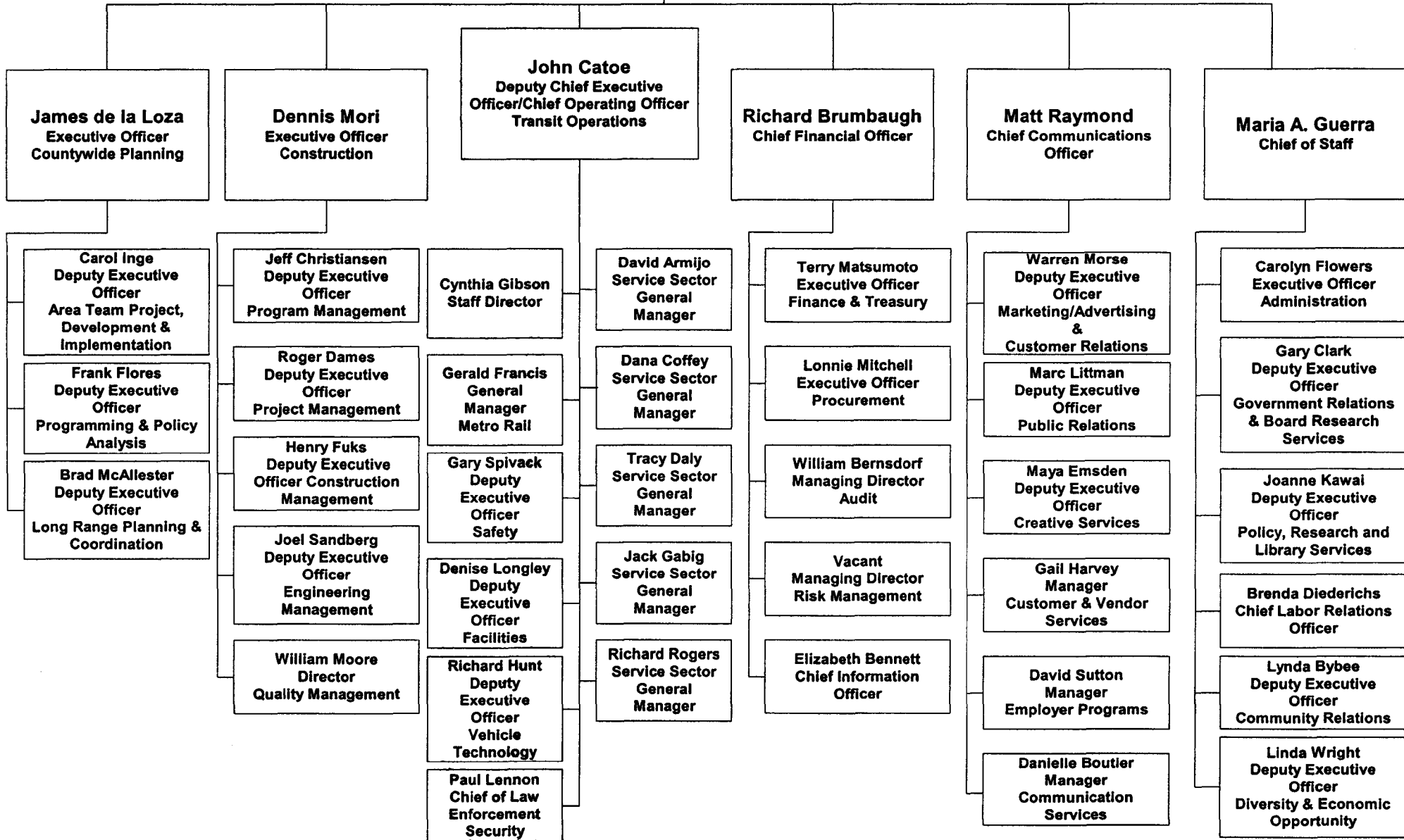
Los Angeles County Metropolitan Transportation Authority  
Wednesday, November 20, 2002 - 10:00 a.m.  
Gateway Conference Room - 3<sup>rd</sup> Floor

LACMTA MANAGEMENT  
ORGANIZATION CHART

LACMTA Management Organization Chart

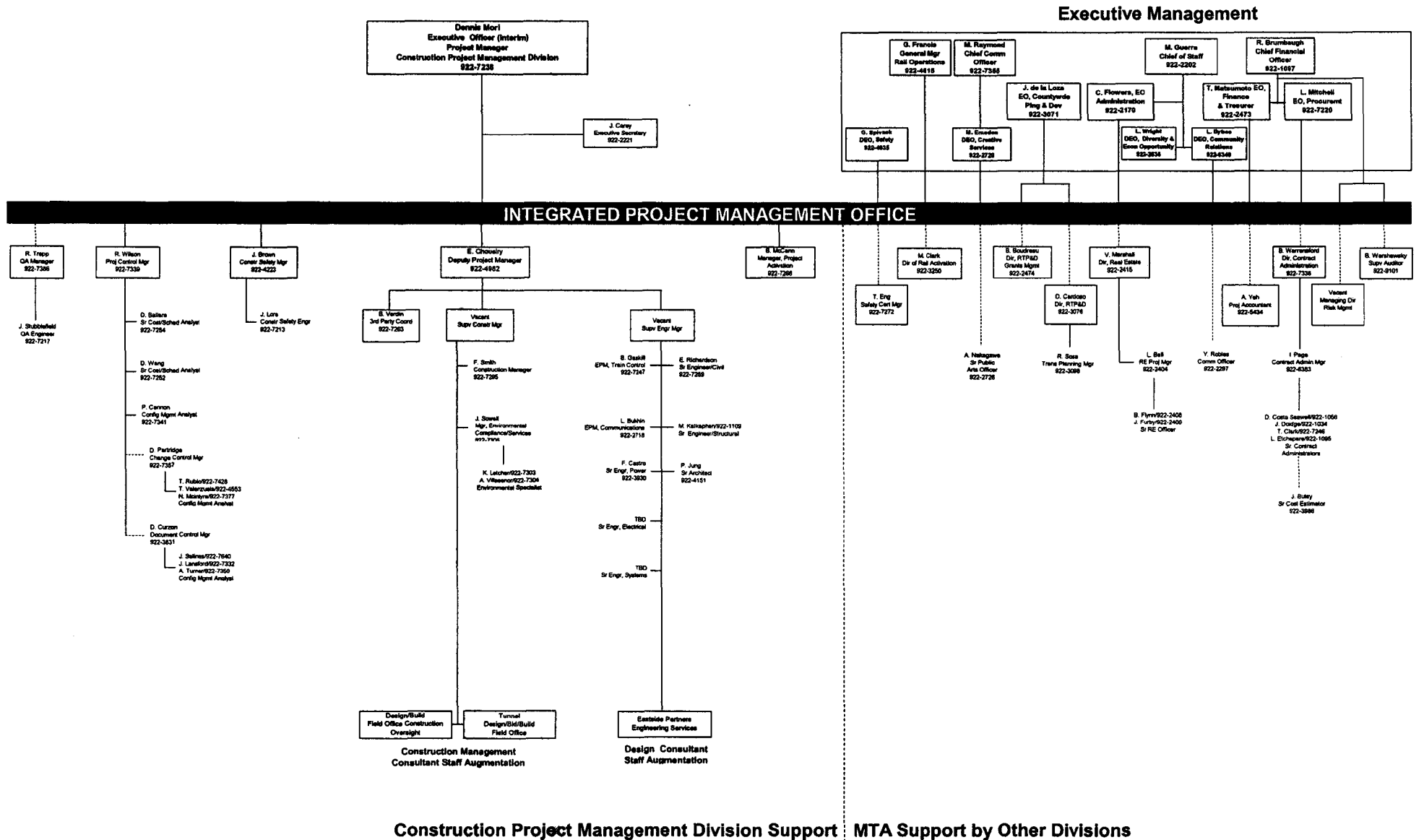
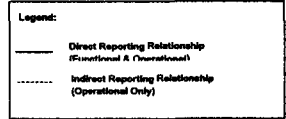


**Roger Snoble**  
Chief Executive Officer



**PROJECT ORGANIZATION  
CHARTS**

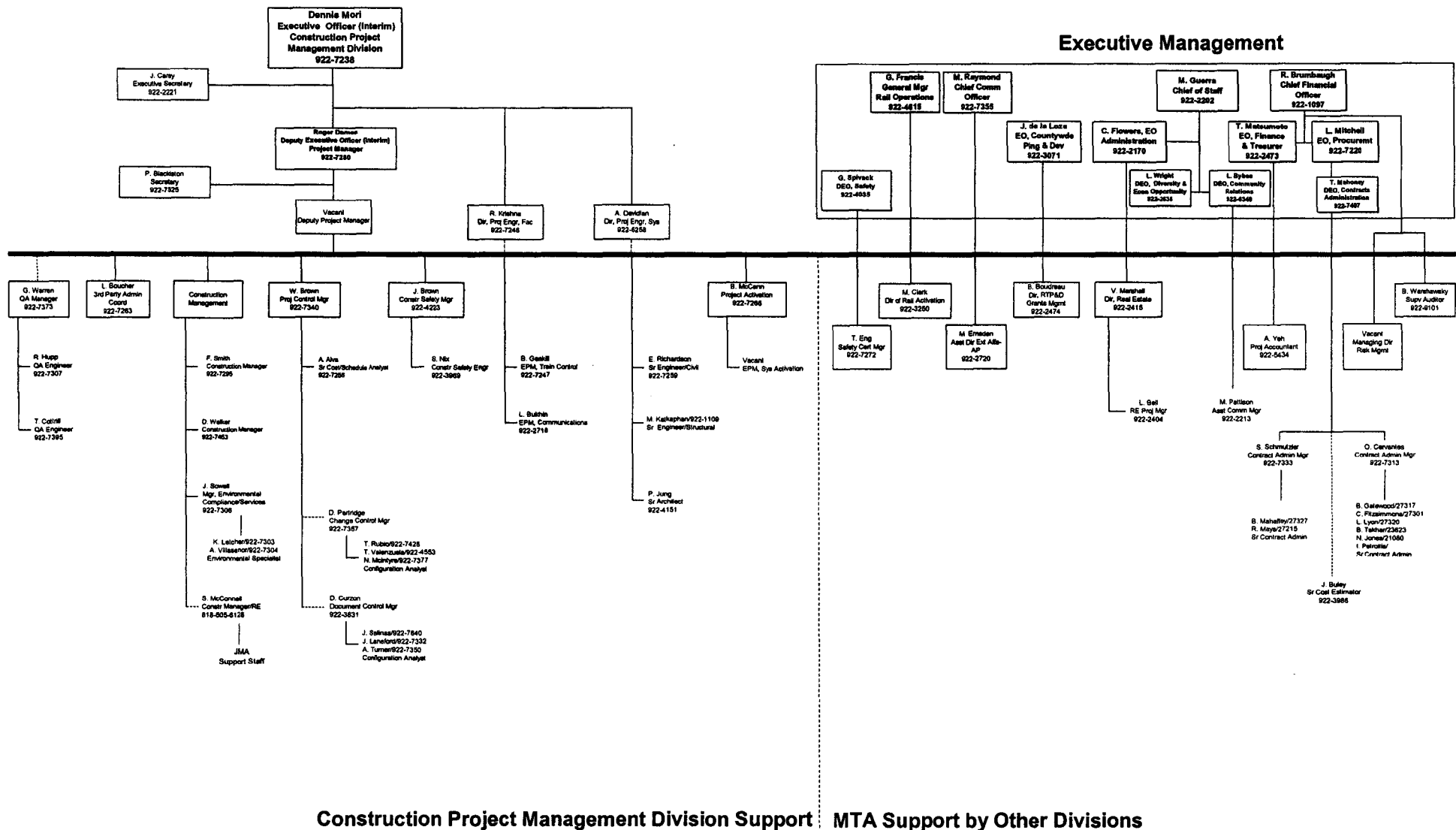
# EASTSIDE LIGHT RAIL TRANSIT PROJECT MANAGEMENT ORGANIZATION STRUCTURE



# SEGMENT 3 NORTH HOLLYWOOD EXTENSION

**Legend:**

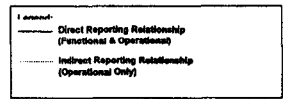
- Direct Reporting Relationship (Functional & Operational)
- - - Indirect Reporting Relationship (Operational Only)



Construction Project Management Division Support | MTA Support by Other Divisions



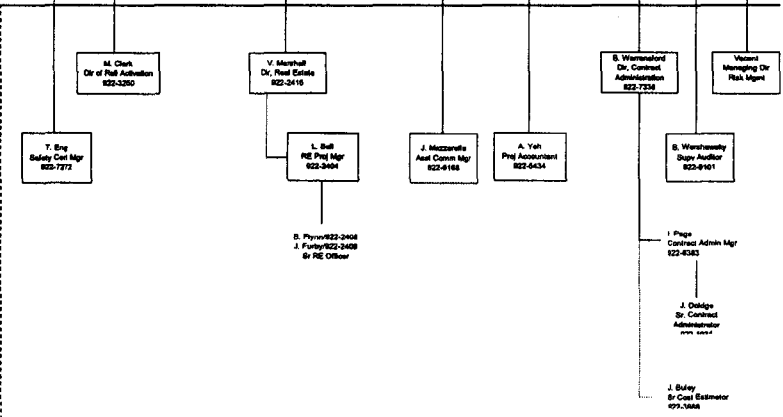
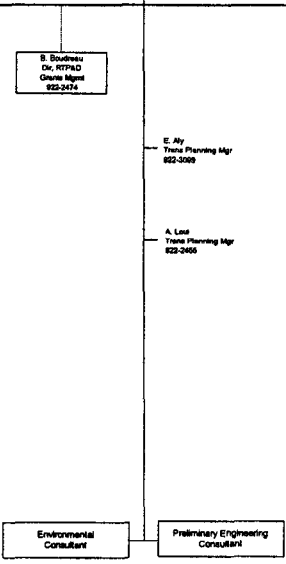
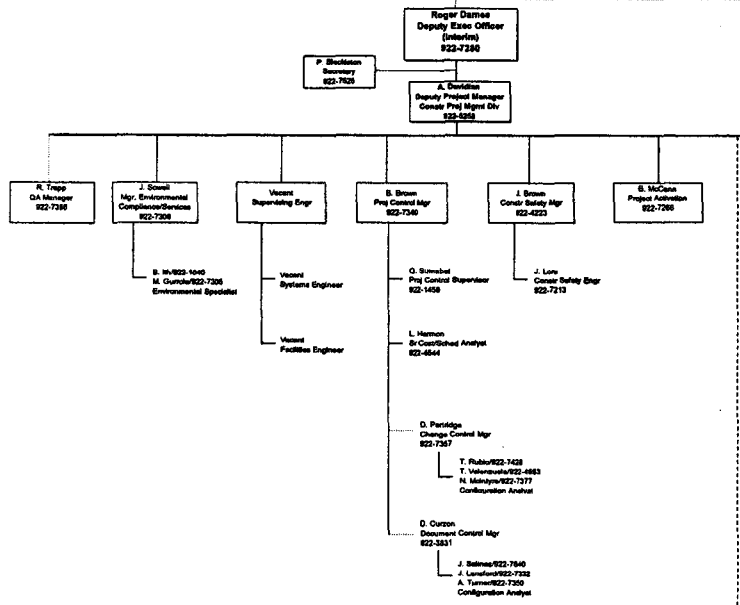
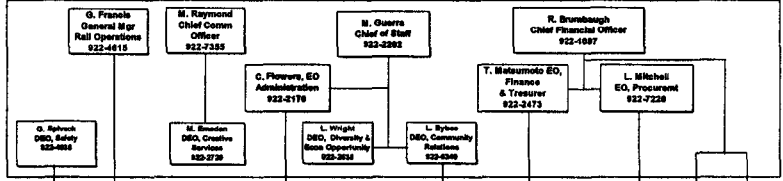
# EXPOSITION LIGHT RAIL TRANSIT PROJECT ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE



**J. De La Loza**  
Executive Officer  
Countywide Planning & Development  
922-3071

**D. Mrazer**  
Dir, RTPMD  
Joint Dev Planning/  
Project Manager  
922-3040

## Executive Management

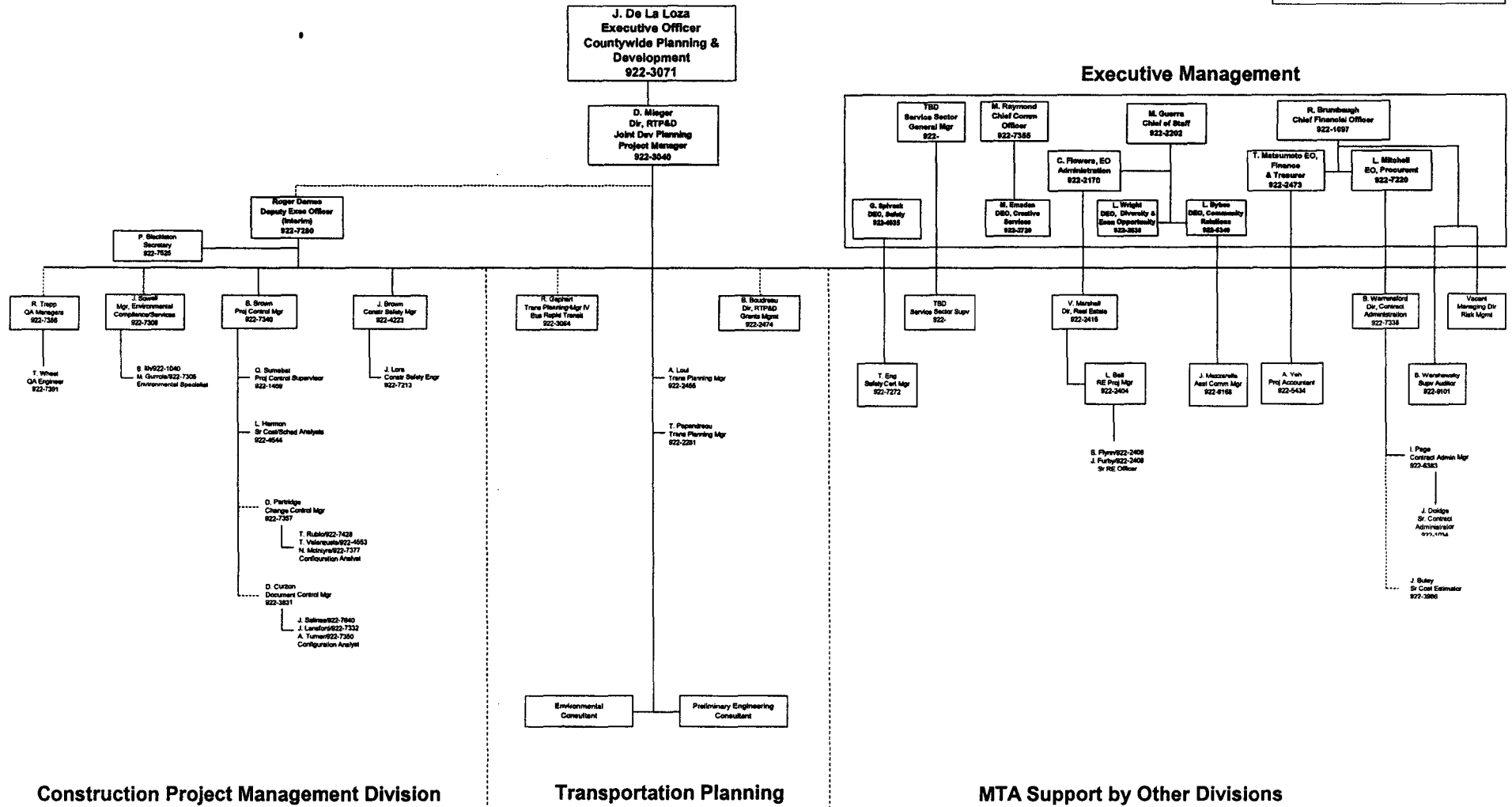
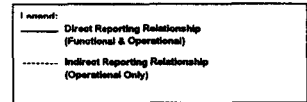


