

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

MAY 27, 2015



Metro

AGENDA

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, May 27, 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 Issues

PRESENTER

Leslie Rogers
Phillip Washington
Drew Phillips
Charles Safer
James Brown

II. CONSTRUCTION REPORTS

- A. Engineering & Construction Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Regional Connector Transit Corridor Project
- E. Patsaouras Plaza Bus Station Project
- F. Universal Pedestrian Bridge Project

Bryan Pennington
Charles Beauvoir
Dennis Mori
Girish Roy
Tim Lindholm
Milind Joshi

III. METRO PLANNING REPORTS

- A. Ballot Initiative Research Effort
- B. Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - Eastside Transit Corridor Phase 2
- D. TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
- E. American Recovery and Reinvestment Act of 2009 (ARRA)
- F. TIGER VII Funding Opportunity
- G. 101 Freeway to 7th Street Rail Coordination Study

Martha Welborne

IV. RAIL VEHICLE PROCUREMENT

- A. P3010 Vehicle Acquisition Program
- B. Heavy Rail Vehicle Acquisition Program

Jesus Montes
Cop Tran

V. FTA ACTION ITEMS

FTA/PMOC

VI. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

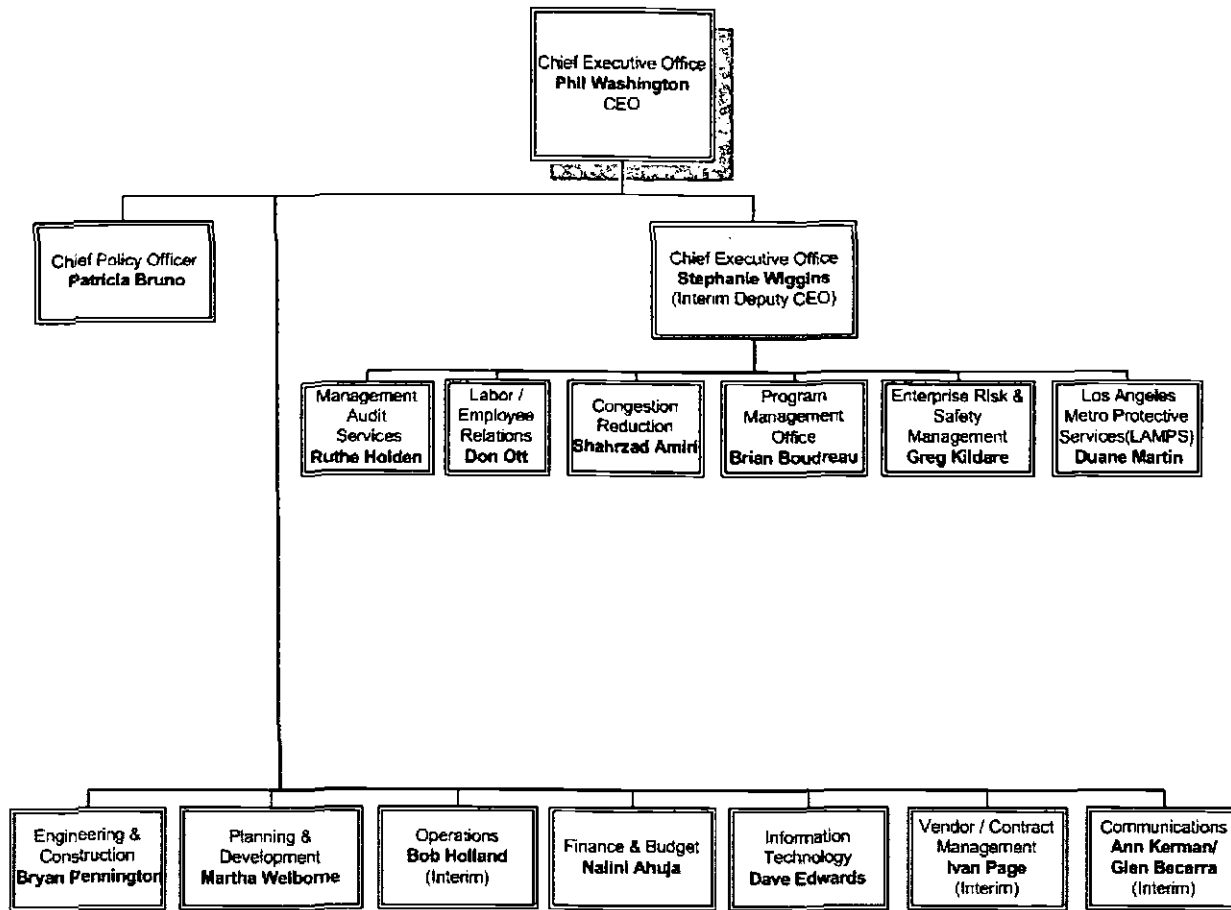
Los Angeles County Metropolitan Transportation Authority

