



**FTA QUARTERLY REVIEW
BRIEFING BOOK**

February 20, 2002

Submitted By:

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

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AGENDA

FTA NEW STARTS PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, February 20, 2002 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

PRESENTER

I. OVERVIEW

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

II. METRO CONSTRUCTION REPORTS

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

III. OPEN ACTION ITEMS

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

IV. PLANNING

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

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, May 15, 2002 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

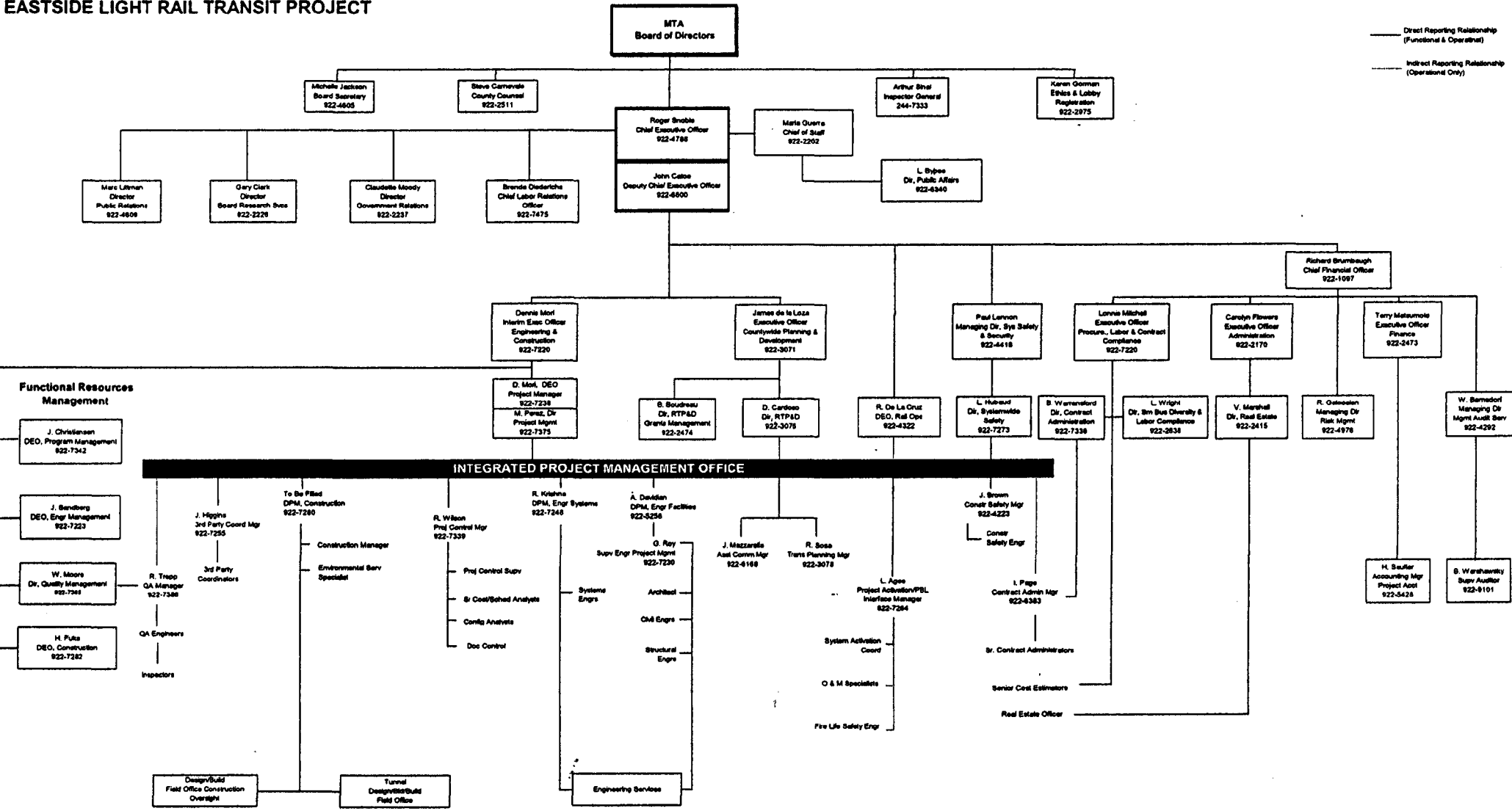
LACMTA MANAGEMENT
ORGANIZATION CHART

**MTA ORGANIZATION
EASTSIDE LIGHT RAIL TRANSIT PROJECT**

EXHIBIT 4-1

— Direct Reporting Relationship
(Functional & Operational)

- - - Indirect Reporting Relationship
(Operational Only)



**Construction Management Staff
With Consultant Augmentation**

Design Consultant Staff

METROPOLITAN TRANSPORTATION AUTHORITY

**GOVERNMENT RELATIONS
2001/02 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX
as of January 25, 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.	To date, the City of Alhambra and the City of Rosemead have not taken a formal position on this issue. 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.
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.	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.

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

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 227 (Longville) LA 03/29/01	Sunsets the Governor's Transportation Congestion Relief Plan after six years and permanently allocates the sales tax to the Transportation Investment Fund.	Support if amended.	06/06/01 Read third time and passed Assembly, to Senate. 06/14/01 To Senate Committee on Transportation.
AB 629 (Oropeza) LA 01/07/02	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	01/07/02 In Assembly. Read second time and amended. Re-referred to Committee on Transportation. 01/14/02 From Assembly Committee on Transportation: Do pass to Committee on Appropriations.
AB 630 (Oropeza)	This is a spot bill relating to MTA calling on the agency to achieve optimal transport service for the movement of goods and people on a countywide basis. This bill would require a study of security on transit in Los Angeles County	Neutral on original bill	03/08/01 To Assembly Committee on Transportation. Withdrawn by author, 2-year bill. Pending hearing in Assembly Appropriations Committee

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

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

Changes are in bold

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 1039 (Oropeza)	This bill would remove the \$1 million cap in TDA funds that SCAG receives from the County Transportation Commissions.	Oppose	03/12/01 To Assembly Committee on Transportation. Withdrawn by author, 2-year bill.
AB 1396 (Longville)	Would create an annual \$100 million Passenger Rail Improvement, Safety and Modernization Program.	Support	05/09/01 In Assembly Committee on Appropriations: To suspense file. 05/31/01 In Assembly Committee on Appropriations: Heard, held in Committee.

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Changes are in bold

STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 18 (Alarcon) LA 01/15/02	Requires a study of the LACMTA Board composition and states that transit agencies should adopt a transit bill of rights.	Neutral	01/15/02 From Senate Committee on Transportation: Do pass as amended to Committee on Appropriations. 01/23/02 In Senate. Read second time and amended. Re-referred to Committee on Appropriations.
SB 547 (Figueroa)	Would provide a tax credit to employers that provide subsidized transit passes to their employees.	Support	Withdrawn by author, 2-year bill.
SB 618 (Margett)	This bill repeals the authority of Caltrans to rank soundwall projects.	Work with Author, unless bill is not amended to reflect previously adopted policies.	03/07/01 To Senate Committee on Transportation. Withdrawn by author, 2-year bill.
SB 651 (Margett)	This bill would make technical, nonsubstantive changes in statute relating to the structure of the MTA Board.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	02/23/01 Introduced. 03/07/01 To Senate Committee on Rules.

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

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 829 (Karnette) LA 04/24/01	Would permanently dedicate the sales tax on gasoline for transportation purposes. This bill has been amended to remove the section that splits the revenue equally between STIP, local streets and roads, and the Public Transportation Account.	No position.	05/14/01 In Senate Committee on Appropriations: To suspense file. 05/31/01 In Senate Committee on Appropriations: Not heard.
SB 1195 (Romero)	Creates the Los Angeles County Metropolitan Transportation Authority Labor Relations Trust Fund in the State Treasury upon receiving notice of a strike or lockout. Any funding for MTA's programs, projects and services during a work stoppage would need to be approved by the State Auditor.	Oppose-Based on MTA Board prior opposition to identical bill AB 33.	03/27/01 to Senate Transportation Committee. Hearing is set for 04/17/01. 04/10/01 Withdrawn by author, 2-year bill.
SCA 3 (Karnette)	Would authorize capital, maintenance and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	Support	05/01/01 In Senate Committee on Transportation: Failed passage. 05/01/01 In Senate Committee on Transportation: Reconsideration granted.
SCA 5 (Antioch) LA 07/18/01	Authorizes a majority vote for the renewal or imposition of transportation sales taxes.	Support	08/27/01 In Senate. Read second time. To third reading. 08/27/01 Re-referred to Senate Committee on Appropriations.

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

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

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Changes are in bold

FEDERAL		
BILLS/AUTHOR	DESCRIPTION	STATUS
	FY 2003 TRANSPORTATION APPROPRIATIONS	
FY 2003 Transportation Appropriations Request	The MTA is in the process of finalizing it's FY 2003 Appropriations request.	In Progress

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

Changes are in bold



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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January 14, 2001

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 2001, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

LLOYD W. PELLMAN
County Counsel

By *Alan*
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 December 31, 2001

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beauchamp, Larry, et al. v. LACMTA, et al.	CV 8 0402 CNB (BQRx)	ALL	Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access.	All individual damage claims resolved. Case dismissed 05/30/01
Engineering Management Consultant ("EMC") v. MTA	BC207617	CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392	Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC.	Complaint served 03/25/99. Currently in Discovery. Cross-complaint filed 5/99. Trial Date set for 07/02.
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

Gonzalez, <u>et al.</u> v. MTA, et al.	CV96- 2785JMI	ALL	<p>Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and CA Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The 9th Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties.</p>	<p>Summary Judgment granted to Plaintiff's, Notice of Appeal filed by MTA, DOT and FTA. Opening brief due 04/15/02.</p>
Gonzalez, <u>et al.</u> v. MTA, et al.	CV97- 5833JMI	ALL	<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>Oral Argument in the 9th Circuit 02/11/02.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	<p>These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the property owners in the Hollywood area where the most significant subsidence occurred (6500 Block) have been settled by the MTA's insurance or have been litigated in favor of the MTA. Four appeals have been filed. There is one remaining case that will be negotiated by the MTA's insurance carrier or will be tried. Runyon Canyon property owners (<u>Weber</u>) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. The Hollywood Edgemont cases have settled or been dismissed. All but two of the Nhut Dang cases have either been settled or defense verdicts obtained; Universal Hyundai cases have been settled or dismissed with the exception of 5 that will be arbitrated by June 2002; one is set for trial 12/03/01.</p>	Partially Settled.
Universal Hyundai v. MTA;	BC142385	CA-90-X575, CA-03-0392;		
Nhut Dang v. MTA;	BC153683	CA-03-0341, CA-90-X642;		
Hollywood Edgemont v. MTA;	BC148113	CA-03-0341, CA-90-X642;		
Weber v. MTA	BC163711	CA-90-X575, CA-03-0392		
Labor/Community Strategy Center v. MTA	CV94-5936TJH	ALL	<p>On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines.</p>	<p>Parties in dispute over MTA's load factor compliance under consent decree. 9th Circuit has affirmed district court order. MTA has petitioned for <u>certiorari</u> to the U.S. Supreme Court.</p>

LACMTA v. Neoplan	BC232584	ALL	MTA filed suit in June, 2000 against Neoplan, Cummins Engine Co., Cummins Distributing, Inc., <u>et al.</u> alleging breach of contract, negligence, etc. arising out of deficiencies in over 600 buses supplied to MTA since 1995. The deficiencies have occurred in the series 4500, 4700, 6300 and 6700 buses. Deficiencies principally involve the power train. Defendants requested and obtained a change of venue to Orange County, California.	Discovery; MTA will be filing a first amended complaint filed August 24, 2000.
MTA v. Argonaut; Argonaut v. MTA	BC171636 BC156601	MOS-1, CA-03-0341, CA-90-X642, CA- 90-X575, CA-03- 0392	MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line.	First phase of the trial set for April 2002.
Obayashi v. MTA	EC024692	CA-90-X575, CA- 03-0392	Obayashi, contractor for the Red Line tunnel between Universal City and North Hollywood stations, claims breach of contract for work performed on contract C331. MTA has cross complained alleging breach of contract and violation of False Claims Act.	Trial set for April 2002.
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims.	Verdict for MTA for \$31.9 million. Decision on Post Trial Motions pending. Case on Appeal.





January 24, 2002

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

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT

Dear Mr. Rogers:

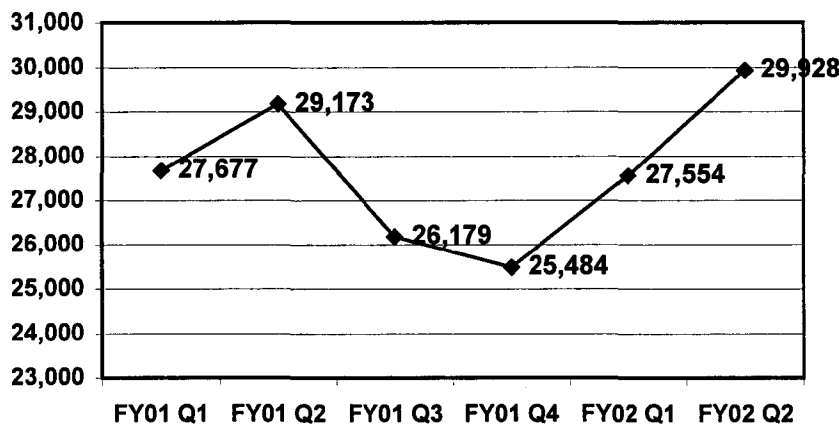
The following is a summary status report and discussion of efforts to control the workers' compensation costs at the MTA in the second quarter of fiscal year 2002. Beginning this quarter, the report is expanded to include the status of the MTA/Dupont Safety Program.

CLAIMS

Average monthly new claims (226) were lower than the average for the previous quarter (264), but higher than the same period last year (174). The period of October through December 2000, included two weeks of the Transit Strike, which lasted through middle of October.

During the first half of fiscal year 2002, there were a total of 57,482 lost workdays due to on-the-job injuries, slightly higher than the same period last year (56,850).

Lost Workdays Due to Occupational Injuries



The inventory of pre-Travelers self-insured claims decreased from 2,010 to 1,726, a decrease of 14%. Staff continues to monitor Travelers' handling of these claims to ensure cost effective and appropriate settlements.

SAFETY FIRST

On October 1, 2001, the MTA initiated the MTA/Dupont Safety Program, a comprehensive safety management approach that will augment the MTA's existing Safety Program and improve its record. The Safety Program has the stated goal of achieving at least a 50% improvement in reportable injuries, lost time due to injuries, and accidents over the next five years. Dupont Safety Resources is the contractor selected to assist MTA with the Safety Program.

Dupont's scope of work for this program includes:

- Assess the current safety management system
- Prepare an engagement plan to improve safety
- Engage MTA leadership in preparation of an overall Strategic Safety Plan and Safety Action Plans for each division and Headquarters functional area
- Provide assistance to management in developing strategies for communicating, promoting, and implementing the Strategic Safety Plan
- Conduct safety skill building for all levels of management, supervision and other personnel, including ongoing coaching and counseling

In November 2001, MTA's executive leadership team met several times to develop and adopt the Safety Program's guiding policy: "**Safety's First** for our customers, employees, and business partners as we plan, construct, operate and maintain the region's transportation system." Safety is to become the first consideration at the MTA. This will be reflected in the way we conduct business, including provision of transit and other transportation services, financial decisions, contracting and procurements, and long range planning. This is a fundamental shift for the agency.

The Strategic Safety Plan is the guiding document for the Safety Program over the next five years. The plan is structured to develop a baseline and then build upon it to facilitate safety culture changes. It covers the following developmental phases: awareness, knowledge and understanding; implementation and skill building; participation to total involvement; and continuous improvement. The Safety Program committees listed below, with the assistance of Dupont Safety Resources, are developing the plan.

Summary of Accomplishments

Safety Program

In the first three months of the program, the MTA/Dupont team has completed a number of important tasks, in which the following accomplishments are included:

- Completed an assessment of the current state of MTA's safety management system (Attachment A).
- Conducted workshops with MTA Executive Leadership from which the MTA Safety Policy and Principles were developed (Attachment B).
- Initiated three key Safety Program committees:
 - Safety Program Steering Committee
 - Gateway Tactical Committee
 - Operations Tactical CommitteeThe Steering Committee provides overall project direction and the two tactical committees guide and coordinate implementation of safety improvements.
- Drafted a five year Strategic Safety Plan based on the results of the assessment to build on existing strengths and implement improvements necessary to accomplish program goals.
- Conducted three Safety Skill Building Seminars for Managers in December and scheduled an additional nine sessions for Managers, Supervisors and Safety Professionals through the end of January. Over 280 employees will be trained in safety skills by January (Attachment C).
- Developed and implemented a Communications Plan in support of the Safety Program. Communications have included a holiday safety letter to employees from the CEO, development of a "Safety's 1st" pamphlet and safety banners, and official program kick-offs at the Divisions and Gateway. The Gateway kick-off included a safety game show for employees on January 11. Division kick-offs are scheduled throughout February.

Claims

- Merged the Return-to-Work function into the Workers' Compensation Unit of Risk Management. Workers' Compensation Analysts will work with the home department/division and the Claims Administration Unit (CAU) to ensure an expeditious treatment of injuries, finding modified/light-duty work, and facilitating a quick return to full duty, thereby reducing lost workdays.
- Established the Special Investigations Unit (SIU) in the Office of System Safety and Security. SIU will work closely with the CAU and County Counsel to identify, investigate and prosecute fraudulent claims and will assist departments/divisions to identify and pursue disciplinary action against employees as appropriate (Attachment D).

Union Participation

- Advertised and received applications for the Injured Workers Advocate position.
- Scheduled a meeting with the Safety Oversight Committee in mid-January to brief labor management on the MTA/Dupont Safety Program approach and elements.

NEXT STEPS

The MTA/Dupont team will continue implementation of the Safety Program. Tasks scheduled for the third quarter include conducting 21 safety skills training sessions; completion and adoption of the Safety Strategic Plan and Safety Action Plans; initiate revision of the Performance Based Compensation system to include safety; monthly meetings of the Safety Program committees; update of the safety scorecard; and continuing implementation of the communications plan. MTA will continue implementing the labor contract provisions with ongoing monthly meetings of the Safety Oversight Committee, initiation in February of the Local Safety Committees at 18 divisions/operating locations, and completion of the Injured Workers Advocate recruitment.