Construction Project Management Division Support

Transportation Planning

MTA Support by Other Divisions

**WILSHIRE BUS RAPID TRANSIT PROJECT  
ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE**

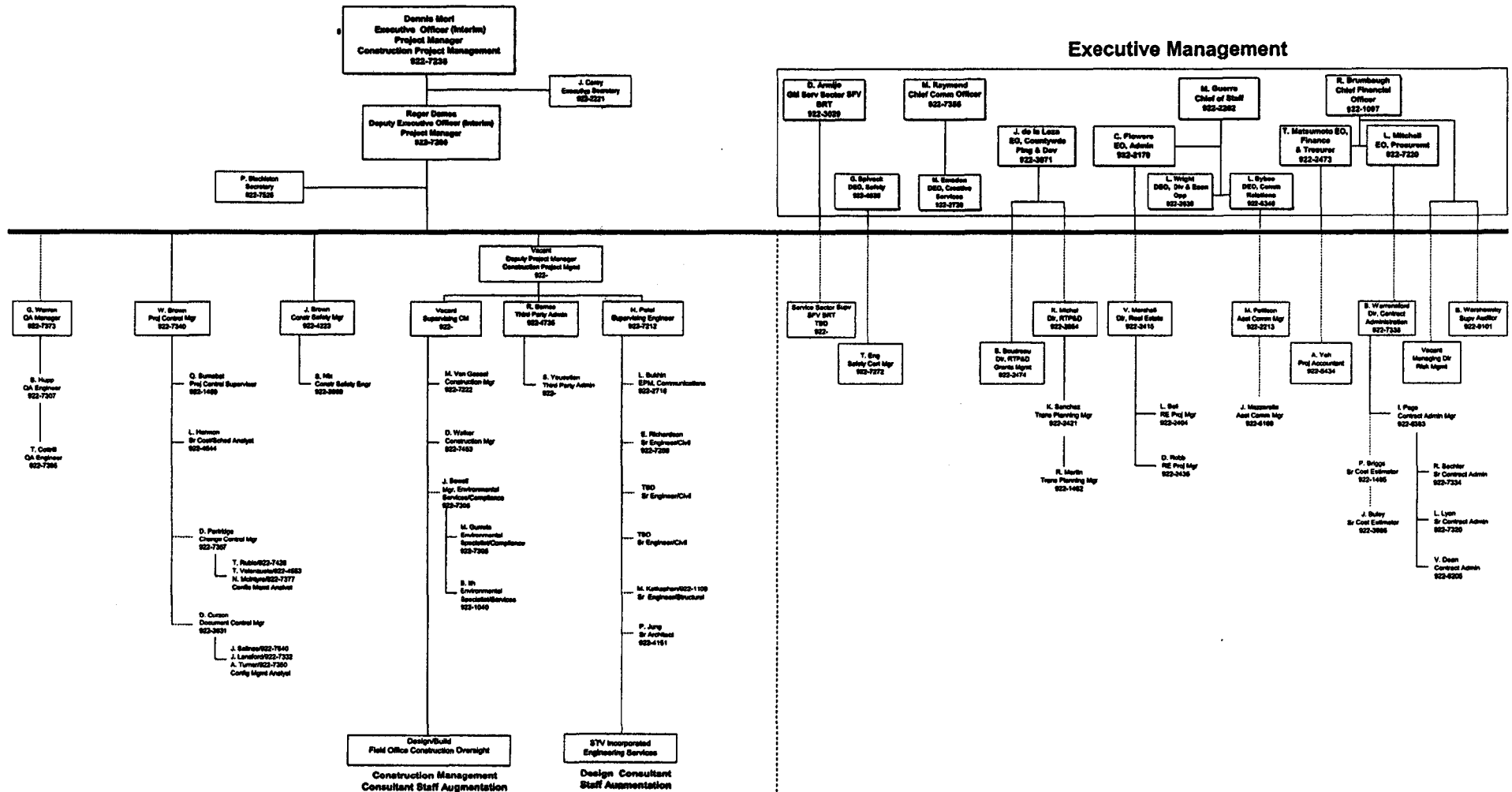
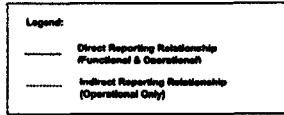


**Construction Project Management Division**

**Transportation Planning**

**MTA Support by Other Divisions**

# SAN FERNANDO VALLEY BUS RAPID TRANSIT PROJECT INTEGRATED PROJECT MANAGEMENT OFFICE AND SUPPORT ORGANIZATION



Construction Project Management Division Support | MTA Support by Other Divisions



METROPOLITAN TRANSPORTATION AUTHORITY

**GOVERNMENT RELATIONS**  
**2001/02 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX**  
 as of July 19, 2002

**LOCAL**

PROPOSALS/ACTIONS	DESCRIPTION	STATUS
Interim West San Gabriel Valley Transportation Zone	In March 2001, the San Gabriel Valley Council of Governments recommended a nine-city area and unincorporated communities still served by the MTA, to approve a joint powers agreement for the Interim West San Gabriel Valley Transportation Zone. The cities and the county are being asked to provide \$150,000, out of a total \$400,000, to help fund phase 2 of a study to evaluate the feasibility of the zone. The balance of the funding will be provided by the COG.	<p>To date, the City of Alhambra and the City of Rosemead have not taken a formal position on this issue.</p> <p>The SGV Zone IJPA has completed the pre-application process and is mirroring the same processes as the SFV Zone. Most importantly, the SGV COG is open to the MTA's San Gabriel Valley Sector Plan, with particular interest of the governance process.</p> <p>The SGVZ IJPA unanimously approved a motion making recommendations for MTA's consideration of the structure and responsibilities that shall be delegated to the San Gabriel Valley Service Sector Governing Councils. No new changes.</p>

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

Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

Changes are in bold

PROPOSALS/ACTIONS	DESCRIPTION	STATUS
San Fernando Valley Transportation Zone	On August 26, 1998, the Los Angeles City Council approved a motion to explore the feasibility of creating a transportation zone in the San Fernando Valley.	<p>On December 11, 2001, the Los Angeles City Council approved a motion to extend the San Fernando Valley IJPA for an additional twelve months from December 31, 2001 to December 31, 2002 to complete the necessary zone analysis.</p> <p>On April 24, 2002 the Los Angeles City Council approved a motion to recommend to the MTA Board that the San Fernando Valley IJPA bylaws be retained if the IJPA Board becomes the Service Sector Council in the San Fernando Valley or that the City of Los Angeles representation on the service sector council be based on population.</p>

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**STATE ASSEMBLY**

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 227 (Dutra)  LA 1/14/02	This bill was amended to deal with unclaimed property that escheats to the state.	No position.	1/14/02 From Committee Chair, with author's amendments: amend, re-refer to Committee on Transportation. Read second time and amended.
AB 629 (Oropeza)  LA 1/07/02	Requires transit buses operated by a public agency to be equipped with a 2-way communication device that enables drivers to contact the agency in the event of an emergency.	Support	Referred to Senate Appropriations Committee
AB 630 (Oropeza)  LA 1/24/02	This bill would require a study of security on transit in Los Angeles County.	Work with author.	June 4, 2002 passed Senate Committee on Transportation
AB 1039 (Oropeza)  LA 1/08/02	This bill would make it a crime to violate an ordinance, rule or regulation enacted by the MTA Board with regards to loitering and vandalism in or about transit facilities.  <i>Assembly Member Rebecca Cohn has introduced AB 2184, which allows for the same action. The difference is that AB 2184 is statewide. Staff will recommend that the MTA Board take a support position on that bill at its March Board meeting. The sponsor of AB 2184 is the Santa Clara Valley Transportation Authority.</i>		1/14/02 In Committee: set, second hearing. Hearing canceled at request of author.  2/04/02 From Committee: Filed with Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10 (c) of the Constitution.

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STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 1396 (Longville)	<p>Would create an annual \$100 million Passenger Rail Improvement, Safety and Modernization Program.</p> <p><i>On 2/25/02 Assembly Member Longville introduced AB 2788, which if approved by the voters of California, will enact the Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002. Staff will recommend that the MTA Board take a support position on this bill at its April Board meeting.</i></p>	Support	<p>5/31/01 In Committee: set, second hearing.</p> <p>2/07/02 From Committee: Filed with Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10 (c) of the Constitution.</p>
AB 1912 (Kehoe) LA 2/7/02	Would delete the condition that State Transit Assistance Fund can be allocated to operators only if they are not precluded from utilizing part-time drivers or contracting for services.	Working with Author	6/4/02 passed Senate Committee on Transportation
AB 2098 (Bates)	A federal statute requires states to adopt four penalties for repeat drunk driving violations. California meets two of these four requirements and is subject to mandatory transfer of federal transportation funds to certain safety programs	Support, Seek Amendments	4/23/02 failed passage in Assembly Committee on Transportation Reconsideration granted
AB 2184 (Cohn) LA 5/7/02	Would authorize Boards of Directors of transit agencies to adopt ordinances prohibiting loitering on or in transit properties.	Support	Hearing in Senate Committee on Transportation 6/18/02
AB 2189 (Koretz) LA 5/1/02	Would impose a 60-day employee retention requirement when a contractor for a public transit service is terminated.	Oppose unless Amended	Hearing in Senate Committee on Labor and Industrial Relations 6/12/02
AB 2333 (Nakano) LA 6/17/02	<b>Amended to require that the benefits and burdens of airports are fairly distributed among the counties and requires that the principles of environmental justice are utilized in airport planning</b>	Neutral	<b>Hearing in Senate Transportation Committee 8/6/02</b>

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**STATE ASSEMBLY**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>MTA POSITION</b>	<b>STATUS</b>
AB 2582 (Chu) LA 5/6/02	Would allow paratransit vehicles to utilize the HOV lanes with less than required occupancy.	Neutral, Seek Amendments	Hearing in Senate Transportation Committee 6/18/02
AB 2751 (Pavley) LA 5/23/02	To evaluate the feasibility of using rice straw for soundwall construction.	Support	In Senate pending assignment to Committee
AB 2788 (Longville) LA 4/24/02	Would enact the Passenger Rail Improvement, Safety and Modernization Bond Act of 2002 to provide for general obligation bonds in the amount of \$500 million and require a 50% match by local agencies based on passenger miles, annual trips and track miles.	Support	In Assembly Appropriations Committee held in Committee
AB 2809 (Longville)	Clarifies, for purposes of the diesel fuel sales and use tax exemption, the definition of farming activities.  To further clarify the intent of BOE Regulation 1533.2	Support	3/11/02 Referred to Committee on Revenue and Taxation.

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**STATE SENATE**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>MTA POSITION</b>	<b>STATUS</b>
SBX3 10 (Sher)	Clarifies, for purposes of the diesel fuel sales and use tax exemption, the definition of farming activities. This bill would also make legislative findings and declarations relating to the state budget.	Support	3/14/02 To Committee on Appropriations.  3/14/02 From Committee: Do pass. Read second time. To third reading.
SB 18 (Alarcon)  LA 1/23/02 LA 5/30/02 LA 7/3/02	Requires a study of the LACMTA Board composition and states that transit agencies should adopt a transit bill of rights.  SB 18 was amended to require that one of the seats on the MTA Board of Directors currently held by the City of Los Angeles be designated for the position of Mayor for the San Fernando valley should it secede from the City of Los Angeles.	<b>Oppose</b>	1/30/02 In Senate. Read third time. Passed Senate. To Assembly.  2/15/02 To Assembly Committee on Transportation.  Scheduled for hearing 6/10/02 Assembly Transportation Committee  <b>Second Read, amended and re-referred to Committee on Appropriations 7/3/02</b>
SB 547 (Figueroa)	Would provide a tax credit to employers that provide subsidized transit passes to their employees.	Support	Withdrawn by author, 2-year bill.
SB 618 (Margett)	This bill repeals the authority of Caltrans to rank soundwall projects.	Work with Author, unless bill is not amended to reflect previously adopted policies.	3/07/01 To Senate Committee on Transportation.  Withdrawn by author, 2-year bill.

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**STATE SENATE**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>MTA POSITION</b>	<b>STATUS</b>
SB 651 (Margett)	This bill would make technical, nonsubstantive changes in statute relating to the structure of the MTA Board.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	3/07/01 To Senate Rules Committee  2/04/02 Returned to Secretary of Senate Pursuant to Joint Rule 56.
SB 829 (Karnette)  LA 4/24/01	Would permanently dedicate the sales tax on gasoline for transportation purposes. This bill has been amended to remove the section that splits the revenue equally between STIP, local streets and roads, and the Public Transportation Account.	No position.	5/31/01 Set, first hearing. Held in Committee under submission.  2/04/02 Returned to Secretary of Senate Pursuant to Joint Rule 56.
SB 1195 (Romero)	Creates the Los Angeles County Metropolitan Transportation Authority Labor Relations Trust Fund in the State Treasury upon receiving notice of a strike or lockout. Any funding for MTA's programs, projects and services during a work stoppage would need to be approved by the State Auditor.	Oppose-Based on MTA Board prior opposition to identical bill AB 33.	3/27/01 to Senate Transportation Committee. Hearing is set for 4/17/01.  4/10/01 Withdrawn by author, 2-year bill.
SB 1262 (Torlakson)  4/23/02	Requires 5% of a county's Regional Transportation Improvement Program funds to be allocated to a program which rewards local jurisdictions that develop housing near transit.	Oppose, work with author	4/29/02 Placed on Senate Appropriations suspense file
SB 1740 (Murray)	Develop record retention program for the SAFE Program throughout the state	Support/Sponsor	Hearing in Senate Transportation Committee on 6/10/02
SB 1853 (Murray)  LA 4/10/02	Would enact the Transportation Noise Reduction, Safety Enhancement and Congestion Relief Bond of 2002 to authorize general obligation bonds in the amount of \$1 billion for financing of soundwall construction.	Support	Senate Committee on Transportation

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STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 1858 (Burton)  LA 4/18/02	Would make non-substantive changes to state law relating to State Route 480.	Neutral	In Assembly pending assignment to Committee
SB 1918 (Torlakson) LA 5/1/02	Sponsored by the developers and manufacturers of the Segway Human Transporter vehicle. The bill defines the Segway as an electric personal assistive mobility device (EPAD, with amendments consistent with those requested by the League of California Cities.	Support with Amendments	Referred to Assembly Transportation Committee
SB 1927 (Soto)  LA 4/16/02	Would require OMNI transit joint powers authority to assess the long-term environmental and public health impact on fueling stations located near residential communities.	Neutral	In Assembly
SCA 3 (Karnette)	Would authorize capital, maintenance and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	Support	5/01/01 In Senate Committee on Transportation: Failed passage.  5/01/01 In Senate Committee on Transportation: Reconsideration granted.
SCA 5 (Antioch) (Torlakson)  LA 2/13/02	This measure would authorize a county, a city and county, or the Metropolitan Transportation Commission with the approval of a majority of its voters voting on the proposition, to impose a special tax to fund transportation projects and services and that the tax be expanded to include smart growth planning.	No position.	2/13/02 From Committee with author's amendments. Read second time, amended. Re-referred to Committee on Appropriations.
SCA 11 (Murray)	Would require that loans from the State Highway Account and Public Transportation Account be repaid with interest when those accounts loan funds to other state accounts	Support	Senate Appropriations Committee - held in committee

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## STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
Board of Equalization Regulation 1533.2	This measure would enact regulations relating to a sales tax exemption for the use of diesel fuel used in farming activities. The expanded regulation would reduce funds deposited into the Public Transportation Account (PTA).	Oppose	April 2002, adopted 1533.2 with amendments that limit impact to PTA

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BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
Proposition 42	Proposes that the allocation of sales tax on gas to Transportation be a permanent allocation.	Support	March 2002 Ballot <b>Approved by Voters</b>

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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>FY 2003 Transportation Appropriations Request</p>	<ul style="list-style-type: none"> <li>• <u>\$40.5 million in Section 5309 New Starts-Discretionary Funding to complete funding of the Metro Rail North Hollywood extension.</u> This request completes the federal government's funding commitment for the final leg of this project.</li> <li>• <u>\$35 million in Section 5309 New Starts-Discretionary Funding for the Eastside Light Rail Project.</u> The \$35 million being requested for FY 2003 will be used for final design and construction of this project. The MTA is currently conducting final environmental reviews on the Eastside Light Rail Project. The MTA anticipates funding this project in part with the new starts balance committed to the Eastside under the MOS-3 Full Funding Grant Agreement.</li> <li>• <u>\$4.5 million in Section 5309 New Starts-Discretionary Funding for the Exposition Boulevard Light Rail Project from downtown Los Angeles to Santa Monica.</u> This funding is to assist in preliminary engineering on the Exposition Boulevard Light Rail Project.</li> <li>• <u>\$11.5 million for the MTA and \$15 million for Municipal Operators in Section 5309 Bus and Bus Related Discretionary Funding for the Metro Bus Program.</u> The MTA has made great progress in improving bus service in Los Angeles County, and is committed to continuing the expansion of the highly successful Metro Rapid Bus program and additional construction of two new bus divisions. The proposed \$11.5 million will greatly assist the MTA with:             <ol style="list-style-type: none"> <li>1) \$5 million to purchase 14-15 Metro Rapid Buses</li> <li>2) \$6.5 million for Metro Bus Divisions and Facilities Improvements to support service sector efforts</li> <li>3) \$15 million for Municipal Operators capital bus purchases and facilities improvements;</li> </ol> </li> </ul>	<p>In Progress.</p>

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BILLS/AUTHOR	DESCRIPTION	STATUS
	<ul style="list-style-type: none"> <li>• <u>\$5 million in Intelligent Transportation Systems (ITS) Program funding.</u> This funding is for the implementation of the Regional Universal Fare System for the MTA and several municipal operators' service in Los Angeles County; and,</li> <li>• <u>\$2 million in Reverse Commute/Jobs Access Program.</u> As a member of the Los Angeles County's transportation and human services executive council, the MTA funding request will help implement a focused ridesharing matching program for employed Welfare-to-Work participants.</li> </ul>	
TEA-21 REAUTHORIZATION	<ul style="list-style-type: none"> <li>• MTA Board approved to support TEA-21 State of California and Los Angeles County's General Principles. Return to the MTA Board with TEA-21 Reauthorization Criteria listing.</li> </ul>	June 27 Board Approved General Principles

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COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

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County Counsel

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July 12, 2002

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

**Re: Quarterly Update on Status of Key Legal Actions**

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 30, 2002, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

LLOYD W. PELLMAN  
County Counsel

By   
ALAN K. TERAKAWA  
Principal Deputy County Counsel

AKT:ibm  
Attachments

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

Los Angeles County Metropolitan Transportation Authority  
 Status of Key Legal Actions Related to Federally Funded MTA Projects  
 Date as of June 30, 2002

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beauchamp, Larry, et al. v. LACMTA, et al.	CV 8 0402 CNB (BQRx)	ALL	Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access.	All individual damage claims resolved. Case dismissed 05/30/01
Engineering Management Consultant ("EMC") v. MTA	BC207617	CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392	Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC.	Complaint served 03/25/99. (Cross-complaint filed 05/99.)
Gerlinger (MTA) v. Parsons Dillingham	BC150298, etc.	MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting.	In Trial
MTA v. Parson Dillingham	BC179027	MOS-1 and CA-03-0341, CA-90-X642	In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	
Flores v. Access Service Inc., MTA, et al.	CV00-12188	ALL	Western Law Center for Disability Rights filed suit against Access Services Inc., the paratransit provider in Los Angeles County, alleging failure to provide comparable paratransit service in violation of the ADA. Previously Plaintiffs filed similar claims with FTA's OCR and OCR found no violation of the ADA.	Discovery; class certification granted Settlement discussions underway.

