

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

DECEMBER 2, 2015



Metro

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, December 2, 2015 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

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

PRESENTER

Leslie Rogers
Phillip Washington
Drew Phillips
Charles Safer
James Brown
Denise Longley

II. CONSTRUCTION REPORTS

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

Rick Clarke
Charles Beauvoir
Dennis Mori
Michael McKenna
Girish Roy
Tim Lindholm
Milind Joshi
Jesus Montes
Cop Tran

III. METRO PLANNING REPORTS

- A. Potential Ballot Initiative Update
- B. Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- D. TIGER VII Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
 - Rail to Rail Active Transportation
Corridor Connector Project
- E. American Recovery and Reinvestment Act of 2009 (ARRA)

Martha Welborne

IV. FTA ACTION ITEMS

FTA/PMOC

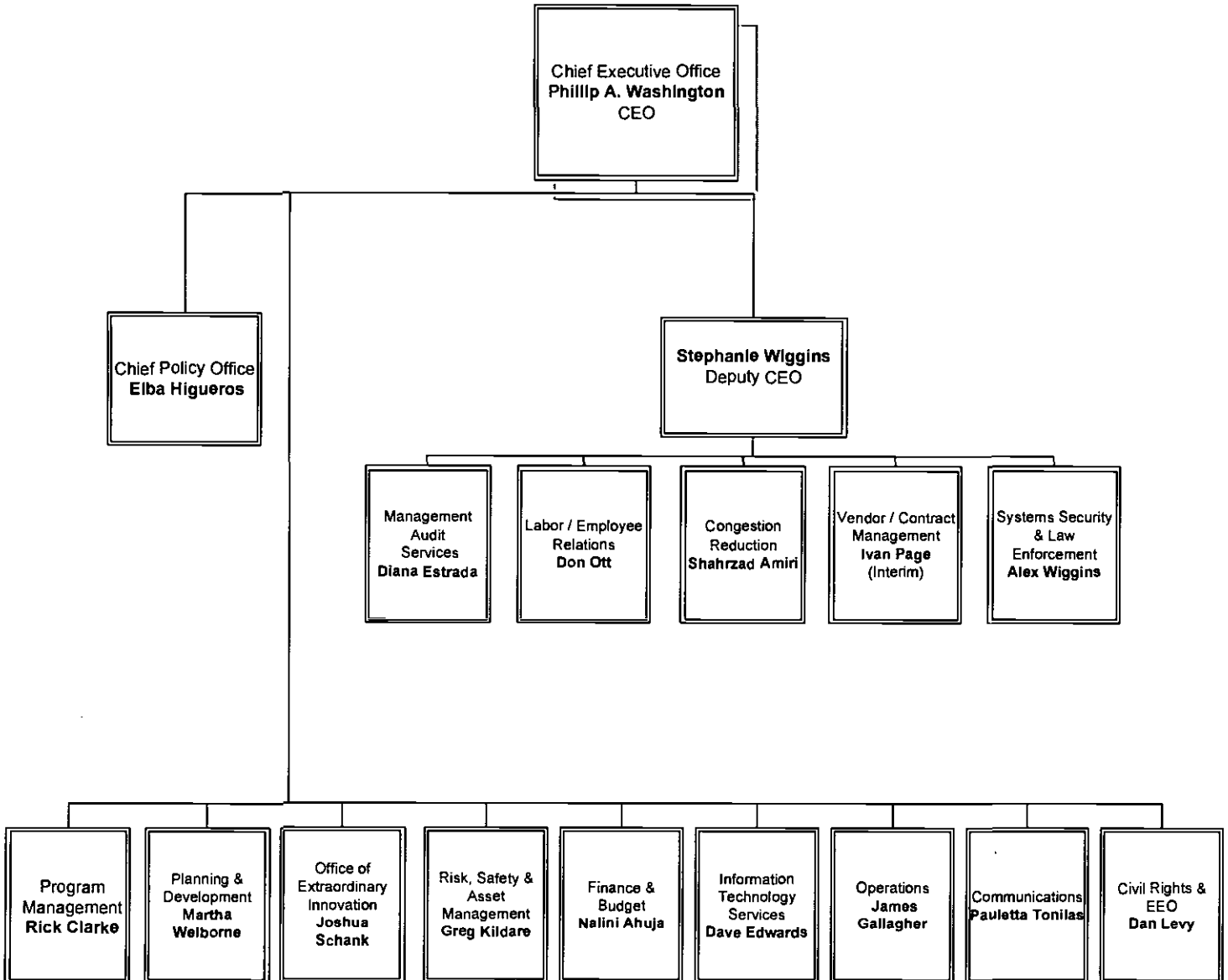
V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, February 24, 2016

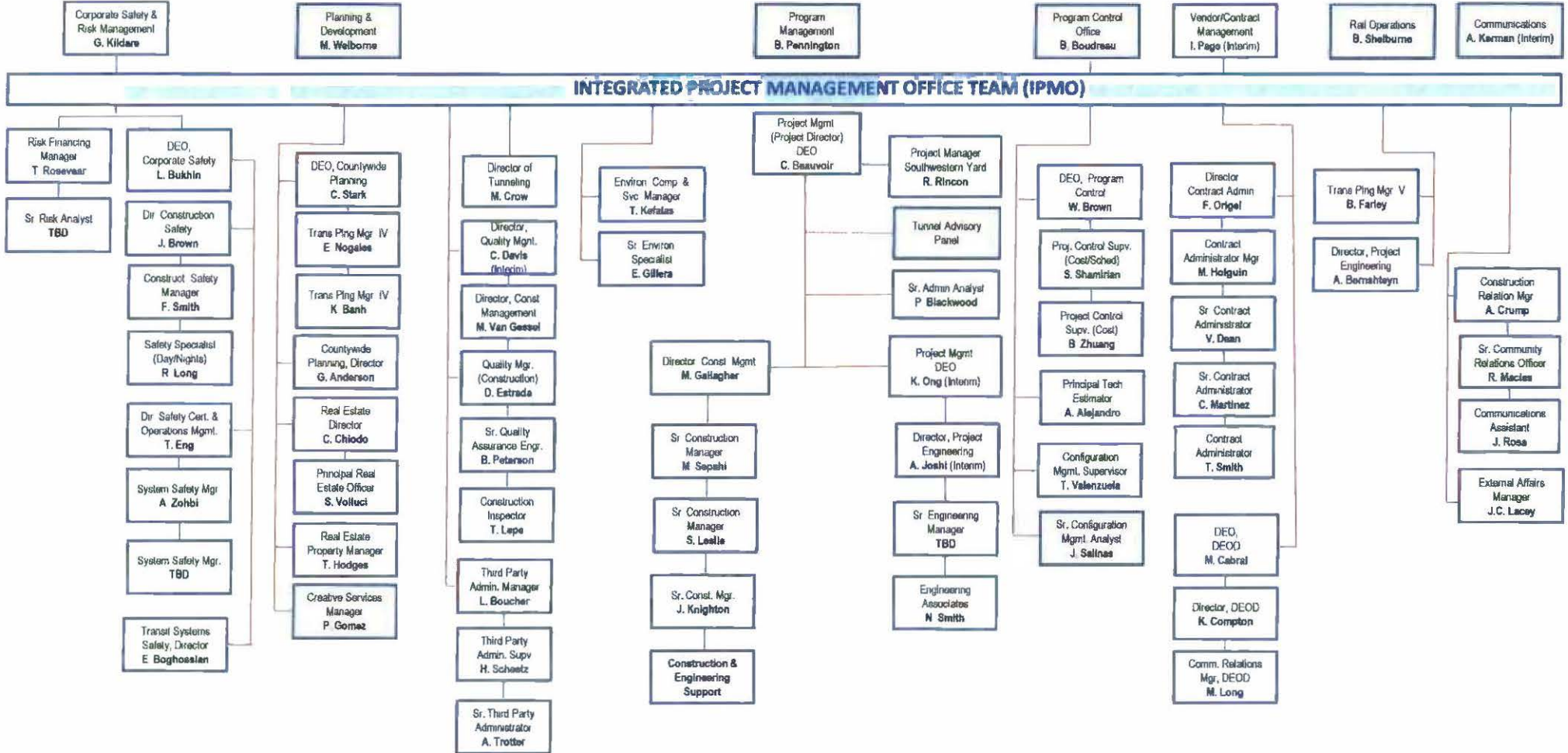
William Mulholland Conference Room 15th Floor

FY16 Organization Chart

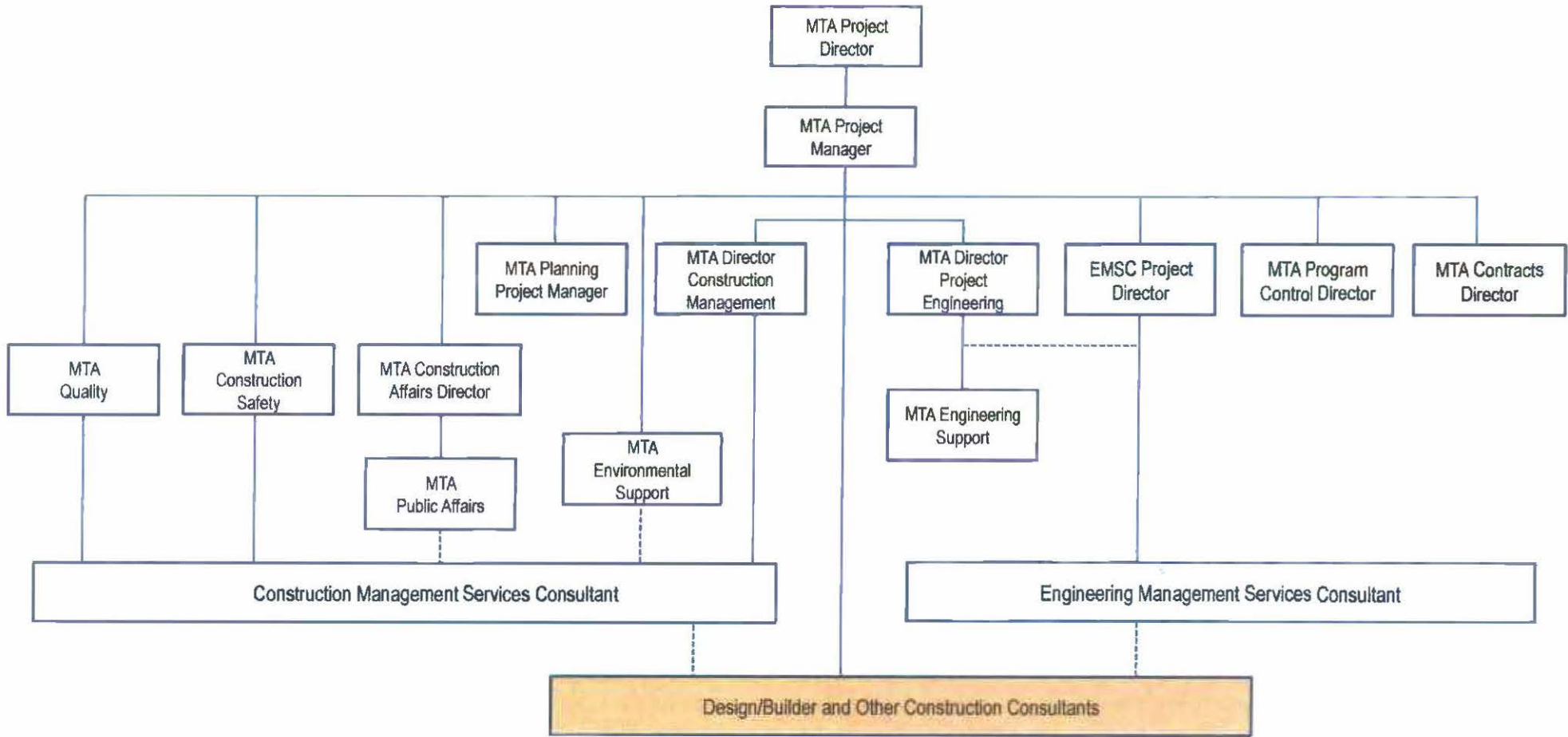


**CRENSHAW/LAX TRANSIT PROJECT
INTEGRATED PROJECT MANAGEMENT OFFICE TEAM**

Metro Executive Management Organization and Staff

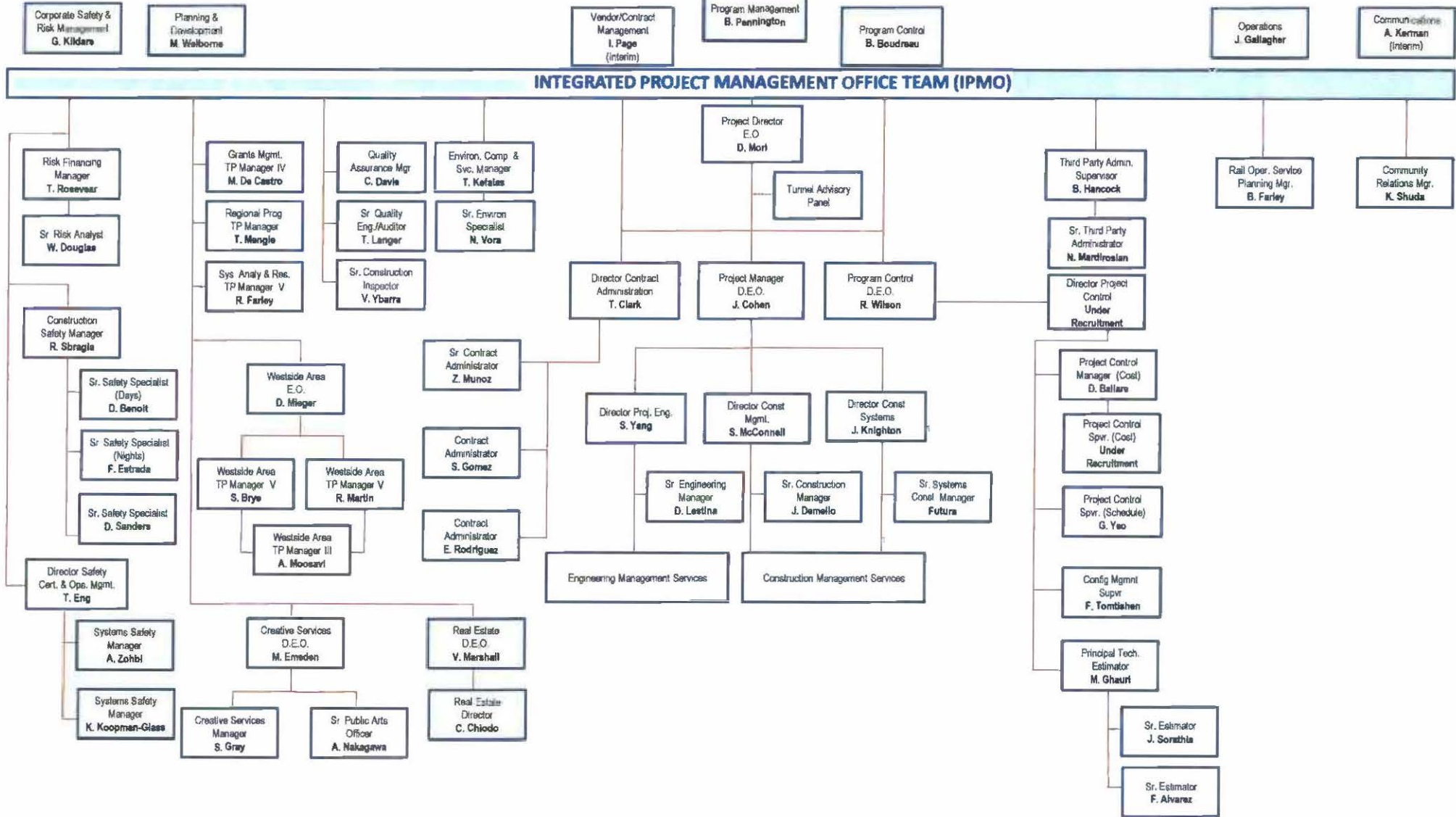


**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**

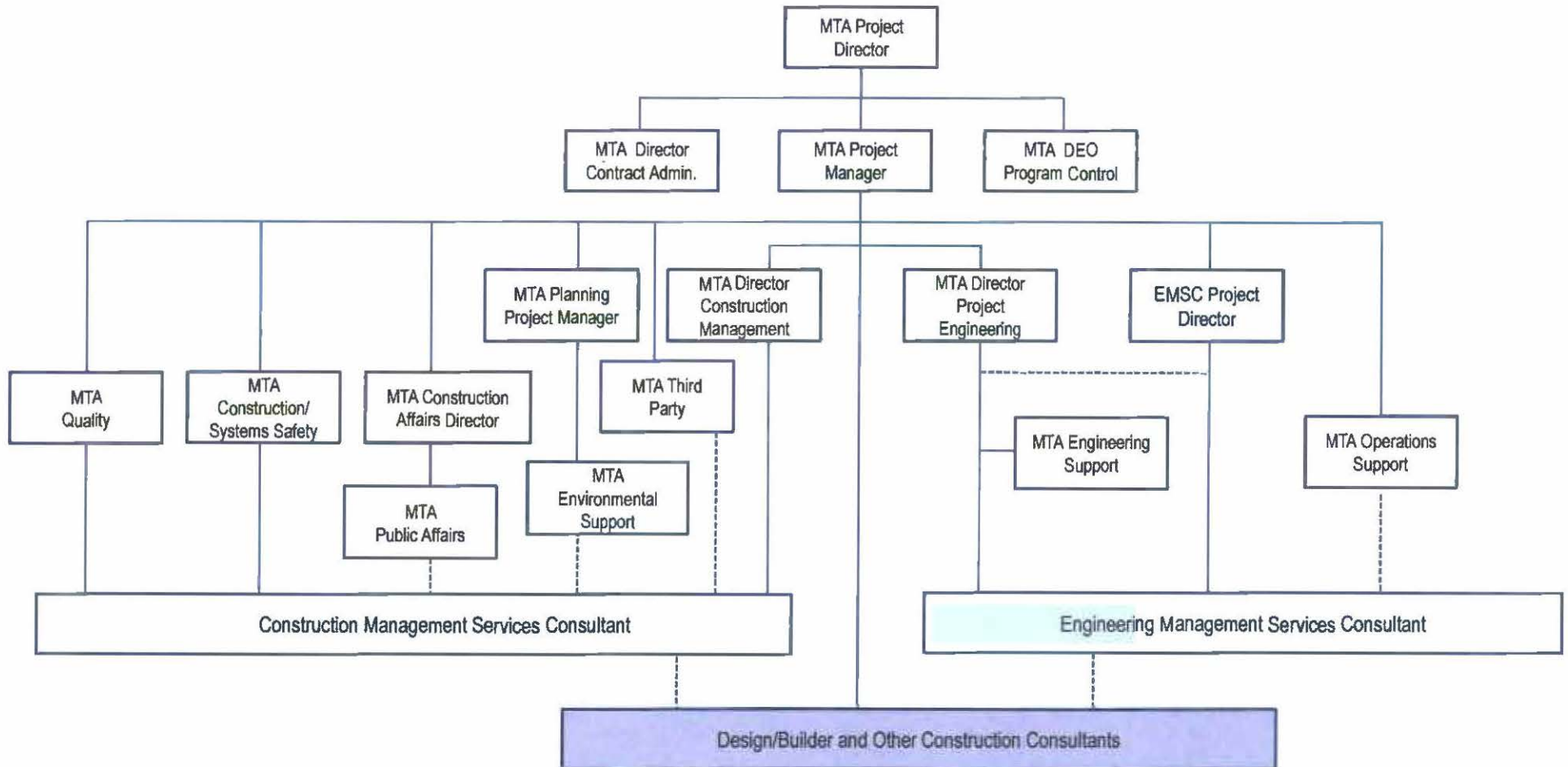


WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

Metro Executive Management Organization and Staff

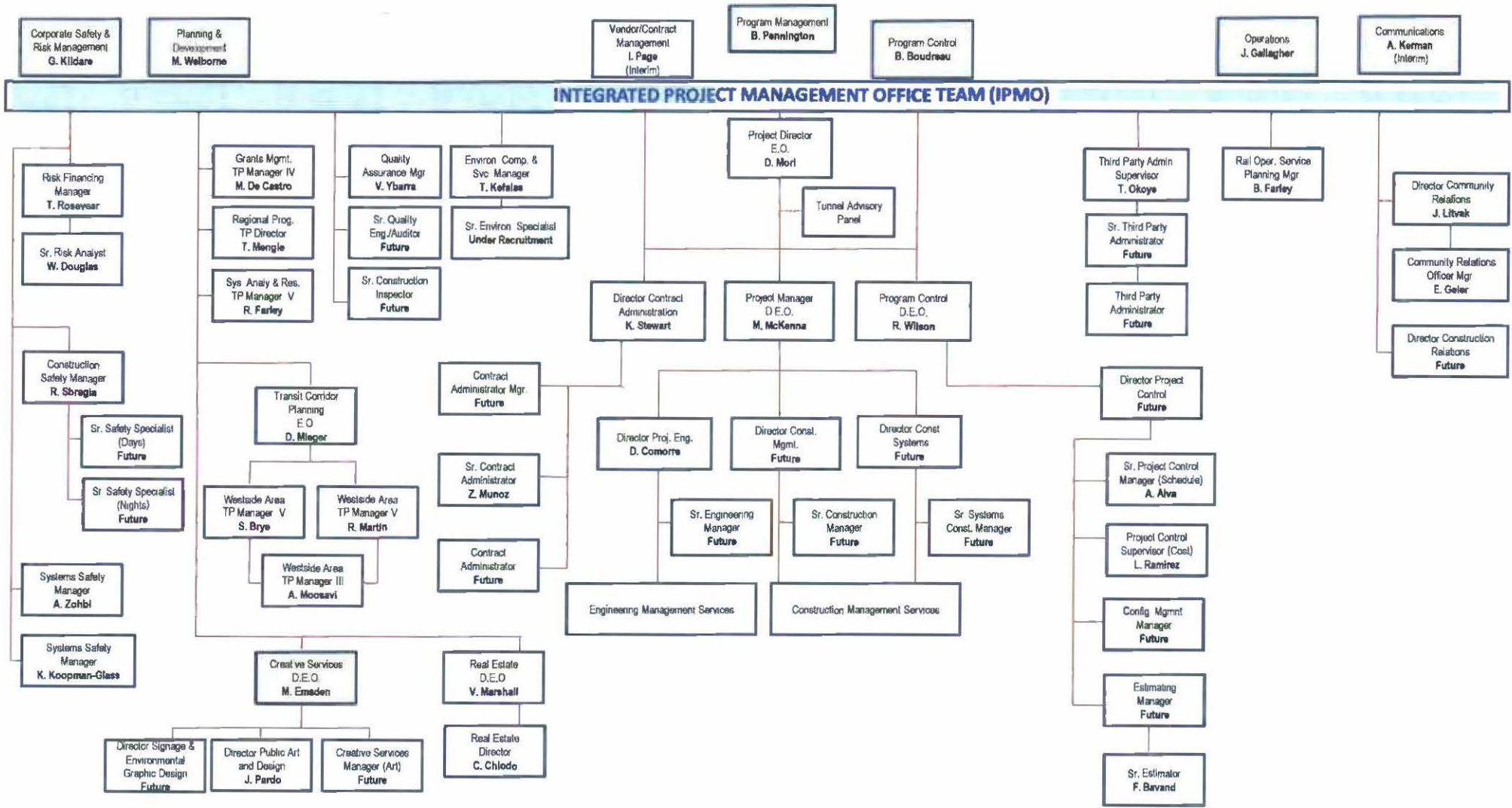


Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix

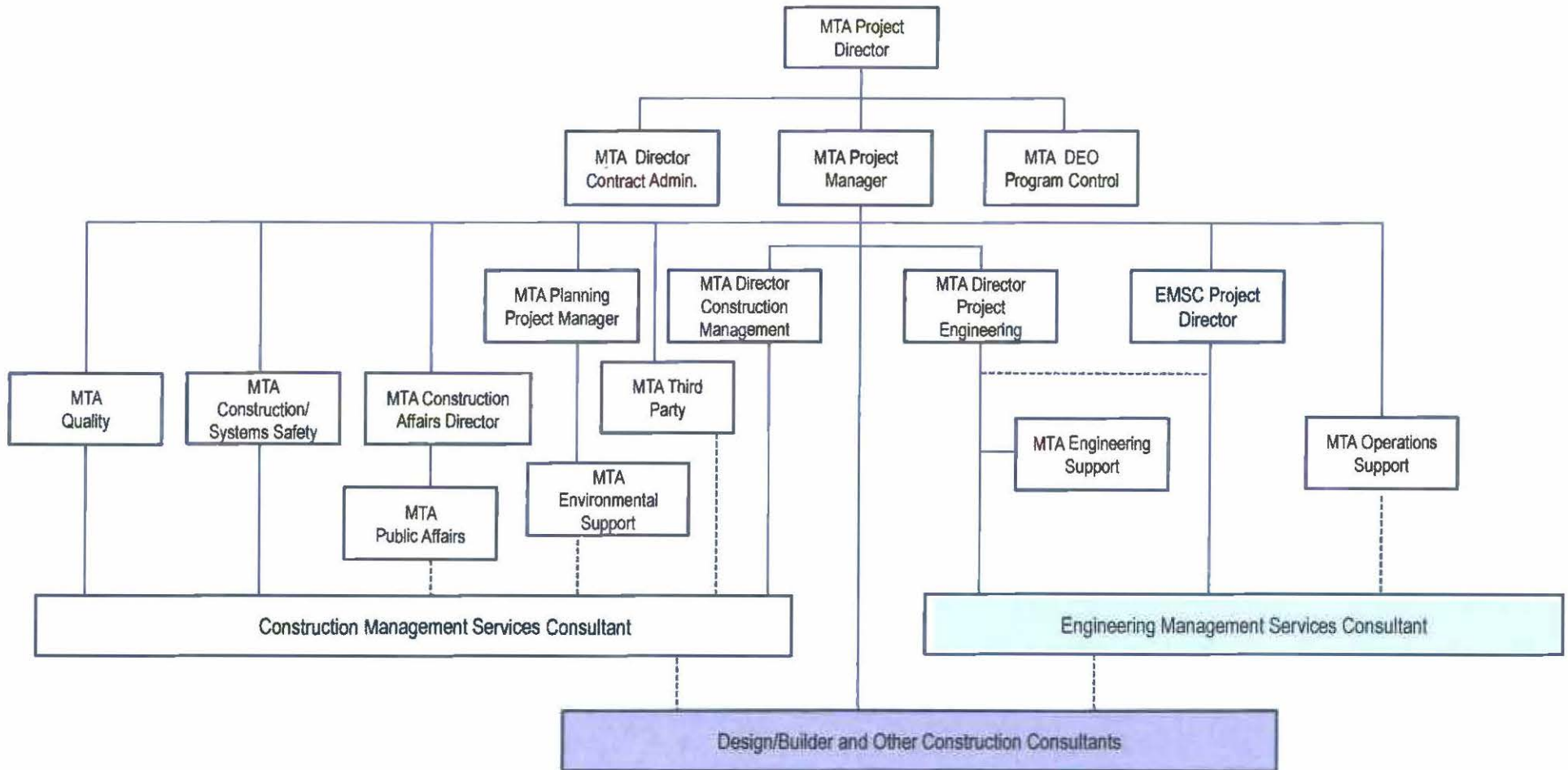


WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

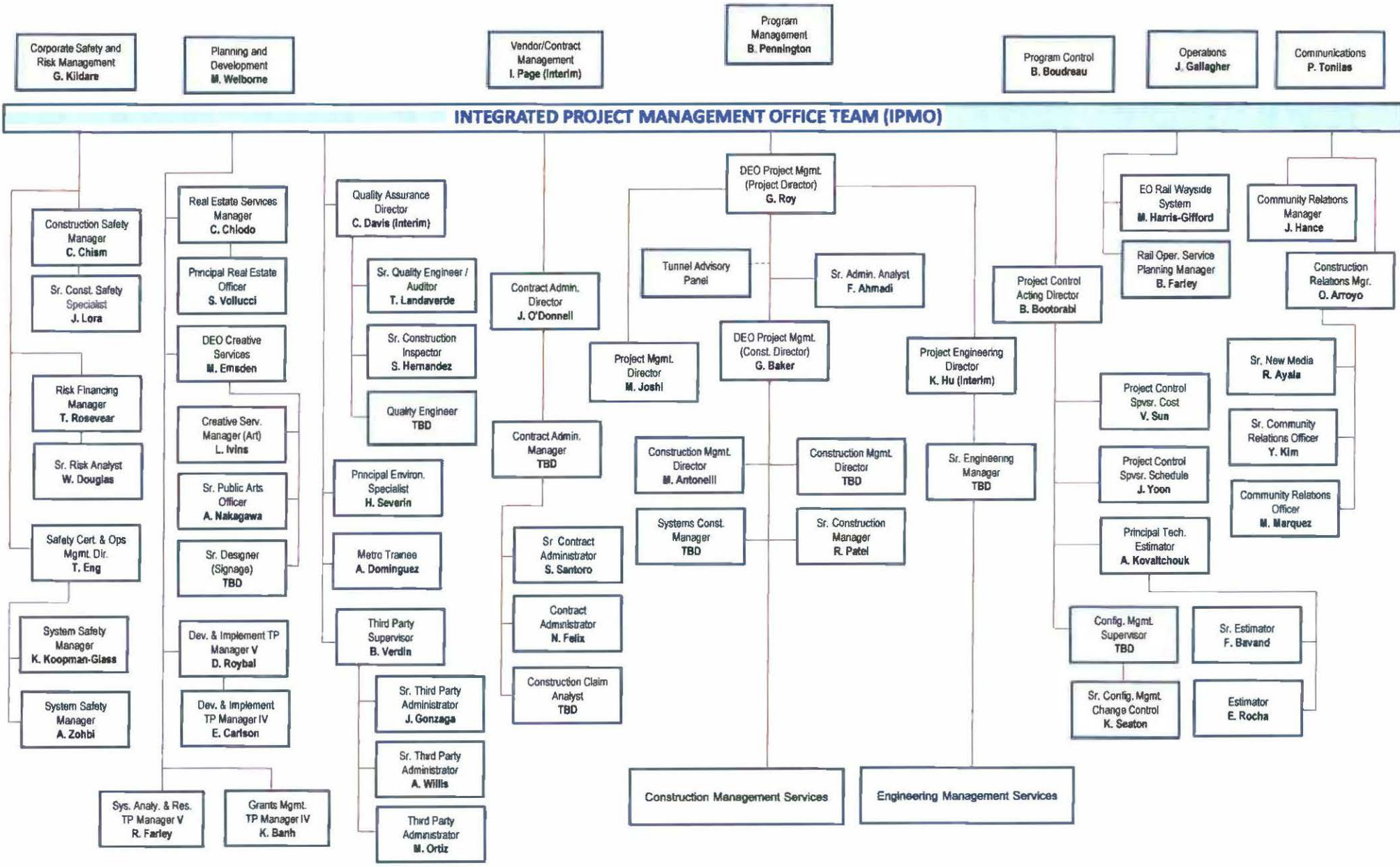
Metro Executive Management Organization and Staff



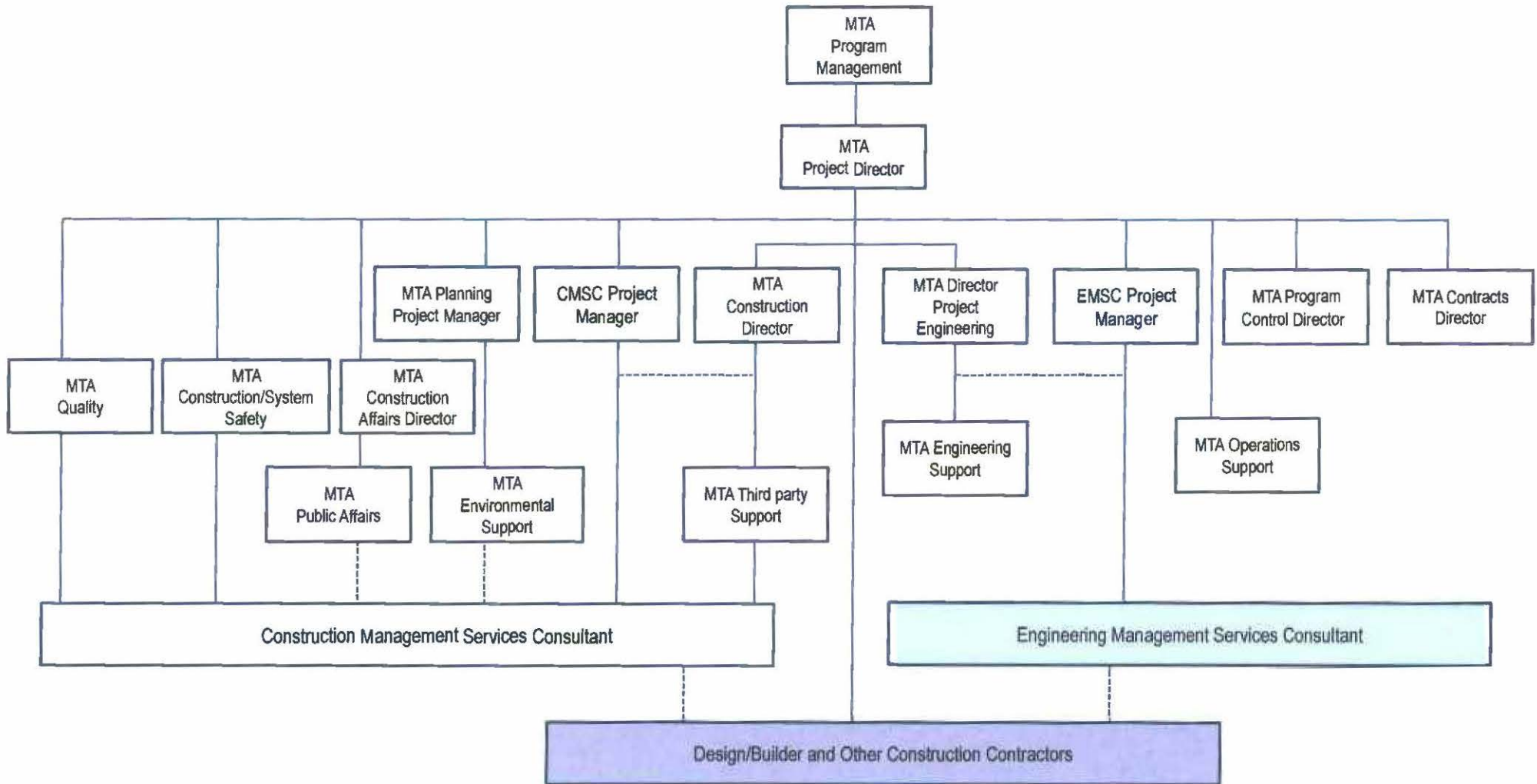
Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



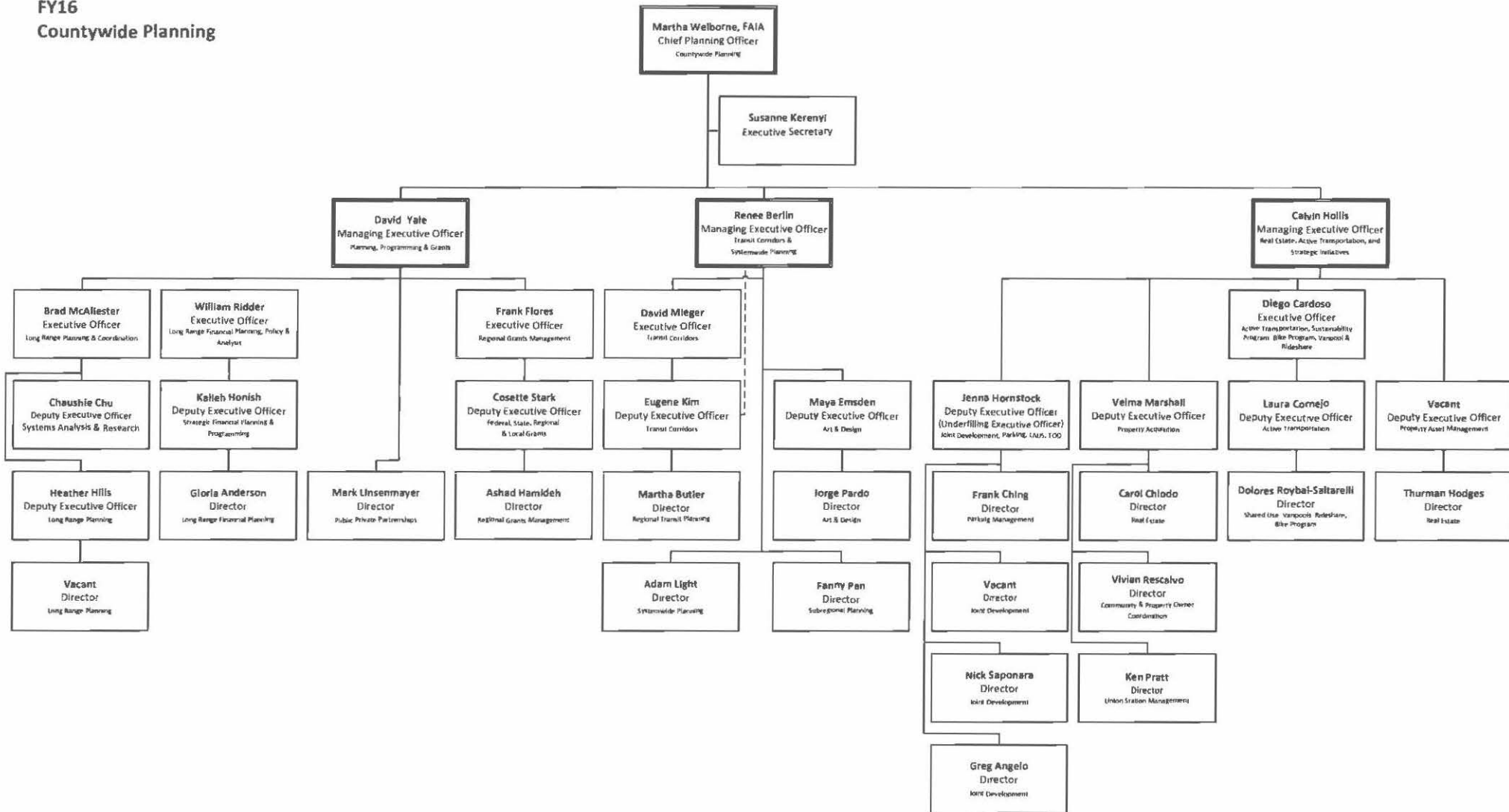
REGIONAL CONNECTOR TRANSIT CORRIDOR



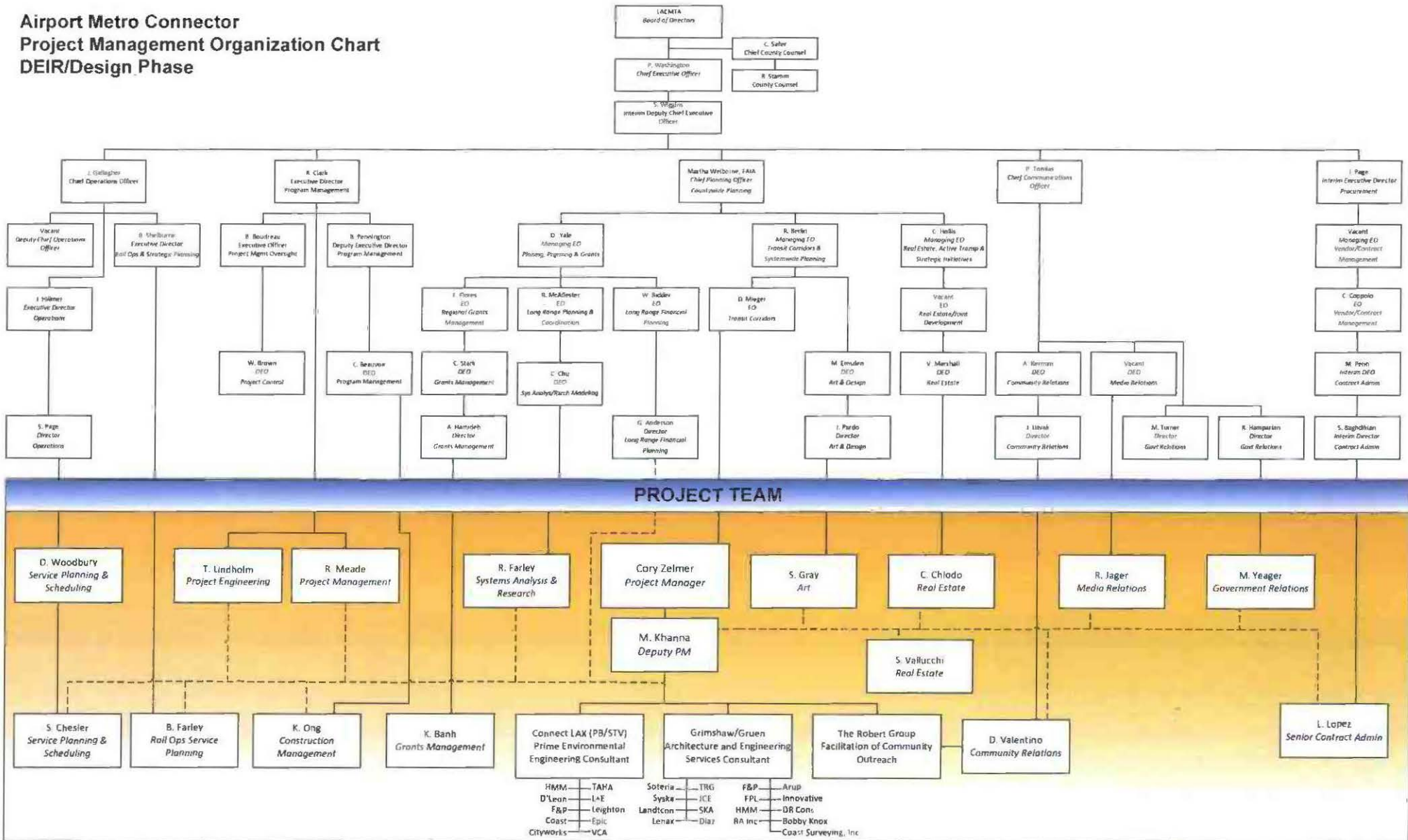
Regional Connector Transit Corridor Responsibility and Reporting Matrix



**FY16
Countywide Planning**



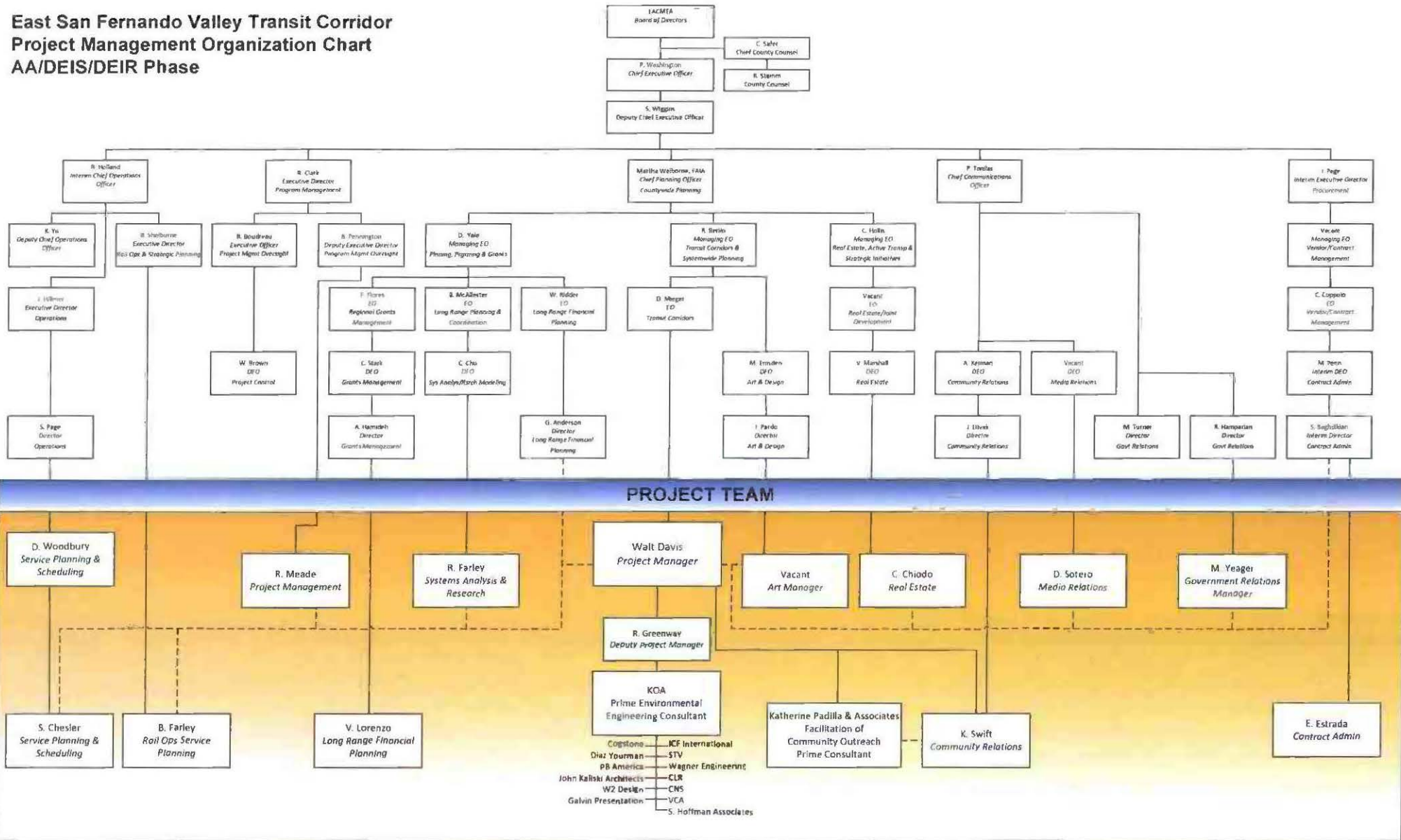
Airport Metro Connector Project Management Organization Chart DEIR/Design Phase



October 22, 2015

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

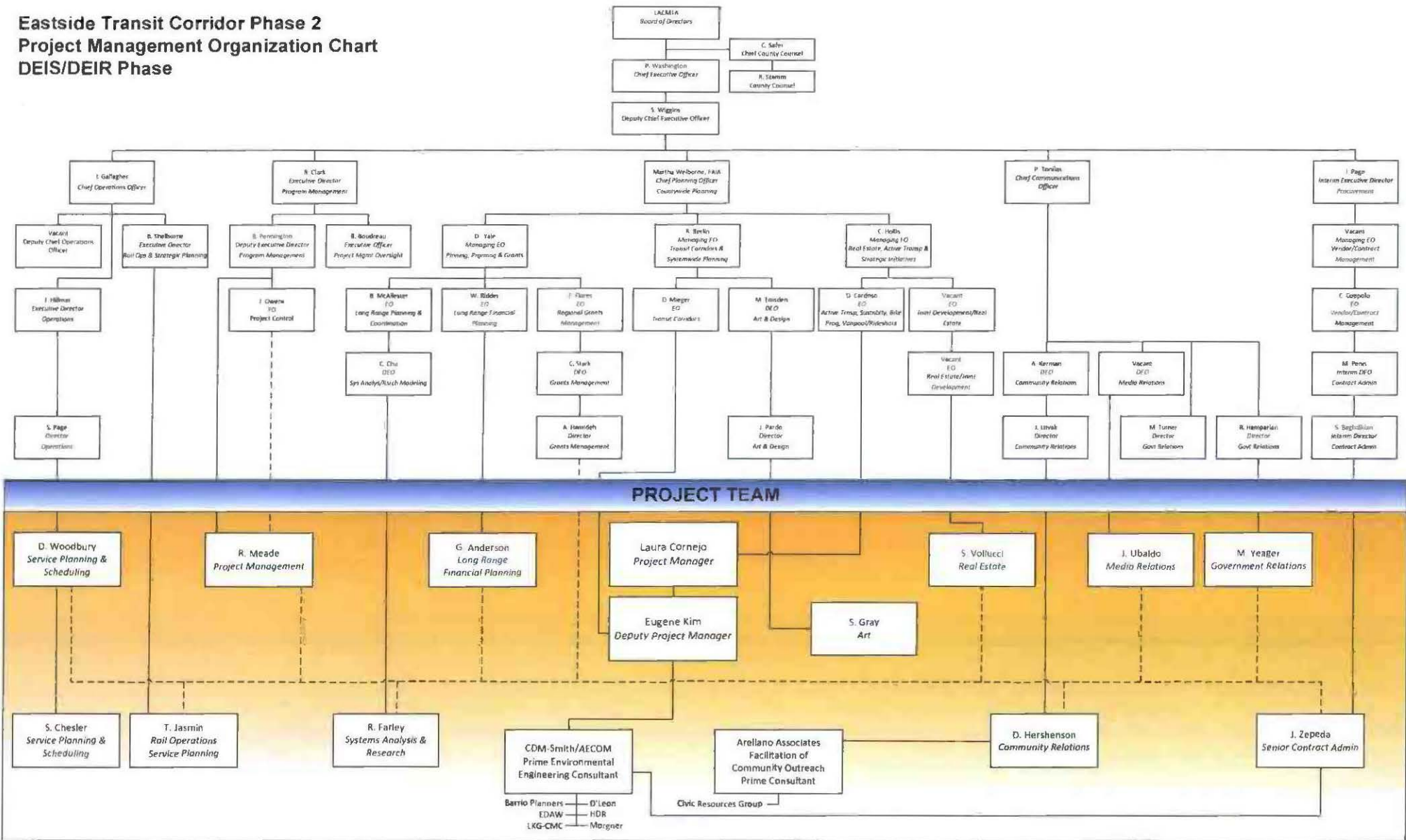
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



October 22, 2015

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

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



October 22, 2015

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

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 2 (Alejo) D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>4/23/2015-A. APPR. 4/23/2015- From committee: Do pass and re- refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p>AB 4 (Linder) R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 6 (Wilk) R</p> <p>Bonds: transportation: school facilities.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the <i>unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.</i></p>	<p>Monitor</p>	<p>4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
<p>AB 8 (Gatto) D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>3/24/2015-A. PUB. S. 3/24/2015-From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on PUB. S.</p>
<p>AB 21 (Perea) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>Would require the State Air Resources Board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 23 (Patterson) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 24 (Nazarian) D</p> <p>Transportation network companies: public safety.</p>	<p>Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.</p>	<p>Monitor</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/20/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 33 (Quirk) D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</p>	<p>Monitor</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015- Failed Deadline pursuant to Rule 61(a)(14). (Last location was THIRD READING on 9/8/2015)</p>
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015- Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 194 <u>Frazier D</u></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015- Senate amendments concurring in. To Engrossing and Enrolling.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 210 <u>Gatto D</u></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>ASSEMBLY ENROLLMENT 9/3/2015 - In Assembly. Ordered to Engrossing and Enrolling.</p>
<p>AB 227 <u>Alejo D</u></p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>	<p>SUPPORT</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was BUDGET. on 4/16/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 318 <u>Chau D</u></p> <p>Lost money and goods: restoration to owner.</p>	<p>Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.</p>	<p>SUPPORT</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015- Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>
<p>AB 326 <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. & E. on 4/22/2015)</p>
<p>AB 338 <u>Hernández,</u> <u>Roger D</u></p> <p>County transportation commissions: Los Angeles County.</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>OPPOSE</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015- Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 5/21/2015)</p>
<p>AB 457 <u>Melendez R</u></p> <p>High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 464 Mullin D</p> <p>Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015- From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p>AB 471 Harper R</p> <p>Employment.</p>	<p>Current law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/23/2015)</p>
<p>AB 518 Frazier D</p> <p>Department of Transportation.</p>	<p>Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/5/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 584 <u>Cooley D</u></p> <p>Public employee retirement systems.</p>	<p>Would rename the Joint Legislative Retirement Committee the Joint Pension Administration and Sustainability Committee and, in addition to specified described duties, would require the committee to make reports and recommendations to the Legislature and its respective houses on retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill.</p>	<p>Monitor</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015- Failed Deadline pursuant to Rule 61(a)(5). (Last location was RLS. on 4/8/2015)</p>
<p>AB 620 <u>Hernández, Roger D</u></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2015)</p>
<p>AB 726 <u>Nazarian D</u></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>Signed by Governor</p>
<p>AB 754 <u>Ridley-Thomas D</u></p> <p>Taxation.</p>	<p>Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/25/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 755 Ridley-Thomas D</p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015-A. REV. & TAX SUSPENSE FILE 5/14/2015-Re-referred to Com. on REV. & TAX.</p>
<p>AB 779 Garcia, Cristina D</p> <p>Environmental quality: transit priority areas.</p>	<p>Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.</p>	<p>Monitor</p>	<p>8/24/2015-S. APPR. 8/25/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.</p>	<p>Monitor</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015- Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015)</p>
<p>AB 877 Chu D</p> <p>Transportation.</p>	<p>Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 914 <u>Brown D</u></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling. Signed by governor</p>
<p>AB 952 <u>Garcia,</u> <u>Cristina D</u></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. & R. 4/21/2015-Re- referred to Com. on E. & R.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1068 <u>Allen, Travis R</u></p> <p>California Environmental Quality Act: priority projects</p>	<p>Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)</p>
<p>AB 1087 <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)</p>
<p>AB 1098 <u>Bloom D</u></p> <p>Transportation: congestion management.</p>	<p>Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</p>
<p>AB 1138 <u>Patterson R</u></p> <p>High-speed rail: eminent domain</p>	<p>Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1171 <u>Linder R</u></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/3/2015-A. ENROLLMENT 9/3/2015- Ordered to Engrossing and Enrolling.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1250 <u>Bloom D</u></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Re- referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 16. Noes 0.) (September 11). Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 1265 <u>Perea D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/6/2015)</p>
<p>AB 1347 <u>Chiu D</u></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015- Senate amendments concurred in. To Engrossing and Enrolling.</p>
<p>ACA 4 <u>Frazier D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>		<p>6/23/2015-A. PRINT 6/24/2015- From printer.</p>
<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		<p>6/25/2015-A. PRINT 6/26/2015- From printer.</p>
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>		<p>9/10/2015-A. CONFERENCE COMMITTEE 9/10/2015- Assembly refused to concur in Senate amendments. To Conference Committee.</p>
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		<p>9/3/2015-S. RLS. 9/3/2015- Referred to Com. on RLS.</p>

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

<p>ABX1 5 Hernández, Roger D</p> <p>Income taxes: credits: low- income housing: farmworker housing assistance.</p>	<p>Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.</p>		<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.</p>		<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>ABX1 10 Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>		<p>8/19/2015-A. PRINT 8/20/2015- From printer.</p>
<p>ABX1 12 Nazarian D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.</p>		<p>8/26/2015-A. PRINT 8/27/2015- From printer.</p>
<p>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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

<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 23 Garcia, Eduardo D</p> <p>Transportation.</p>	<p>Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p>		<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>
<p>SB 1 (Gaines) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 5 (Vidak) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>
<p>SB 8 (Hertzberg) D</p> <p>Taxation.</p>	<p>Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>5/15/2015-S. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was G. & F. on 2/19/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 9 (Beall) D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	<p>WORK WITH AUTHOR</p>	<p>SENATE ENROLLED 9/10/2015 - Enrolled and presented to the Governor at 3:30 p.m.</p>
<p>SB 16 (Beall) D</p> <p>Department of Transportation.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. Last amended on 6/1/2015</p>	<p>SUPPORT</p>	<p>SENATE INACTIVE FILE 9/9/2015 - Ordered to inactive file on request of Senator Beall.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 29 (Beall) D</p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>9/9/2015-S. ENROLLED 9/9/2015- Enrolled and presented to the Governor at 4:30 p.m.</p>
<p>SB 32 (Pavley) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/10/2015-A. NAT. RES. 9/10/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.</p>
<p>SB 39 (Pavley) D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.</p>	<p>Monitor</p>	<p>5/22/2015-A. TRANS. 5/22/2015- Referred to Com. on TRANS.</p>
<p>SB 59 (Knight) R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>5/15/2015-S. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/15/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 64 (Liu) D</p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>9/8/2015-S. ENROLLED 9/8/2015- Enrolled and presented to the Governor at 4:30 p.m.</p>
<p>SB 122 (Jackson) D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>8/28/2015-A. 2 YEAR 8/28/2015- Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)</p>

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

<p>SB 158 <u>Huff R</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.</p>	<p align="center">Monitor</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2015)</p>
<p>SB 194 <u>Cannella R</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p align="center">Monitor</p>	<p>5/15/2015-S. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/19/2015)</p>
<p>SB 207 <u>Wieckowski D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.</p>	<p align="center">Monitor</p>	<p>7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</p>
<p>SB 254 <u>Leyva D</u></p> <p>Transit districts: ordinances.</p>	<p>Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.</p>	<p align="center">Monitor</p>	<p>7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/15/2015)</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.</p>	<p align="center">Monitor</p>	<p>9/11/2015-S. INACTIVE FILE 9/11/2015- Ordered to inactive file on request of Senator Beall.</p>
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p>4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SB 350 <u>De León D</u></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p align="center">Monitor</p>	<p>9/11/2015-S. ENROLLMENT 9/11/2015-Assembly amendments concurred in. (Ayes 26. Noes 14.) Ordered to engrossing and enrolling.</p>
<p>SB 391 <u>Huff R</u></p> <p>Assault and battery: transit employees.</p>	<p>Would make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p align="center">SUPPORT</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)</p>

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

<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Work with Author</p>	<p>SENATE ENROLLMENT 9/10/2015 - Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.</p>
<p>SB 461 Hernandez D</p> <p>Toll bridges and facilities: funds.</p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	<p>Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 5:45 p.m.</p>
<p>SB 491</p> <p>Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 10 a.m.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p><u>SB 508</u> <u>Beall D</u></p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p align="center">Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 5:45 p.m.</p>
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**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix**

<p>SB 516 <u>Fuller R</u></p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p align="center">Monitor</p>	<p>9/1/2015-S. ENROLLED 9/1/2015- Enrolled and presented to the Governor at 4:30 p.m.</p>
<p>SB 529 <u>Pan D</u></p> <p>Public transit.</p>	<p>Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	<p align="center">Monitor</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re- referred to Com. on T. & H.</p>

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

<p><u>SB 599</u> <u>Mendoza D</u></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p align="center">Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 5:45 p.m.</p>
<p><u>SB 767</u> <u>De León D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p align="center">SUPPORT</p>	<p>9/11/2015-S. ENROLLMENT 9/11/2015- Assembly amendments concurred in. (Ayes 26. Noes 13.) Ordered to engrossing and enrolling. Signed by Governor</p>
<p><u>SCA 5</u> <u>Hancock D</u></p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p align="center">Monitor</p>	<p>7/16/2015-S. GOV. & F. 7/16/2015- From committee with author's amendments. Read second time and amended. Re- referred to Com. on GOV. & F.</p>

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

<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>		<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re- referred to Com. on APPR.</p>
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>		<p>6/30/2015-S. T. & I.D. 9/1/2015-SEN. T. & I.D. Vote - Do pass, but re- refer to the Committee on Appropriations. (AYES 3. NOES 9.) (FAIL)</p>
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>		<p>8/19/2015-S. T. & I.D. 8/19/2015- August 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 36.)</p>

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

<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>		<p>9/10/2015-S. CONFERENCE COMMITTEE 9/10/2015-Senate refused to concur in Assembly amendments. (Ayes 1. Noes 39.) Ordered to Conference Committee.</p>
<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		<p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</p>		<p>7/13/2015-S. T. & I.D. 9/2/2015-September 1 set for first hearing. Failed passage in committee.</p>
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		<p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</p>

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

<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.</p>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation</p>	<p>Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.</p>		<p>7/16/2015-S. T. & I.D. 8/19/2015- August 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 36.)</p>
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.</p>		<p>7/16/2015-S. T. & I.D. 9/9/2015- September 8 hearing: Testimony taken. Hearing postponed by committee.</p>

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

<p>SBX1 11 Berryhill R</p> <p>California Environmental Quality Act: exemption: roadway improvement.</p>	<p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.</p>		<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>		<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.</p>		<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>

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

<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		<p>7/16/2015-S. T. & I.D. 8/17/2015- August 19 set for first hearing canceled at the request of author.</p>
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>		<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>SRX1 1 De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/30/2015-S. ADOPTED 6/30/2015- Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3620 Bass D</p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 – SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

		Materials
H.R. 680 Blumenauer D	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p>May 2015 – SUPPORT</p> <p>Referred to the House Committees on Ways and Means and House Transportation and Infrastructure</p>
H.R. 935 Hahn D-CA	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 990 King R-NY	<p>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</p>	<p>May 2015 – SUPPORT</p> <p>House Ways and Means Committee</p>
H.R. 1308 Lowenthal D-CA	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

		on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 - OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 Sanford R-5C	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	May 2015 - OPPOSE House Ways and Means Committee
H.R. 2485 Torres D-CA	The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	June 2015 - SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

		Committee
H.R. 2495 Waters D-CA	The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees
H.R. 2410 DeFazio D-OR	The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation’s state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America’s future population growth. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	June 2015 – SUPPORT
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible	May 2015- SUPPORT

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. 11/3/2015

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

	<p>highway reauthorization bill providing:</p> <ul style="list-style-type: none"> • \$277.4 billion in Highway Trust Fund contract authority for the Federal Highway Administration over the six-year period of fiscal 2016 to 2021. • This total does not count money provided to get agency programs through the last two months of FY 2015, and when \$100 million per year in pre-existing mandatory spending is added, the six-year FHWA spending total is \$278.0 billion. <p>Pending action and inclusion from 3 other committee jurisdictions; Senate Commerce, Science and Transportation Committee, Banking, Housing and Urban Affairs Committee and Finance Committee.</p>	out of Committee
<u>H.R 3763 – The Surface Transportation Reauthorization and reform Act of 2015 (STRR)</u>	<p>H.R. 3763 will authorize surface transportation programs for six years at a total funding level of \$325 billion.</p> <ul style="list-style-type: none"> • Freight Program - Establishes a new competitive grant program for large freight and highway projects which receives \$4.46 billion in contract authority over six years. • TIFIA Program - Reduces the annual funding level for TIFIA (low cost federal loan program) to \$200 million annually. • Increases funding for FTA Capital Improvement Grant Program (New Starts) - Increases funding from \$2 billion up to \$2.2 billion in 2021. • Positive Train Control - Extends the deadline for full implementation for PTC until December 2018. 	<p>10/22/15 – Passed by voice vote in House T&I Committee</p> <p>TBD – House Floor Vote and Conference Committee</p>
<p><u>Moving Ahead For Progress In The 21st Century</u></p> <p>Surface Transportation Authorization Bill</p>	<p>MAP-21</p> <ul style="list-style-type: none"> • 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • Total Funding: \$105 Billion <ul style="list-style-type: none"> ○ Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 ○ Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> ○ Does not include Qualified Transportation Improvement Bonds (QTIB) <p>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
Obama Administration	Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout	Introduced – April 29 2014

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. 11/3/2015

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

**Proposal
Generating
Renewal,
Opportunity,
and Work with
Accelerated
Mobility,
Efficiency, and
Rebuilding of
Infrastructure
and
Communities
Throughout
America (GROW
AMERICA) Act**

America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.

The proposal includes:

- \$199 billion for highways
 - \$92.1 billion for the National Highway Performance Program
 - \$13.6 billion for "critical immediate investments"
- \$72 billion for transit
 - \$11 billion for Capital Investment Grants
 - \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines
- \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels)
- \$19 billion in dedicated funding for rail programs
- \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country
- \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program
- \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"
- Significant investment in the president's "Ladders of Opportunity" initiative
 - \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions
 - \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations
- \$10 billion for a multi-modal freight program
- \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.