Sincerely,



Roobik Galoosian
Managing Director
Risk Management

ATTACHMENTS

- A. MTA Safety Assessment by Dupont
- B. MTA Safety Policy and Principles
- C. MTA Safety Skill Building Seminars
- D. Special Investigations Unit (SIU)

MTA Safety Assessment by Dupont

From October 1 through November 1, the Dupont consultants interviewed a cross section of the organization totaling 470 staff, reviewed documents, and observed operations to evaluate current safety performance. Interviews included headquarters, bus and rail employees at all levels, from managers and supervisors to operators, maintenance technicians, and office staff.

While MTA's initial ratings are low, Dupont's experience with this demanding and stringent survey is that it is not uncommon for organizations to score as the MTA did at the outset of a new Safety Program that strives to change the culture of an organization. The bar charts starting on the third page of Attachment A summarize the safety assessment results for the MTA, breaking the results down by Headquarters, Rail and Bus Divisions. The Safety Program's progress will be tracked periodically and reported using the same survey criteria.

The agency has set a goal of achieving the "World Class" rating. As MTA continues to implement the Safety Program and the Strategic Safety Plan over the next five years, rising scores and a safer environment will reflect an improving safety culture.



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

STATUS REPORT AS OF 12/31/01

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

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

B-102 and B-103 - Temple Beaudry

A decision has been made to locate the Cash Counting Facility in space that is available at Division 20. The Division 20 location is better situated for security, access and control purposes. Since the Temple Beaudry site will not be required for this project, it will be considered for disposition as a surplus property. Formal approval to dispose of the site will be submitted to FTA once an appraisal has been completed and the estimated value is known. The site contains hazardous materials that will affect the value of the property.

A1-300 and A2-301 - Wilshire/Crenshaw

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

MTA staff submitted a report to the Board recommending authorization for the CEO to execute an Exclusive Negotiation Agreement with Legacy-Olson in November 2001. The report has been carried for 60 days but staff anticipates a decision from the Board in its January 2002 meeting.

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

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

1. Parcels A1-015, A1-016,

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

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

On October 26, 2000, the MTA Board authorized the Chief Executive Officer to execute an Exclusive Negotiation Agreement (ENA) with The Macleod Partnership for development of the MTA property at the Wilshire/Alvarado station. The ENA was fully executed on May 22, 2001. A good faith deposit and negotiation schedule was received by MTA from the Developer subsequent to the signing of the ENA. The MTA and Developer had 180 days to negotiate and execute a Joint Development Agreement (JDA). The MTA Board will consider at the January 2002 Board meeting whether to conclude the current ENA with MacLeod Partnership or extend it beyond the 30-day extension granted in November 2001.

**TRANSIT OPERATIONS
PERFORMANCE REPORT**





**Transit Operations Performance Report
for
December 2001**

Prepared by:

Los Angeles County
Metropolitan Transportation Authority
Transit Operations Division



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In-Service On-Time Performance	
Scheduled Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
Rail Service Performance	7
On-time Service	
In-Service On-Time Performance	
Schedule Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
Maintenance Performance	11
Mean Miles Between Chargeable Mechanical Failures	
Past Due Critical Preventive Maintenance Program	
Attendance	13
Maintenance Attendance	
Safety Performance	14
Bus Accidents per 100,000 Hub Miles	
Customer Satisfaction	15
Complaints per 100,000 Boardings	
New Workers' Compensation Claims	16
New Workers' Compensation Claims per 100 Employees	
"How You Doin'?" Incentive Program	
Monthly Metro Bus & Metro Rail	17
Quarterly Metro Bus & Metro Rail	20
Year Metro Bus & Metro Rail	23
Most Improved Quarterly - Metro Bus	26
Most Improved Year - Metro Bus	28

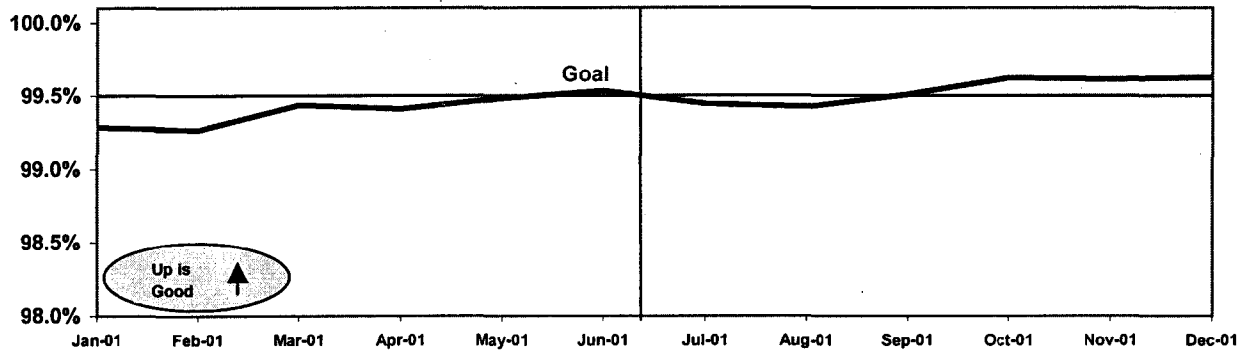
BUS SERVICE PERFORMANCE

ON-TIME PULLOUT PERCENTAGE

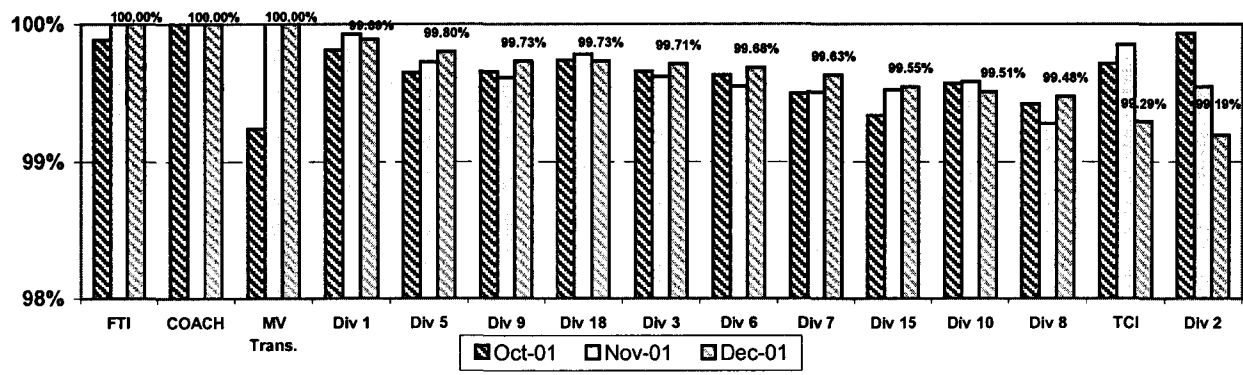
Definition: On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

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

OTP - Systemwide Trend



OTP by Bus Operating Divisions - Sorted From Best to Worst Performance October - December 2001



Outlates & Cancellations by 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
1	5428	0	0.00%	6	0.11%	2.36%	99.89%	0	4	2
2	5435	1	0.02%	43	0.79%	17.32%	99.19%	3	41	0
3	6204	0	0.00%	18	0.29%	7.09%	99.71%	0	17	1
5	6428	0	0.00%	13	0.20%	5.12%	99.80%	0	12	1
6	1899	0	0.00%	6	0.32%	2.36%	99.68%	1	5	0
7	7291	0	0.00%	27	0.37%	10.63%	99.63%	2	23	2
8	4960	1	0.02%	25	0.50%	10.24%	99.48%	3	19	4
9	5597	2	0.04%	13	0.23%	5.91%	99.73%	2	12	1
10	8582	1	0.01%	41	0.48%	16.54%	99.51%	4	27	11
15	7475	1	0.01%	33	0.44%	13.39%	99.55%	0	34	0
18	8555	1	0.01%	22	0.26%	9.06%	99.73%	9	13	1
TOTAL	67854	7	0.01%	247	0.36%	100.00%	99.63%	24	207	23

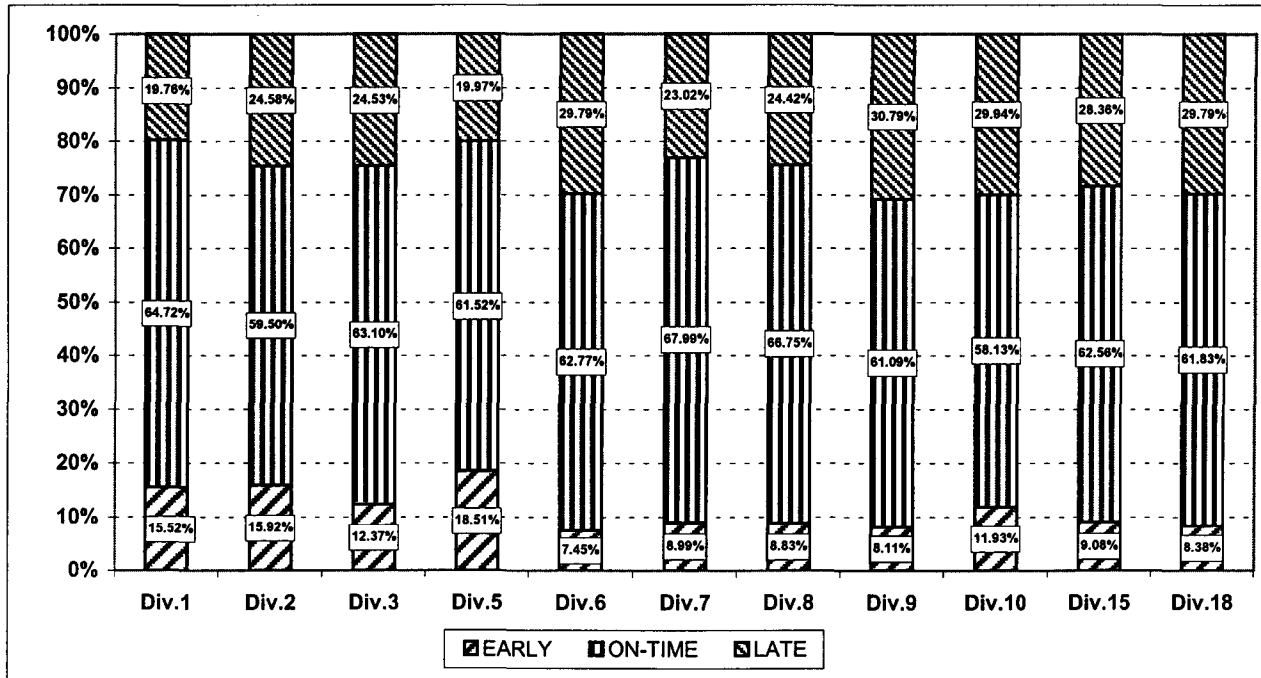
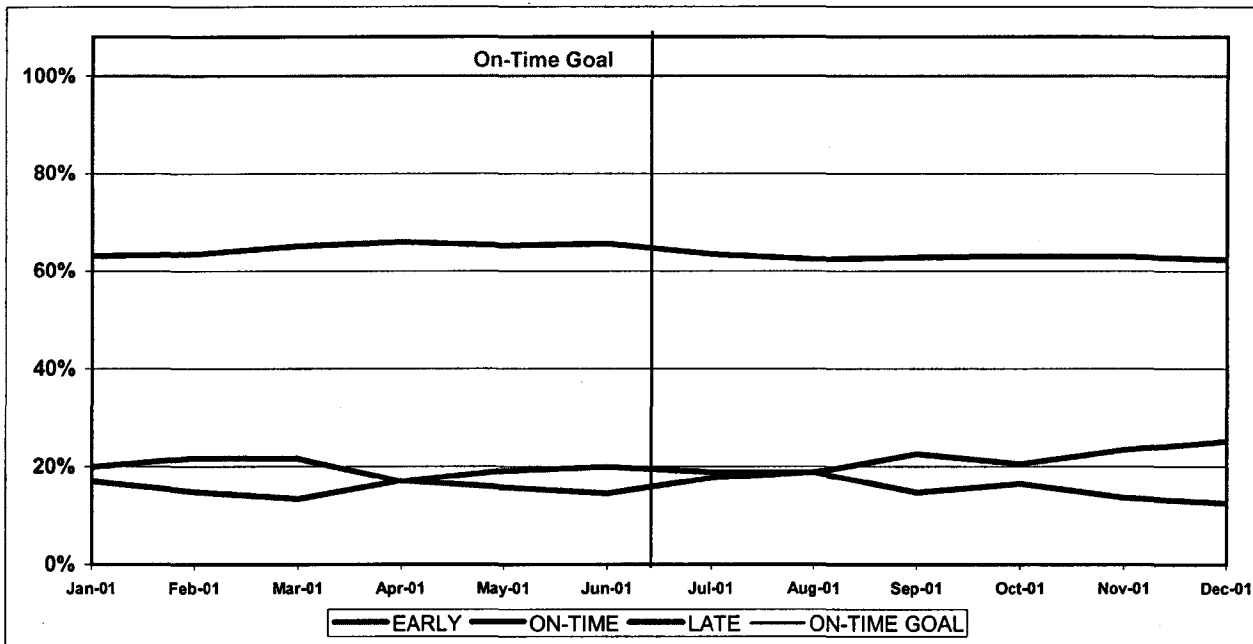
IN-SERVICE ON-TIME PERFORMANCE

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 Division

Most Recent Quarter Ended Compared To Same Quarter Last Year			
	FY01-Q2	FY02-Q2	Variance
Division 1			
Early	17.58%	17.48%	-0.10%
On-Time	68.54%	68.33%	-0.21%
Late	13.89%	14.20%	0.31%
Division 2			
Early	16.29%	17.39%	1.10%
On-Time	61.95%	61.60%	-0.36%
Late	21.75%	21.01%	-0.74%
Division 3			
Early	11.86%	12.02%	0.16%
On-Time	72.15%	63.30%	-8.85%
Late	15.99%	24.68%	8.69%
Division 5			
Early	13.92%	15.57%	1.66%
On-Time	67.15%	59.91%	-7.24%
Late	18.93%	24.51%	5.58%
Division 6			
Early	15.67%	17.08%	1.41%
On-Time	61.46%	61.83%	0.37%
Late	22.86%	21.09%	-1.77%
Division 7			
Early	26.10%	13.65%	-12.45%
On-Time	55.51%	66.15%	10.64%
Late	18.39%	20.20%	1.80%
Division 8			
Early	12.93%	9.29%	-3.64%
On-Time	62.68%	65.92%	3.24%
Late	24.39%	24.78%	0.40%
Division 9			
Early	16.16%	10.12%	-6.04%
On-Time	69.56%	60.89%	-8.67%
Late	14.28%	28.99%	14.71%
Division 10			
Early	14.15%	14.81%	0.66%
On-Time	66.92%	60.04%	-6.88%
Late	18.93%	25.15%	6.22%
Division 15			
Early	15.02%	9.61%	-5.41%
On-Time	64.26%	59.48%	-4.77%
Late	20.72%	30.90%	10.19%
Division 18			
Early	12.07%	10.80%	-1.27%
On-Time	60.53%	61.10%	0.56%
Late	27.40%	28.11%	0.71%
SYSTEMWIDE			
Early	17.19%	14.07%	-3.12%
On-Time	63.91%	62.91%	-1.00%
Late	18.89%	23.02%	4.13%

Most Recent Quarter Ended Compared to Previous Quarter			
	FY02-Q1	FY02-Q2	Variance
Division 1			
	18.82%	17.48%	-1.34%
	69.39%	68.33%	-1.06%
	11.80%	14.20%	2.40%
Division 2			
	21.62%	17.39%	-4.23%
	58.97%	61.60%	2.62%
	19.40%	21.01%	1.61%
Division 3			
	12.14%	12.02%	-0.11%
	67.66%	63.30%	-4.36%
	20.20%	24.68%	4.47%
Division 5			
	14.69%	15.57%	0.89%
	63.86%	59.91%	-3.95%
	21.45%	24.51%	3.06%
Division 6			
	18.82%	17.08%	-1.74%
	59.78%	61.83%	2.05%
	21.40%	21.09%	-0.31%
Division 7			
	17.78%	13.65%	-4.12%
	61.74%	66.15%	4.41%
	20.48%	20.20%	-0.28%
Division 8			
	10.15%	9.29%	-0.86%
	63.05%	65.92%	2.88%
	26.80%	24.78%	-2.02%
Division 9			
	15.01%	10.12%	-4.89%
	63.54%	60.89%	-2.65%
	21.45%	28.99%	7.54%
Division 10			
	20.87%	14.81%	-6.06%
	59.68%	60.04%	0.36%
	19.45%	25.15%	5.70%
Division 15			
	12.22%	9.61%	-2.61%
	61.46%	59.48%	-1.98%
	26.31%	30.90%	4.59%
Division 18			
	15.60%	10.80%	-4.80%
	58.72%	61.10%	2.37%
	25.68%	28.11%	2.43%
SYSTEMWIDE			
	16.98%	14.07%	-2.91%
	62.90%	62.91%	0.01%
	20.13%	23.02%	2.89%

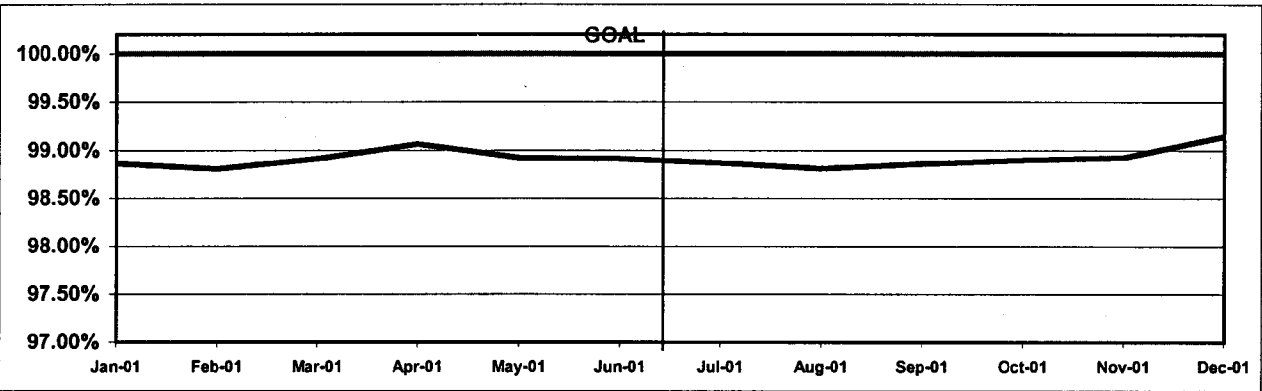
NOTE: These charts are updated quarterly

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: $SRS\% = \frac{\text{Total Scheduled Service Hours} - \text{Lost Revenue Service Hours} + \text{Recovered Service Hours}}{\text{Total Scheduled Service Hours}}$