Wednesday, August 26, 2015

William Mulholland Conference Room – 15th Floor

METRO AGENCYWIDE
ORGANIZATION CHART

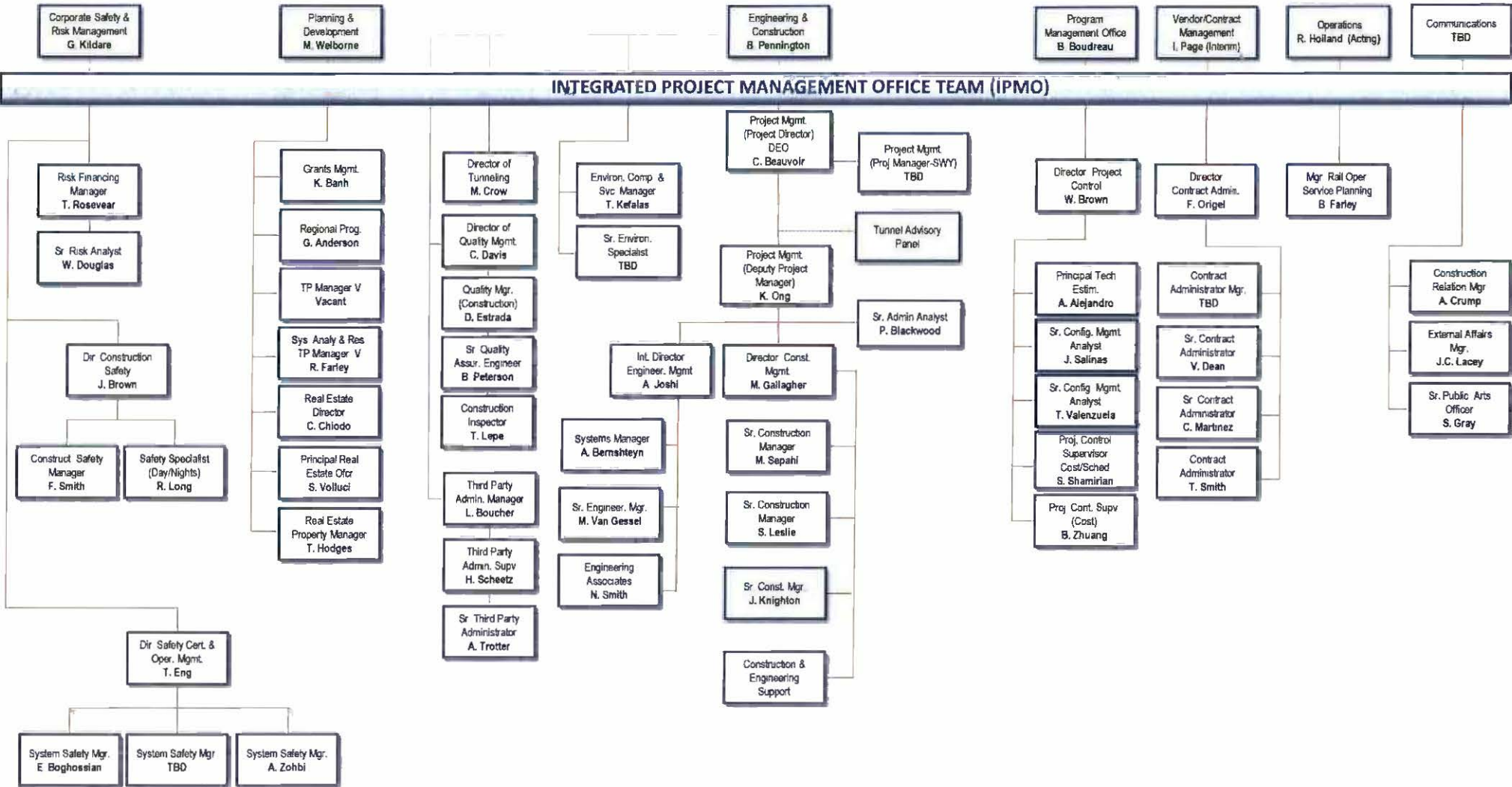