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MARY C. WICKHAM
Interim County Counsel

October 23, 2015

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Marler:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of October 2, 2015, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

MARY C. WICKHAM
Interim County Counsel

By

RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:kh

Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of October 2, 2015

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham consolidated with MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Defendants' Motion for Summary Judgment granted. MTA's motion for new trial denied. MTA has appealed trial court judgment. Judgment granted in favor of MTA in February 2014. Defendants have appealed. Briefing schedule has been set. Oral argument expected mid-late 2015.
Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. MTA	BC545331		Kiewit submitted claims in excess of \$600 million for direct costs and for delay and disruption.	The parties agreed to binding arbitration of claims in lieu of further DRB hearings and litigation. The direct cost claims have been settled. The delay and disruption claims will continue through the arbitration process.
Tutor-Saliba-Perini v. MTA	BC123559 BC132928	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Court of Appeal issued ruling upholding MTA's false claims judgment against TSP. TSP's claims, including claims for attorneys' fees, were denied. Remanded to trial court on issue of sureties' claim for attorney's fees. Trial court awarded sureties \$2,143,403 (demand was \$21,517,220). Sureties have appealed.

Transport Technologies v. MTA	2:15-cv-6423-RSWL-MRW		<p>This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in connection with MTA's ExpressLanes Project.</p> <p>MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.</p>	MTA tendered the lawsuit to Atkinson; however, it refused to accept MTA's tender. MTA filed an answer on October 22, 2015 and will pursue a cross-complaint against Atkinson shortly.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Cross-motions for summary judgment were fully briefed in July 2013. Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to State court.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. All parties filed appeals in the CEQA & NEPA cases. Judgment for MTA in CEQA was affirmed by Court of Appeal on July 9, 2015. NEPA appeal is in briefing stage.
515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA	BS137271 CV13-0453		Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring	Cases settled on June 30, 2015.

			machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. All parties filed appeals in the CEQA & NEPA cases. Court of Appeal decision on CEQA claims expected shortly. NEPA appeal is in briefing stage.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Court of Appeal affirmed judgment for MTA.
Beverly Hills Unified School District v. MTA	BS137606		Petitioner alleges that MTA's certification of the FEIS/EIR and approval of the project violated CEQA in the following ways: inadequate project description; inadequate analysis of seismic impacts; refusal to prepare and recirculate a Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Court of Appeal affirmed judgment for MTA.

Wheelchair-Disability Discrimination Cases (Only Galvan and Tatum cases allege personal injuries)

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

Allan McDowell v. MTA	BC498047			On April 28, 2015, Court decided this case should be classified as a limited jurisdiction case and at time of trial, Court will instruct jury that plaintiff's recovery must be limited to \$25,000. MTA's Motion for Summary Judgment to be heard January 11, 2016. Trial Readiness Conference on February 3, 2016. Trial on February 9, 2016.
Francisco Galvan v. MTA	BC498048 BC545767 BC567534		Plaintiff is blind and uses a walker, not a wheelchair.	Discovery on going. Trial on March 1, 2016.
Reese Anthony Jr. v. MTA	BC498049 BC454872			Trial may be set for February 9, 2016. MTA's Motion for Summary Judgment to be heard January 11, 2016. Trial Readiness Conference on February 3, 2016.
Michael Goldsmith v. MTA	BC498050 BC570307			Trial may be set for February 9, 2016. MTA's Motion for Summary Judgment to be heard January 11, 2016. Trial Readiness Conference on February 3, 2016.
Ebony Allen v. MTA	BC498051			Trial may be set for February 9, 2016. MTA's Motion for Summary Judgment to be heard January 11, 2016. Trial Readiness Conference on February 3, 2016.
Carla Dale Short v. MTA	BC498052 BC545874			Trial may be set for March 1, 2016.
Bernardine Harris v. MTA	BC501547 BC545873			Trial may be set for January 19, 2016. MSJ to be heard December 9, 2015.

Behnam Talasavan v. MTA	BC505804			Trial set for February 9, 2016. On April 28, 2015, Court decided this case should be classified as a limited jurisdiction case with plaintiff's recovery limited to \$25,000. MTA's Motion for Summary Judgment filed July 15, 2015. MSJ to be heard January 11, 2016. Trial Readiness Conference on February 3, 2016.
Sergio Martinez v. MTA	BC520032 BC568995			Trial set March 1, 2016. Demurrer sustained as to IIED claim.
Trina Fosha v. MTA	BC507919 BC567533			Trial set for January 19, 2016. MSJ to be heard December 9, 2015.
Veronica Lopez v. MTA	BC536506			Motion for Summary Adjudication granted on September 16, 2015. Final Status Conference is set for October 14, 2015. Trial to begin on October 27, 2015.
Pamela Tatum v. MTA	BC520563 BC545766			Case Management Conference set for October 20, 2015.
Elizabeth Rawlins v. MTA	BC558746			Trial may begin March 1, 2016. Court has deemed this case to be classified as a limited jurisdiction case limiting plaintiff's recovery to \$25,000.
Ronnie Garcia v. MTA and Art Leahy	2:15-CV-00149-DSF-ARG			Trial date is June 21, 2016. ADR to be completed by March 28, 2016. Plaintiff dismissed all federal claims on September 10, 2015.
Oudy Wall v. MTA	BC567535 New Case No. 2:15-CV-001009-DSF			Filed on December 22, 2014. Removed to federal court on February 13, 2015. Motion to dismiss Art Leahy granted on March 5, 2015. Ordered to mediation. Plaintiff dismissed all federal claims after September 10, 2015.

Oudy Wall v. MTA	BC591538			MTA filed demurrer. Demurrer granted for IIED and NIED on October 16, 2015.
Jessica Romero and Michael Dougherty v. MTA	2:14-CV-3456			Plaintiff Michael Dougherty settled with MTA on August 27, 2015. His claims dismissed with prejudice on September 14, 2015.
Jessica Romero v. MTA	BC573375 New Case No. 2:15- CV-02712- DSF-AGR			Filed on April 1, 2015. Removed to federal court on April 13, 2015. Trial set on November 15, 2016. Plaintiff dismissed all federal claims on September 10, 2015.
Maria Reyes v. MTA	2:15-CV- 04859-DSF- AGR (formally BC570016)			Filed on May 22, 2015. Removed to federal court on June 26, 2015. Motion to dismiss claim for intentional infliction of emotional distress filed on July 2, 2015. Court granted motion to dismiss. IIED claim on July 24, 2015. Ordered to Mediation on August 18, 2015. Plaintiff dismissed all federal claims on September 10, 2015.
Maria Reyes v. MTA	2:15-CV- 07706 (formerly BC582636)			State case removed to federal court on October 2, 2015 and related to other cases in Judge Dale Fischer's court on October 5, 2015.
James D. Maciel, Sr. v. MTA	VC064357		Wheelchair disability filed on October 20, 2014. Plaintiff is in <i>pro per</i> .	Plaintiff filed default judgment against named defendant Jose Molina, a bus operator. On June 2, 2015, Court set aside default. Demurrer and Motion to Strike set for July 30, 2015 on First Amended Complaint. Plaintiff filed Motion for Reconsideration of Default Judgment. Court denied reconsideration motion. Demurrer hearing to dismiss First Amended

				Complaint on July 30, 2015. Court sustained entire demurrer. Hearing on August 26, 2015 to dismiss Bus Operator Jose Molina. Plaintiff failed to appear. Order to Show Cause set for September 22, 2015. Plaintiff failed to appear on September 22, 2015. MTA moved to dismiss. Court dismisses case without prejudice.
Eduardo Gill	2:15-CV-5904-DDP-PJW			MTA answered complaint on 9/8/15. Presently in settlement discussion.

FTA-Funded Excess Real Property and ALAP Parcels Utilization Report

September 30, 2015

Wilshire/Vermont Station (Parcels B2-113 through B2-121; ALAP Parcel B2-118)

These parcels encompass the 5.8-acre Wilshire/Vermont Station site and a 1.02-acre site located across Shatto Place from the station site on the northeast corner of Wilshire Boulevard and Shatto Place. All property on the station site that is not used to support Metro rail operations has been sold or ground leased for development through Metro's joint development program. The ground leased portion of this site contains a mixed-use, transit-oriented development operated by Klein Financial and consists of 449 apartments (90 affordable) and approximately 36,000 square feet of retail space. The sold property contains an 800-student, LAUSD middle school. The 1.02-acre site situated across the street from the station site is currently used as a Metro bus layover facility.

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

This site is currently being used to support Metro bus operations.

Wilshire/La Brea (ALAP Parcel A2-362) – NO CHANGE

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

Wilshire/Crenshaw (ALAP Parcels A1-300 and A2-301)

This property has been turned over to the Westside Subway Project to be used for construction staging with respect to the Metro Purple Line extension project.

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

This site is currently being used to house a portion of the Metro Red Line's Universal City Station, a bus layover facility and a park-and-ride lot.

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

This site is currently being used to house a portion of the Metro Red Line's North Hollywood Station, a bus layover facility and a park-and-ride lot. On March 2, 2015,

Metro issued a Request for Interest and Qualifications (“**RFIQ**”) to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood. Submittals in response to the RFIQ were received on June 2, 2015 and Metro has shortlisted qualified developers to receive a full development Request for Proposals (“**RFP**”). During September and October 2015, Metro staff engaged the North Hollywood community to help with the creation of Development Guidelines for this site and the “other nearby Metro-owned parcels”. These guidelines will be brought to the Metro Board in December and if approved, will be included as part of the RFP, which will be forwarded to the short listed developers in early 2016.

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

This vacant site, situated across Lankershim and Chandler from the Metro Red Line’s North Hollywood Station site and across Chandler from the Metro Orange Line’s North Hollywood Station site, is one of the “other nearby Metro-owned parcels” included as part of the North Hollywood Station RFIQ detailed above in the update for North Hollywood Station. These parcels were included as part of the community engagement process described above in the update for North Hollywood Station and will be included in the Development Guidelines resulting from this effort.

At present, a portion of this site is used as a staging area for the construction of the subsurface passageway beneath Lankershim Boulevard that will connect the Metro Red and Orange Line stations. The remainder of this site is leased to an adjacent business for parking.

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

These parcels encompass the 1.8-acre Westlake/MacArthur Park Station site, situated between Alvarado Boulevard and Westlake Avenue, and a 1.6-acre site located one block southeast of the station site. Phase A of a two-phased, mixed-use joint development project has been constructed and is in operation on the 1.6-acre site. Phase A is situated on land ground leased by Metro to development entities created by McCormack Baron Salazar. The development includes 90 affordable apartments, 20,000 sq. ft. of retail space and a 233 space parking structure, with 100 preferred parking spaces for transit users.

Phase B of the project will be constructed on the 1.8-acre Westlake/MacArthur Park Station site. This site contains an at-grade public plaza, subway portals and a parking/kiss-and ride lot. The contemplated Phase B project includes the construction of 82 affordable apartments, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking structure, closure of one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue. A Joint Development Agreement (“**JDA**”) providing for the development of Phase B between Metro and MacArthur Park Metro, LLC (“**MPM**”), a McCormack Baron Salazar development entity, expired on December 31, 2013. The JDA’s expiration resulted from a funding gap that came to

light late in the project's design process and could not closed by MPM in a timely manner. Since then, MPM has presented a more-viable funding plan for Phase B to Metro, and following consultations with the FTA and reevaluation of the interrelated nature of the two-phased project and Metro's developer selection process, Metro has elected to proceed with MPM as the developer of Phase B. To this end, Metro and MPM held a public meeting to update the community on the status of the Phase B project in late September. The update and the project were well received by those in attendance and Metro anticipates execution of a reinstated and amended JDA with the developer in the coming quarter.

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

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

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

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

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

Southeast corner of Pennsylvania/Bailey (Parcel ED-147) – NO CHANGE

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

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

Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") are now parties to an "interim" Exclusive Negotiation Agreement and Planning Document ("**Interim ENA**") with respect to Bridge/ELACC's proposal to develop (a) a portion of the 1.24-acre Soto Station site with a 49-unit affordable family apartment project over 12,000 sq. ft. of ground floor commercial space (the "**Affordable Family Housing Project**"), and (b) 0.44 acres located across Soto Street from the station (0.29 acres of which is Metro owned) with a 39-unit affordable senior apartment project over 3,900 sq. ft. of ground floor commercial space (the "**Affordable Senior Housing Project**"). The Interim ENA has allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to their proposed development projects.

To develop the Affordable Senior Housing Project, Bridge/ELACC needed to acquire a 0.15-acre privately-held parcel located adjacent to Metro's 0.29 acres. Ultimately, Bridge/ELACC was unable to acquire this property. As such, the parties will no longer be pursuing the Affordable Senior Housing Project (or the development of the 0.29-acre Metro-owned site) and will concentrate solely on the development of Affordable Family Housing Project on the station site. Staff will need to reevaluate the development potential of the 0.29-acre site for future development by others.

The term of the Interim ENA is due to expire in December 2015 and more time is needed to address preliminary design considerations for the Affordable Family Housing Project and complete community outreach. As such, staff will be seeking Metro Board approval in December to extend the term an additional six months. If (a) the extension is approved, and (b) the preliminary design considerations are adequately addressed and sufficient stakeholder support is received prior to the expiration of extension period, Metro staff will request Metro Board authority to proceed with a full ENA with respect to the Affordable Family Housing Project. The full ENA will allow the parties to further explore this project's feasibility, advance its design, complete all project-related CEQA requirements and negotiate the terms and conditions of a JDA and ground lease providing for the project's construction and operation.

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

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends ("**ACOF**") have entered into an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented

development consisting of 49 apartments (24 units of supportive housing for veterans and 25 market-rate units) and approximately 10,000 square feet of retail space on this site. ACOF has moved forward with project entitlements, CEQA compliance, and community outreach. In fact, both the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee have approved the project. In addition, the parties have continued their negotiation of the terms and conditions for the JDA and ground lease that will provide for the project's construction and operation. Despite these efforts, the parties will not be able to complete their work prior to the ENA's scheduled expiration on December 31, 2015. As such, staff will be seeking Metro Board approval in December to extend the term of the ENA an additional six months to allow for completion of the ENA work. If all of these efforts prove successful, Metro staff will proceed to the Metro Board before the expiration of the ENA's extended term with a recommendation to approve the negotiated terms and conditions for the JDA and ground lease.

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

Metro and Abode Communities ("Abode") are now parties to an Interim ENA with respect to Abode's proposal to develop Metro's 1.96-acre Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. The Interim ENA has allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to their proposed development project. Community outreach under the Interim ENA concluded in October with the Boyle Heights Neighborhood Council's recommendation that Metro and Abode proceed with a full ENA. The full ENA will allow the parties to further explore the project's feasibility, advance its design, complete all project-related CEQA requirements and negotiate the terms and conditions of a JDA and ground lease providing for the project's construction and operation. Metro staff will be seeking Metro Board approval in December to enter into the full ENA with Abode.

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

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

Metro has elected to terminate its relationship with McCormack Baron Salazar for the development of a 23,000 square foot grocery store on this 1.57-acre vacant site. This decision followed consultations with the FTA and reevaluation the process Metro employed to select (a) McCormack Baron Salazar as the potential developer, and (b) a 23,000 square foot grocery store as the proposed project. These efforts indicated that Metro should restart its efforts with respect to development of this site, commencing with community engagement to help Metro create updated Development Guidelines. Metro is in the process of procuring a design consultant to help facilitate our community

engagement efforts and anticipates commencing community design charrettes in the first half of 2016, after the design consultant is under contract. Re-solicitation for development would commence after completion of the community engagement effort and approval of the Development Guidelines by the Metro Board.

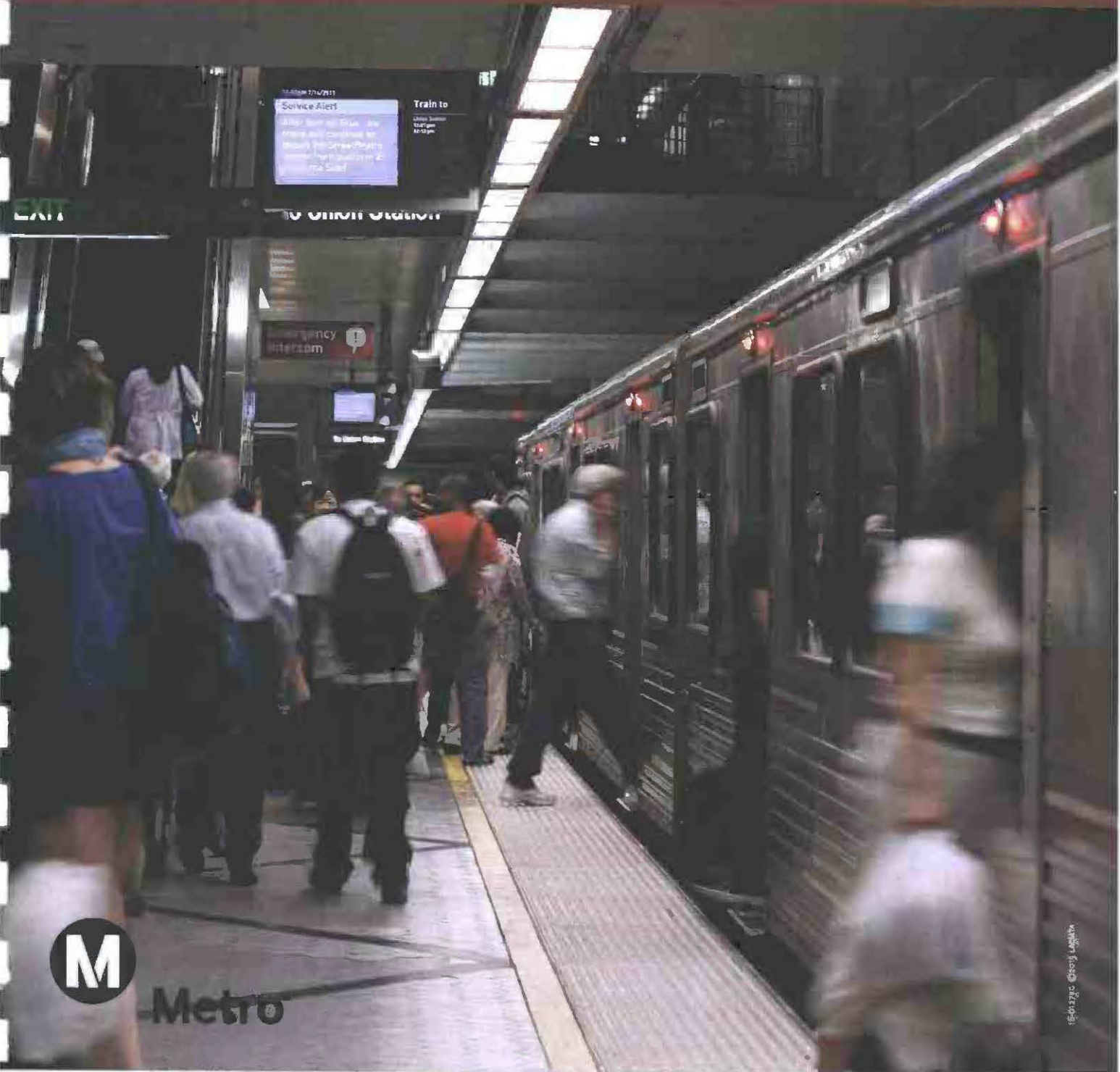
Metro is leasing this site to a community organization for parking until it is needed for development.

Updated 11/4/15 v5

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY PERFORMANCE REPORT

SEPTEMBER 2015



Metro

Photo: Gary Legler

Table of Contents

	Page
Bus Scorecard Overview	3
Bus Service Performance Systemwide	7
In-Service On-Time Performance	
Scheduled Revenue Service Hours Delivered	
Bus Maintenance Performance	14
Mean Miles Between Chargeable Mechanical Failures	
Past Due Critical Preventive Maintenance Program	
Attendance	20
Maintenance Attendance	
Bus Cleanliness	21
Rail Scorecard Overview	24
Rail Performance	26
On-time Service	
In-Service On-Time Performance	
Schedule Revenue Service Hours Delivered	
Mean Miles Between Chargeable Mechanical Failures	
Safety Performance	31
Bus Accidents per 100,000 Hub Miles	
Bus Passenger Accidents per 100,000 Boardings	
Rail Accidents per 100,000 Revenue Train Miles	
Rail Passenger Accidents per 100,000 Boardings	
Customer Satisfaction	39
Complaints per 100,000 Boardings	
New Workers' Compensation Claims	43
New Workers' Compensation Claims per 200,000 Exposure Hours	
OSHA Injuries Filed per 200,000 Exposure Hours	
Number of Lost Work Days Paid per 200,000 Exposure Hours	
"How You Doin'?" Incentive Program	53
Monthly Metro Bus & Metro Rail	
Quarterly Metro Bus & Metro Rail	
Yearly Metro Bus & Rail	
Yearly Most Improved Metro Bus	

Metro Bus Systemwide and Division Scorecard Overview

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

This report gives a brief overview of Systemwide and Division operations:

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	3,827	4,163	4,710	4,529	5,072	●	5,319	4,850	5,062
No. of unaddressed road calls	15	42	40	-	31	-	8	7	16
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,962	3,369	3,311	3,575	●	3,833	3,665	3,264
Bus Traffic Accidents Per 100,000 Miles	3.65	3.61	3.83	3.69	3.99	●	3.89	4.07	4.01
Number of *482 alleged accidents*	214	219	226	-	56	-	16	23	17
Complaints per 100,000 Boardings	3.38	3.76	3.78	3.59	3.73	●	2.91	3.86	4.41
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.80	18.34	17.50	17.43	17.49	●	13.48	19.33	19.80
In-Service On-time Performance - Early	4.66%	4.64%	4.00%	2.00%	3.58%	●	3.58%	3.48%	3.67%
In-Service On-time Performance - Late	19.51%	19.21%	20.65%	18.00%	21.02%	●	18.77%	20.32%	24.10%
In-Service On-time Performance - OnTime	75.84%	76.14%	75.35%	80.00%	75.40%	●	77.64%	76.20%	72.23%
Bus Directly Operated									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	3,827	3,961	4,482	4,169	4,843	●	5,048	4,654	4,838
No. of unaddressed road calls	15	42	40	-	31	-	8	7	16
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,863	3,271	3,013	3,505	●	3,745	3,598	3,205
Bus Traffic Accidents Per 100,000 Miles	3.65	3.57	3.77	3.69	3.95	●	3.82	3.99	4.06
Number of *482 alleged accidents*	214	219	226	-	56	-	16	23	17
Complaints per 100,000 Boardings	3.15	3.64	3.63	3.46	3.69	●	2.77	3.74	4.25
New Reported Workers' Compensation Claims	16.80	18.34	17.50	17.43	17.49	●	13.48	19.33	19.80
In-Service On-time Performance - Early	4.69%	5.01%	4.29%	2.00%	3.81%	●	3.79%	3.71%	3.92%
In-Service On-time Performance - Late	19.49%	18.84%	20.68%	18.00%	21.14%	●	18.98%	20.44%	24.12%
In-Service On-time Performance - OnTime	75.82%	76.15%	75.03%	80.00%	75.06%	●	77.23%	75.85%	71.96%
Bus Purchased Transportation									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	0	11,120	12,302	4,169	11,527	●	14,188	9,814	11,257
No. of unaddressed road calls	-	-	-	-	-	-	-	-	-
Mean Miles Between Total Road Calls (MMBTRC) **	0	5,164	5,267	3,013	4,688	●	5,269	4,714	4,172
Bus Traffic Accidents Per 100,000 Miles	0.00	4.04	4.56	3.38	4.42	●	4.71	5.01	3.52
Number of *482 alleged accidents*	-	-	-	-	-	-	-	-	-
Complaints per 100,000 Boardings	0.00	6.38	6.89	6.81	6.54	●	5.71	6.20	7.67
New Reported Workers' Compensation Claims	0.00	0.00	0.00	0.00	0.00	●	0.00	0.00	0.00
In-Service On-time Performance - Early	0.73%	0.52%	0.70%	2.00%	0.84%	●	0.96%	0.79%	0.76%
In-Service On-time Performance - Late	22.06%	23.35%	20.29%	18.00%	19.65%	●	16.23%	18.87%	23.85%
In-Service On-time Performance - OnTime	77.22%	76.13%	79.01%	80.00%	79.52%	●	82.82%	80.34%	75.39%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2015 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Division 1									
Mean Miles Between Mechanical Failures	3,539	3,649	3,099	3,141	3,494	●	3,304	3,259	4,026
No. of unaddressed road calls	0	0	18	-	10	-	1	1	8
Mean Miles Between Total Road Calls (MMBTRC) **	1,915	2,077	2,058	2,083	2,515	●	2,447	2,573	2,530
Bus Traffic Accidents Per 100,000 Miles	3.71	3.94	4.18	4.02	4.12	●	2.92	4.63	4.84
Number of "482 alleged accidents"	23	25	41	-	12	-	5	2	5
Complaints per 100,000 Boardings	2.37	2.72	2.92	2.90	3.60	●	2.67	3.70	4.44
New Reported Workers' Compensation Claims	16.95	19.57	16.40	18.59	20.10	●	23.27	23.60	13.30
In-Service On-time Performance - Early	4.59%	4.54%	3.68%	2.00%	3.92%	●	3.80%	3.84%	4.12%
In-Service On-time Performance - Late	15.85%	17.69%	21.47%	18.00%	25.25%	●	23.92%	25.23%	26.65%
In-Service On-time Performance - OnTime	79.56%	77.77%	74.65%	80.00%	70.83%	●	72.28%	70.93%	69.23%
Division 2									
Mean Miles Between Mechanical Failures	2,993	3,151	3,461	3,469	4,583	●	4,291	4,486	5,077
No. of unaddressed road calls	8	1	2	-	1	-	0	1	0
Mean Miles Between Total Road Calls (MMBTRC) **	1,892	2,251	2,360	2,388	3,000	●	3,078	3,190	2,760
Bus Traffic Accidents Per 100,000 Miles	4.31	4.25	4.24	4.10	4.43	●	4.25	5.34	3.69
Number of "482 alleged accidents"	16	24	25	-	4	-	1	0	3
Complaints per 100,000 Boardings	2.04	2.40	2.20	2.14	2.35	●	1.13	2.70	3.20
New Reported Workers' Compensation Claims	20.29	21.72	20.68	20.64	24.01	●	19.07	13.84	39.46
In-Service On-time Performance - Early	5.24%	4.71%	4.96%	2.00%	4.92%	●	5.10%	4.77%	4.89%
In-Service On-time Performance - Late	20.74%	19.17%	20.79%	18.00%	21.01%	●	17.98%	21.06%	24.03%
In-Service On-time Performance - OnTime	74.02%	76.12%	74.26%	80.00%	74.07%	●	76.92%	74.18%	71.08%
Division 3									
Mean Miles Between Mechanical Failures	3,446	4,614	5,599	5,664	5,583	●	5,687	5,654	5,410
No. of unaddressed road calls	2	3	3	-	1	-	0	1	0
Mean Miles Between Total Road Calls (MMBTRC) **	2,575	3,732	3,924	3,948	4,481	●	5,071	4,666	3,849
Bus Traffic Accidents Per 100,000 Miles	3.85	4.46	4.67	4.57	4.69	●	5.26	4.42	4.36
Number of "482 alleged accidents"	28	7	2	-	2	-	0	2	0
Complaints per 100,000 Boardings	3.22	3.70	3.81	3.75	3.89	●	3.68	4.27	3.73
New Reported Workers' Compensation Claims	13.24	15.09	14.16	14.33	16.09	●	10.59	21.60	16.20
In-Service On-time Performance - Early	5.18%	6.18%	5.64%	2.00%	4.85%	●	4.89%	4.70%	4.94%
In-Service On-time Performance - Late	18.72%	18.69%	19.95%	18.00%	20.48%	●	17.88%	20.09%	23.54%
In-Service On-time Performance - OnTime	76.10%	75.12%	74.41%	80.00%	74.68%	●	77.23%	75.21%	71.52%
Division 5									
Mean Miles Between Mechanical Failures	3,428	3,954	5,383	5,428	5,519	●	5,705	5,349	5,501
No. of unaddressed road calls	0	3	3	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC) **	2,211	2,731	3,838	3,878	3,853	●	3,942	4,100	3,549
Bus Traffic Accidents Per 100,000 Miles	4.49	4.81	4.88	4.74	4.21	●	4.34	3.92	4.36
Number of "482 alleged accidents"	38	37	35	-	9	-	1	6	2
Complaints per 100,000 Boardings	2.41	2.92	2.84	2.82	3.07	●	2.37	3.30	3.55
New Reported Workers' Compensation Claims	21.74	17.88	17.28	16.99	17.75	●	12.74	13.45	27.58
In-Service On-time Performance - Early	5.78%	6.05%	5.05%	2.00%	4.26%	●	4.12%	4.09%	4.66%
In-Service On-time Performance - Late	18.33%	19.11%	20.62%	18.00%	20.35%	●	18.48%	18.99%	23.72%
In-Service On-time Performance - OnTime	75.89%	74.84%	74.32%	80.00%	75.37%	●	77.41%	76.92%	71.62%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Division 6									
Mean Miles Between Mechanical Failures	11,013	7,017	10,370	10,689	11,240	●	14,146	9,028	11,462
No. of unaddressed road calls	0	0	0	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	3,726	2,861	4,093	4,179	4,930	●	5,825	4,514	4,585
Bus Traffic Accidents Per 100,000 Miles	7.08	4.75	5.14	5.12	4.27	●	4.04	5.54	3.27
Number of "482 alleged accidents"	0	1	3	-	2	-	1	0	1
Complaints per 100,000 Boardings	2.34	4.29	5.34	5.05	4.72	●	6.25	3.78	4.06
New Reported Workers' Compensation Claims	11.46	35.33	20.22	33.57	16.72	●	0.00	17.93	35.07
In-Service On-time Performance - Early	4.43%	7.83%	4.56%	2.00%	3.92%	●	4.08%	3.81%	3.84%
In-Service On-time Performance - Late	20.31%	16.73%	23.34%	18.00%	26.09%	●	25.58%	25.54%	27.17%
In-Service On-time Performance - OnTime	75.26%	75.44%	72.10%	80.00%	69.99%	●	70.33%	70.64%	68.99%
Division 7									
Mean Miles Between Mechanical Failures	3,394	3,453	5,913	6,027	5,020	●	5,855	4,593	4,757
No. of unaddressed road calls	0	2	2	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,980	2,423	4,216	4,316	3,741	●	4,127	3,625	3,509
Bus Traffic Accidents Per 100,000 Miles	4.06	4.80	4.59	4.50	5.13	●	4.50	5.00	5.93
Number of "482 alleged accidents"	27	12	12	-	2	-	1	1	0
Complaints per 100,000 Boardings	3.13	3.32	3.28	3.23	3.22	●	2.57	2.75	4.32
New Reported Workers' Compensation Claims	12.82	13.74	11.36	13.05	9.35	●	2.11	15.11	11.03
In-Service On-time Performance - Early	4.95%	5.32%	4.28%	2.00%	3.55%	●	3.31%	3.62%	3.71%
In-Service On-time Performance - Late	23.09%	22.71%	24.09%	18.00%	24.27%	●	22.79%	23.74%	26.31%
In-Service On-time Performance - OnTime	71.96%	71.98%	71.64%	80.00%	72.19%	●	73.90%	72.84%	69.97%
Division 8									
Mean Miles Between Mechanical Failures	5,957	5,292	5,623	5,766	5,818	●	5,577	5,929	5,973
No. of unaddressed road calls	2	21	0	-	4	-	0	0	4
Mean Miles Between Total Road Calls (MMBTRC)	4,348	4,717	4,979	5,051	4,922	●	5,294	5,046	4,479
Bus Traffic Accidents Per 100,000 Miles	2.14	1.86	2.01	2.05	2.10	●	2.60	1.97	1.72
Number of "482 alleged accidents"	9	10	8	-	4	-	1	2	1
Complaints per 100,000 Boardings	3.77	4.30	3.42	3.35	4.13	●	2.73	4.81	4.81
New Reported Workers' Compensation Claims	14.80	18.34	17.88	17.42	20.44	●	19.12	19.64	22.62
In-Service On-time Performance - Early	3.95%	3.97%	3.21%	2.00%	2.60%	●	2.62%	2.55%	2.63%
In-Service On-time Performance - Late	16.23%	12.38%	12.05%	18.00%	12.34%	●	10.21%	12.29%	14.64%
In-Service On-time Performance - OnTime	79.82%	83.65%	84.74%	80.00%	85.06%	●	87.17%	85.16%	82.72%
Division 9									
Mean Miles Between Mechanical Failures	5,109	4,366	5,141	5,091	6,863	●	7,953	6,846	6,038
No. of unaddressed road calls	2	4	0	-	6	-	5	1	0
Mean Miles Between Total Road Calls (MMBTRC)	4,100	4,100	4,104	4,115	4,668	●	5,772	5,261	3,571
Bus Traffic Accidents Per 100,000 Miles	2.30	2.23	2.23	2.17	2.26	●	2.77	1.80	2.21
Number of "482 alleged accidents"	17	25	12	-	2	-	0	1	1
Complaints per 100,000 Boardings	5.08	5.33	5.88	5.86	5.64	●	4.34	5.97	6.63
New Reported Workers' Compensation Claims	18.34	25.80	24.72	24.51	26.42	●	10.44	38.65	30.69
In-Service On-time Performance - Early	4.35%	5.65%	5.01%	2.00%	4.02%	●	3.96%	3.99%	4.12%
In-Service On-time Performance - Late	19.61%	18.80%	19.98%	18.00%	18.95%	●	17.18%	17.04%	23.07%
In-Service On-time Performance - OnTime	76.04%	75.55%	75.00%	80.00%	77.03%	●	78.89%	76.97%	72.80%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Division 10									
Mean Miles Between Mechanical Failures	2,999	2,931	2,961	2,995	3,254	●	3,180	3,198	3,397
No. of unaddressed road calls	0	5	2	-	2	-	0	2	0
Mean Miles Between Total Road Calls (MMBTRC)	1,947	2,145	2,343	2,373	2,422	●	2,627	2,163	2,526
Bus Traffic Accidents Per 100,000 Miles	4.82	3.92	4.61	4.57	5.11	●	4.52	5.92	4.91
Number of "482 alleged accidents"	10	20	28	-	6	-	1	3	2
Complaints per 100,000 Boardings	2.59	2.93	2.95	2.89	2.45	●	1.83	2.72	2.80
New Reported Workers' Compensation Claims	18.73	16.74	24.23	15.90	22.38	●	28.55	16.81	21.72
In-Service On-time Performance - Early	4.54%	5.00%	4.12%	2.00%	3.87%	●	3.94%	3.84%	3.82%
In-Service On-time Performance - Late	23.70%	23.13%	24.39%	18.00%	25.33%	●	23.87%	24.77%	27.33%
In-Service On-time Performance - OnTime	71.76%	71.87%	71.49%	80.00%	70.80%	●	72.19%	71.38%	68.84%
Division 15									
Mean Miles Between Mechanical Failures	4,285	4,210	4,133	4,235	4,286	●	4,920	3,939	4,087
No. of unaddressed road calls	0	0	9	-	7	-	2	1	4
Mean Miles Between Total Road Calls (MMBTRC)	2,984	3,552	3,485	3,544	3,590	●	4,133	3,700	3,069
Bus Traffic Accidents Per 100,000 Miles	3.25	3.19	3.12	3.04	3.98	●	3.31	4.45	4.23
Number of "482 alleged accidents"	18	23	19	-	2	-	1	1	0
Complaints per 100,000 Boardings	3.26	4.27	4.47	4.46	4.26	●	3.41	4.17	5.23
New Reported Workers' Compensation Claims	12.97	13.26	13.50	12.60	9.28	●	4.23	19.41	4.30
In-Service On-time Performance - Early	3.68%	4.19%	3.71%	2.00%	3.55%	●	3.58%	3.41%	3.67%
In-Service On-time Performance - Late	18.86%	17.71%	18.74%	18.00%	19.93%	●	16.77%	19.50%	23.99%
In-Service On-time Performance - OnTime	77.46%	78.10%	77.55%	80.00%	76.51%	●	79.65%	77.09%	72.34%
Division 18									
Mean Miles Between Mechanical Failures	3,712	4,425	5,168	5,185	5,154	●	5,656	4,955	4,899
No. of unaddressed road calls	1	3	1	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,024	2,558	3,176	3,206	3,108	●	2,998	3,454	2,918
Bus Traffic Accidents Per 100,000 Miles	4.04	3.43	4.12	4.03	4.46	●	4.48	3.72	5.20
Number of "482 alleged accidents"	30	35	41	-	11	-	4	5	2
Complaints per 100,000 Boardings	3.79	4.45	4.31	4.27	3.56	●	2.87	3.70	4.11
New Reported Workers' Compensation Claims	19.28	19.15	15.30	18.19	12.31	●	11.98	10.32	14.67
In-Service On-time Performance - Early	4.82%	4.99%	4.00%	2.00%	3.45%	●	3.56%	3.28%	3.51%
In-Service On-time Performance - Late	20.97%	20.14%	24.37%	18.00%	23.58%	●	21.36%	21.92%	27.60%
In-Service On-time Performance - OnTime	74.21%	74.87%	71.63%	80.00%	72.97%	●	75.08%	74.80%	68.88%
Division 95									
Mean Miles Between Mechanical Failures	0	14,936	18,327	7,500	37,448	●	32,079	26,687	91,223
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	7,636	6,802	4,000	18,120	●	10,693	23,351	36,489
Bus Traffic Accidents Per 100,000 Miles	0.00	3.16	4.94	3.48	2.85	●	4.16	2.14	2.19
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.00	7.59	7.59	6.23	●	5.82	6.08	6.77
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.47%	0.48%	0.27%	2.00%	0.65%	●	0.98%	0.58%	0.40%
In-Service On-time Performance - Late	22.63%	23.04%	19.90%	18.00%	19.24%	●	15.42%	18.42%	23.80%
In-Service On-time Performance - OnTime	76.89%	76.46%	79.83%	80.00%	80.11%	●	83.60%	81.01%	75.79%
Division 97									
Mean Miles Between Mechanical Failures	0	8,082	8,154	7,500	7,120	●	9,863	5,752	6,648
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	4,188	4,301	4,000	4,410	●	5,523	4,265	3,715
Bus Traffic Accidents Per 100,000 Miles	0.00	5.25	4.38	3.48	4.64	●	5.43	5.66	2.77
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.03	8.18	8.03	7.90	●	7.33	7.98	8.38
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.80%	0.38%	0.82%	2.00%	0.61%	●	0.78%	0.49%	0.58%
In-Service On-time Performance - Late	22.83%	26.27%	23.32%	18.00%	22.19%	●	19.61%	21.28%	25.50%
In-Service On-time Performance - OnTime	76.37%	73.35%	75.85%	80.00%	77.20%	●	79.60%	78.24%	73.92%
Division 98									
Mean Miles Between Mechanical Failures	0	14,548	22,149	7,500	14,143	●	15,356	14,956	12,427
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	4,837	6,079	4,000	2,690	●	3,187	2,697	2,308
Bus Traffic Accidents Per 100,000 Miles	0.00	3.38	4.41	3.48	5.86	●	4.14	7.29	6.19
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	4.64	4.11	4.04	4.71	●	3.05	3.54	7.46
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.92%	0.79%	0.91%	2.00%	1.24%	●	1.10%	1.33%	1.29%
In-Service On-time Performance - Late	20.05%	19.12%	16.62%	18.00%	17.25%	●	13.65%	16.51%	21.99%
In-Service On-time Performance - OnTime	79.02%	80.09%	82.47%	80.00%	81.51%	●	85.25%	82.16%	76.72%

*Data not available for Purchased Transportation

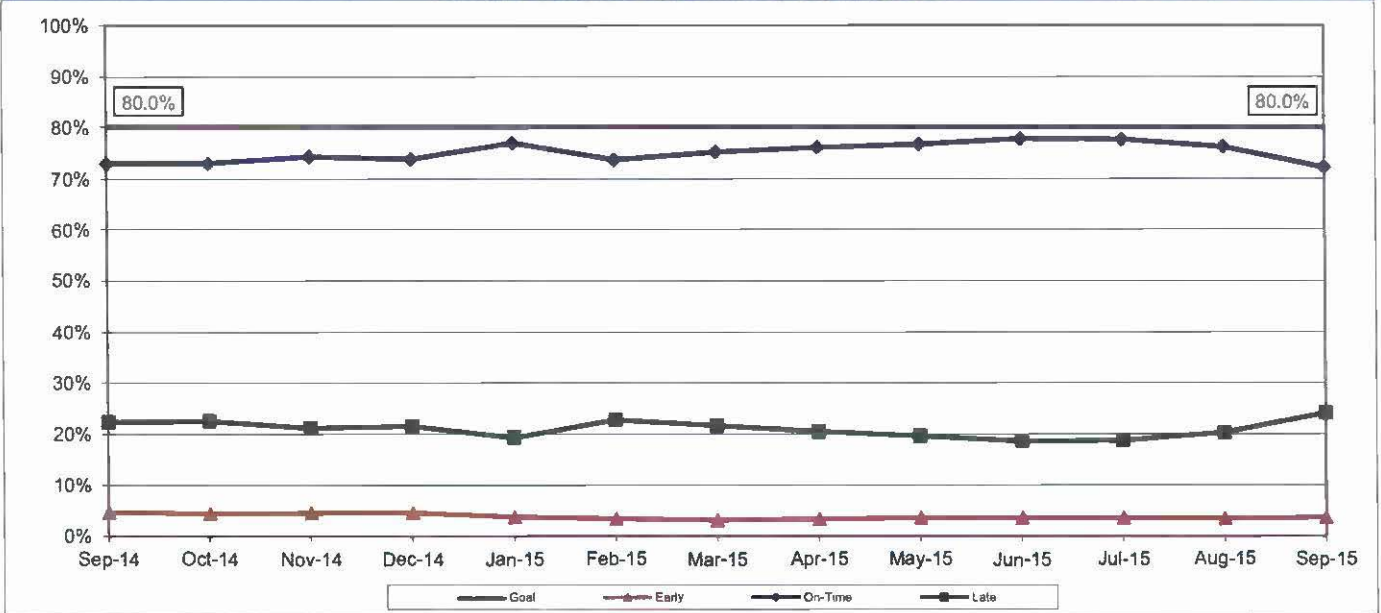
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- Yellow - Uncertain if the target will be achieved - slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved - significant problems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

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

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

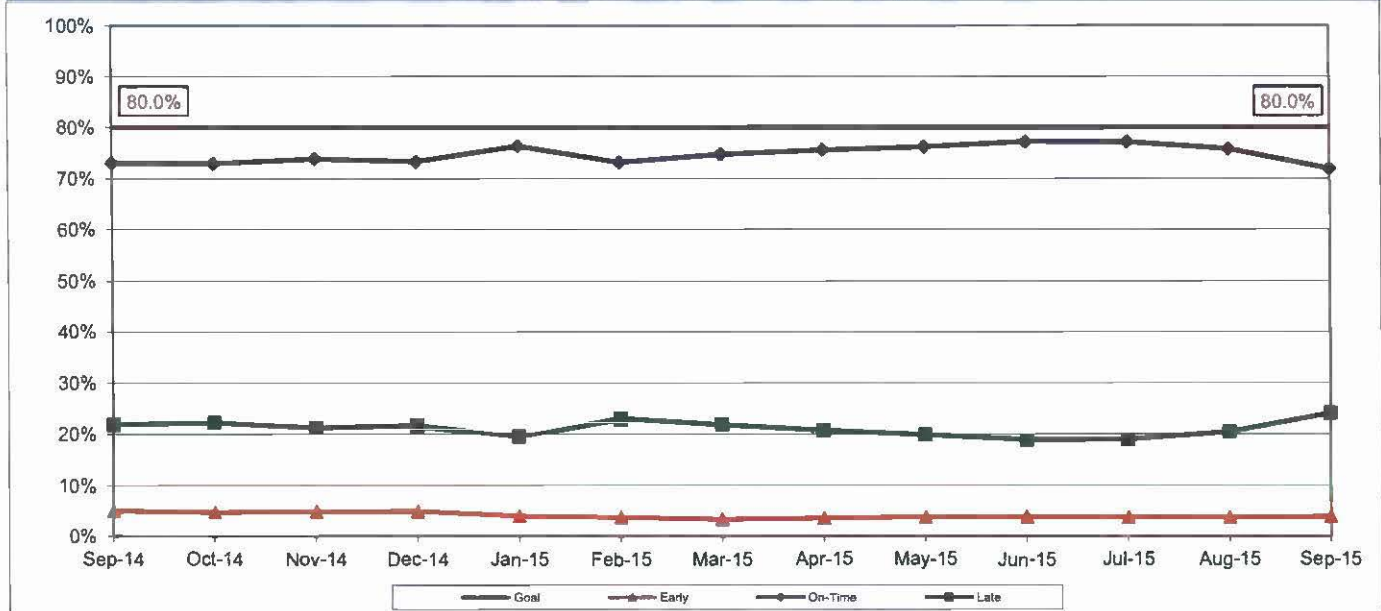
Calculation: ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

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



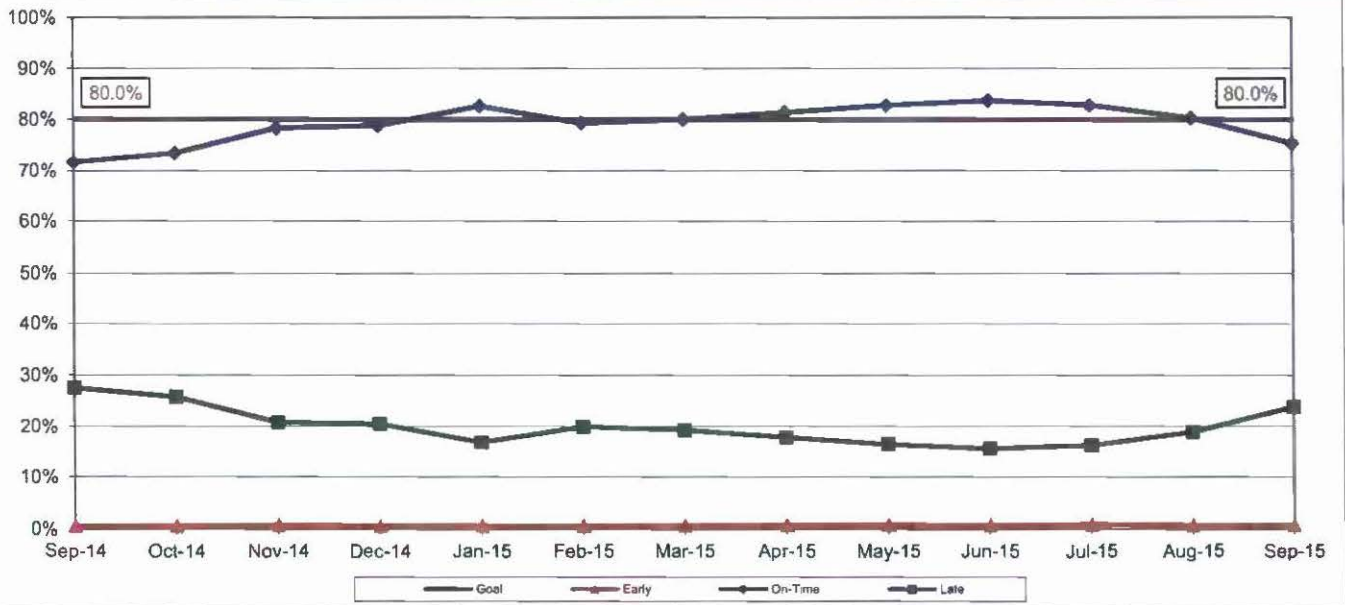
Remaining Above the Goal line is the target.

Directly Operated ISOTP - 1 Minute Tolerance for Running Hot

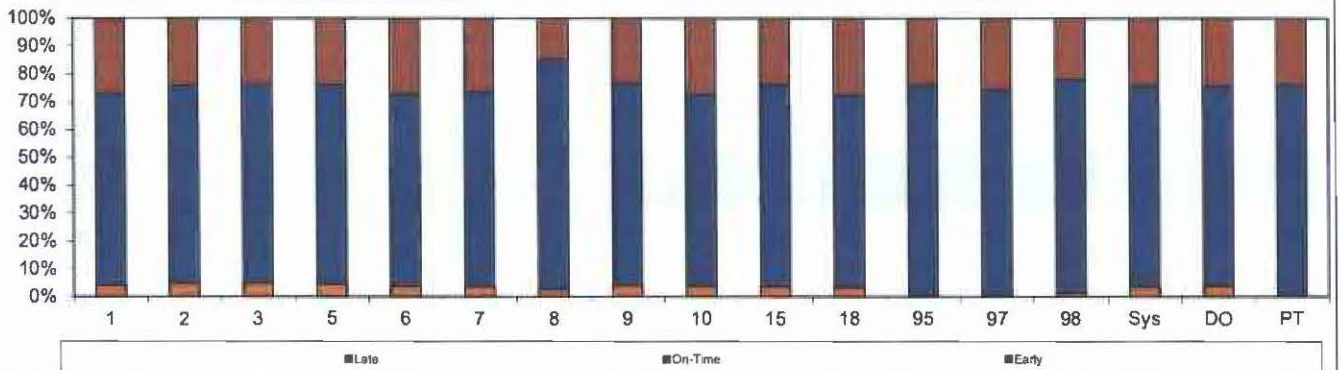


Remaining Above the Goal line is the target.

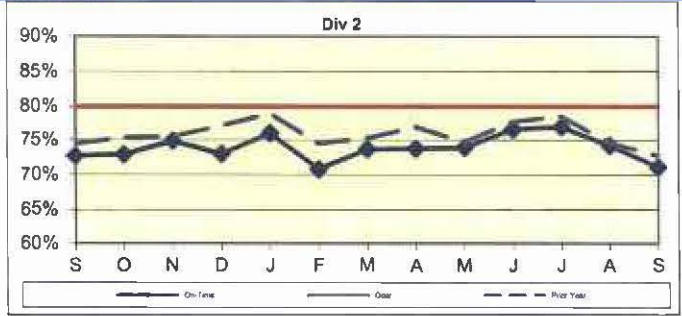
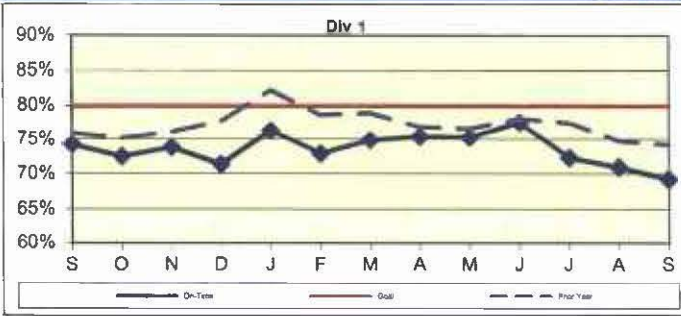
Purchased Transportation
ISOTP - 1 Minute Tolerance for Running Hot



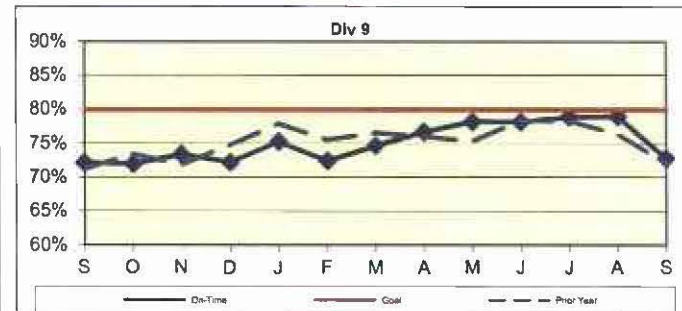
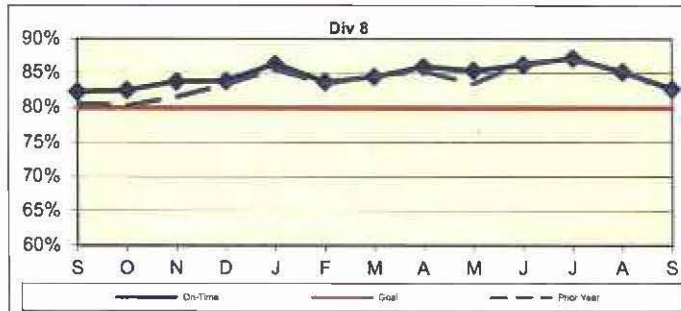
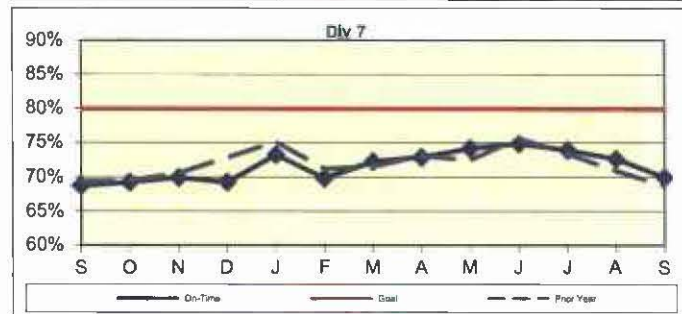
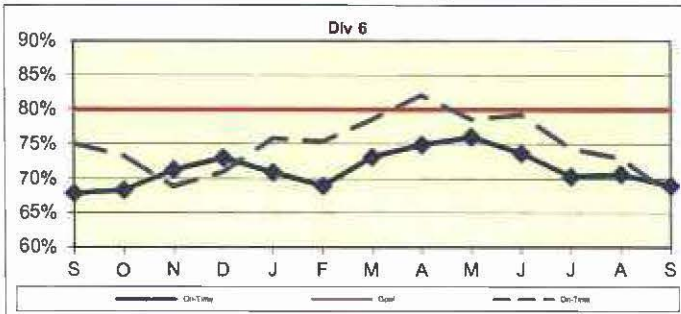
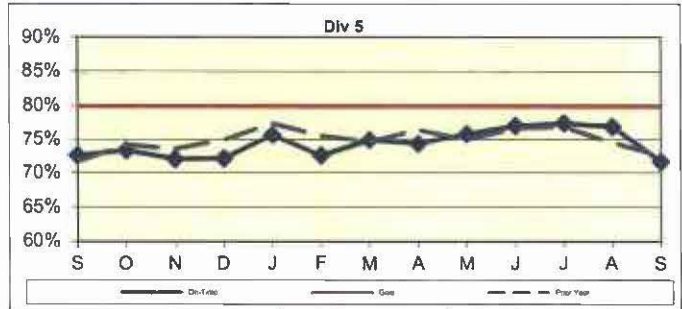
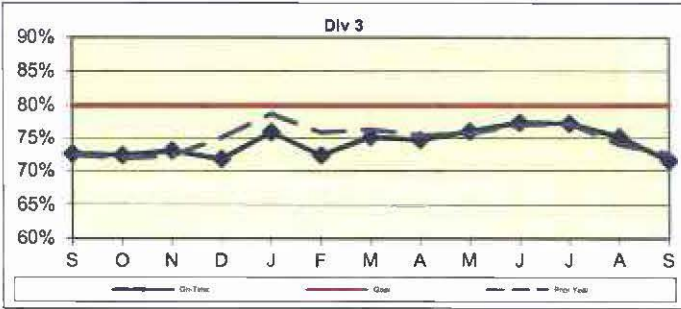
Bus Operating Divisions

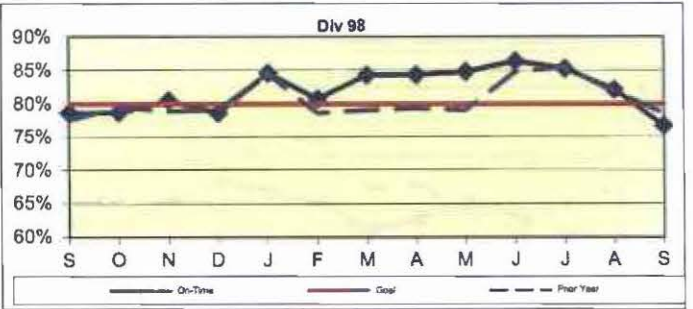
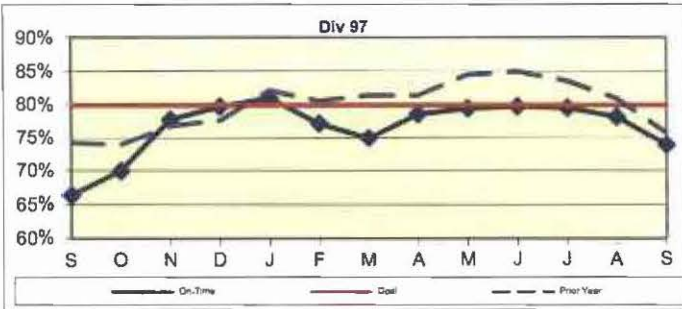
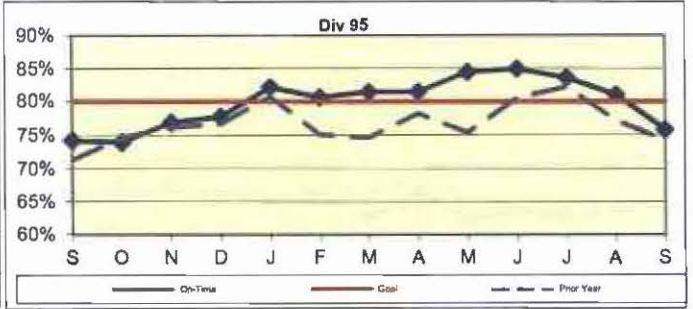
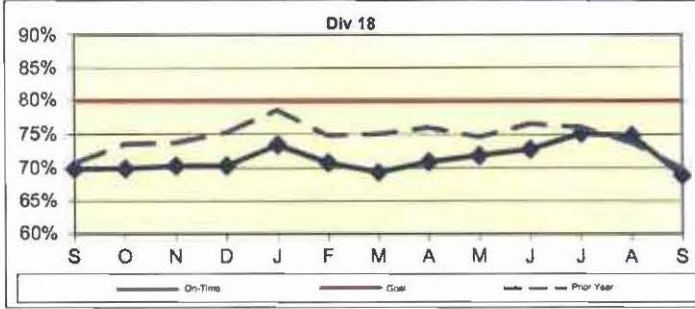
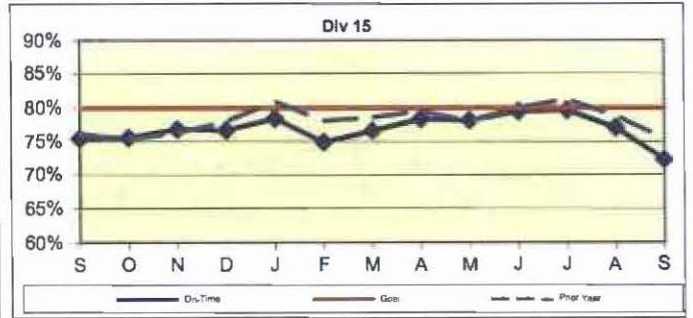
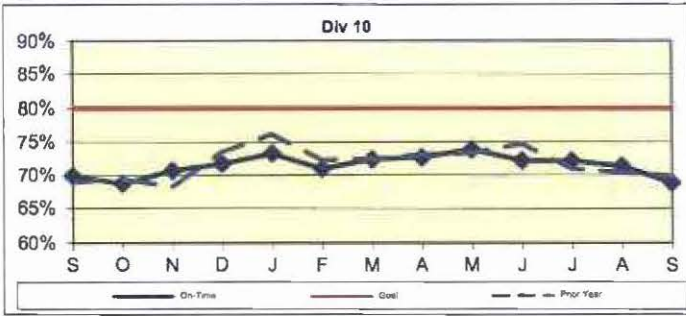


ISOTP By Division



Remaining Above the Goal line is the target.