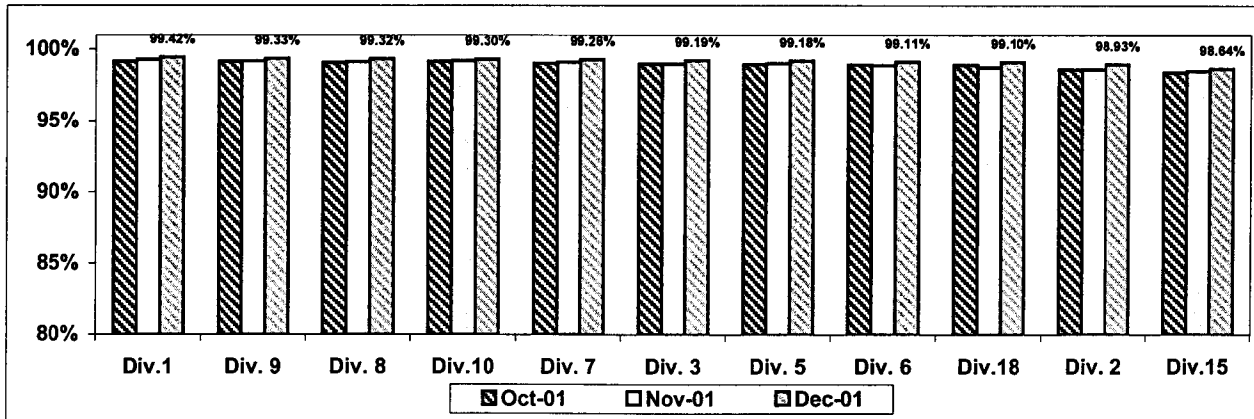
Systemwide Trend



Most Recent Quarter Ended Compared To Same Quarter Last Year			
SRSHD	FY01-Q2	FY02-Q2	Variance
Division 1	99.11%	99.29%	0.18%
Division 2	98.44%	98.70%	0.26%
Division 3	98.64%	99.04%	0.41%
Division 5	98.61%	99.04%	0.43%
Division 6	97.85%	98.97%	1.12%
Division 7	98.95%	99.12%	0.17%
Division 8	99.12%	99.17%	0.05%
Division 9	98.89%	99.21%	0.32%
Division 10	98.97%	99.20%	0.23%
Division 15	98.50%	98.50%	0.00%
Division 18	98.33%	98.90%	0.57%
Systemwide	98.71%	99.00%	0.29%

Most Recent Quarter Ended Compared to Previous Quarter		
FY02-Q1	FY02-Q2	Variance
99.06%	99.29%	0.22%
98.62%	98.70%	0.08%
98.86%	99.04%	0.18%
98.98%	99.04%	0.06%
98.96%	98.97%	0.01%
99.03%	99.12%	0.10%
99.24%	99.17%	-0.07%
98.96%	99.21%	0.25%
99.09%	99.20%	0.11%
98.13%	98.50%	0.38%
98.76%	98.90%	0.14%
98.85%	99.00%	0.15%

NOTE: This chart is updated quarterly

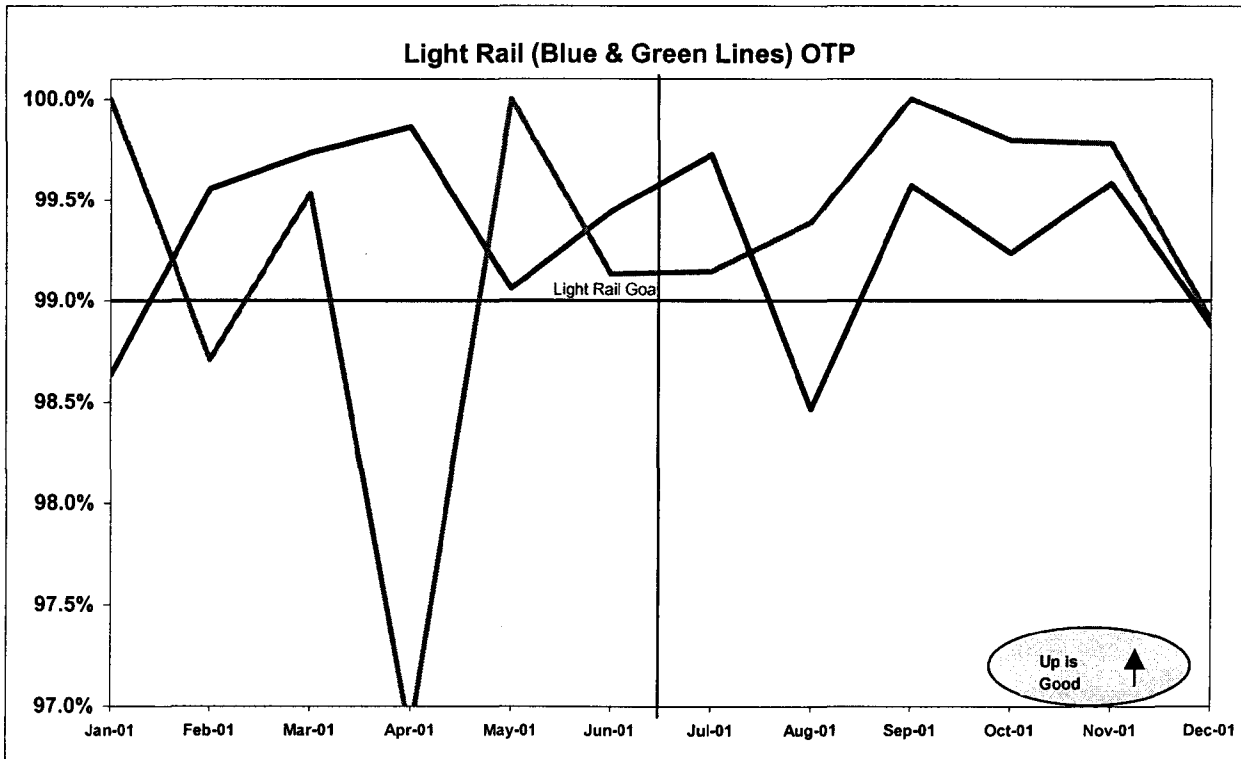
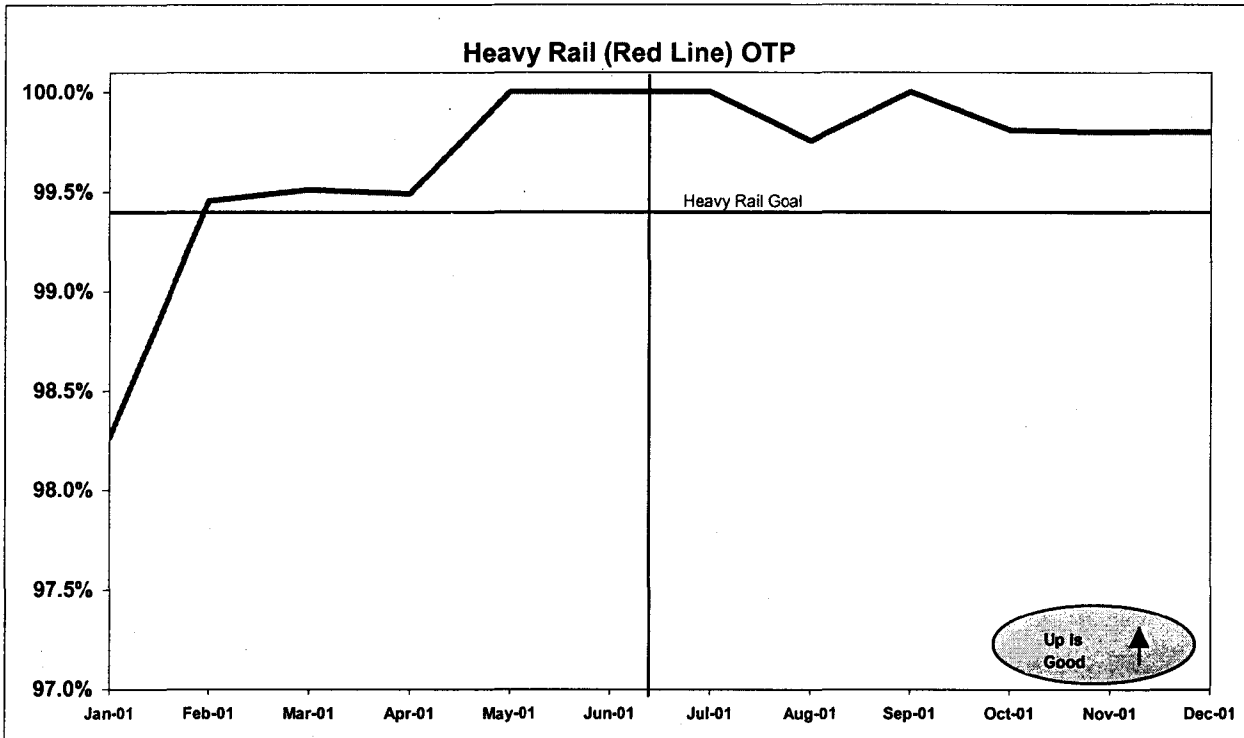


RAIL SERVICE PERFORMANCE

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

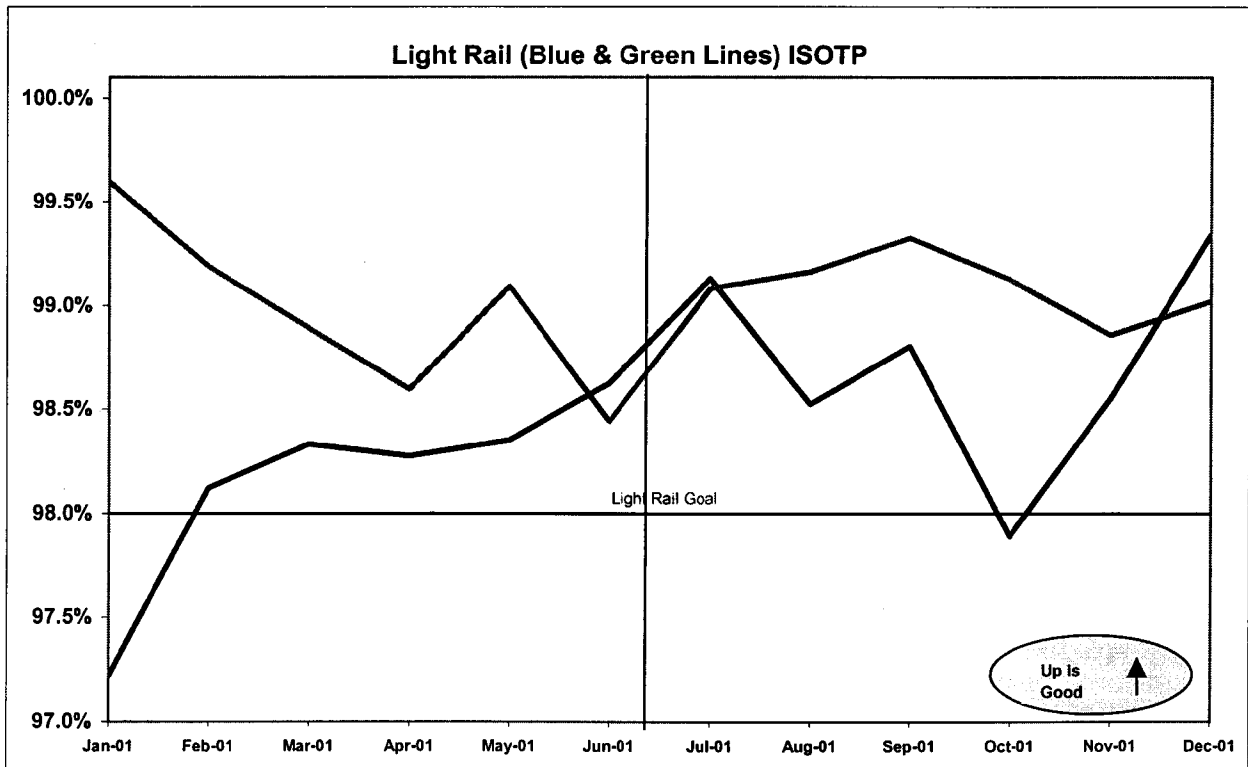
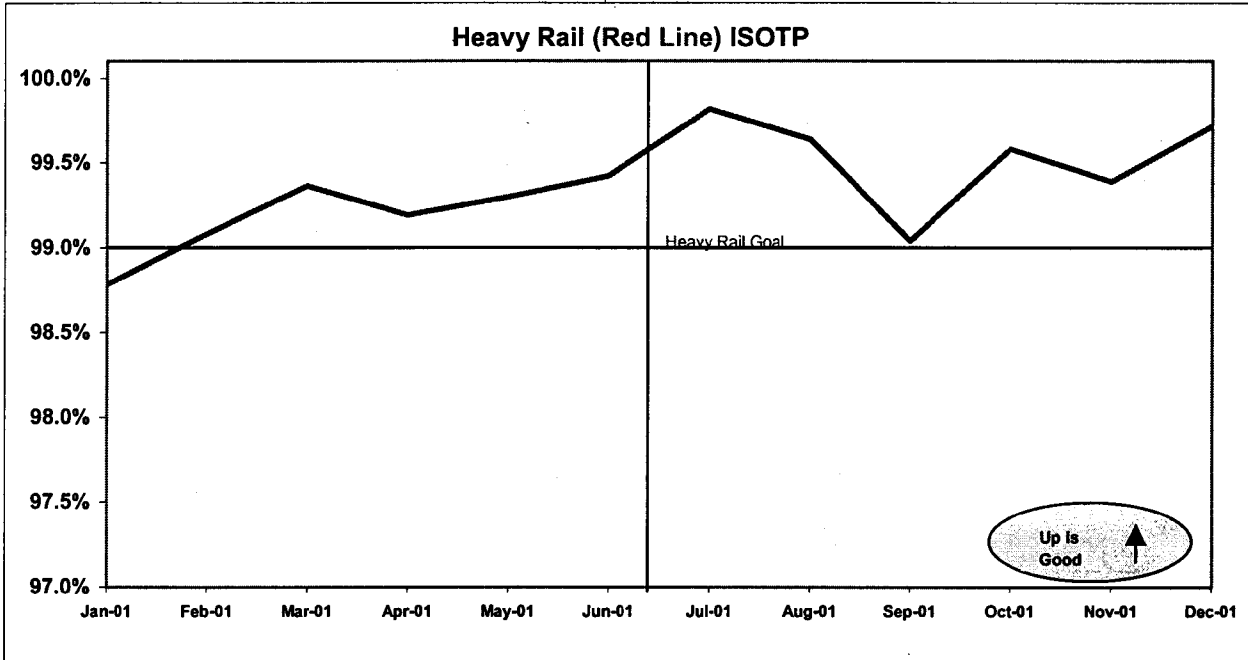


RAIL SERVICE PERFORMANCE - Continued

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.

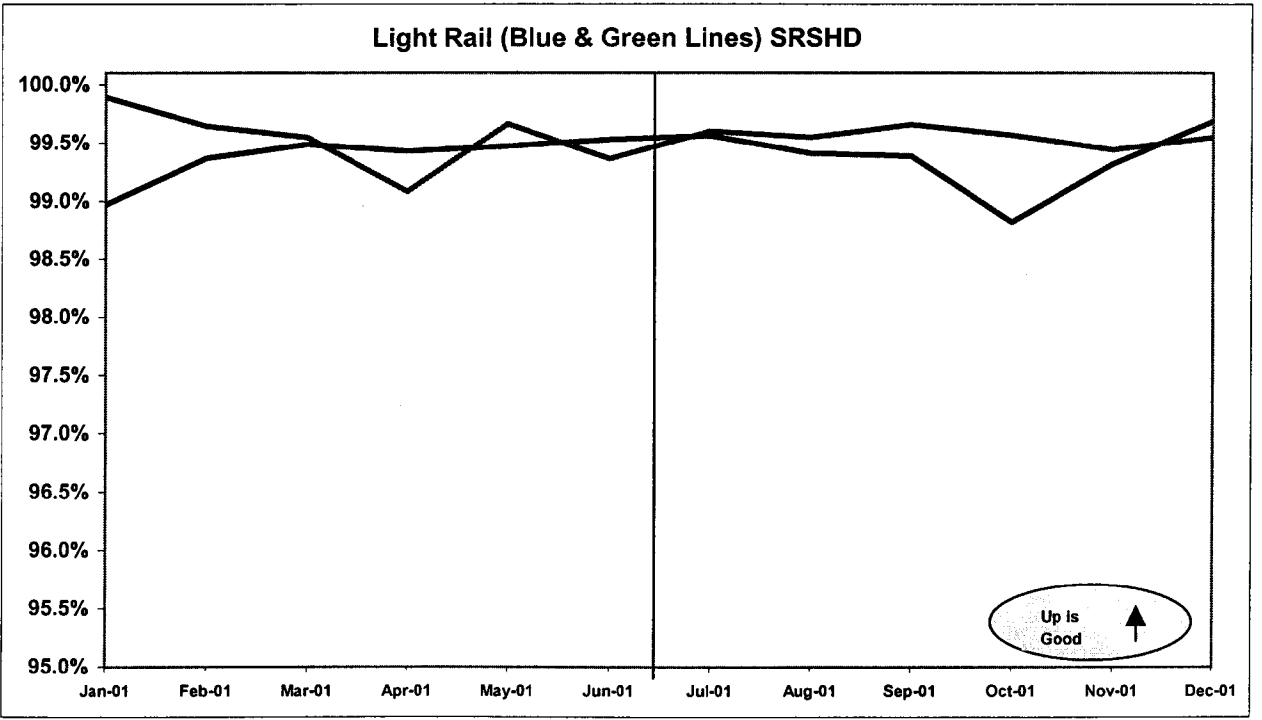
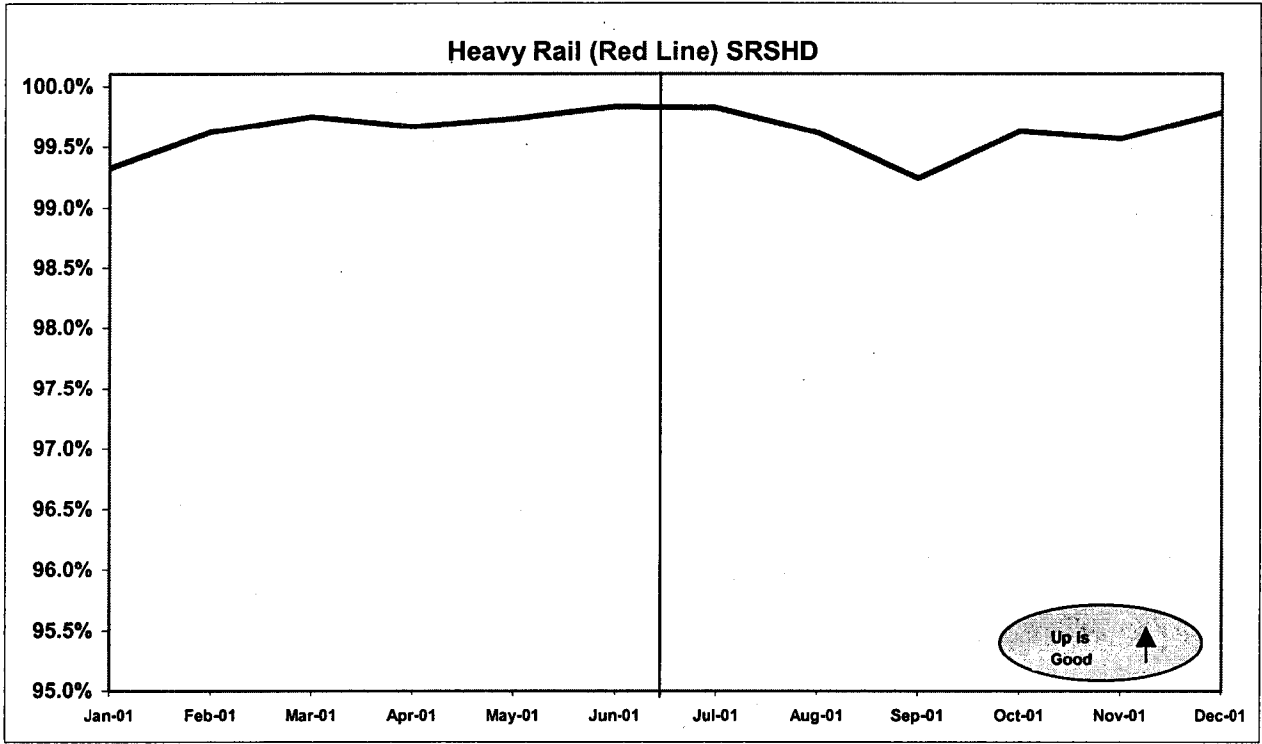
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]]



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.