FY16 Organization Chart



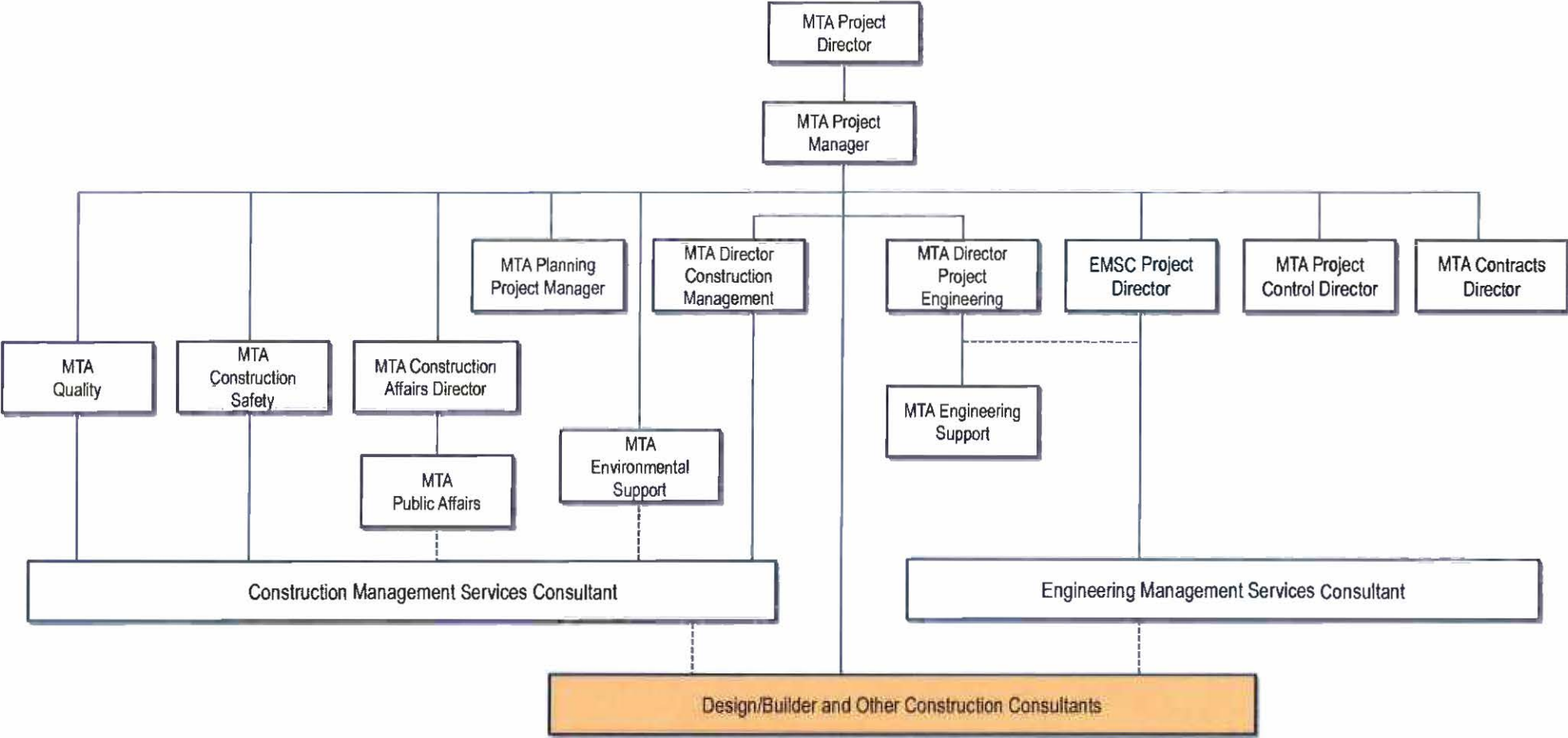
TRANSIT PROJECT
ORGANIZATION CHARTS