ISOTP By Division

Year-to-Date Compared To Last Year

	FY 2015	FY 2016 YTD	Variance
Division 1			
Early	3.88%	3.92%	0.04%
On-Time	74.65%	70.83%	-3.82%
Late	21.47%	25.25%	3.78%

Division 2			
Early	4.96%	4.92%	-0.04%
On-Time	74.26%	74.07%	-0.18%
Late	20.79%	21.01%	0.22%

Division 3			
Early	5.64%	4.85%	-0.79%
On-Time	74.41%	74.68%	0.27%
Late	19.95%	20.48%	0.53%

Division 5			
Early	5.05%	4.28%	-0.77%
On-Time	74.32%	75.37%	1.04%
Late	20.62%	20.35%	-0.28%

Division 6			
Early	4.56%	3.92%	-0.64%
On-Time	72.10%	89.99%	-2.11%
Late	23.34%	26.09%	2.75%

Division 7			
Early	4.28%	3.55%	-0.73%
On-Time	71.64%	72.19%	0.55%
Late	24.09%	24.27%	0.18%

DIRECTLY OPERATED			
Early	4.29%	3.81%	-0.48%
On-Time	75.03%	75.06%	0.03%
Late	20.68%	21.14%	0.46%

Division 95			
Early	0.27%	0.65%	0.38%
On-Time	79.83%	80.11%	0.28%
Late	19.90%	19.24%	-0.66%

Division 98			
Early	0.91%	1.24%	0.33%
On-Time	82.47%	81.51%	-0.96%
Late	16.62%	17.25%	0.63%

	FY 2015	FY 2016 YTD	Variance
Division 8			
Early	3.21%	2.60%	-0.61%
On-Time	84.74%	85.06%	0.32%
Late	12.05%	12.34%	0.29%

Division 9			
Early	5.01%	4.02%	-0.99%
On-Time	75.00%	77.03%	2.02%
Late	19.98%	18.95%	-1.03%

Division 10			
Early	4.12%	3.87%	-0.25%
On-Time	71.49%	70.80%	-0.69%
Late	24.39%	25.33%	0.94%

Division 15			
Early	3.71%	3.55%	-0.16%
On-Time	77.55%	76.51%	-1.04%
Late	18.74%	19.93%	1.19%

Division 18			
Early	4.00%	3.45%	-0.55%
On-Time	7.16E-01	72.97%	1.34%
Late	24.37%	23.58%	-0.79%

SYSTEMWIDE			
Early	4.00%	3.58%	-0.42%
On-Time	75.35%	75.40%	0.05%
Late	20.65%	21.02%	0.37%

PURCHASED TRANSPORTATION			
Early	0.70%	0.84%	0.14%
On-Time	79.01%	79.52%	0.51%
Late	20.29%	19.65%	-0.65%

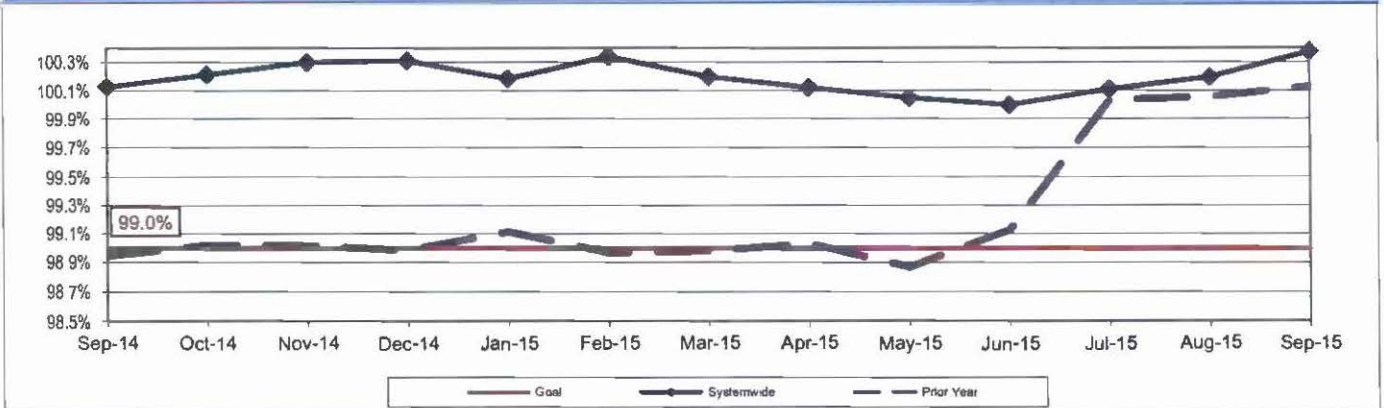
Division 97			
Early	0.82%	0.61%	-0.21%
On-Time	75.85%	77.20%	1.34%
Late	23.32%	22.19%	-1.13%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED

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

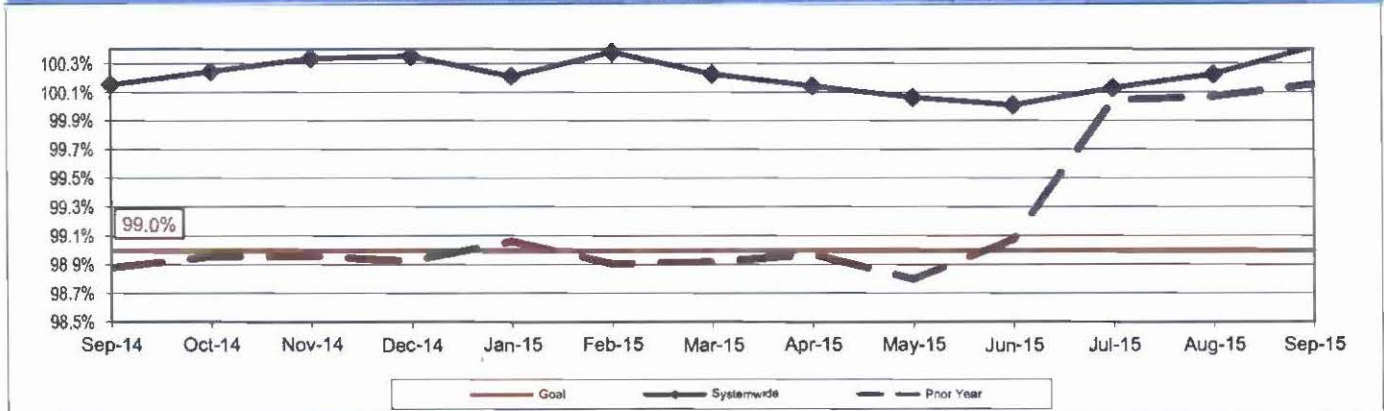
Calculation: SRHD% = Actual Revenue Hours / Scheduled Revenue Hours

Actual To Scheduled Revenue Hours Delivered - Systemwide Trend



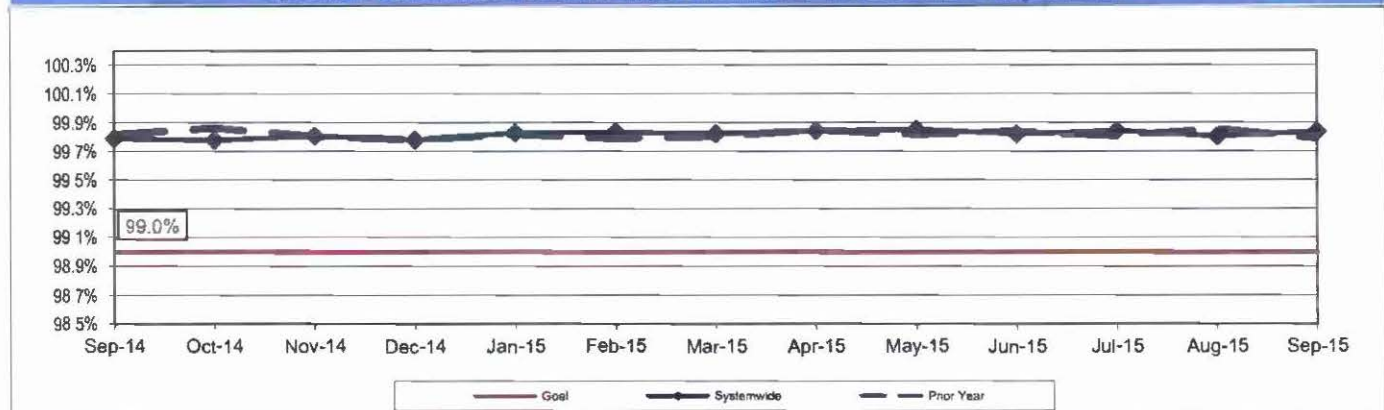
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Directly Operated



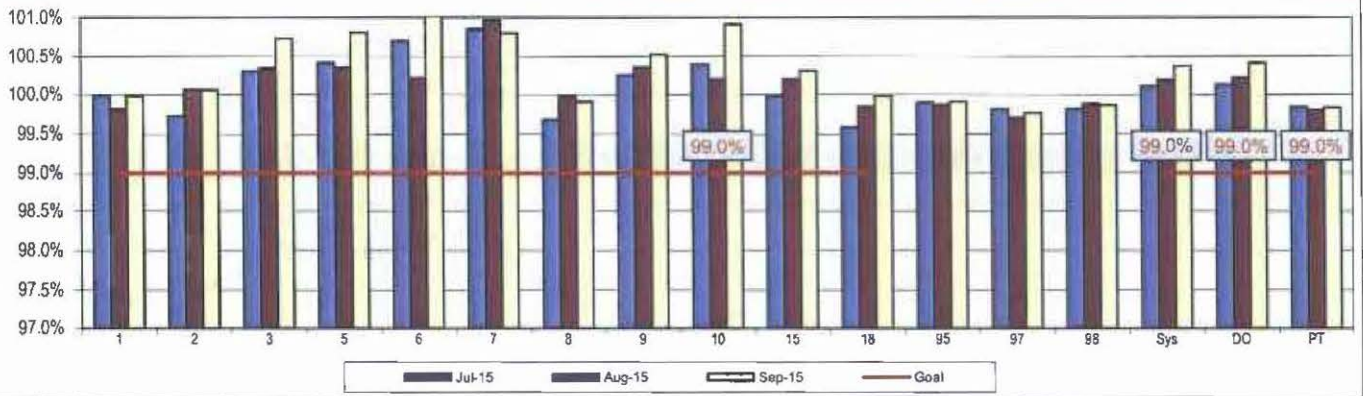
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Purchased Transportation



Remaining At the Goal line is the target.

**Actual To Scheduled Revenue Hours Delivered - by Divisions
Jul 2015 - Sep 2015**



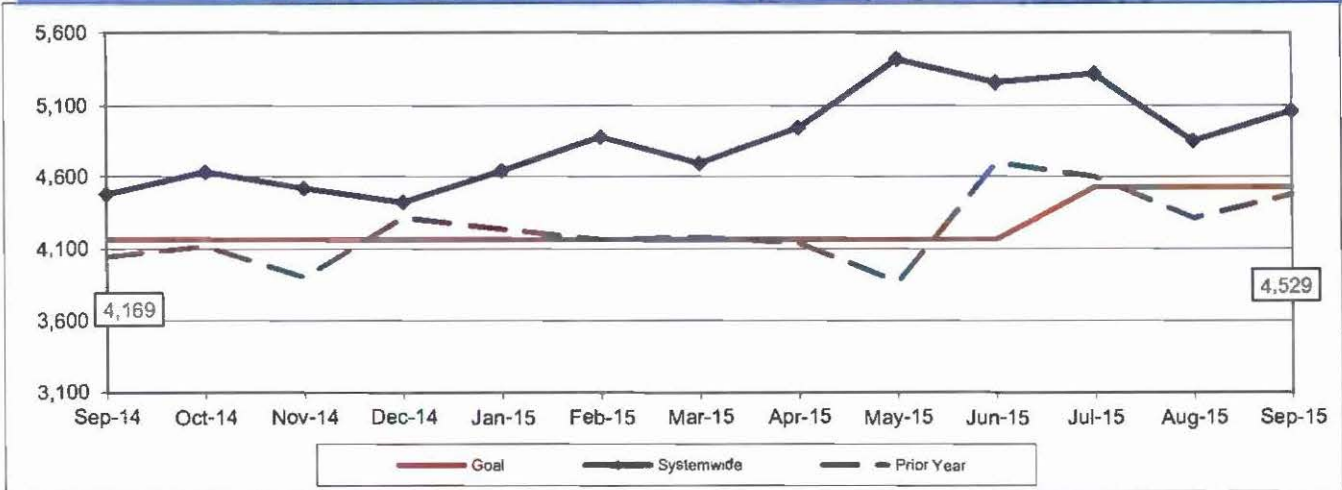
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

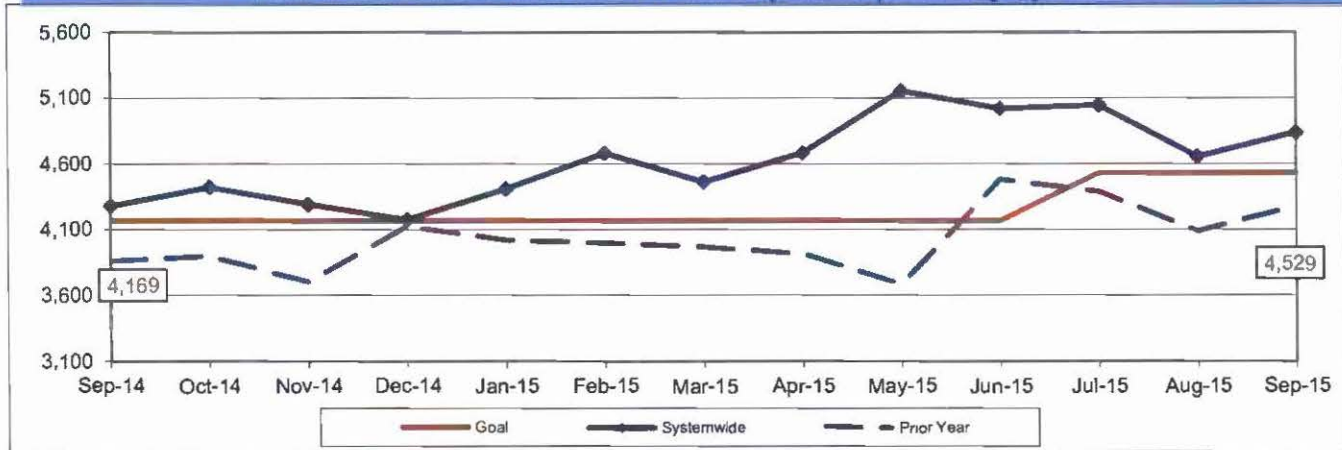
Calculation: $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

Mean Miles Between Mechanical Failures (MMBMF) - Systemwide Trend



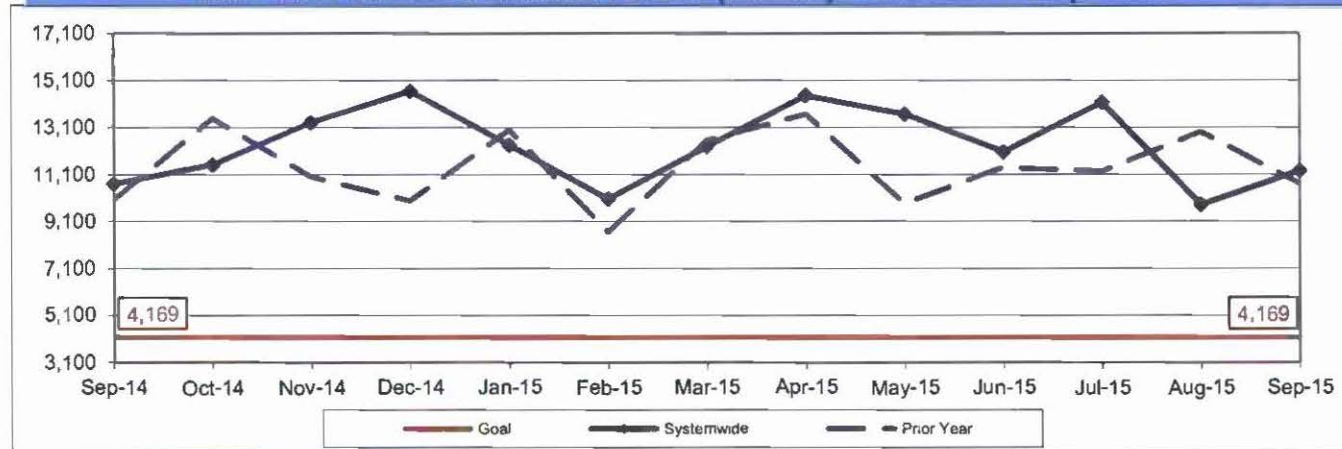
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Directly Operated



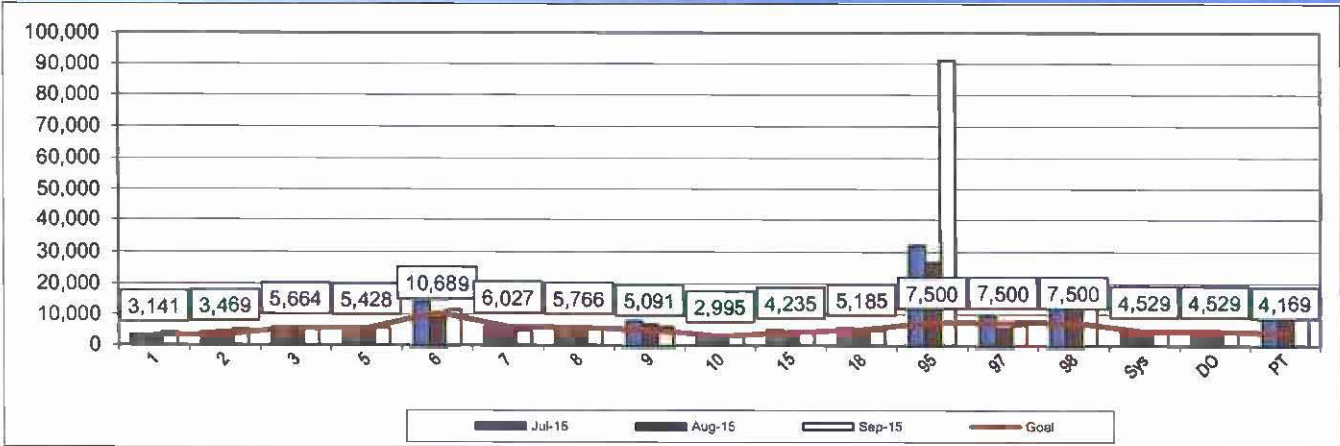
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Purchased Transportation

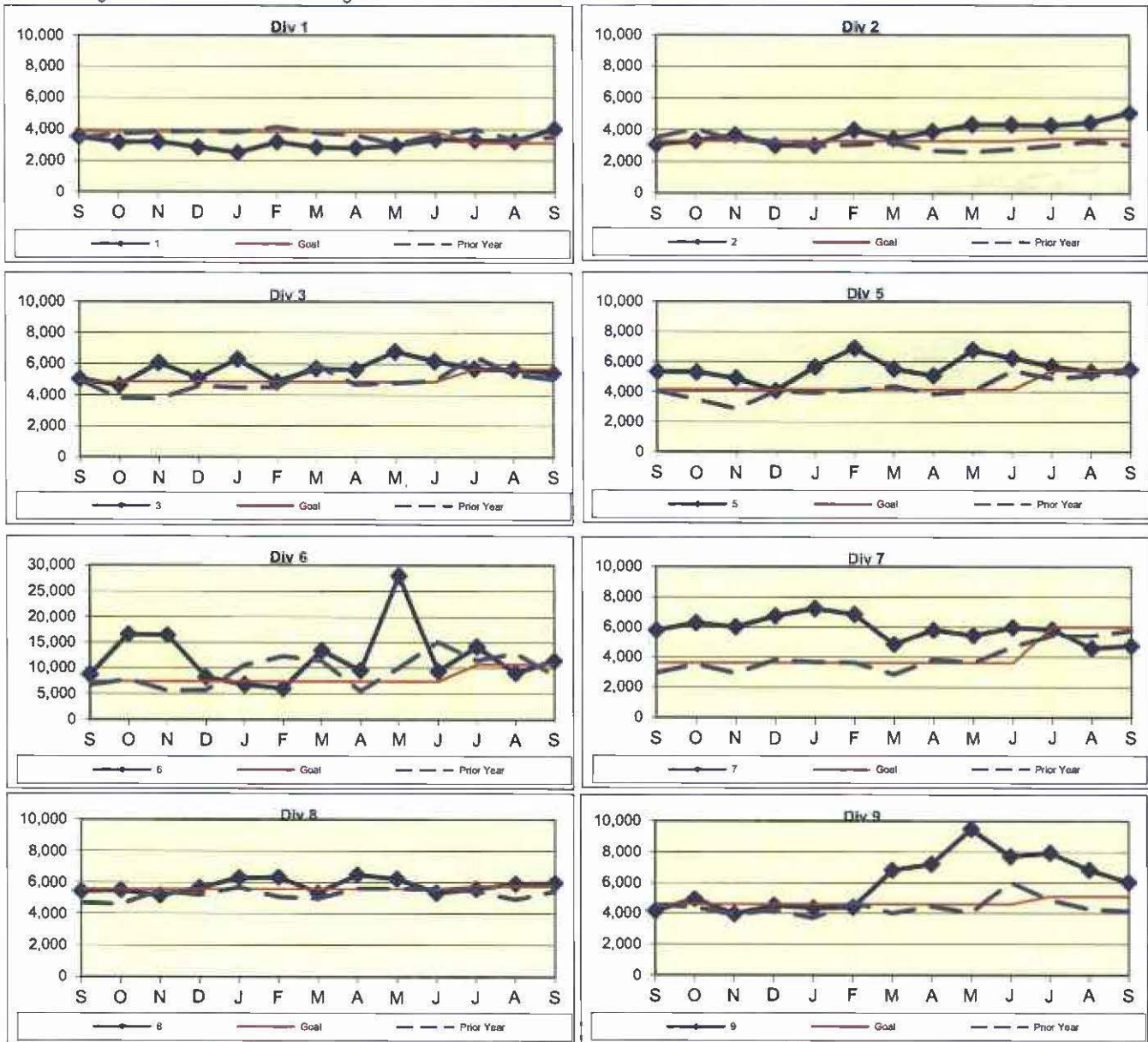


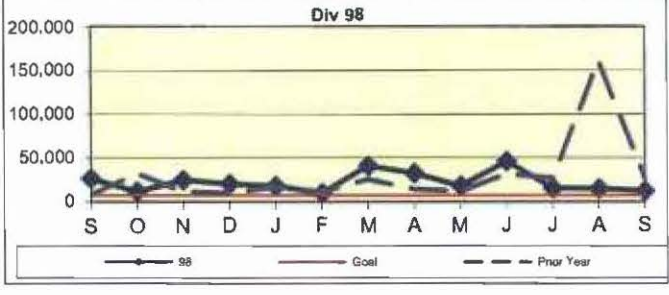
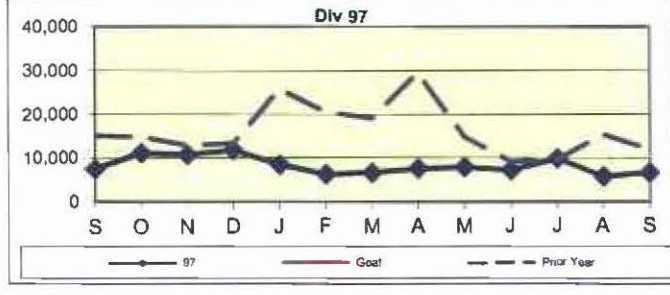
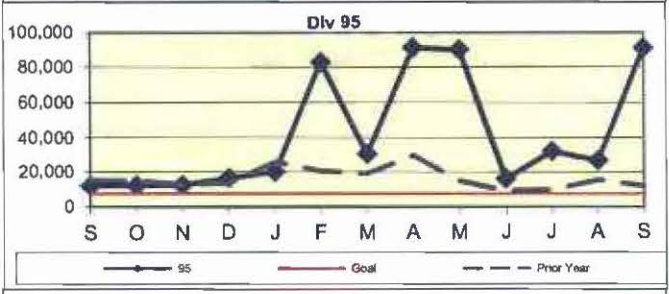
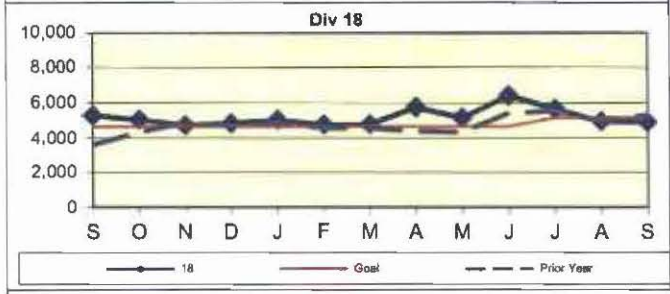
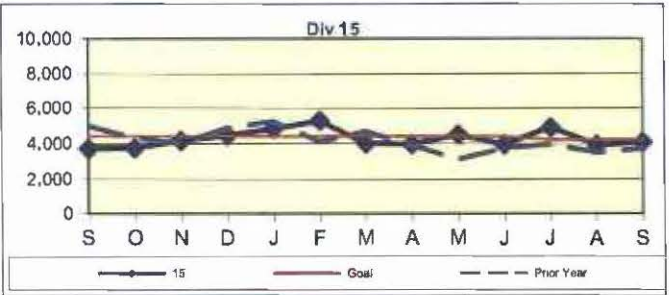
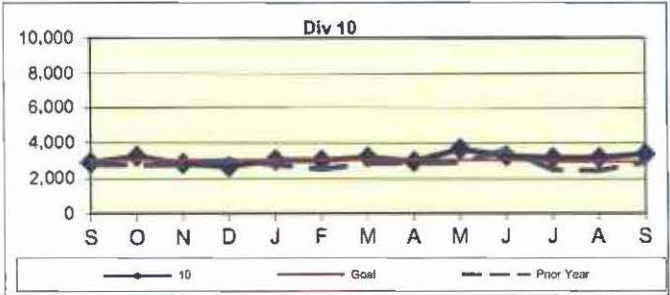
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions Jul 2015 - Sep 2015



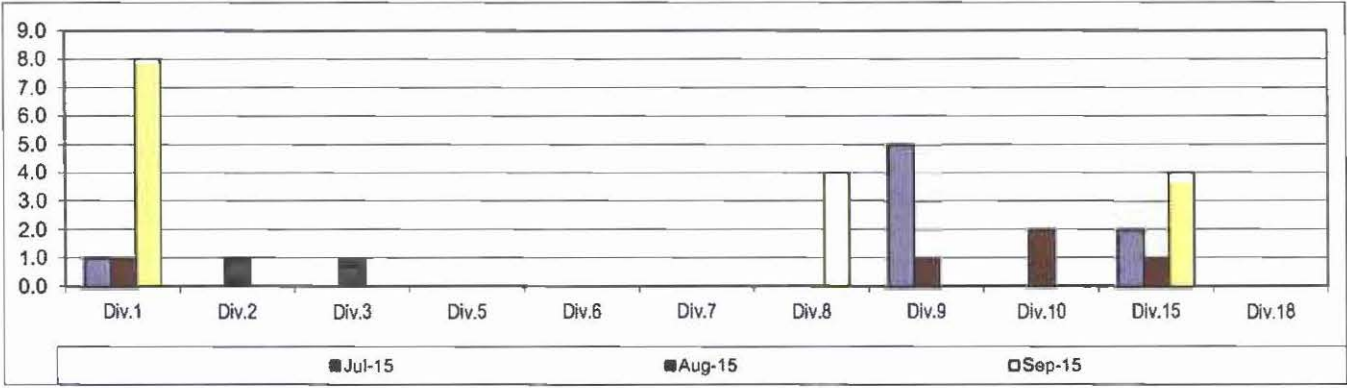
Remaining Above the Goal line is the target.





**Unaddressed Road Calls -- Bus Operating Divisions
Jul 2015 - Sep 2015**

Definition: Road Calls that were not assigned in the system.
Calculation: Unaddressed Road Calls = Total Number of Unaddressed Road Calls.

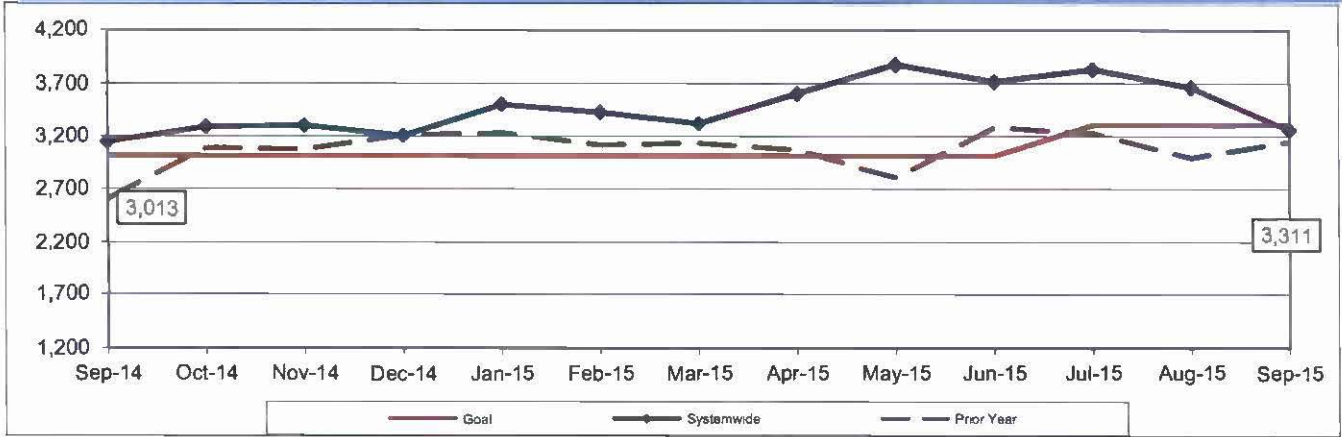


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

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

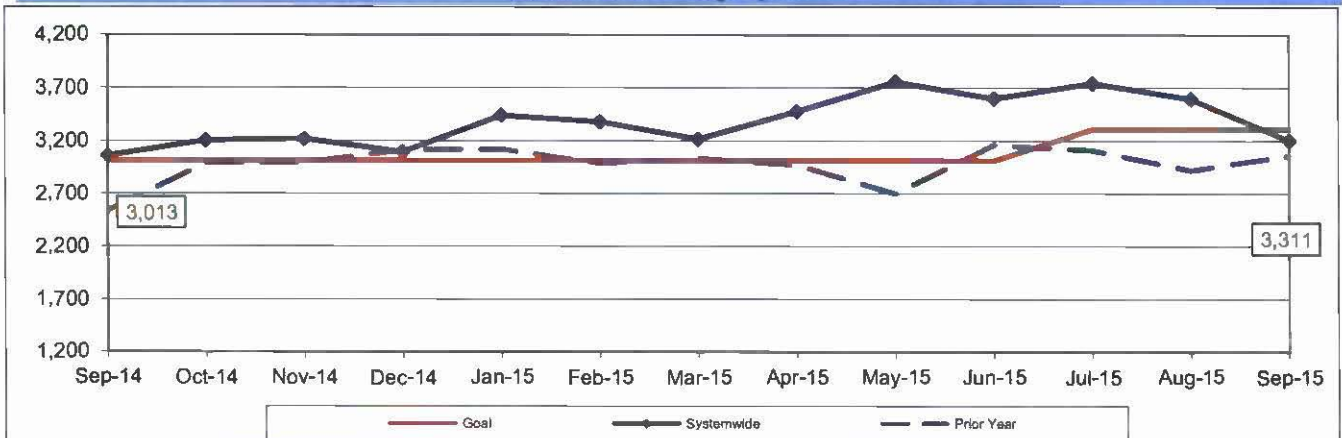
Calculation: $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

MMBTRC Systemwide Trend



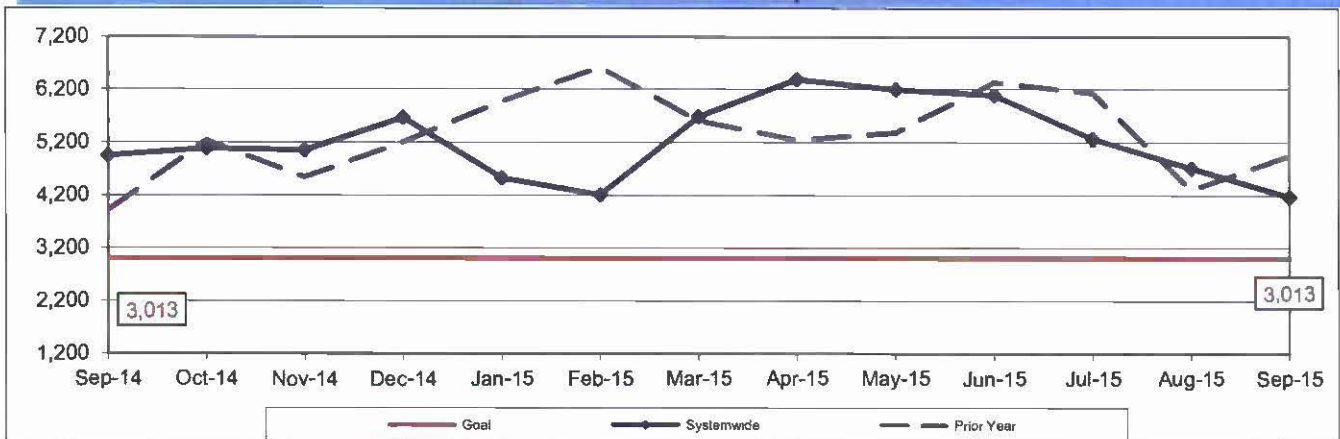
Remaining Above the Goal line is the target.

MMBTRC Directly Operated



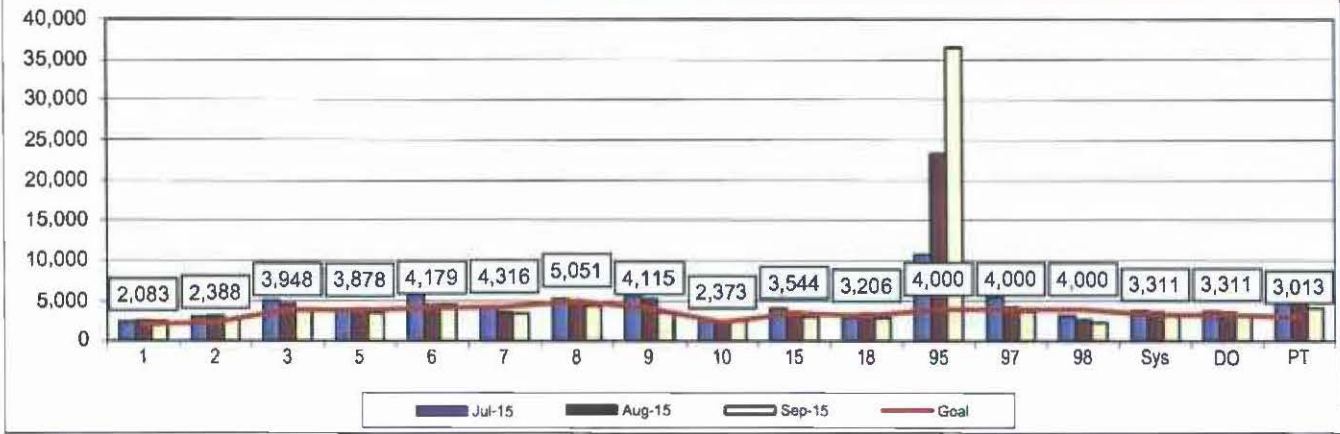
Remaining Above the Goal line is the target.

MMBTRC Purchased Transportation



Remaining Above the Goal line is the target.

**MMBTRC -- Bus Operating Divisions
Jul 2015 - Sep 2015**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,253	100.00%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	0	0.00%
Total	<u>2,253</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

Div 1	Div 2	Div 3	Div 5	Div 6	Div 7
8.33	7.83	5.29	5.73	6.42	4.79

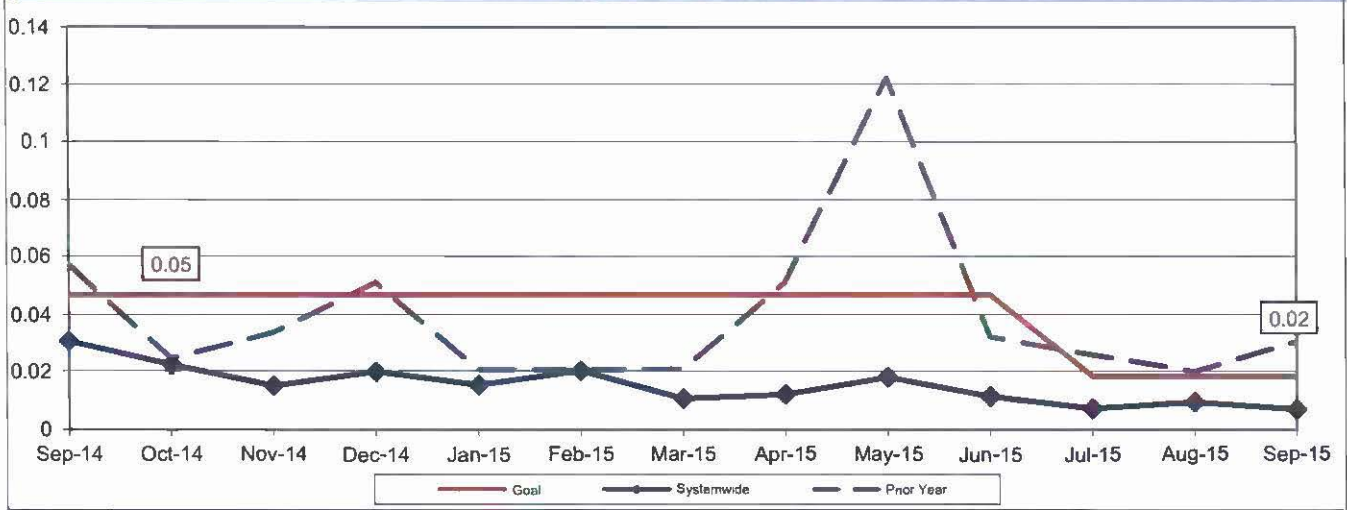
Div 8	Div 9	Div 10	Div 15	Div 18
8.16	9.81	7.97	8.41	5.30

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

Definition: Number of critical preventative maintenance jobs that are not completed on the last day of the month. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

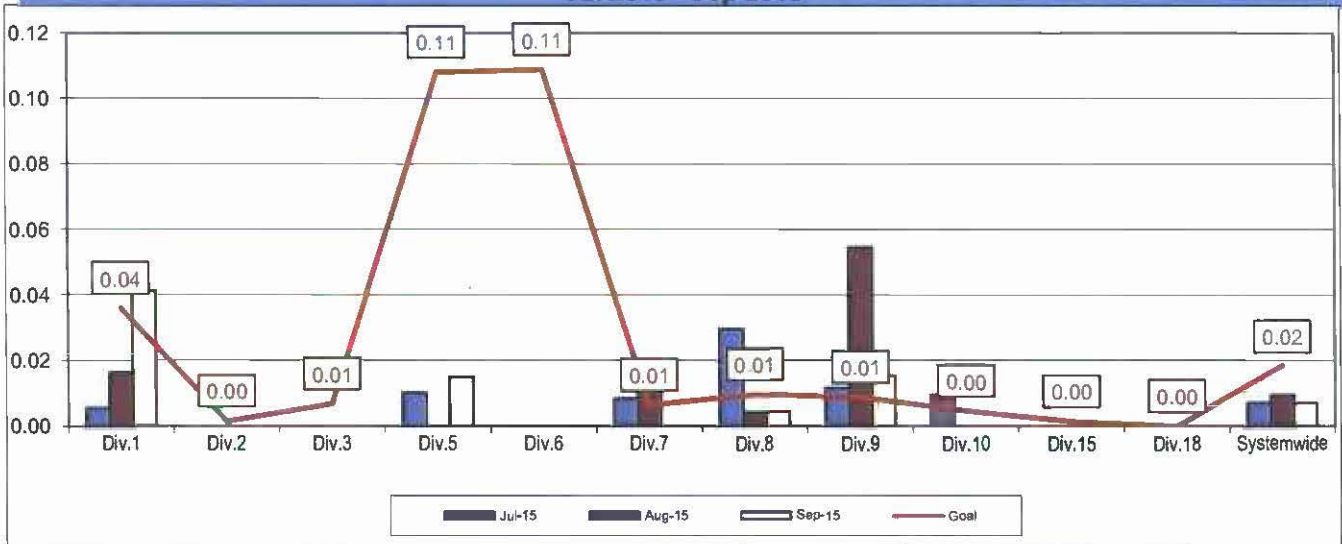
Calculation: Past Due Critical PMP's = Total Past Due Critical PMP's / Number of Buses

Systemwide Trend



Remaining Below the Goal line is the target.

Past Due Critical PMPs - by Divisions Jul 2015 - Sep 2015



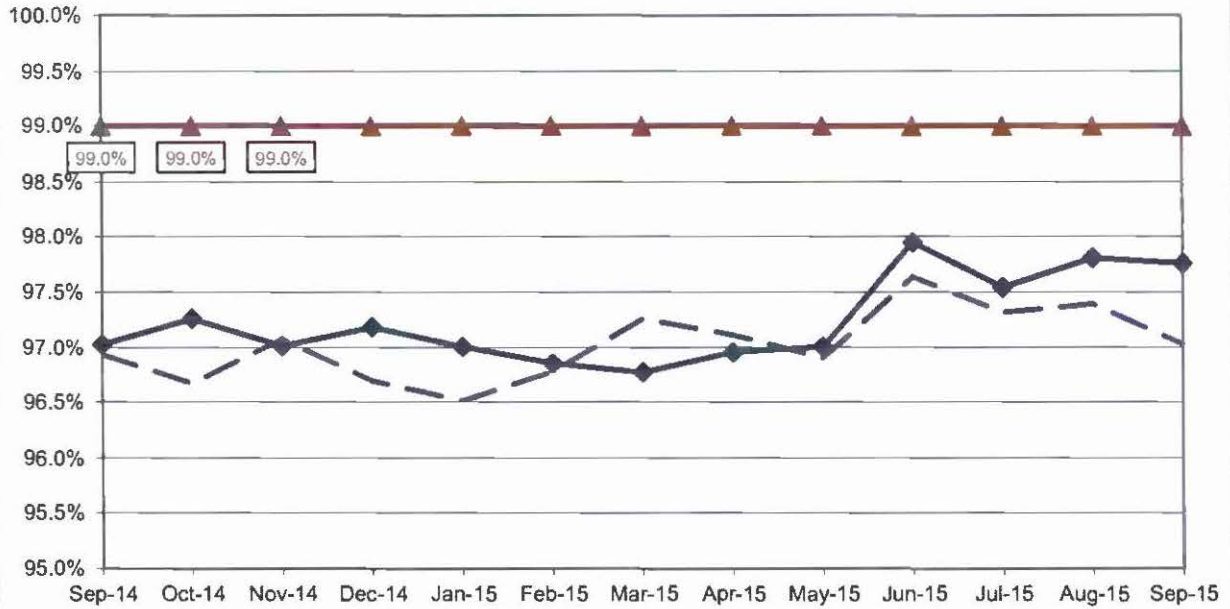
ATTENDANCE

MAINTENANCE ATTENDANCE

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

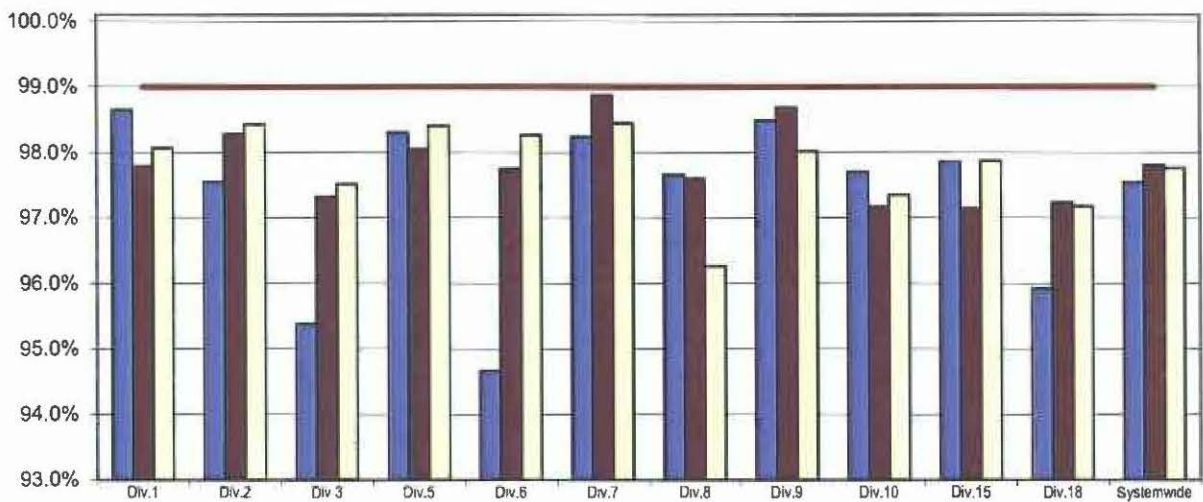
Calculation: Total FTEs assigned - FTEs absent / Total FTEs assigned

Maintenance Attendance - Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions Jul 2015 - Sep 2015

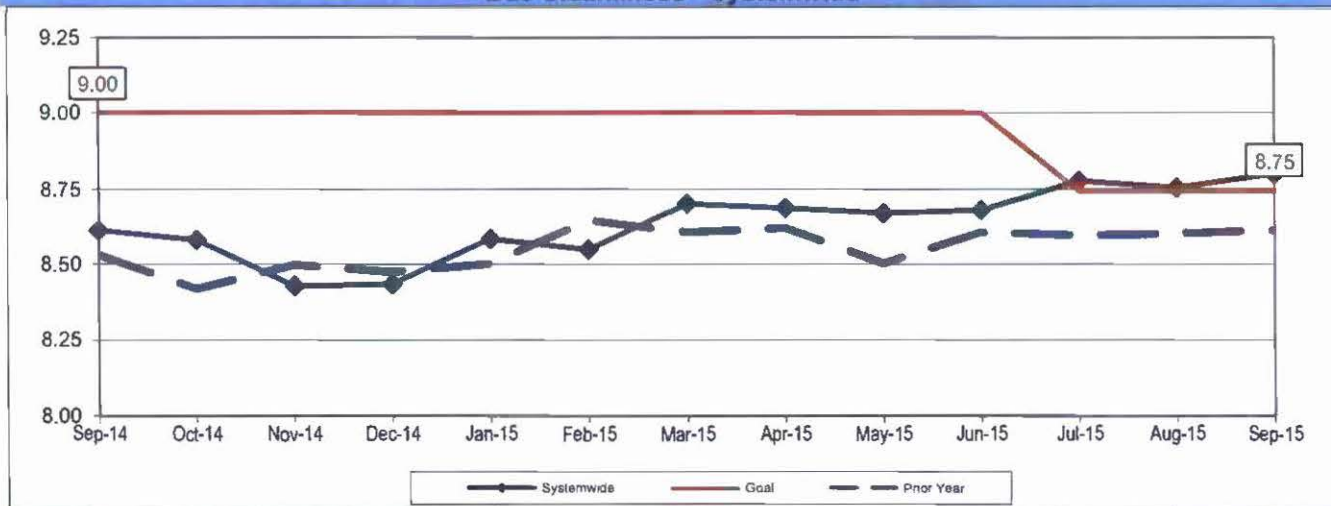


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Sixteen categories are examined and assigned a point value as follows: 1-3 = Unsatisfactory; 4-7 = Conditional; 8-10 = Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

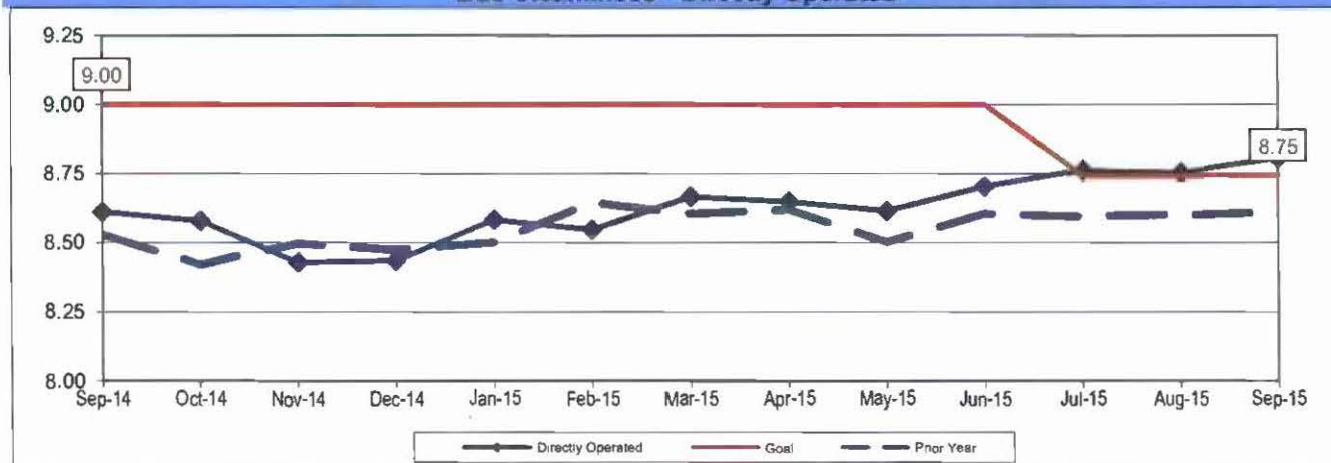
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide



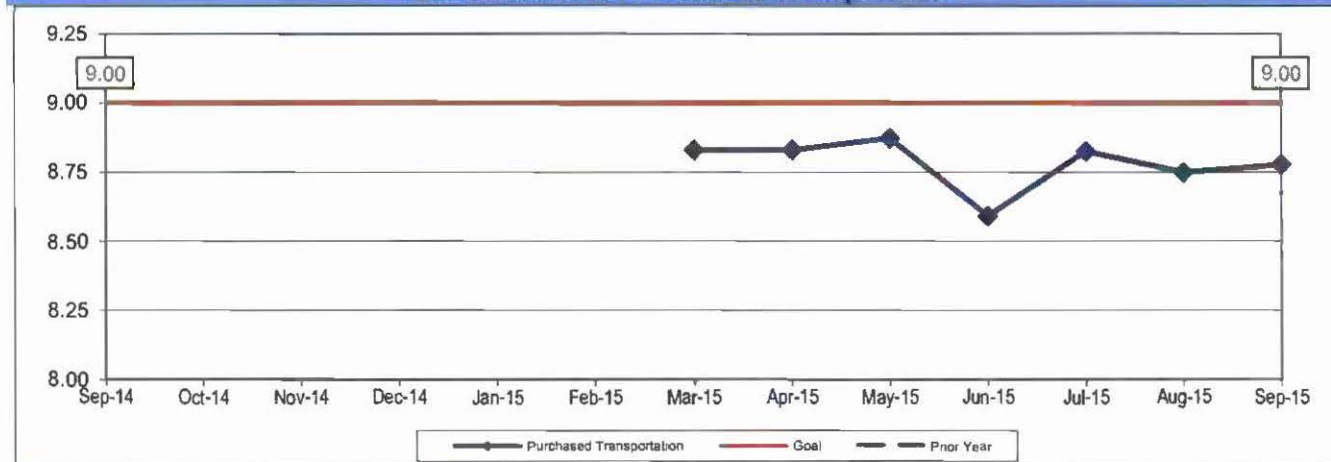
Remaining Above the Goal line is the target.

Bus Cleanliness - Directly Operated



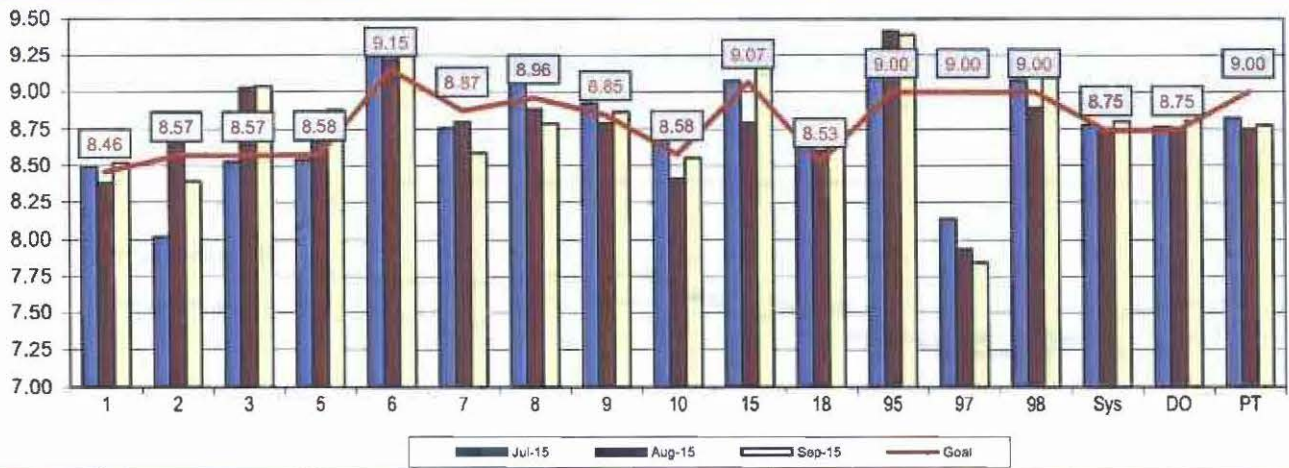
Remaining Above the Goal line is the target.

Bus Cleanliness - Purchased Transportation



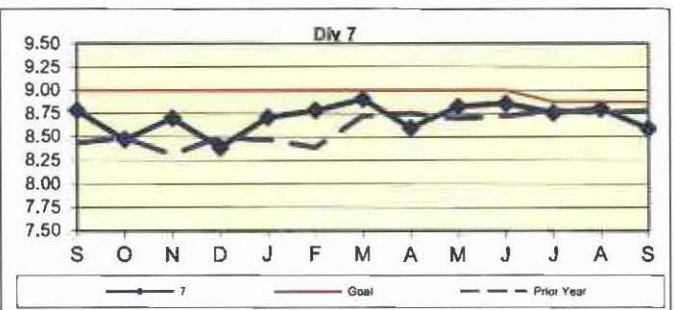
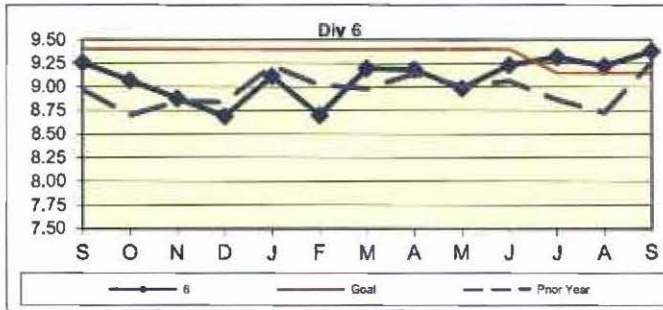
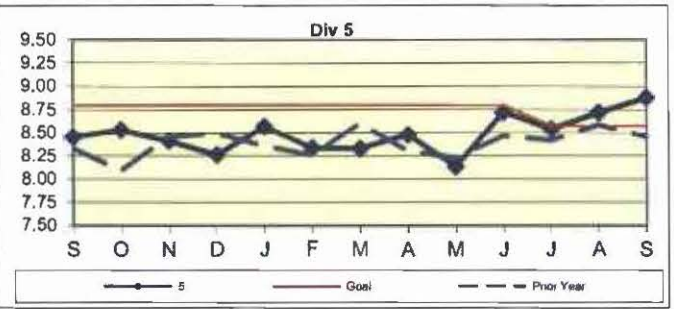
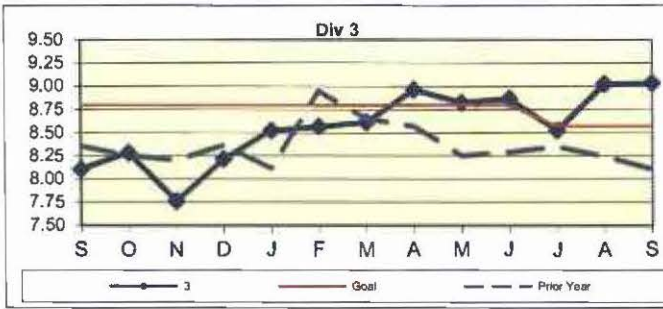
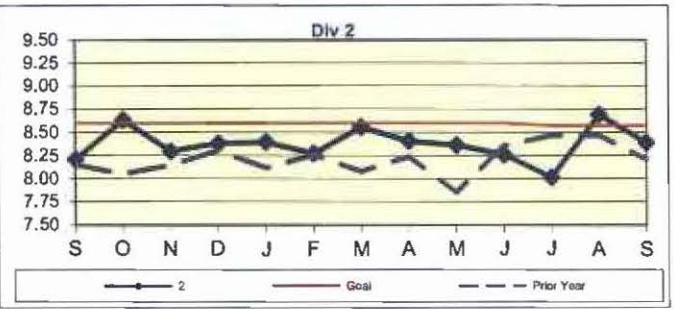
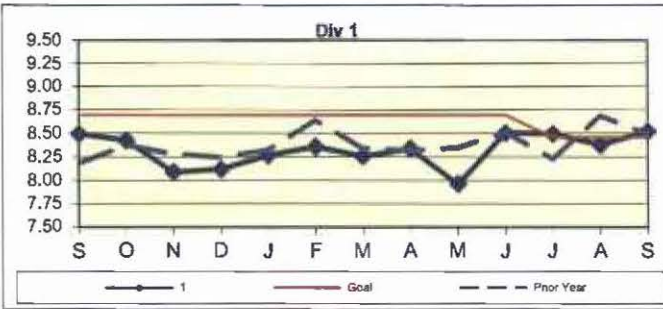
Remaining Above the Goal line is the target.

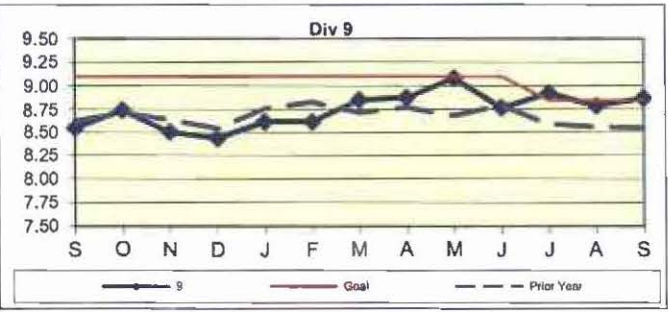
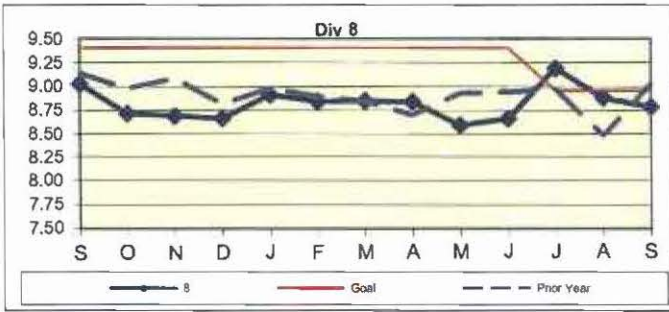
Cleanliness by Bus Operating Divisions Jul 2015 - Sep 2015



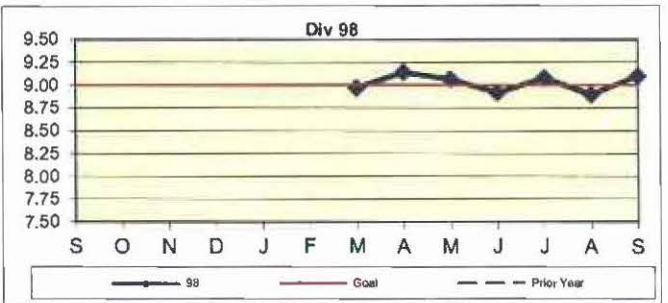
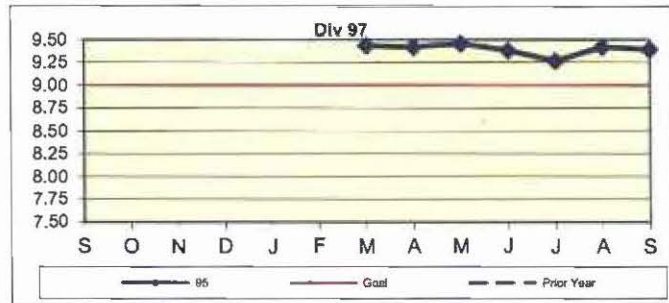
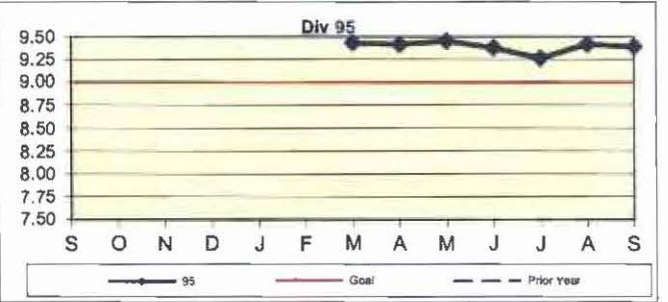
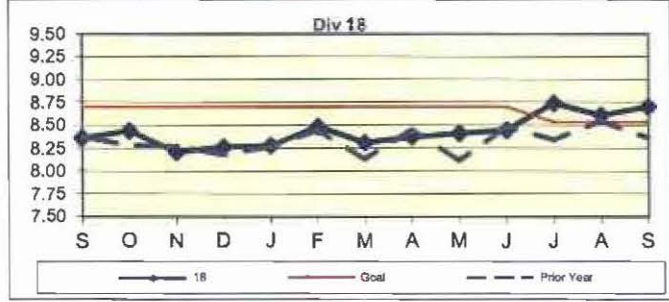
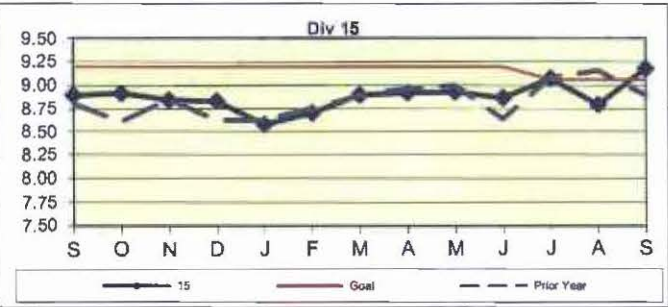
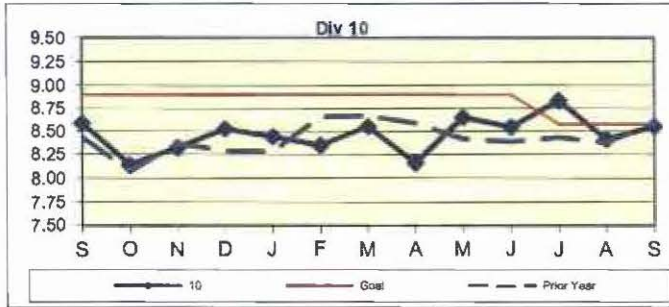
Remaining Above the Goal line is the target.

Remaining Above the Goal line is the target.





Remaining Above the Goal line is the target.



Metro Rail Scorecard Overview

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

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Systemwide									
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.53	14.35	9.55	11.47	10.00		10.80	13.63	5.65
Metro Red Line (MRL)									
On-Time Pullouts	99.37%	99.72%	99.91%	100.00%	99.92%		99.78%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	60,223	63,099	85,090	84,868	147,403		120,382	600,046	94,480
In-Service On-time Performance	99.32%	98.91%	99.13%	100.00%	99.41%		99.60%	99.54%	99.07%
Traffic Accidents Per 100,000 Train Miles	0.19	0.47	0.13	0.14	0.00		0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.26	0.25	0.11	0.12	0.05		0.07	0.00	0.08
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	11.25	20.22	6.20	4.36	10.22		10.09	15.68	5.06
Metro Blue Line (MBL)									
On-Time Pullouts	99.34%	99.37%	99.41%	100.00%	99.18%		99.45%	98.65%	99.43%
Mean Miles Between Chargeable Mechanical Failures	16,597	18,731	23,716	23,934	21,979		27,969	27,751	15,169
In-Service On-time Performance	95.80%	95.84%	97.28%	99.19%	96.84%		96.97%	97.31%	96.20%
Traffic Accidents Per 100,000 Train Miles	1.45	1.46	0.89	0.79	0.58		0.56	0.00	1.23
Complaints per 100,000 Boardings **	0.90	0.59	0.27	0.27	0.07		0.09	0.05	0.05
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	17.36	17.46	15.10	27.74	15.79		17.45	17.12	12.84
* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line so they are reported combined for reporting purposes in the Blue Line results.									
Metro Expo Line (MEXL)									
On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance	98.47%	98.70%	99.14%	100.00%	98.56%		97.38%	99.15%	99.17%
Traffic Accidents Per 100,000 Train Miles	0.34	1.17	1.02	1.10	0.00		0.00	0.00	0.00
Complaints per 100,000 Boardings **	2.20	1.01	0.38	0.40	0.16		0.12	0.12	0.25
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	8.15	0.00	24.97	25.50	0.00		0.00	0.00	0.00

* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line - they are reported combined for reporting purposes in the Blue Line results.