<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV96-2785JMI</p>	<p>ALL</p>	<p>Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and CA Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The 9<sup>th</sup> Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties.</p>	<p>Summary Judgment granted to Plaintiff's, Notice of Appeal filed by MTA, DOT and FTA. Reply brief due 04/15/02.</p>
<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV97-5833JMI</p>	<p>ALL</p>	<p>In a second action, Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and the ADA because the MTA did not accommodate her religious beliefs and her disability, that she not be subjected to random drug testing. The MTA filed a motion to dismiss asserting, among other defenses, that the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies since the first case was remanded, parties agreed it also should be remanded and the District Court should consider the MTA's other grounds for dismissal. The Ninth Circuit agreed and remanded this case to District Court.</p>	<p>06/10/02 stayed pending results of appeal Gonzalez I.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the cases except Weber have been settled by the MTA's insurance or have been litigated in favor of the MTA. Two cases are on appeal. Runyon Canyon property owners ( <u>Weber</u> ) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. There is an agreement to submit this case to a private trial. No trial date has been set.	Partially Settled.
Universal Hyundai v. MTA;	BC142385	CA-90-X575, CA-03-0392;		
Nhut Dang v. MTA;	BC153683	CA-03-0341, CA-90-X642;		
Hollywood Edgemont v. MTA;	BC148113	CA-03-0341, CA-90-X642;		
Weber v. MTA	BC163711	CA-90-X575, CA-03-0392		
Labor/Community Strategy Center v. MTA	CV94-5936TJH	ALL	On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines.	Parties in dispute over MTA's load factor compliance under consent decree. 9 <sup>th</sup> Circuit has affirmed district court order and Supreme Court denied petitioned for <u>certiorari</u> . Matter will be remanded to the special master for further determination.
LACMTA v. Neoplan	BC232584	ALL	MTA filed suit in June 00 against Neoplan, Cummins Engine Co., Cummins Distributing, Inc., <u>et al.</u> alleging breach of contract, negligence, etc. arising out of deficiencies in over 600 buses supplied to MTA since 95. The deficiencies have occurred in the series 4500, 4700, 6300 & 6700 buses. Deficiencies principally involve the power train. Defendants requested & obtained a change of venue to Orange Co., Ca.	Discovery – partial settlement with Recaro Seat Co. Mediation process underway, arguing for date to try 2nd settle reviewing issues in case.

MTA v. Argonaut; Argonaut v. MTA	BC171636 BC156601	MOS-1, CA-03-0341, CA-90-X642, CA- 90-X575, CA-03- 0392	MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line.	Trial date vacated to permit the motions and discovery to be completed.
Obayashi v. MTA	EC024692	CA-90-X575, CA- 03-0392	Obayashi, contractor for the Red Line tunnel between Universal City and North Hollywood stations, claims breach of contract for work performed on contract C331. MTA has cross complained alleging breach of contract and violation of False Claims Act.	Settled 07/2002. Presently preparing settlement agreement.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims.	Judgment for MTA for \$63 million. Case on Appeal.





July 22, 2002

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

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

**RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT**

Dear Mr. Rogers:

The following is a summary status report and discussion of efforts to improve safety and control the workers' compensation costs at the MTA in the fourth quarter of fiscal year 2002.

The four focus areas of MTA's aggressive program include:

- Prevent accidents and injuries (MTA/DuPont Safety's First Program)
- Improve accident and injury processes (incident investigations, handling of claims)
- Return injured staff to work and/or resolve claims cases quickly
- Prevent and prosecute fraud

**Status Report and Accomplishments**

Safety's First Program

- Trained nearly 1,000 employees in safety skills to date, including ninety-nine percent of all managers and ninety-five percent of all supervisors.
- Recruited over 100 volunteer trainers from among MTA staff and began "train-the-trainer." Volunteer trainers will begin conducting four-hour safety skills seminars for 8,000 non-management employees at multiple locations starting in July 2002 and continuing until completed.<sup>1</sup>
- Acquired TransitSafe™, a fully integrated and comprehensive software for safety management.

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<sup>1</sup> Additional training in drug/alcohol and Americans With Disabilities Act (ADA) issues will be incorporated into the training program beginning mid-August 2002.



## **Workers' Compensation/Claims Management**

- Initiated new active workers' compensation case management system to improve interdepartmental decision making for claims, based on the New York City Transit model. Case management sessions are held three times per week, with each division or department's claims reviewed monthly. Participants include division or location managers, legal counsel, and claims manager and examiners.
- Continued to pursue audits of Travelers' self-insured and insured claims.
- Continued to improve Special Investigations Unit (SIU) practices. Detail on SIU activities for the quarter is included in Attachment A.
- Held ongoing meetings with the District Attorney (DA) and Department of Insurance Workers' Compensation Fraud Units to review potential claims. The DA met with bus and rail managers to preview his pilot program aimed at prevention of fraud.

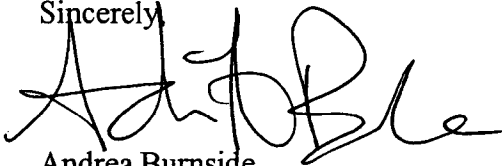
The workers' compensation claims report for the quarter is included in Attachment B, and detail from the Accident and Injury Scorecard Report is included in Attachment C.

## **Next Steps**

The MTA/DuPont team will continue implementation of the Safety Program and other workers' compensation initiatives. Tasks scheduled for the first quarter of FY 03 include the following:

- Continue non-management employee safety skill building sessions
- Implement TransitSafe™ safety management system and provide staff training in its use
- Review status of departmental Safety Action Plans for the fourth quarter of FY02
- Update the safety scorecard monthly
- Conduct monthly meetings of the Safety Program committees
- Implement District Attorney fraud prevention pilot program at all MTA sites
- Continue weekly workers' compensation case management sessions

Sincerely,



Andrea Burnside  
Executive Administration Manager, Metro Operations

## **ATTACHMENTS**

- A. Special Investigations Unit (SIU) Update on Activities
- B. Claims Report
- C. Accident and Injury Scorecard Report

**Special Investigations Unit (SIU)  
Update on Activities for Fourth Quarter FY02**

April through June 2002 was the second full quarter of operation for MTA's newly formed Workers' Compensation Special Investigations Unit (SIU). The SIU continues to work closely with the Claims Administration Unit, coordinating efforts and improving controls and processes to address workers' compensation fraud and abuse.

The following activities, undertakings and accomplishments occurred in the fourth quarter of FY02, April 1 through June 30, 2002:

- The MTA SIU Policy and procedures were completed.
- A draft SIU Operations Manual was completed and is under review.
- A Training Bulletin for bus managers and supervisors outlining the value, use criteria and handling procedures for In-Bus Digital Video Recording System evidence in workers' compensation cases was forwarded to the Sector General Managers for comment prior to distribution.
- A Contractor's 'Standard and Practices' document was completed and forwarded to the contract Project Manager for distribution to the firms serving in the MTA Contract Investigations Bench.

**Scorecard for Special Investigations Unit**

4th Quarter 2002

Cases Opened	<b>20</b>
Cases Closed	<b>9</b>
Total Active Cases	<b>23</b>
Claims denied based on investigation	<b>2</b>
Cases referred for criminal prosecution	<b>0</b>
Cases recommended for administrative disciplinary action	<b>3</b>
Cases Reviewed ( <i>Denials/AOE/COE/Historical data, etc.</i> )	<b>62</b>
Total hours of sub rosa investigation	<b>635</b>

The SIU continues to pre-investigate cases, as appropriate, prior to assigning cases to a contract firm. This process allows the SIU to provide the contract firm with a more complete case file and allow for a more focused task. This effort is expected to result in both contract cost savings and a more focused and effective investigation.

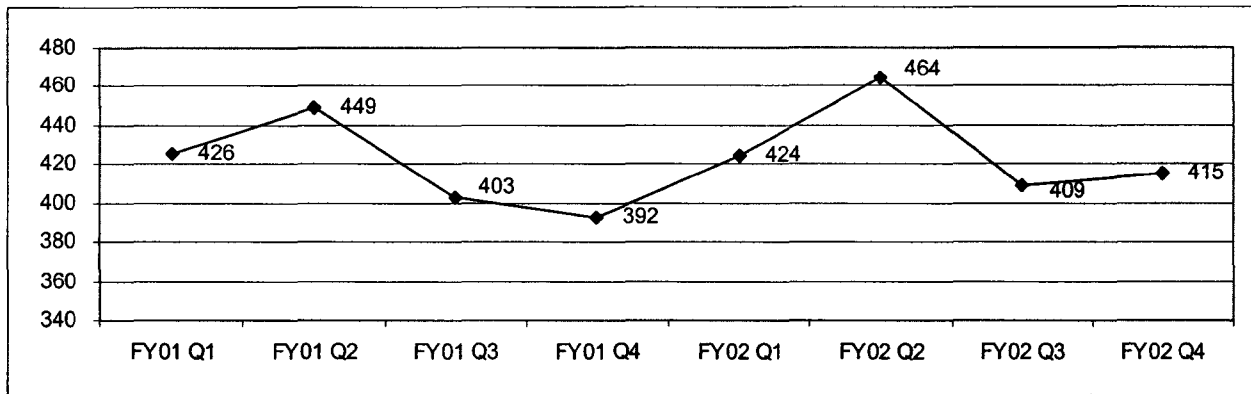
**Claims Report**

Average monthly new claims (223) were up one from the previous quarter average (222) and lower by 6% from same period last year (238).

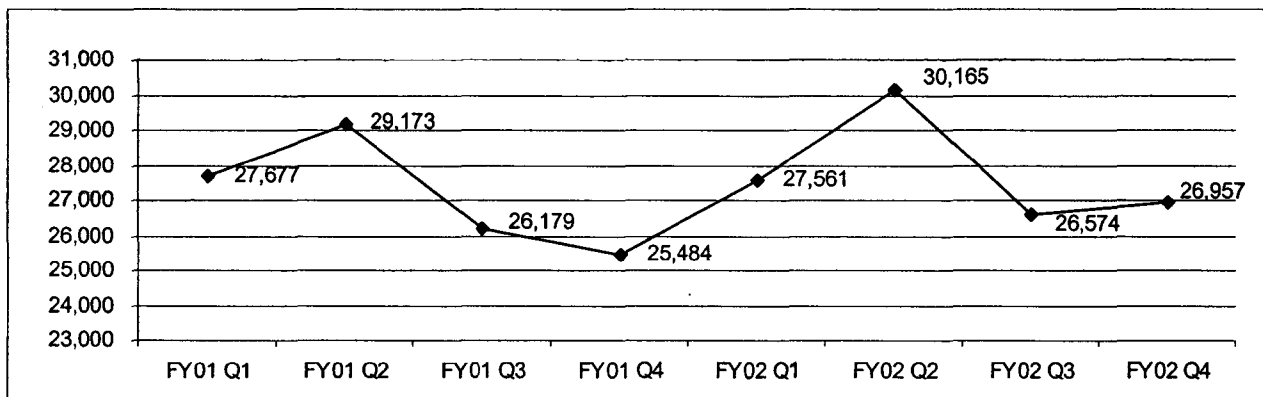
During the fiscal year 2002, there were total of 111,256 lost workdays<sup>2</sup> due to on-the-job injuries, 2.5% higher than fiscal year 2001 (108,513).

The inventory of pre-Travelers self-insured claims decreased from 1,599 to 1,490 during this quarter, a decrease of 6.8%. During the fiscal year 2002, a net of 712 pre-Travelers self-insured claims were closed. Staff continues to monitor Travelers' handling of these claims to ensure cost effective and appropriate settlements.

**Employees Out on Workers' Compensation**



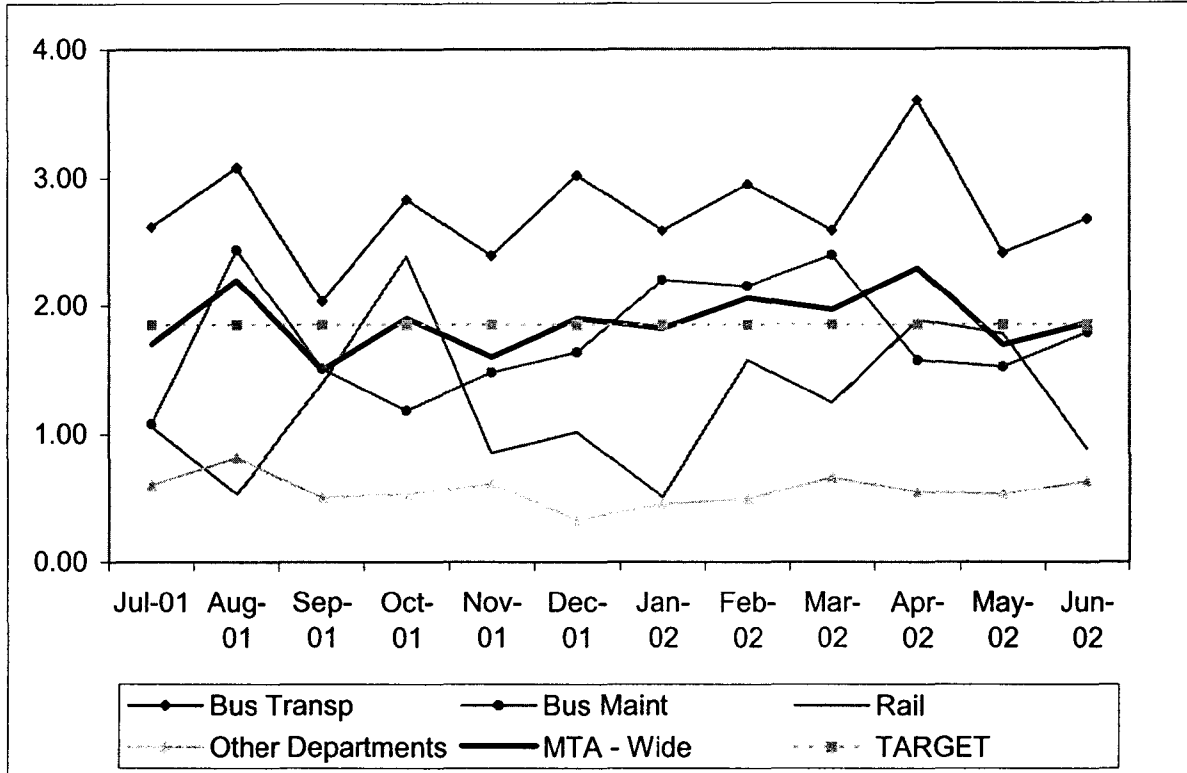
**Lost Workdays Due to Occupational Injuries**



<sup>2</sup> Lost workdays regardless of injury dates. Injury may have occurred in a prior time period.

Accident and Injury Scorecard Report

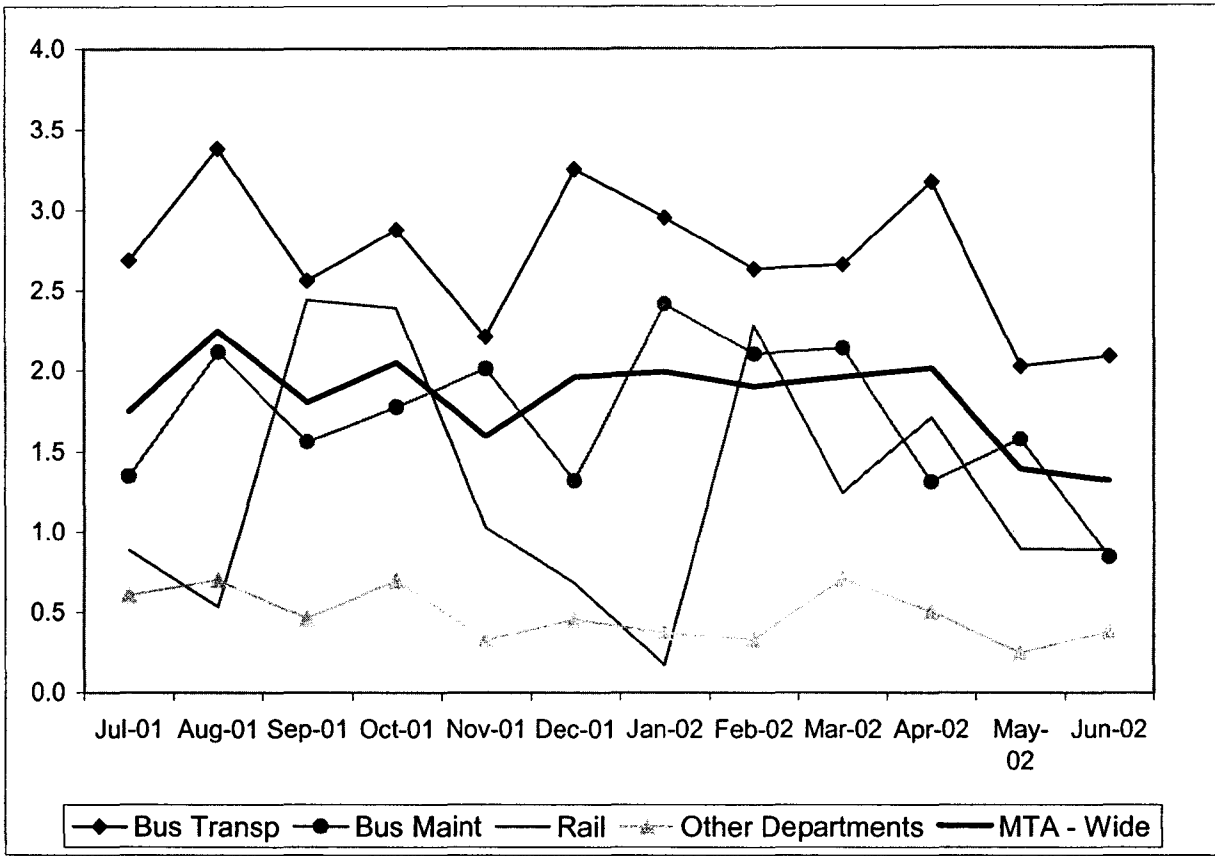
New Lost Work Time Claims Reported per 100 Employees Per Month



\* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
Bus Trans	2.62	3.08	2.03	2.83	2.39	3.02	2.59	2.95	2.59	3.60	2.41	2.68
Bus Maint	1.08	2.44	1.51	1.18	1.48	1.64	2.20	2.15	2.40	1.57	1.52	1.79
Rail	1.06	0.53	1.39	2.39	0.85	1.02	0.51	1.58	1.24	1.88	1.78	0.89
Other Depart.	0.61	0.82	0.50	0.53	0.61	0.33	0.45	0.49	0.66	0.55	0.53	0.63
MTA - Wide	1.70	2.20	1.50	1.90	1.60	1.90	1.82	2.06	1.97	2.29	1.69	1.86

**New Lost Time Claims for Injuries that Occurred in the Period Per 100 Employees per Month**

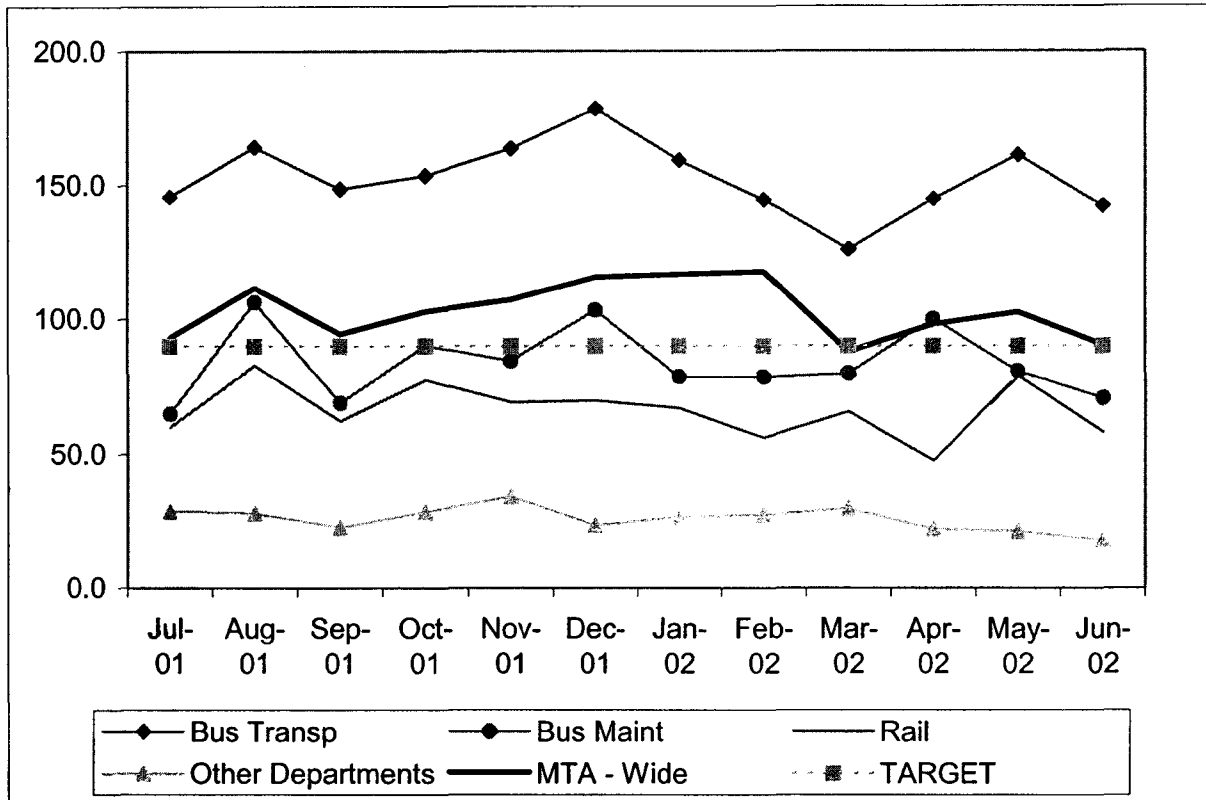


\* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

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.