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

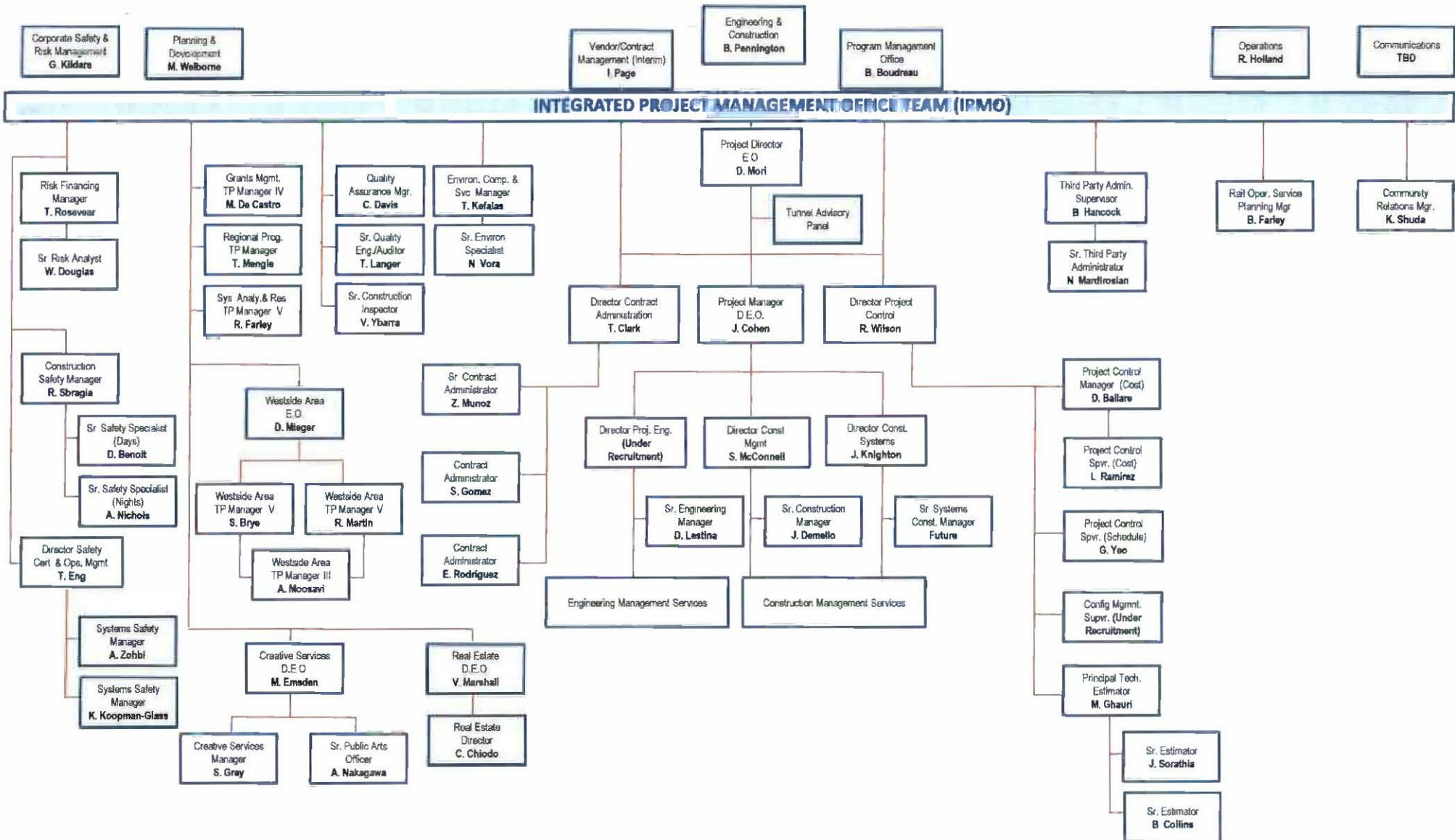
Metro Executive Management Organization and Staff