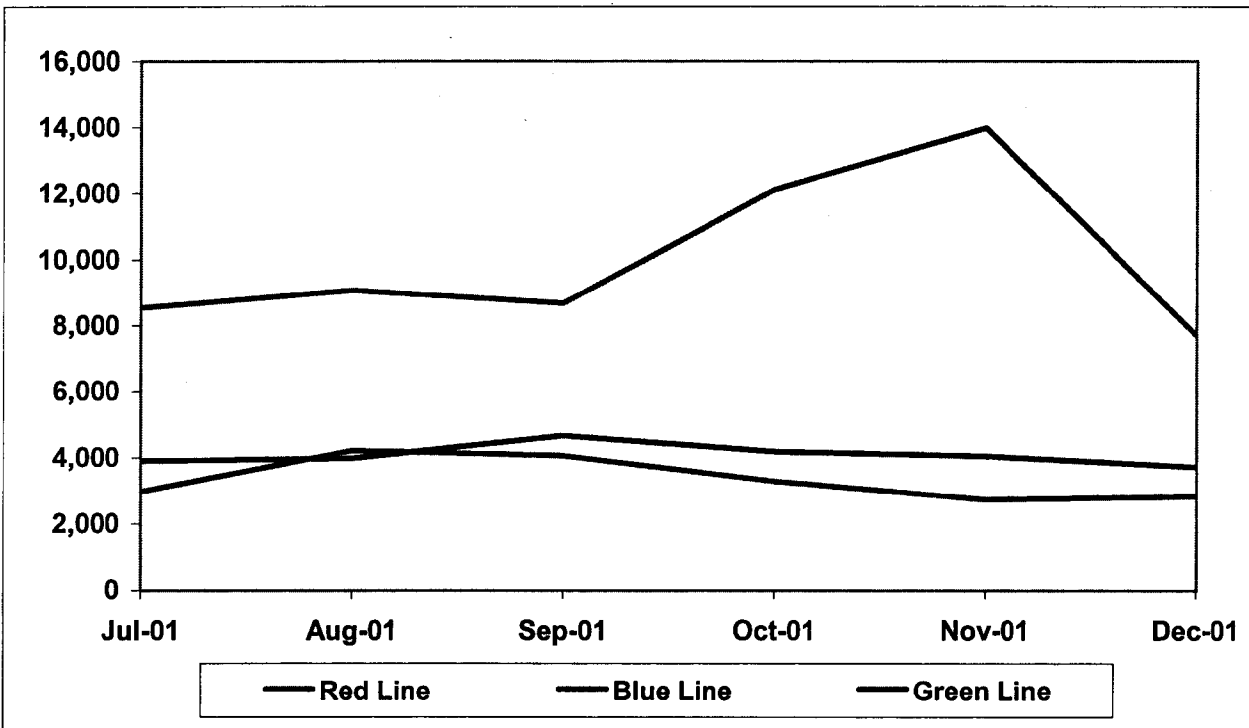
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



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



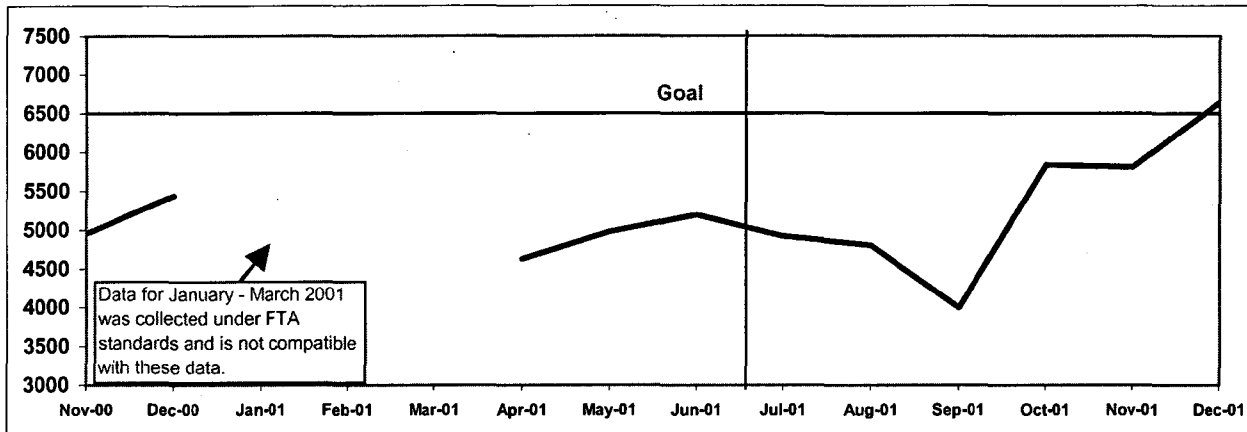
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES

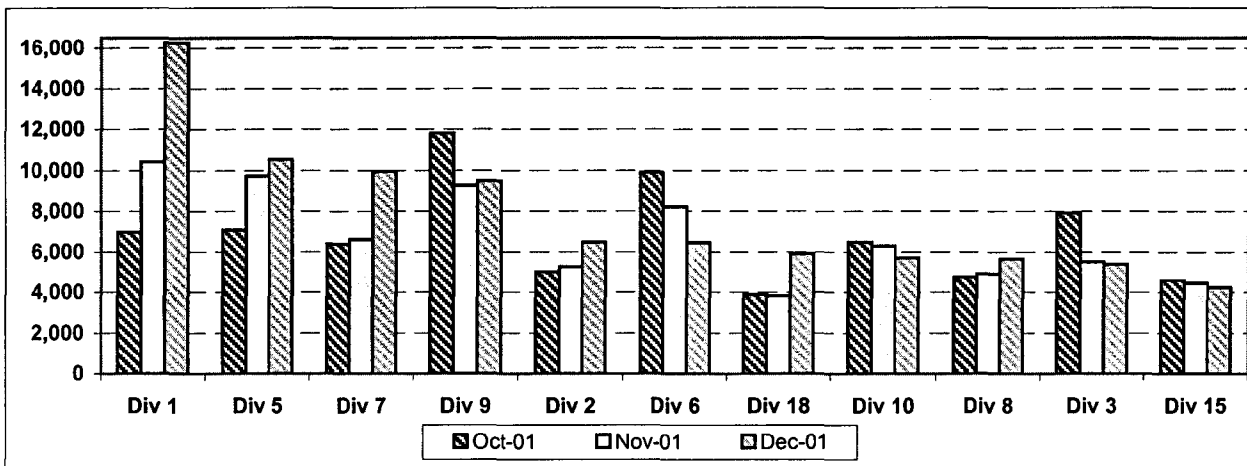
Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: $MMBCMF = (\text{Total Hub Miles} / \text{by Chargeable Mechanical Related Roadcalls})$

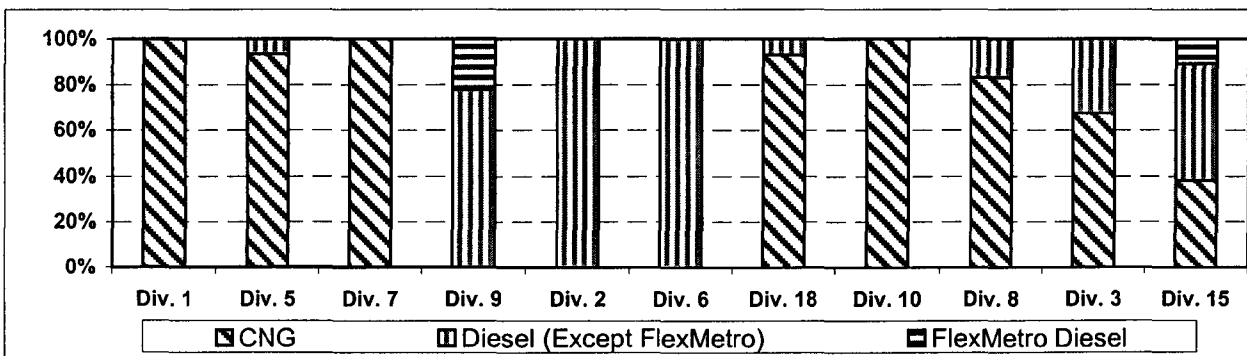
Systemwide Trend



Bus Operating Divisions October - December 2001



Fleet Mix by Fuel Type



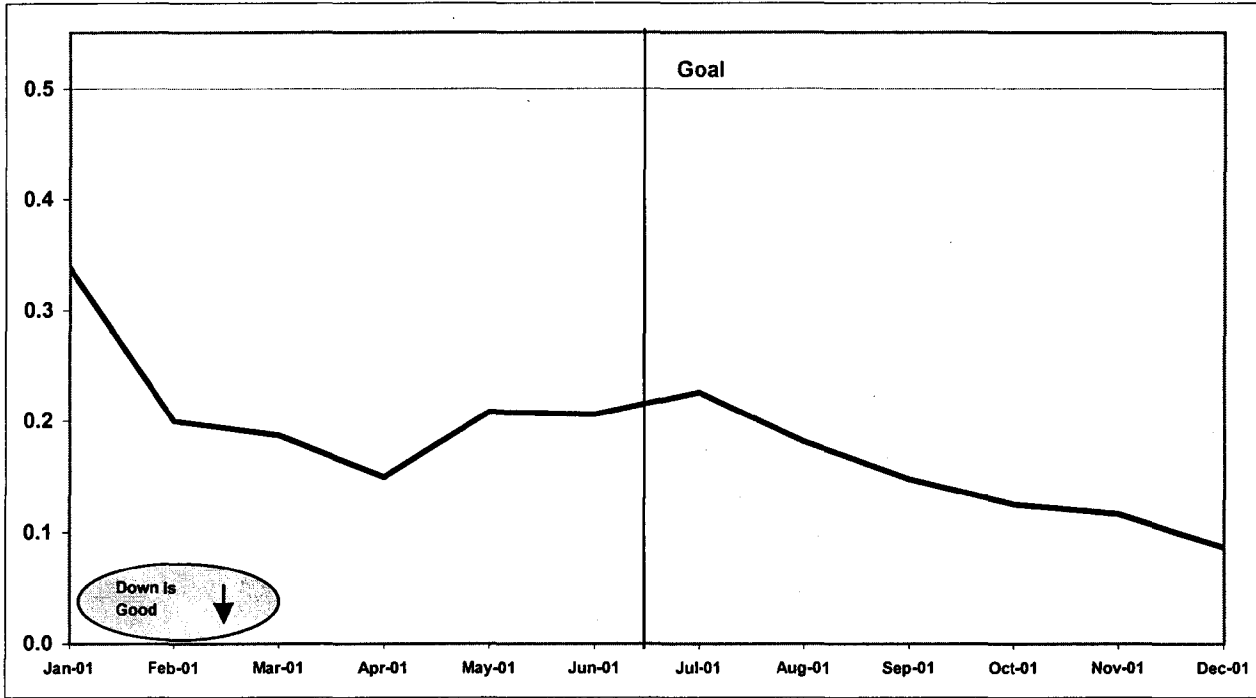
MAINTENANCE PERFORMANCE - Continued

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

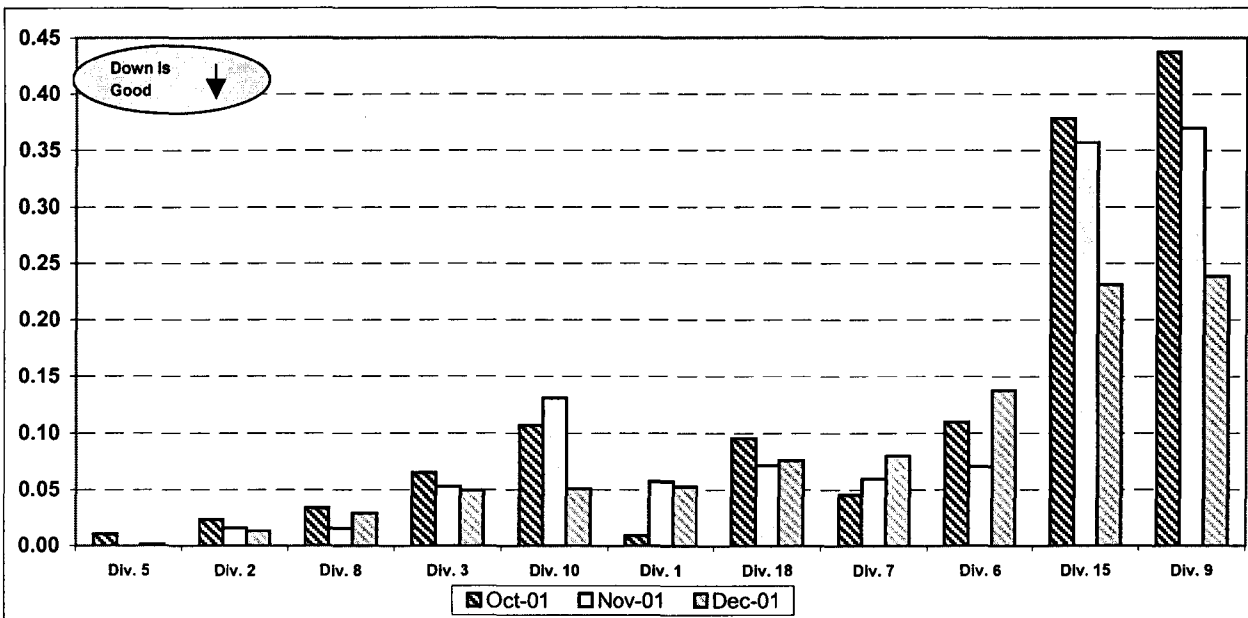
Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

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

Systemwide Trend



**PMPs - Sorted From Best to Worst Performance (By Current Month)
October - December 2001**



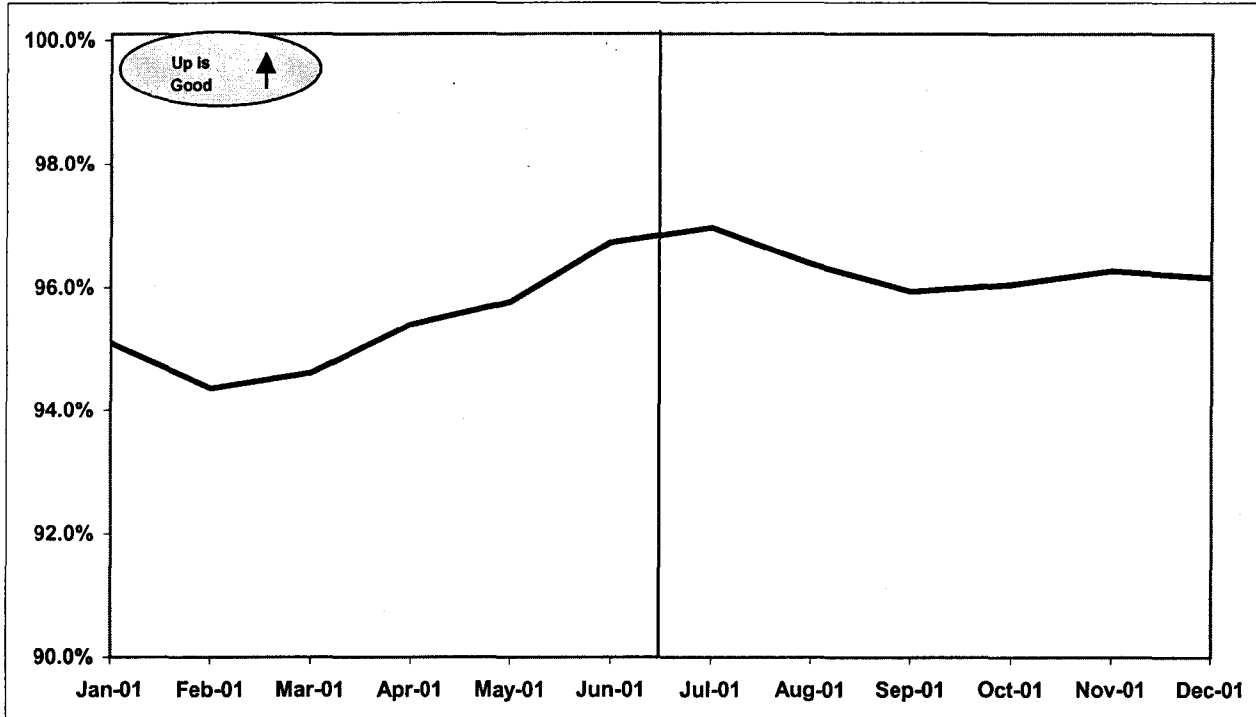
ATTENDANCE

MAINTENANCE ATTENDANCE

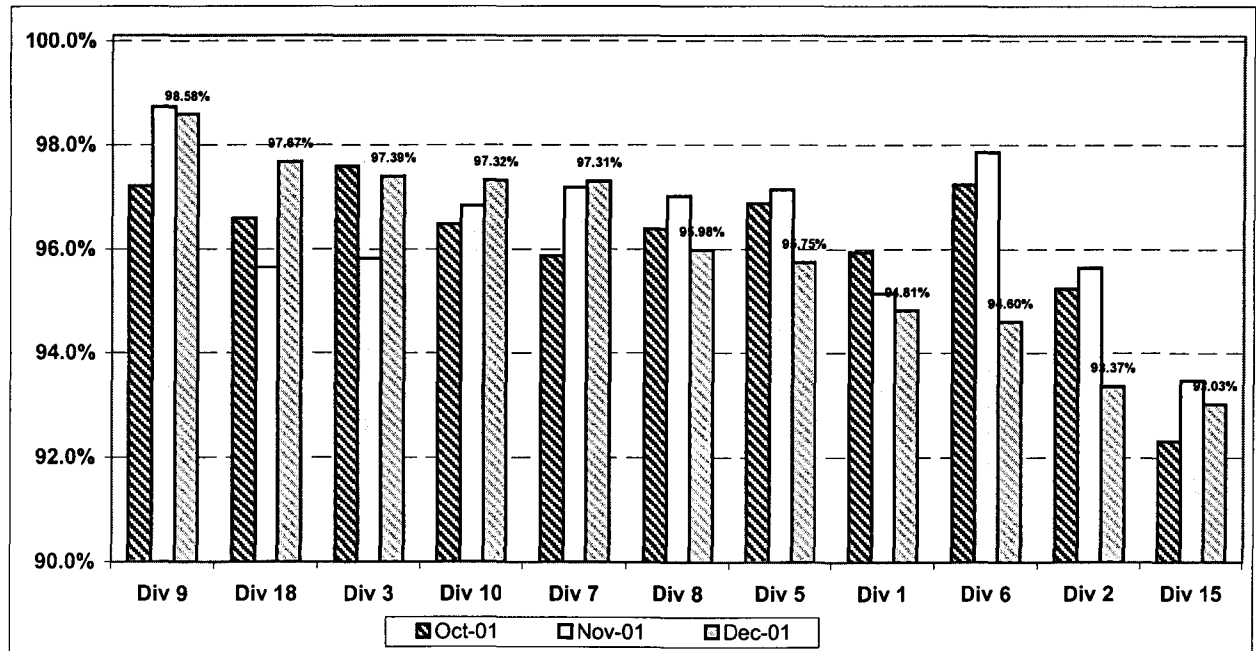
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