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
Bus Trans	2.69	3.38	2.56	2.88	2.21	3.25	2.95	2.63	2.66	3.17	2.02	2.09
Bus Maint	1.35	2.11	1.56	1.78	2.01	1.32	2.41	2.10	2.14	1.31	1.58	0.84
Rail	0.88	0.53	2.44	2.39	1.03	0.68	0.17	2.28	1.24	1.71	0.89	0.89
Other Depart.	0.61	0.70	0.46	0.70	0.33	0.45	0.37	0.33	0.70	0.50	0.24	0.38
MTA - Wide	1.75	2.25	1.81	2.05	1.60	1.96	1.99	1.90	1.96	2.01	1.39	1.32

**Lost Work Days Paid per 100 Employees per Month**

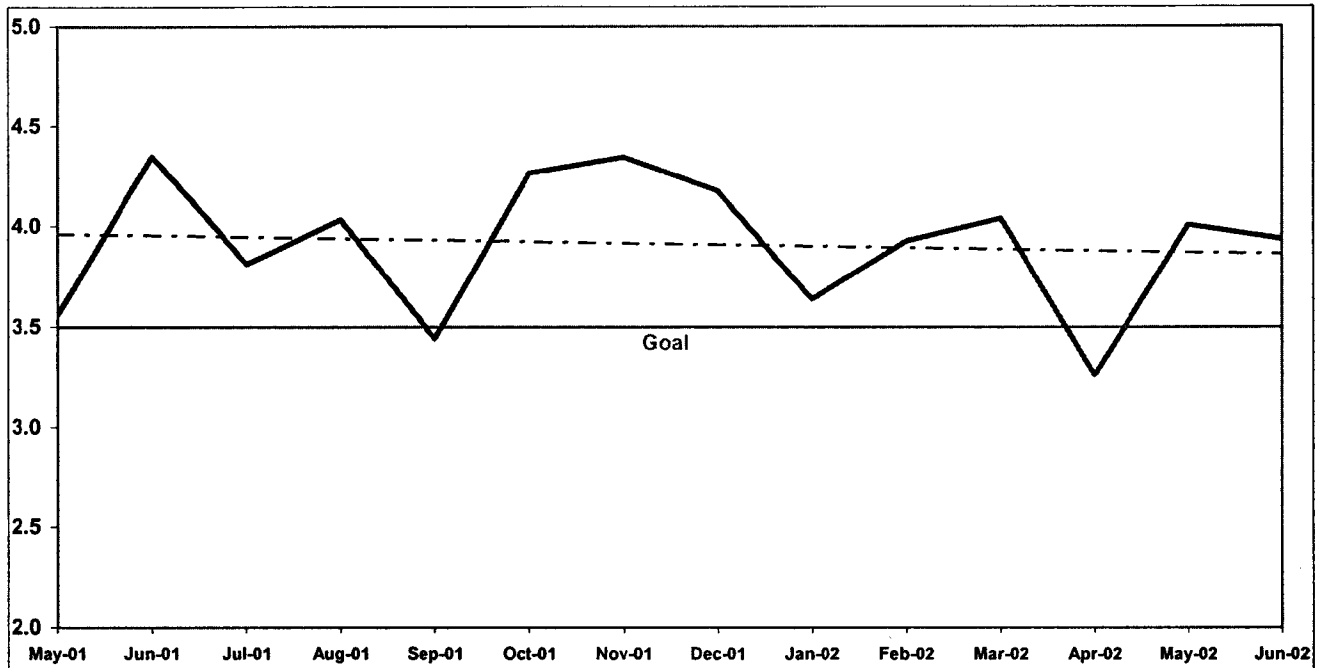


\* This measure includes settlements and other payments made during the period. It may include payment for claims not arising in the current period.

\*\* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center

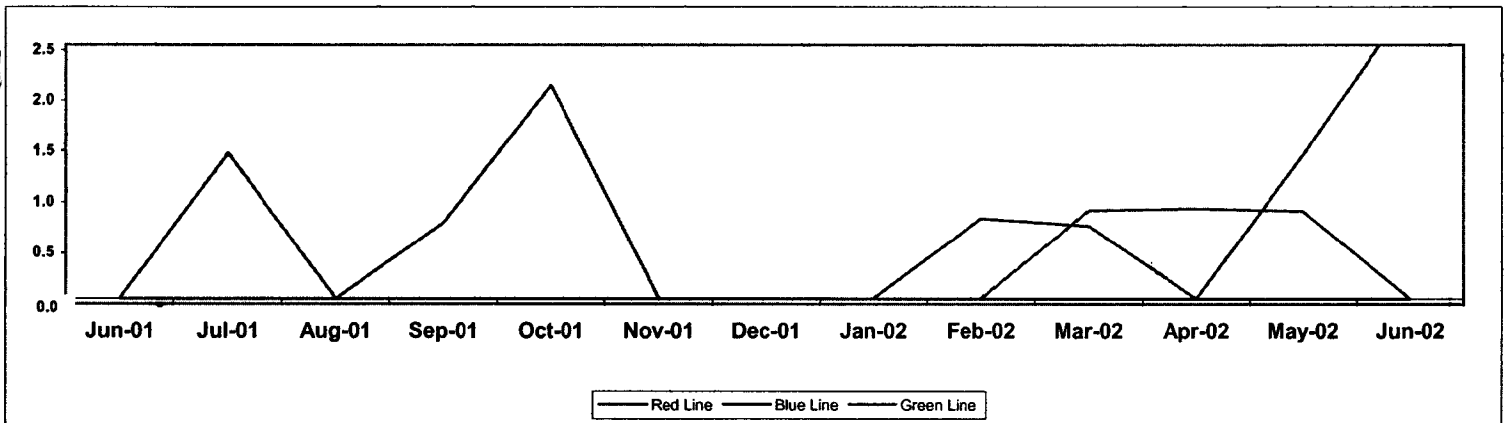
	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
Bus Trans	145.7	164.2	148.5	153.4	163.6	178.5	159.1	144.5	126.1	144.7	161.0	142.1
Bus Maint	64.8	106.2	68.9	90.0	84.4	103.3	78.5	78.5	79.7	99.9	80.6	70.6
Rail	60.0	82.8	62.2	77.4	69.1	69.7	67.0	56.1	65.6	47.6	78.8	58.2
Other Depart.	28.7	27.9	22.6	28.3	34.0	23.5	26.6	27.3	29.6	22.0	21.2	17.7
MTA - Wide	93.0	111.6	94.4	102.8	107.2	115.7	116.7	117.7	87.9	98.0	102.5	90.3

**Bus Accidents Per 100,000 Hub Miles**



\* Data represents number of bus traffic accidents (system safety performance) and not bus traffic accident claims filed.  
 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.

**Rail Accidents per 100,000 Revenue Train Miles**



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





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

**STATUS REPORT AS OF 6/30/02**

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

Staff is currently negotiating the lease agreements with the developer, Wilshire Entertainment Center, LLC to construct a mixed-use development encompassing 50,800 sq. ft. of retail and restaurants, 182 rental units occupying 248,000 sq. ft., 10,000 sq. ft. of mechanical and administrative spaces, and 156,200 sq. ft. of parking at the Metro Red Line Wilshire/Western Station.

Staff is currently negotiating the lease agreements with the developer Urban Partners, to construct 380 apartment units, 700 parking spaces, 30,000 square feet of commercial space, childcare center as well as a three-story middle school for approximately 800 students on the northern portion of the Metro Red Line Wilshire/Vermont Station.

**B-102 and B-103 - Temple Beaudry**

Operations has requested that this site be retained while funding is identified for a downtown bus layover. No further action has been taken to dispose of the site.

**A1-300 and A2-301 - Wilshire/Crenshaw**

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

**A2-362 - Wilshire/La Brea**

The corridor study discussed above includes the Wilshire/LaBrea site as a potential station for the busway alternative. No action will be taken on this parcel until the Mid-City Westside Transit EIR/EIS is approved.

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

Staff was instructed by MTA Board to defer consideration of development proposals until a later date on the Metro Red Line North Hollywood Station.

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

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

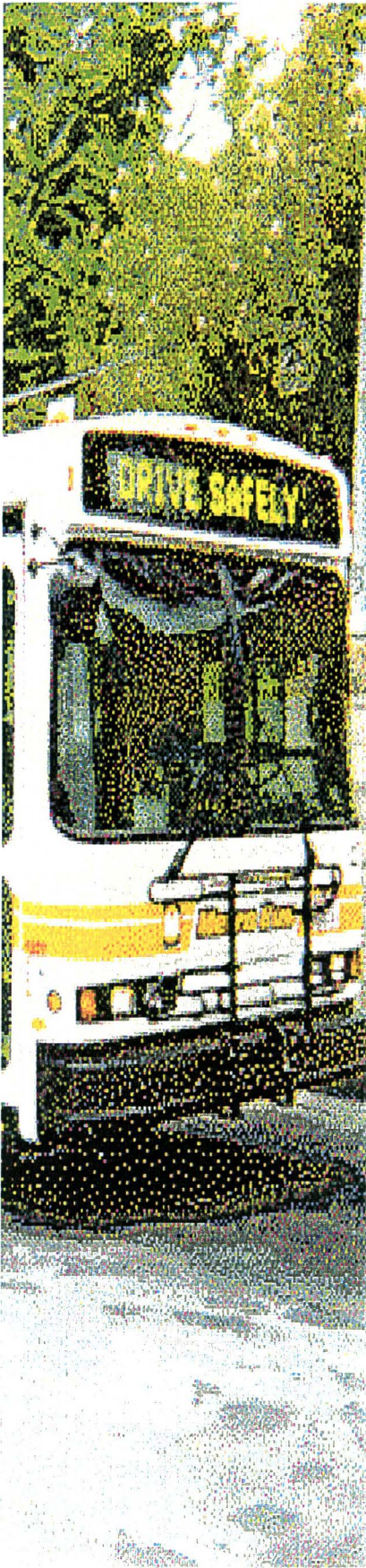
**1. Parcels A1-015, A1-016,**

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

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

MTA Board terminated Exclusive Negotiation Agreements with the developer due to developer's inability to execute a Joint Development Agreement. Staff is considering alternative development strategies for the Metro Red Line Westlake/MacArthur Park Station.

**TRANSIT OPERATIONS  
PERFORMANCE REPORT**



**Metro Operations Performance Report  
for  
June 2002**

*Prepared by:*

Los Angeles County  
Metropolitan Transportation Authority  
Metro Operations Division



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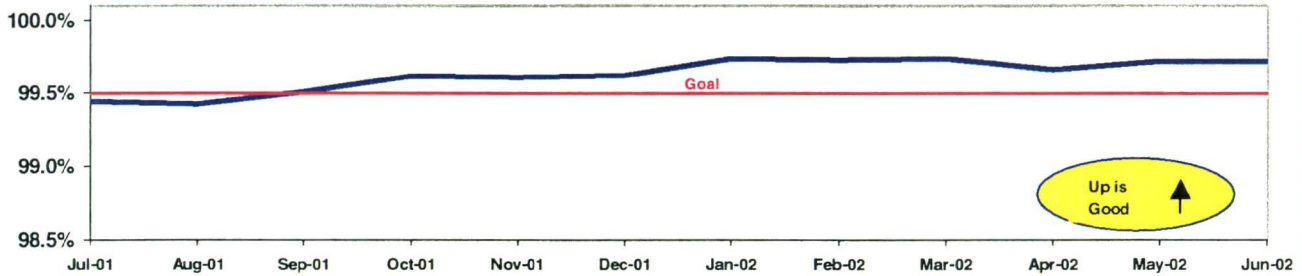
## BUS SERVICE PERFORMANCE

### ON-TIME PULLOUT PERCENTAGE

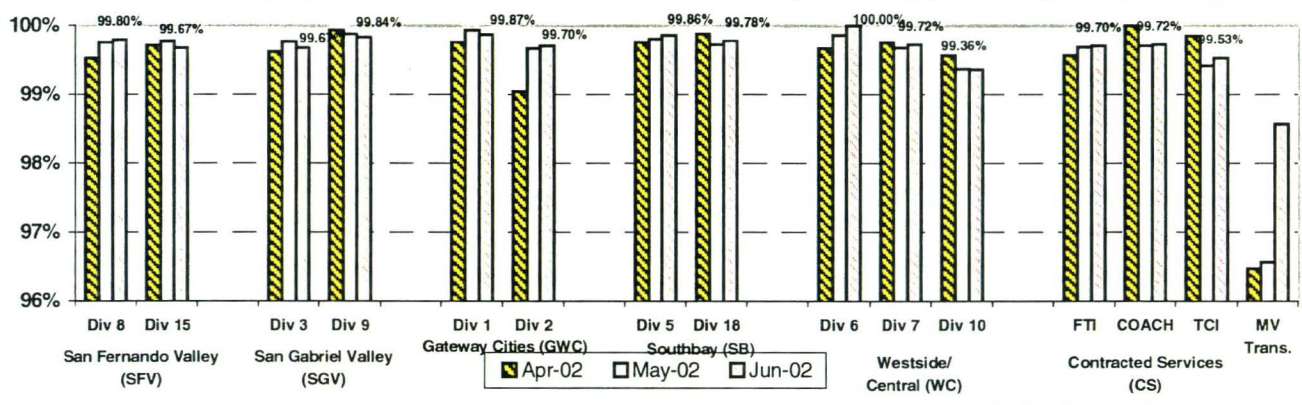
**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:**  $OTP\% = [(100\% - [(Total\ late\ and\ cancelled\ runs / by\ Total\ scheduled\ pullouts) \times 100])]$

### OTP - Systemwide Trend



### OTP by Sector Bus Operating Divisions April - June 2002



### Outlates & Cancellations by Sector Division

Div.	Sched. Pull-Outs	CANCELLATIONS		OUTLATES		% Total Outlates & Cancellations	ON-TIME PULL-OUT RATE	REASONS FOR OUTLATES and CANCELLATIONS		
		Number	% of Pull-outs	Number	% of Pull-outs			No Operator Available	Bus Mechanical Failure	Other
<b>San Fernando Valley (SFV)</b>										
8	4912	0	0.00%	10	0.20%	5.29%	99.80%	0	7	3
15	7048	0	0.00%	23	0.33%	12.17%	99.67%	2	18	3
<b>San Gabriel Valley (SGV)</b>										
3	6393	0	0.00%	21	0.33%	11.11%	99.67%	0	18	3
9	5527	1	0.02%	8	0.14%	4.76%	99.84%	5	4	0
<b>Gateway Cities (GWC)</b>										
1	5547	0	0.00%	7	0.13%	3.70%	99.87%	0	7	0
2	5334	0	0.00%	16	0.30%	8.47%	99.70%	0	16	0
<b>Southbay (SB)</b>										
5	6270	0	0.00%	9	0.14%	4.76%	99.86%	1	7	1
18	8528	0	0.00%	19	0.22%	10.05%	99.78%	6	12	1
<b>Westside/Central (WC)</b>										
6	1920	0	0.00%	0	0.00%	0.00%	100.00%	0	0	0
7	7581	0	0.00%	21	0.28%	11.11%	99.72%	2	14	5
10	8444	1	0.01%	53	0.63%	28.57%	99.36%	6	44	4
<b>TOTAL</b>	<b>67504</b>	<b>2</b>	<b>0.00%</b>	<b>187</b>	<b>0.28%</b>	<b>82.54%</b>	<b>99.72%</b>	<b>22</b>	<b>147</b>	<b>20</b>

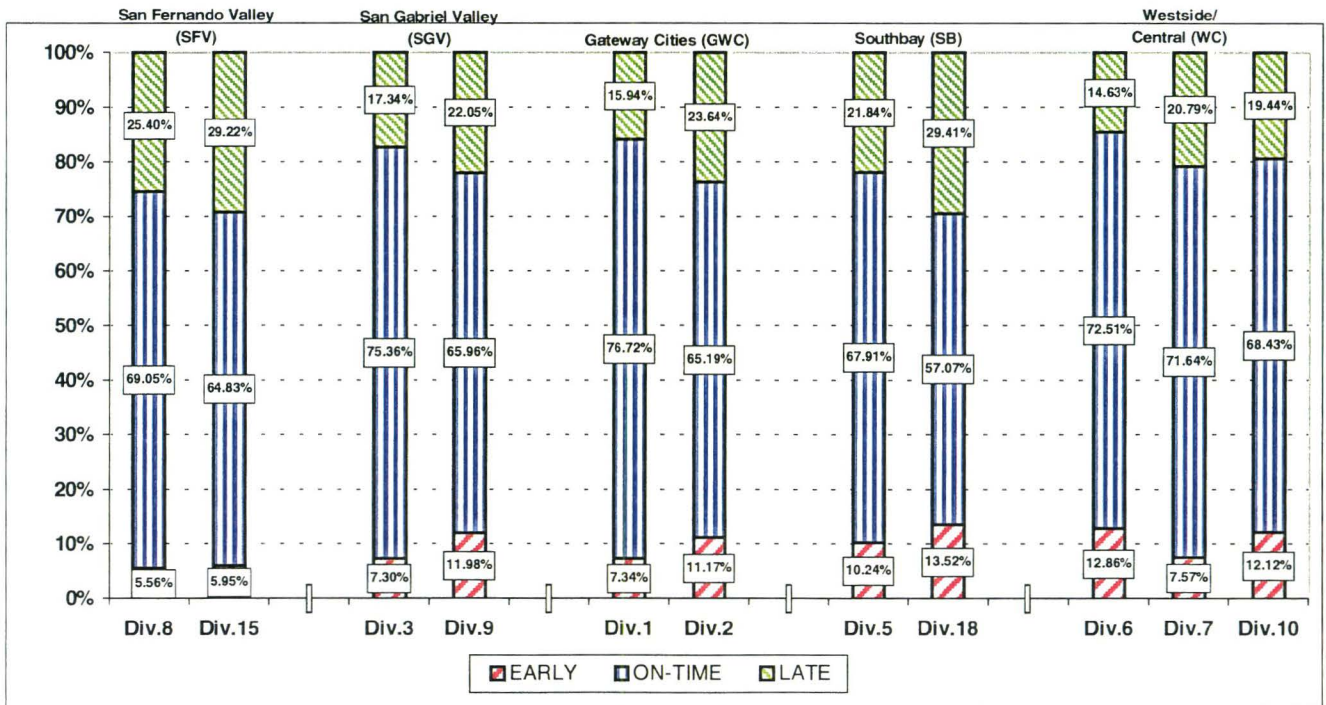
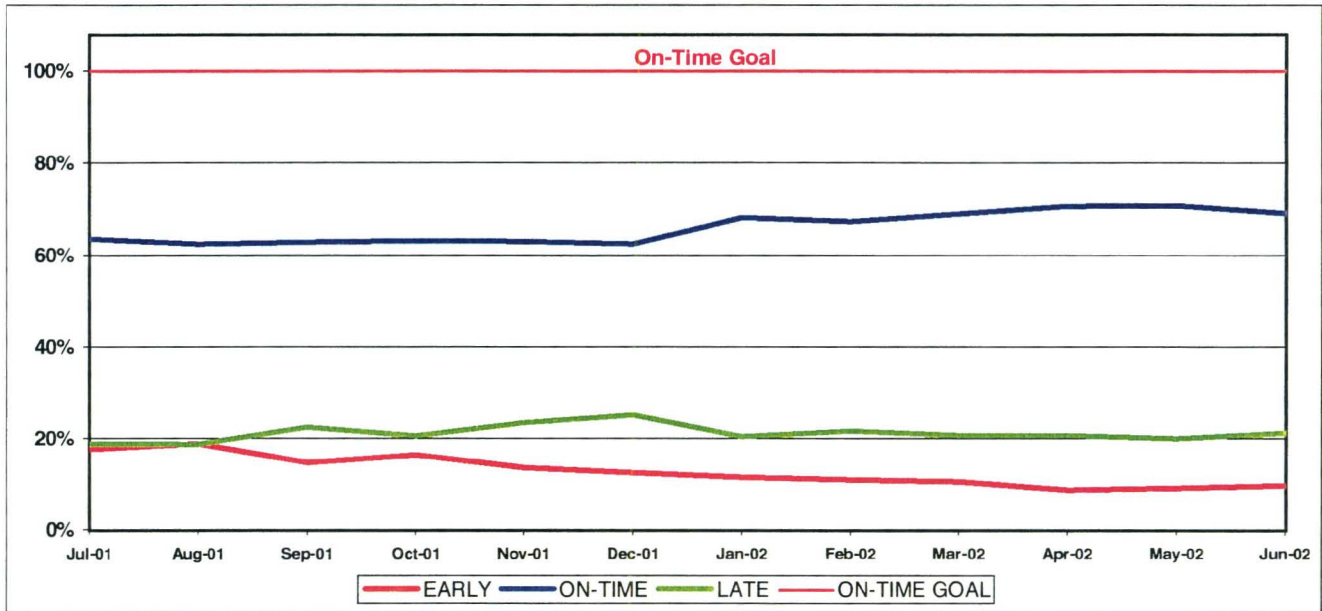
**IN-SERVICE ON-TIME PERFORMANCE**