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Metro Green Line (MGrL)									
On-Time Pullouts	99.71%	99.69%	99.32%	100.00%	98.94%	●	98.02%	100.00%	98.83%
Mean Miles Between Chargeable Mechanical Failures	13,297	19,513	21,054	21,008	24,170	●	19,441	28,113	27,322
In-Service On-time Performance	98.06%	97.85%	97.39%	99.22%	98.79%	●	98.41%	98.67%	99.32%
Traffic Accidents Per 100,000 Train Miles	0.14	0.00	0.14	0.15	0.00	●	0.00	0.00	0.00
Complaints per 100,000 Boardings **	0.63	0.62	0.32	0.31	0.23	●	0.28	0.10	0.30
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	9.16	16.51	7.32	1.76	9.36	●		9.13	0.00
Metro Gold Line (MGoL)									
On-Time Pullouts	99.88%	99.56%	99.98%	100.00%	100.00%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	28,299	45,894	44,171	45,762	48,410	●	54,950	46,690	44,523
In-Service On-time Performance	98.45%	98.03%	98.56%	100.00%	97.22%	●	98.43%	96.79%	96.42%
Traffic Accidents Per 100,000 Train Miles	0.22	0.24	0.54	0.47	0.60	●	1.17	0.59	0.00
Complaints per 100,000 Boardings **	0.68	0.60	0.34	0.34	0.33	●	0.16	0.42	0.42
New Workers' Compensation Indemnity Claims	16.15	14.98	15.96	22.43	14.31	●	29.95	7.20	6.81

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

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

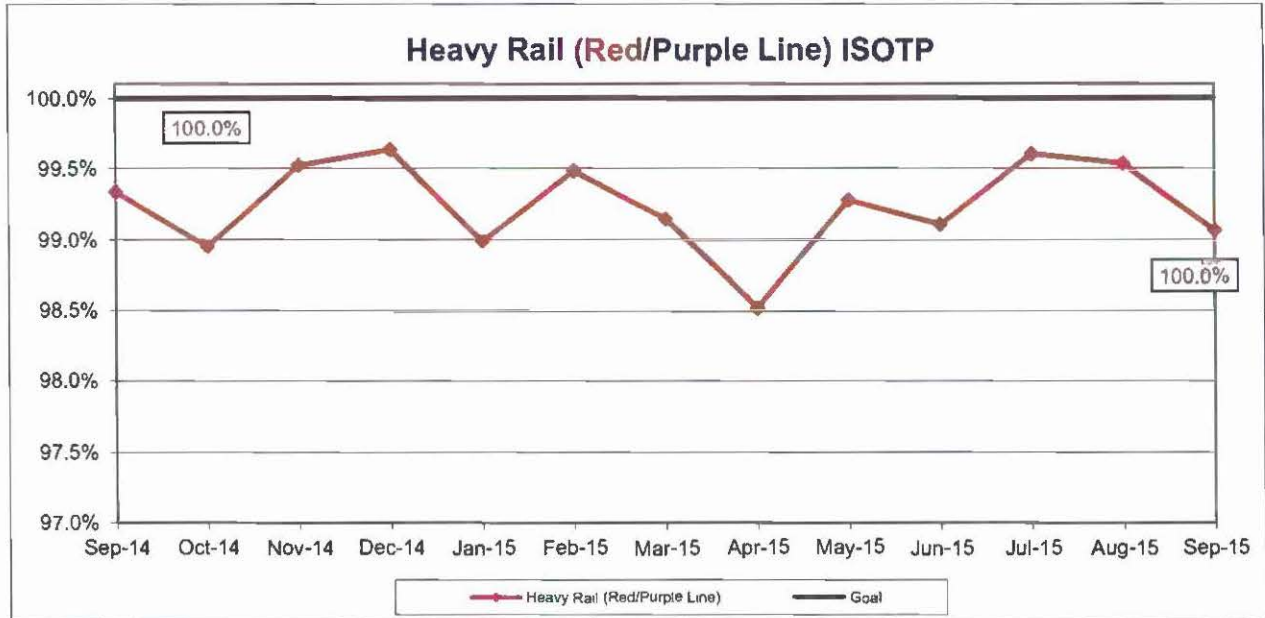
● Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

RAIL SERVICE PERFORMANCE

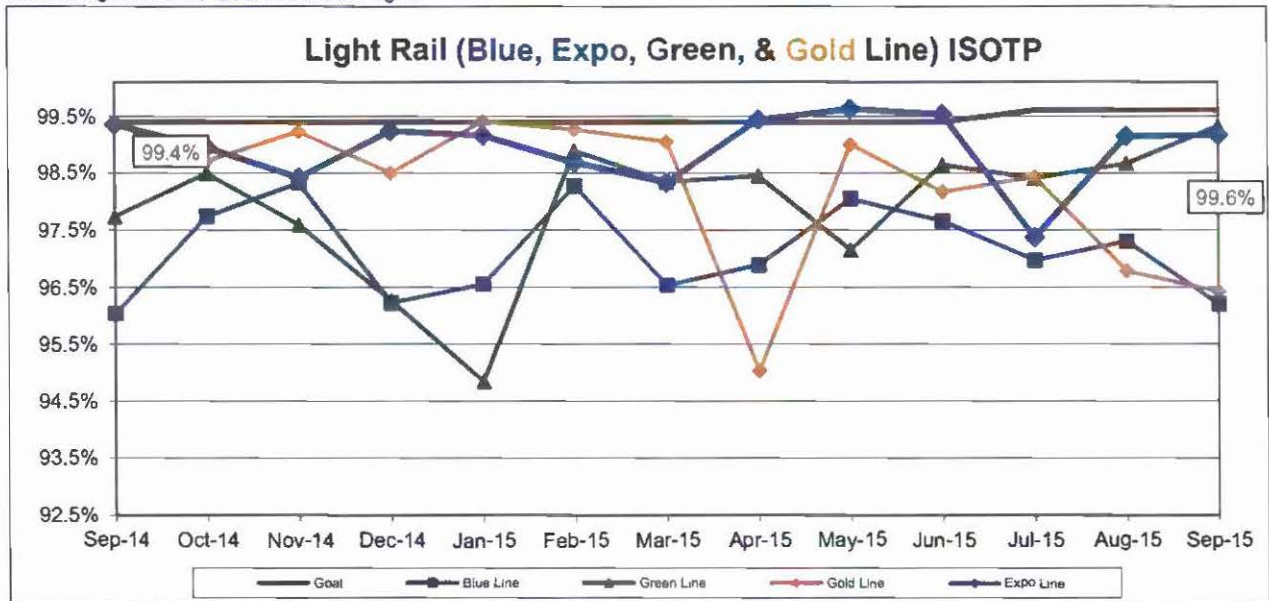
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



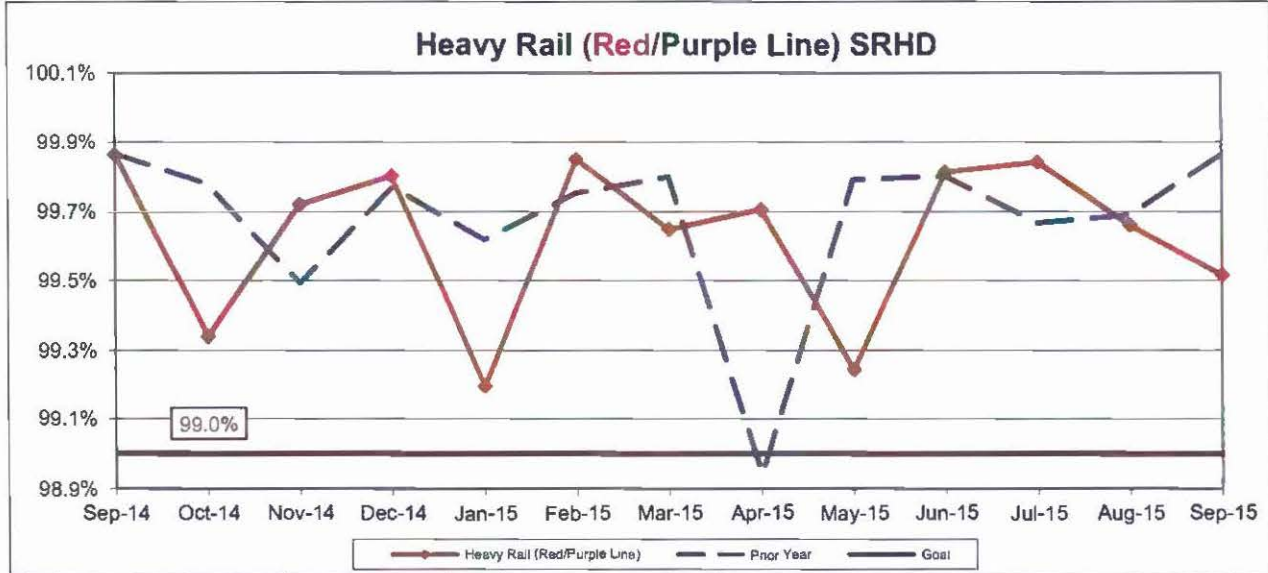
Remaining Above the Goal line is the target.



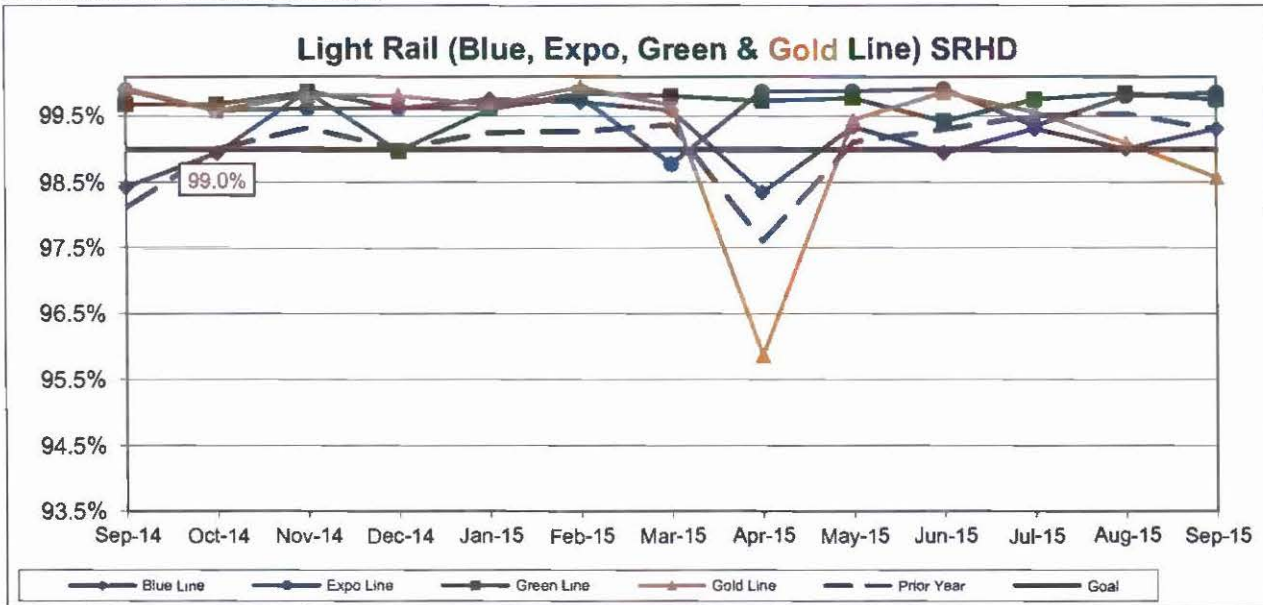
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.

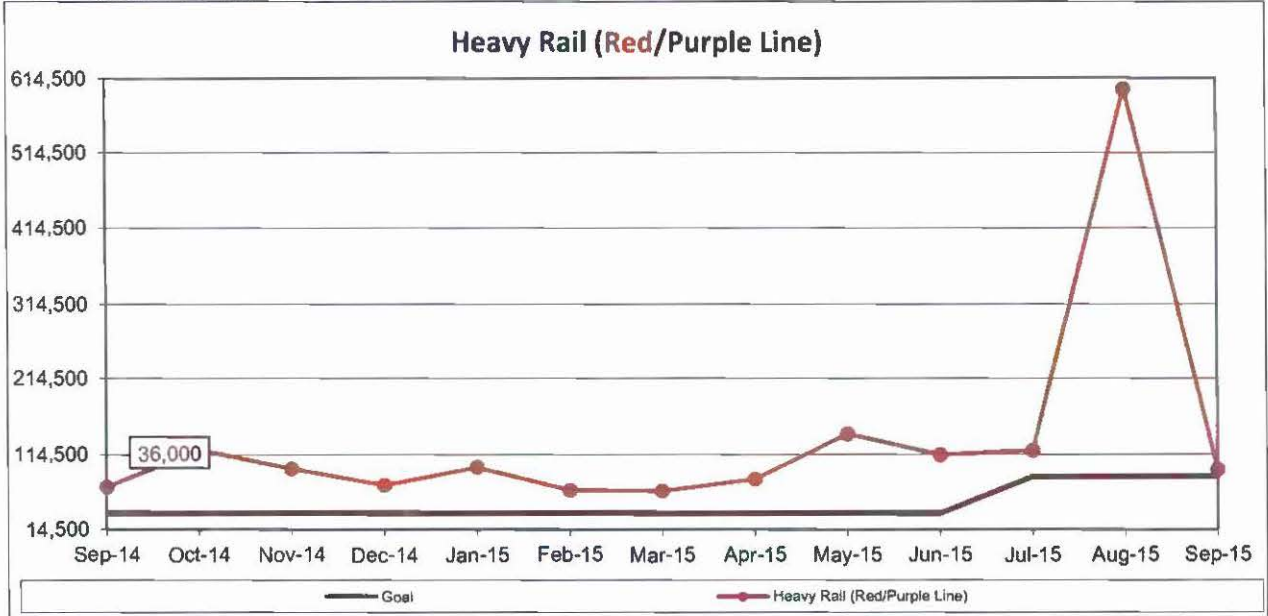


Mean Vehicle Miles between Revenue Vehicle Failures

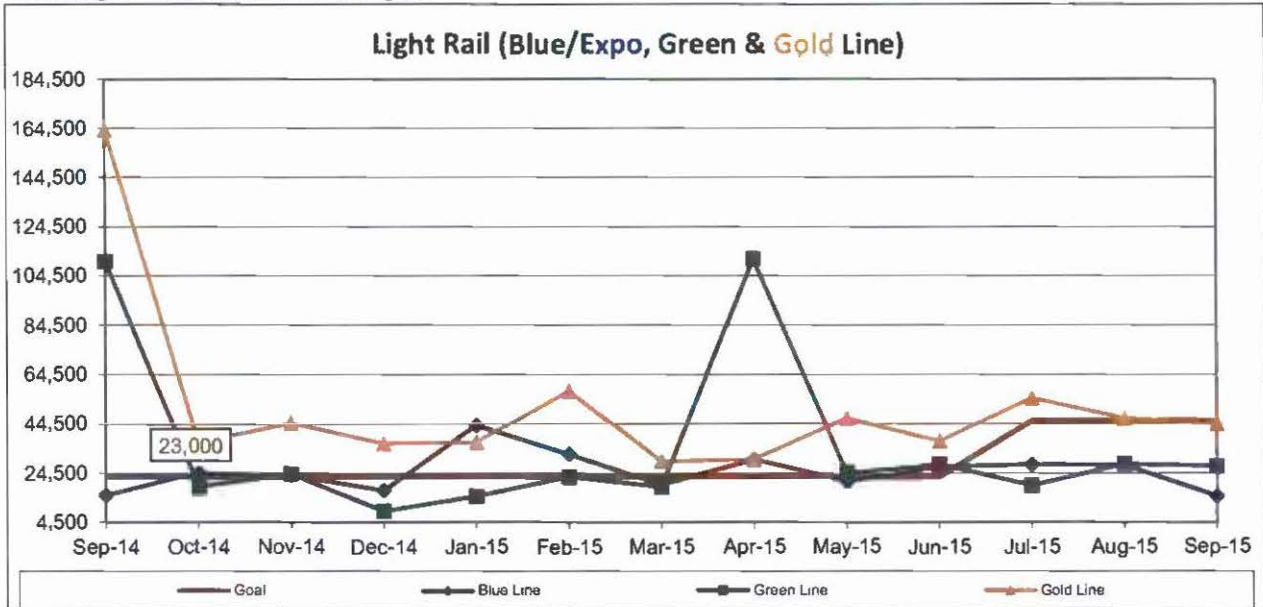
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

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

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.

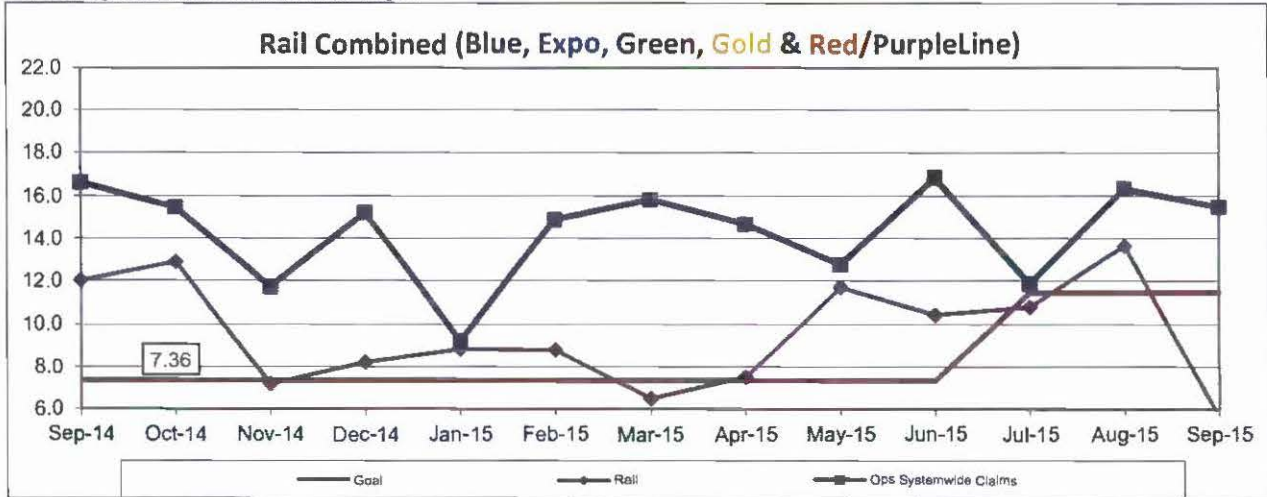


NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

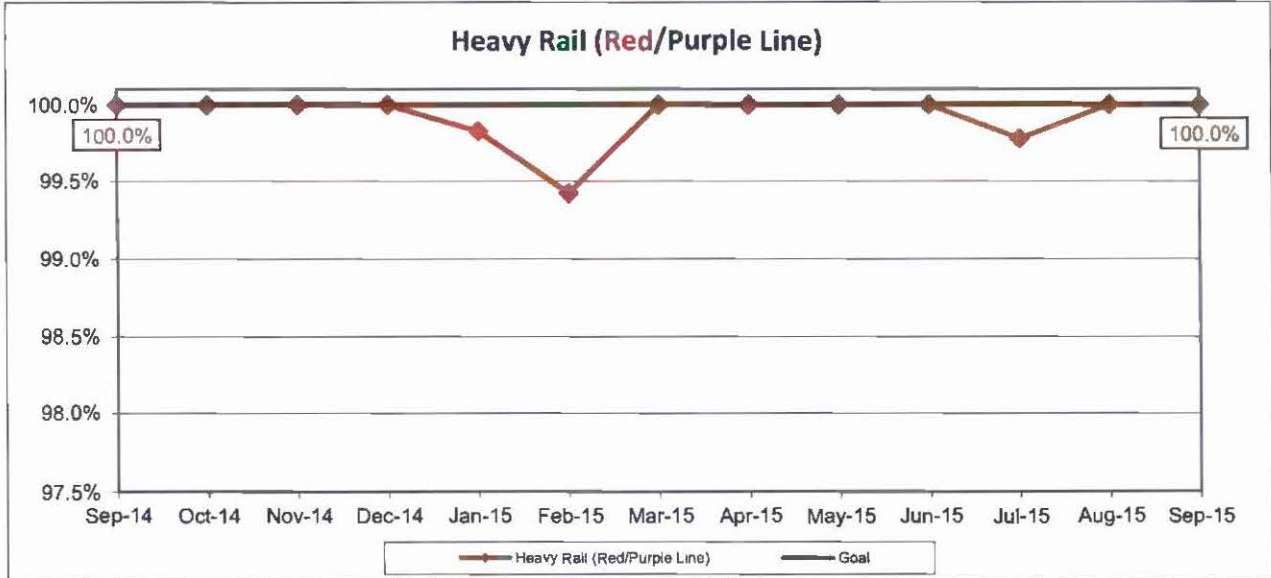
Data now reflects combination of Indemnity and Medical Claims reported in the current month.
Remaining Below the Goal line is the target.



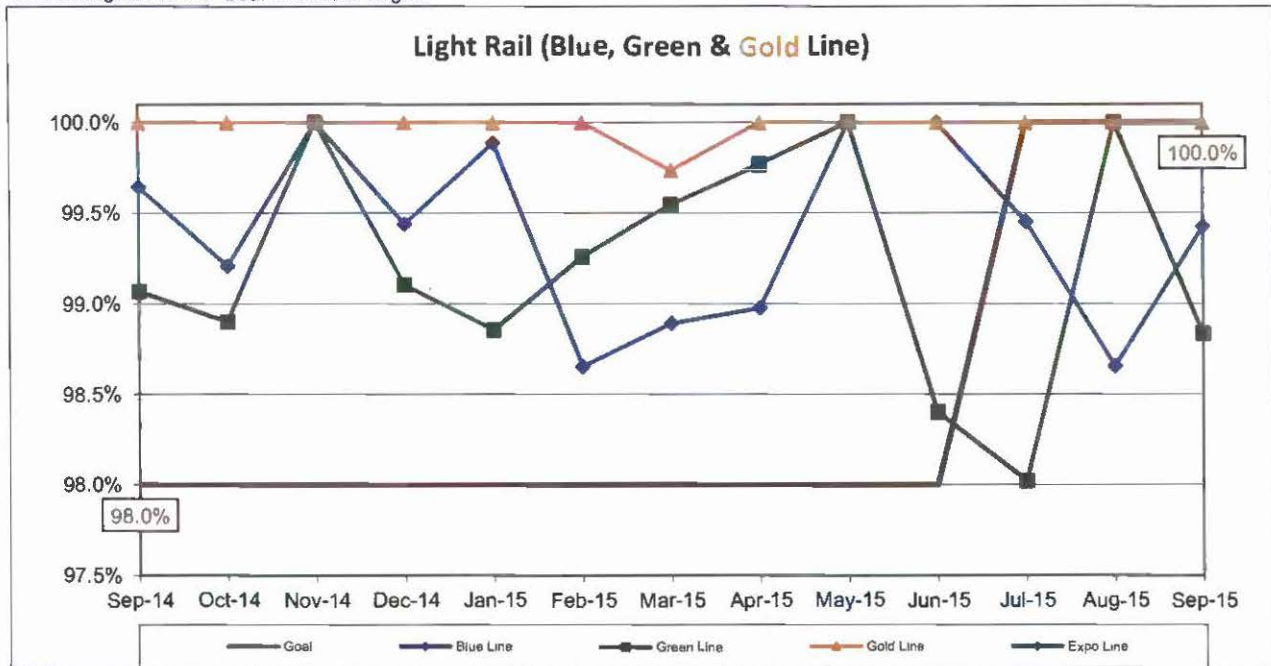
ON-TIME PULLOUTS (OTP)

Definition: Ratio of OnTime Pullouts to Total Pullouts.

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



Remaining Above the Goal line is the target.



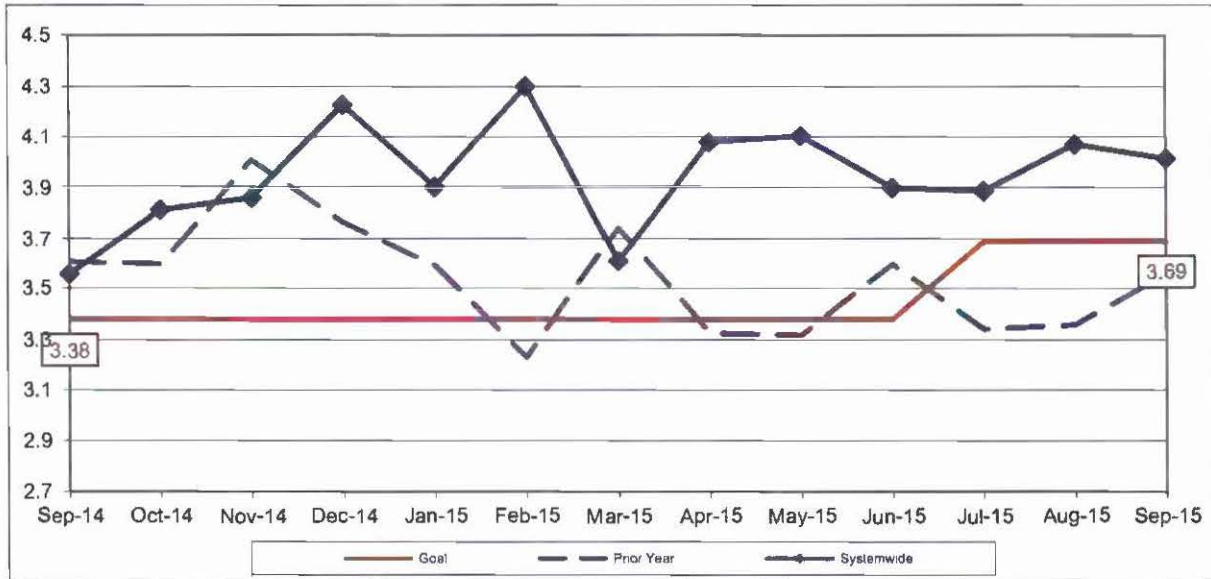
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

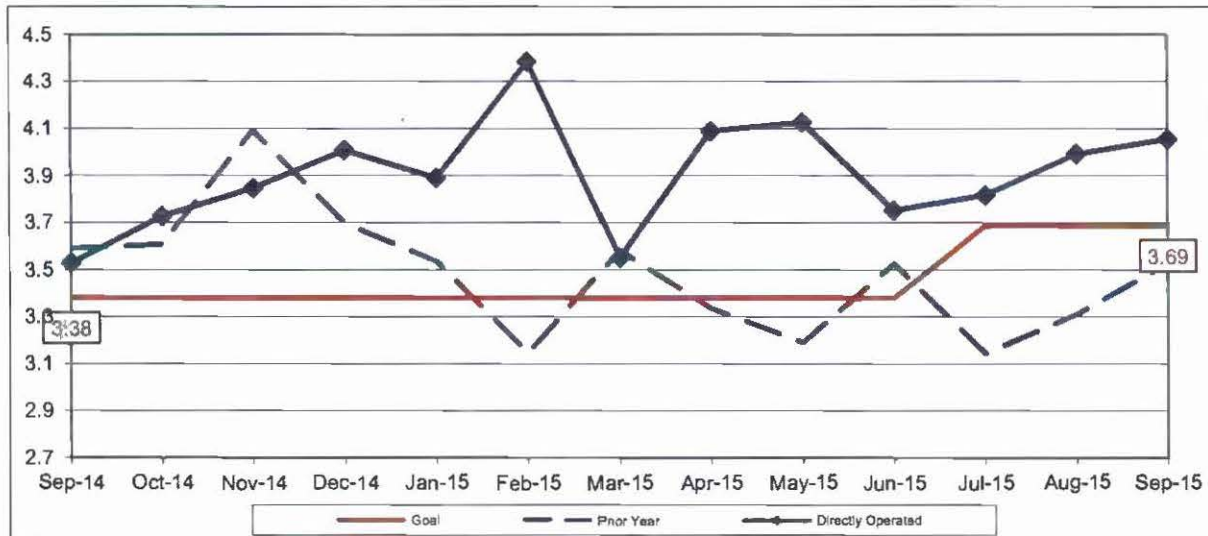
Calculation: Traffic Accidents Per 100,000 Hub Miles = Number of Traffic Accidents / (Hub Miles / 100,000)

Bus Traffic Accidents per 100,000 Hub Miles - Systemwide Trend



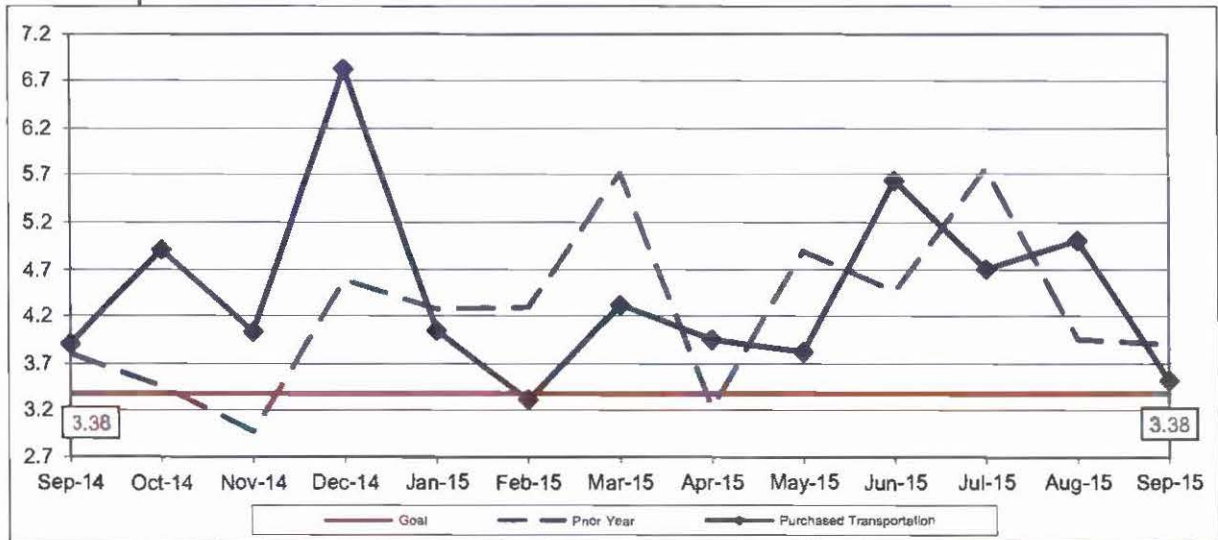
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. Remaining Below the Goal line is the target.

Bus Traffic Accidents per 100,000 Hub Miles - Directly Operated



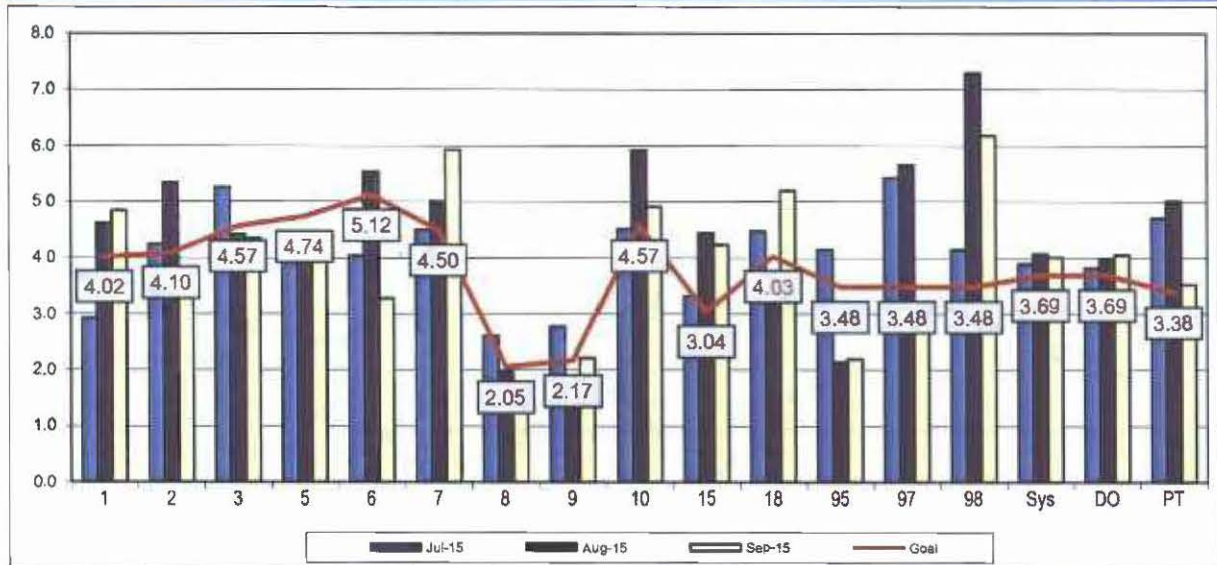
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. Remaining Below the Goal line is the target.

Bus Traffic Accidents per 100,000 Hub Miles - Purchased Transportation



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.
 Remaining Below the Goal line is the target.

Bus Traffic Accidents per 100,000 Hub Miles - by Divisions Jul 2015 - Sep 2015

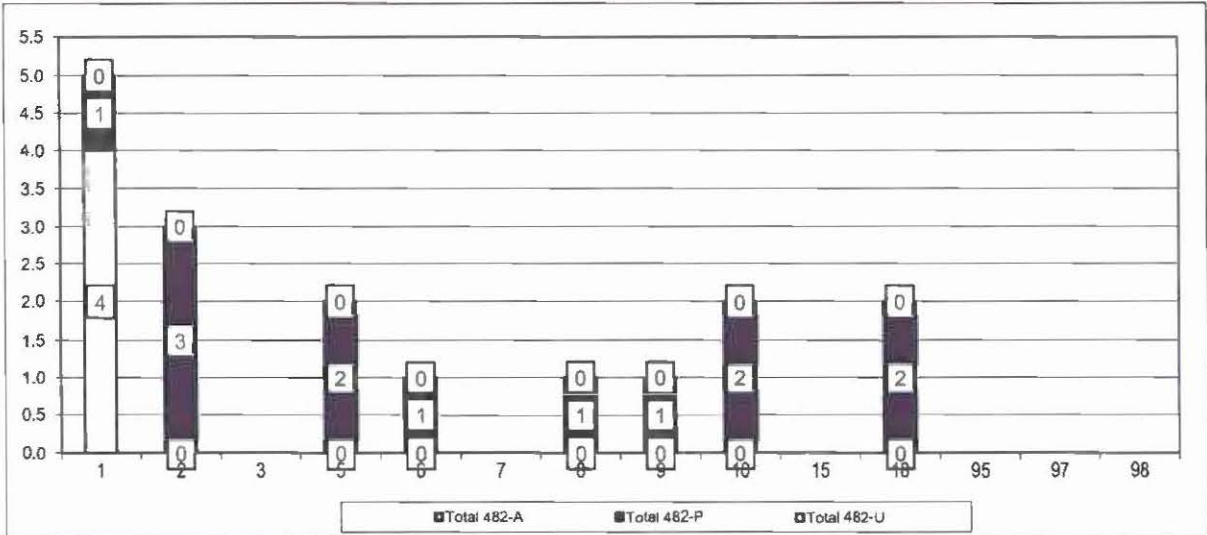


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

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

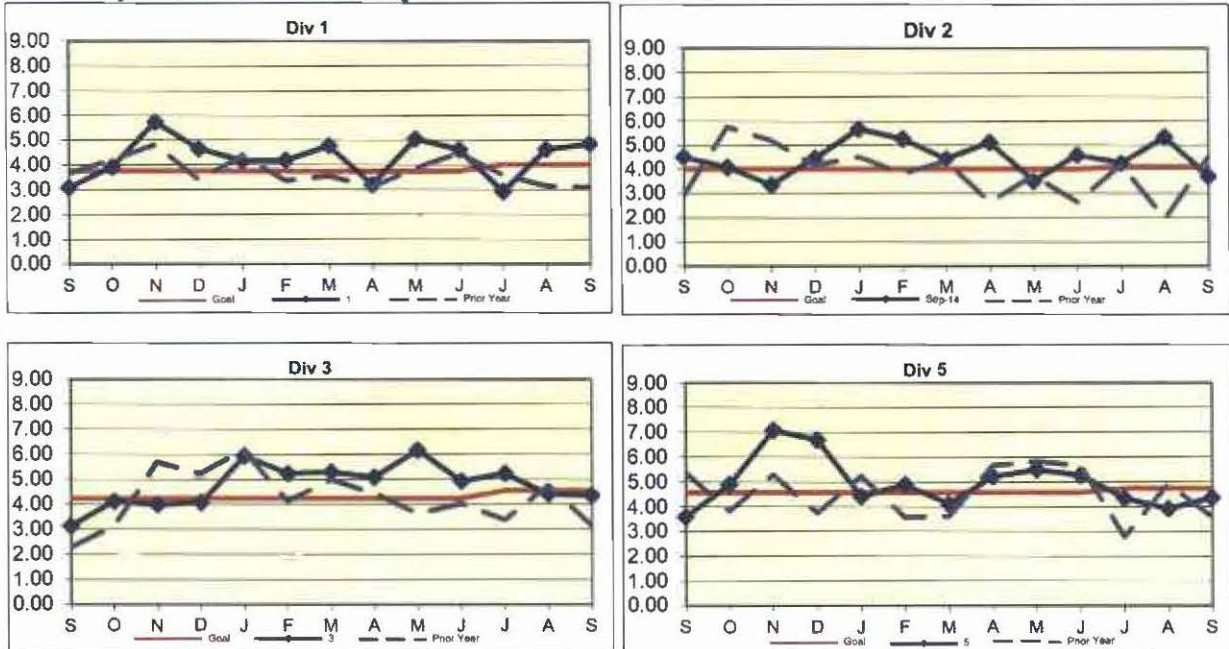
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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



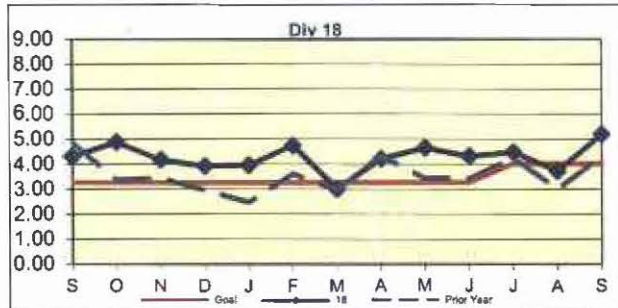
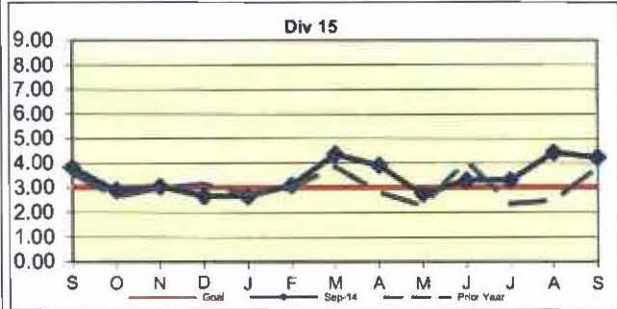
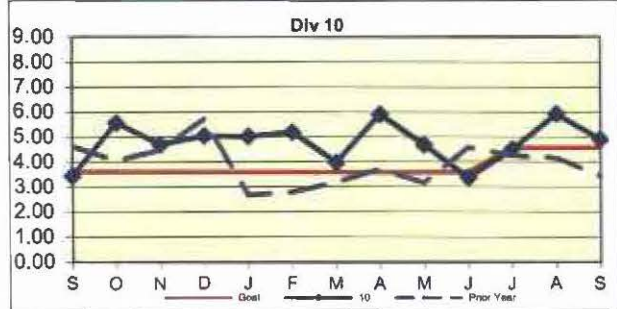
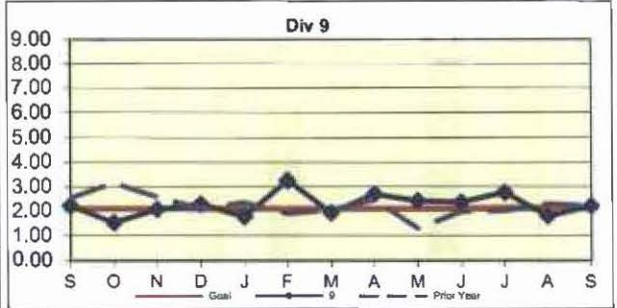
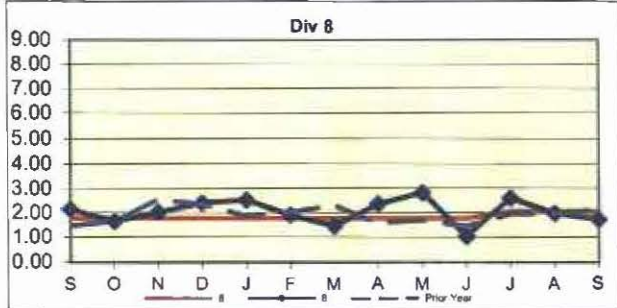
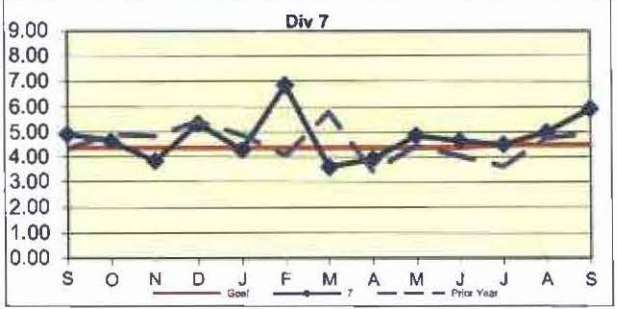
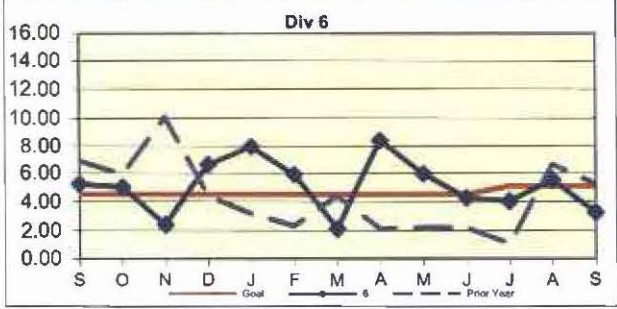
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



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

Remaining Below the Goal line is the target.

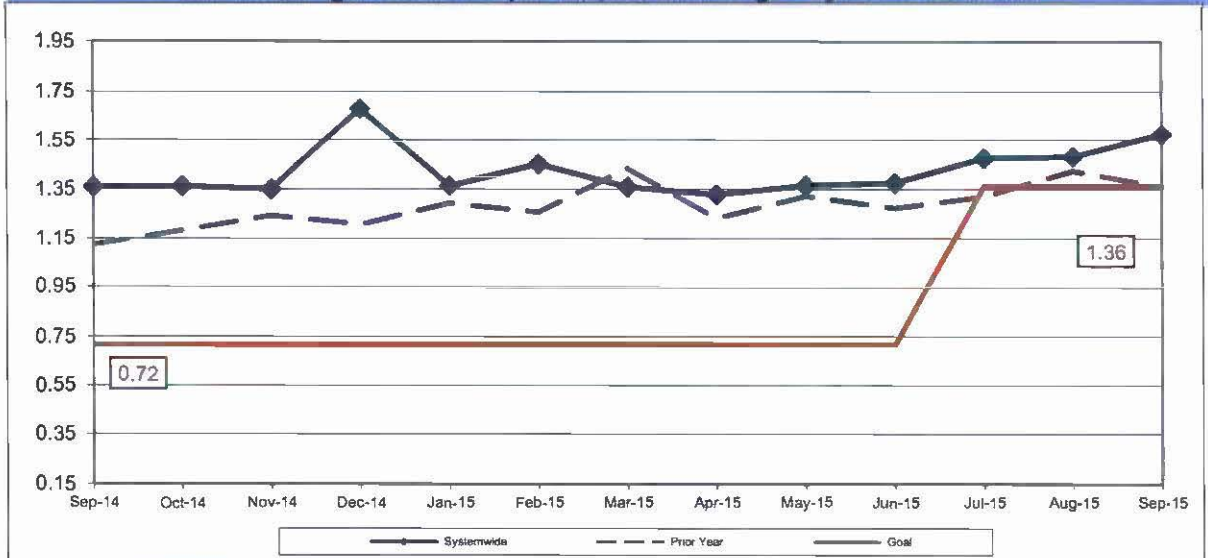


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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

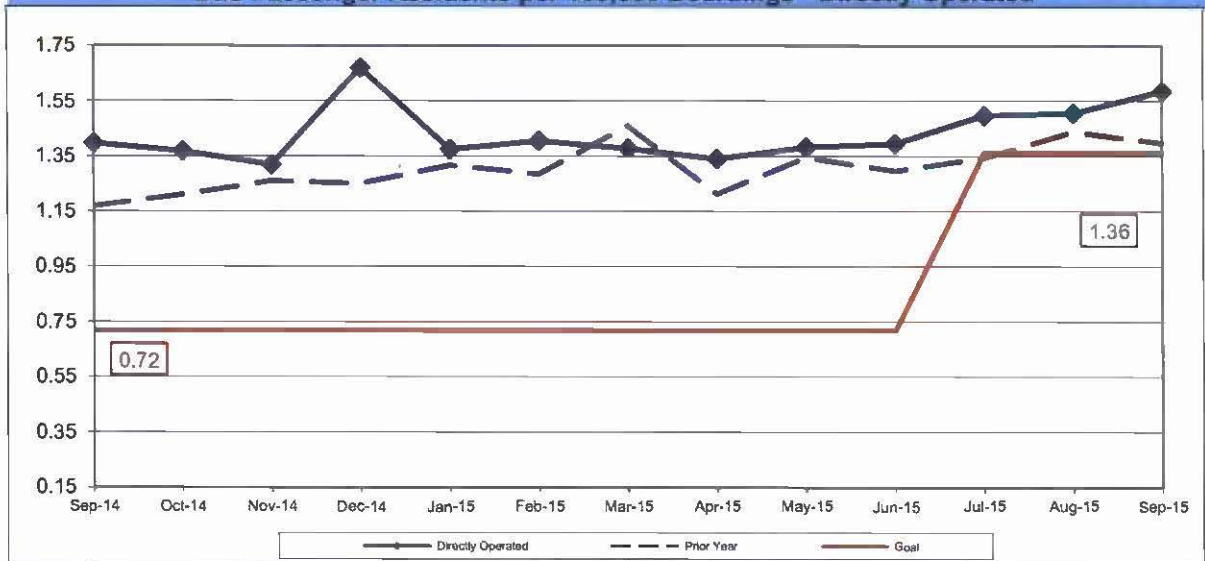
Bus Passenger Accidents per 100,000 Boardings - Systemwide Trend



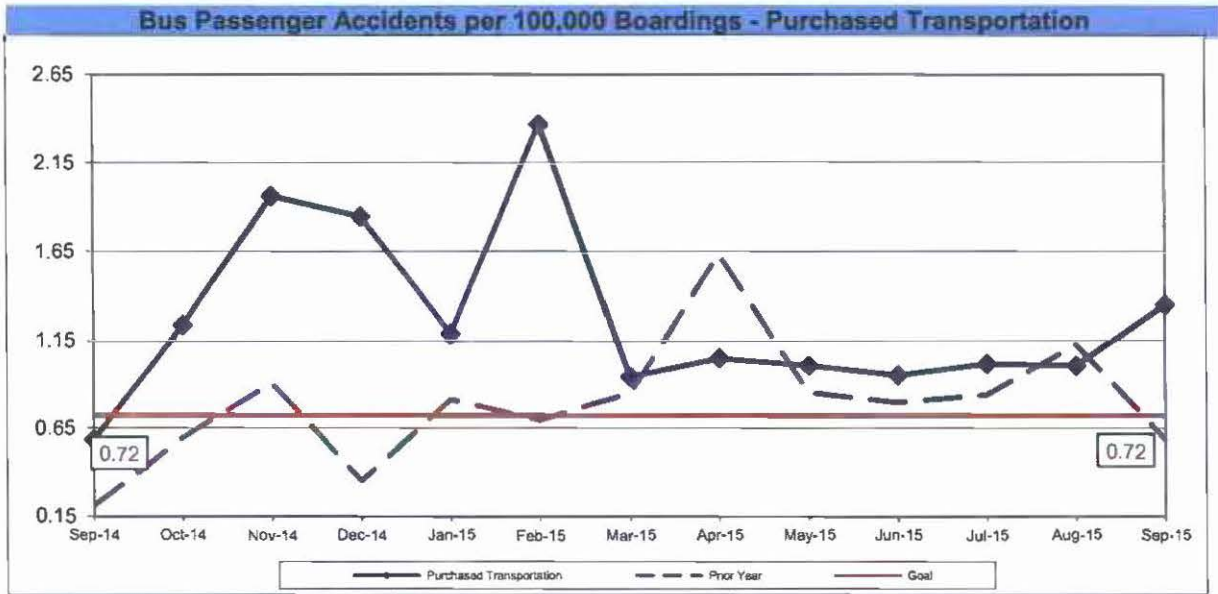
Remaining Below the Goal line is the target.

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

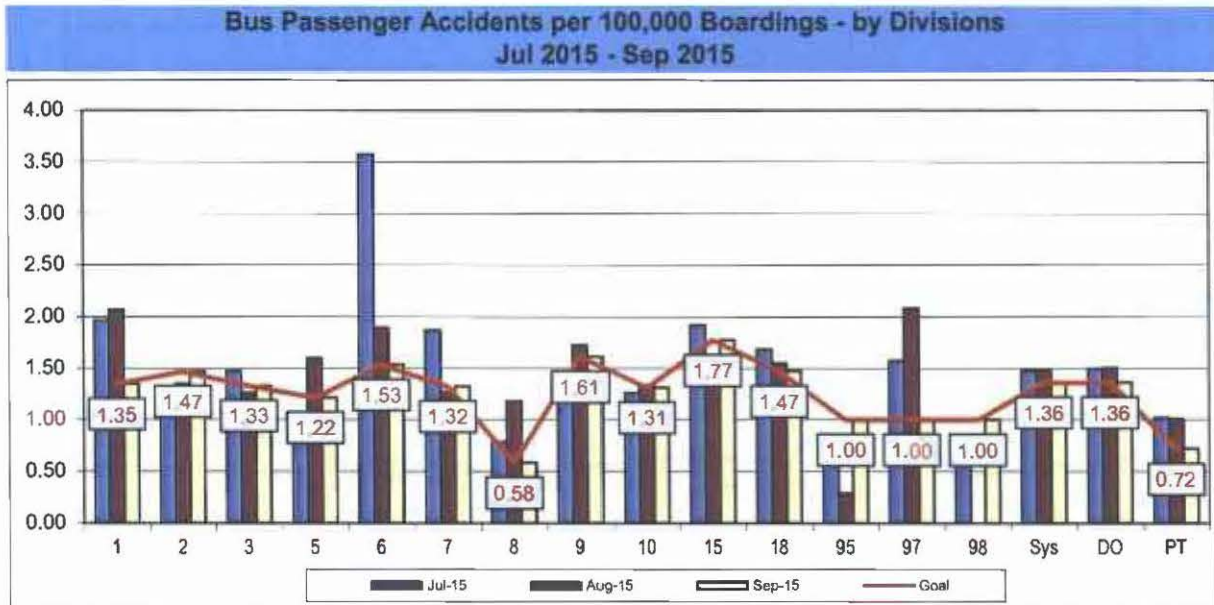
Bus Passenger Accidents per 100,000 Boardings - Directly Operated



Remaining Below the Goal line is the target.



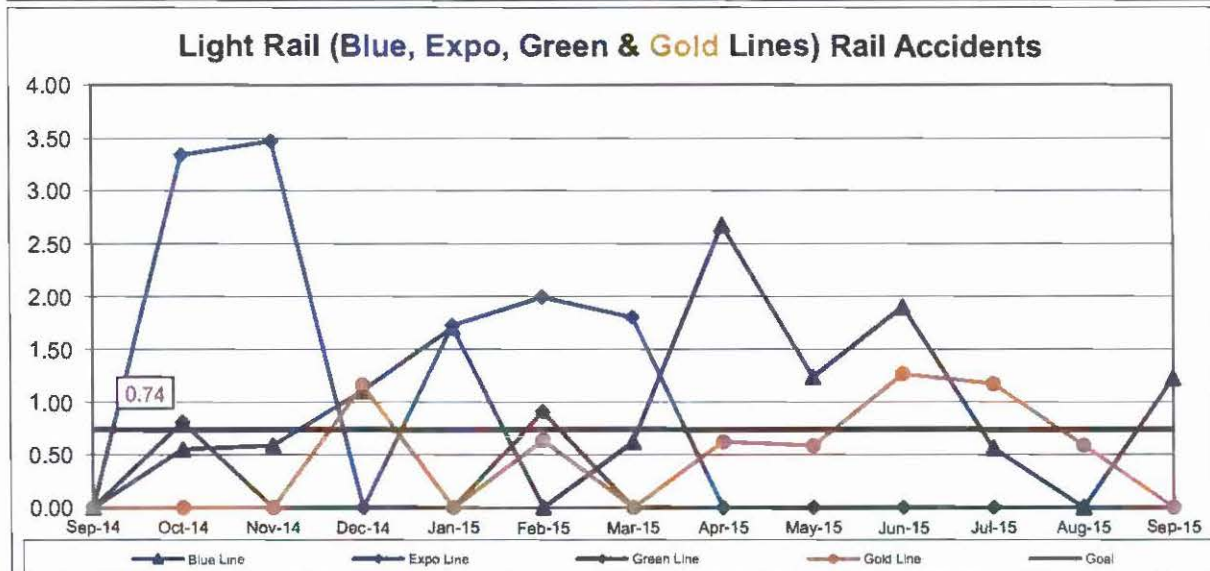
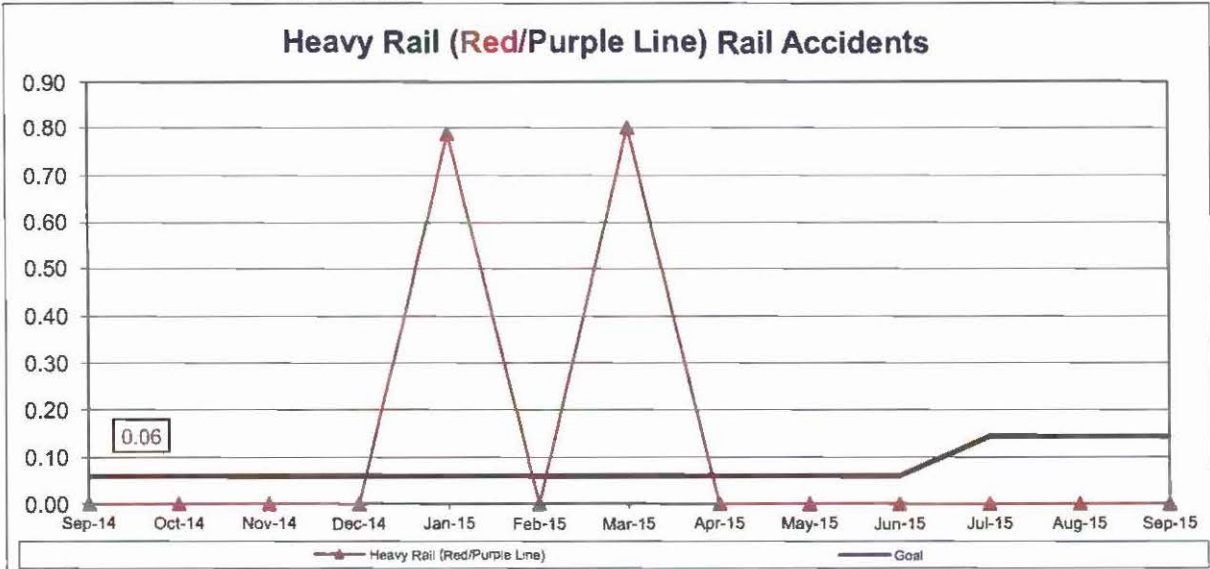
Remaining Below the Goal line is the target.



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

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

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

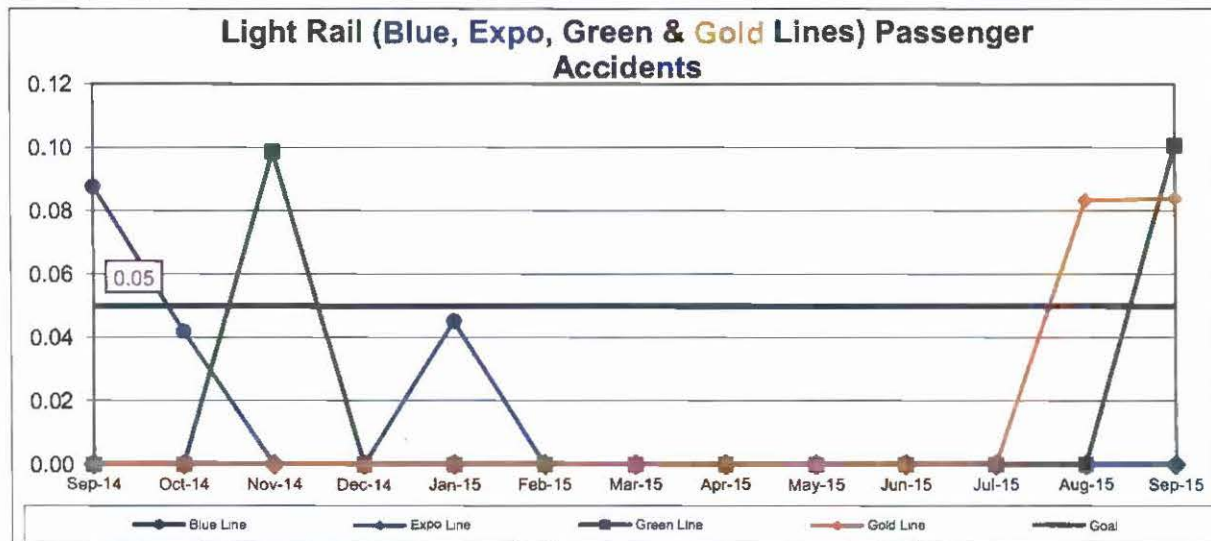
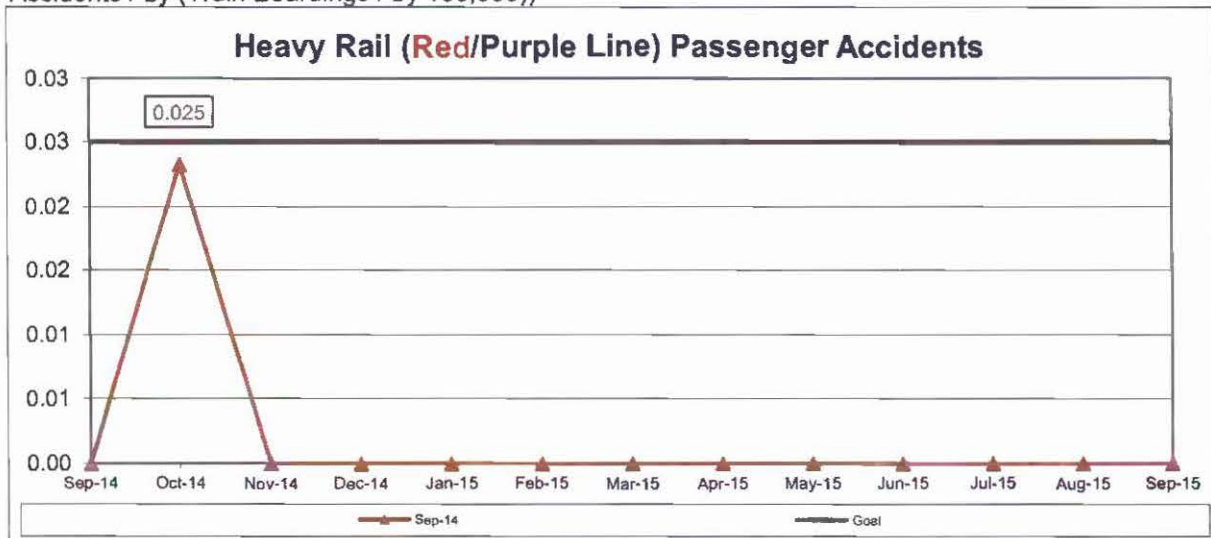


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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



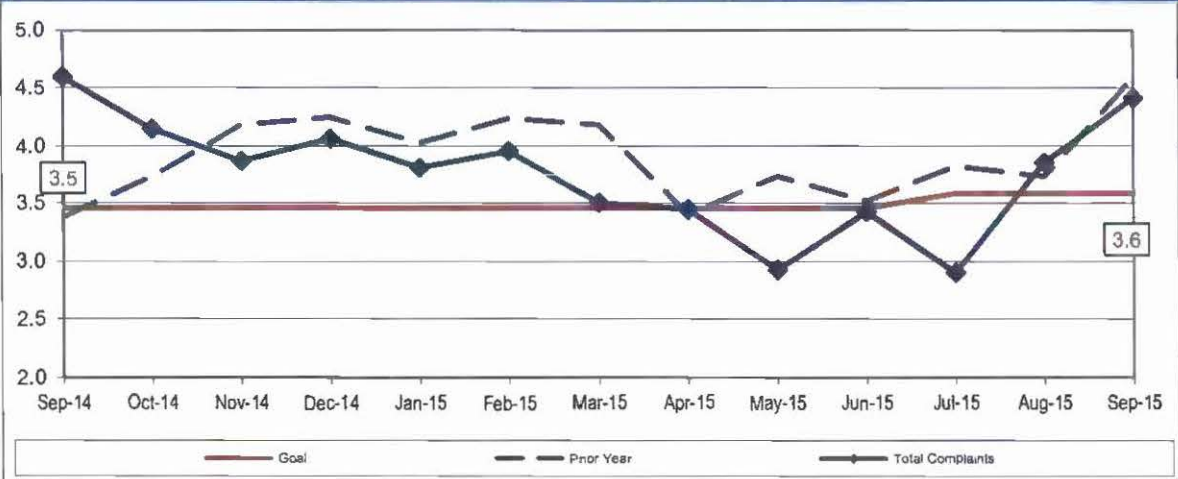
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

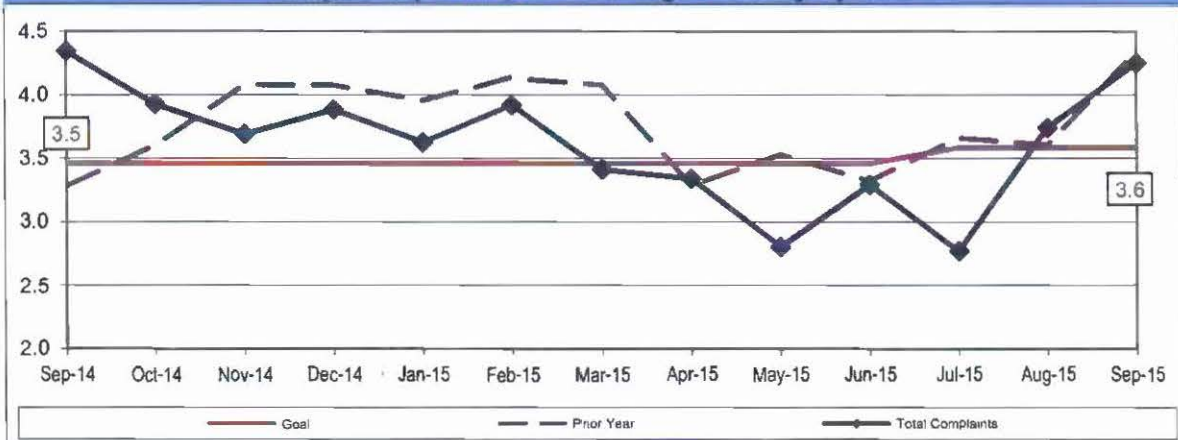
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Complaints per 100,000 Boardings - Systemwide Trend



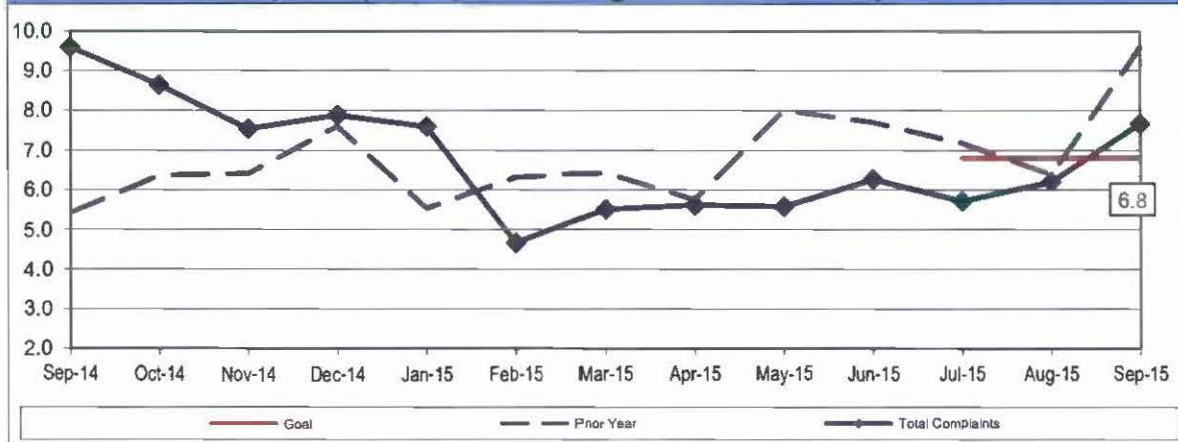
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Directly Operated



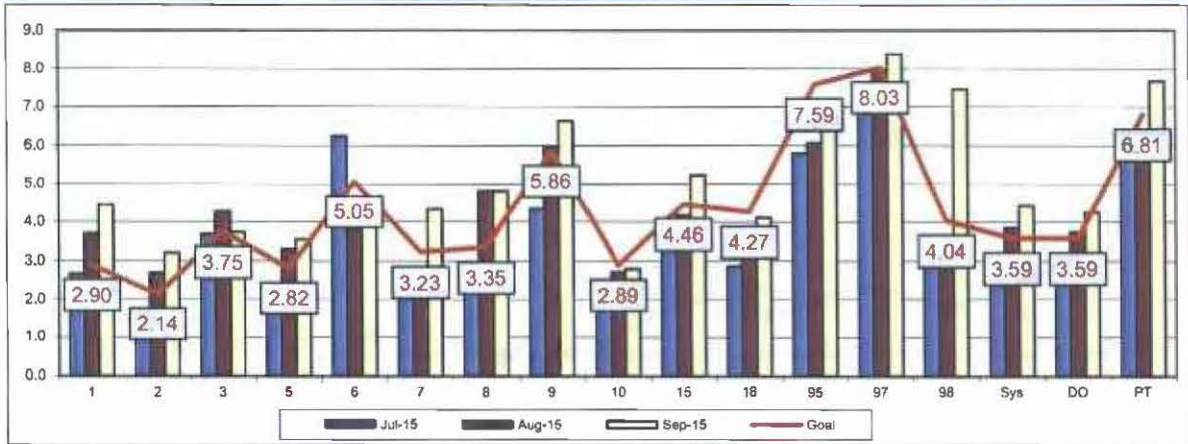
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Purchased Transportation



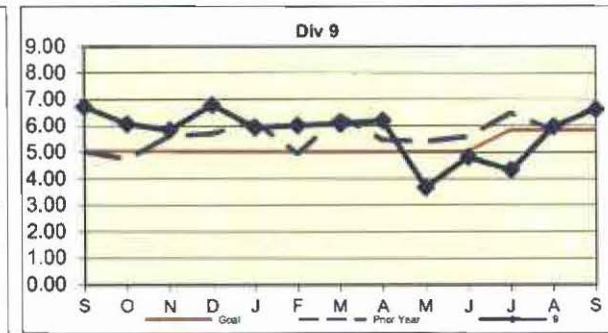
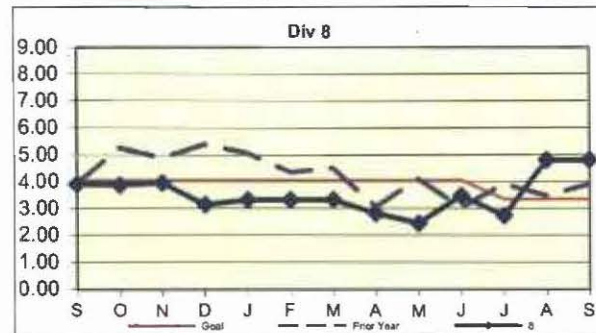
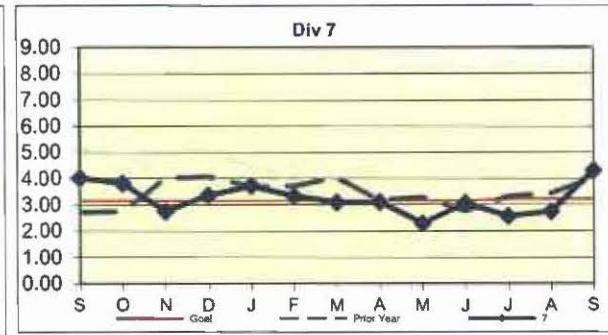
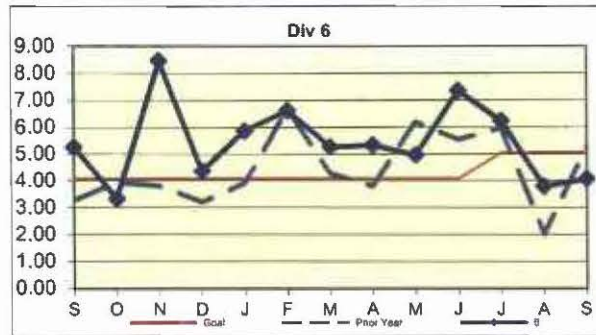
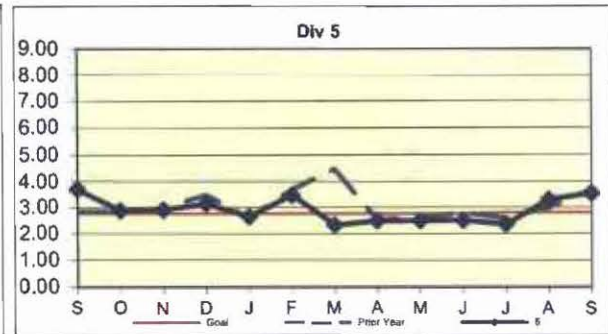
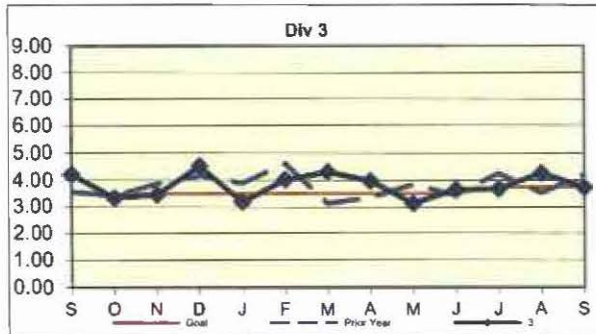
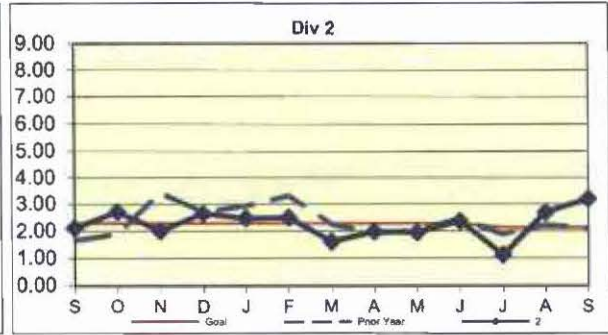
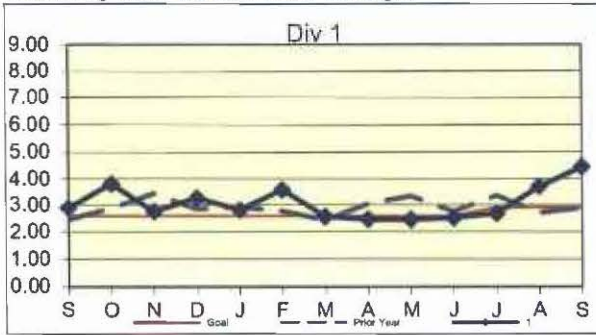
Remaining Below the Goal line is the target.