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

Systemwide Trend



Maintenance Attendance - Sorted From Best to Worst Performance (By Current Month) October - December 2001



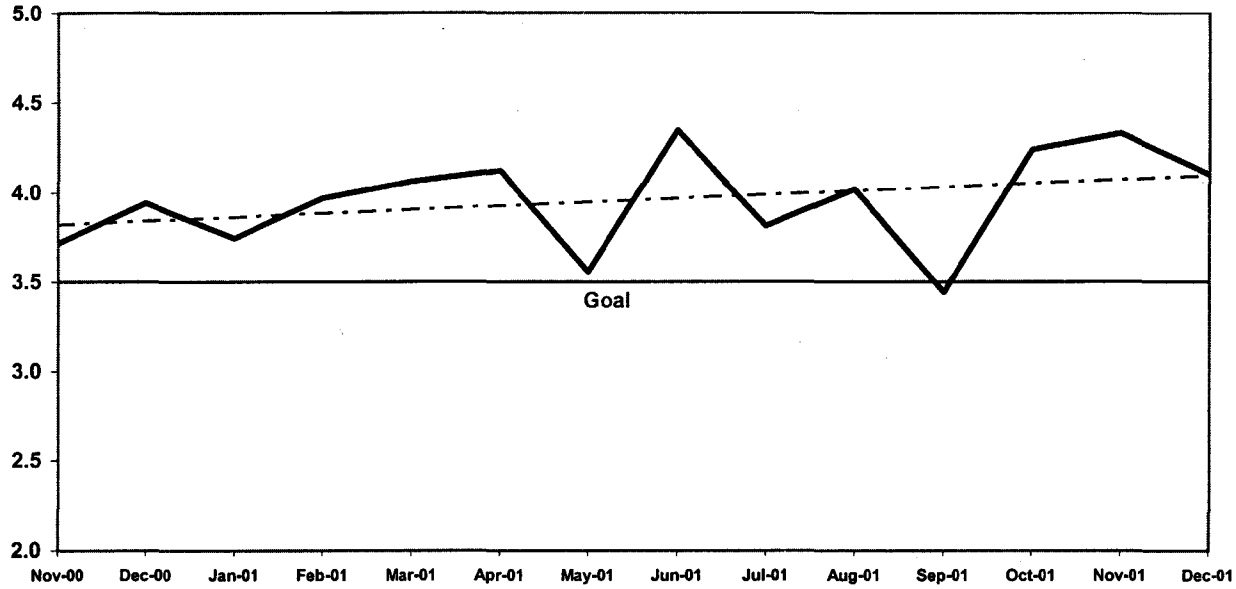
SAFETY PERFORMANCE

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.

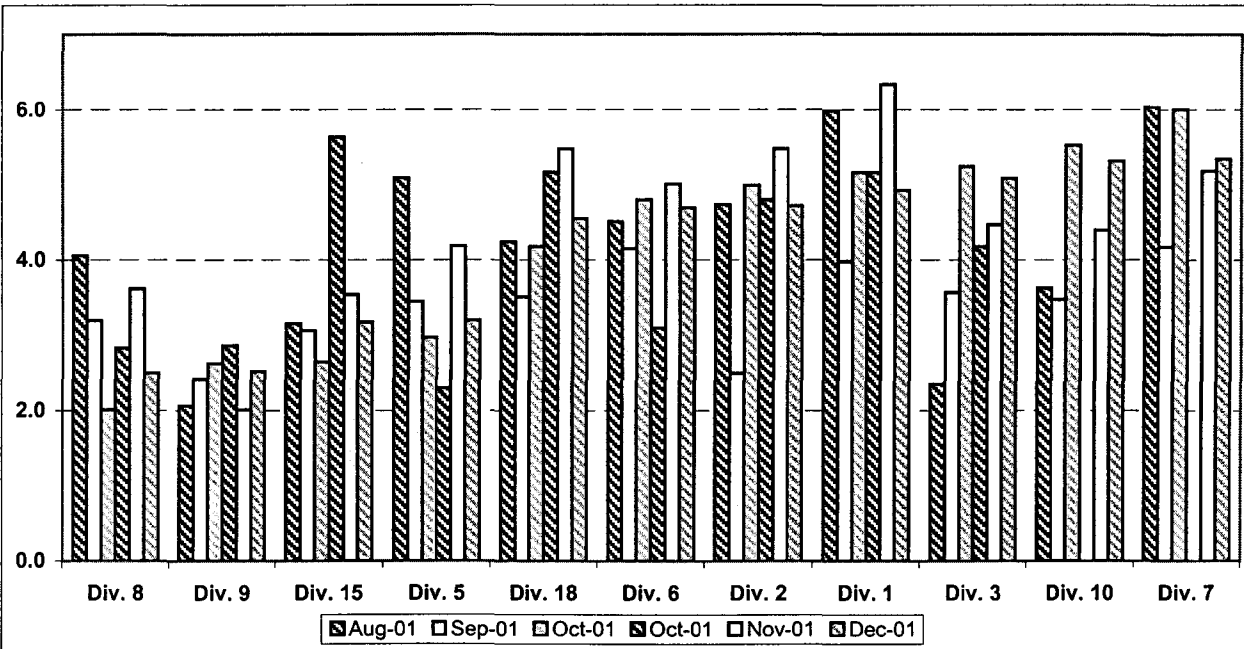
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

Systemwide Trend



Note: Beginning with the August 1999 Monthly Performance Report 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 From Best to Worst Performance (By Current Month) October - December 2001



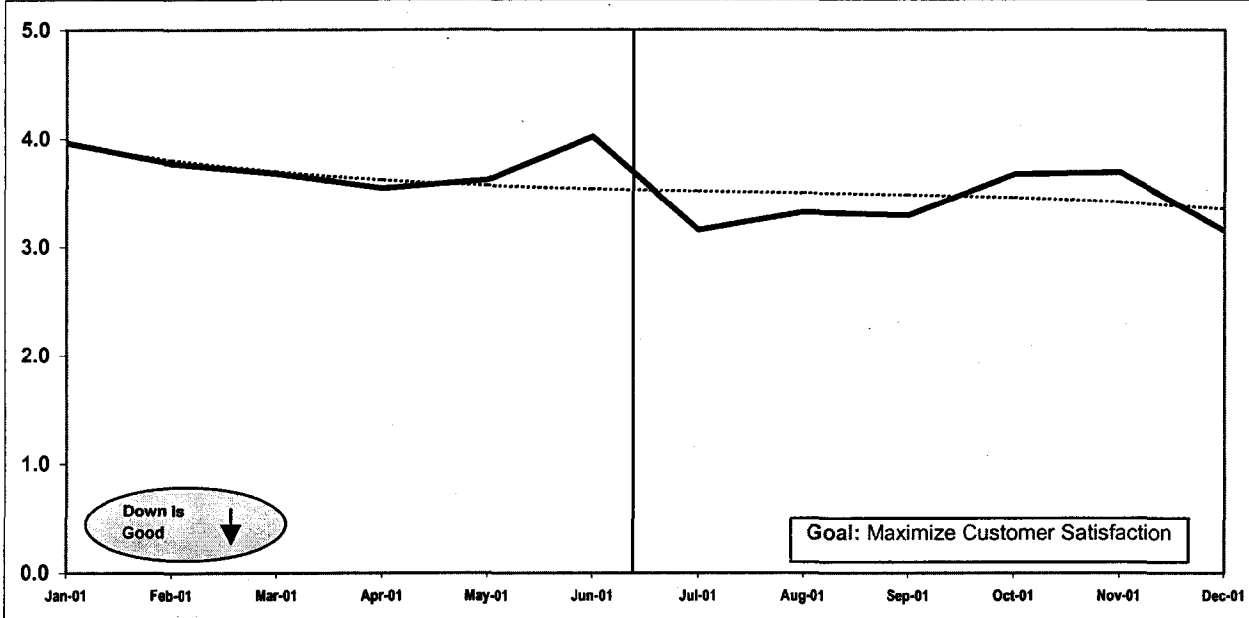
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

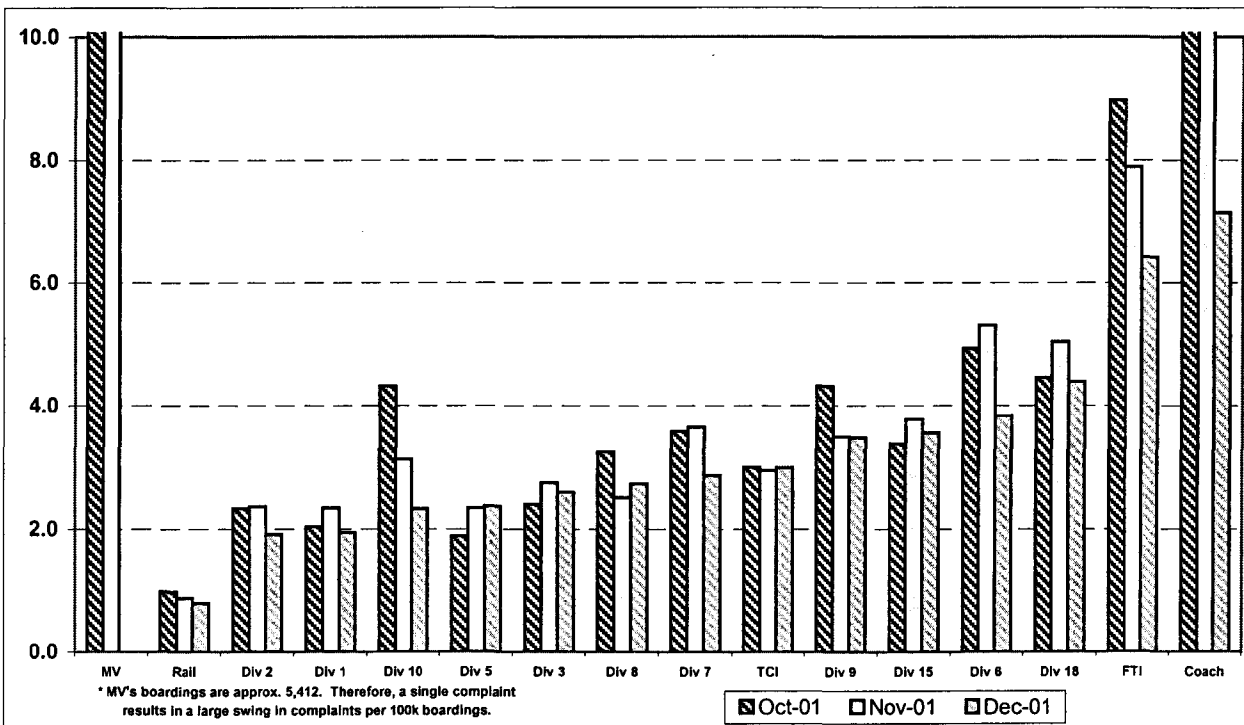
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions - Sorted From Best to Worst Performance (By Current Month) October - December 2001



WORKERS COMPENSATION CLAIMS

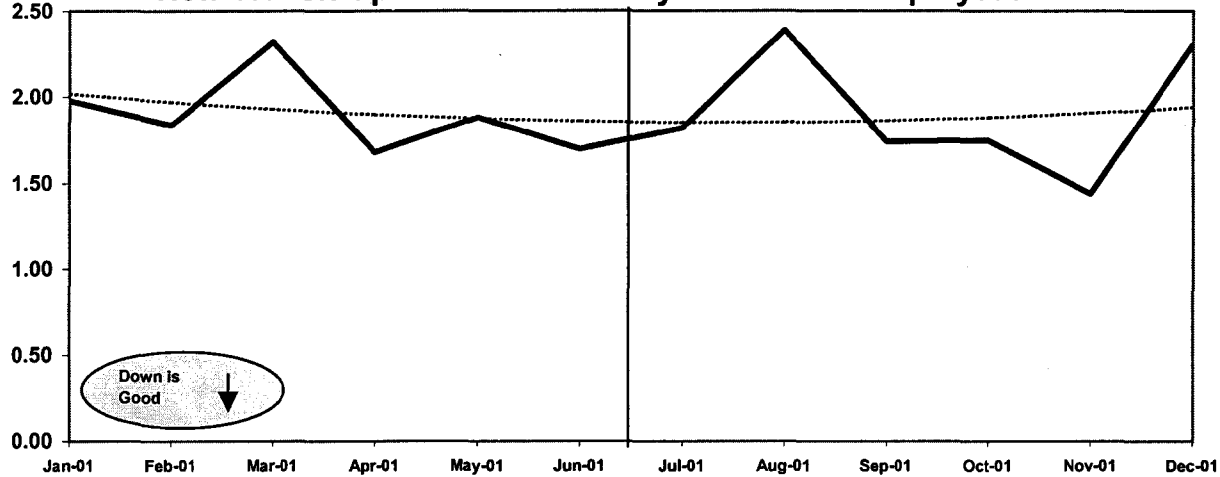
New Workers Compensation Claims per 100 Employees

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



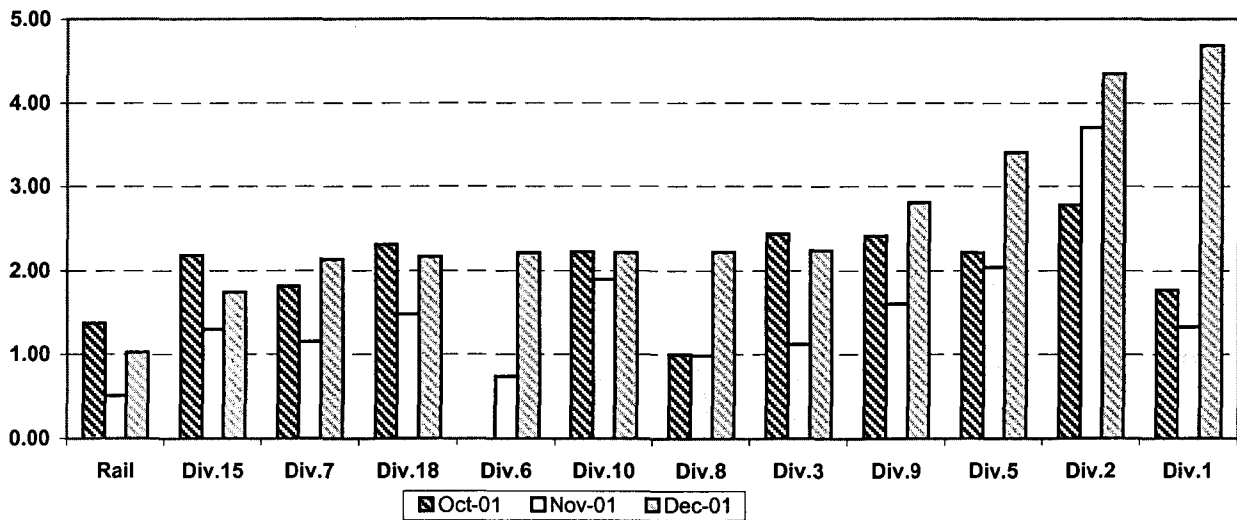
NEW CLAIMS PER 100 EMPLOYEES BY BUS DIVISION & RAIL

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 From Best to Worst Performance (By Current Month)

October - December 2001



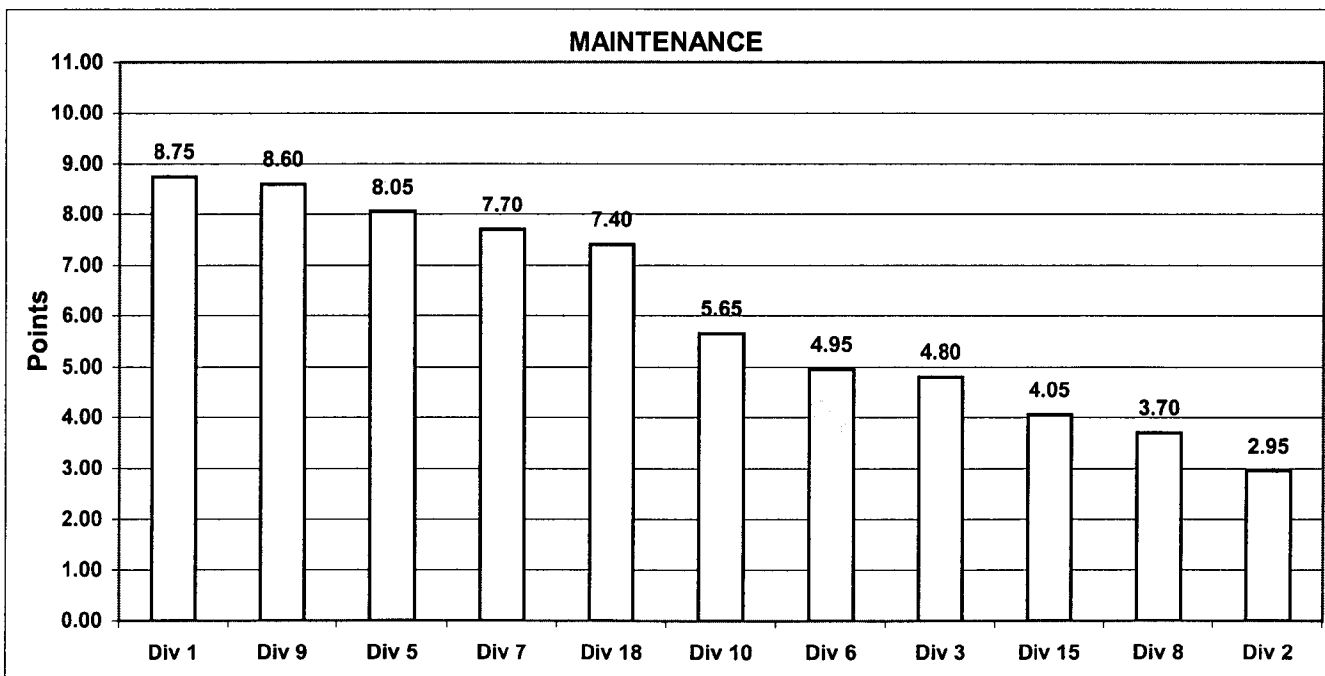
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Monthly Calculations - December 2001 Metro Bus - Maintenance

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.