**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

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

**Systemwide Trend**

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





ISOTP By Sector Divisions

Year-to-Date Compared To Last Year				Year-to-Date Compared To Last Year			
	FY01	FY02-YTD	Variance		FY01	FY02-YTD	Variance
<b>San Fernando Valley Sector (SFV)</b>				<b>San Gabriel Valley Sector (SGV)</b>			
<b>Division 8</b>				<b>Division 3</b>			
Early	12.93%	8.05%	-4.88%	Early	11.86%	10.02%	-1.84%
On-Time	62.68%	67.88%	5.20%	On-Time	72.15%	68.70%	-3.45%
Late	24.39%	24.06%	-0.32%	Late	15.99%	21.28%	5.29%
<b>Division 15</b>				<b>Division 9</b>			
Early	15.02%	9.44%	-5.58%	Early	16.16%	12.63%	-3.54%
On-Time	64.26%	62.51%	-1.75%	On-Time	69.56%	64.56%	-5.00%
Late	20.72%	28.05%	7.33%	Late	14.28%	22.81%	8.53%
<b>Gateway Cities Sector (GWC)</b>				<b>Westside/Central Sector (WC)</b>			
<b>Division 1</b>				<b>Division 6</b>			
Early	17.58%	11.69%	-5.88%	Early	15.67%	15.45%	-0.22%
On-Time	68.54%	74.95%	6.42%	On-Time	61.46%	64.64%	3.17%
Late	13.89%	13.35%	-0.53%	Late	22.86%	19.91%	-2.95%
<b>Division 2</b>				<b>Division 7</b>			
Early	16.29%	15.63%	-0.66%	Early	26.10%	12.46%	-13.64%
On-Time	61.95%	63.01%	1.06%	On-Time	55.51%	67.96%	12.45%
Late	21.75%	21.35%	-0.40%	Late	18.39%	19.58%	1.19%
<b>Southbay Sector (SB)</b>				<b>Division 10</b>			
<b>Division 5</b>				Early	14.15%	14.48%	0.33%
Early	13.92%	12.52%	-1.40%	On-Time	66.92%	63.56%	-3.36%
On-Time	67.15%	63.31%	-3.85%	Late	18.93%	21.96%	3.03%
Late	18.93%	24.18%	5.24%	<b>SYSTEMWIDE</b>			
<b>Division 18</b>				Early	17.19%	12.45%	-4.75%
Early	12.07%	12.27%	0.20%	On-Time	63.91%	66.42%	2.51%
On-Time	60.53%	60.19%	-0.35%	Late	18.89%	21.14%	2.24%
Late	27.40%	27.55%	0.15%				

**SCHEDULED REVENUE SERVICE HOURS DELIVERED**

**Definition:** This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after being offset by cancellations, outlates and in-service equipment failures.

**Calculation:** SRSHD% = (Lost Revenue Service Hours minus Recovered Service Hours divided by Total Scheduled Service Hours)

**Systemwide Trend**



**Performance Year-to-Date Compared To Last Year**

SRSHD	FY01	FY02-YTD	Variance
<b>San Fernando Valley Sector (SFV)</b>			
Division 8	99.14%	99.22%	0.08%
Division 15	98.53%	98.59%	0.06%

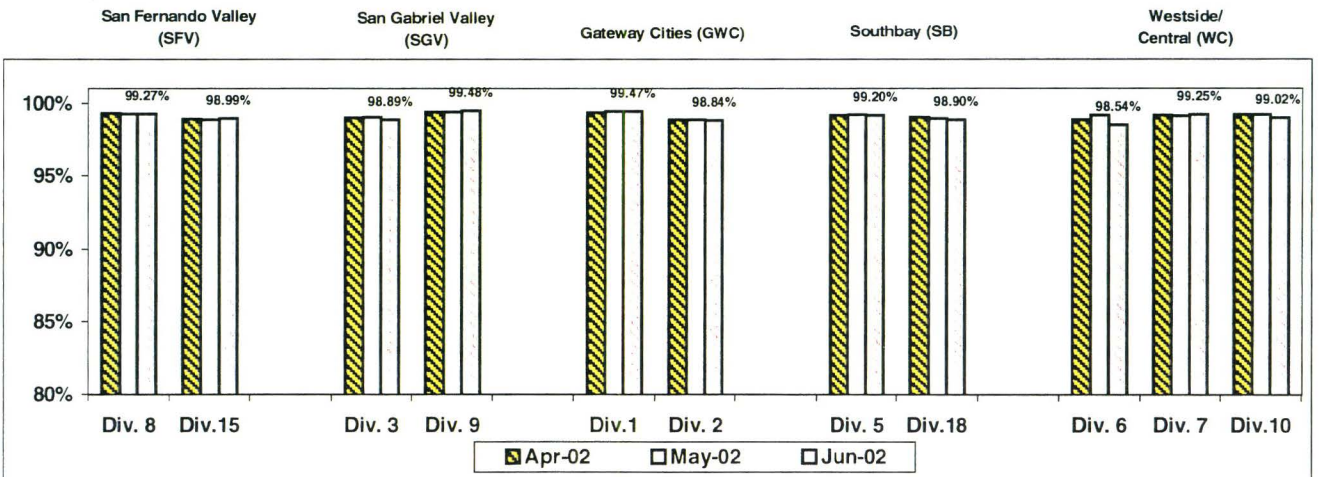
SRSHD	FY01	FY02-YTD	Variance
<b>San Gabriel Valley Sector (SGV)</b>			
Division 3	98.84%	98.95%	0.11%
Division 9	99.10%	99.14%	0.04%

<b>Gateway Cities Sector (GWC)</b>			
Division 1	99.03%	99.27%	0.24%
Division 2	98.56%	98.80%	0.24%

<b>Westside/Central Sector (WC)</b>			
Division 6	98.61%	99.11%	0.50%
Division 7	99.06%	99.12%	0.06%
Division 10	98.96%	99.17%	0.20%

<b>Southbay Sector (SB)</b>			
Division 5	98.86%	99.08%	0.22%
Division 18	98.53%	98.89%	0.36%

<b>Systemwide</b>	98.84%	99.01%	0.17%
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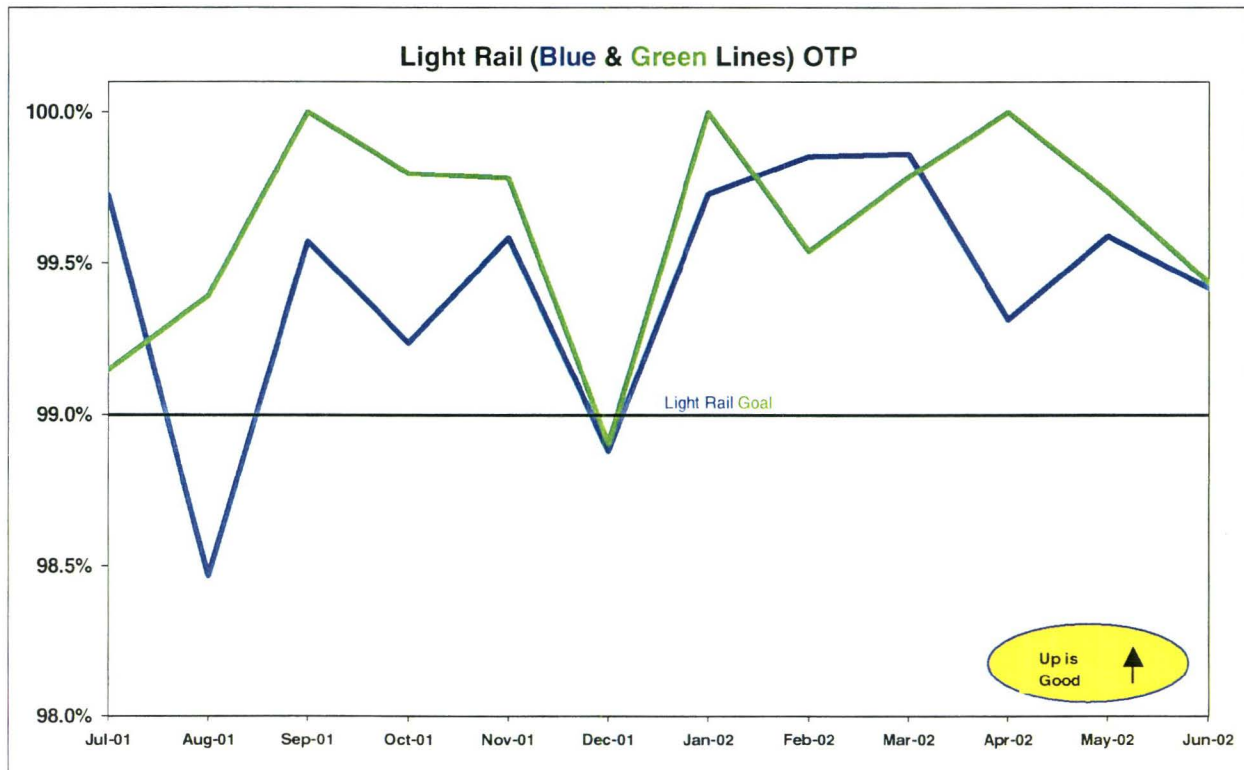
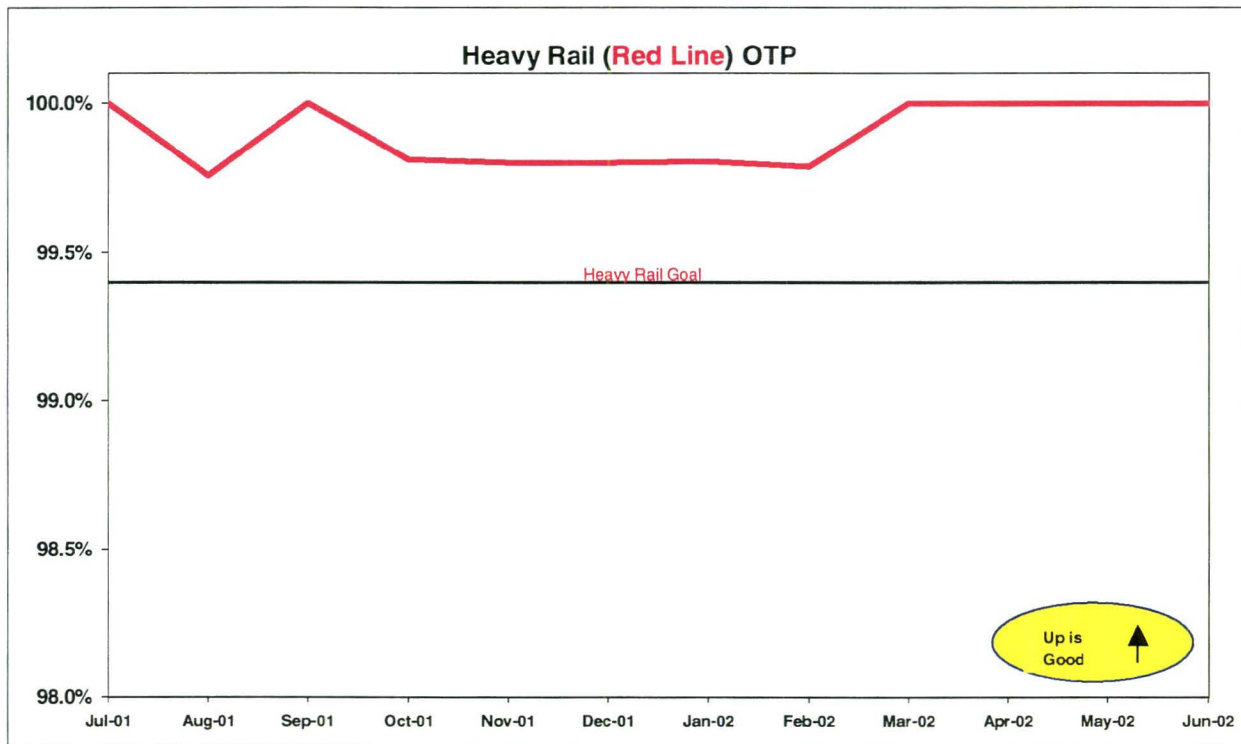


# RAIL SERVICE PERFORMANCE

## ON-TIME PULLOUTS

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

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

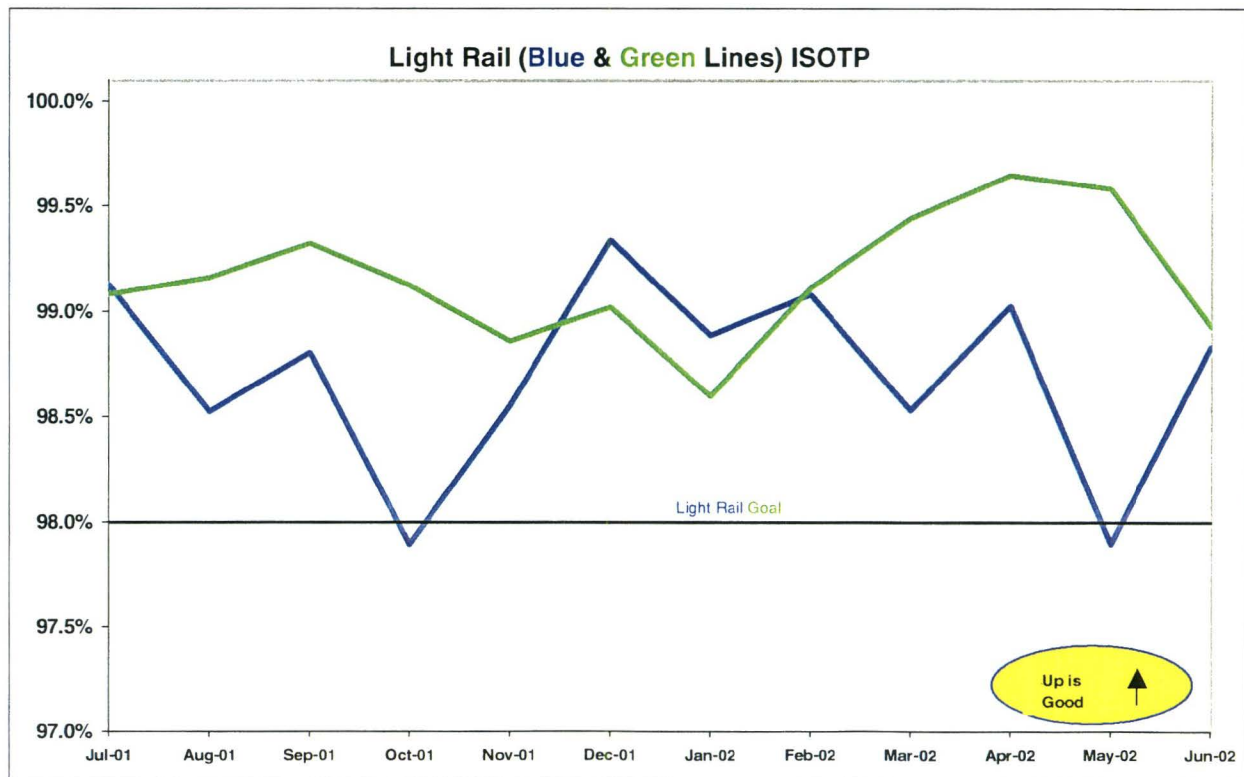
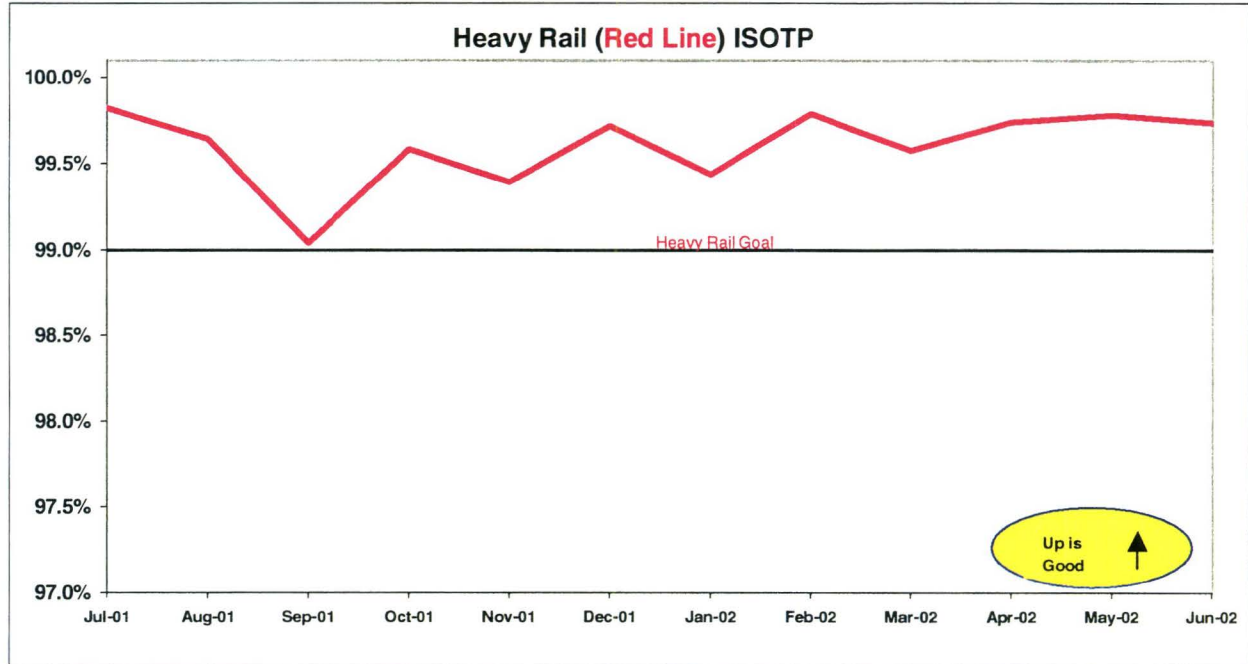