**Complaints per 100,000 Boardings by Division
Jul 2015 - Sep 2015**



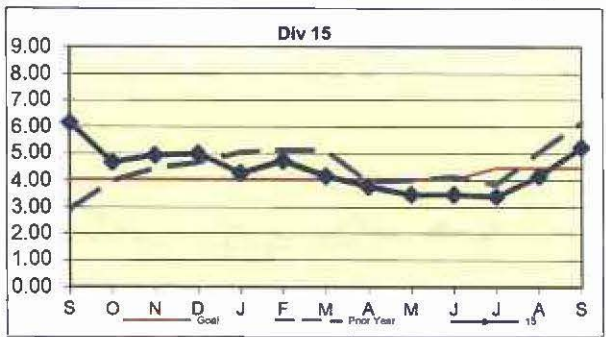
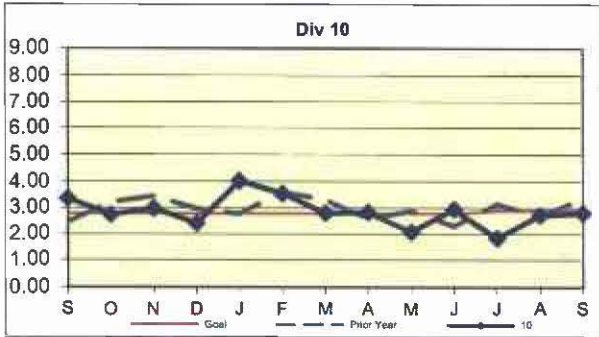
COMPLAINTS PER 100,000 BOARDINGS

Remaining Below the Goal line is the target.

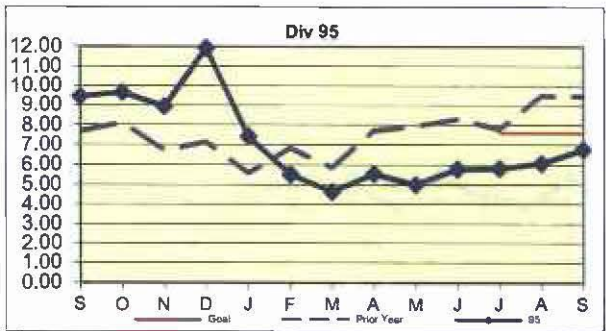
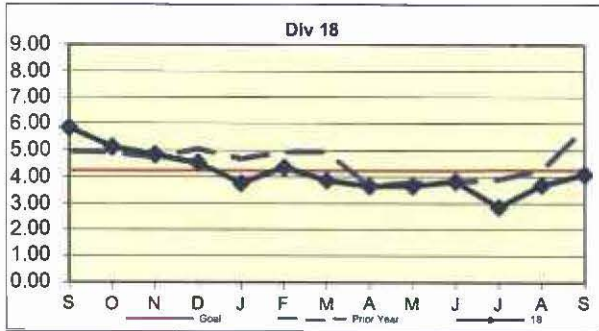


Remaining Below the Goal line is the target.

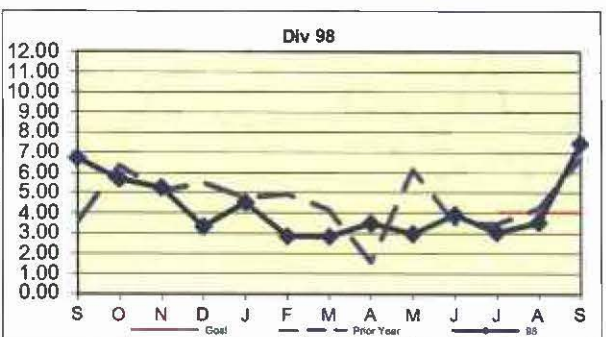
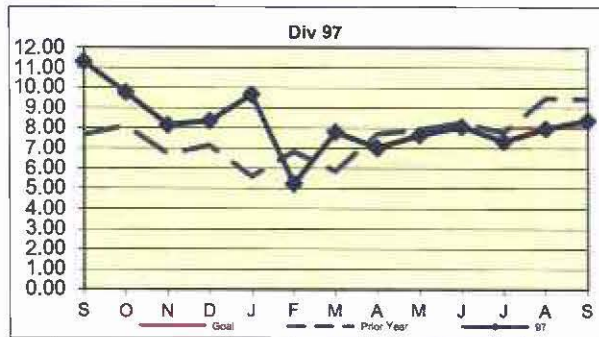
COMPLAINTS PER 100,000 BOARDINGS - Continued



Remaining Below the Goal line is the target.



Remaining Below the Goal line is the target.



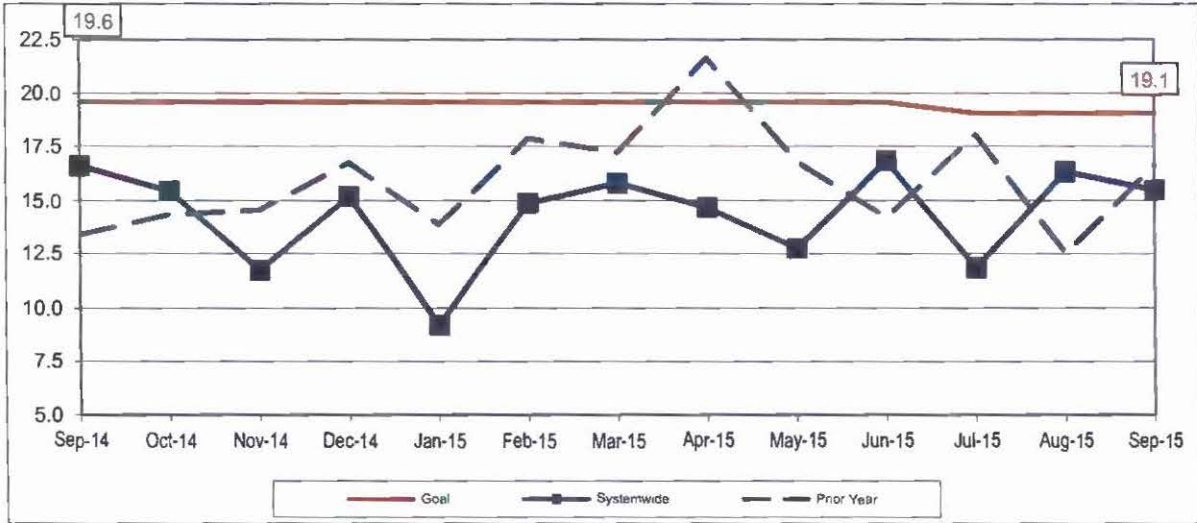
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Bus Systemwide Trend



Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

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

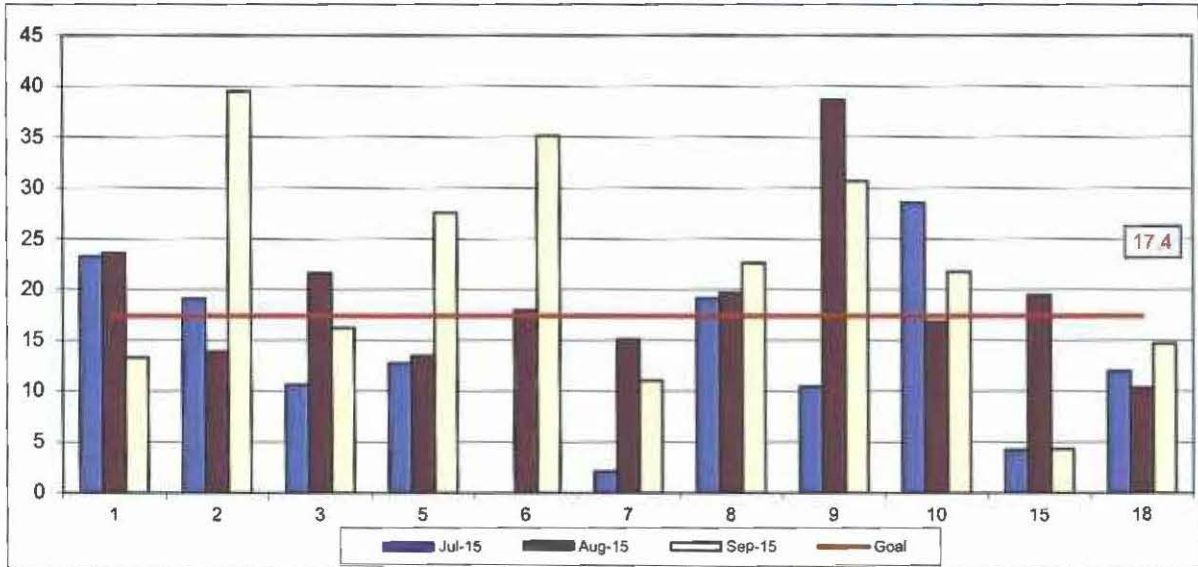
Definition: Number of New Bus Workers Compensation Indemnity and Medical Claims filed per 200,000 Bus exposure hours.

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

New Claims per 200,000 Exposure Hours by Division Jul 2015 - Sep 2015

Transportation & Maintenance Performance combined.

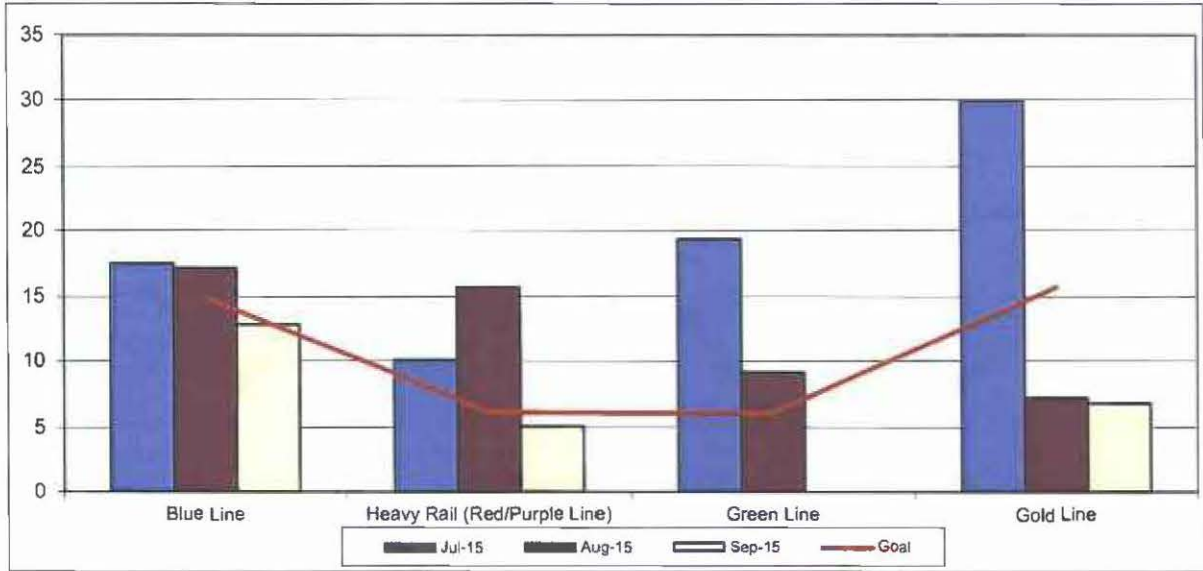
Remaining Below the Goal line is the target.



**Rail by Line
Jul 2015 - Sep 2015**

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

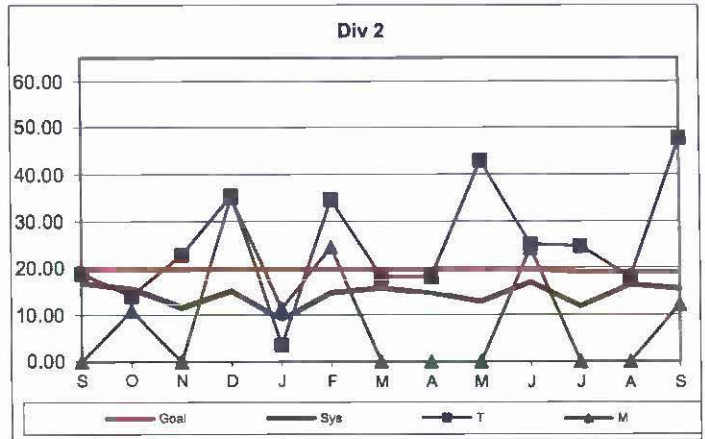
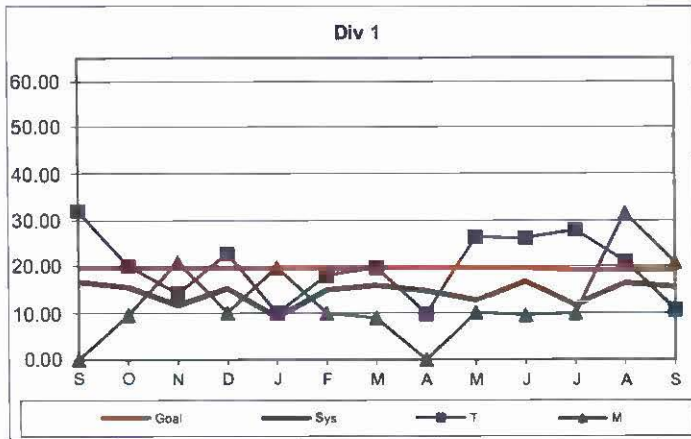


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

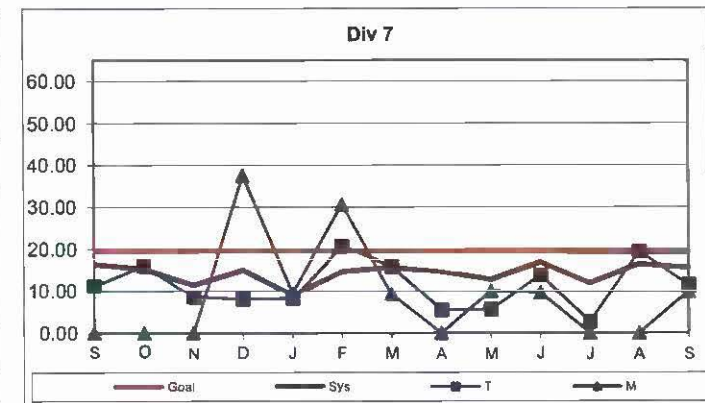
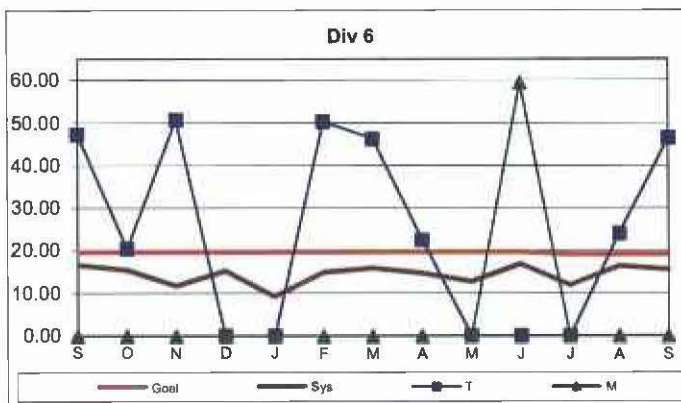
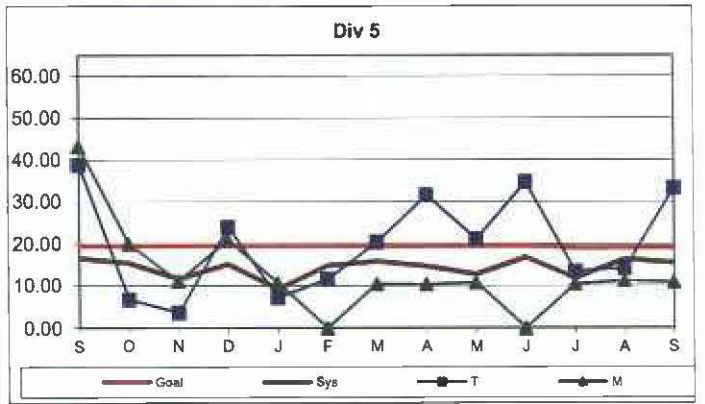
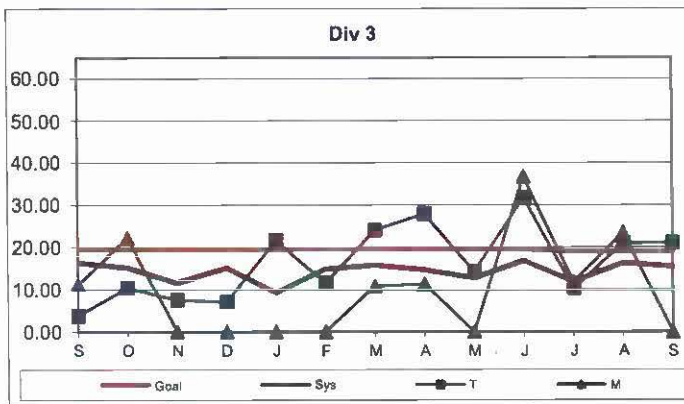
Systemwide and Bus Operating Divisions

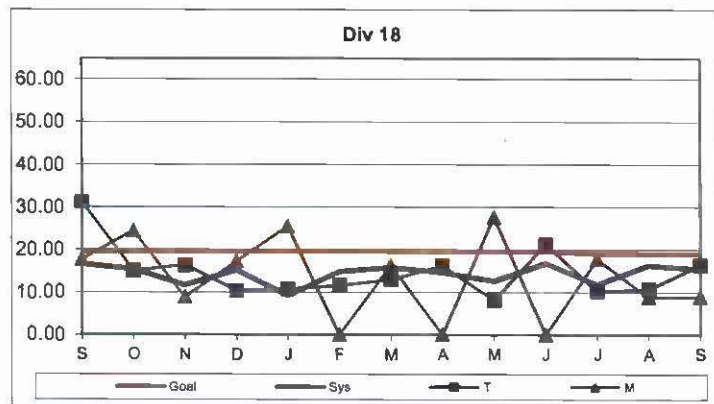
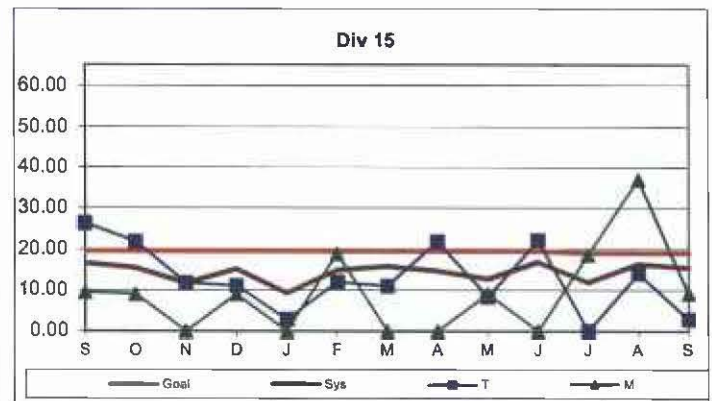
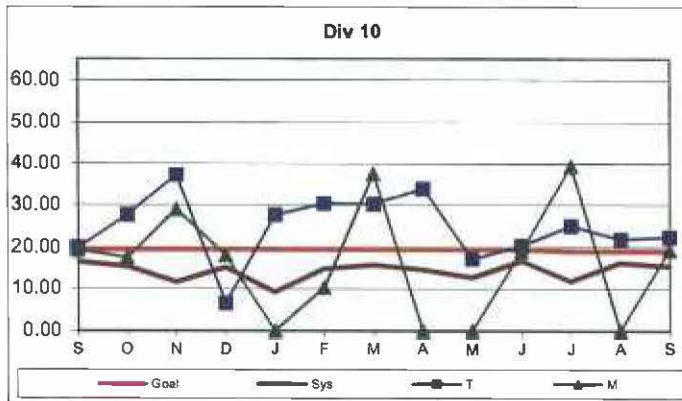
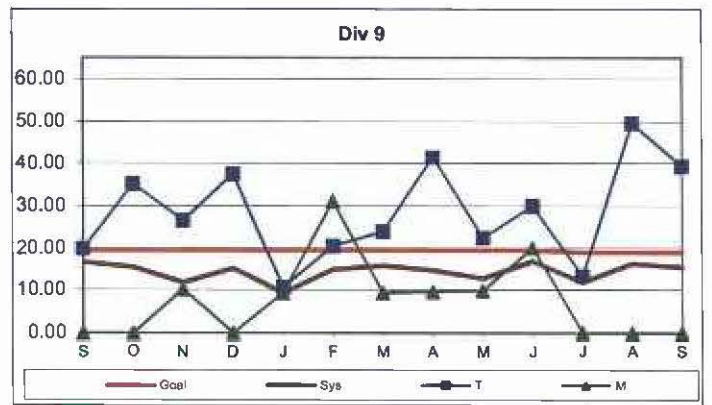
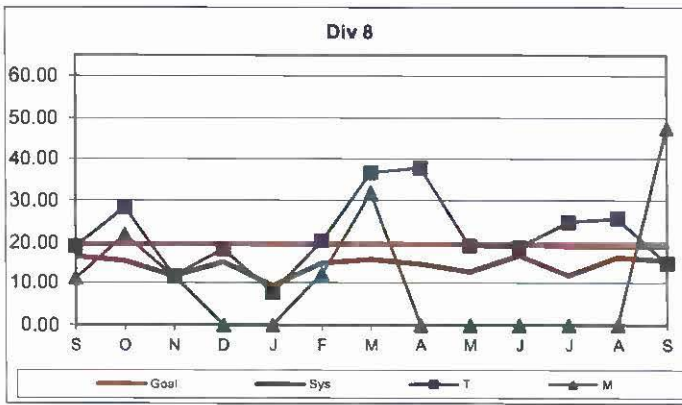
Definition: Number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

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



Remaining Below the Goal line is the target.





Remaining Below the Goal line is the target.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

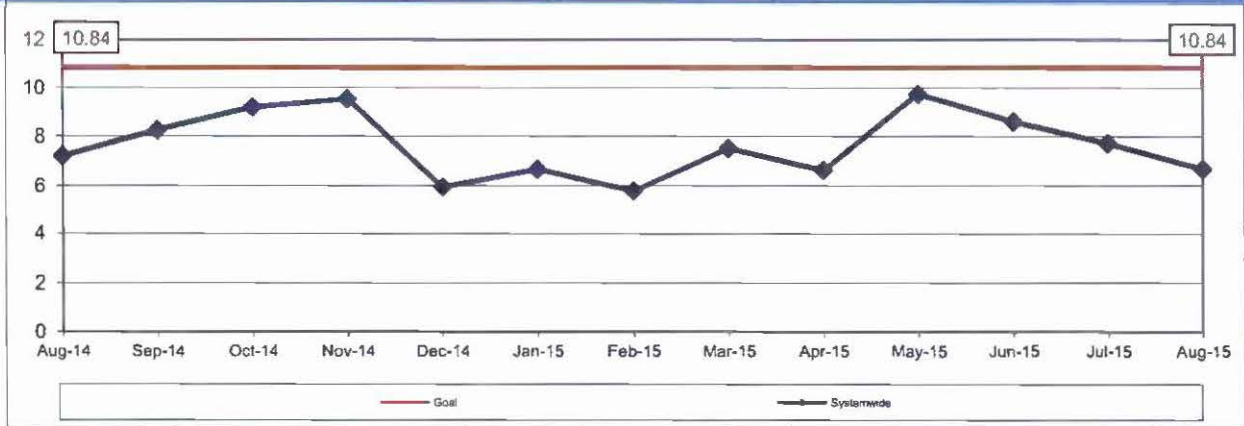
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

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

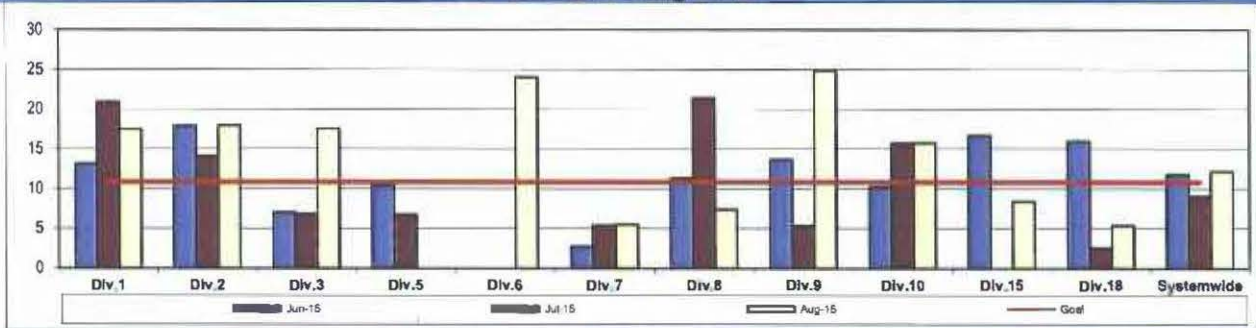
One month lag from current month

Bus Systemwide Operations OSHA Injuries Trend

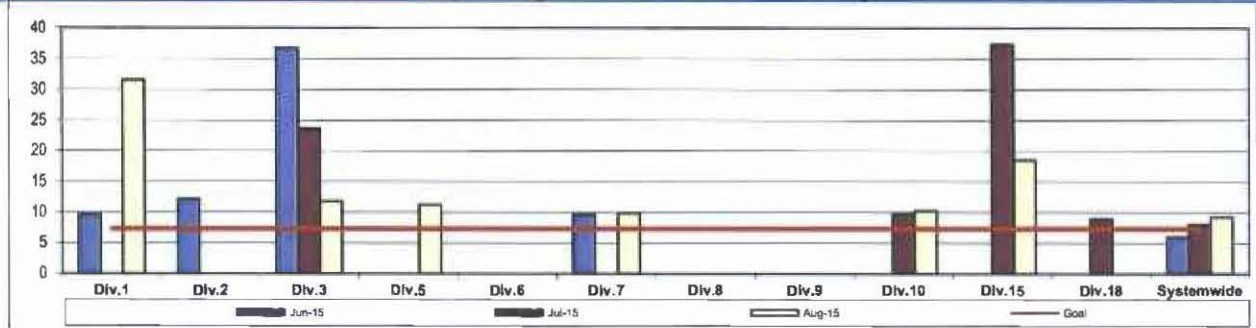


Remaining Below the Goal line is the target

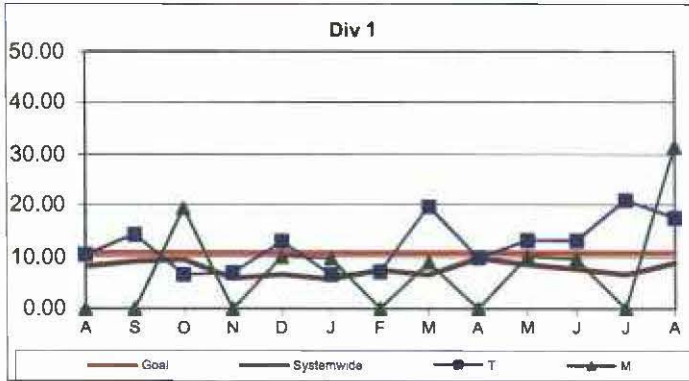
OSHA: Bus Operating Transportation Divisions - by Division Jun 2015 - Aug 2015



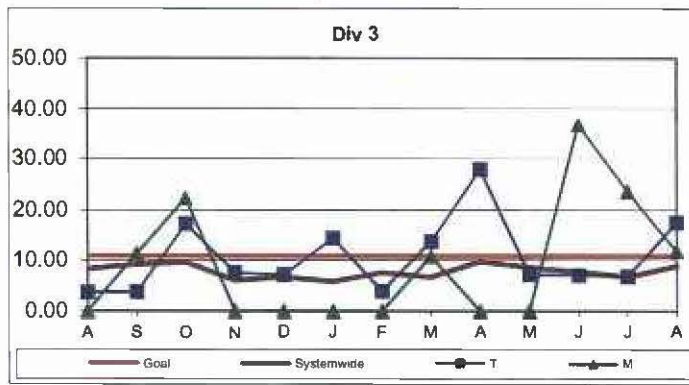
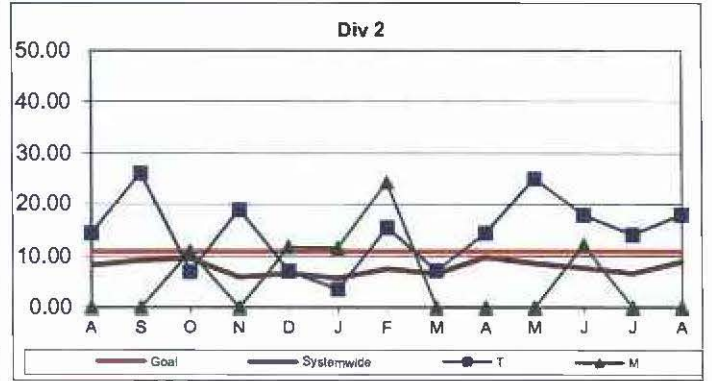
OSHA: Bus Operating Maintenance Divisions - by Division



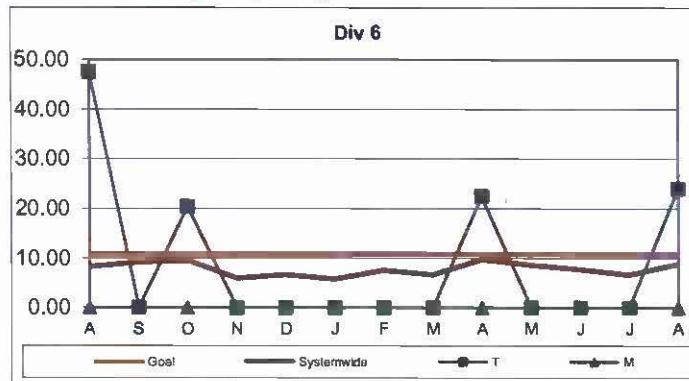
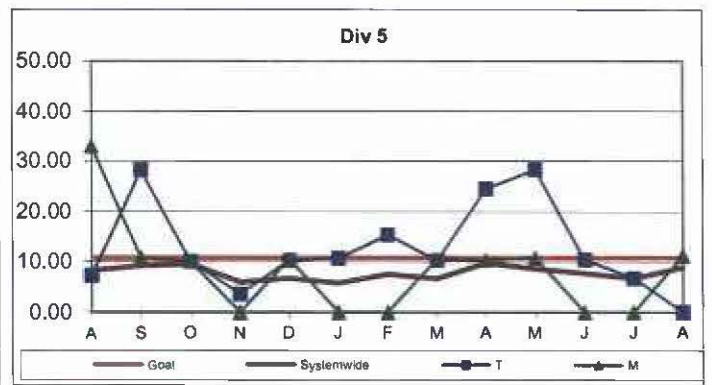
Remaining Below the Goal line is the target.
 One month lag in reporting.



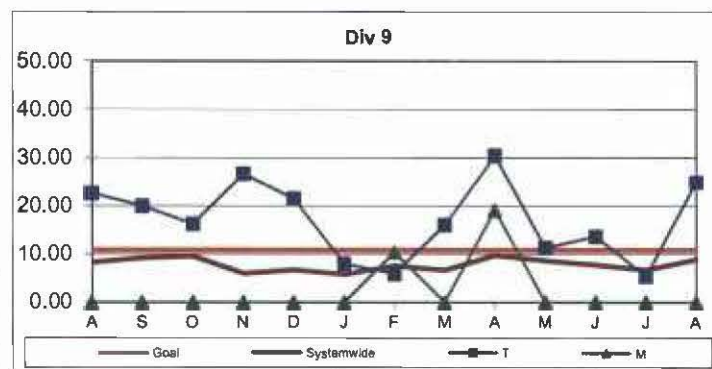
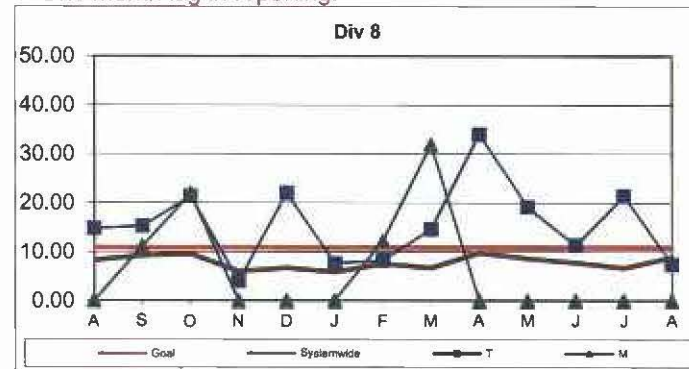
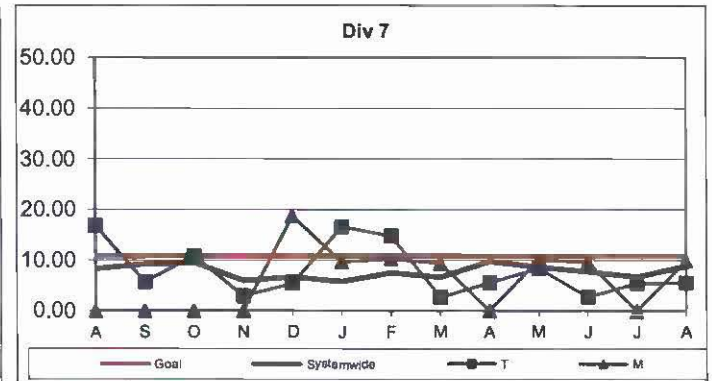
Remaining Below the Goal line is the target.
 One month lag in reporting.



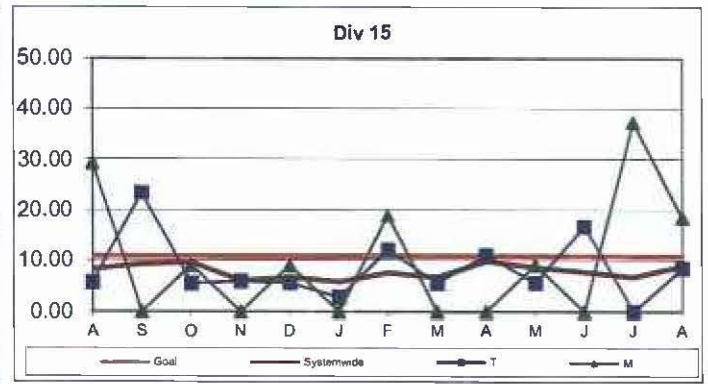
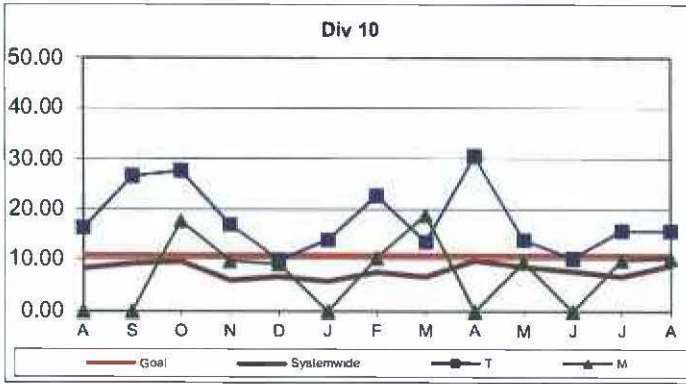
One month lag in reporting.



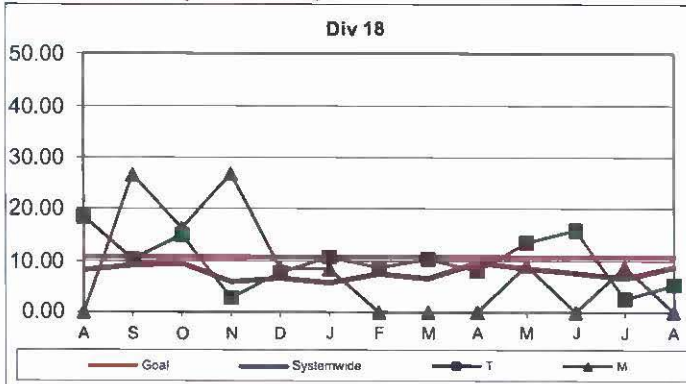
One month lag in reporting.



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



One month lag in reporting.



One month lag in reporting.

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

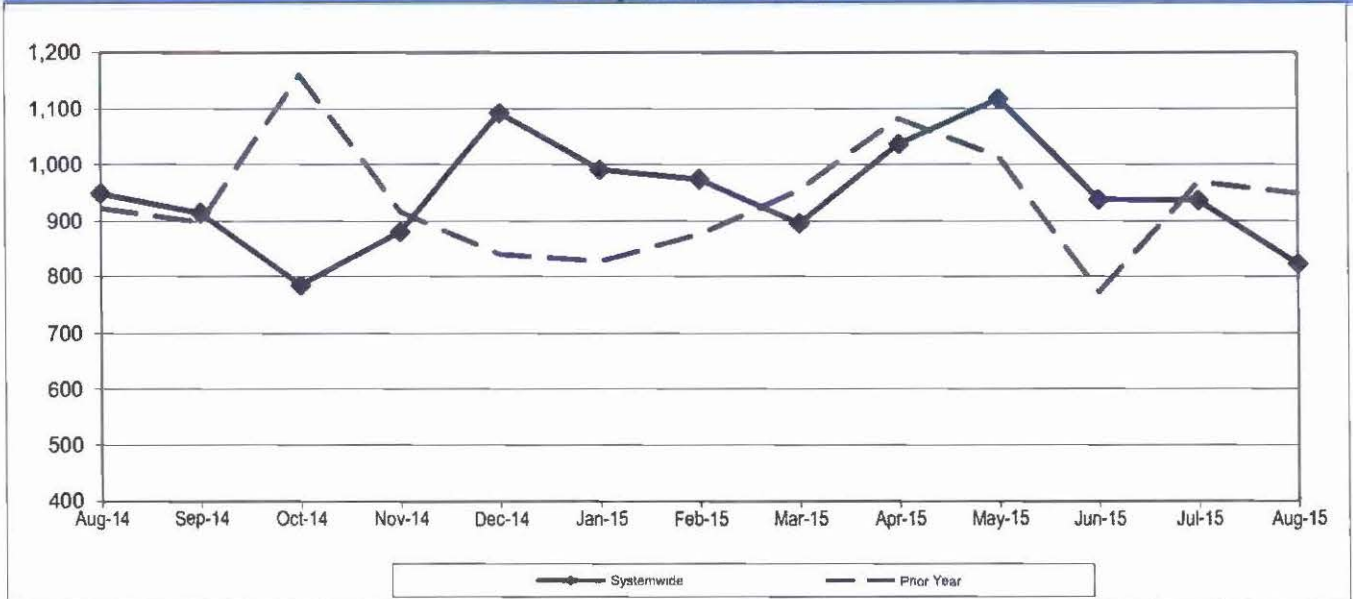
Systemwide and Bus Operating Divisions

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

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

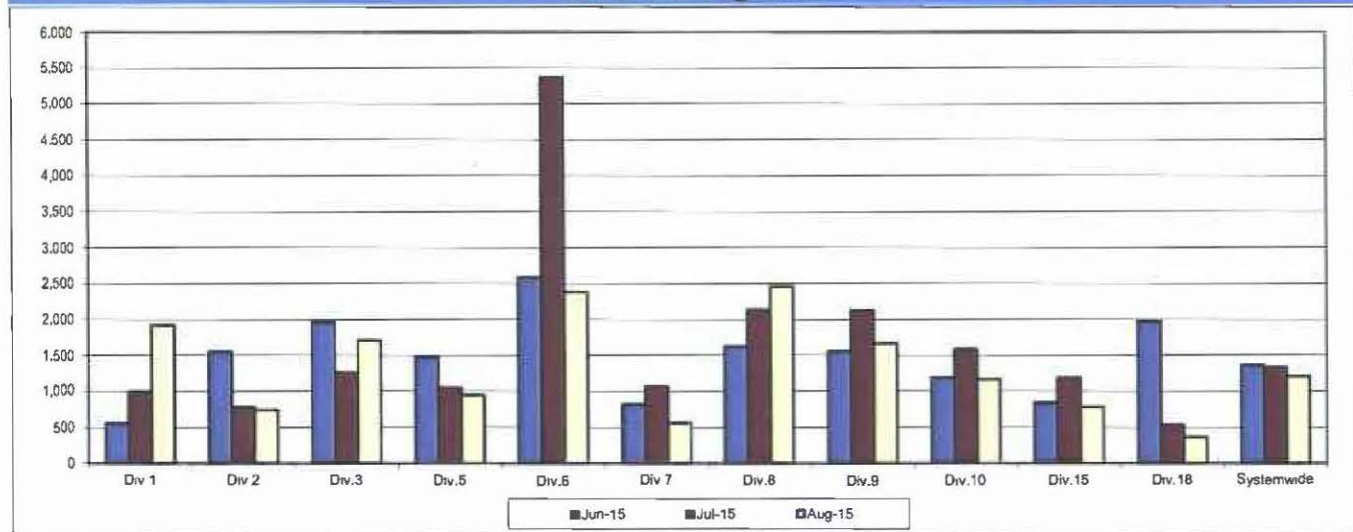
One month lag from current month

LWD Systemwide Trend



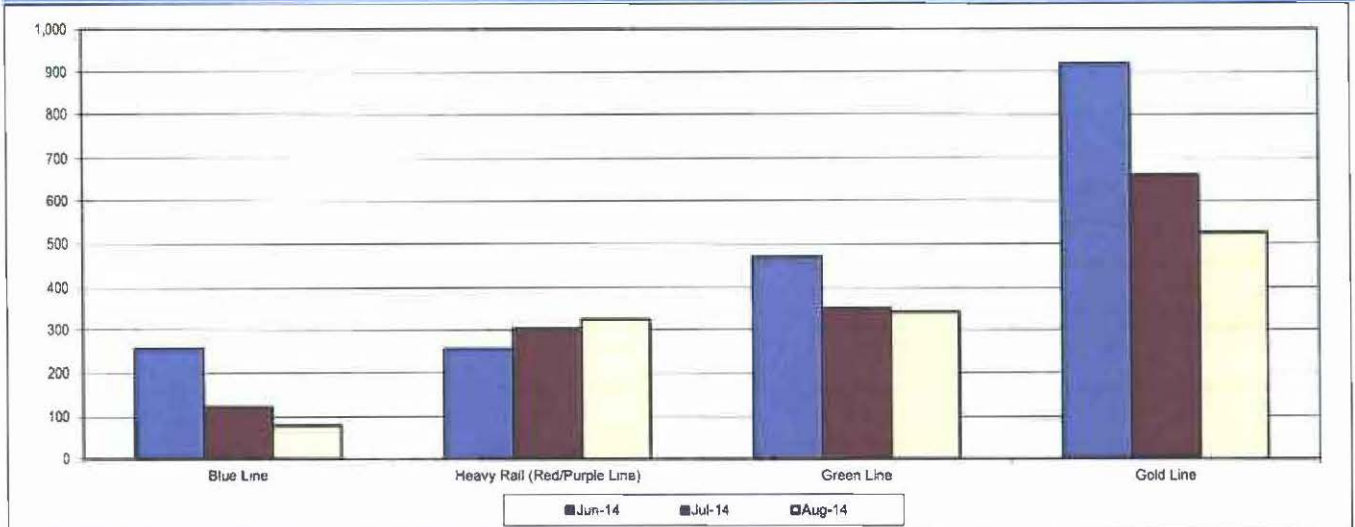
One month lag from current month

LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division Jun 2015 - Aug 2015



One month lag from current month

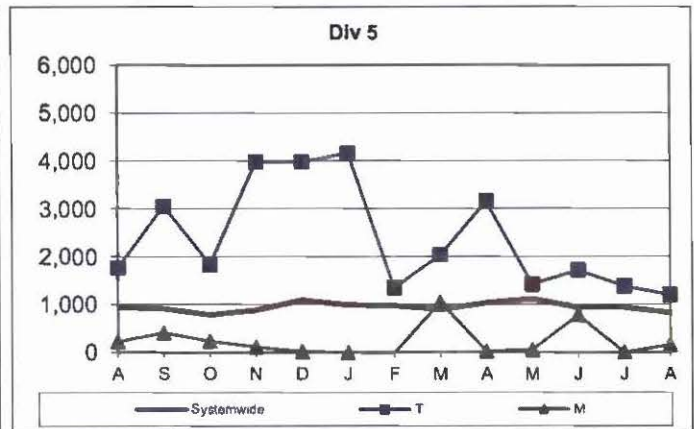
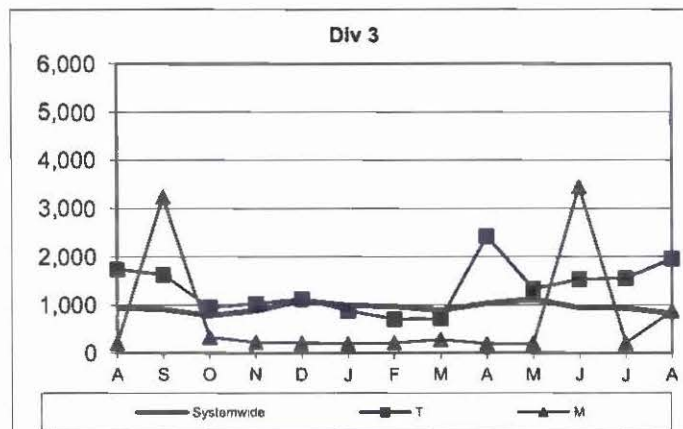
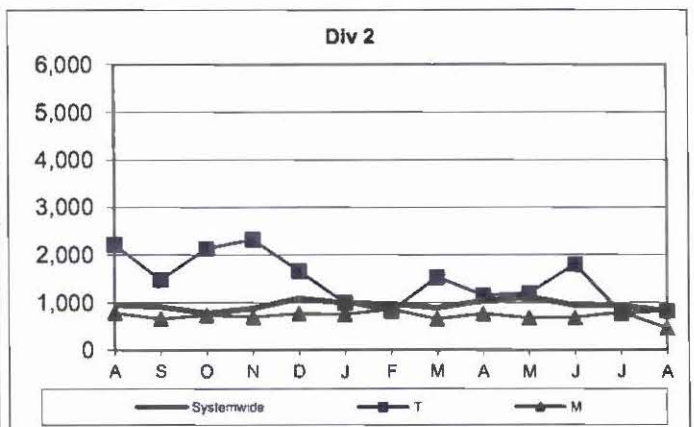
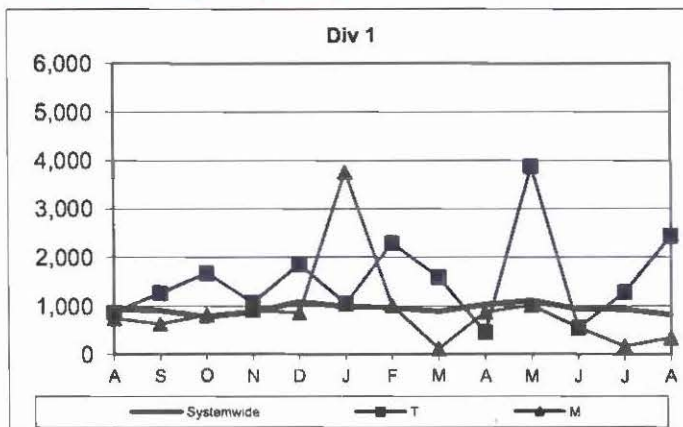
LWD/200,000 Exposure Hours per Operating Divisions - by Rail Division Jun 2015 - Aug 2015

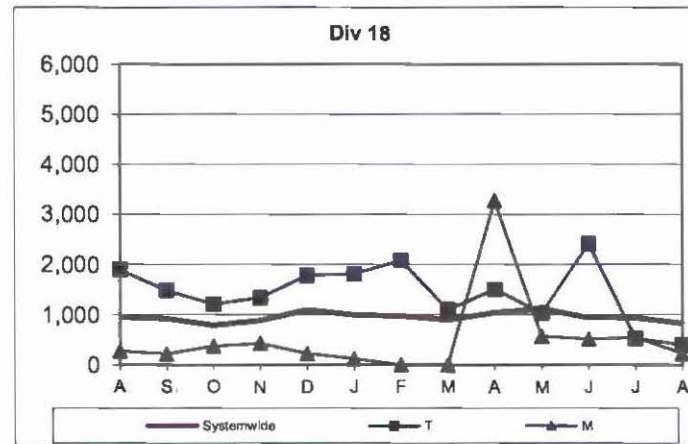
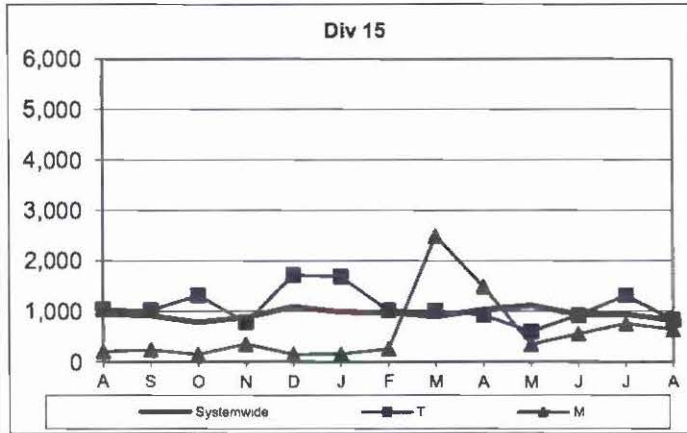
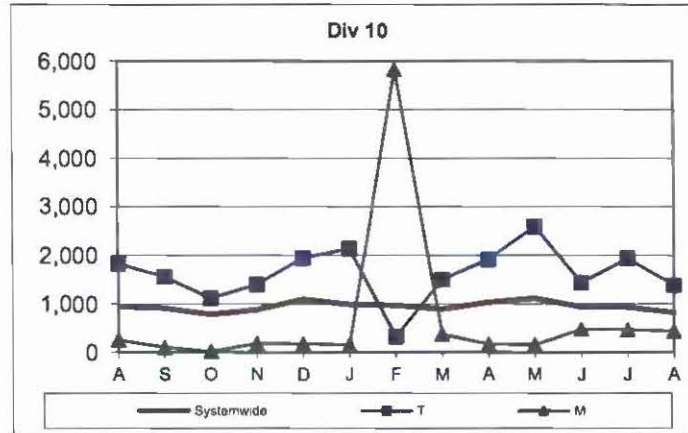
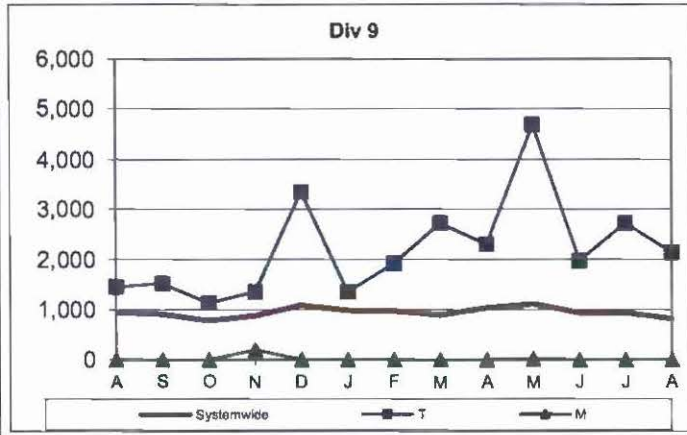
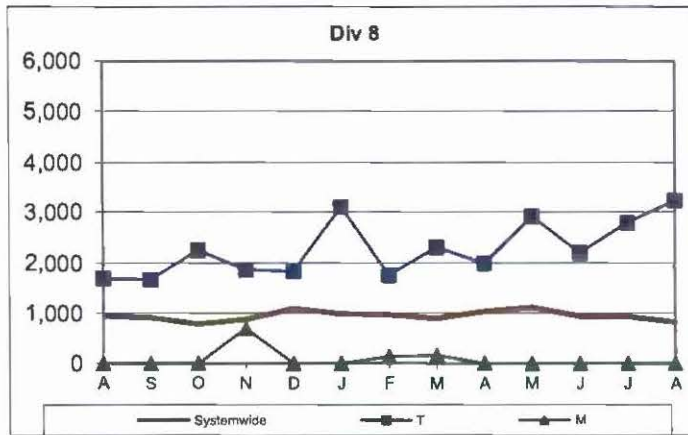
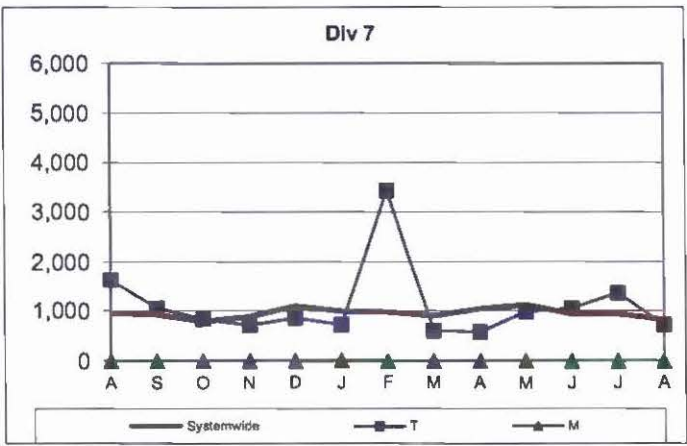
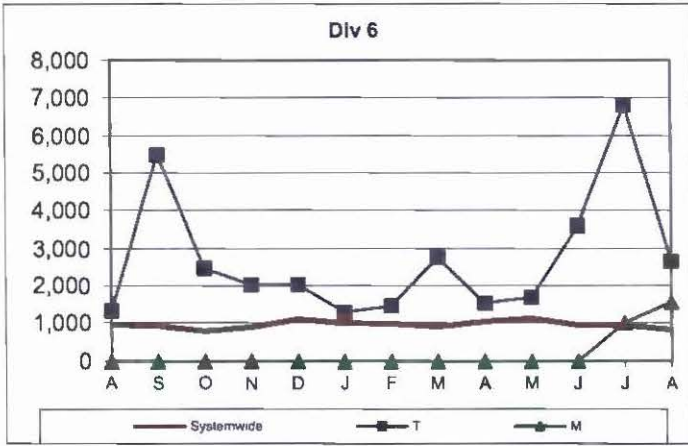


LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division

One month lag in reporting.

Lower is better.





One month lag in reporting.