Maintenance												
Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18	
On-Time Pullouts	35%	0.9989	0.9919	0.9971	0.9980	0.9968	0.9963	0.9948	0.9973	0.9951	0.9955	0.9973
Points		11	1	7	10	6	5	2	9	3	4	8
Miles Between Mechanical Failures	30%	16246	6472	5393	10523	6461	9951	5664	9489	5699	4246	5906
Points		11	7	2	10	6	9	3	8	4	1	5
Attendance	15%	0.9481	0.9337	0.9739	0.9575	0.9460	0.9731	0.9598	0.9358	0.9732	0.9303	0.9767
Points		4	2	9	5	3	7	6	11	8	1	10
New WC Claims /100 Emp	20%	2.1277	4.5872	3.2520	2.3622	3.1250	0.0000	2.0619	1.7857	0.0000	0.0000	1.3517
Points		5	1	2	4	3	11	6	7	11	11	8
Totals		8.75	2.95	4.80	8.05	4.95	7.70	3.70	8.60	5.65	4.05	7.40
FINAL RANKING December 2001		Maintenance Division Ranking (Sorted)										
	DIV. Score	8.75	8.60	8.05	7.70	7.40	5.65	4.95	4.80	4.05	3.70	2.95
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



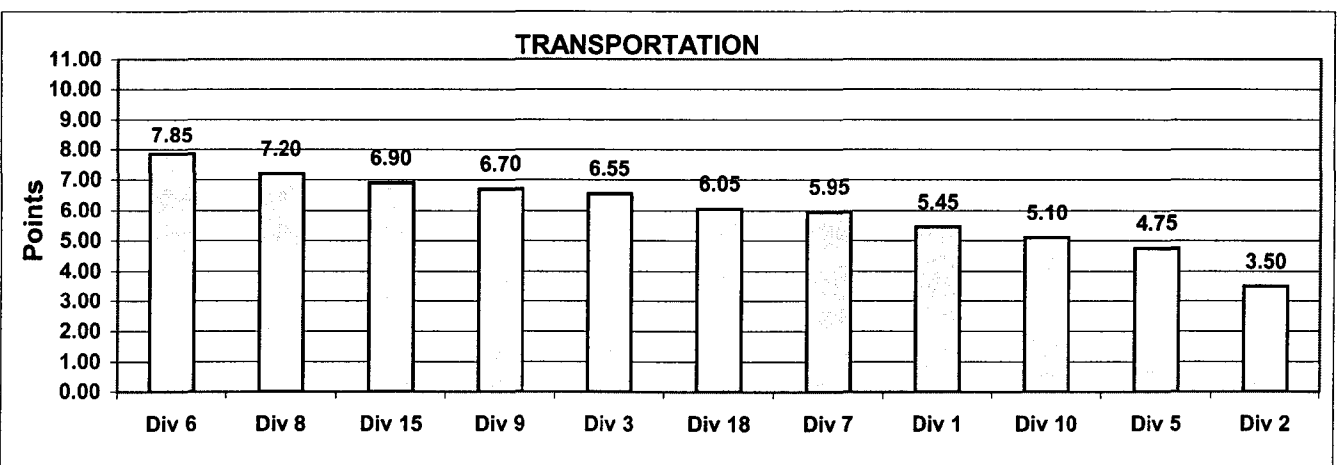
**Monthly Calculations - December 2001
Metro Bus - Transportation**

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
On-Time Pullouts	15%	0.9989	0.9919	0.9971	0.9980	0.9968	0.9963	0.9948	0.9973	0.9951	0.9955	0.9973
Points		11	1	7	10	6	5	2	9	3	4	8
In-Service On-Time Performance	15%	0.6472	0.5950	0.6310	0.6152	0.6277	0.6799	0.6675	0.6109	0.5813	0.6256	0.6183
Points		9	2	8	4	7	11	10	3	1	6	5
Running Hot	20%	0.1552	0.1692	0.1237	0.1851	0.0745	0.0899	0.0883	0.0811	0.1193	0.0908	0.0838
Points		3	2	4	1	11	7	8	10	5	6	9
Accident Rate	15%	1.9244	1.5446	1.3177	1.6863	1.7106	1.3453	1.1963	1.5091	1.1699	1.4895	1.0838
Points		4	7	2	6	5	1	8	10	9	11	3
Complaints/100K Boardings	10%	1.9127	1.9113	2.5970	2.3893	3.8343	2.8671	2.7387	3.4743	2.3218	3.5520	4.3873
Points		10	11	7	8	2	5	6	4	9	3	1
New WC Claims /Emp	25%	5.3650	4.2683	1.9333	3.6876	1.9251	2.7660	2.2654	3.1088	2.8404	2.1661	2.3649
Points		1	2	10	3	11	6	8	4	5	9	7
Totals		5.45	3.50	6.55	4.75	7.85	5.95	7.20	6.70	5.10	6.90	6.05

FINAL RANKING December 2001	Transportation Division Ranking (Sorted)											
	DIV.	Div 6	Div 8	Div 15	Div 9	Div 3	Div 18	Div 7	Div 1	Div 10	Div 5	Div 2
	Score	7.85	7.20	6.90	6.70	6.55	6.05	5.95	5.45	5.10	4.75	3.50
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	



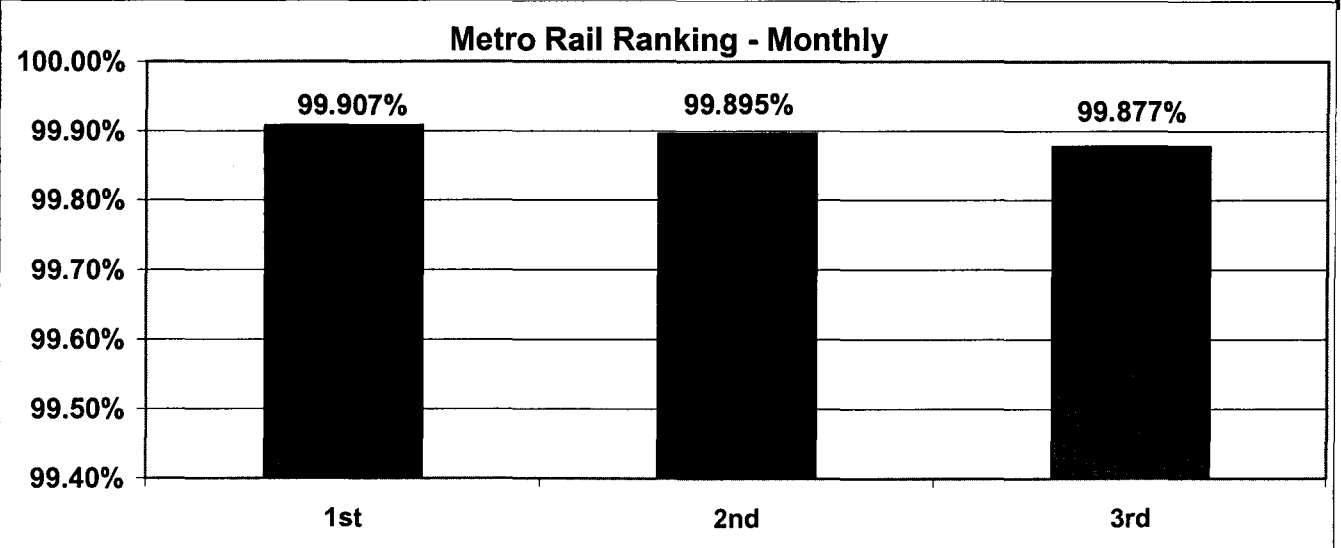
**Monthly Calculations - December 2001
Metro Rail**

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

Calculation: Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are sorted from high to low. The rail line with the highest percentage score wins the program award for the month.

	Metro Blue Line	Metro Red Line	Metro Green Line
Wayside Availability			
Track	100.00%	100.00%	100.00%
Signals	100.00%	99.99%	99.97%
Power	100.00%	100.00%	99.93%
Wayside Performance	100.00%	100.00%	99.97%
Vehicle Availability			
Vehicle Performance	99.82%	99.86%	99.83%
Operator Availability			
Operators	99.97%	99.96%	99.99%
In-Service Performance			
ISOTP - Rail	99.79%	99.81%	99.72%
Total Rail Line Performance	99.895%	99.907%	99.877%

Metro Rail Final Ranking (Sorted)			
Rail Line	RED	BLUE	GREEN
Score	99.907%	99.895%	99.877%
Rank	1st	2nd	3rd



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

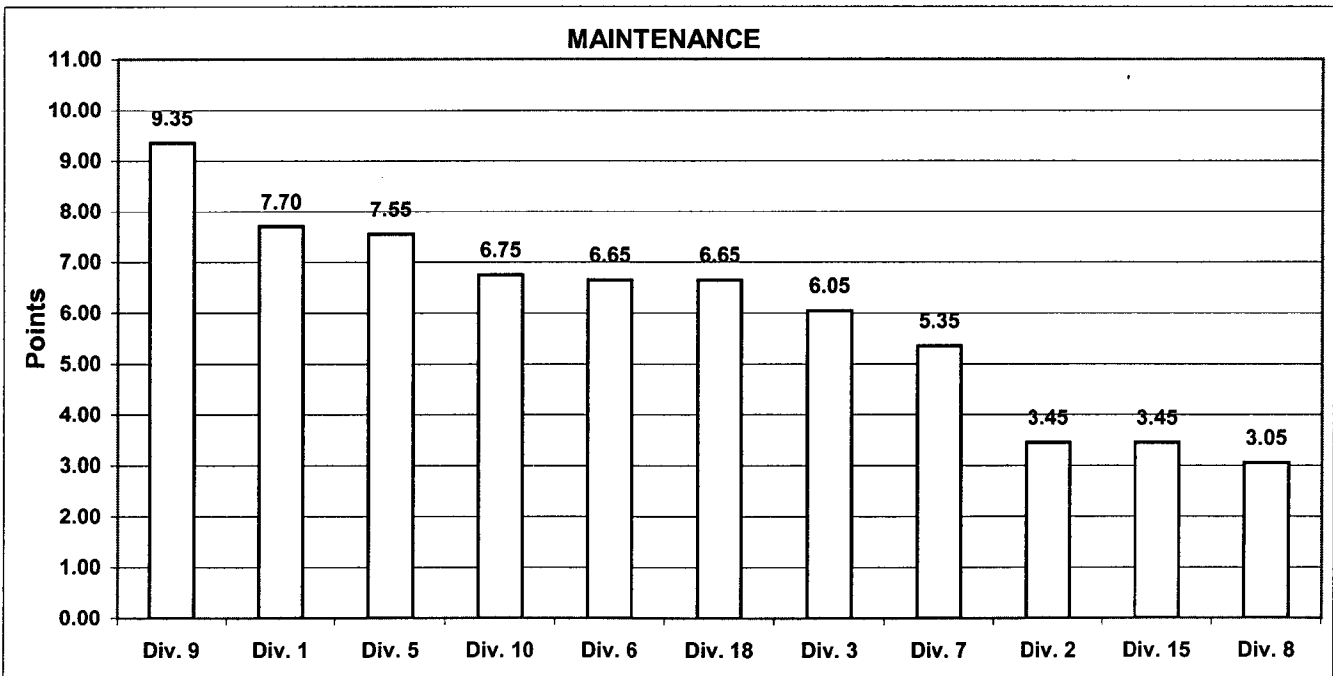
Quarterly Calculations: CY01-Q4 (FY02-Q2) Metro Bus - Maintenance

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												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts	35%	0.9987	0.9957	0.9966	0.9972	0.9962	0.9954	0.9939	0.9967	0.9956	0.9947	0.9975
Points		11	5	7	9	6	3	1	8	4	2	10
Miles Between Mechanical Failures	30%	9891	5502	6114	8811	8073	7355	6078	10095	6152	4437	4352
Points		10	4	5	9	8	7	3	11	6	2	1
Attendance	15%	0.9531	0.9473	0.9693	0.9658	0.9657	0.9679	0.9646	0.9818	0.9688	0.9295	0.9663
Points		3	2	10	6	5	8	4	11	9	1	7
New WC Claims / 100 Emp	20%	1.3793	3.7855	1.3661	1.3158	1.0309	1.2049	1.0526	0.8929	0.0000	0.4878	0.6772
Points		2	1	3	4	7	5	6	8	11	10	9
Totals		7.70	3.45	6.05	7.55	6.65	5.35	3.05	9.35	6.75	3.45	6.65

Maintenance Division Ranking (Sorted)												
FINAL RANKING	DIV.	Div. 9	Div. 1	Div. 5	Div. 10	Div. 6	Div. 18	Div. 3	Div. 7	Div. 2	Div. 15	Div. 8
Score		9.35	7.70	7.55	6.75	6.65	6.65	6.05	5.35	3.45	3.45	3.05
Rank		1st	2nd	3rd	4th	5th	5th	7th	8th	9th	9th	11th

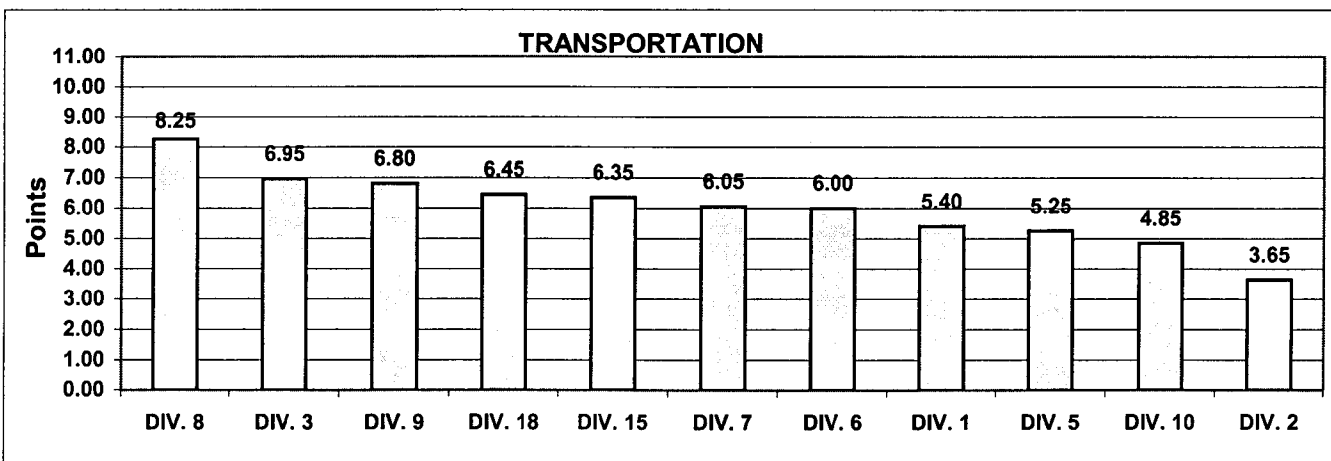


**Quarterly Calculations: CY01-Q4 (FY02-Q2)
Metro Bus - Transportation**

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.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts	15%	0.9987	0.9957	0.9966	0.9972	0.9962	0.9954	0.9939	0.9967	0.9956	0.9947	0.9973
Points		11	5	7	9	6	3	1	8	4	2	10
In-Service On-Time Performance	15%	0.6833	0.6160	0.6330	0.5991	0.6183	0.6615	0.6592	0.6089	0.6004	0.5948	0.6110
Points		11	6	8	2	7	10	9	4	3	1	5
Running Hot	20%	0.1748	0.1739	0.1202	0.1557	0.1708	0.1365	0.0929	0.1012	0.1481	0.0961	0.1080
Points		1	2	7	4	3	6	11	9	5	10	8
Accident Rate	15%	5.4619	5.0653	4.9915	4.2402	4.9950	5.5540	3.1990	2.4662	3.1471	2.9713	4.5714
Points		2	3	5	7	4	1	9	11	8	10	6
Complaints/100K Boardings	10%	2.1000	2.2036	2.5792	2.1741	4.7035	3.3739	2.8494	3.7990	3.2755	3.5624	4.6267
Points		11	9	8	10	1	5	7	3	6	4	2
New WC Claims /Emp	25%	2.9178	3.5569	2.0944	2.8923	0.9626	1.8440	1.6102	2.6770	2.7052	2.0457	2.3086
Points		2	1	7	3	11	9	10	5	4	8	6
Totals		5.40	3.65	6.95	5.25	6.00	6.05	8.25	6.80	4.85	6.35	6.45
FINAL RANKING		Transportation Division Ranking (Sorted)										
	DIV.	DIV. 8	DIV. 3	DIV. 9	DIV. 18	DIV. 15	DIV. 7	DIV. 6	DIV. 1	DIV. 5	DIV. 10	DIV. 2
	Score	8.25	6.95	6.80	6.45	6.35	6.05	6.00	5.40	5.25	4.85	3.65
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



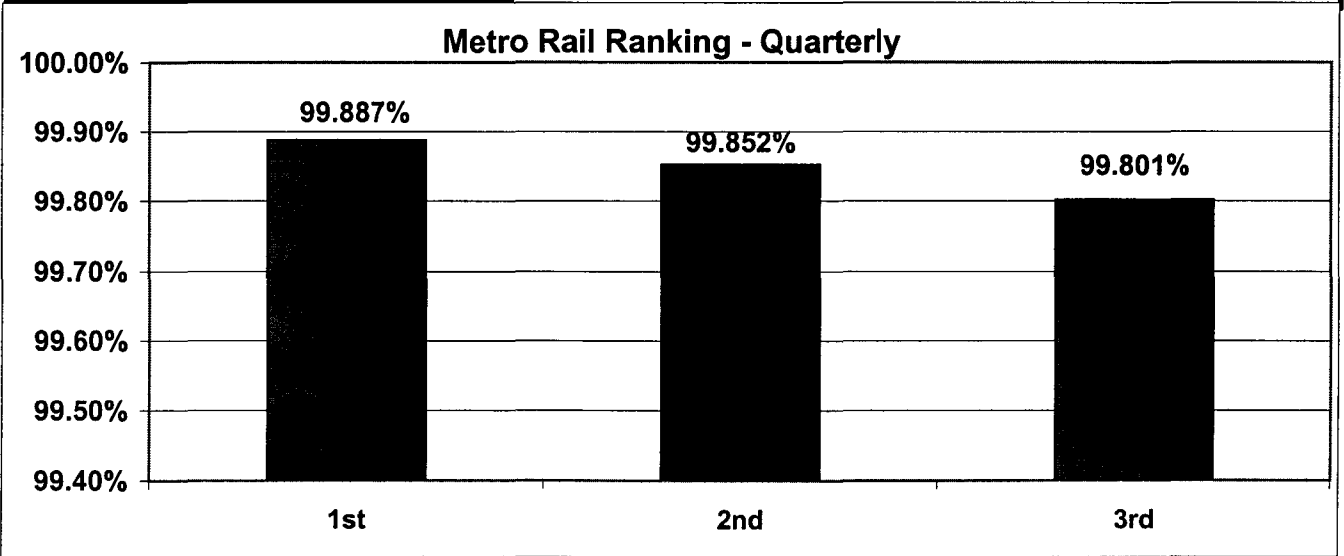
**Quarterly Calculations: CY01-Q4 (FY02-Q2)
Metro Rail**

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

Calculation: Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are sorted from high to low. The rail line with the highest percentage score wins the program award for the month.