## RAIL SERVICE PERFORMANCE - Continued

### IN-SERVICE ON-TIME PERFORMANCE

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

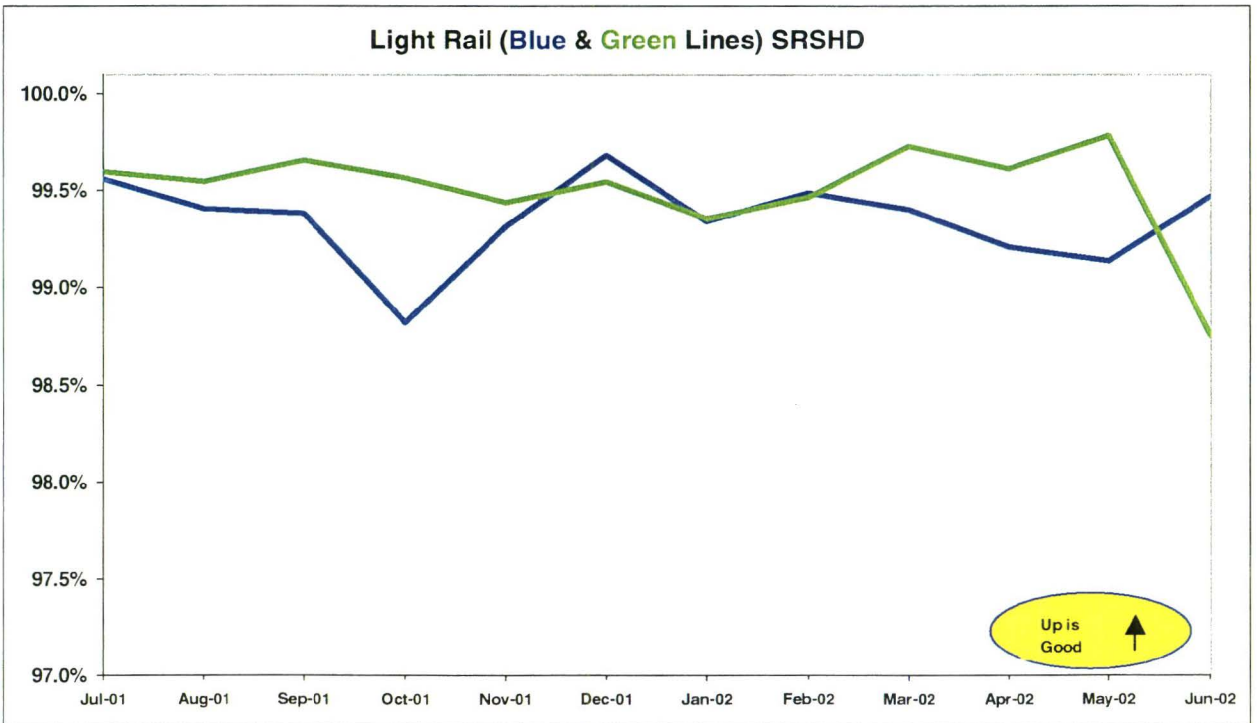
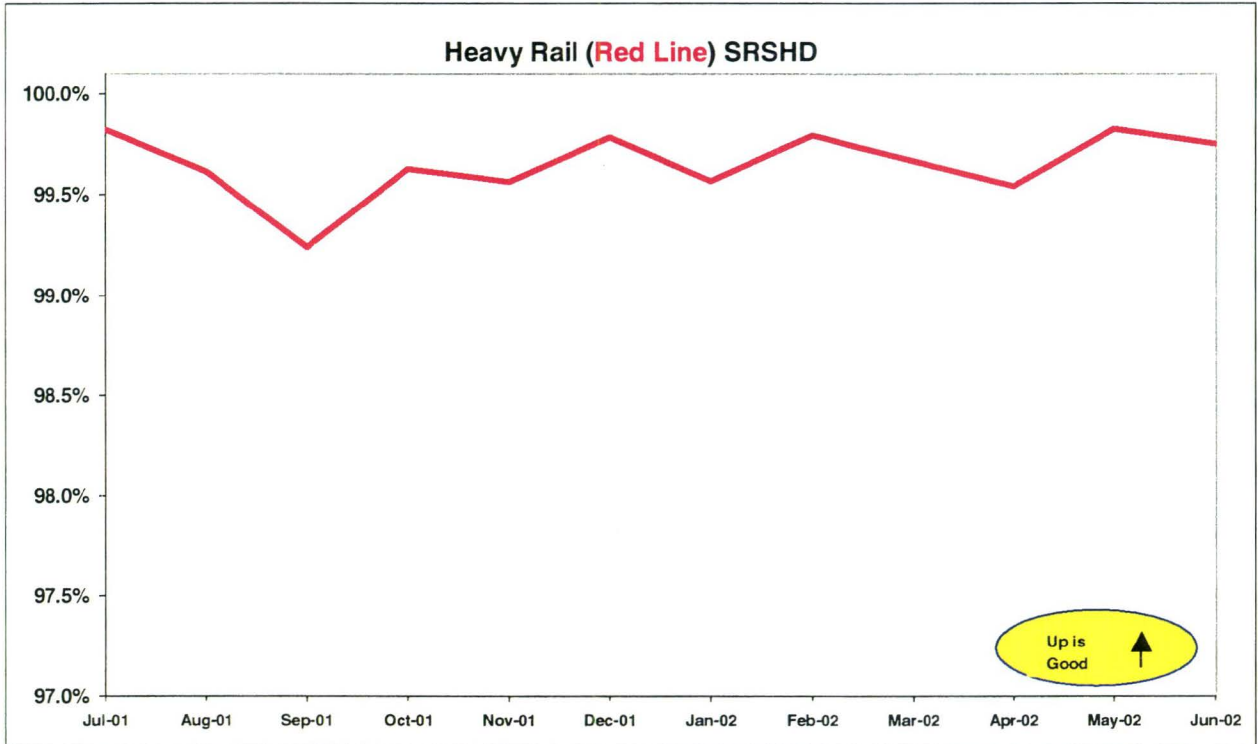
**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



**Scheduled Revenue Service Hours Delivered by Rail Line**

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

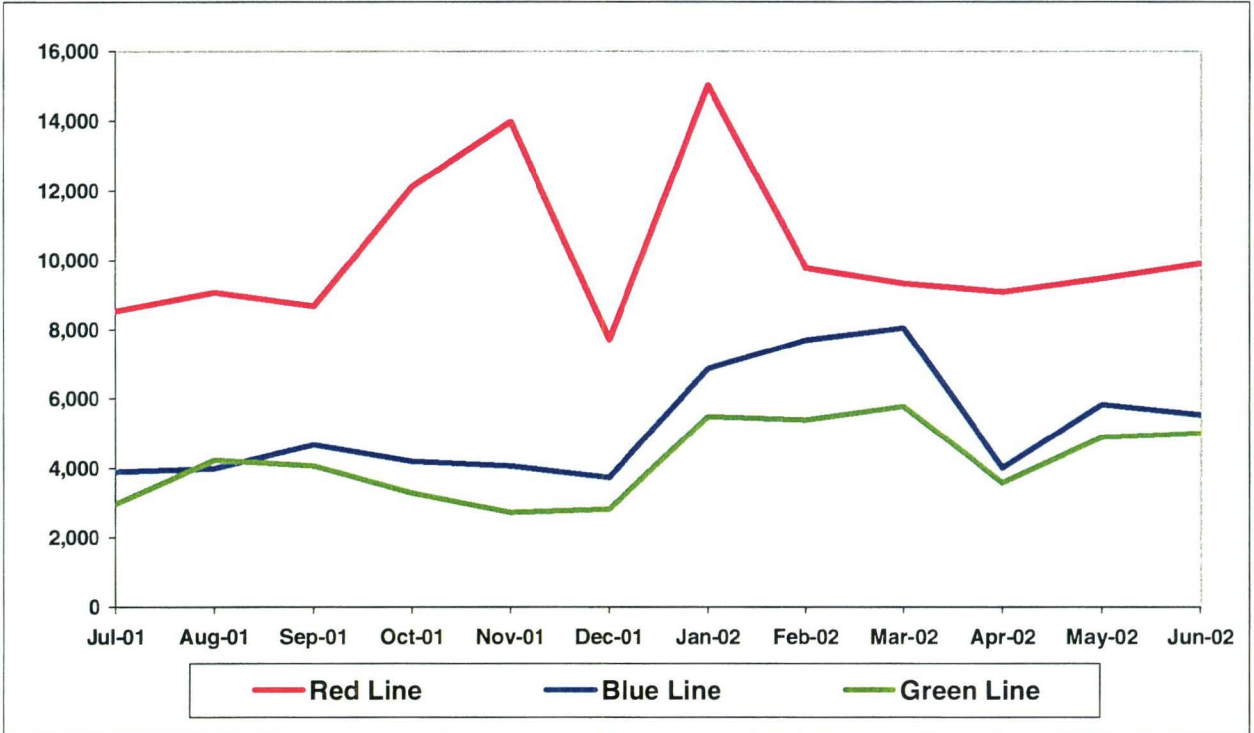
**Calculation:**  $SRSHD\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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

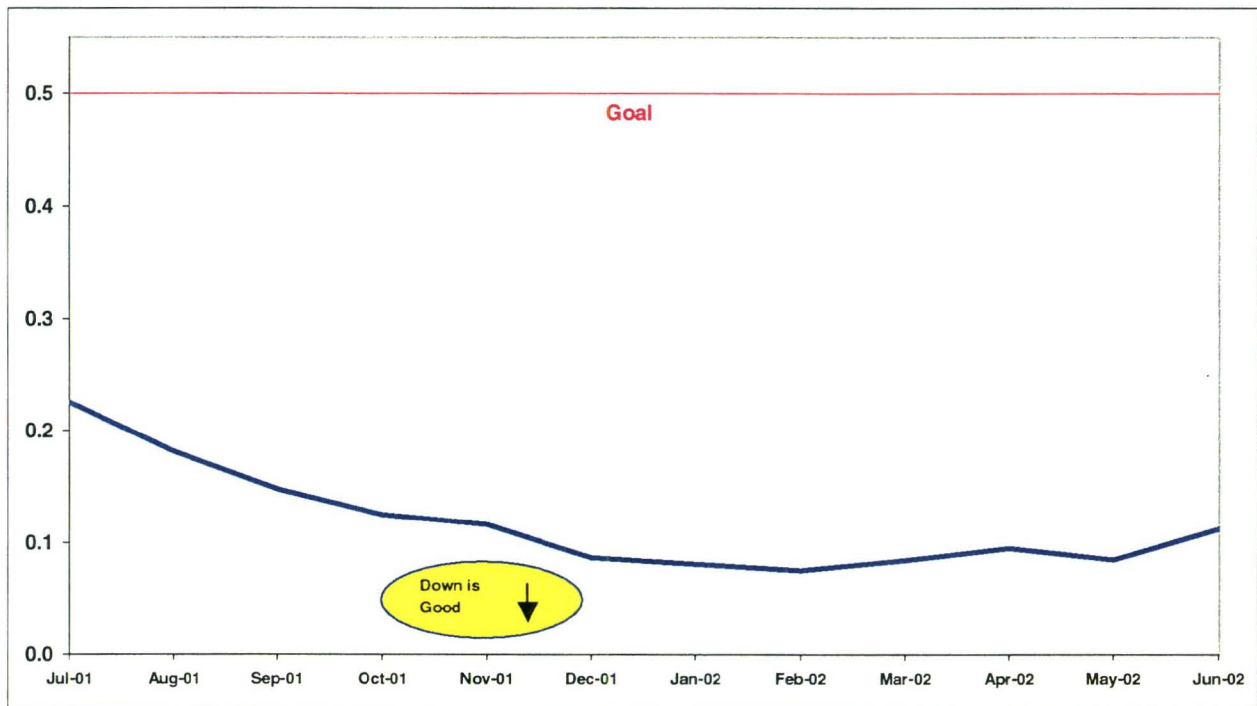


**PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)**

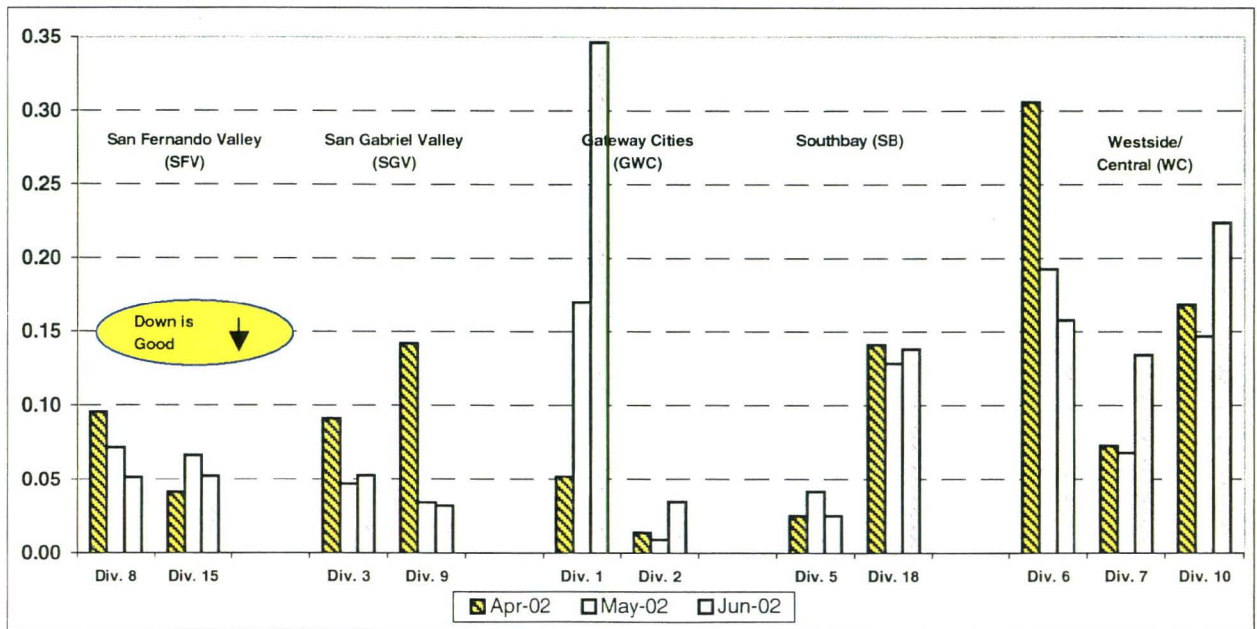
**Definition:** Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

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

**Systemwide Trend**



**PMPs - Sorted by Sector Divisions  
April - June 2002**

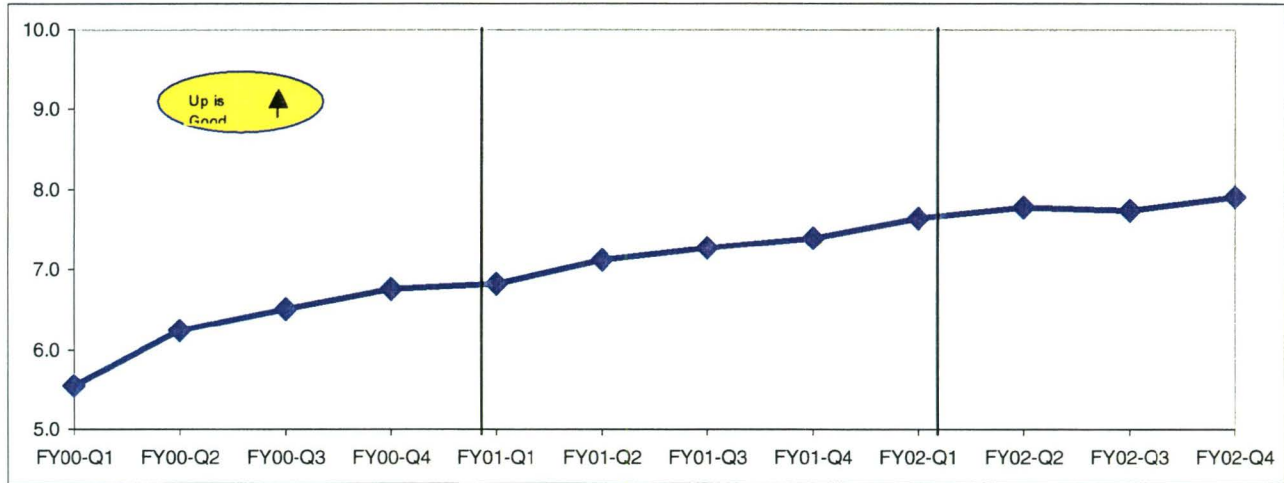


## BUS CLEANLINESS

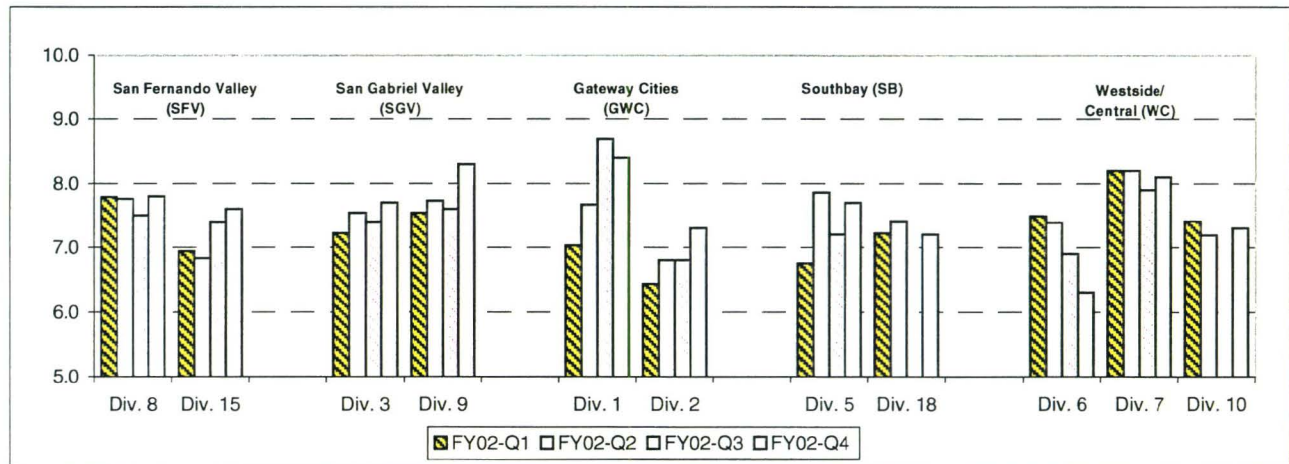
**Definition:** A team of three Quality Assurance Supervisors rates twenty percent of the fleet at each division and contractor per Quarter. Each of sixteen categories is examined and assigned a point value as follows: 1-3=Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores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

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

### Systemwide Trend



### Bus Operating Divisions by Sector First Quarter - Fourth Quarter FY02



**Analysis:** Overall cleanliness scores for Divisions 1, 2, 3, 5, 7, 8, 9, 15 and 18 improved in the fourth quarter. Division 6's overall cleanliness score dropped; Division 10's overall cleanliness score remained consistent with the third quarter. Divisions 1, 7 and 9 received overall ratings above the 8.0 mark.

Scores for the categories of window etching, sacrificial windows, interior graffiti, exterior graffiti, exterior cleanliness, exterior body condition and front and rear bumper condition were above the 8.0 mark.

**Corrective Action:** Overall improvement is needed in the areas of dashboards, drivers area, transom/ledges, ceilings, seats windows doors, floors and stepwells.