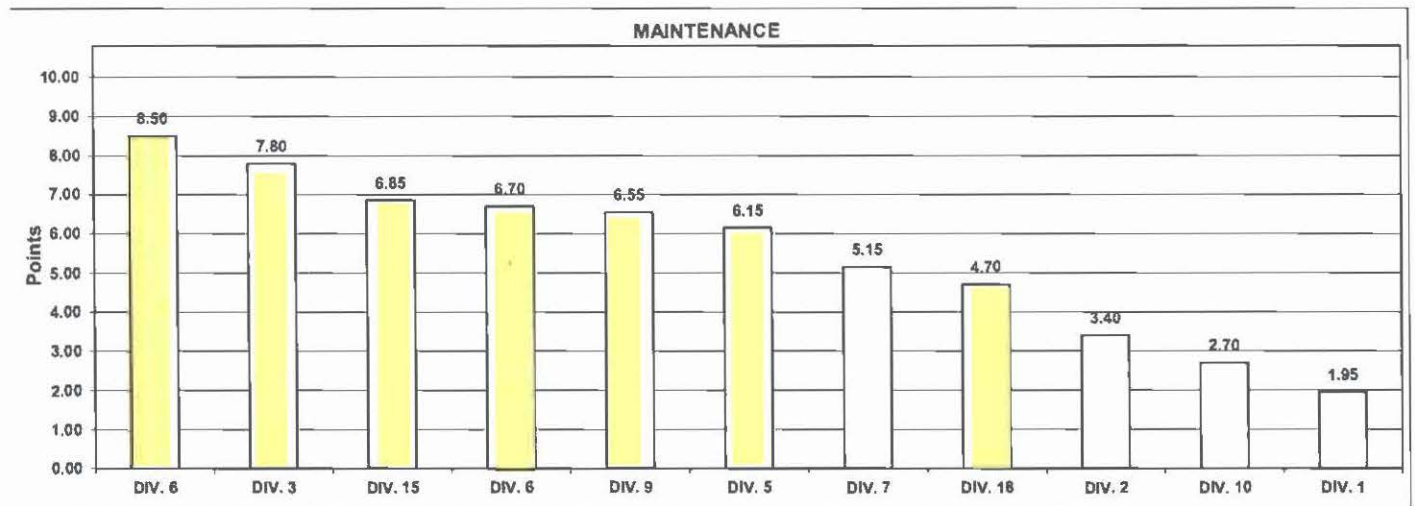
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Monthly Calculations - September 2015 Metro Bus - Maintenance

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

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

Maintenance												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	10%	69.25%	71.1%	71.6%	71.8%	69.0%	70.0%	62.7%	72.8%	68.8%	72.3%	68.0%
Points		4	6	7	8	3	5	11	10	1	9	2
Miles Between Total Road Calls	30%	2,580.0	2,760.3	3,648.8	3,549.1	4,584.8	3,508.8	4,479.4	3,571.1	2,620.8	3,088.9	2,911.2
Points		2	3	9	7	11	6	10	8	1	5	4
Past Due PMPs	25%	0.041	0.000	0.000	0.015	0.000	0.000	0.004	0.018	0.000	0.000	0.000
Points		1	5	5	3	5	5	4	2	5	5	5
Bus Cleanliness	25%	8.52	8.39	9.04	8.88	9.38	8.99	8.79	8.67	8.55	9.18	8.70
Points		2	1	9	8	11	4	6	7	3	10	5
New W/C Claims /200,000 Exp.Hrs	10%	20.74	12.20	0.00	10.87	0.00	9.88	47.58	0.00	19.42	9.13	8.98
Points		2	4	9	5	9	6	1	9	3	7	8
Totals		1.95	3.40	7.80	6.15	8.50	5.15	6.70	6.55	2.70	8.85	4.70
FINAL RANKING												
	DIV.	Div. 6	Div. 3	Div. 15	Div. 8	Div. 9	Div. 5	Div. 7	Div. 18	Div. 2	Div. 10	Div. 1
Score		8.50	7.80	6.85	6.70	6.55	6.15	5.15	4.70	3.40	2.70	1.95
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

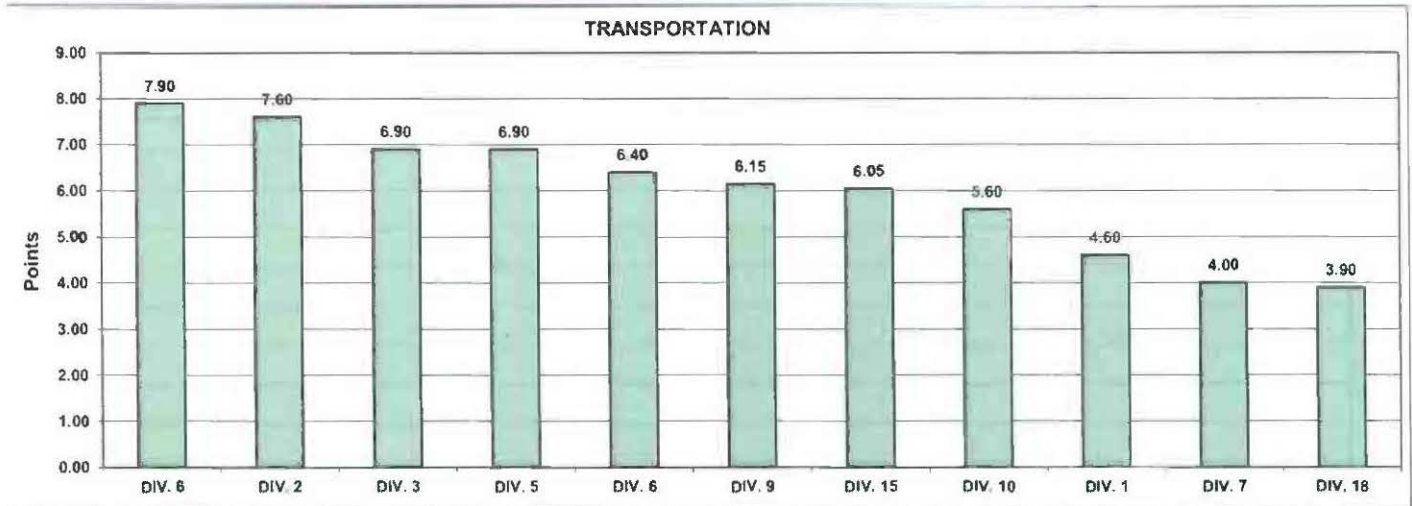


Monthly Calculations - September 2015
Metro Bus - Transportation

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

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

Transportation												
	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	20%	69.2%	71.1%	71.5%	71.6%	69.0%	70.0%	82.7%	72.8%	68.8%	72.3%	68.9%
Points		4	6	7	8	3	5	11	10	1	9	2
Accident Rate	35%	4.84	3.69	4.36	4.38	3.27	5.33	1.72	2.21	4.91	4.23	5.20
Points		4	6	6	5	9	1	11	10	3	7	2
Complaints/100K Boardings	35%	4.44	3.20	3.73	3.55	4.06	4.32	4.81	6.63	2.80	5.23	4.11
Points		4	10	8	9	7	5	3	1	11	2	6
New WC Claims /200,000 Exp Hrs	10%	10.73	47.66	21.14	33.26	46.48	11.35	14.84	39.31	22.48	2.82	16.40
Points		10	1	6	4	2	9	8	3	5	11	7
Totals		4.60	7.60	6.90	6.90	6.40	4.00	7.90	6.15	5.60	6.05	3.90
FINAL RANKING												
	DIV.	DIV. 8	DIV. 2	DIV. 3	DIV. 5	DIV. 6	DIV. 9	DIV. 15	DIV. 10	DIV. 1	DIV. 7	DIV. 18
	Score	7.90	7.60	6.90	6.90	6.40	6.15	6.05	5.60	4.60	4.00	3.90
	Rank	1st	2nd	3rd	3rd	5th	6th	7th	8th	9th	10th	11th



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

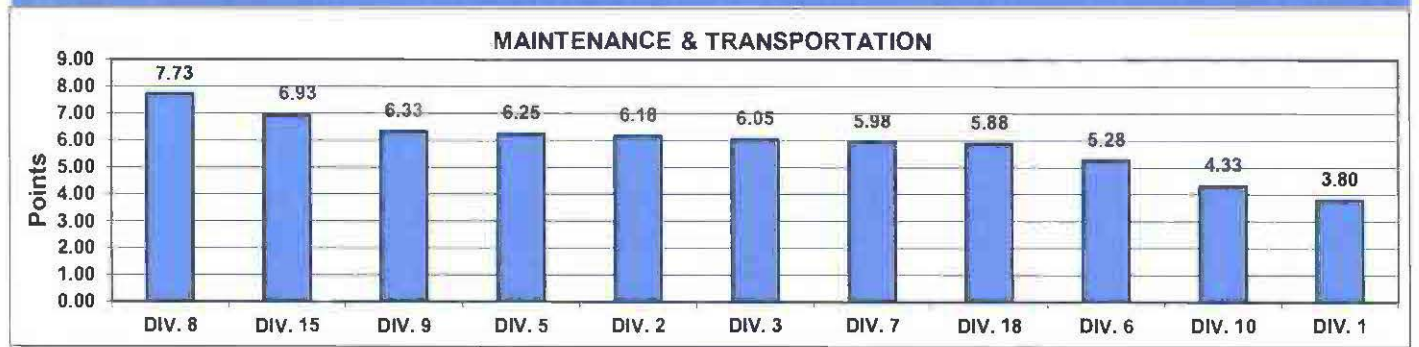
Quarterly Calculations: FY16 - Q1 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	5.0%	70.8%	74.1%	74.7%	75.4%	70.0%	72.2%	85.1%	77.0%	70.8%	76.5%	73.0%
Points		3	6	7	8	1	4	11	10	2	9	5
Miles Between Total Road Calls	15.0%	2,515.5	3,000.2	4,480.8	3,853.5	4,929.7	3,741.2	4,921.5	4,667.6	2,421.9	3,590.2	3,107.6
Points		2	3	8	7	11	6	10	9	1	5	4
Past Due PMPs	12.5%	0.021	0.000	0.000	0.008	0.000	0.007	0.012	0.027	0.003	0.000	0.000
Points		2	7	7	4	7	5	3	1	6	7	7
Bus Cleanliness	12.5%	8.446	8.368	8.866	8.705	9.311	8.702	8.945	8.855	8.588	9.011	8.673
Points		2	1	8	6	11	5	9	7	3	10	4
New Workers Comp Claims /200000	5.0%	20.588	4.052	11.715	10.825	0.000	3.253	15.677	0.000	19.842	21.540	11.872
Points *		2	8	6	7	10	9	4	10	3	1	5
Transportation												
In-Service On-Time Performance	10.0%	70.8%	74.1%	74.7%	75.4%	70.0%	72.2%	85.1%	77.0%	70.8%	76.5%	73.0%
Points		3	6	7	8	1	4	11	10	2	9	5
Accidents/100k Hub Miles	17.5%	4.340	4.165	5.408	5.381	6.232	4.476	2.070	2.499	4.719	3.327	4.318
Points		6	8	2	3	1	5	11	10	4	9	7
Complaints/100K Boardings	17.5%	3.601	2.346	3.893	3.071	4.717	3.218	4.126	5.638	2.459	4.264	3.561
Points		6	11	5	9	2	8	4	1	10	3	7
New Workers Comp Claims /200000	5.0%	19.940	29.898	17.392	20.007	22.256	11.088	21.920	33.883	23.185	5.575	12.439
Points *		7	2	8	6	4	10	5	1	3	11	9
Totals		3.80	6.18	6.05	6.25	5.28	5.98	7.73	6.33	4.33	6.93	5.88

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	Div. 8	Div. 15	Div. 9	Div. 5	Div. 2	Div. 3	Div. 7	Div. 18	Div. 6	Div. 10	Div. 1
	Score	7.73	6.93	6.33	6.25	6.18	6.05	5.98	5.88	5.28	4.33	3.80
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Financial Status

September 2015

FTA Quarterly Review
December 2, 2015



Metro

FY16 – Indicators

- FY16 Q1 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 3.8% over same period year ago.
- Sept unemployment data continues the steady downward trend:
LA 6.5%, CA 5.9% and US 5.1%
- Inflation in the Los Angeles Metropolitan Area for the period ended Sept '15 = 0.74% over Sept '14
 - Excluding Food and Energy, core inflation fell to 1.85%
- Price of Regular Unleaded gasoline fell 12% and remains 16% below year ago
- Transit indicators – FY 16 Q1
 - Ridership versus prior year
 - Bus: -4.2%
 - Rail: -5.7%
 - Total: -4.6%
 - Fare revenues -3.6% vs prior year

FY16 Q1 – Highlights

- **Through September 30, drawn down \$263.9M in TIFIA funds for our Crenshaw Project.**
- **Metro’s Board approved the establishment of a Metro ordinance to manage and regulate Metro’s parking assets including parking fee rate and structure policies.**
- **Metro’s Board approved the FFY 2016-18 Disadvantaged Business Enterprise goal of 18%**

FY16 Q2 Look Ahead

- **Preparation of FY 16 Mid-Year Budget Review**
- **Refunding approximately \$86M in General Revenue Refunding Bonds – From Variable Rate to Fixed Rate to capture low current rates**
- **Announced the ROD for the Metro Gold Line Foothill Extension – Saturday March 5, 2016**
- **Governor Brown signed SB 767 (De León) authorizing Metro to place a transportation sales tax measure on a future ballot.**



Metro



Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting December 2, 2015



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Meetings August 10th, 17th, 24th, 31st, September 7th, 14th, 21st, 28th, and October 5th, 12th, 19th, 26th.
- ❑ Metro participated in WSCC Executive Safety Meeting September 2nd and October 14th.
- ❑ WSCC and Metro conducted Safety Audits on September 11th and October 5th
- ❑ WSCC implemented Mitigation Safety Measures including Review Employee's Action Performance (REAP) and Safety Training and disciplinary action for violating safety procedures.
- ❑ WSCC Project-to-Date Total Work Hours: **1,757,377**
WSCC Recordable Incidents as of October: **15**
Project Rate per 200,000 Labor Hours: **1.7**
National Heavy Construction Rate (2013): **3.2**



Metro

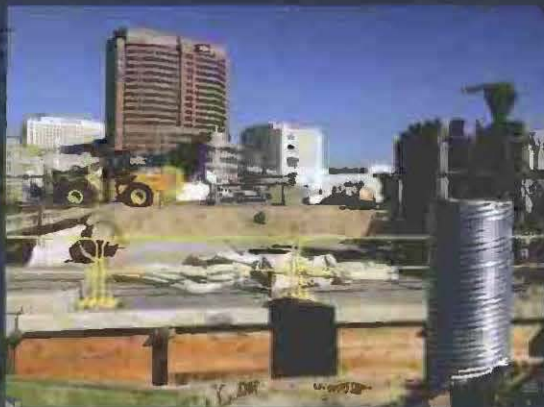
CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

- No significant safety issues reported during the quarter.



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

- No significant safety issues reported during the quarter.

CONSTRUCTION SAFETY QUARTERLY REPORT



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



Metro



Transit Asset Management FTA Quarterly Review Meeting

December 2, 2015



Enterprise Transit Asset Management Department

Metro

Recent Asset Management Activities

Roll Out of 2015 TAM Plan completed:

- Executive Stakeholders
- Technical Working Groups (Asset Owners and Subject Matter Experts)

Initiation of Bridge and Tunnel Condition Assessments:

- Phase I Inspections – Red, Green, Blue and Gold Line bridge and tunnel section inspections are under way. Reports pending

Asset Inventory Update:

- Updated 10,000 of 14,000 asset records
- Results reported to Planning for update of long range financial model

Providing TAM input for new Enterprise Asset Management System

Developed response to FTA's TAM Notice of Proposed Rule Making



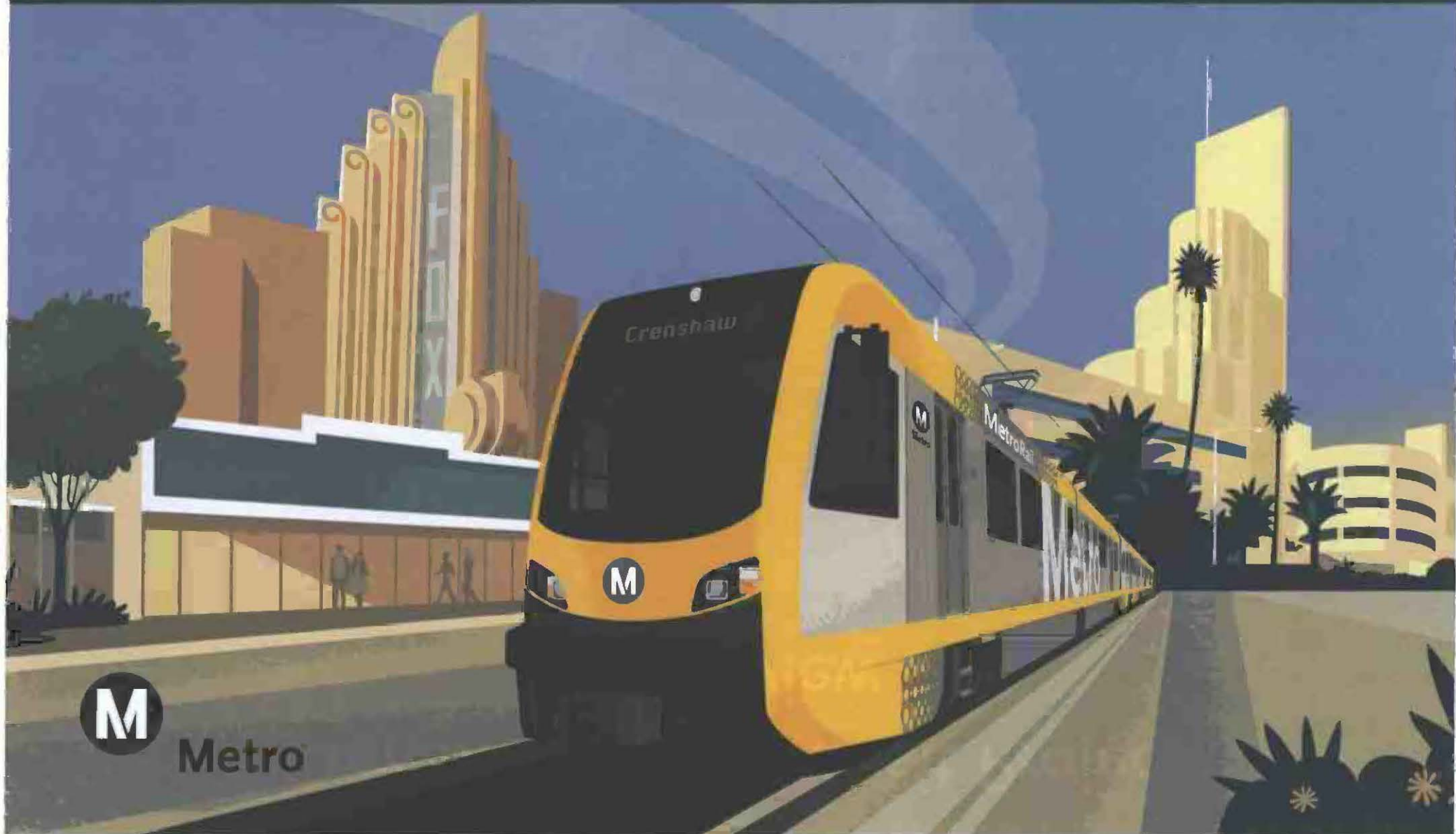
Metro

Upcoming TAM Activities

- Continue implementation of Action Plans identified in TAM Plan
- Commence Rail Car Pilot Condition Assessment Program
- Initiate Procurement of Phase II Bridge and Tunnel Inspections
- Initiate Rail Communication Systems Condition Assessments
- Continue developing requirements for EAM system update
- Develop TAM prioritization linkages between long range planning and annual budget processes

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – December 2, 2015



Crenshaw/LAX Transit Project Overview



Crenshaw/LAX Transit Project Budget By FTA SCC

UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	442,535,942	13,314,379	87,292,650	-	450,354,375	(2,145,626.11)
20	STATIONS	153,906,000	-	316,050,000	-	301,494,334	10,097,676	111,462,287	-	315,050,000	(1,000,000.00)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	64,164,000	3,248,651	3,248,651	-	71,164,000	(2,081,544.00)
40	SITWORK\SPECIAL CONDITIONS	235,576,000	-	348,565,999	415,893	358,708,297	7,636,683	224,720,608	488,850	371,203,463	22,637,464.12
50	SYSTEMS	125,132,000	-	169,311,000	-	150,342,667	215,460	1,277,341	-	169,436,000	125,000.00
10-50	CONSTRUCTION	1,052,622,000	-	1,359,672,544	415,893	1,317,245,240	34,512,849	428,001,537	488,850	1,377,207,838	17,535,294.01
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	5,571,255	113,523,301	5,326,891	109,610,903	-	127,490,000	90,000.00
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,452,422	-	82,100,000	-
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	1,803,004	223,635,876	5,215,165	195,048,674	442,857	333,534,855	33,441,676.94
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(931,707)	111,667,307	(51,066,970.95)
	865512 (including 49% SWY) - SUBTOTAL	1,723,000,000	-	2,032,000,000	7,790,153	1,736,455,317	45,054,905	744,113,535	-	2,032,000,000	-
	ENVIRONMENTAL/PLANNING-405512	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
	ENVIRONMENTAL/PLANNING-465512	20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
	405512 & 465512 - SUBTOTAL	26,000,000	-	26,000,000	-	25,549,388	-	25,549,388	-	26,000,000	-
	405512, 465512 and 865512 - TOTAL	1,749,000,000	-	2,058,000,000	7,790,153	1,762,004,704	45,054,905	769,662,923	-	2,058,000,000	-

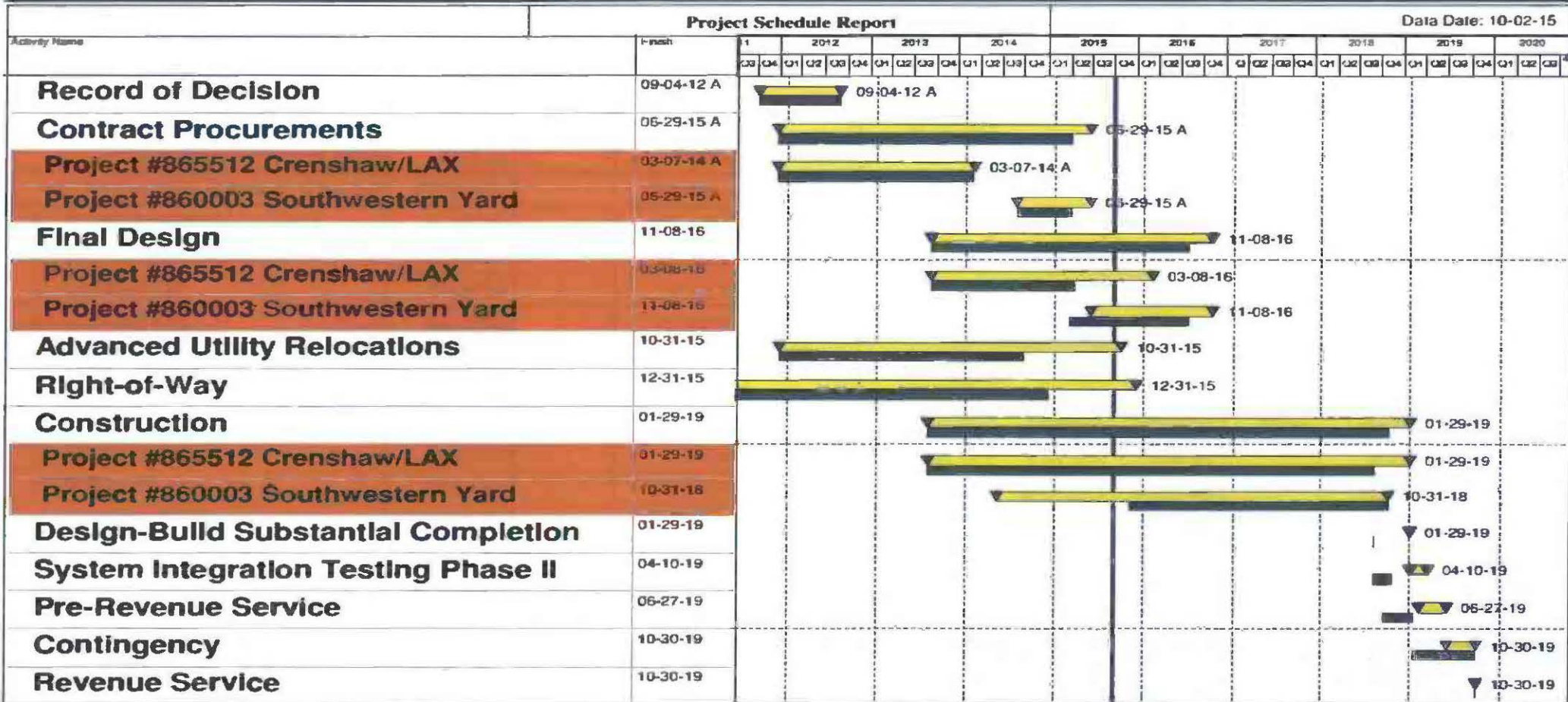
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 26-SEP-2015.




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

Contract C0988 - Design Builder WSCC \$ 17,801,372.11 PA# 25 (\$17,801,372.11 fund by 865512 and \$0 by non-Crenshaw/LAX project funding)



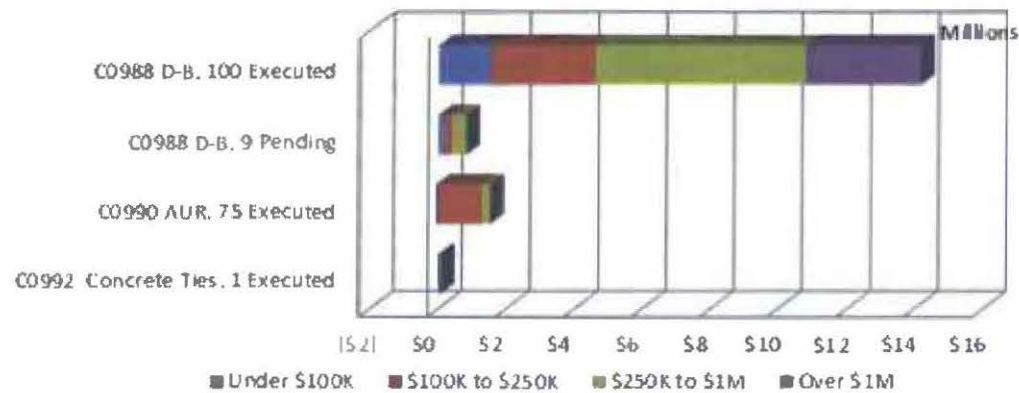
Crenshaw/LAX Transit Project Design and Construction Schedule



-  Summary
-  Baseline Summary
-  Milestone

Crenshaw/LAX Transit Project Changes by Cost Level

Contract Modifications by Cost Level



	C0988 100 Executed	C0990 75 Executed	C0992 1 Executed
Under \$100K	\$ 1,535,447	\$ (70,251)	\$ 81,738
\$100k to \$250K	\$ 3,050,004	\$ 1,280,184	\$ -
\$250K to \$1M	\$ 6,204,746	\$ 251,864	\$ -
Over \$1M	\$ 3,386,736	\$ -	\$ -
Total	\$ 14,176,933	\$ 1,461,797	\$ 81,738
% of Contract	1.11%	18.68%	3.78%

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

One hundred (100) changes with a total value of \$14.18 million have been executed since execution of Contract C0988. There are additional nine (9) changes with a total value of \$0.82 million are pending the administrative approval process.

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

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

Crenshaw/LAX Transit Project

Contract Modifications Above \$100,000

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued	Modification Type				
					HZ	CR	FLS	UT	OTH
C0988 Design-Build	14	Hazardous Material Abatement Parcel	\$ 260,338.90	05/05/14	v				
	15	Hazardous Material Abatement-Florence	\$ 481,555.20	05/05/14	v				
	17	Construct Aviation/Century Future Right	\$ 122,503.49	06/06/14					v
	26	MRDC - Full Height Platform End Gate	\$ 194,412.00	07/28/14		v			
	27	Rail Design Criteria Update - LED Light	\$ 407,242.00	07/29/14		v	v		
	28	MRDC - Park and Ride Lot ETEL	\$ 407,552.00	08/26/15					v
	29.1	Traffic Control for DWP at MLK	\$ 113,232.00	08/27/14				v	
		Adjust Traffic Control to Support DWP Utility at MLK	\$ 112,216.00	07/22/15				v	
	29.2								
	31	Security Guard for the Crenshaw IPMO	\$ 102,757.54	08/27/14			v		v
	35	Hazardous Material Abatement - Gourmet Foods Building	\$ 341,074.00	10/22/14	v				
	36	Hazard Matenal Abatement - Buildings	\$ 211,166.00	10/08/14	v				
	40.1	ADA Tactile Guidance Pathways	\$ 565,376.00	02/04/15		v			
	43	HVAC Repair/replacement LAX IPMO	\$ 119,630.00	11/25/14					v
	45	Construct Underground HDPE - Geo Cushion	\$ 697,495.00	12/30/14		v	v		
	51	UST Removal-Parcels HS-2101 , HS-2006	\$ 176,376.00	01/12/15	v				
	52	Update Roll-up Grilles and Pay Phone Kiosk	\$ 136,597.00	12/24/14		v			
	53	Contaminated Soil/Slurry	\$ 240,218.00	12/29/14	v				
	58.1	Extended Siding Track - Design	\$ 274,876.55	03/12/15					v
	62	Centinela Crossing and Eucalyptus Crossing Revisions - Design	\$ 251,158.00	04/10/15		v			
	63	Harbor Subdivision At-Grade Lighting	\$ 216,080.00	03/06/15			v		
	73	Dollar Rent-A Car Facility Material Removal	\$ 204,924.00	07/22/15					v
	74	Access to Covered Manholes Blocked Sewer	\$ 200,000.00	07/22/15				v	
	84	MIC Control System	\$ 1,076,736.00	08/26/15					v
	87	Electrical Metering Switchgear	\$ 610,300.00	09/16/15					v
	92	Abandoned 8", 10" Pipe - Vernon	\$ 222,752.00	10/02/15				v	
	96	Electrical Ductbanks at Expo Station	\$ 406,329.00	10/16/15				v	
97	Cont. Deflection Monitoring	\$ 155,461.00	10/21/15						
TOTAL			\$ 8,308,357.68						
C0990 Advanced Utility Relocations	2	Contaminated Soil Disposal at 59th	\$ 251,864.00	01/18/13	v				
	10	Contaminated Soil Disposal at 67th	\$ 118,067.00	05/01/13	v				
	11	Deletion of South Victoria Crossing	\$ (103,000.00)	05/29/13				v	
	12.1	La Brea Deletion	\$ (1,050,000.00)	07/26/13			v	v	
	22	Design Changes by DWP	\$ 143,000.00	12/19/13			v		
	28	Trench Stabilization on Victoria Avenue	\$ 123,500.00	11/07/13			v		
	29	Differing Site Conditions - Cave-in	\$ 219,675.00	11/12/13			v		
	30	59 Days Due to Differing Site Conditions	\$ 171,995.74	01/27/14			v		
	31	Jack and Bore Sewer Installation on 59th	\$ 210,000.00	03/04/14			v		
	40	Manhole Replacement on 67th Street	\$ 105,000.00	04/11/14			v		
TOTAL			\$ 190,101.74						

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



Crenshaw/LAX Transit Project

Non-Project Funded Changes

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design Build	7	Design Aviation/Century Future Pedestrian Vertical Circulation	\$ 366,400.00	12/20/13
	8	Design Aviation/Century Future Right	\$ 47,820.00	12/20/13
	9	Design and Protect for Future Potential LAX Intermodal Transportation and Potential ConRac Facility at Manchester Square Aviation Blvd. in the Vicinity of 98th Street	\$ 120,458.00	12/20/13
	12	Fare Gates for At-Grade Stations - Design	\$ 239,000.00	03/24/14
	13	Fare Gates for At-Grade Stations - Construction	\$ 2,310,000.00	06/06/14
	17	Construct Century Boulevard Future Right	\$ 122,503.49	06/06/14
	18	Const Protect Future Transit Corridor - 98th	\$ 240,434.34	06/06/14
	33	Fare Gates for At-Grade Stations - Revised Steel Canopy Sections	\$ (66,254.00)	09/11/14
	60	Design Accommodations for 96th Street Station - Step 1 & 2, Part A	\$ 641,378.28	03/12/15
	82	96th Street Station West Option Analysis	\$ 17,333.52	08/25/15
	89	At-Grade Station Tracking Zone Architectural Design	\$ 70,074.00	10/21/15
	90	Utility Investigation for 96th Street Station	\$ 35,808.21	10/20/15
		TOTAL		\$ 4,144,955.84



Metro

Top Risks and Mitigations

Risk ID	Risk Description	Risk Rating
303	Relocations of Utilities by outside third parties required to be performed in advance of the design-builder's work.	16
322	Design-builder's ability to mitigate schedule delays	14
275	Cut over to the Green Line - Testing/Integration Risk (SIT1) <ul style="list-style-type: none"> a. Wayside train control b. ETS c. Passenger Information d. Change of the Operation 	18
262	Tunneling issues: <ul style="list-style-type: none"> - Interface between station construction & tunneling - Muck handling with limited storage areas available onsite - Site limitations, stockpiling, how will muck be hauled offsite - Breakdowns & supporting equipment - Launching TBM - Ground settlement - Productivity 	16
302	Timely future reviews of design-builder's designs by City of Los Angeles, City of Inglewood, Caltrans and Los Angeles World Airports (LAWA)	16

Crenshaw/LAX Transit Project

Major Project Status

- **Advanced Utility Contract C0990**
 - Mediation meeting with Metro Builders and Engineering Group LTD planned for November 24, 2015.
- **Design-Build Contract C0988**
 - Support of Excavation (SOE) – MLK and Vernon SOE Approved for Construction; UG1 Approved by Metro; UG3 Soldier Pile Approved by Metro; Full UG3 SOE submittal in review by Metro.
 - UG#3 SOE soldier piles Approved by Metro. Full design in review by Metro
 - Systems – COMM Approved as Noted by Metro



Metro

Construction Progress Status for D-B Alignment Contract Segment A

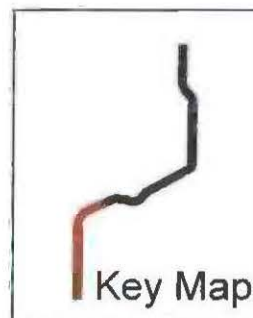
Florence/Hindry (Aerial), Aviation/Century (Aerial and Below Grade) Stations and Southwestern Yard (Division 16)



AVIATION/CENTURY – Bent cap rebar placement and Span 7 and 8 exterior girder stem and overhang formwork construction.



GREEN LINE – Safety barrier installation for upcoming counterweight removal and tie-in staging work

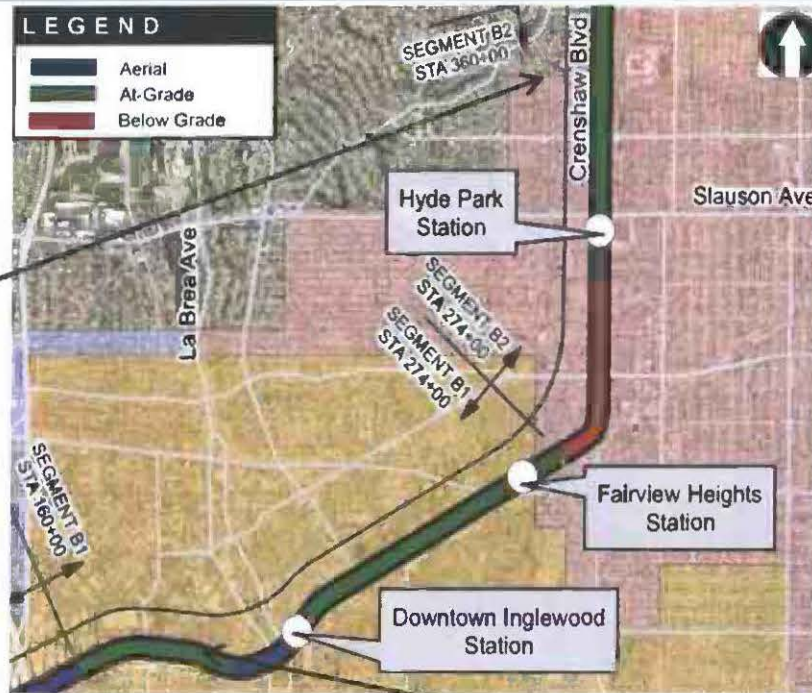


Construction Progress Status for D-B Alignment Contract Segment B

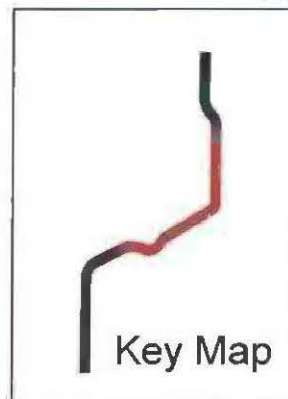
Crenshaw/Slauson, Florence/West and Florence/La Brea Stations
(At Grade)



B2 – Vibrating piles at UG3 looking north (near Crenshaw and 58th Place)



B1 GUIDEWAY – Precast panel erection, geogrid placement, backfill and compaction testing continues



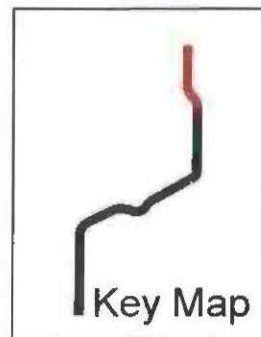
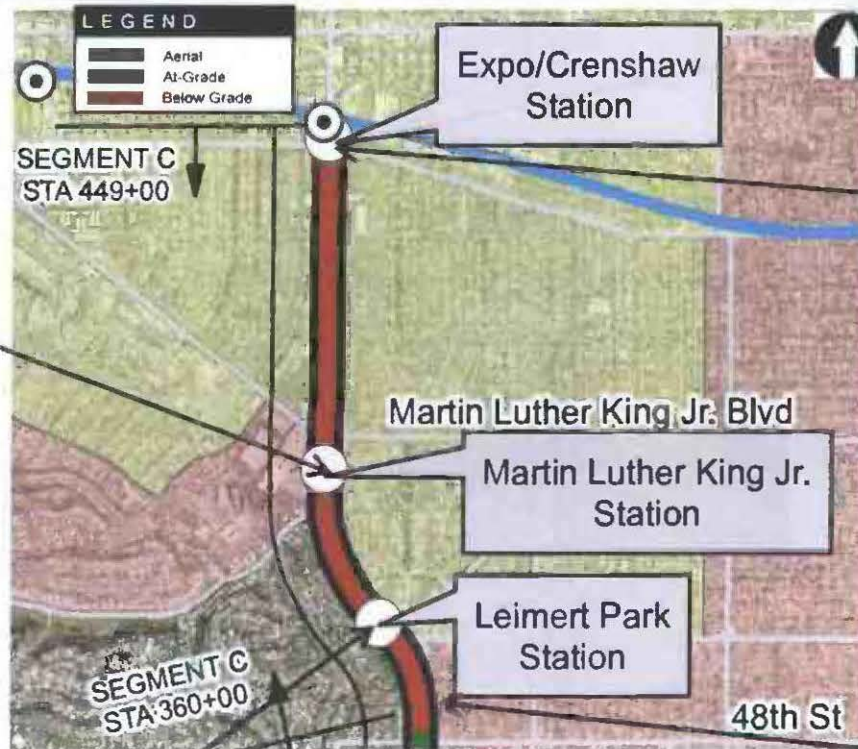
Construction Progress Status for D-B Alignment Contract Segment C

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

MARTIN LUTHER KING JR. STATION – Erecting stair tower



LEIMERT PARK STATION – Excavation operation near pin piles



Key Map



EXPOSITION/CRENSHAW STATION – Erection of construction elevator platform and installation of HCR membrane along the walls



UG4 – Setting precast deck panels looking south

Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Design-Build Contract C0991**
 - HPH submitted baseline schedule, which is under Metro review
 - Change Notice issued for Storm Drain Overbuild requirements per LAFCD
 - HPH signed lease at 5777 West Century Blvd for IPMO; tenant improvements required; expected move-in at end of November, 2015
 - Yard Charette, C0991/C0988 Interface Coordination and Yard Signaling Design meetings on going
 - Partnering scheduled for Feb/March 2016 time frame

Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Lawsuit Update – Crenshaw Subway Coalition (CSC)**
 - In 70-page order, Judge Fernando Olguin denied the CSC’s motion for summary judgment and upheld the legitimacy of Metro’s environmental impact review by dismissing multiple claims by the CSC, holding that it failed to cite specific comments on the issue of deferred mitigation measures to ease safety, construction and visual impacts.
 - The judge also sent two lingering state-law claims to the Los Angeles Superior Court including the coalition’s claim under Section 11135 of the California Government Code that the proposed rail line has a discriminatory impact on African-Americans and adequacy of the environmental review under the California Environmental Quality Act.



Metro

Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Environmental Mitigation Compliance**
 - June 2015 Mitigation Measures Status Report was issued on August 5, 2015
 - Next report planned to be transmitted by November 13, 2015

Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Buy America Updates**
 - Design-builder will be able to use the on-site railroad ties.
- **Public Outreach**
 - Worked to resolve complaints regarding traffic backups related to the 21-day closure which ended on October 16, 2015
 - UG3 Park Mesa Traffic Reconfiguration was implemented on October 11th and working with stakeholders to monitor and mitigate impacts
 - Concluded outreach for 40-day closure of Crenshaw BI between 43rd St and 48th Street and the closure was implemented just after Taste of Soul on October 19th.

Crenshaw/LAX Transit Project

Major Project Status (continued)

- Extensive outreach precluded the 40-day closure and included in-person briefings with businesses, presentations and briefings with homeowner associations, neighborhood councils, chambers, churches and block clubs in the area as well as PSA's, a postcard mailing, press release and print ads.
- Tunnel Boring Machine Artwork and Naming Contest submissions ended on October 1st and a selection panel has narrowed the submissions to the top 10 and public voting on the finalist will begin in the coming weeks; working with the CEO and Chairs office to identify date for TBM Naming and Artwork Press Event
- CLC Workgroup meetings are scheduled for mid/late October and early November including Quality of Life, Community Engagement and Economic Development; as part of a workgroup meeting, a safety tour of the Expo Line is scheduled for mid-November



Crenshaw/LAX Transit Project Major Project Status (continued)

Contract No.	Number of Parcels	Certified	Decertified	Appraisals Complete	Offers Made	Agreements Signed	Condemnations Filed	Relocations Complete	Parcels Available to WSCC
C0988 C/LAX Transit Corridor (D-B):									
<i>Crenshaw Subdivision</i>									
Full Takes	12	12		12	12	12	5	12	12
Part Takes (PT or SE)	10	9	1	9	9	4	4		9
TCE	10	10		10	10	9	5		10
Subtotal Parcels	32	31	1	31	31	25	14	12	31
<i>Harbor Subdivision</i>									
Full Takes	16	14		15	15	15	6	13	15
Part Takes (PT or SE)	18	17	2	18	16	7	5		11
TCE	3	2	1	2	2		2		2
Subtotal Parcels	37	33	3	35	33	22	13	13	28
Total CRHS Parcels:	69	64	4	66	64	47	27	25	59
<i>Southwestern Yard</i>									
Full Takes	8	8		8	8	6	4	4	8
Part Takes	0								
TCE	0								
Subtotal Parcels:	8	8	0	8	8	6	4	4	8
Total SW Parcels:	8	8	0	8	8	6	4	4	8
C0990 C/LAX Advance Utility Relocations:									
Total Parcels:	0								
Total Project Parcels	77	72	4	74	76	53	31	29	67



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Safety**
 - Through September 2015 , contractor safety record was better than industry average
 - Work hours continued to average 100,000

Crenshaw/LAX Transit Project

Major Project Status (continued)

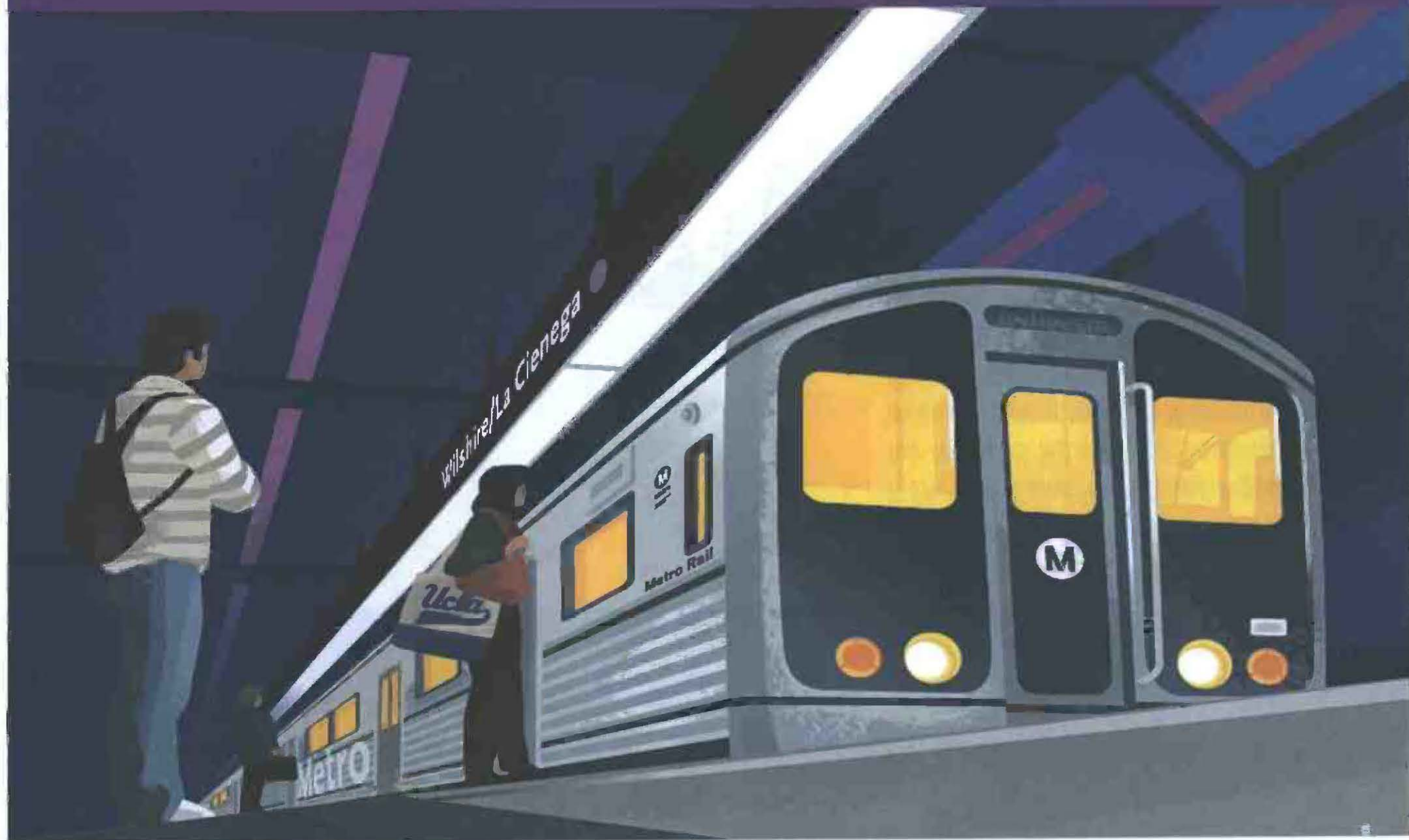
- **96th Street Station Accommodation Options:**
 - Metro completed reviewing the Early trackwork RFC submittal.
 - Contractor submitted the RFC submittals for the Guideway and Systems. Metro is currently reviewing.
 - Metro is continuing Fact finding for the C0988 change order.
 - Metro has distributed the RFC design submittals to the Metro AMC and LAWA APM projects for coordination.

C0988 - WSCC CONTRACT	Status Date	Amount
Design Aviation/Century Future Ped	12/20/13	\$ 366,400.00
Design Accommodation - Future 96th Street Station	07/17/15	\$ 300,000.00
Design Accommodations for 96th Street Station - Step 1 & 2, Part A	03/12/15	\$ 641,378.28
Utility Investigation at 96th Street Station	09/22/15	\$ 35,808.21
96th St Station - West Option	07/31/15	\$ 17,333.52
TOTAL		\$ 1,360,920.01

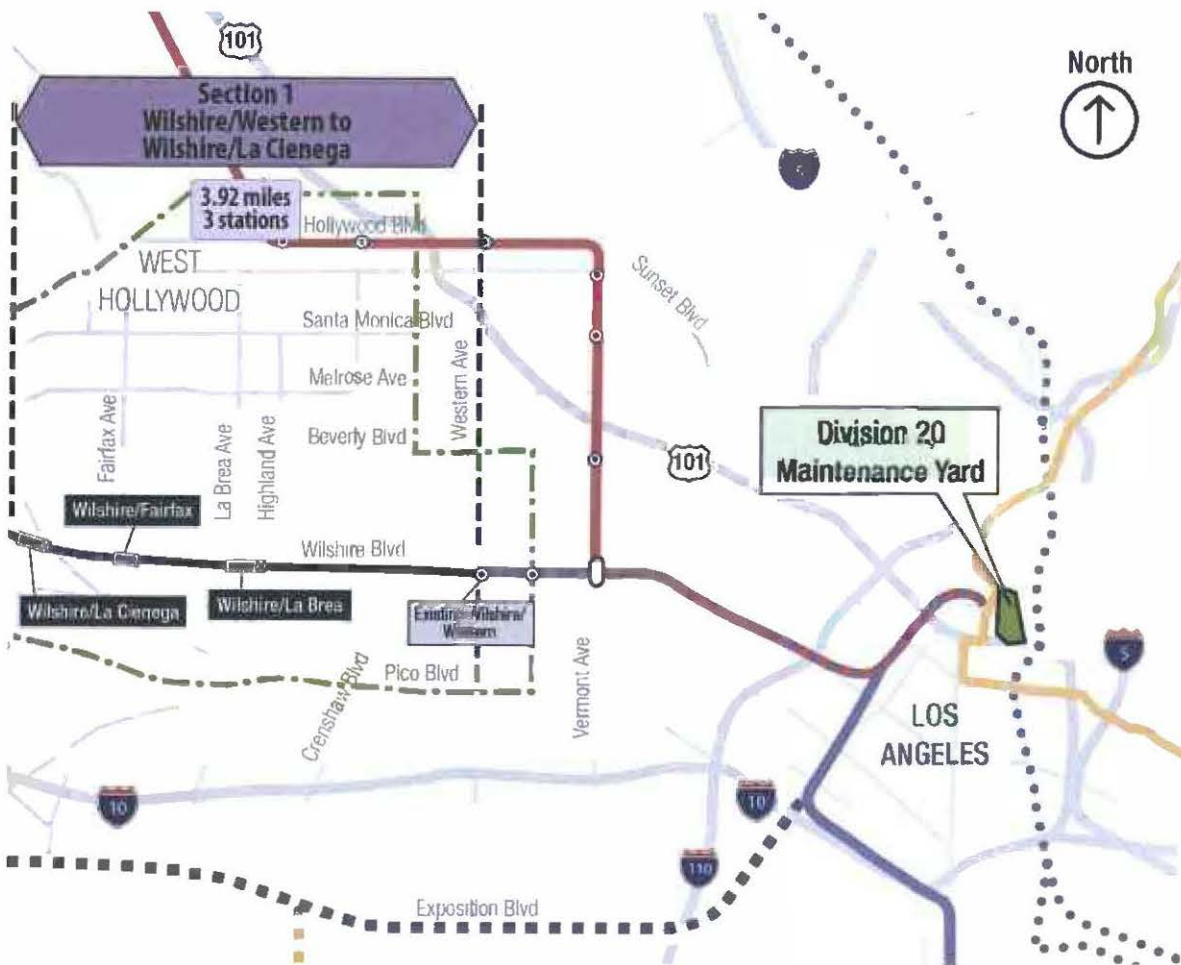


Metro

**Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
December 2, 2015**



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



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

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

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	1,820	380,970	290
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,131	-	435,131	3,150
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	-	-	34,198	(3,475)
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	739,421	345,574	755,712	9,942
50	SYSTEMS	123,579	111,625	97,506	6,128	111,665	40
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,653,027	353,522	1,717,675	9,946
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	175,634	121,467	135,103	-
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	207,847	158,562	413,417	2,491
SUBTOTAL (10-80)		2,220,629	2,413,955	2,036,508	633,550	2,411,689	(2,266)
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	79,203	46,671
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,036,508	633,550	2,821,957	-

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

Westside Purple Line Extension Section 1 Project Real Estate Status Summary

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

- Metro has possession of all parcels to meet the C1045 Contract Site Availability Dates.

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



C1056 Sewer Line Installation East of Gale

Wilshire/La Brea AUR – Contract C1048

- Substantial Completion occurred on October 27, 2014.

Wilshire/Fairfax AUR – Contract C1055

- Substantial Completion occurred on October 7, 2015, ahead of schedule and within budget.

Wilshire/La Cienega AUR – Contract C1056

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

Other Third Party Coordination

- At the Wilshire/Fairfax Station, LADWP, AT&T , and SCG are continuing with relocations of their utilities and will complete their work in advance of the turnover date to the C1045 Contractor.
- At the Wilshire/La Cienega Station, AT&T are continuing with relocations of their utilities and will complete their work in advance of the turnover date to the C1045 Contractor.



C1056 Sewer Line Trench Excavation West of Gale

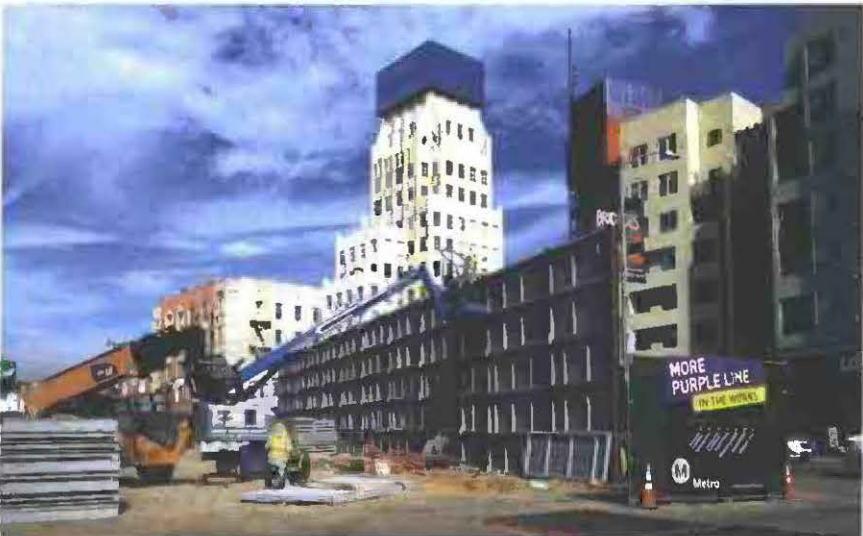
Westside Purple Line Extension Section 1 Project C1045 Tunnels, Stations and Systems Design/Build Contract



Contractor placing 24" HDPE into existing Storm drain



190 Ton Crane at Wilshire/La Brea staging area



Installation of soundwall panels



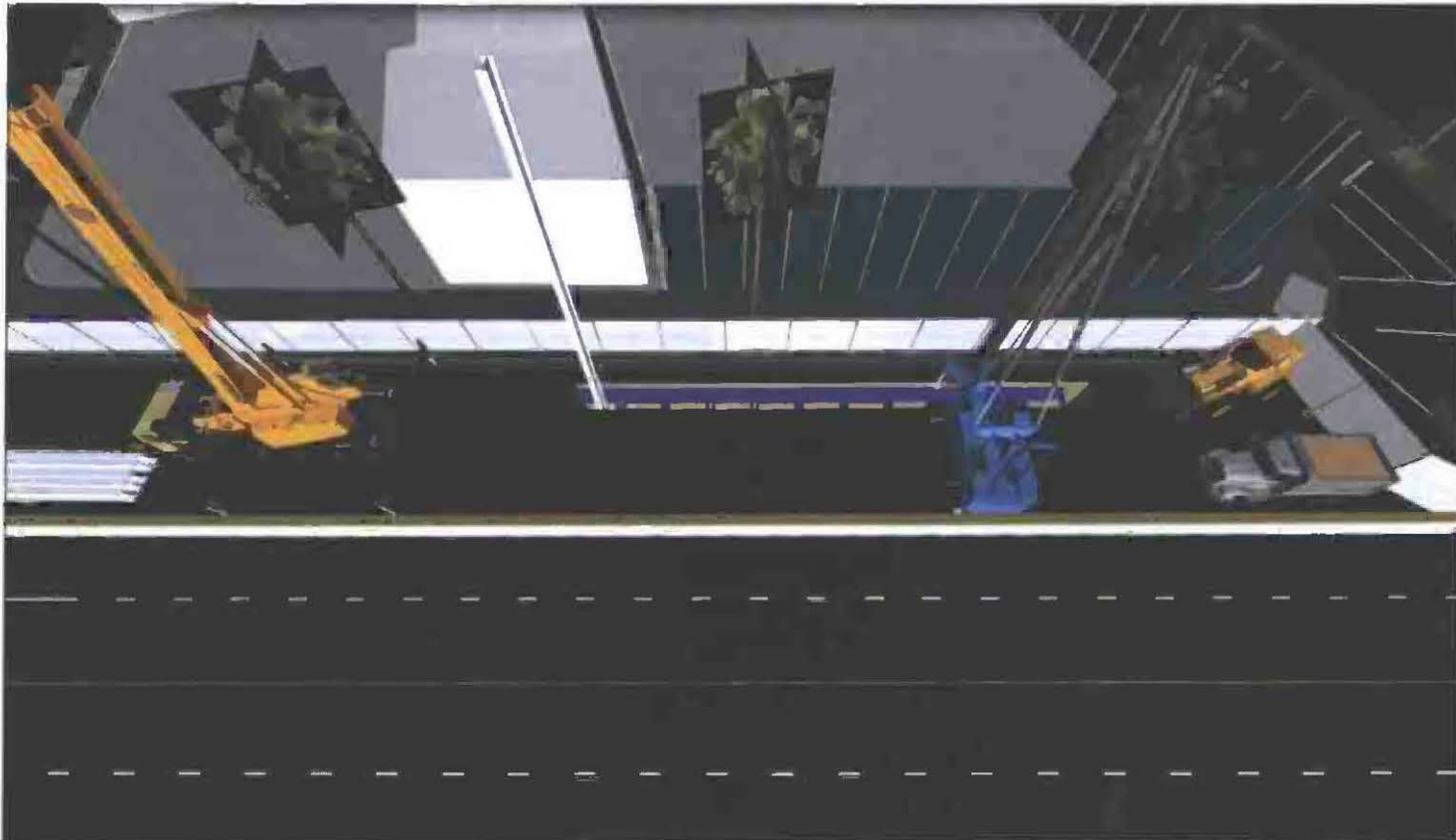
Excavating and installing trench shoring

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

The re-configuration of traffic lanes was completed during the first week of November 2015 in preparation for pile trenching that will begin in Mid-November 2015.

Wilshire Reconfiguration, Cloverdale to Mansfield

- 2 lane westbound Wilshire, 2 lanes eastbound Wilshire
- No medians, no parking on Wilshire, no left turns



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

Concrete Street Decking Installation

- On Wilshire, between Orange Dr. and Detroit St.
- Construction of a concrete deck, curb to curb
- Sidewalks will be maintained
- Decking will serve as the temporary street surface
- Traffic will travel on the installed deck panels while the station is constructed underground
- La Brea Station:
 - Approx. 1,000 feet long
 - Approx. 70 feet wide
 - Approx. 60 feet deep
- Will follow pile operations; anticipated to begin March/April 2016



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

Two Decking Schedule Options are being presented to the Community for their consideration

Purple: Weekends Only

La Brea to Detroit

- 3 weekends, Detroit to La Brea
- 3 weekends, La Brea intersection
- Required regardless of GREEN

Green: Baseline Schedule v.

Alternative

Highland to La Brea

- Baseline: 16 weekends
- Alternative: 7 full weeks

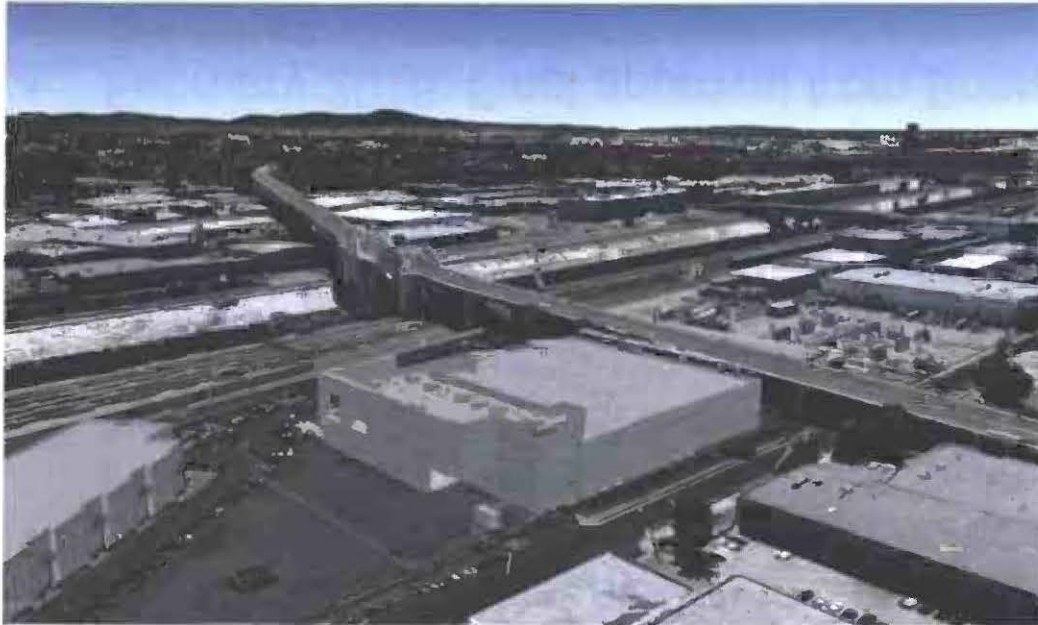


Westside Purple Line Extension Section 1 Project C1045 Tunnels, Stations and Systems Design/Build Contract

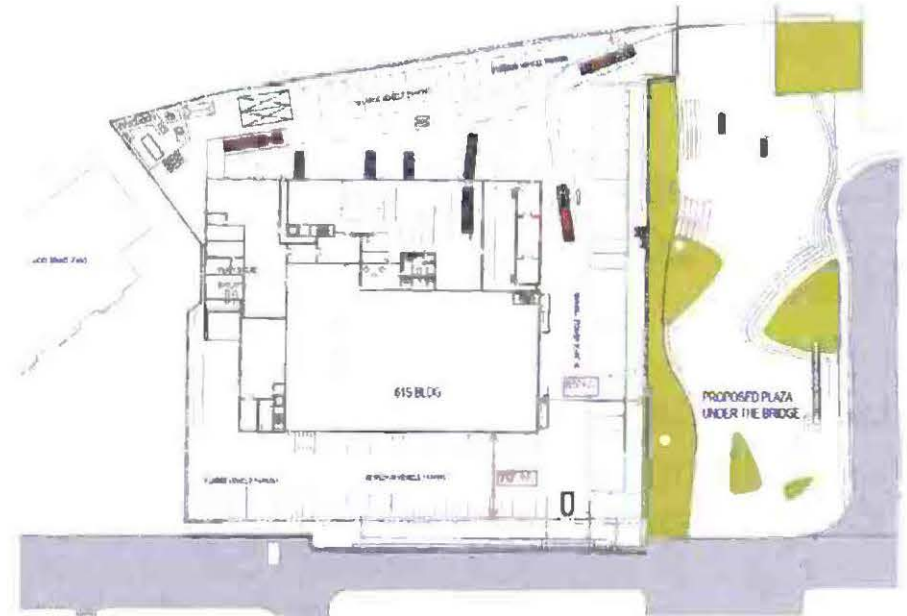
Community Outreach and City of Los Angeles Selection and Approval Process

- August: Outreach to businesses and residents, La Brea to Highland
- September 17: Presentation to Community
- September - November: Outreach continues to businesses and residents and includes local organizations, homeowner associations, neighborhood councils.
- November 12: Interest in Alternative Schedule requires Traffic Management Plan (TMP)
- January 2016: Community Meeting to discuss findings of TMP
- January/February 2016: Anticipate approval from LA City Agencies (DOT, BOE, BSL, BSS) on TMP and other required submittals, in order to pursue Alternative Schedule path
- February 2016: Final approval from Board of Public Works on Alternative Schedule
- March/April 2016: La Brea Decking begins

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



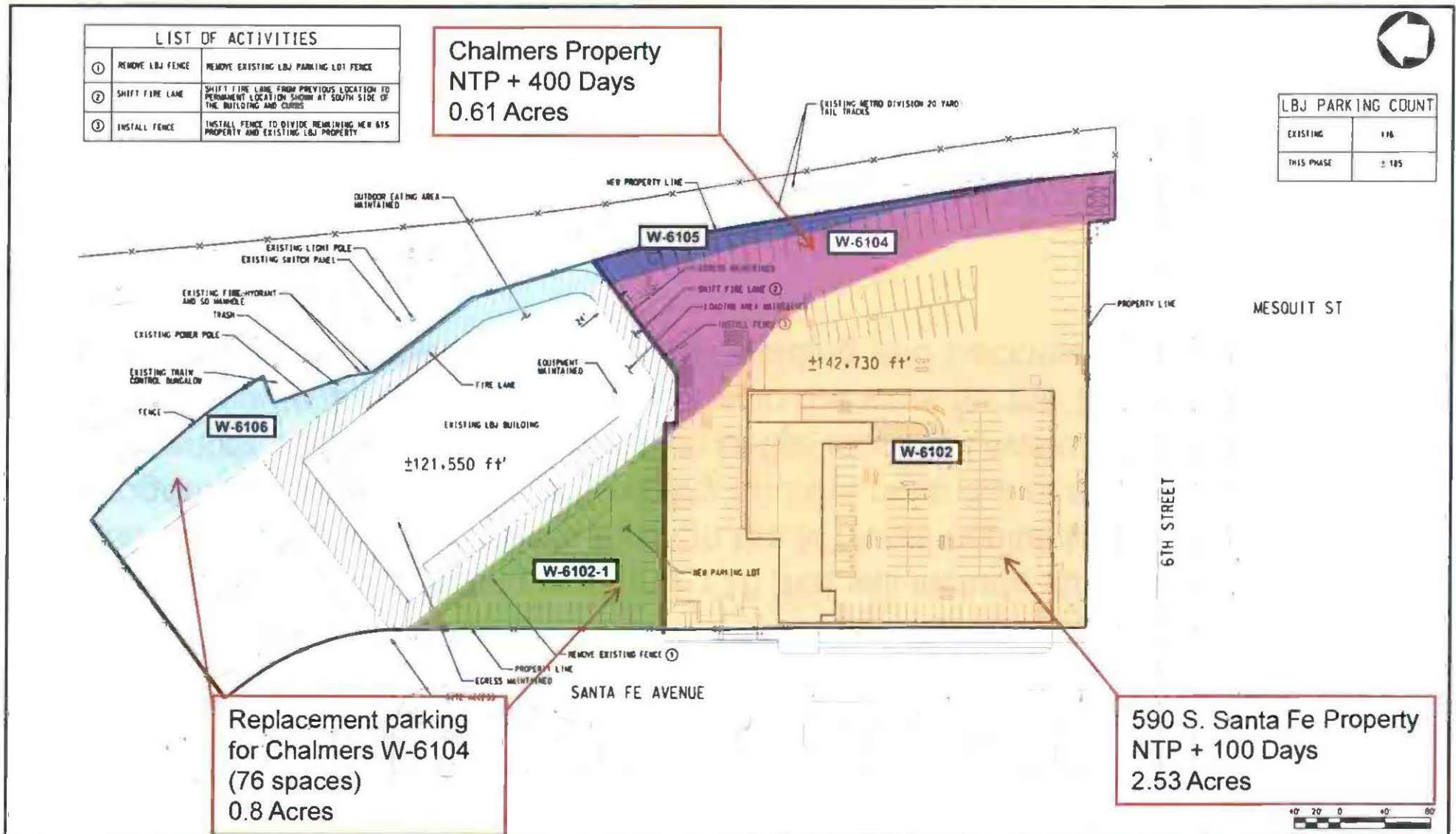
Original Preliminary Engineering design in C1078 Design/Build Contract Invitation for Bid documents



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

- The Board instructed the CEO to form a Design Review Advisory Working Group including various MTA Departments, the Clark Construction Group Design-Build Team, the City of Los Angeles 6th Street Bridge Design-Build Team and the Arts District Stakeholders explore various objectives and report back to the Board on a monthly basis. The Board directed that staff explore site placement of the building, so that it is placed the farthest distance from Santa Fe Avenue as allowed by operational functionality and building codes, optimize parking, adopt an architectural design based on the most recent efforts.
- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015.
- The initial Contract C1078 Design Mobilization Workshop for Contract C1078 was held on October 7, 2015.
- The Design Review Advisory Work Group will be organized by the MTA Planning, ART Program and Construction Relations departments to select members and develop the process to begin the meetings in early 2016 to review initial design concepts.