	Metro Blue Line	Metro Red Line	Metro Green Line
Wayside Availability			
Track	100.00%	100.00%	100.00%
Signals	99.99%	99.98%	99.99%
Power	100.00%	99.98%	99.96%
Wayside Performance	100.00%	99.99%	99.98%
Vehicle Availability			
Vehicle Performance	99.74%	99.85%	99.65%
Operator Availability			
Operators	99.97%	99.98%	99.99%
In-Service Performance			
ISOTP - Rail	99.70%	99.73%	99.58%
Total Rail Line Performance	99.852%	99.887%	99.801%

Metro Rail Final Ranking (Sorted)			
Rail Line	RED	BLUE	GREEN
Score	99.887%	99.852%	99.801%
Rank	1st	2nd	3rd



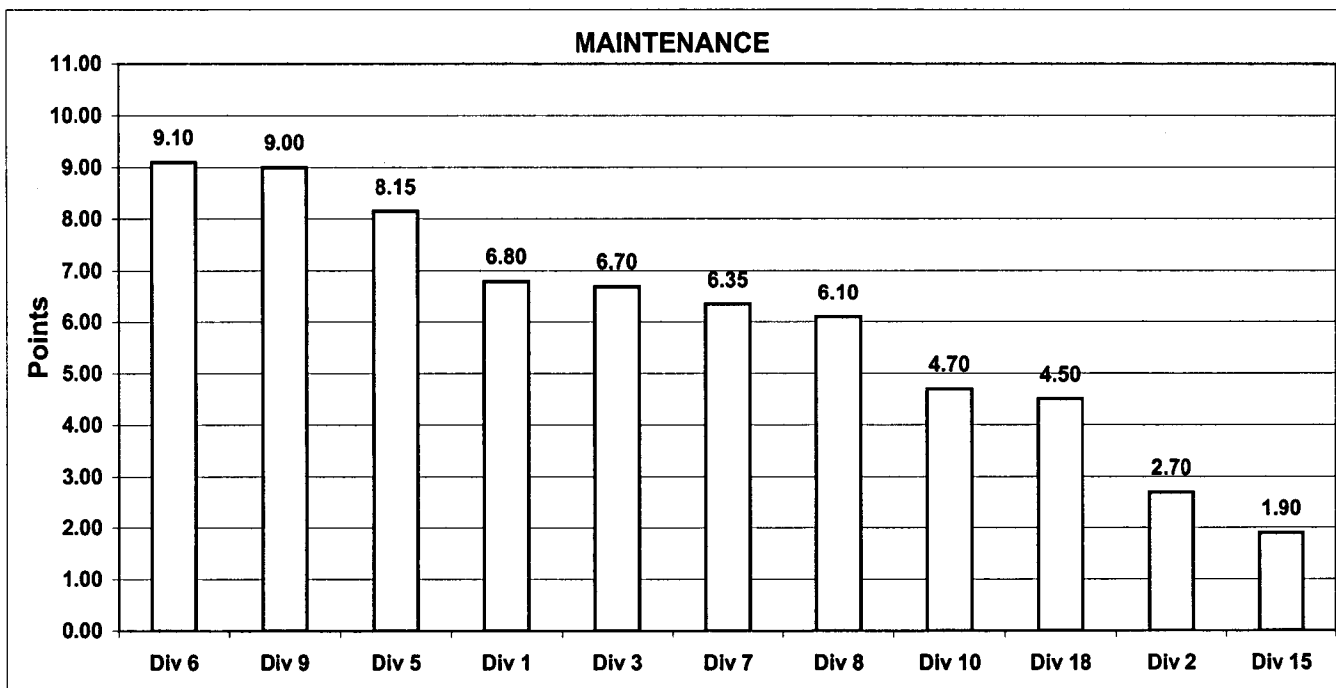
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Year Calculations - CY01 Metro Bus - Maintenance

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 twelve months in the current calendar year. 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												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts Points	35%	0.9972 11	0.9928 2	0.9968 9	0.9969 10	0.9966 8	0.9945 5	0.9941 4	0.9961 7	0.9939 3	0.9902 1	0.9953 6
Miles Between Mechanical Failures Points	30%	6411 7	5155 5	5128 4	8537 10	9333 11	6929 8	5301 6	6943 9	4468 3	3670 2	3641 1
Attendance Points	15%	0.9586 3	0.9450 2	0.9659 9	0.9629 7	0.9646 8	0.9597 4	0.9691 10	0.9744 11	0.9598 5	0.9324 1	0.9602 6
New WC Claims /100 Emp Points	20%	2.1079 2	2.9342 1	1.3523 5	1.6151 3	0.9828 9	1.0487 8	1.0821 7	0.7283 11	0.8674 10	1.5777 4	1.1587 6
Totals		6.80	2.70	6.70	8.15	9.10	6.35	6.10	9.00	4.70	1.90	4.50
FINAL RANKING		Maintenance Division Ranking (Sorted)										
	DIV. Score Rank	Div 6	Div 9	Div 5	Div 1	Div 3	Div 7	Div 8	Div 10	Div 18	Div 2	Div 15
		9.10	9.00	8.15	6.80	6.70	6.35	6.10	4.70	4.50	2.70	1.90
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



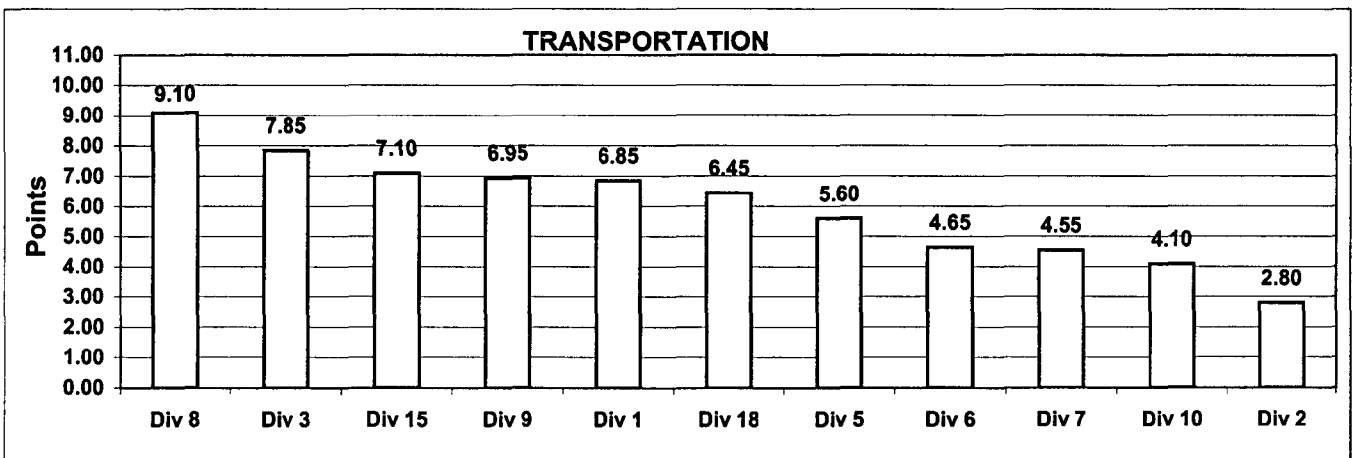
**Year Calculations - CY01
Metro Bus - Transportation**

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 twelve months in the current calendar year. 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.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts Points	15%	0.9972 11	0.9928 2	0.9968 9	0.9969 10	0.9966 8	0.9945 5	0.9941 4	0.9961 7	0.9939 3	0.9902 1	0.9953 6
In-Service On-Time Performance Points	15%	0.7090 11	0.6110 4	0.6667 10	0.6299 6	0.6036 2	0.6260 5	0.6582 9	0.6476 8	0.6108 3	0.6304 7	0.6005 1
Running Hot Points	20%	0.1636 5	0.1862 1	0.1189 9	0.1502 6	0.1728 3	0.1780 2	0.1066 11	0.1389 7	0.1672 4	0.1070 10	0.1327 8
Accident Rate Points	15%	4.7939 3	5.0393 2	4.2138 6	4.3582 5	4.4894 4	5.3167 1	3.0599 10	2.2767 11	4.1451 7	3.2384 9	3.8308 8
Complaints/100K Boardings Points	10%	1.7411 11	2.4204 9	2.6249 8	2.2871 10	4.5834 2	3.1943 5	3.0491 7	3.8266 4	3.0565 6	3.8807 3	4.6081 1
New WC Claims /Emp Points	25%	2.5910 4	2.7433 2	2.3176 6	2.9466 1	2.2666 7	2.1809 8	1.7442 11	2.5021 5	2.6663 3	2.0795 9	1.9948 10
Totals		6.85	2.80	7.85	5.60	4.65	4.55	9.10	6.95	4.10	7.10	6.45

FINAL RANKING Transportation Division Ranking (Sorted)												
DIV.	Div 8	Div 3	Div 15	Div 9	Div 1	Div 18	Div 5	Div 6	Div 7	Div 10	Div 2	
Score	9.10	7.85	7.10	6.95	6.85	6.45	5.60	4.65	4.55	4.10	2.80	
Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	



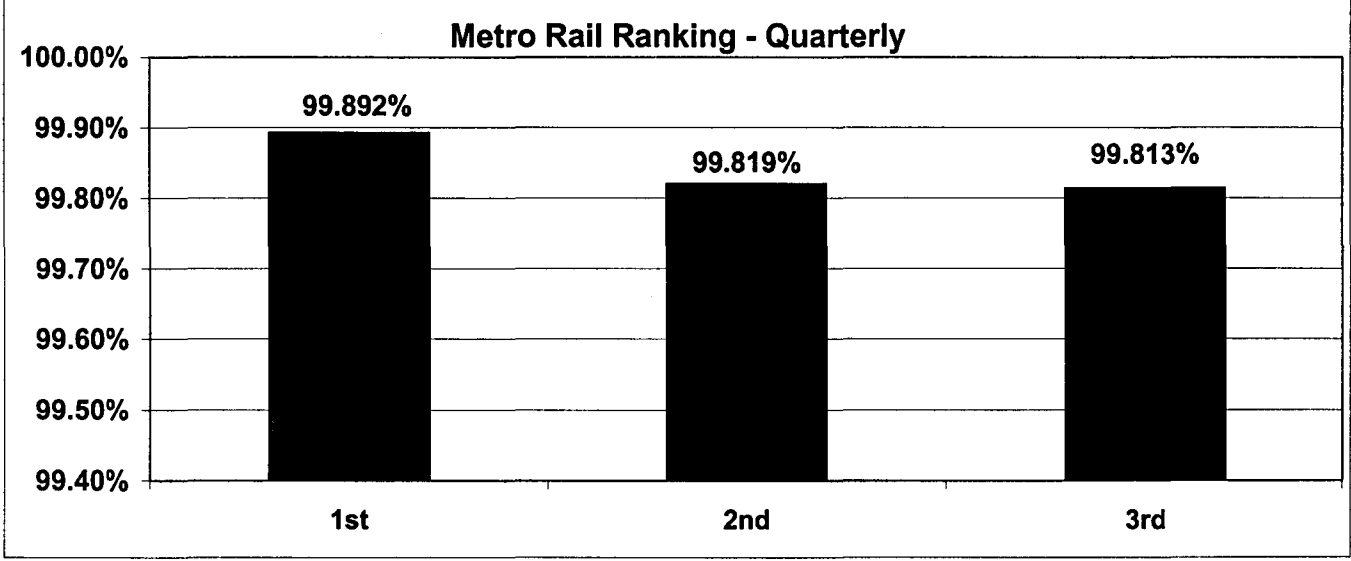
**Year Calculations - CY01
Metro Rail**

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

Calculation: Performance indicators are ranked from best to worst. Performance percentages for various indicators are averaged and outcomes are sorted from high to low. The rail line with the highest percentage score wins the program award for the month.

	Metro Blue Line	Metro Red Line	Metro Green Line
Wayside Availability			
Track	100.00%	100.00%	100.00%
Signals	99.97%	99.97%	99.98%
Power	99.98%	99.99%	99.89%
Wayside Performance	<u>99.98%</u>	<u>99.99%</u>	<u>99.96%</u>
Vehicle Availability			
Vehicle Performance	99.70%	99.84%	99.75%
Operator Availability			
Operators	99.94%	99.99%	99.98%
In-Service Performance			
ISOTP - Rail	<u>99.63%</u>	<u>99.75%</u>	<u>99.59%</u>
Total Rail Line Performance	<u><u>99.813%</u></u>	<u><u>99.892%</u></u>	<u><u>99.819%</u></u>

Metro Rail Final Ranking (Sorted)			
Rail Line	RED	GREEN	BLUE
Score	99.892%	99.819%	99.813%
Rank	1st	2nd	3rd



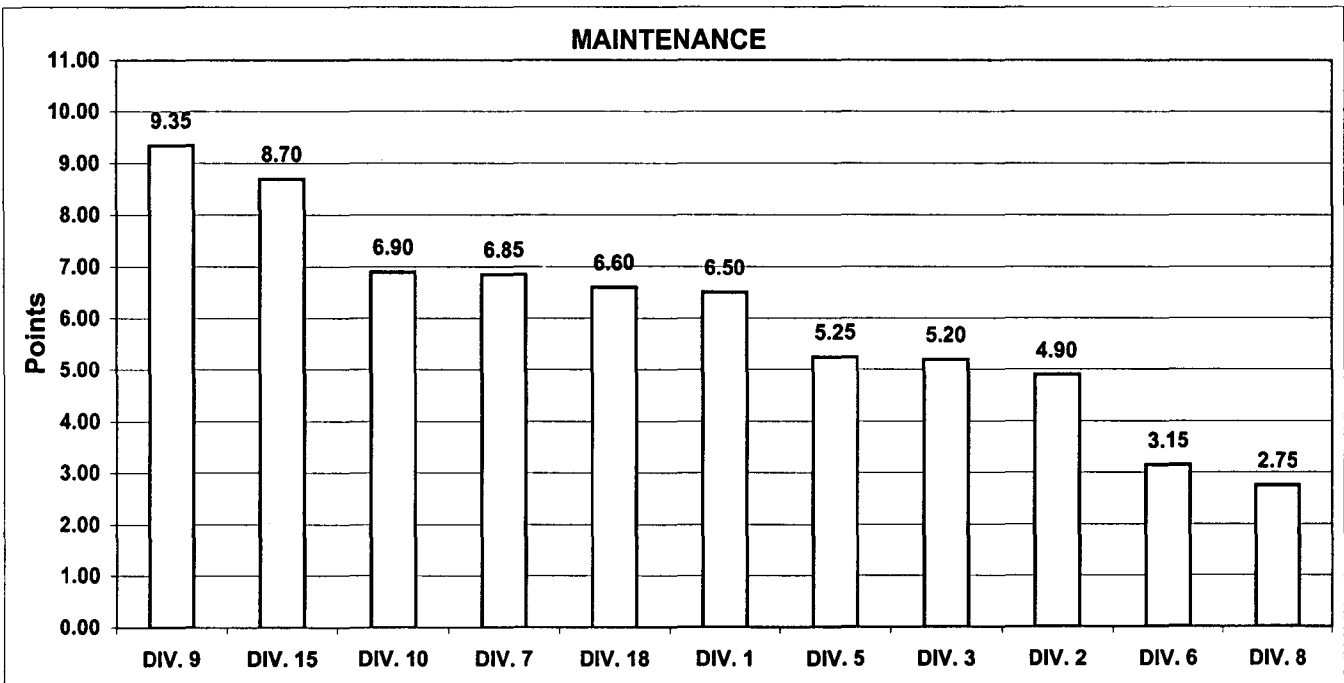
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Most Improved Quarter Calculations: CY01-Q3 to CY01-Q4 (FY02-Q1 to FY02-Q2) Metro Bus - Maintenance