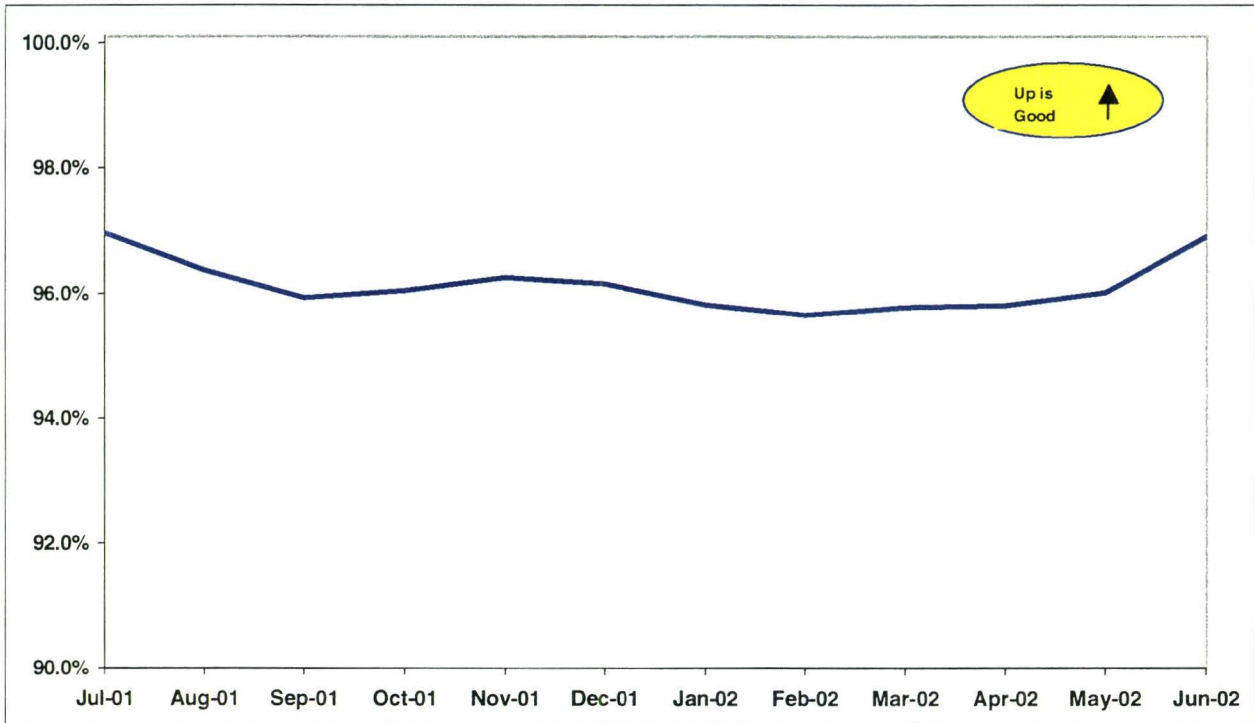
## ATTENDANCE

### MAINTENANCE ATTENDANCE

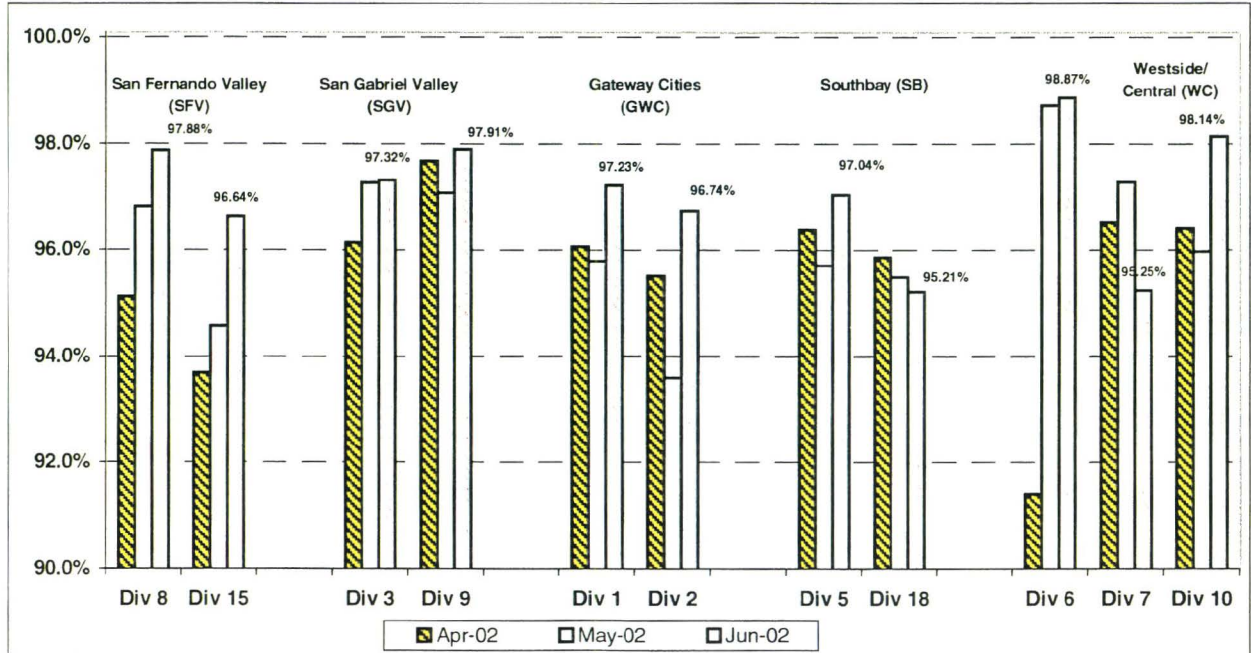
**Definition:** Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

**Calculation:** 1-(FTEs absent / by the total FTEs assigned)

#### Systemwide Trend



#### Maintenance Attendance - Sorted By Sector Divisions (By Current Month) April - June 2002



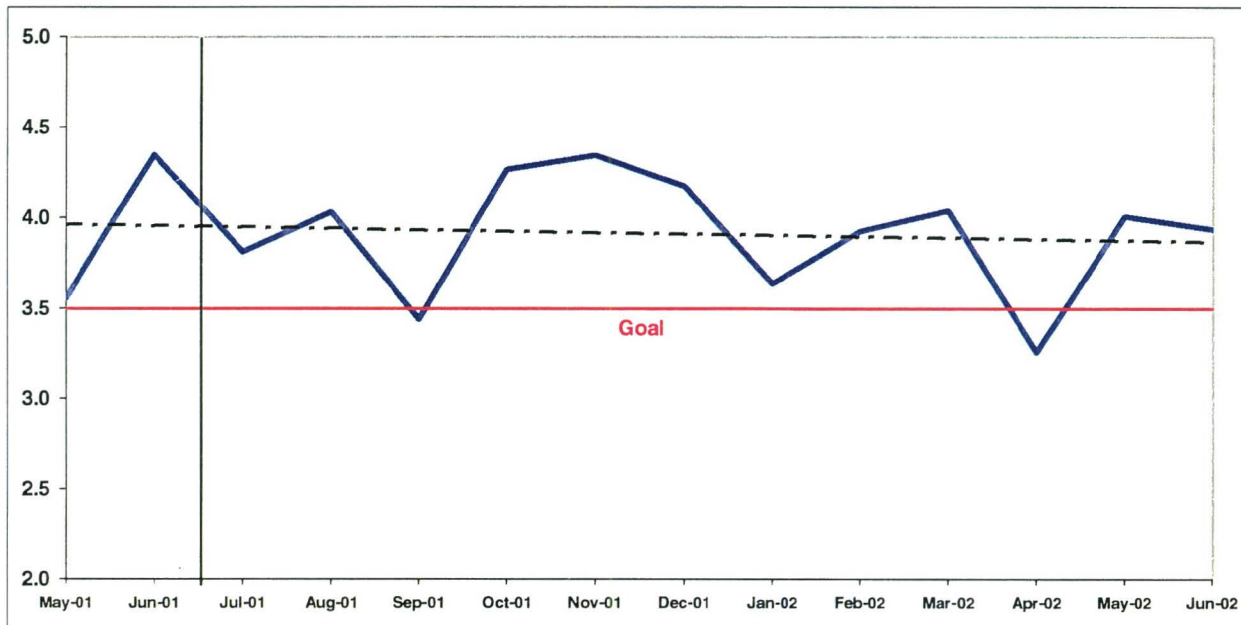
## SAFETY PERFORMANCE

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

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

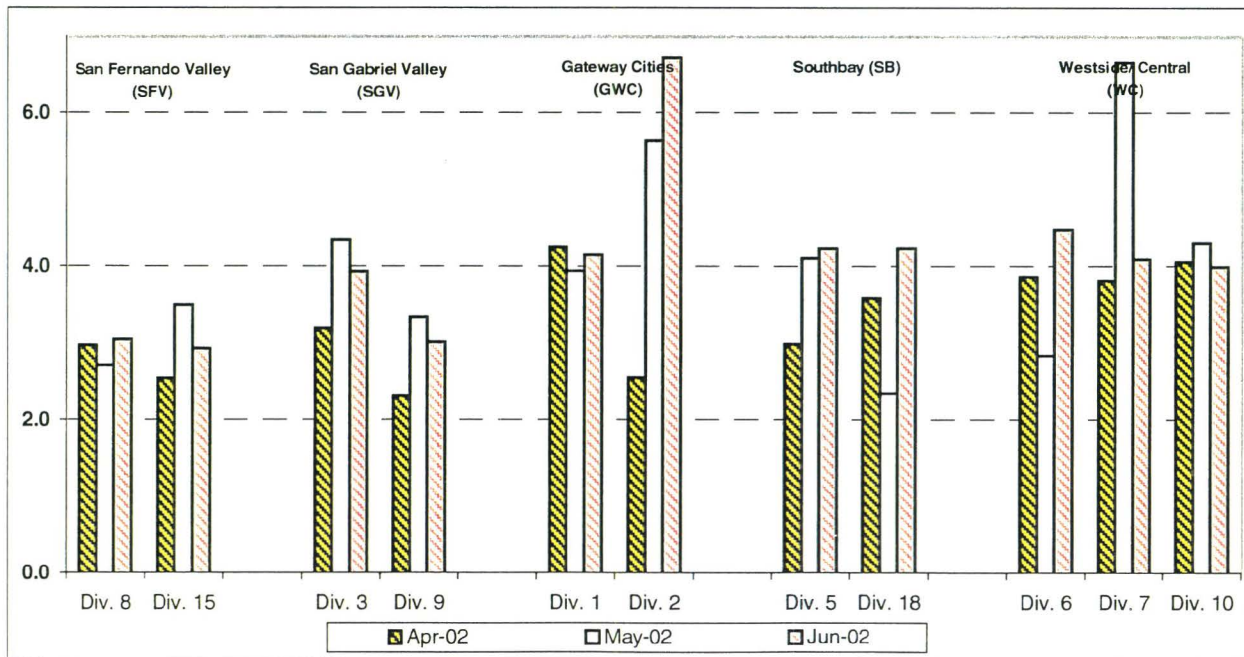
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

#### Systemwide Trend



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 - Sorted by Sector Divisions April - June 2002

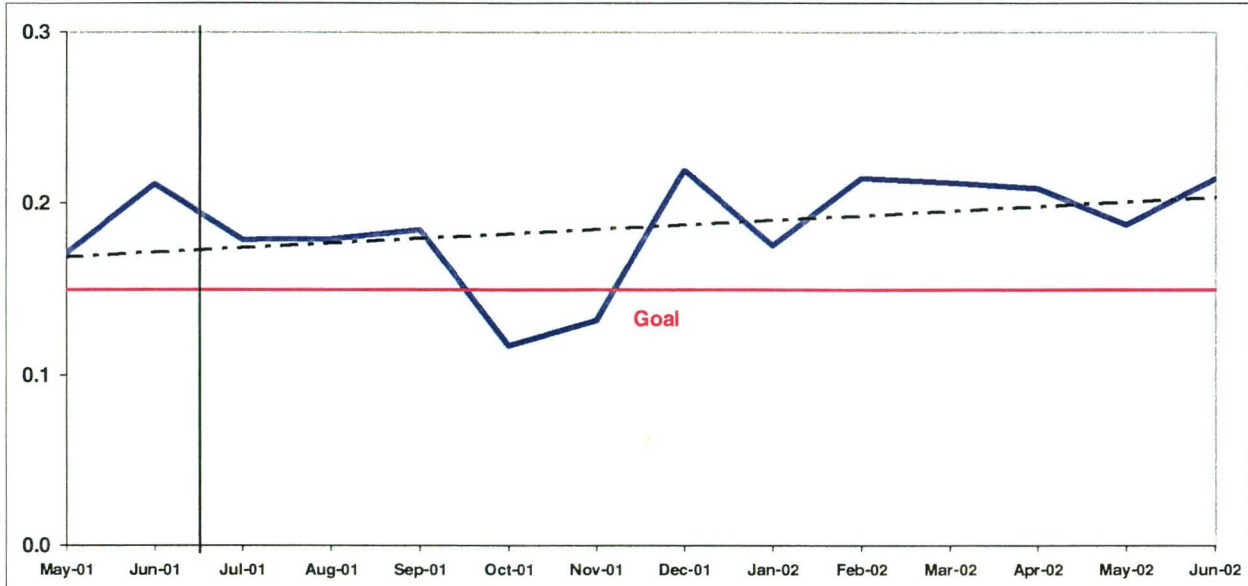


## BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

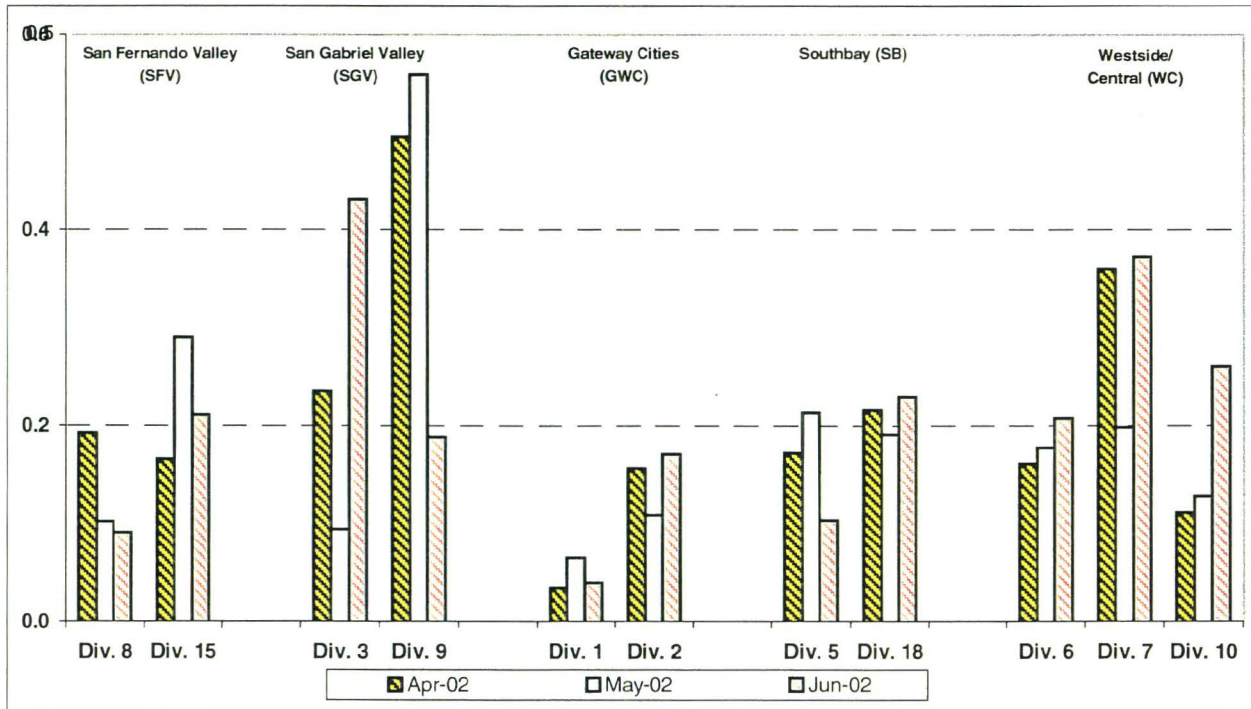
**Calculation:** Passenger Accidents Per 100,000 Boardings = (The number of Passenger Accidents / (Boardings / by 100,000))

### Systemwide Trend



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.

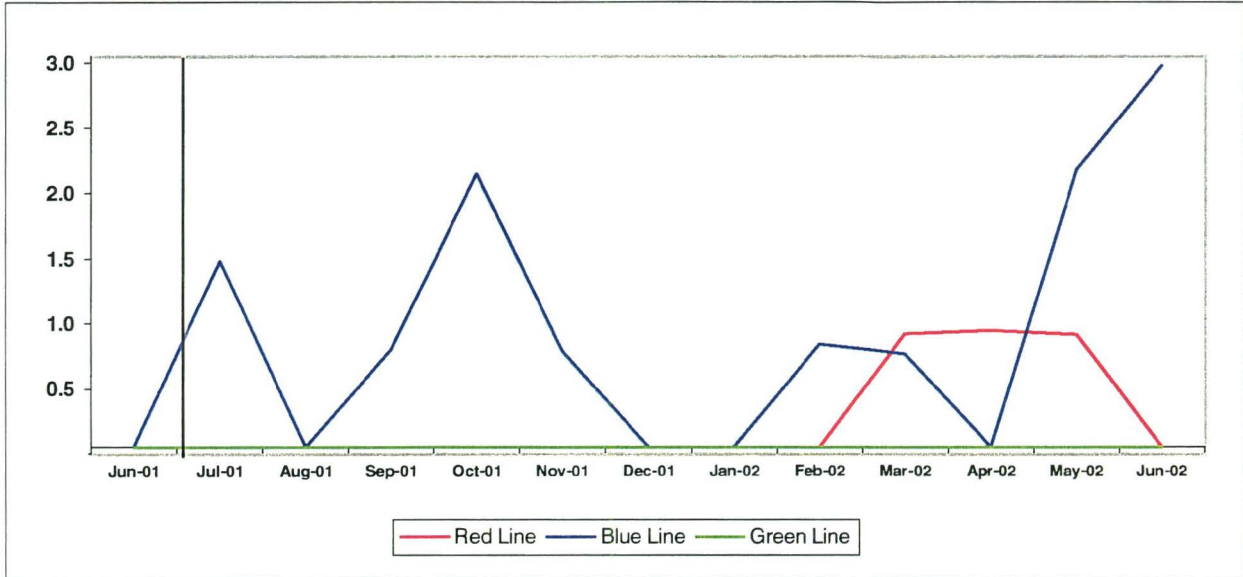
### Bus Operating Divisions - Sorted by Sector Divisions April - June 2002



### RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES

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

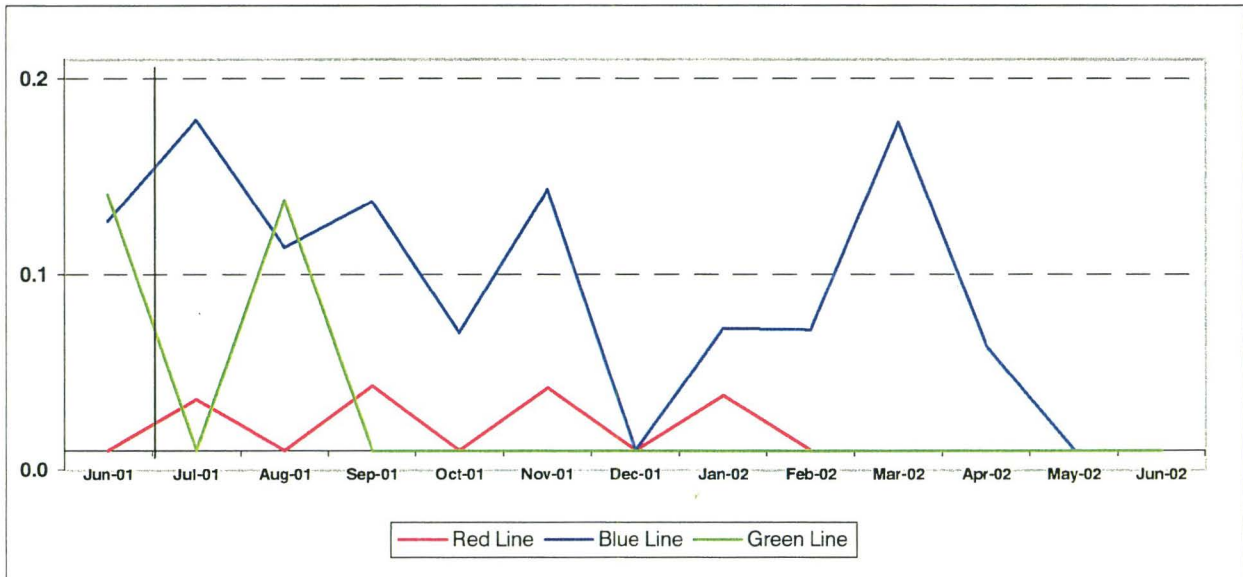
**Calculation:** Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



### RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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



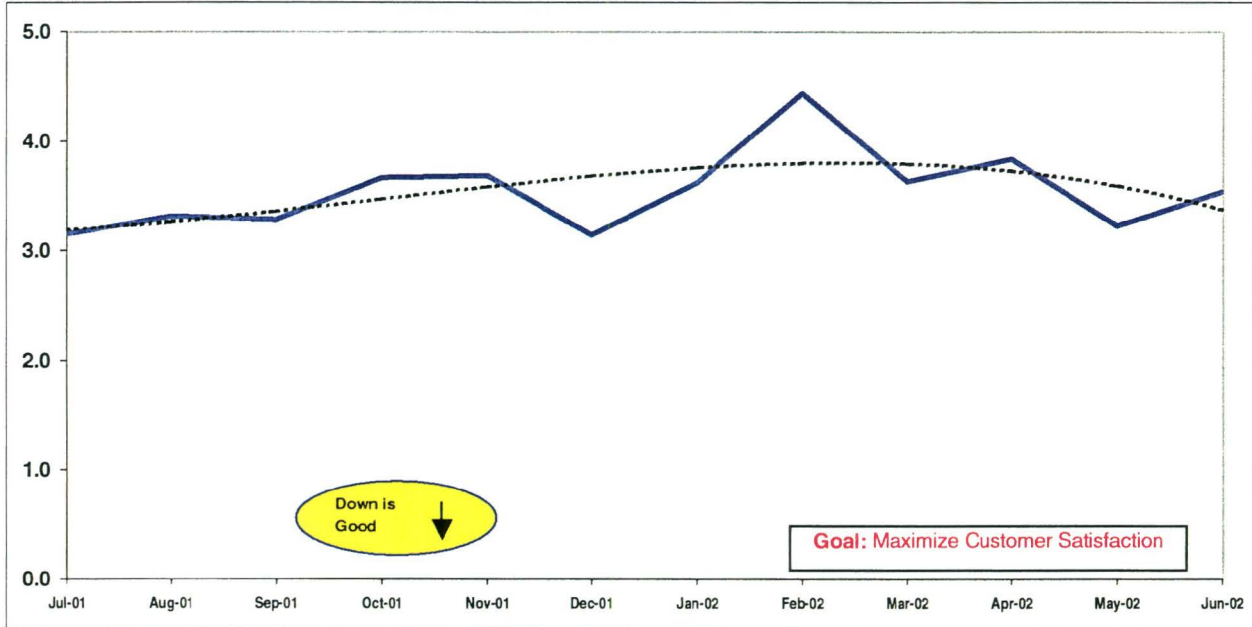
# CUSTOMER SATISFACTION

## COMPLAINTS PER 100,000 BOARDINGS

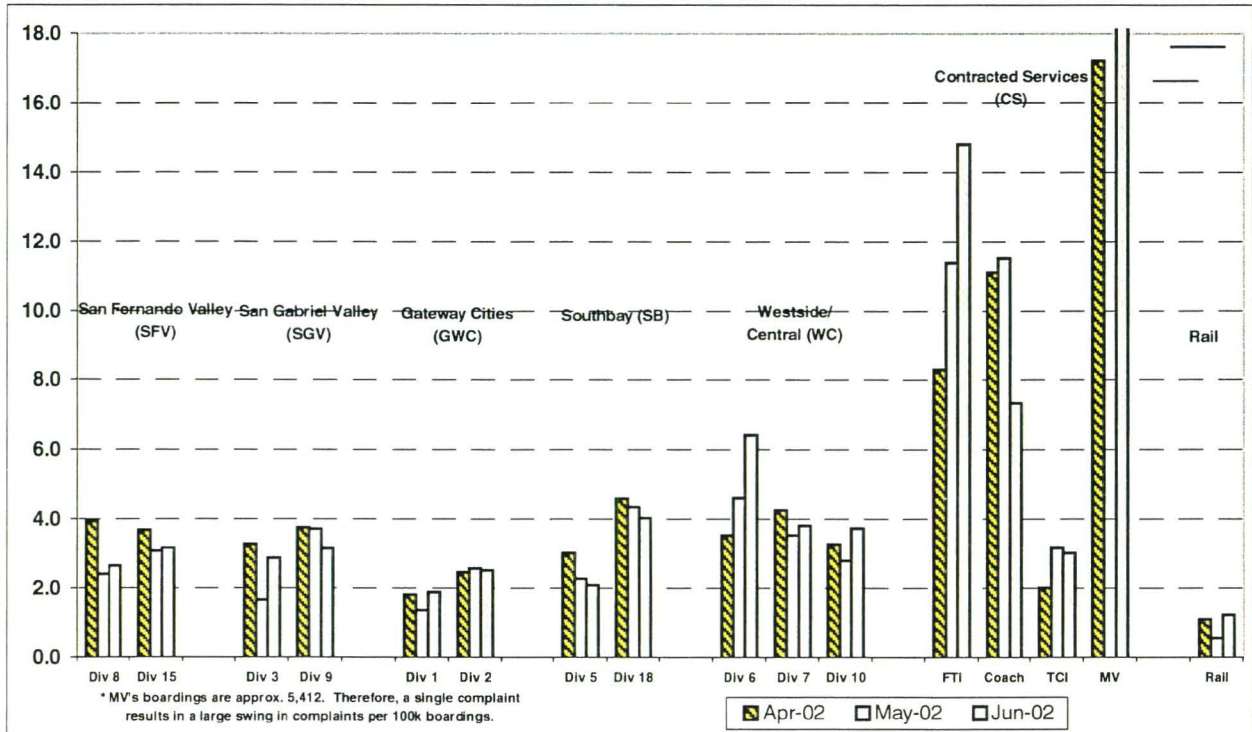
**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

### Systemwide Trend



### Bus Operating Divisions - Sorted by Sector Divisions April - June 2002



## WORKERS COMPENSATION CLAIMS

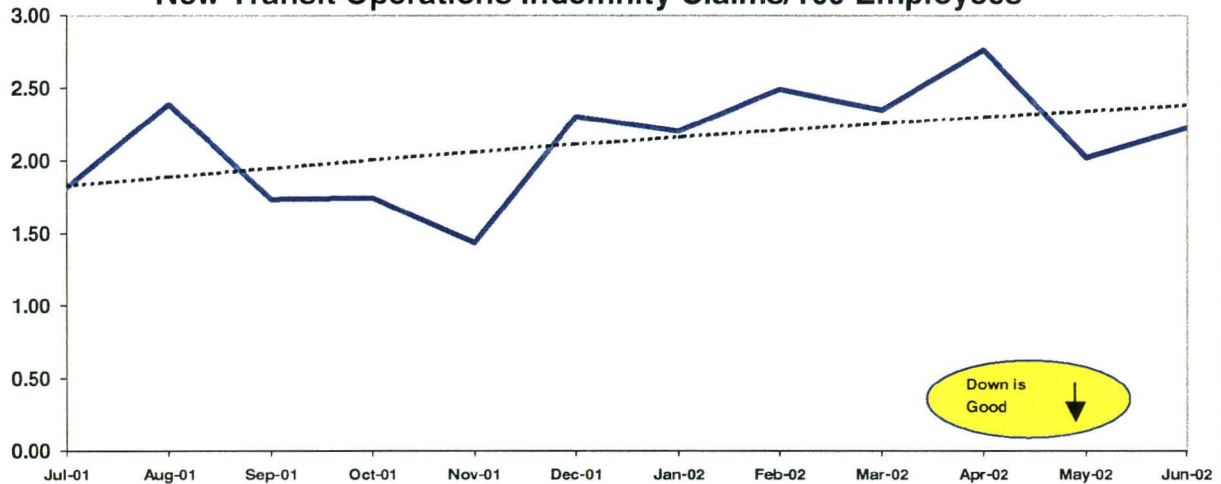
### New Workers Compensation Claims per 100 Employees

**Definition:** This indicator measures the total new indemnity claims per 100 Transit Operations employees filed each month (Includes: Transportation, Maintenance, Rail and all Administration).

**Calculation:** Workers Compensation Claims per 100 Employees-Month = Total New Workers Compensation Claims filed by Transit Operations Employees/(Total Transit Operations positions in which there is an incumbent during the month/100).

### Transit Operations Trend

**New Transit Operations Indemnity Claims/100 Employees**

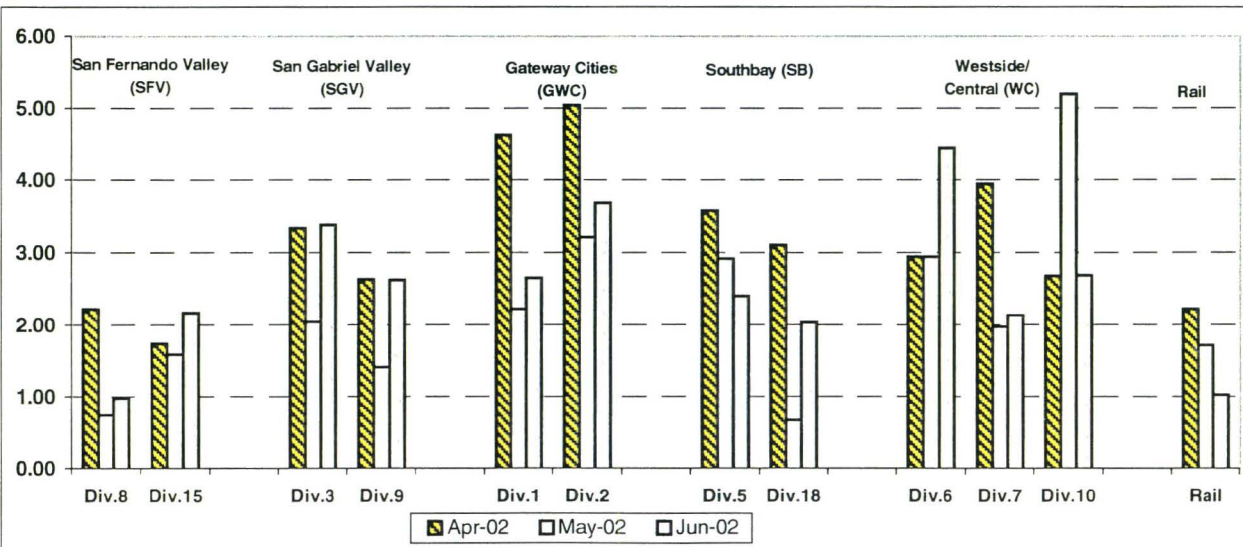


### NEW CLAIMS PER 100 EMPLOYEES BY BUS SECTOR DIVISION & RAIL

**Definition:** This indicator reflects a three-month view of Bus & Rail new indemnity claims per 100 employees in which there is an incumbent each month.

**Calculation:** New workers compensation claims per 100 employees by Division & Rail for three months = Total new workers compensation claims filed by Division & Rail employees/(total positions occupied in the Division & Rail during the month/100).

### Bus & Rail - Sorted by Bus Sector Divisions and Rail April - June 2002







July 19, 2002

**Metropolitan  
Transportation  
Authority**

One Gateway Plaza  
Los Angeles, CA  
90012-2952

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

Dear Ms. Swann:

Enclosed is the April-June 2002 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA).

This update identifies MTA progress and timelines on the two areas remaining in the VCA: reducing the gap between platforms and train doors and addressing the slope of three ramps/walkways to light rail stations. All other items in the VCA were completed by December 31, 2001.

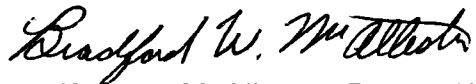
Requests for bids to make the modifications to correct the platform-train gap and to modify the walkway slope were released between December 2001 and March 2002. Following preliminary reviews, additional time was required for bidders to provide additional information. While this also extended the dates for projected completion of the work under both contracts, we do see progress on both projects. Both contracts are scheduled for approval in July 2002. The schedule for modifying the walkway slopes now projects completion in October 2002. The schedule for correcting the platform-train gap by installing an extension on each train door, projects manufacture and testing of the extender before installation on the train doors. Installation will begin in December 2002 and be completed by March 2003.

Also included is an addendum providing an update on the items identified in the November 2001 FTA review of key stations. This addendum consists of a matrix identifying the projected completion dates for each item identified in the five stations reviewed, and an explanation page providing further information on accomplishments to date and tasks remaining for each identified item.



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

Sincerely,



Bradford W. McAllester, Deputy Executive Officer  
Long Range Planning and Coordination

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

LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT MATRIX -- QUARTERLY UPDATE -- APRIL - JUNE 2002

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps ****	Ticketing / Fare Vending	Platforms ****	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Union Station	Oct-98 (completed)				Jan-99 (completed)			Dec-01 (completed)	Mar-03	Apr 01 (completed)	Apr 01 (completed)		
Civic Center					Jun-00 (completed)			Dec-01 (completed)	Mar-03	Apr 01 (completed)	Apr 01 (completed)	Dec-98 (completed)	
Pershing Square				Added Jan-99 (completed)	Jan-99 (completed)			Dec-01 (completed)	Mar-03	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Red Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01 (completed)	Mar-03	Apr 01 (completed)	Apr 01 (completed)		
Westlake / MacArthur Park	Jun-00 (completed)				Dec-98 (completed)		Dec-01 (completed)	Dec-01 (completed)	Mar-03	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Blue Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01 (completed)	Dec-01 (completed)	Apr 01 (completed)	Apr 01 (completed)		
Pico / Flower			Jun-01 (completed)		Jan-99 (completed)		N/A	Dec-01 (completed)					Jun-99 (completed)
Grand				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03				Jun-99 (completed)
Florence	Dec-01 (completed)		Mar-01 (completed)	Added Oct-99 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03				Jun-99 (completed)
103rd			Jun-01 (completed)	N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03				Jun-99 (completed)
Imperial Hwy	Jun-00 (completed)	Jun-00 (completed)	Mar-01 (completed)	N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03	Apr 01 (completed)	Apr 01 (completed)		Jun-99 (completed)
Compton			Mar-01 (completed)	N/A	Jan-99 (completed)		Oct-02	Dec-01 (completed)					Jun-99 (completed)
Artesia	Jun-00 (completed)		Mar-01 (completed)	N/A	Jan-99 (completed)		Oct-02	Dec-01 (completed)	Feb-03				Jun-99 (completed)
Willow				N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03				Jun-99 (completed)
Anaheim				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Feb-03				Jun-99 (completed)
5th Street				N/A	Jan-99 (completed)		Oct-02	Dec-01 (completed)					Jun-99 (completed)
Transit Mall			Dec-01 (completed)	Nov-98 (completed)	Jan-99 (completed)			Dec-01 (completed)	Feb-03				Jun-99 (completed)

NOTE: Changes from previous schedule in bold

\*\*\* Items remaining under VCA

## VCA UPDATE – APRIL – JUNE 2002 -- EXPLANATIONS

### Ramps

Walkways leading to platforms were designed to have a slope under 5%, to qualify as sloping walkways rather than ramps. MTA surveyed all ramp slopes, reviewed measurements at some stations with consultants conducting ADA rail station reviews, and worked with a task force of persons with different mobility disabilities to determine the impact of the slopes on their ability to access the stations.

Three light-rail walkways with slopes just over 5% will be modified to reduce the slope. Requests for bids were issued in March 2002 and bids were received in April. Following a preliminary staff review, additional information was requested of bidders before final review and recommendation. Staff review was completed in June 2002. Following approval in July, a Notice to Proceed will be issued; work will be done between August and October 2002, during hours when the trains are not providing service.

### Platforms

MTA originally focused on reducing the platform-train gaps through a construction contract, to add less than one inch to the edges of platforms with gaps exceeding 3 inches. This strategy was revised in mid-2001, to reduce the gap by modifying the door-entry of all rail cars. MTA has worked with the disability community on this option, and considers it preferable to the construction option since it will enhance accessibility at all stations rather than just the key stations.

A request for bids was issued in December 2001. Technical concepts were received in late March, and price quotes were received in late April. Bids were reviewed in June 2002, and a contract will be awarded in July. The next steps will include approval of technical drawings and manufacture and testing of the first extenders. Installation of the train-door extenders will be done in order of priority, based on the number of affected stations. Installation on Blue Line trains will begin in December 2002, with completion in February 2003. Installation on Red Line trains will begin in January 2003 with completion by March 2003.

The construction option was kept for the Metro Center/Blue Line Station, as part of an existing construction contract for that station, and was completed in December 2001.

All items in the VCA, except the two discussed above, were completed by December 2001. The explanatory comments therefore provide updates and progress reports only on these two items.

A separate matrix and explanations are included with this update, as an addendum, covering tasks identified during the November 2001 review of five key stations. Because these items were not in the original VCA, progress of these items is reported separately.

LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT ADDENDUM -- KEY STATIONS REVIEW NOVEMBER 2001  
 UPDATE -- APRIL - JUNE 2002

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps	Ticketing / Fare Vending	Platforms	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Pico / Flower			Apr-02 completed	Mar-02 completed	Aug-02		Oct-02	Dec-01 completed					
103rd			Aug-02	Mar-02 completed	Jun-02			Dec-01 completed					
Imperial Hwy	Oct-02		Aug-02	Oct-02	Jun-02			Dec-01 completed	Aug-02	Dec-01 completed	Sep-02		
Artesia	Oct-02	Oct-02	Aug-02	Oct-02				Dec-01 completed					
Willow	Oct-02		Oct-02					Dec-01 completed					

This addendum identifies issues raised during the FTA review of 5 rail stations in November 2001, and the actions and timelines proposed in the MTA response. The matrix provides an update on actions taken through June 2002

Dates in bold font are modifications from original MTA plan.

## VCA ADDENDUM – APRIL – JUNE 2002 – EXPLANATIONS

- Parking The FTA review identified missing parking and van-accessible signs at Artesia, Imperial, and Willow stations. MTA Facilities Engineering will coordinate the installation of these signs by October 2002. In addition, Facilities Engineering will coordinate the proper placement of parking signs which protrude or are incorrectly mounted at Willow and Artesia stations.
- MTA will either re-locate the parallel parking spaces adjacent to the Willow station, or will coordinate the construction of a curb cut and aisle striping adjacent to these spaces; this work will be completed by October 2002. Also by October, MTA will add two van-accessible parking spaces at Imperial and will either relocate accessible parking spaces at Willow which currently lack access aisles, or construct curb cuts and access aisles for the parking spaces lacking these.
- Drop-Off MTA Facilities Engineering will coordinate the construction of a curb cut, ramp, and appropriate signage adjacent to the passenger loading zone at the Artesia station, by October 2002.
- Accessible Route MTA Transit Planning has written to the City of Los Angeles about the uneven pavement on the accessible route from the bus stop north of the 103<sup>rd</sup> Street station to the station entrance.
- MTA Rail Operations completed most of the modifications to the rail crossing at the Pico/Flower station by March; the last section was completed in April 2002.
- MTA Public Affairs contacted Union Pacific Railroad in an attempt to coordinate modification of the freight track crossings at Artesia, Imperial, and 103<sup>rd</sup> Street stations to correct excessive gaps and modify the surfaces to be flush with the walkway.
- Curb Ramps MTA Transit Planning has written to the City of Los Angeles about the non-compliant curb ramps at the Pico/Flower and 103<sup>rd</sup> Street stations.
- MTA Facilities Engineering will survey the ramp slopes on the path between the Imperial Station and the parking area and the slope adjacent to the van-accessible parking space, and, by October 2002, will coordinate modifications to reduce the slope. Facilities Engineering will also coordinate provision of a curb cut on the accessible pathway east of the station, by October 2002.
- Entrance (Signage) There was a minor delay in obtaining acceptable entrance signs, resulting in a slight delay in installation of the new entrance signs. Station identification signs were installed in June 2002 at the entrances of the Imperial, Pico, and 103<sup>rd</sup> Street stations. Because of a delay in placing the accessibility entrance and directional signs, these will be installed at Pico station by August 2002.
- Ramps Facilities Engineering will coordinate modifications to extend the ramp handrails at the Pico/Flower station by October 2002. Also by October 2002, Facilities Engineering will survey slopes between the Artesia station and the accessible parking area, and between the Willow station and the parking garage, and coordinate modifications and installation of handrails at both stations.

Ticket  
Vending  
Machines

Modified graphics were installed on the ticket vending machines in all key rail stations in December 2001, and in remaining rail stations by February 2002. Ticket vending machines in stations on the Pasadena Gold Line, currently under construction, will also provide a method for persons with vision disabilities to independently use the TVMs.

Platforms

The platform identification sign at Imperial station is now correctly located.

Elevators

MTA Facilities Maintenance staff corrected the audible elevator signals at the Imperial station in December 2001.

Elevators:  
Emergency  
Communications

The elevator emergency communication system will be modified to use only one emergency button, correctly located. The second button, incorrectly located, will be removed. Modifications to the emergency communication buttons will be completed by September 2002.