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



A property exchange involving MTA Parcels (W-6102-1) and W-6106 and Chalmers Parcel (W-6104) is required to replace the existing Lucky Brand Jeans parking on Parcel W-6104 prior to the parcel availability dates indicated in the C1078 Contract.

Westside Purple Line Extension Section 1 Project Turn-Back Facility/Station Planning

Division 20 Turn-Back

- Metro Planning is initiating work in FY16 that will include strategies for funding and prioritizing improvements through the MTA rail capital improvement program to allow operational flexibility and the potential of a future Red Line passenger station(s) as an extension of the existing Division 20 tracks. A plan and schedule is being developed to begin the work for the Turn-Back Facility following the completion of C1045 rail welding and trackwork installation.

C1045 Rail Welding Yard

- Notice to Proceed for Contract C1078 – Division 20 MOW/NRV Building was issued on September 30, 2015. Contract completion is scheduled for March 2019.
- Early access to Division 20 for the C1045 rail welding yard is scheduled for mid-December 2019 (9 ½ months of schedule float).

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

- It is expected that the Beverly Hills City Council will consider the interim work hour windows prior to MTA and City staff completing the negotiations of the remaining terms of the Memorandum of Agreement (MOA). Once negotiated, staff will return to the City Council to request approval of the MOA and the issuance of a construction permit for the Contract C1045 scope of work for the Wilshire/La Cienega Station.
- Staff will seek approvals of the MOA by the Beverly Hills City Council and the MTA Board in early 2016.

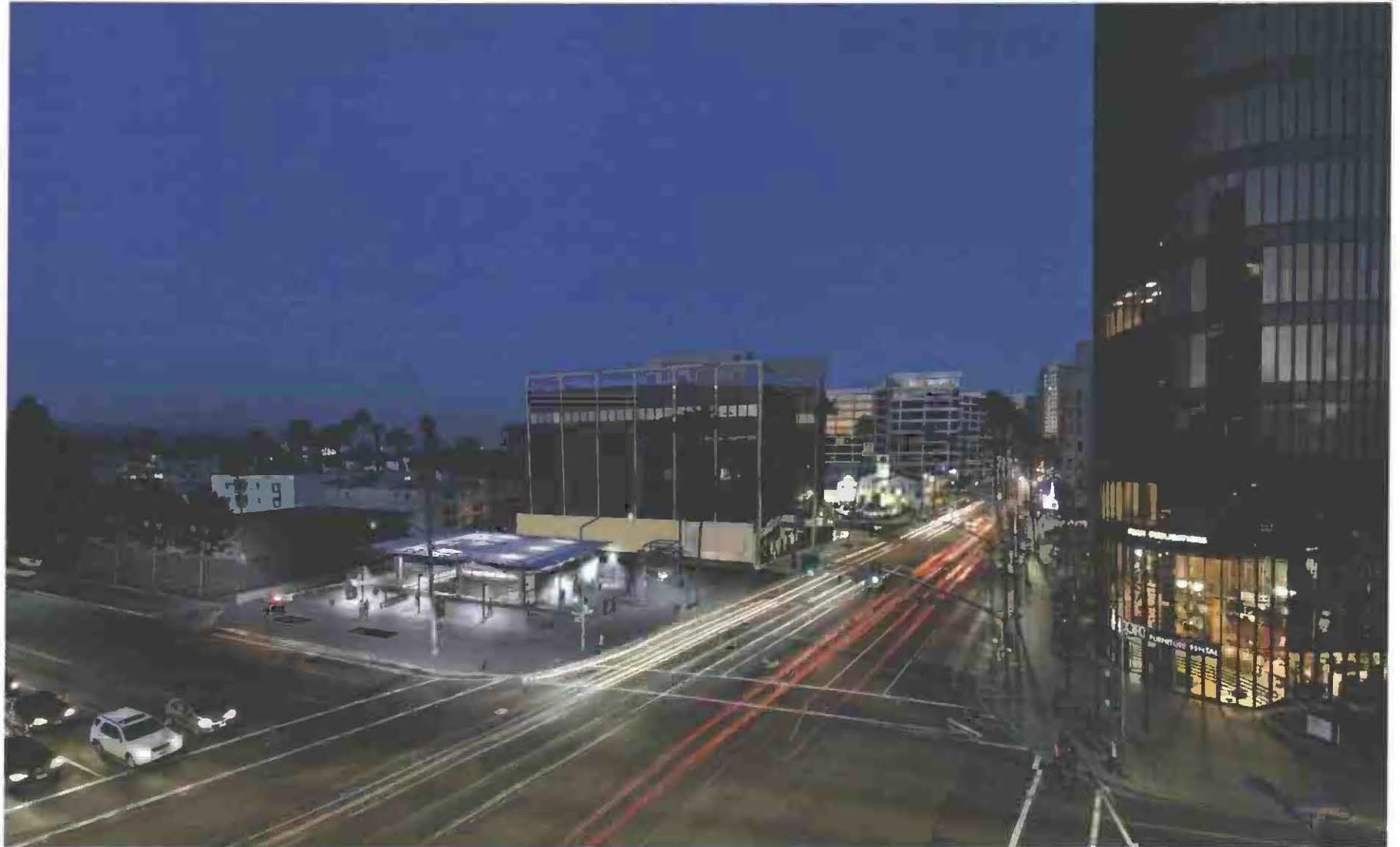
Westside Purple Line Extension Section 1 Project CEQA/NEPA Lawsuits

- Three Appellate Justices reviewed the oral arguments made by the City of Beverly Hills and School District at the hearing on October 15, 2015.
- A favorable decision by the California Court of Appeal was attained on October 22, 2015 affirming the trial court judgments for MTA in the CEQA lawsuits brought by the City of Beverly Hills (City) and the Beverly Hills Unified School District (BHUSD) challenging the Environmental Impact Report (EIR) for the Purple Line Extension Project .
- The City and BHUSD have 40 days to decide if they will seek review of the Court of Appeal decision in the California Supreme Court.
- Similar legal challenges by the City and BHUSD to FTA's Environmental Impact Statement for the Purple Line Extension are awaiting trial in United States District Court.

Westside Purple Line Extension Section 1 Project Top Risks and Mitigations

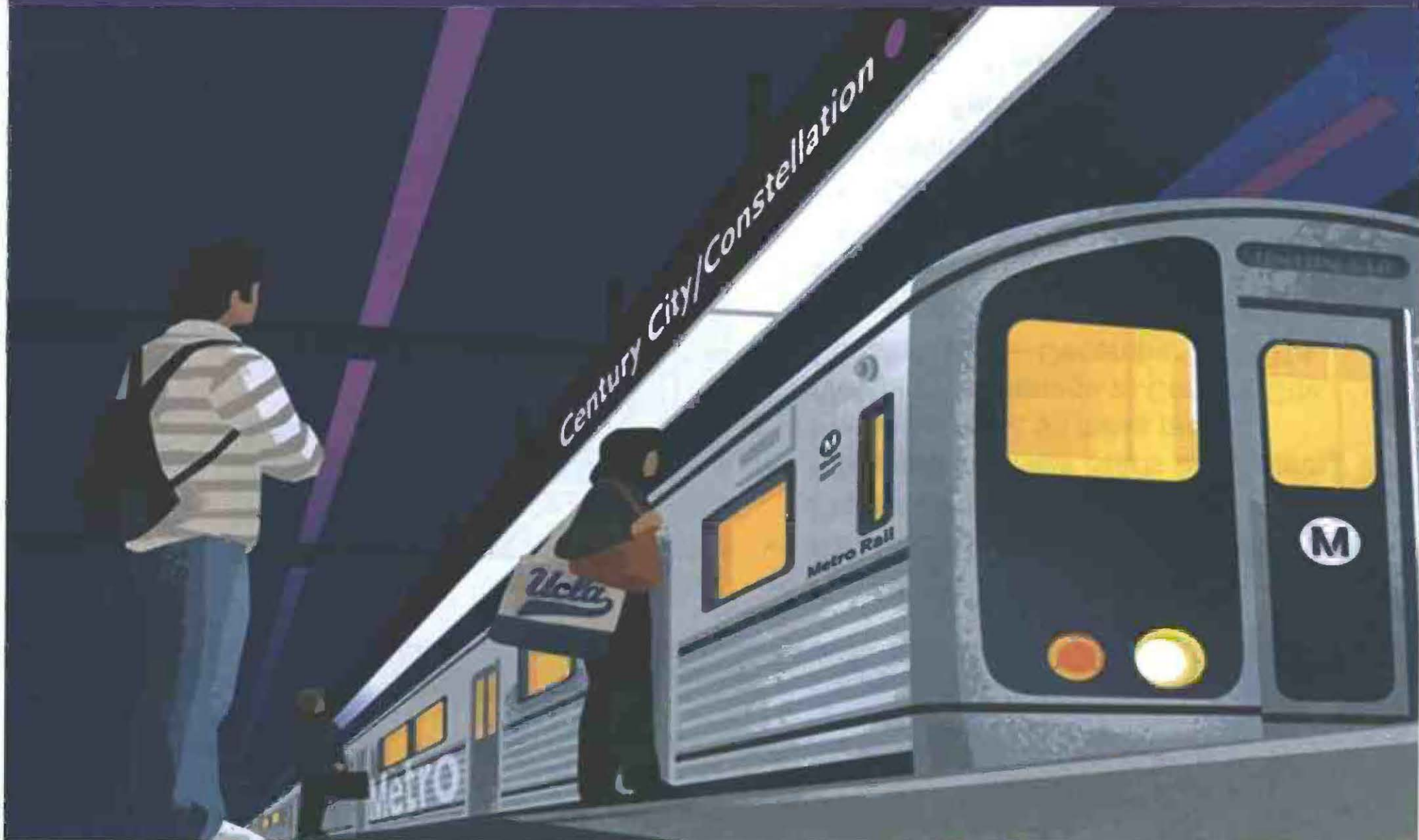
Risk ID	Risk Description	Risk Mitigation	Risk Score
605	Funding plan not in place to construct turnback facility. Turnback facility required to meet operational requirements per the FFGA.	1. Obtain funding. 2. Awaiting release of Final 101 Freeway to 7 th Street, Rail Corridor Coordination Study Report.	20
283.1	Sitework and Special Conditions Section 1: Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites. Section 1 consists of three underground stations which will be constructed within the Wilshire Blvd. ROW using cut and cover methodology. Wilshire Blvd is a heavily congested street and there is significant risk for delays due to traffic congestion. Further access to and from the Wilshire/La Brea construction staging areas will be required during TBM operations.	1. DB contractor to have approved traffic control plans that allow additional time for working in a congested area.	10.5
612	Tunnel and Station Box Section 1: At Wilshire/La Brea Station - additional shoring systems may be required.	1. Continue settlement analysis.	18
288.1	Sitework and Special Conditions Section 1: Construction impacts including air quality, noise, and vibration have the potential for significant impacts on neighboring communities and may require costly mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial. Construction by its nature leads to air quality issues, noise and vibration. There is significant risk that neighborhoods could raise objection to these issues and either delay or stop work while they are being resolved.	1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements.	9
202	Tunnel Section 1: Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	1. Metro has strict safety requirements in place which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on geotechnical investigations/Environmental investigations. 2. Use closed system TBMs.	9
617.1	Delays in providing staffing for construction management support services related to Metro CMSS conversion may impact 3 rd Party Utility Relocations.		9

Westside Purple Line Extension Section 1 Project

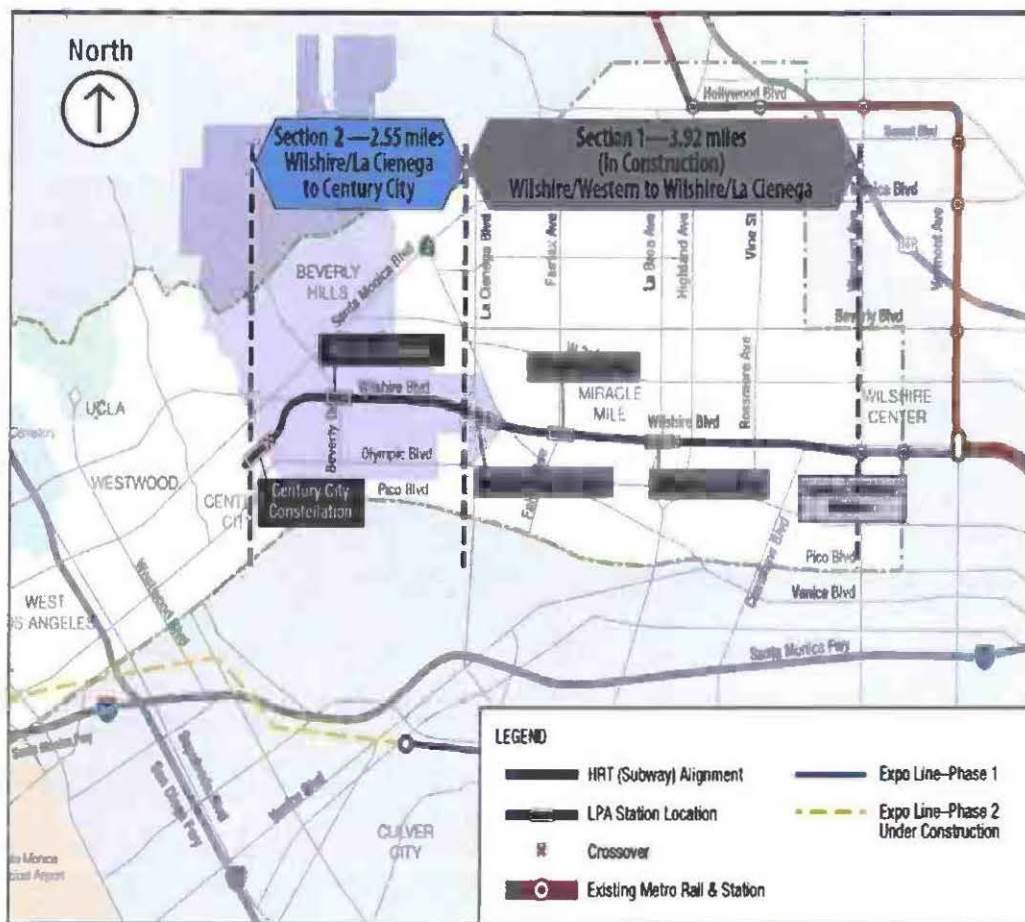


C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
December 2, 2015



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



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

Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	521,019	-	-	521,019
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,930	1,000	94	406,930
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,410,005	1,000	94	1,410,005
60	ROW, LAND, EXISTING IMPROVEMENTS	278,583	40,045	40,045	278,583
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	384,810	49,691	33,418	384,810
SUBTOTAL (10-80)		2,158,749	90,737	73,558	2,158,749
90	UNALLOCATED CONTINGENCY	219,152	-	-	219,152
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL (10-100)		2,466,596	90,737	73,558	2,466,596

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

Westside Purple Line Extension Section 2 Project D/B Contract C1120 Procurement Status/FFGA Schedule

- **RFQ/RFP issued September 14, 2015.**
- Currently on track with the Roadmap submittals.
- Roadmap Meeting occurred October 13, 2015.
- Risk assessment occurred October 22 & 23, 2015.
- **SOQs were received on October 30, 2015.**
- Final Amendment early February 2016.
- **Price proposals due May 16, 2016.**
- FFGA anticipated approval July 2016.
- Contract award anticipated January 2017.

Westside Purple Line Extension Section 2 Project Project Schedule Update

WPLE Section 2 - Wilshire/La Cienega to Century City Constellation - November 2015		Project Schedule Report												Data Date: 30-Nov-15														
Activity Name	From	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026				
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Record of Decision	09-Aug-12 A																											
Right of Way	02-Mar-15 A																											
Contract Procurement	20-May-15 A																											
Advanced Utility Relocations	01-Apr-16																											
Final Design - D/B	01-May-17																											
Construction	08-Aug-17																											
Desig-Build Substantial Completion	27-May-25																											
Testing & Pre-Revenue Ops	24-Dec-24																											
Revenue Service Start	29-Aug-25																											

Summary

Page 1 of 1

Design-Build Notes:

Westside Purple Line Extension Section 2 Project Real Estate Status Summary

Purple Line Extension Section 2 - Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	1	1	1	1	1	0	2	0	0
Part Takes	2	0	0	0	0	0	1	0	0
TCE	4	0	0	0	0	0	22	0	0
SSE	26	0	0	0	0	0	0	0	0
Permanent Easements	1	0	0	0	0	0	0	0	0
Surface Easements	3	0	0	0	0	0	0	0	0
Total Parcels	37	1	1	1	1	0	25	0	0

- Real Estate activities are focused at the west end of the alignment in Century City for fee acquisitions and construction easements for the station entrance and the tunnel boring machine launch site.

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

Wilshire/Rodeo Station

- Investigation of unknown utilities potholed within the pile corridor/station box is underway.
- Conducted meeting with AT&T on November 12, 2015 to initiate the preparation of the 85% draft plans.
- Preparation of SCG and SCE 85% plans are underway. Submittal to Metro is expected by the end of November 2015.
- COBH provided comments on station design. Comments will be addressed by amendment.

Century City Constellation

- BSL submitted series circuit conversion draft 85% plans to Metro on October 30, 2015.
- Preparation of AT&T, SCG, and Telecom joint trench draft 85% plans is underway. Submittal to Metro for review is expected by the end of November 2015.
- DWP (Power) submitted conduit layout 85% plans for Metro review. Metro is preparing associated profiles for DWP (Power) conduit layout plans and worksite traffic control plans.
- DWP (Water) started the preparation of 85% plans for the water line within the launch box area.

Westside Purple Line Extension Section 2 Project Advanced Preliminary Engineering and RFP Status

- **Completed geotechnical explorations in the City of Beverly Hills and utility potholing at Wilshire/Rodeo Station before the end of November 2015.**
- The first technical amendment (No. 3), including the Geotechnical Baseline Report and Technical Requirements was issued November 3, 2015.
- Review of the Draft Transportation Management Plan (TMP) and Construction Staging Plans by the City of Los Angeles Department of Transportation (LADOT) and Bureau of Engineering is underway.
- Review of the Peak Hour Exemption (PHE) application for the tunnel boring machine launch box work by Bureau of Engineering is pending approval of the TMP by LADOT.
- Real Estate meetings with property owners in Century City and the preparation of draft certifications to support Metro Real Estate are ongoing.

Westside Purple Line Extension Section 2 Project Top Risks and Mitigations

Risk ID	Risk Description	Risk Mitigation	Risk Score
617.2	Delays in providing staffing for construction management support services related to Metro CMSS conversion may impact 3rd Party Utility Relocations.		16
615	Local hire requirements that will mandate hiring from LA County.		15
125.2	Utility relocations could delay construction.	1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule. 3. Advance designs and DB Contract to 85% complete.	13.5
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed.	1. Current project schedule accounts for additional time required for condemnation.	10.5
593	Delay to Metro procurement process.	1. Apply lessons learned from Section 1 procurement process 2. Develop Procurement Plan	9
281.2	Resource availability may be over burdened and construction activities cannot occur concurrently, as envisioned, leading to schedule delays and increased project costs.	1. Metro has reviewed construction durations in ACE/PE through constructability and industry review and adjusted Project schedule and cost estimate accordingly.	9
126.2	Private utility companies may have resource constraints for meeting project schedule.	1. Maintain close coordination with utility companies and resequence utility work as necessary.	9

Westside Purple Line Extension Section 2 Project

Discussion

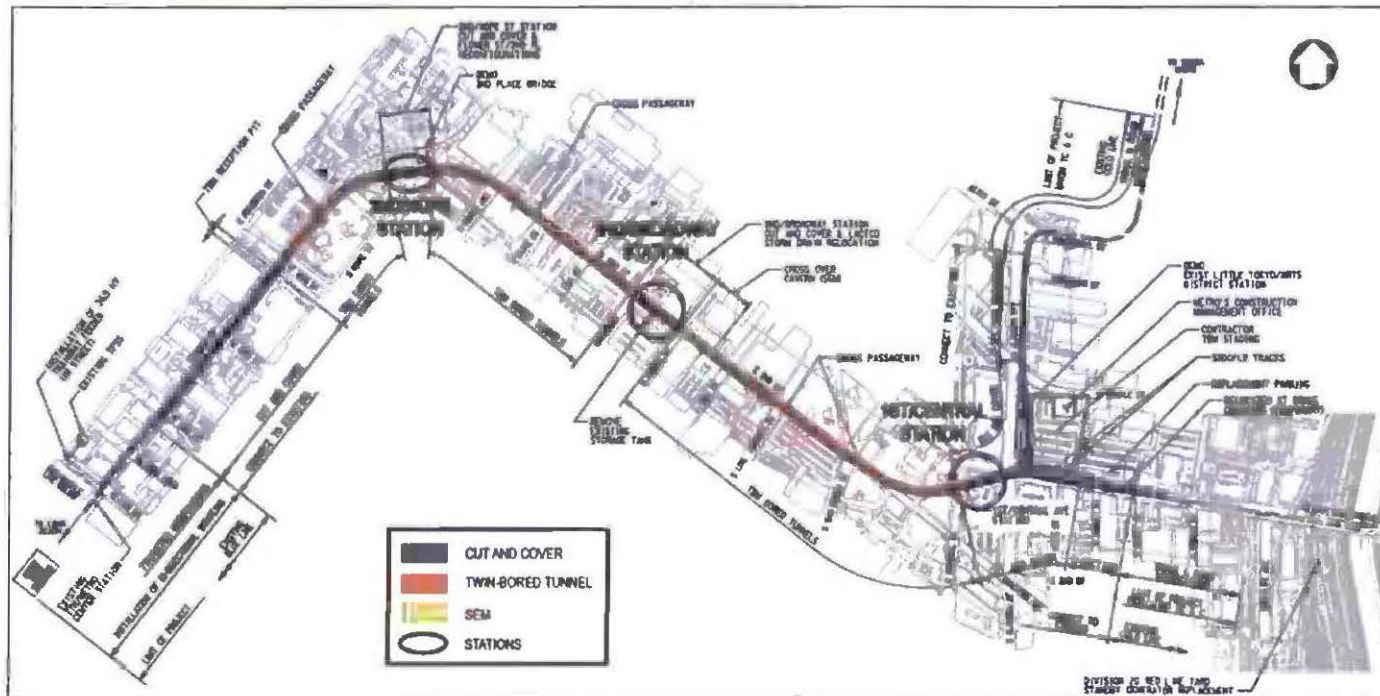


Regional Connector Transit Corridor

FTA Quarterly Review – December 2, 2015



Regional Connector Transit Corridor Project Description



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



Executive Summary

- **AUR Contract Settlement:** Metro and C0981R Contractor have agreed on final settlement of \$22.2 M (The total contract amount is \$27.7M and the savings of \$5.5M will be transferred to unallocated contingency).
- **AUR Transfer to C0980:** Contract MOD is issued to transfer direct AUR work, schedule recovery plans are being finalized.
- **Bus Bridge # 1:** Bus Bridge implementation at Little Tokyo Station will begin on Dec. 5th and complete by Feb. 15th, 2016.
- **SEQA Lawsuit:** Favorable decision by the California Court of Appeal on Oct. 28, 2015 in a SEQA Lawsuit filed by Bonaventure Hotel.
- **SEIS:** Public comments of SEIS have been addressed and FTA approval and amended EIS are expected in Dec. 2015.

Executive Summary (Cont.)

- **MMRP:** Quarterly Report for the period ending in October 2015 being prepared for submission by November 13, 2015.
- **Safety:** As of August 2015, a total of 412,293 construction hours have been recorded. There have been 3 recordable injuries and no loss time injuries . The project Recordable Injury rate (RIR) is 1.4.
- **Budget:** Project staff has completed the project budget/contingency analysis. LOP budget adjustment will be presented for approval in the November/December Board Meeting.



Cost Status

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)

PERIOD ENDING OCT 2015

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT FFGA BUDGET/ FORECAST VARIANCE
14	GUIDEWAYS & TRACK ELEMENTS	280,622	227,979	227,979	13,321	230,109	2,130
20	STATIONS, STOPS, TERMINALS, INTERNODAL	354,268	229,779	229,779	1,299	229,824	45
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	471,867	463,775	231,678	475,827	3,960
50	SYSTEMS	69,667	73,848	63,265	0	74,838	990
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,003,474	984,799	246,298	1,010,598	7,125
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	73,820	46,030	74,208	0
70	VEHICLES	16,275	16,275	2,000	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	264,204	201,414	155,922	265,184	980
	SUBTOTAL (10-80)	1,239,963	1,358,162	1,262,034	448,249	1,366,266	8,105
90	UNALLOCATED CONTINGENCY	135,399	37,655	0	0	29,551	-8,105
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL PROJECT (10-100)	1,402,932	1,402,932	1,262,034	448,249	1,402,932	0

Note: Expenditures reflects FIS incurred cost through October 2015 plus pending invoices from Arcadis, CPJV and RCC.

The Cost incurred for Oct 2015 is not finalized by accounting.

- October 2015 expenditures are \$11.24 M (C0980, Professional Services)

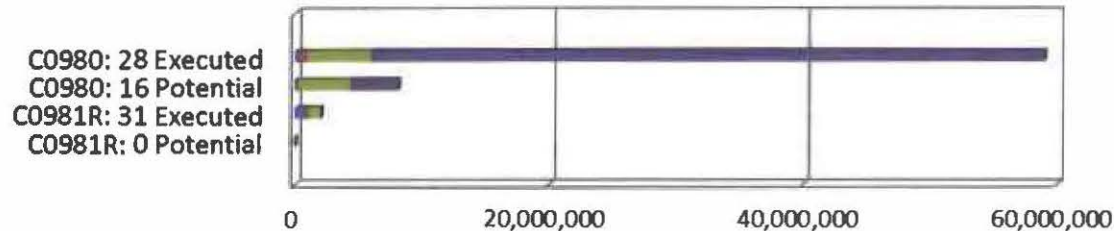
Project Contingency

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT			
PROJECT CONTINGENCY ASSUMPTION			
STATUS AS OF OCTOBER 2015			
	UNALLOCATED CONTINGENCY	ALLOCATED CONTINGENCY	TOTAL
UNALLOCATED CONTINGENCY	\$ 126,892,463	\$ -	\$ 126,892,463
ROW	\$ -	\$ 14,800,000	\$ 14,800,000
D/B SCHEDULE B OPTIONS	\$ (35,760,000)	\$ -	\$ (35,760,000)
TRANSFER C0981R SCOPE OF WORK	\$ (27,100,000)	\$ 8,959,713	\$ (18,140,287)
OTHERS (C0981R CMA, Utilities, Haz. Mat'l, and Environmental)	\$ (21,326,676)	\$ 6,096,657	\$ (15,230,019)
C0980: MODS	\$ (5,050,308)	\$ -	\$ (5,050,308)
C0980: PENDING MODS	\$ (9,382,005)	\$ 9,382,005	\$ -
REMAINING UNALLOCATED CONTINGENCY	\$ 28,273,474	\$ 39,238,375	\$ 67,511,849
% CONTINGENCY	2.02%	2.80%	4.81%

- Funds for Option 12 (Arson Fire) could be partially credited (\$6 M).
- Metro is working on Project LOP and Contingency Analysis.

Summary of Contract Modification

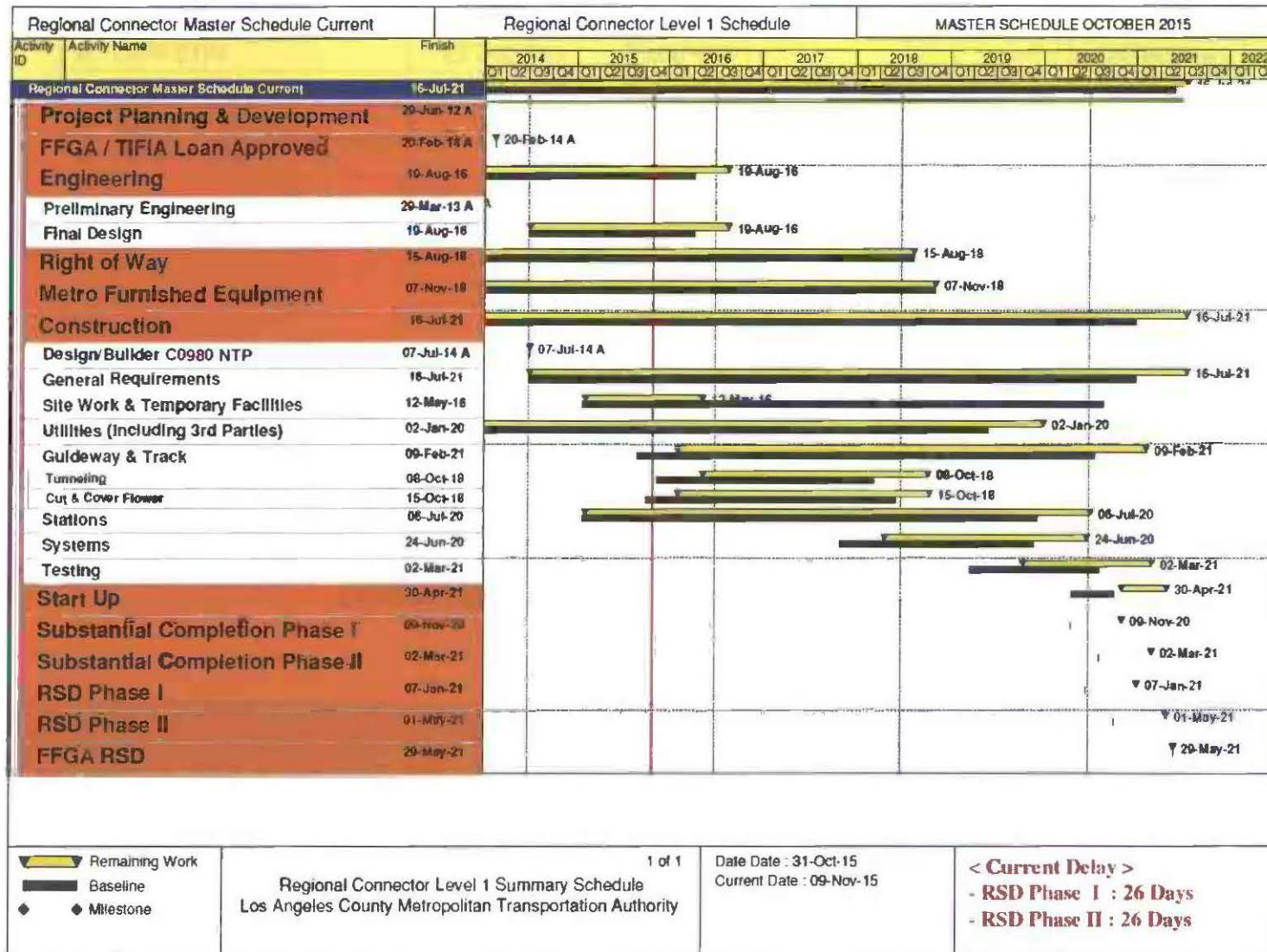
Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	28 Executed	16 Potential	31 Executed	0 Potential	
■ Under \$100K	261,133	138,000	814,761	-	1,213,894
■ \$100K to \$250K	760,311	230,000	372,752	-	1,363,063
■ \$250K to \$1M	4,983,324	4,036,400	863,000	-	9,882,724
■ Over \$1M	52,960,287	3,700,405	-	-	56,660,692
Total Contract MODs	58,965,055	8,104,805	2,050,513	-	69,120,373
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	6.4%	0.9%	8.0%	0.0%	

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

Schedule Status (Cont.)



Recovery Schedule Implementation Update

- Metro/RCC have developed a Linear Schedule and Recovery Measures to maintain FFGA-RSD of 5/29/2021.
- Key recovery measures include the following:
 - 1st/Alameda Wye: Two Phase excavation of Wye to maintain TBM Launch date of August 2016.
 - 2nd/Broadway Station and SEM, Tunneling through station box.
 - Flower Street: Construction bulkhead at 5th and Flower to facilitate TBM retrieval Pit at 4th and Flower early.
 - Installation of precast track plinths and concurrent track installation from north and south.
 - Acceleration of system installation by working at multiple locations concurrently.

Design/Engineering Status

Final Design progress as of September 2015 is about 79% complete

- The shoofly design is 100% complete
- Station Designs are 85% complete
- Status of other design packages range from 60% to AFC
- Pending design issues are under review and being resolved
- Traffic Control Plans, Traffic Management Plans, Peak Hour Exemptions, and Holiday Moratoriums, etc. being reviewed with Department of Transportation and CD14 on a regular basis
- 2nd and Hope Pedestrian Bridge design is 85% complete. Metro is in discussions with Broad Partnership as they have expressed its interest to develop a totally new bridge design

Construction Status

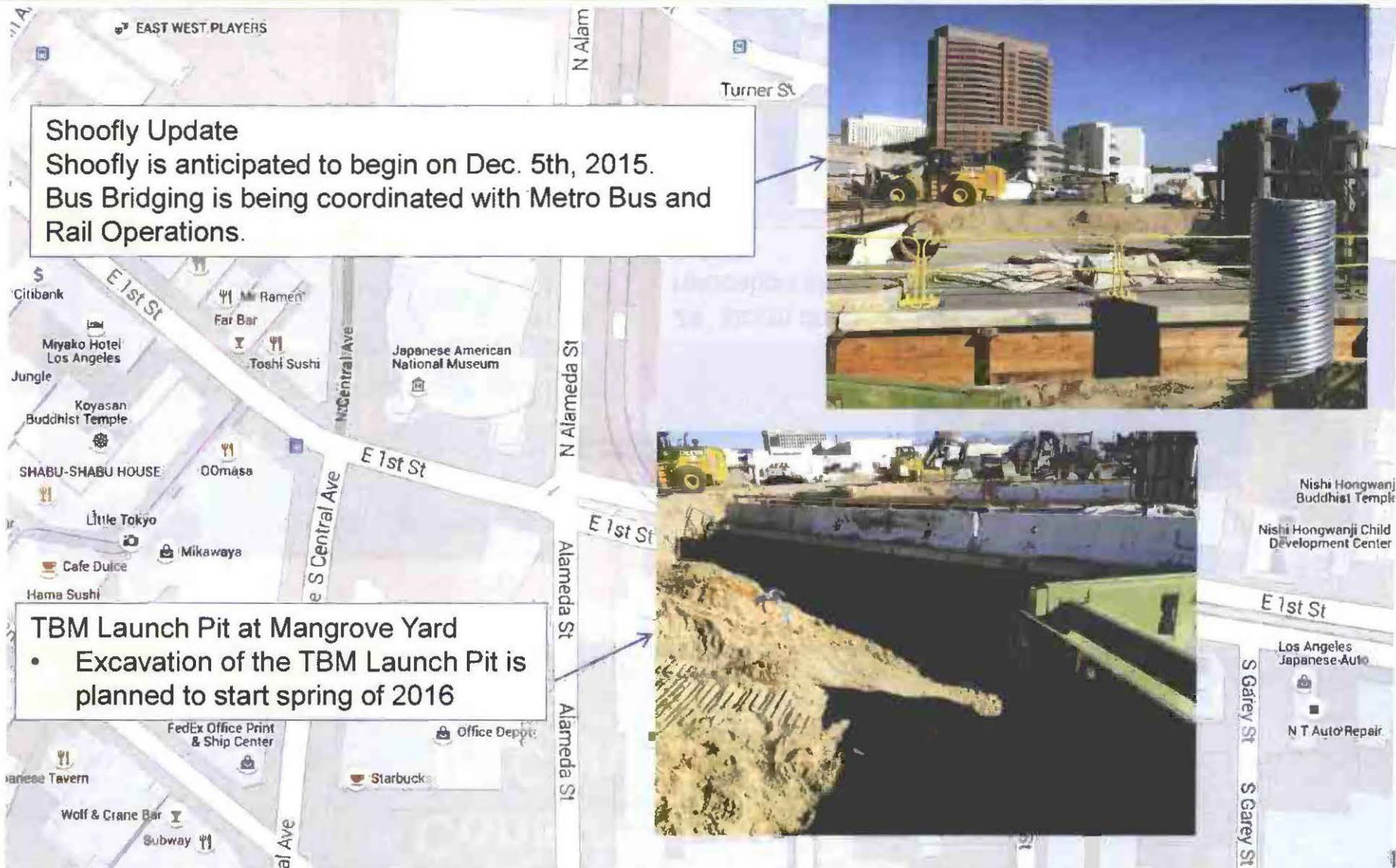
Shoofly Update

Shoofly is anticipated to begin on Dec. 5th, 2015.
Bus Bridging is being coordinated with Metro Bus and Rail Operations.



TBM Launch Pit at Mangrove Yard

- Excavation of the TBM Launch Pit is planned to start spring of 2016



Construction Status 1st/Central/Alameda

Little Tokyo / Arts District Station

24" storm drain relocation along 1st St.

Preparation for Central Ave. full closure

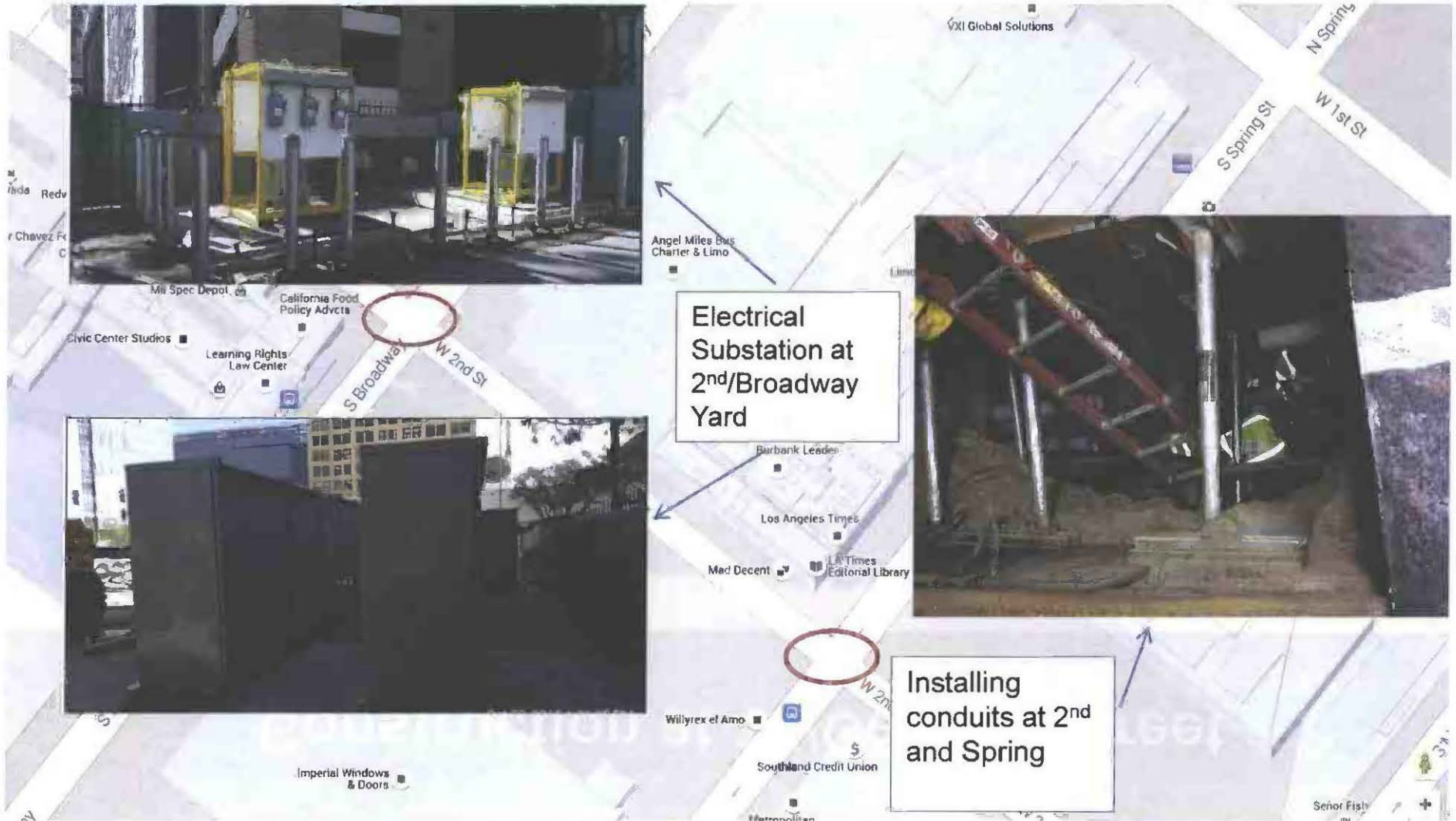
Pile Installation at 1st/Central Yard

- As of Nov. 11, 2015, 67 out of 78 Piles installed at 1st/Central Yard and 28 out of 35 installed at Central Ave.

Construction at 1st/Central Street



Construction Status 2nd/Broadway/Spring



Real Estate Status

Regional Connector- Real Estate Status Summary October 31, 2015

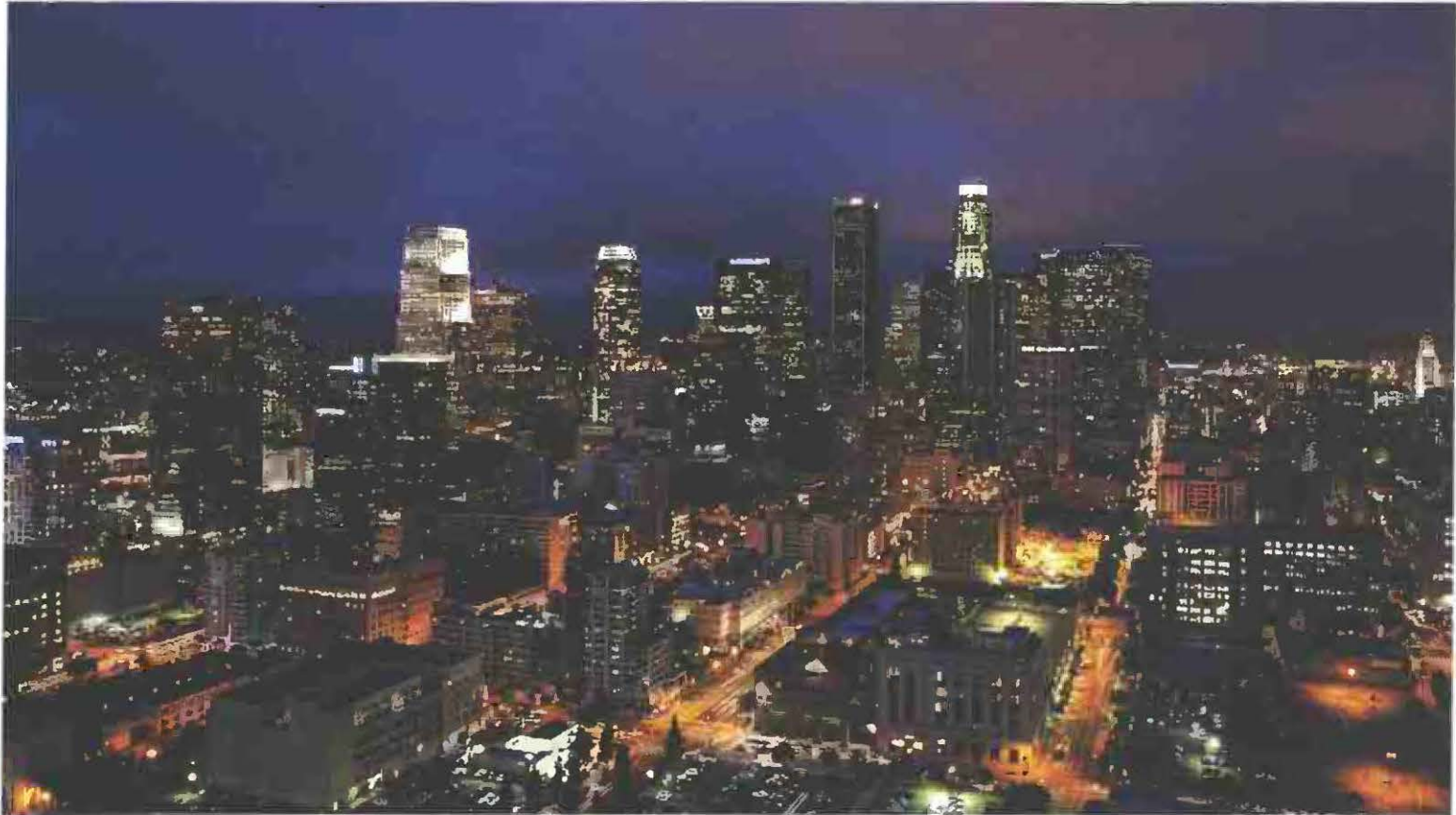
Type of Take	Number of Parcels	Certified	Decertified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
Full Takes	3	3	0	3	3	1	2	4	3
Part Takes	2	2	0	2	1	0	1	0	1
SSE	13	9	4	13	10	0	3	0	8
TCE/ROE	16	7	1	8	8	3	2	0	8
Sub Total Parcels:	34	21	5	26	22	4	8	4	20
Relocation	5								
Total Parcels:	34	21	5	26	22	4	8	4	20

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

Top Five Risks

Risk ID	Risk Description	Risk Response	Risk Score
272	Potential delay to C0980 (work transfer from C0981).	Coordination between contracts and 3rd Parties. Develop work arounds. Work with Contractor to mitigate delays. Viable options are being evaluated by the team, including coordination with utility companies. Recovery measures are developed and are being finalized.	22.5
284	Redesign and construction of DWP power conduits at intersection of 2nd and Broadway will likely delay soldier pile installation at 2nd and Broadway station.	Evaluating different construction method alternatives: Redesign and phasing construction (relocation during excavation and during backfilling of station box), tunneling through the station and other alternatives are being evaluated.	16
290	Critical levels of unallocated contingency may prompt FTA to require recovery plan until additional funding is identified.	Perform contingency adequacy analysis. [Complete] Go to Metro Board in Nov./Dec. 2015 for Project LOP adjustment. Risk assessment studies will be performed by Metro/FTA.	15
293	Resolution of FLS emergency ventilation design for the Wye.	Metro FLS to coordinate with operations to use on call consultant to review FLS designs. All major issues are being addressed.	12
269	Shortage of trade Subcontractors and availability of finishing labor.	Identify trade subs early in the project. (This is a place holder to develop work around when necessary)	10.5

Discussion/Action Items



Metro

METRO EXPRESSLANES

December 2, 2015

FTA Quarterly Review Meeting



Metro

Patsaouras Plaza Bus Station

FTA Quarterly Review – December 2, 2015



Patsaouras Plaza Bus Station

Project Description



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



Patsaouras Plaza Bus Station Project Budget



ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	19,992,000	-	19,992,000	-	19,992,000	239,000	3,619,000	3,638,000	26,778,000	(6,786,000)
S	SPECIAL CONDITIONS	750,000	-	750,000	-	427,000	(63,000)	23,000	59,000	1,076,000	(326,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	-	7,425,000	357,000	4,458,000	213,000	4,054,000	151,000	10,170,000	(2,745,000)
PC	PROJECT CONTINGENCY	2,817,000	-	2,817,000	-	-	-	-	-	2,817,000	-
TOTAL PROJECT		30,984,000	-	30,984,000	357,000	24,877,000	389,000	7,696,000	3,848,000	40,841,000	(9,857,000)



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000

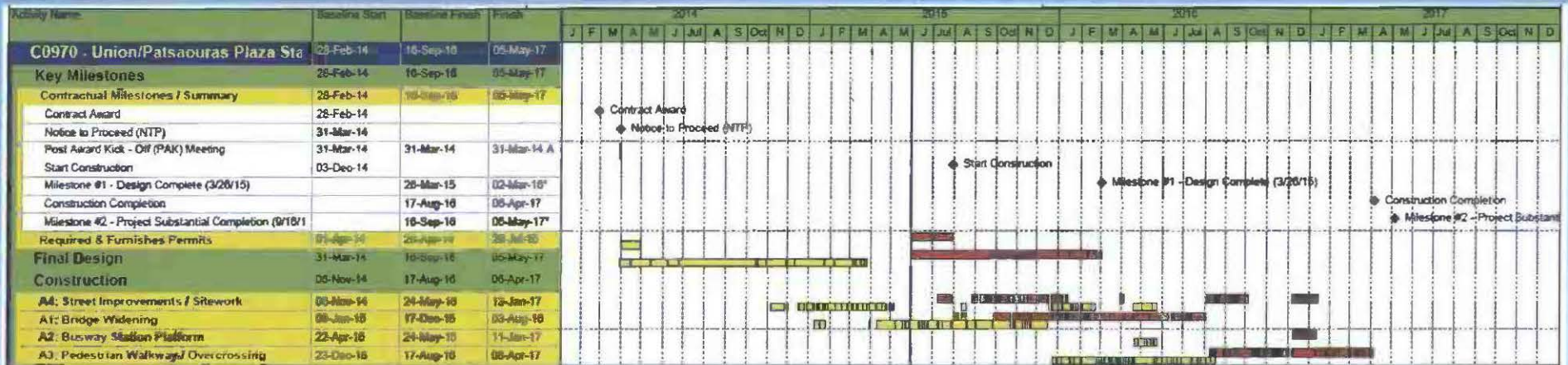


Request for Changes Submitted by Contractor

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



Patsaouras Plaza Bus Station Project Schedule



Primary Baseline
 Remaining Work
 ◆ Milestone
 Actual Work
 Critical Remaining Work

Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update



- **Design Status.** Busway (structures) 100% design package was completed and reviewed by LACMTA and Caltrans. Pedestrian Ramp/Bridge/Station (structures) 60% design was completed and submitted to LACMTA and Caltrans for review. Civil/Roadway 100% drawings were completed and reviewed by LACMTA and Caltrans. Designer is reviewing and incorporating design related comments. Designer completed 95% design of pedestrian walkway/stairs/elevator tower within Metro Right-of-Way and submitted it for review.
- **Environmental.** Metro and its Environmental Consultant continued efforts to complete Aerially Deposited Lead (ADL) Study. Designer will incorporate results of ADL study into Storm Water Data Report, which will then be included in the Supplemental PSR/PR to enable plans and specifications certifications to obtain Caltrans authorization to proceed with construction.
- **Right of Way.** Metro's third party coordinator continued efforts to obtain agreements with impacted utility companies to develop supporting documentation for Caltrans requirement to obtain a Right-of-Way certification required for Caltrans authorization to begin construction.



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



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



Patsaouras Plaza Bus Station

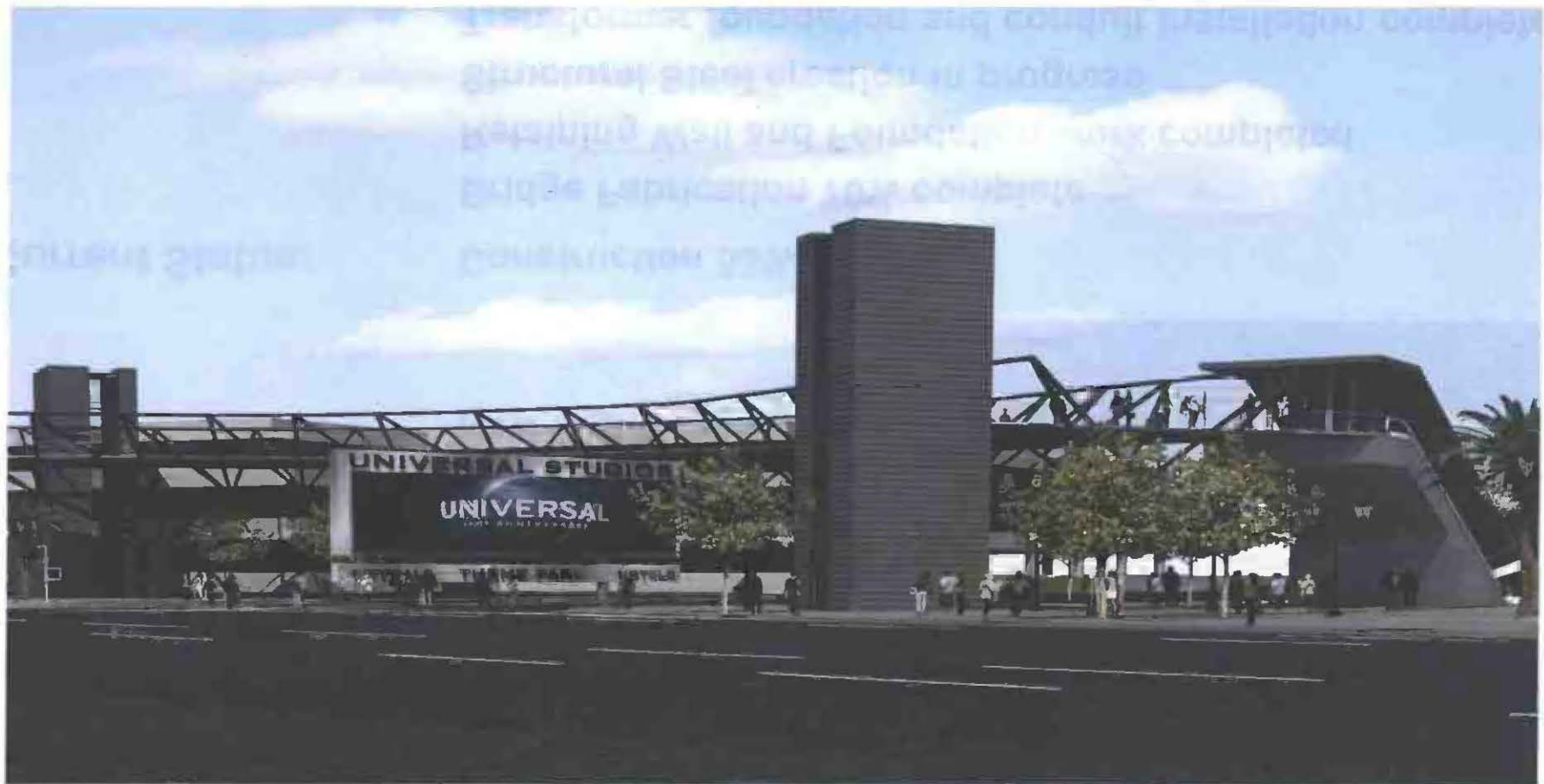
Activities for Next Quarter



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



FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



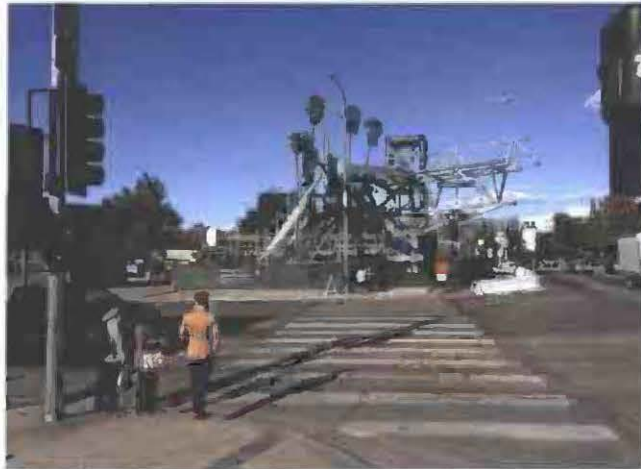
December 2, 2015

Universal Pedestrian Bridge Project Status Update

- **Project Elements:**
 - Structural Bridge**
 - Two Escalators**
 - Three Elevators**
 - Three sets of Stairs**
 - New Right Turn Lane**
- **Current Status:**
 - Construction 55% complete**
 - Bridge Fabrication 70% complete**
 - Retaining Wall and Foundation work completed**
 - Structural Steel erection in progress**
 - Transformer foundation and conduit installation completed**
- **Planned Activities:**
 - Structural steel erection**
 - Transformer and cable installation**
 - Escalator receipt and installation**

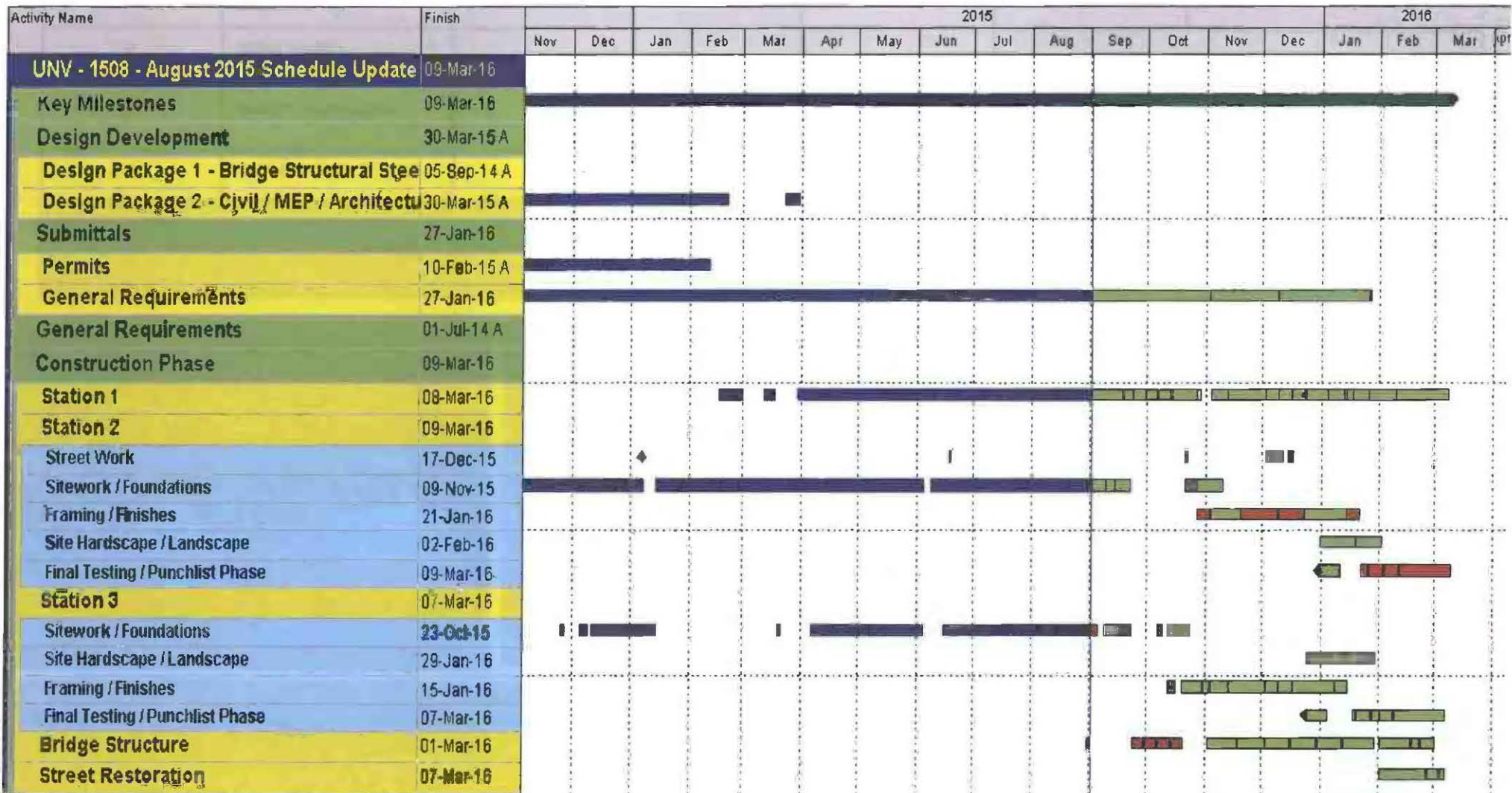


Universal Pedestrian Bridge Project Status Update



ELEM CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
			TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	21,425,000	21,689,000	10,040,000	23,067,000	1,642,000
S	SPECIAL CONDITIONS	300,000	534,000	222,000	300,000	-
R	RIGHT-OF-WAY	-	-	-	-	-
P	PROFESSIONAL SERVICES	2,775,000	3,760,000	3,362,000	3,933,000	1,158,000
PC	PROJECT CONTINGENCY	2,800,000	-	-	-	(2,800,000)
TOTAL PROJECT		27,300,000	25,983,000	13,624,000	27,300,000	-

Universal Pedestrian Bridge Project Schedule Update



FTA Quarterly Planning Update

December 2, 2015






Metro Planning Report

- Potential Ballot Initiative Update
- Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector - 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- TIGER Planning Grant Projects
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements
 - Rail to Rail Active Transportation Corridor Connector Project
- American Recovery and Reinvestment Act of 2009 (ARRA)