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

Calculation: Data reflects a positive or negative difference in performance between the two most recent consecutive quarters. 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	
On-Time Pullouts Points	35%	0.0015 7	0.0023 10	-0.0005 3	0.0004 5	-0.0009 2	0.0021 9	-0.0011 1	0.0019 8	0.0000 4	0.0085 11	0.0006 6	
Miles Between Mechanical Failures Points	30%	4021 10	334 3	1399 8	732 5	-1072 1	673 4	95 2	4121 11	1327 7	1745 9	1207 6	
Attendance Points	15%	-0.0357 3	-0.0385 2	-0.0211 9	-0.0226 8	-0.0234 5	-0.0209 10	-0.0265 4	-0.0098 11	-0.0226 8	-0.0477 1	-0.0231 6	
New WC Claims /100 Emp Points	20%	1.3423 3	3.7571 1	1.3517 2	1.2939 4	1.0213 7	1.1974 5	1.0418 6	0.8899 8	-0.0075 11	0.4680 10	0.6654 9	
Totals		6.50	4.90	5.20	5.25	3.15	6.85	2.75	9.35	6.90	8.70	6.60	
FINAL RANKING Maintenance Division Ranking (Sorted)													
DIV.	Score	Rank	DIV. 9	DIV. 15	DIV. 10	DIV. 7	DIV. 18	DIV. 1	DIV. 5	DIV. 3	DIV. 2	DIV. 6	DIV. 8
			9.35	8.70	6.90	6.85	6.60	6.50	5.25	5.20	4.90	3.15	2.75
			1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

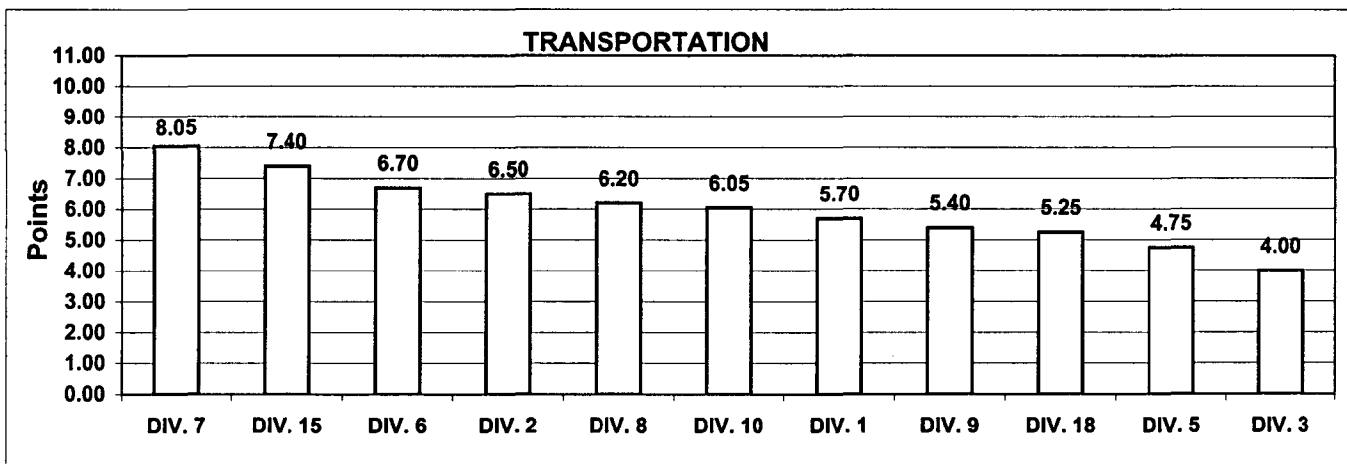


**Most Improved Quarter Calculations: CY01-Q3 to CY01-Q4 (FY02-Q1 to FY02-Q2)
Metro Bus - Transportation**

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

Calculation: Data reflects a positive or negative difference in performance between the two most recent consecutive quarters. 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.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts Points	15%	0.0015 7	0.0023 10	-0.0005 3	0.0004 5	-0.0009 2	0.0021 9	-0.0011 1	0.0019 8	0.0000 4	0.0085 11	0.0006 6
In-Service On-Time Performance Points	15%	0.1220 8	0.1390 10	0.0605 3	0.0582 2	0.1423 11	0.1382 9	0.0988 5	0.0572 1	0.0993 6	0.0703 4	0.1009 7
Running Hot Points	20%	-0.1460 9	-0.1551 10	-0.1052 3	-0.0888 2	-0.1392 8	-0.1354 7	-0.0786 1	-0.1326 6	-0.1563 11	-0.1162 4	-0.1252 5
Accident Rate Points	15%	0.6726 5	1.0367 3	2.1365 1	-0.4343 11	1.4198 2	-0.0083 8	-0.2505 10	0.4308 6	0.3620 7	-0.1458 9	0.7957 4
Complaints/100K Boardings Points	10%	0.5634 4	0.0033 8	0.1910 6	-0.1524 9	1.5758 1	0.5365 5	-0.3992 11	0.1898 7	0.6001 3	-0.2927 10	0.6325 2
New WC Claims /Emp Points	25%	2.8914 2	3.5203 1	2.0815 7	2.8590 3	0.9401 11	1.8199 9	1.4941 10	2.6468 5	2.6788 4	2.0247 8	2.2905 6
Totals		5.70	6.50	4.00	4.75	6.70	8.05	6.20	5.40	6.05	7.40	5.25
FINAL Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 7	DIV. 15	DIV. 6	DIV. 2	DIV. 8	DIV. 10	DIV. 1	DIV. 9	DIV. 18	DIV. 5	DIV. 3
	Score	8.05	7.40	6.70	6.50	6.20	6.05	5.70	5.40	5.25	4.75	4.00
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

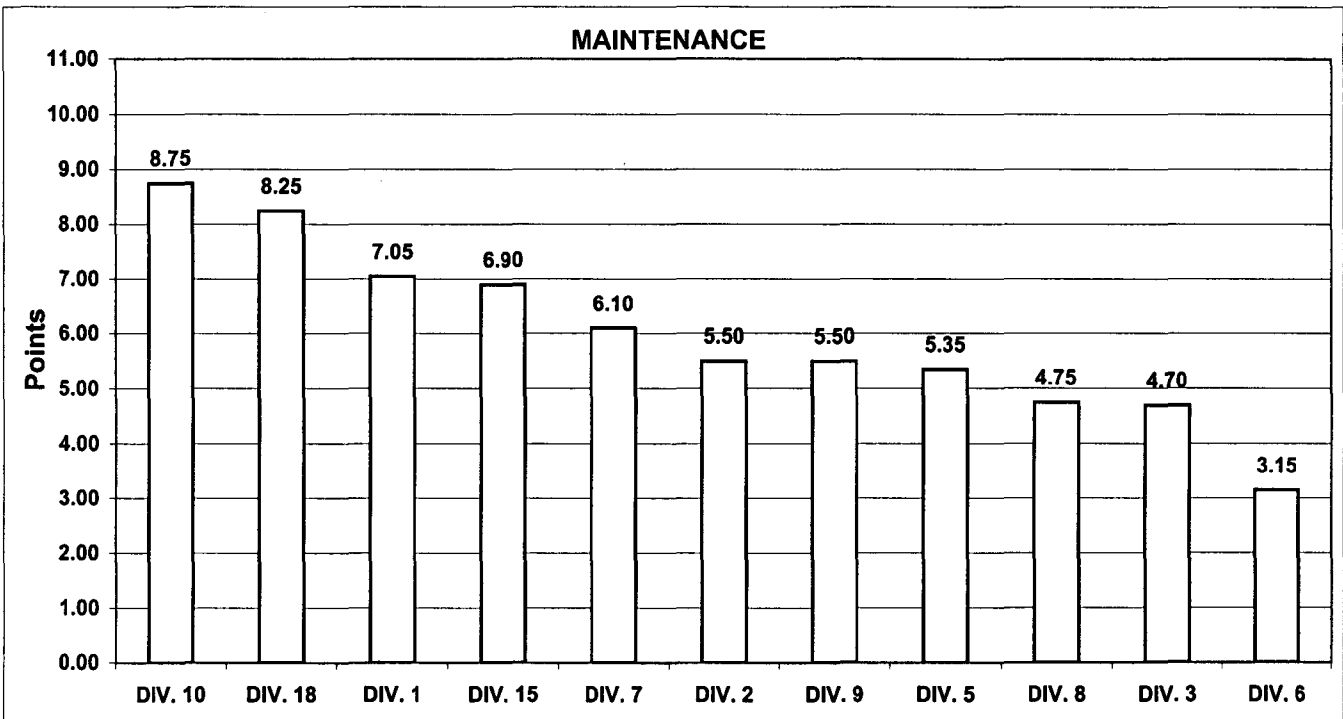
Most Improved Year Calculations: CY01-Q1 to CY01-Q4 (FY01-Q3 to FY02-Q2) Metro Bus - Maintenance

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
On-Time Pullouts Points	35%	0.0032 7	0.0060 10	-0.0007 1	0.0011 4	-0.0001 2	0.0013 6	0.0012 5	0.0001 3	0.0035 8	0.0074 11	0.0051 9
Miles Between Mechanical Failures Points	30%	2963 11	779 5	1149 8	1074 7	-3271 2	795 6	-6813 1	701 4	2104 10	-154 3	1677 9
Attendance Points	15%	0.9095 6	0.8754 2	0.9217 9	0.9190 7	0.9024 3	0.9213 8	0.9266 10	0.9497 11	0.9076 5	0.8435 1	0.9069 4
New WC Claims /100 Emp Points	20%	1.3564 2	3.7572 1	1.3547 3	1.2944 4	1.0212 7	1.1923 5	1.0308 6	0.8816 8	-0.0171 11	0.4689 10	0.6634 9
Totals		7.05	5.50	4.70	5.35	3.15	6.10	4.75	5.50	8.75	6.90	8.25

Maintenance Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 10	DIV. 18	DIV. 1	DIV. 15	DIV. 7	DIV. 2	DIV. 9	DIV. 5	DIV. 8	DIV. 3	DIV. 6
	Score	8.75	8.25	7.05	6.90	6.10	5.50	5.50	5.35	4.75	4.70	3.15
	Rank	1st	2nd	3rd	4th	5th	6th	6th	8th	9th	10th	11th

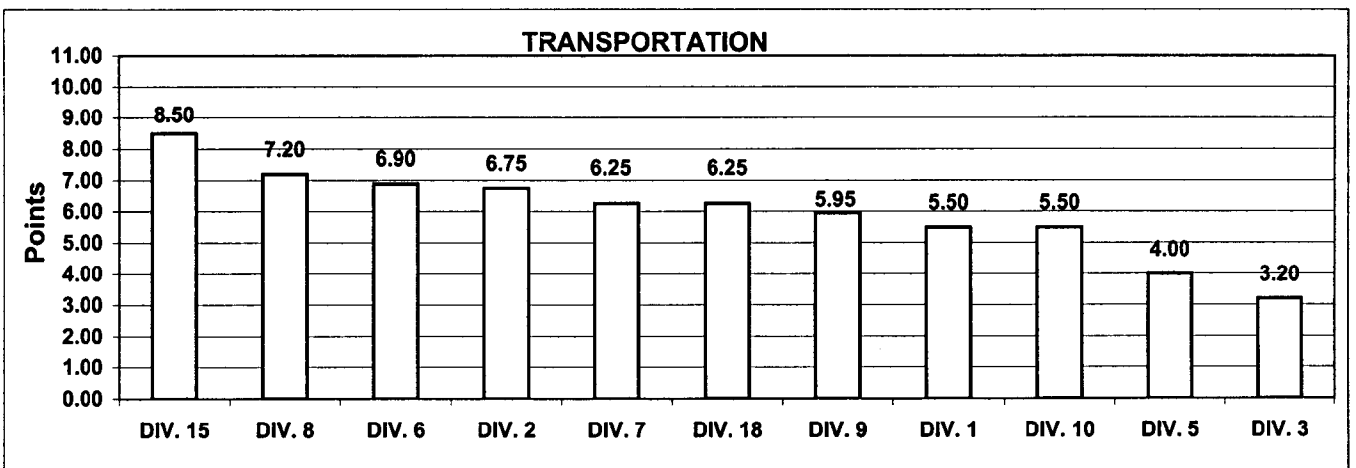


**Most Improved Year Calculations: CY01-Q1 to CY01-Q4 (FY01-Q3 to FY02-Q2)
Metro Bus - Transportation**

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.

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
On-Time Pullouts Points	15%	0.0032 7	0.0060 10	-0.0007 1	0.0011 4	-0.0001 2	0.0013 6	0.0012 5	0.0001 3	0.0035 8	0.0074 11	0.0051 9
In-Service On-Time Performance Points	15%	0.1091 10	0.1065 9	0.0220 1	0.0503 4	0.1238 11	0.1059 8	0.0584 5	0.0404 3	0.0634 6	0.0404 2	0.0953 7
Running Hot Points	20%	-0.1105 9	-0.1102 8	-0.0661 1	-0.0707 2	-0.0920 4	-0.0984 5	-0.0990 6	-0.1775 11	-0.1018 7	-0.1273 10	-0.0891 3
Accident Rate Points	15%	0.7477 3	-0.0725 9	1.3613 1	0.0517 7	0.9620 2	0.6531 4	-0.1361 10	-0.0445 8	0.1094 6	-0.3608 11	0.5649 5
Complaints/100K Boardings Points	10%	0.4802 2	-0.1824 7	-0.2453 8	-0.1667 6	-0.5704 11	0.3867 3	-0.1129 5	-0.0004 4	0.6298 1	-0.4574 9	-0.5090 10
New WC Claims /Emp Points	25%	2.8851 2	3.5400 1	2.0624 7	2.8652 3	0.9233 11	1.8199 9	1.4829 10	2.6612 5	2.6786 4	2.0201 8	2.2884 6
Totals		5.50	6.75	3.20	4.00	6.90	6.25	7.20	5.95	5.50	8.50	6.25
FINAL Transportation Division Ranking (Sorted)												
RANKING	DIV.	DIV. 15	DIV. 8	DIV. 6	DIV. 2	DIV. 7	DIV. 18	DIV. 9	DIV. 1	DIV. 10	DIV. 5	DIV. 3
Score		8.50	7.20	6.90	6.75	6.25	6.25	5.95	5.50	5.50	4.00	3.20
Rank		1st	2nd	3rd	4th	5th	5th	7th	8th	8th	10th	11th



VOLUNTARY COMPLIANCE
AGREEMENT



January 22, 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 - 7th Street, SW
Washington, DC 20590

Dear Ms. Swann:

Enclosed is the October-December 2001 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA). This update is provided in response to the October 1, 1999 letter from Leslie Rogers.

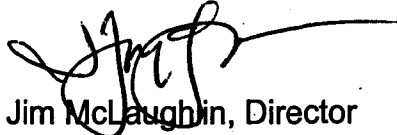
The update identifies every element identified in the VCA, and notes actual or projected completion date for each item. The update includes both a revised VCA Matrix, identifying completion dates for each item in each of the key stations identified in the MTA Compliance Plan and a page commenting of progress and/or revisions in the projected completion dates for each element of the Compliance Plan. In addition, the matrix and explanation include items added to the matrix and plan following FTA evaluations of MTA key rail stations. Items identified in the October 2001 FTA review of key stations will be added as an addendum following development of a plan and timeline to make the necessary modifications.

In the three years since development of the VCA Plan, the MTA has made significant increases in the accessibility of its key rail stations. By now, all tasks in the VCA have been completed except items in two areas: reducing the gap between platforms and train doors and addressing the slope of three ramps/walkways to light rail lines. As we indicated in October 2001, the MTA strategy for addressing these items changed during 2001. Work on strategies to bring both areas into compliance has begun. As noted on the attached matrix, MTA expects to complete modifications to the remaining ramp-entrances by July 2002. Installation of train-door extenders, to reduce the platform-train gap, is expected by September 2002.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jim McLaughlin", with a long horizontal flourish extending to the right.

Jim McLaughlin, Director
Transit Planning

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

LOS ANGELES COUNTY MTA – VOLUNTARY COMPLIANCE AGREEMENT MATRIX – QUARTERLY UPDATE – OCTOBER - DECEMBER 2001

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

NOTE: Changes from original VCA schedule in bold

VCA UPDATE – OCTOBER – DECEMBER 2001 -- EXPLANATIONS

Parking	Signs have been installed at Florence, Artesia, Imperial, and MacArthur Park stations. Florence station accessible parking spaces have been re-striped. Modification of the slope on the pathway leading from the accessible parking at Florence was completed in December 2001.	Oct 1998 - Feb 1999
Drop-Off	Modification to curb lip at Imperial Station has been completed after a slight delay from the original March 2000 projection.	March 2000
Accessible Route	Track gaps have been repaired by placing ADA-compliant pedestrian crossing material at Artesia, Pico, 103rd Street, Florence, Compton, and Imperial stations by June 2001. Repair at the final station with track-gaps, Transit Mall, was delayed by platform-extension work; it has now been completed.	June 1999
Curb Ramps	Curb ramp tasks modified due to suspension of requirement for detectable warnings. Some curb ramps were determined to be non-compliant due to the slope (not identified in original VCA); letters have been sent to local jurisdictions when identified.	Nov 1998
Entrance (Signage)	Braille/raised letter signs have been installed at all station entrances. Final directional signs to accessible entrances were installed during spring 2000.	Dec 1998 - June 1999
Ramps	Walkways leading to platforms were designed to have a slope under 5%, to qualify as sloping walkways rather than ramps. MTA surveyed all ramp slopes, reviewed measurements at some stations with consultants conducting ADA reviews of MTA rail stations, and worked with a task force of persons with different mobility disabilities to determine the impact of the slopes of their ability to use the stations. Those walkways meeting definition of sloping sidewalks not subject to mid-point landing requirement have been removed from the list of the stations needing corrections. Three light-rail walkways with a slope of over 5% remain on the list for correction, and will be modified by July 2002. MTA is also working with the disability community to identify additional modifications which can improve access to those stations with sloping walkways. In December 2001, the landings on the ramp leading to the Westlake-MacArthur Park station were modified and are now level.	Aug 2001
Ticket Vending Machines	Contractor for TVM modifications completed work on the revised graphics, including raised letter and Braille instructions. Graphic overlays have been installed on TVMs in all key stations, and will now be installed on TVMs in all other MTA rail stations.	Dec 1999
Platforms	MTA originally focused on reducing the platform-train gaps through a construction contract, to add less than one inch to the edges of platforms with gaps exceeding 3 inches. This strategy was revised in mid-2001, to focus on reducing the gap by modifying the door-entry of all rail cars. MTA is working with the disability community on this option, and considers it preferable to the construction option since it will enhance accessibility at all stations rather than just the key stations. A request for bids was issued in December 2001; installation on trains is planned by September 2002. 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.	Dec 2001
Elevators	In spite of a delay in releasing scope of work for Request For Bids, a contract was awarded in late 2000. Most upgrades were completed by March 2001, remaining work was completed in April 2001.	Aug 1999 - Dec 2000
Elevators: Emergency Communications	In spite of a delay in releasing scope of work for Request For Bids, a contract was awarded in late 2000. Most upgrades were completed by March 2001, remaining work was completed in April 2001.	Aug 1999 - Dec 2000