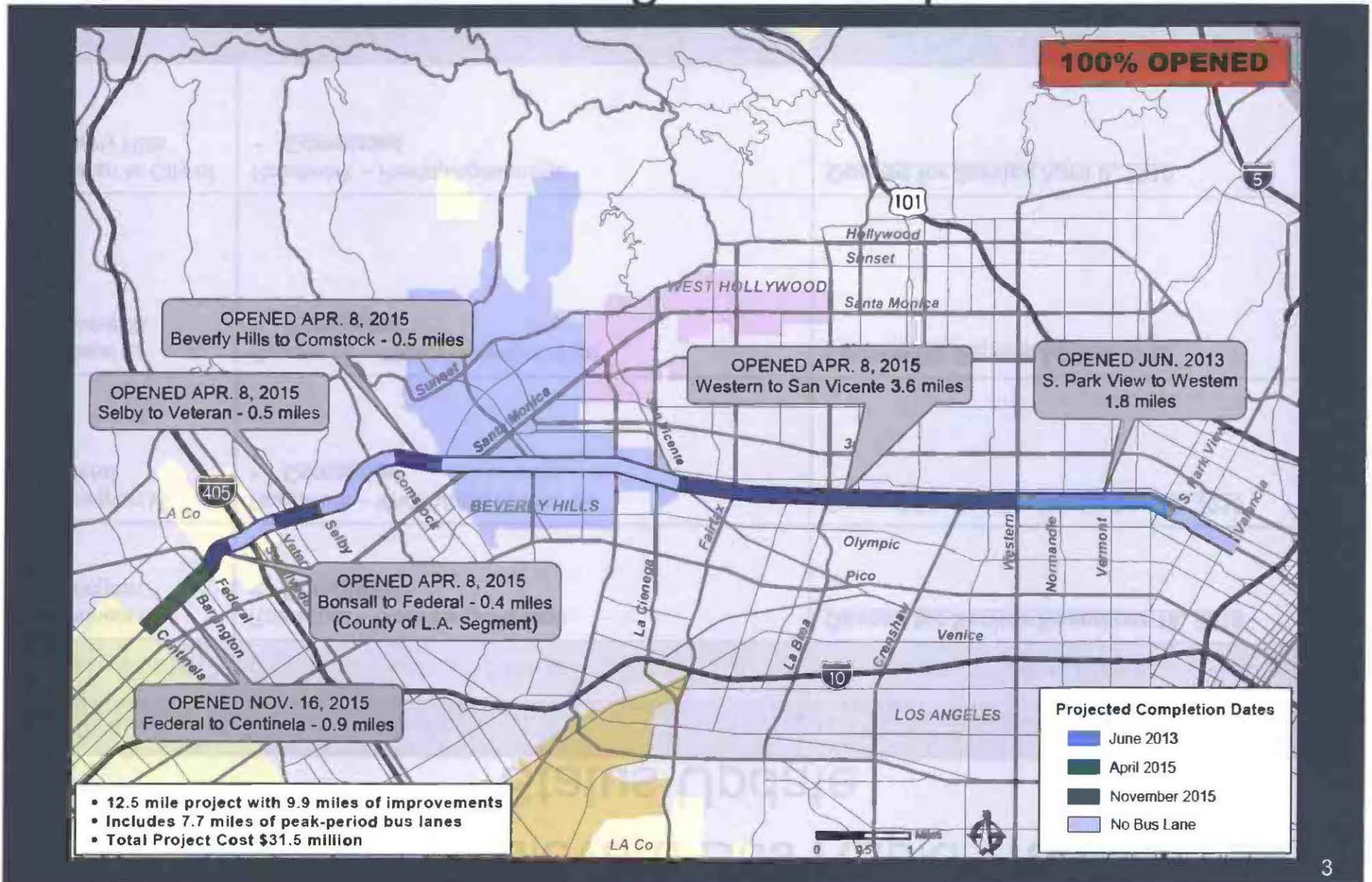


Potential Ballot Initiative Update Transportation Plan Roadmap

WE ARE HERE

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		

Wilshire Boulevard Bus Rapid Transit Scheduled Segment Completion



Wilshire Boulevard Bus Rapid Transit Status Update

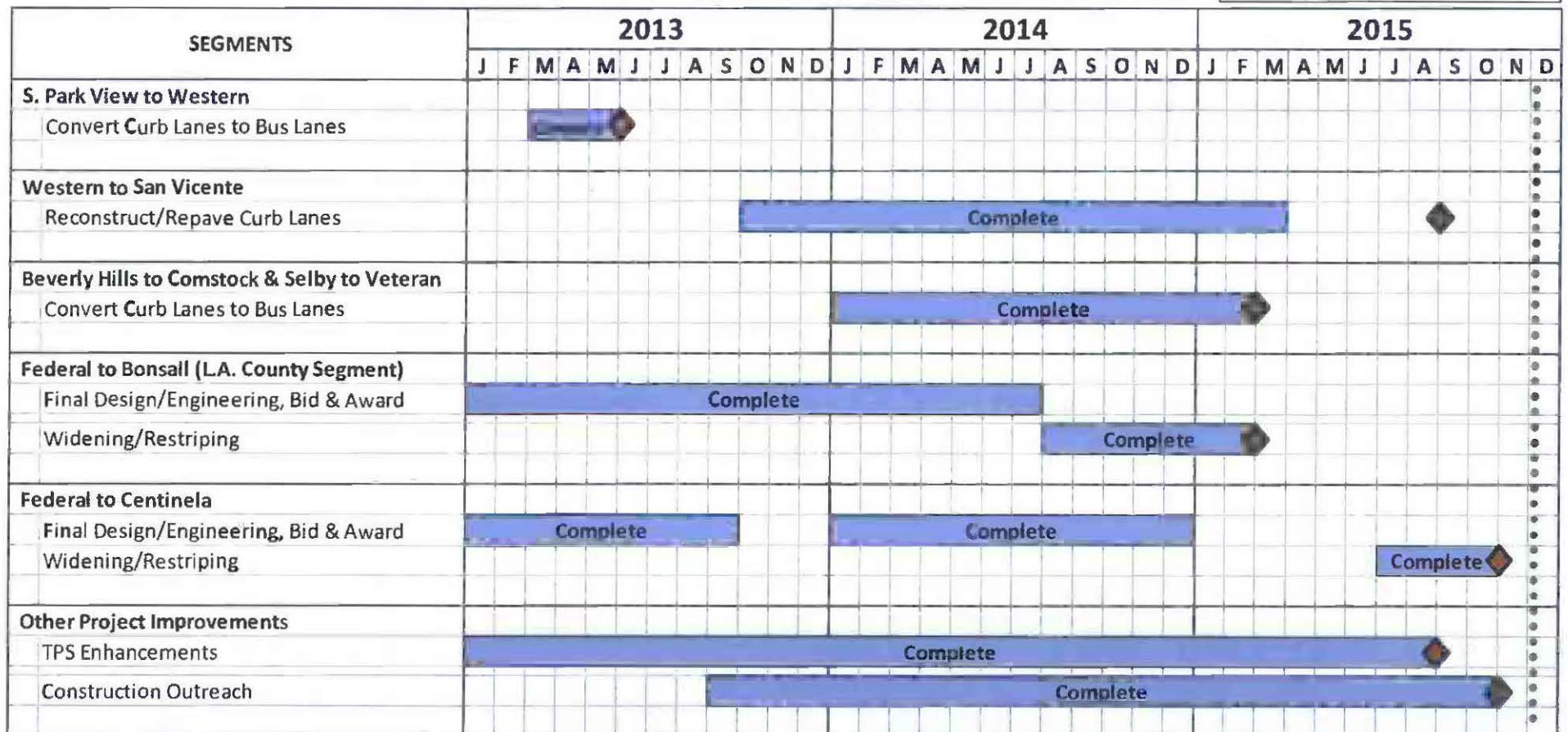
Segments	Status	Next Steps
Centinela to Barrington	Roadwork – Restriping/Signage – <u>Completed</u>	<u>Opened for Service November 16, 2015</u>
Barrington to Federal	Roadwork – Widen/repave/restripe – <u>Completed</u>	<u>Opened for Service November 16, 2015</u>
Federal to Sepulveda	Roadwork – Widen/repave/restripe – <u>Completed</u>	<u>Opened for Service April 8, 2015</u>
Veteran to City of Beverly Hills	Roadwork – Restriping/signage – <u>Completed</u>	<u>Opened for Service April 8, 2015</u>

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

Segments	Status	Next Steps
San Vicente to Western	Roadwork – Reconstruct/resurface/restripe – <u>Completed</u>	<u>Opened for Service April 8, 2015</u>
Western to S. Park View	Roadwork – Restriping/signage – <u>Completed</u>	<u>Opened for Service June 5, 2013</u>
Corridor-Wide Transit Priority System (TPS)	TPS Enhancements – <u>Completed</u>	<u>Completed as of November 16, 2015</u>

Wilshire Boulevard Bus Rapid Transit Construction Schedule

100% COMPLETE



Last Revised: 11/2015

◆ = Milestone Date Note: Western to San Vicente Segment Completed Five Months Early

Wilshire Boulevard Bus Rapid Transit Current Project Budget and Expenditures

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

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

Metro Rapid System Gap Closure Lines



Metro Rapid System Gap Closure Lines Transit Signal Priority

Corridor	Status*	Next Steps
Sepulveda (Last 25% in Culver City)	Completed – City of Los Angeles (75% of corridor) 0% Complete – Culver City (25% of corridor)	December 2015 – Culver City issues RFP to install TPS system February 2016 – Award contract December 2016 – Complete installation
Torrance-Long Beach	Installation (85%) complete (up from 70%)	December 31, 2015 – Complete installation
Venice	Completed	N/A
Atlantic	Completed	N/A
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A



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

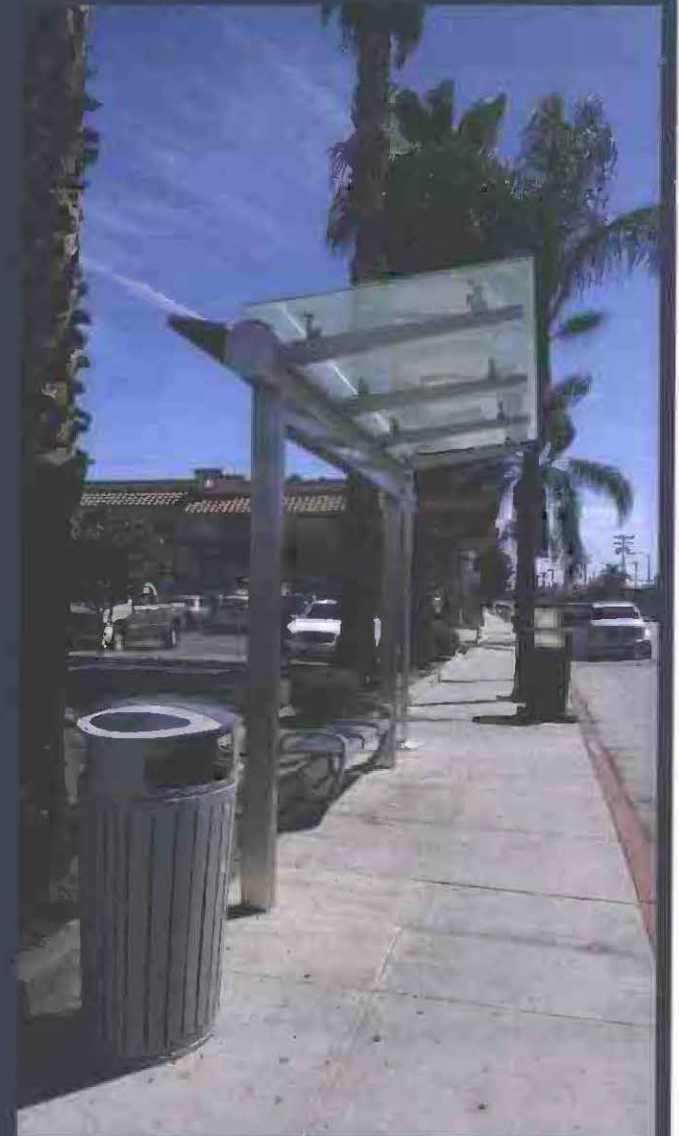
Metro Rapid System Gap Closure Lines Shelter Implementation

Status

- Completed 30 locations in five cities
 - San Fernando
 - South Gate
 - Lynwood
 - Rosemead
 - South El Monté
- Additional 20 locations by December 31, 2015

Next Steps

- March 31, 2016 – On target to complete installation at remaining 48 locations



Metro Rapid System Gap Closure Lines Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$15,898,765	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 773,695	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$16,672,460	\$24,771,925

*Forecast to complete for Gap Closure shelters only

East San Fernando Valley Transit Corridor

Status

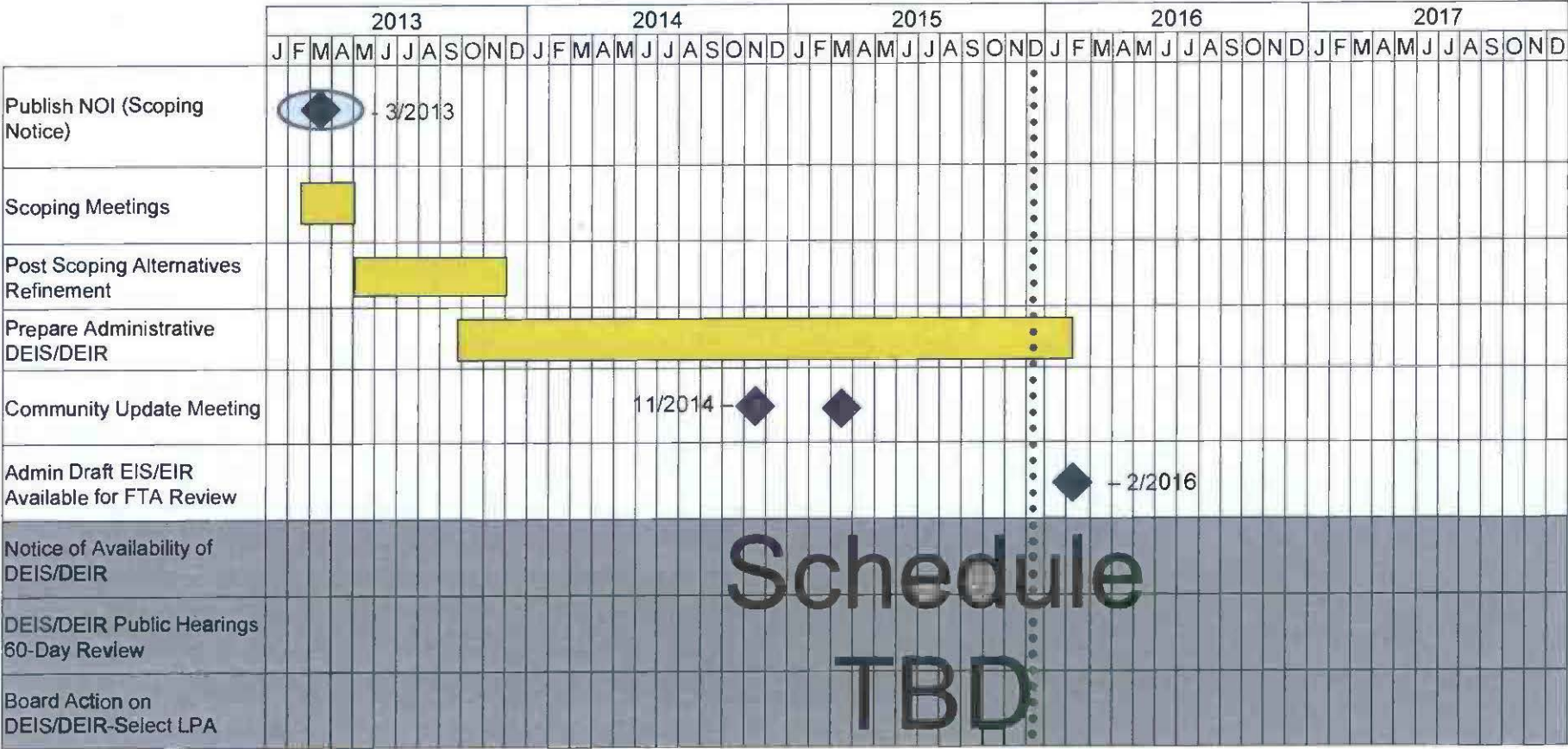
- Preparing Draft EIS/EIR
 - Two Bus Rapid Transit (BRT) alternatives
 - Two Rail alternatives
- Ongoing:
 - Outreach and coordination with City of LA
 - Department of Transportation
 - Council offices
 - Coordination with City of San Fernando

Next Steps

- February 2016 – Transmit Draft EIS/EIR for FTA review (est.)
- Continue coordination



East San Fernando Valley Transit Corridor DEIS/DEIR Schedule



◆ = Milestone Date

○ = FTA Action

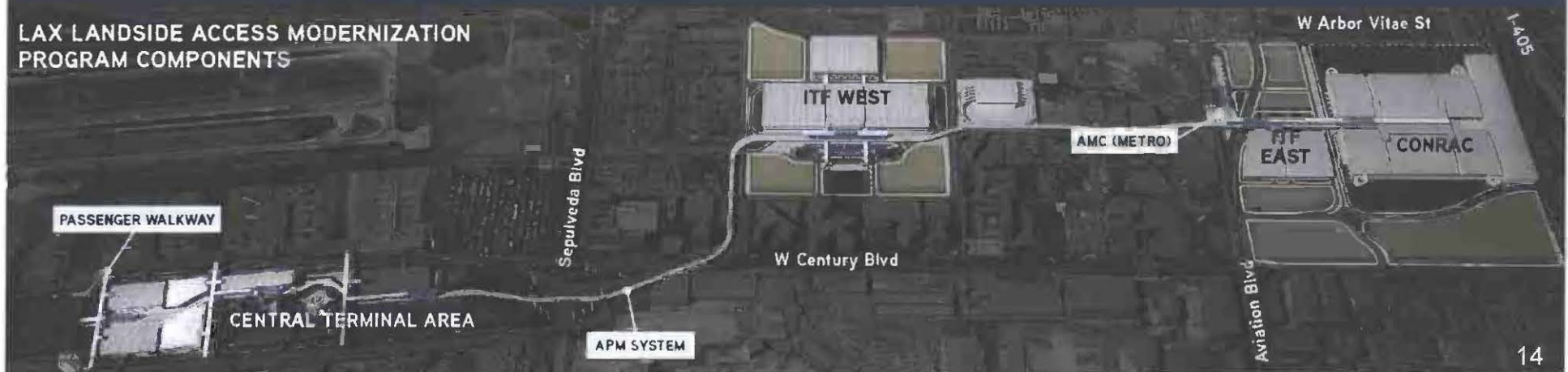
Last Revised: 11/2015

Schedule
TBD

Airport Metro Connector - 96th Street Transit Station

Status

- September 2015
 - Submitted Request for Expression of Interest to Participate in Pilot Program for Expedited Project Delivery
- Coordinating baseline environmental assumptions with LAWA
 - No project scenario
 - Ridership data
 - Traffic data
- 96th Street Transit Station Architecture and Engineering Services
 - Initiated Schematic Design
 - Metro platforms and bus facilities concepts
 - Circulation scenarios
 - Coordination with LAWA on APM interface
- Crenshaw/LAX Team
 - Issued limited NTP to Walsh Shea to design accommodations for LRT tracks and platform locations
 - Working with FTA to environmentally clear Tail Track Relocation and Temporary Construction Easement north of Arbor Vitae, on the east side of Metro's property

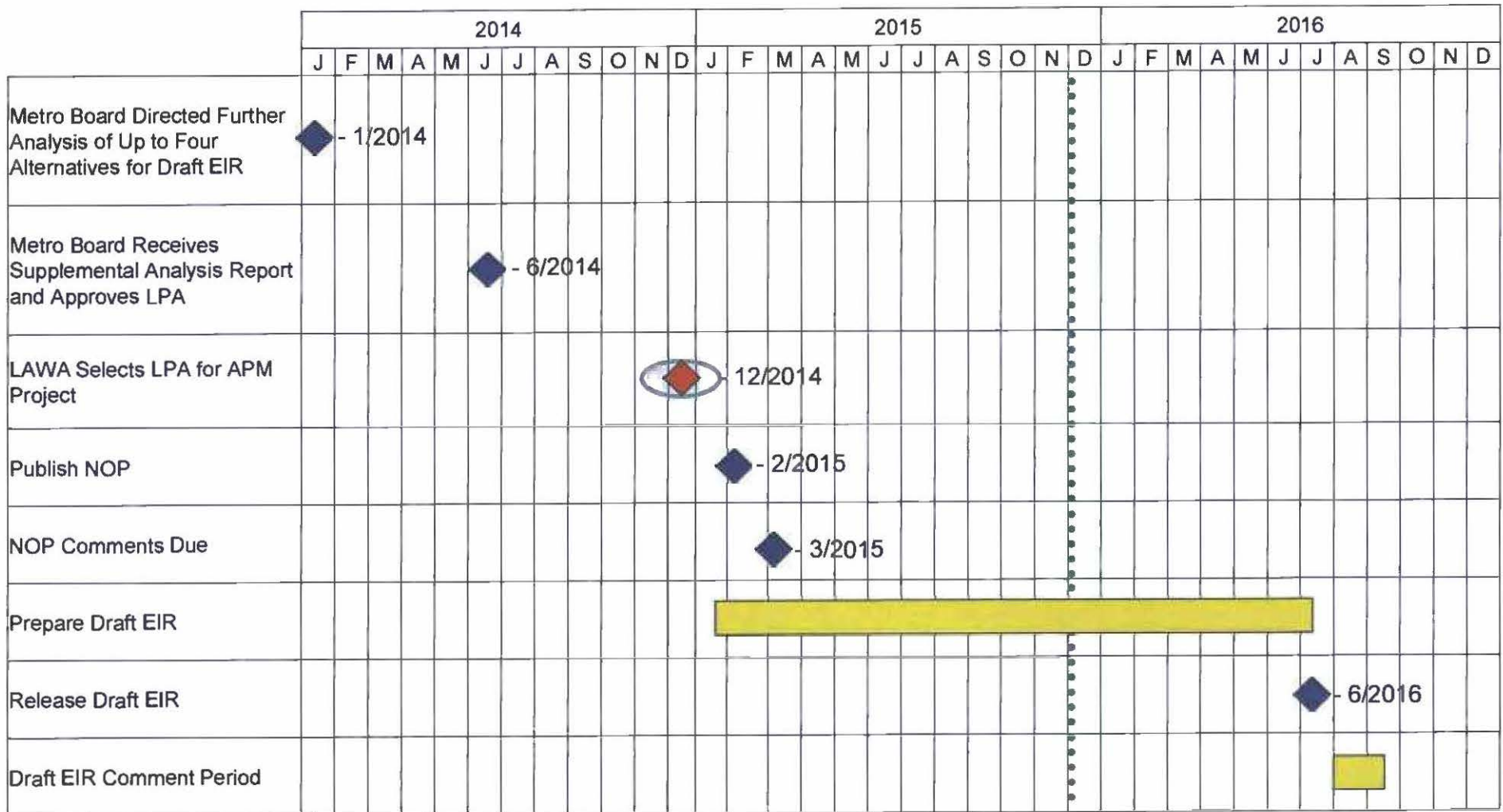


Airport Metro Connector - 96th Street Transit Station

Next Steps

- Continue:
 - Continuing work on Draft EIR:
 - Ridership modeling assumptions
 - Traffic model
 - Schematic design
 - Coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard
 - FTA on future initiation of NEPA documentation
 - Future funding opportunities

Airport Metro Connector - 96th Street Transit Station Schedule



= LAWA Milestones
 = Milestone Date

Last Revised: 11/2015

Airport Metro Connector - 96th Street Transit Station Acceleration (5 years earlier than LRTP)*

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

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

* Contingent upon funding approval

Eastside Transit Corridor Phase 2

Status

- September 2015
 - Held technical study update meetings with cooperating agencies:
 - US Army Corps of Engineers (USACE)
 - Environmental Protection Agency (EPA)
 - Caltrans
 - Held monthly briefings with:
 - SR-60 Coalition
 - Washington Blvd Coalition
 - Initiated study of new North/South connection to Washington Blvd
- October 2015
 - Per Board direction in November 2014, awarded task order for West Santa Ana Branch (WSAB) to Eastside Phase 2 Connection Study
 - Explore potential east-west connections between WSAB and Eastside Phase 2 Connection Study
 - Separate study effort from Eastside Phase 2
- November 2015
 - Continued consultation meetings cooperating agencies

Next Steps

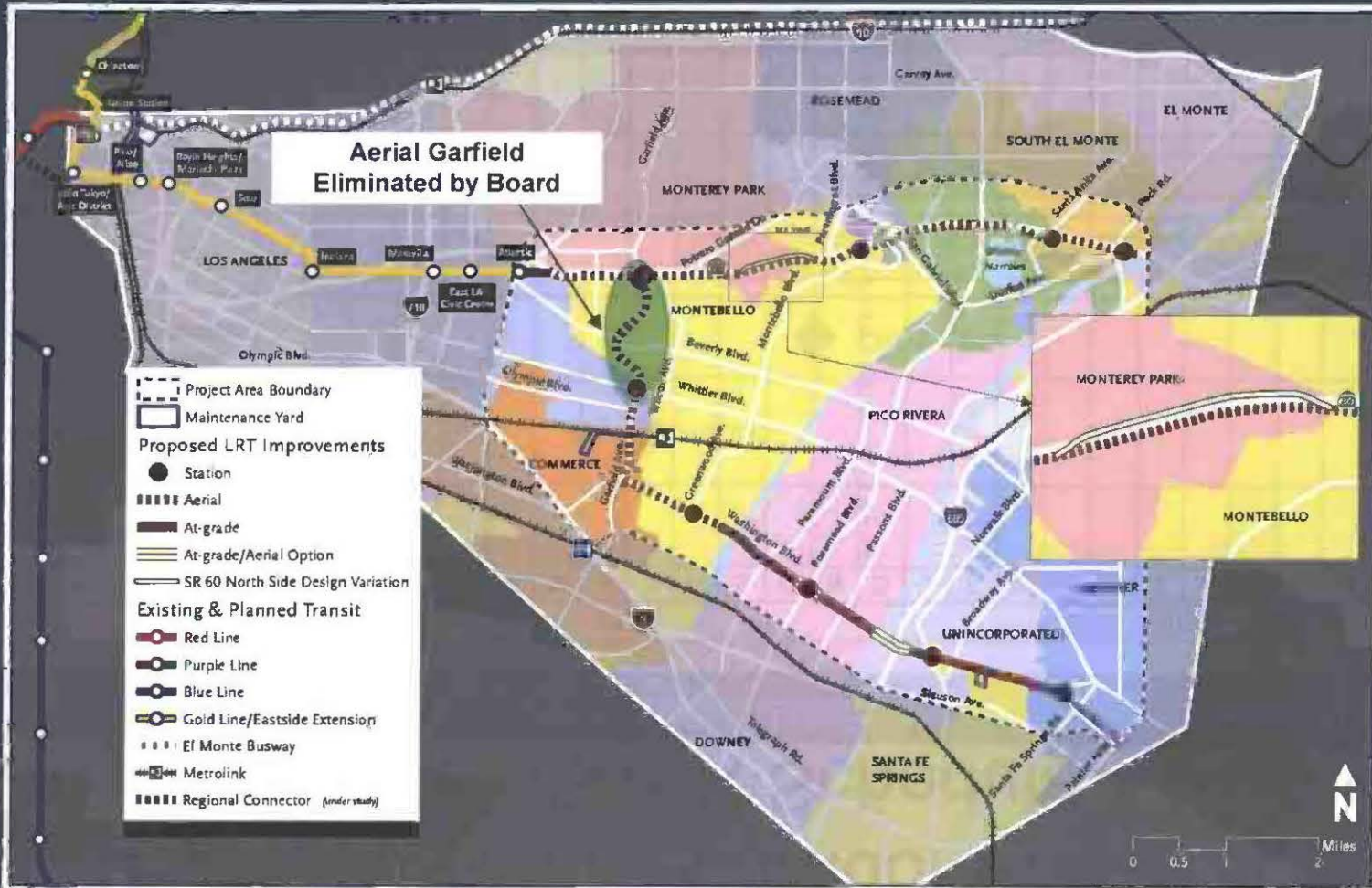
- Continue Technical Study
- Ongoing consultation with:
 - Cooperating Agencies
 - Both Coalitions
- Initiate WSAB to Eastside Phase 2 Connection Study



Eastside Transit Corridor Phase 2

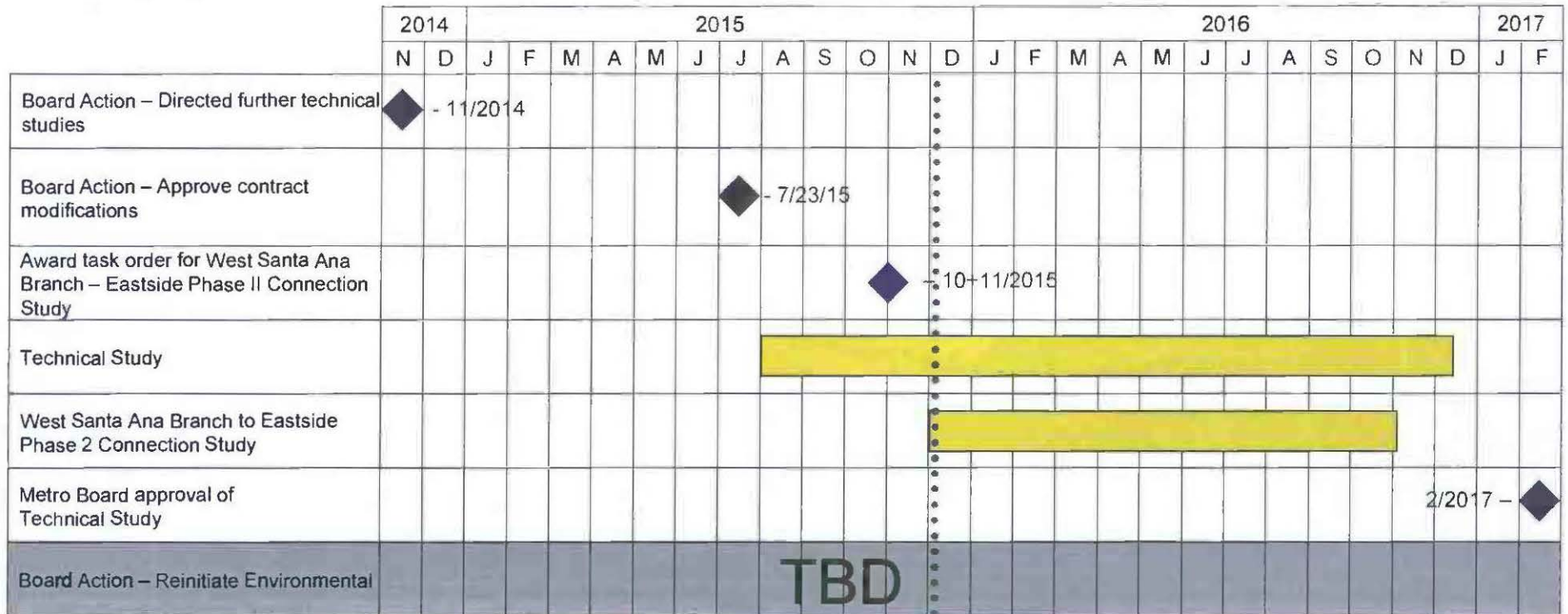
SR-60 LRT
 6.9 Miles
 4 Stations (all aerial)
 16,700 Average Daily Boardings (2035)
 LRTP-\$2.4 Billion, 2035 RSD
 Estimated Cost-\$2.5 Billion (YOE)
 Measure R-\$1.2 Billion (2008\$)

Washington LRT
 9.5 Miles
 6 Stations (3 aerial, 3 at-grade)
 19,900 Average Daily Boardings (2035)
 LRTP-\$2.4 Billion, 2035 RSD
 Estimated Cost-\$2.8-\$3.2 Billion (YOE)
 Measure R-\$1.2 Billion (2008\$)



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)



◆ = Milestone Date

Last Revised: 11/2015

Milestones

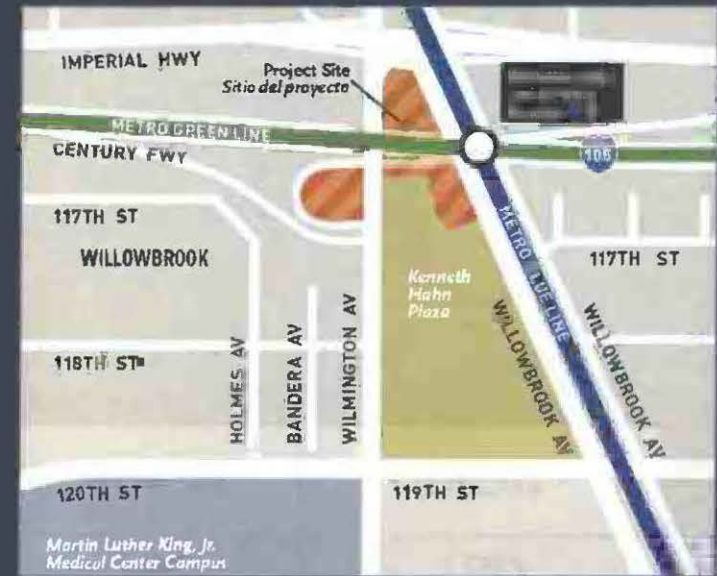
	NOI/NOP*	Admin Draft EIS/EIR to FTA	Notice of Availability of DEIS/DEIR	Locally Preferred Alternative
East San Fernando Valley Transit Corridor	Mar-13	Feb-16	TBD	TBD
Airport Metro Connector	Feb-15	TBD	TBD	TBD
Eastside Transit Corridor Phase 2**	Jan-10	Dec-13	Aug-14	TBD**

** November 2014 Board approved completion of further technical studies

Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- August 2015: NEPA completed
- October 2015:
 - Contract Awarded for Engineering/Final Design
 - \$2.9 million awarded through the State’s Active Transportation Program
 - TIGER Grant Application Submitted
 - Pre-award authority obtained
 - **Project Fully Funded**



FUNDING PLAN (millions)

Local - Preliminary Engineering (April 2014 Board approval)	\$ 4.00
Federal (TIGER)	\$10.25
Local (TIGER Match)	\$16.00
State Cap and Trade and/or other Local funds	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind land value)	<u>\$ 0.75</u>
TOTAL PROJECT COST:	\$66.70



Willowbrook/Rosa Parks Station Master Plan Implementation Project



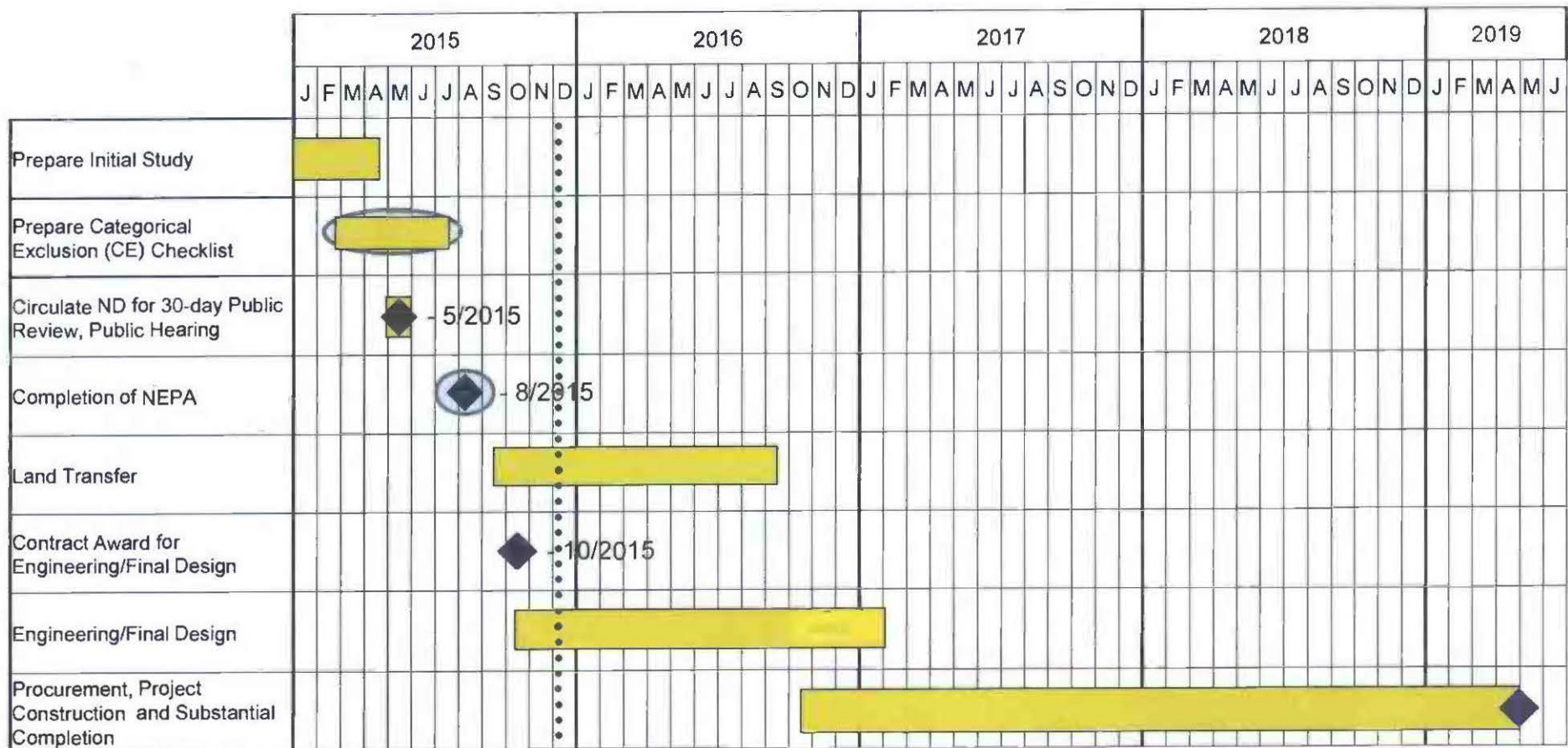
Willowbrook/Rosa Parks Station Master Plan Implementation Project



Next Steps

- Design development and community outreach
- Finalize parcel acquisition in coordination with Community Development Commission (CDC)
- Execute TIGER Grant Agreement

Willowbrook/Rosa Parks Station Master Plan Implementation Project



Last Revised: 11/2015

◆ = Milestone Date

○ = FTA Action

Eastside Access Improvements

Status

- September 2015
 - TIGER Grant Agreement Executed
 - Completion of NEPA (Categorical Exclusion)
- Evaluating proposals to complete design of improvements and prepare for construction

Next Steps

- January 2016
 - Contract award (pending procurement process)
- Reaffirmation of project scope
 - Per stakeholder consensus



Eastside Access Improvements Santa Fe Avenue by SCI ARC

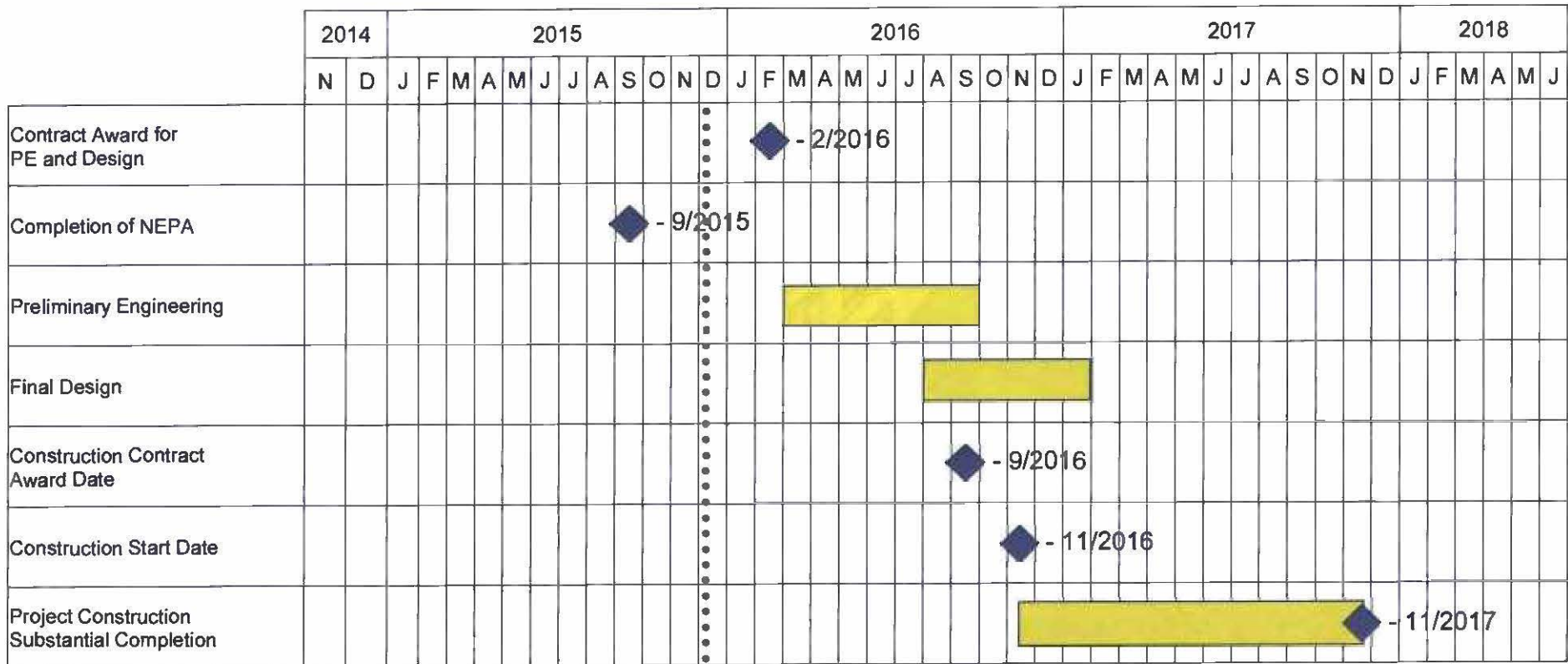
Before



After (new bike lanes)



Eastside Access Improvements Project Schedule



◆ = Milestone Date ○ = FTA Action

Last Revised: 11/2015

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- October 29, 2015
 - Announcement of \$15M TIGER VII grant

Next Steps

- Contract Award for PE and Final Design
- Completion of NEPA – Categorical Exemption



Rail to Rail ATC Connector Project Corridor Development

Existing Condition



Corridor Development Renderings

Final ARRA Project Status Summary

Project	Status
1. Replace 20 MBL Traction Power Substations and Associated Electrical Support Systems	<ul style="list-style-type: none">• September 2015 – Grant Closed• 98% awarded funds used
2. Wayside Energy Storage Substation (WESS)	<ul style="list-style-type: none">• September 2015 – Grant Closed• 100% awarded funds used• October 2015 – Released final WESS Performance Evaluation Report

Final Status

- Total ARRA grants awarded: \$312.3M
- Spent: \$310.3M (99.4%)

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: July - October 2015

Presentation Date: December 2, 2015



Metro

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

- Metro General Manager visited KSJ facility in Osaka, Japan during the week of Aug 24th to review the production progress of the carshell and truck manufacture.
- Final assembly work continues on Cars No. 1011-1020 in Palmdale, CA.
- Respective cars had been shipped to Foothill (Division 24) on the following dates for commissioning activities:
 - Car 1005 (Jul 7th)
 - Car 1006 (Jul 23rd)
 - Car 1007 (Aug 24th)
 - Car 1008 (Sep 18th)
 - Car 1009 (Oct 13th)
 - Car 1010 (Oct 30th)



P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

Commissioning Sites (Metro Foothill, Gold & Green Lines)

•Vehicle-level Design Conformance (Qualification) tests continue with Cars 1, 2 & 4 at MGL, on Car 3 at PGL, and Cars 5-10 at Foothill Extension Line

Major Design Conformance Tests

- EMI/EMC
- Noise, and Shock & Vibration
- CCTV System
- Event Recorder Ethernet Test
- Vehicle Dynamic Envelope Test for Expo II Line and Foothill Extension

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

Schedule:

- KI remains compliant with contract requirements (78 LRVs in 53 months)
- Production Cars (Cars 3 – 46) manufacturing, assembly and testing have slipped varying number of days when compared to KI's internal schedule.
- Several Contract specific items (Manuals and parts catalogs) have again slipped.
- Continuing delays in Post Arrival Car Testing, and Production Car Final Assembly.
- Conditional Acceptance for the first two vehicles is currently forecasted to be February 2016.
- Metro and the KI are working closely to mitigate slippage to internal schedule.

Design Validation:

- Production Baseline Design Reviews: 100% Completed.
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 92% Completed.
- Contract Deliverables Requirements List (CDRL), 84% submitted.



Metro

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Base Buy			
78 LRV's	\$263,211,780.00	\$105,423,457.50	\$157,788,322.50
Spare Parts	\$19,911,594.00	\$0.00	\$19,911,594.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90
Manuals	\$675,512.00	\$0.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00
On-Site Engineer	\$1,679,366.00	\$681,794.10	\$997,571.90
Vehicle Sub-Total	\$299,061,827.00	\$114,949,595.70	\$184,112,231.30
Contingency Sub-Total	\$16,078,011.00	\$5,373,918.62	\$10,704,092.38
VEHICLE TOTAL	\$315,139,838.00	\$120,323,514.32	\$194,816,323.68

PROFESSIONAL SERVICES AND ADMINISTRATION

ELEMENT (PROFESSIONAL SERVICES)	LRV PROJECT BUDGET (LOP)	LRV PROJECT LOP BUDGET INVOICED TO DATE	LRV PROJECT LOP BUDGET REMAINING
Professional Services (Element A)	\$21,208,749.00	\$8,925,178.06	\$12,283,570.94
Professional Services (Element B)	\$8,378,885.00	\$1,731,706.52	\$6,647,178.48
CONSULTANTS TOTAL	\$29,587,634.00	\$10,656,884.58	\$18,930,749.42

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$39,720,463.85	\$284,078,427.15
Spare Parts	\$27,332,000.00	\$0.00	\$27,332,000.00
Special Tools	\$943,789.00	\$0.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00	\$0.00	\$2,080,181.00
Training		\$0.00	
Manuals		\$0.00	
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00
On-Site Engineer			
Vehicle Sub-Total	\$366,321,644.00	\$51,887,246.85	\$314,434,397.15
Contingency Sub-Total	\$20,999,665.00		\$20,999,665.00
VEHICLE TOTAL	\$387,321,309.00		\$335,434,062.15

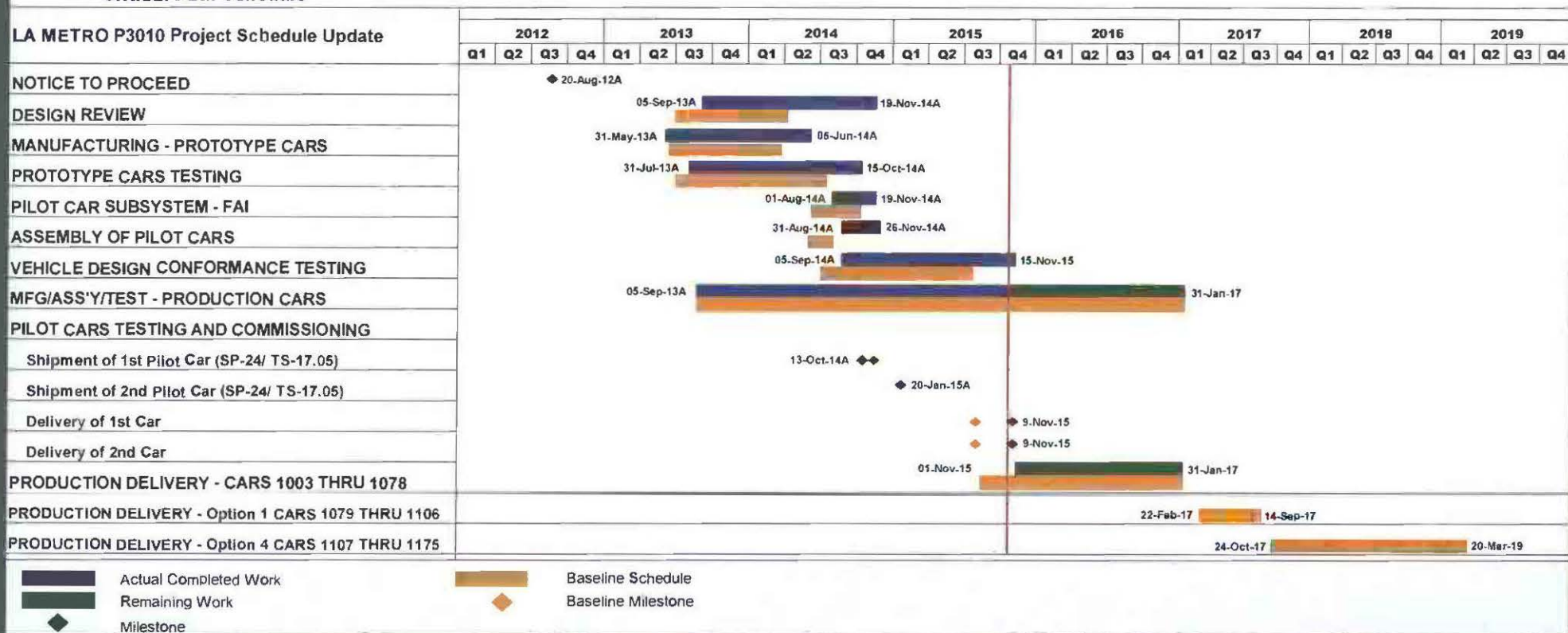
Note: P3010 Life Of Project (LOP) TOTAL (Base Buy and Options #1 & #4)
is \$739 Million

P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE

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


October 2015



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by Metro)

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

 = CM Executed by Metro

Note: Information is accurate as of October 31, 2015

P3010 Light Rail Vehicle Acquisition Program

TOP THREE POTENTIAL RISKS

Risk Description	Risk Mitigation
<p>Design Conformance Testing (DCT) - DCT is performed on Metro property prior to vehicle acceptance and could take longer than expected due to availability of testing track.</p>	<ol style="list-style-type: none">1. Perform early coordination with Operations and Planning on the qualification test logistics and yard needs.2. Perform close continuous coordination with Operations and Planning during the test period especially the track-time and personnel availability/conflict.
<p>Aggressive Schedule - Overly aggressive project schedule may be impossible for both Metro and KI to implement.</p>	<ol style="list-style-type: none">1. Prepare and maintain master integrated schedule for implementation of all interfacing capital projects.2. Stagger project implementation schedule, i.e., avoid overlap of procurement cycles.
<p>Final Assembly Site – Potential workforce challenges including not being able to obtain qualified personnel to perform quality work within aggressive FA schedule.</p>	<ol style="list-style-type: none">1. Perform early training on acquired staff, clearly define working expectations, and allocate flow time for corrective actions.2. Metro to work closely with KI FA team to identify potential open items, establish quality verification process and standards, allocate additional on-site personnel to mitigate schedule slippage due to re-works and re-tests.

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

Final Assembly Site:

- Continue assembly work and perform vehicle functional testing on Cars Nos. 1011 – 1020
- Ship Cars No. 1011 – 1015 to Monrovia Shop (Division 24).

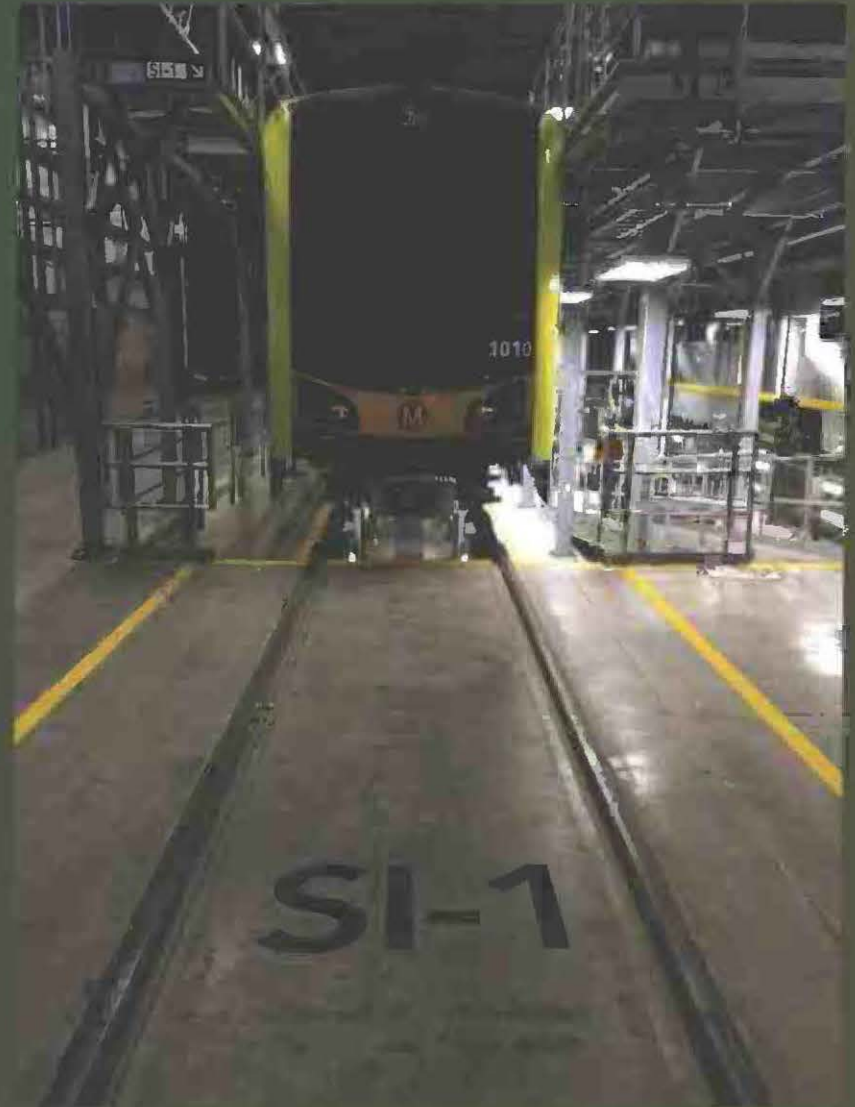
Commissioning Site:

- Complete Design Conformance Tests
- Continue with Production Conformance Tests on LRVs at Metro's commissioning site
- KI to prepare for pre-revenue service operation with LRVs that are ready at Foothill Extension Line.

Safety Certification:

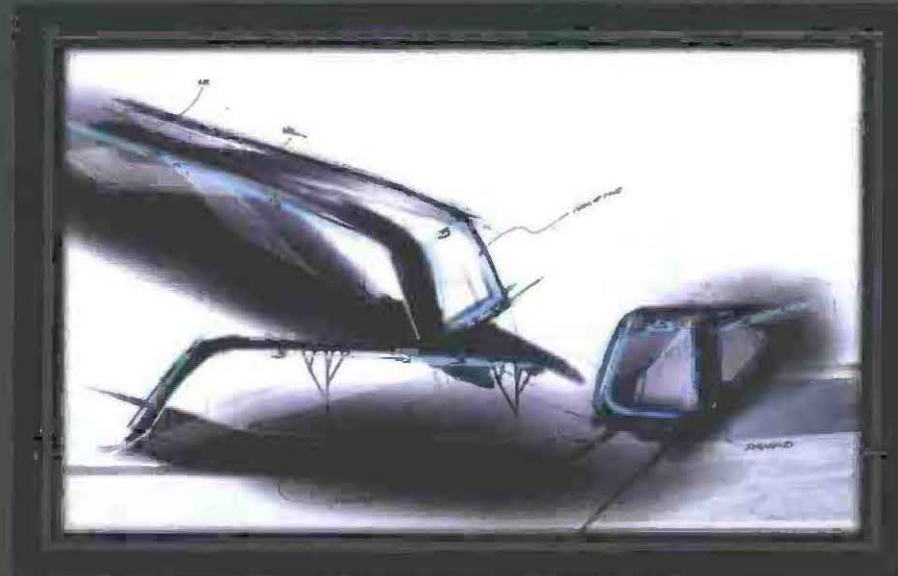
- KI to complete and submit corresponding test reports
- Metro to coordinate review and approval of the Safety Certification Checklists with Corporate Safety and CPUC

P3010 Light Rail Vehicle Acquisition Program



Metro

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
December 2, 2015



Metro

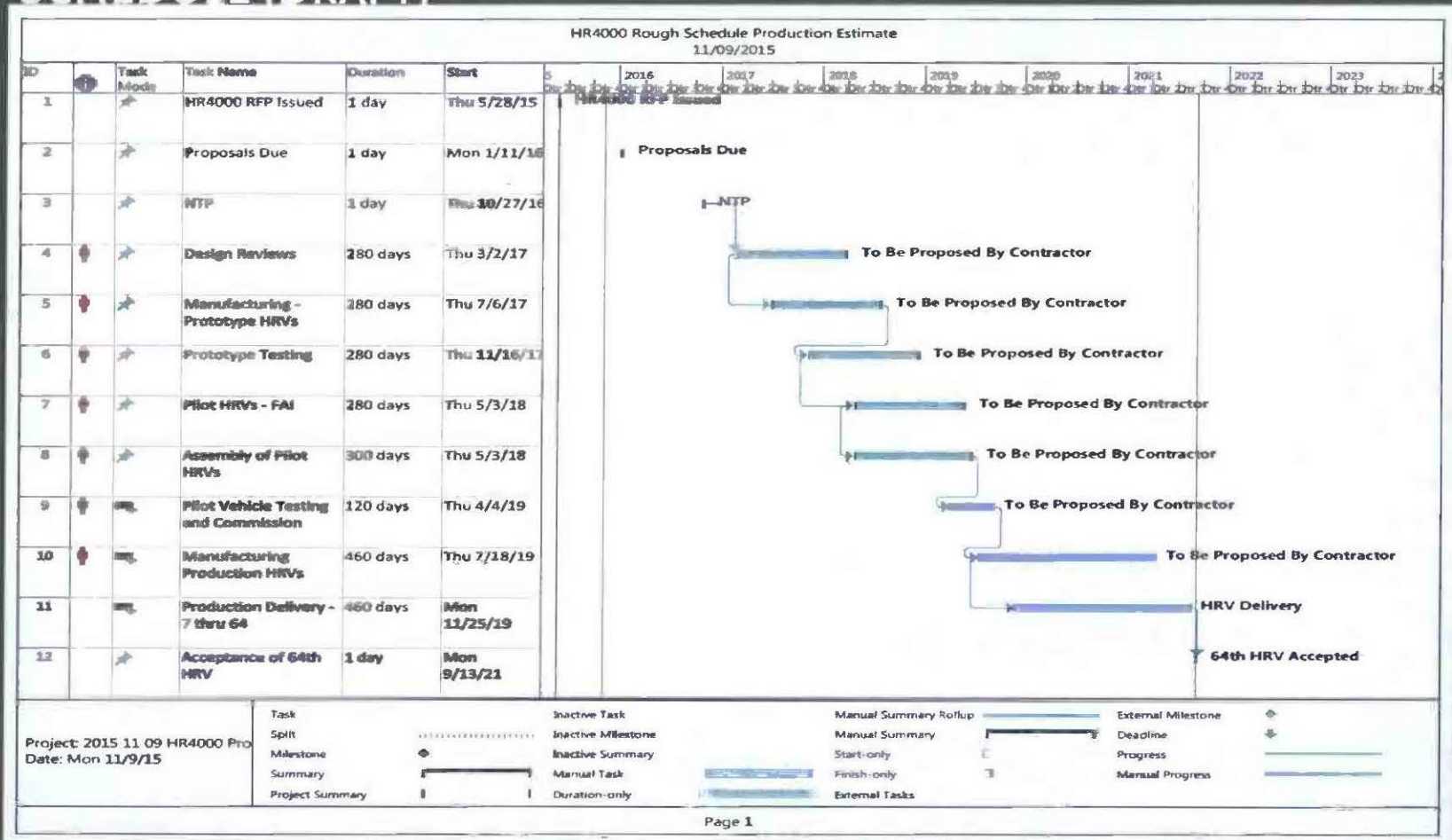
New Heavy Rail Vehicle Program

- **PROJECT STATUS**
 - Black-Out Period
 - Proposals Due January 11, 2016
- **PROJECT BUDGET**

DESCRIPTION	ORIGINAL LOP BUDGET	CURRENT BUDGET	EXPENDITURES (INCEPTION TO DATE)	CURRENT FORECAST (FY16)
Replacement: 30 Vehicles (CP 206037)	\$105,137,849	\$105,137,849	\$0	\$1,000,000
Professional Services	\$10,100,213	\$8,772,208	\$1,328,005	\$650,000
MTA Administration	\$3,762,810	\$2,803,810	\$959,000	\$506,000
Contingency	\$11,899,300	\$11,899,300	\$0	\$0
CP 206037 SUBTOTAL (10-40)	\$130,900,171.5	\$128,613,167	\$2,287,005	\$2,156,000
WSE Segment 1: 34 Vehicles (Project 865518)	\$128,591,151	\$128,591,151	\$0	\$500,000
Professional Services	\$12,353,287	\$12,353,287	\$0	\$0
MTA Administration	\$4,602,190	\$4,565,190	\$37,000	\$100,000
Contingency	\$14,553,700	\$14,553,700	\$0	\$0
CP 865518 SUBTOTAL (50-80)	\$160,100,328	\$160,063,328	\$37,000	\$600,000
TOTAL PROJECT	\$291,000,500	\$288,676,495	\$2,324,005	\$2,756,000

New Heavy Rail Vehicle Program

SCHEDULE (DRAFT)



New Heavy Rail Vehicle Program

- **RISK MANAGEMENT**
 - LACMTA does not foresee any anticipated risks at time.
- **COMMERCIAL TERMS AND CONDITIONS**
 - Revised Local Employment Program based on FTA/DOT comments
 - Amended from a mandatory program to voluntary program
 - Expanded the geographic preference market from LA County to the State of California
 - Credit applied to new jobs only w/10% targeted for disadvantaged workers
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Black-Out Period
 - LACMTA responding to Contractor Request For Information (RFI) / Request For Clarification (RFC).

FTA Quarterly Review Action Item Report – August 26, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-8/26	Open	Metro to discuss and resolve the use of Non-Buy America compliant concrete ties on the Crenshaw/LAX Transit Project with FTA/PMOC.	LACMTA	Charles Beauvoir/ Sam Mayman	9/15/15
3-8/26	Open	Metro to include a schedule for all HR4000 contract options in future FTA Quarterly Review Meeting presentations.	LACMTA	Cop Tran	12/2/15
4-8/26	Open	Metro to provide the FTA/PMOC an update on contract extensions for Construction Management Support Services staff versus the use of Metro staff on Westside Section 1 and 2 and Regional Connector Projects.	LACMTA	Bryan Pennington/ Brian Boudreau	12/2/15
1-5/27	Open	Metro Crenshaw /LAX Transit Project staff and Metro Planning staff to schedule a meeting with FTA/PMOC to identify and delineate cost/schedule impacts between the Southwest Yard and 96 th Street Station following approval of the Southwest Yard Baseline Schedule and the contractor's response to the request for change order.	LACMTA	Charles Beauvoir/ Robert Rincon/ Martha Welborne	7/30/15
7-2/25	Open	Metro to hold a meeting with Metro Engineering and Construction staff and Metro Planning staff to discuss the Airport Metro Connector Station when operational issues are known. The Station Architectural Contract to Gruen/Grimshaw was approved by the Metro Board on July 23, 2015. Contract award is anticipated in August with NTP to follow.	LACMTA	Bryan Pennington/ Charles Beauvoir/ Martha Welborne	TBD

FTA Quarterly Review Action Item Report – August 26, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
8-2/25	Open	Metro to provide the FTA/PMOC an updated Rail Fleet Management Plan (RFMP), including a revised Light Rail Vehicle (LRV) section, upon completion.	LACMTA	Bruce Shelburne	TBD
2-8/26	Closed	Metro to provide the FTA/PMOC an update on the Crenshaw/LAX Transit Project independent schedule assessment. Metro scheduled to issue the draft report in October.	LACMTA	Charles Beauvoir	9/21/15
5-8/26	Closed	Metro Project Teams to include a Baseline Schedule and Current Schedule on project schedule slide(s) for future FTA Quarterly Review Meeting presentations.	LACMTA	Jesus Montes/ Annie Yang	12/2/15