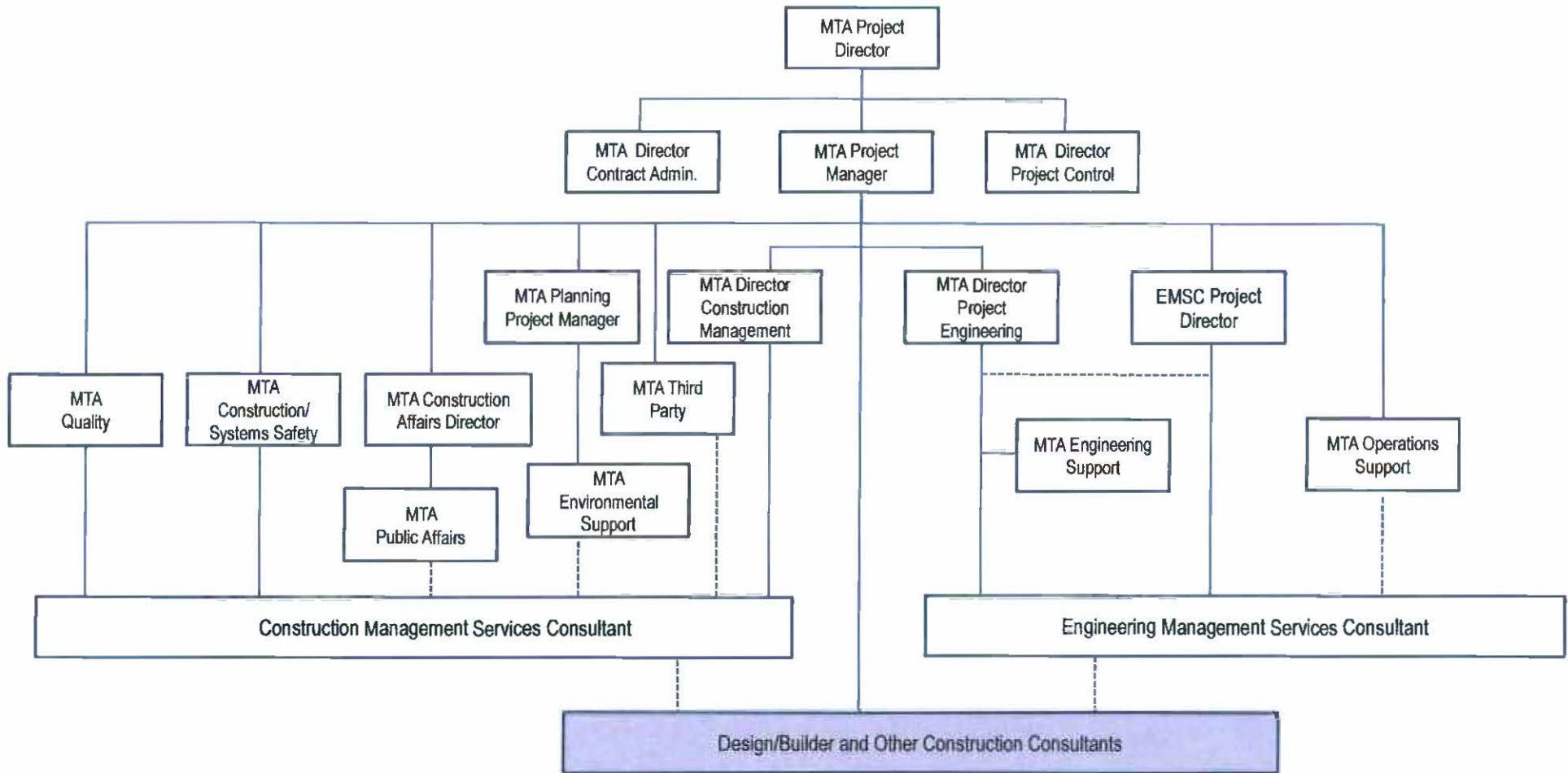
**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



WESTSIDE PURPLE LINE EXTENSION SECTION 1 INTEGRATED PROJECT MANAGEMENT OFFICE TEAM Matrix Organization

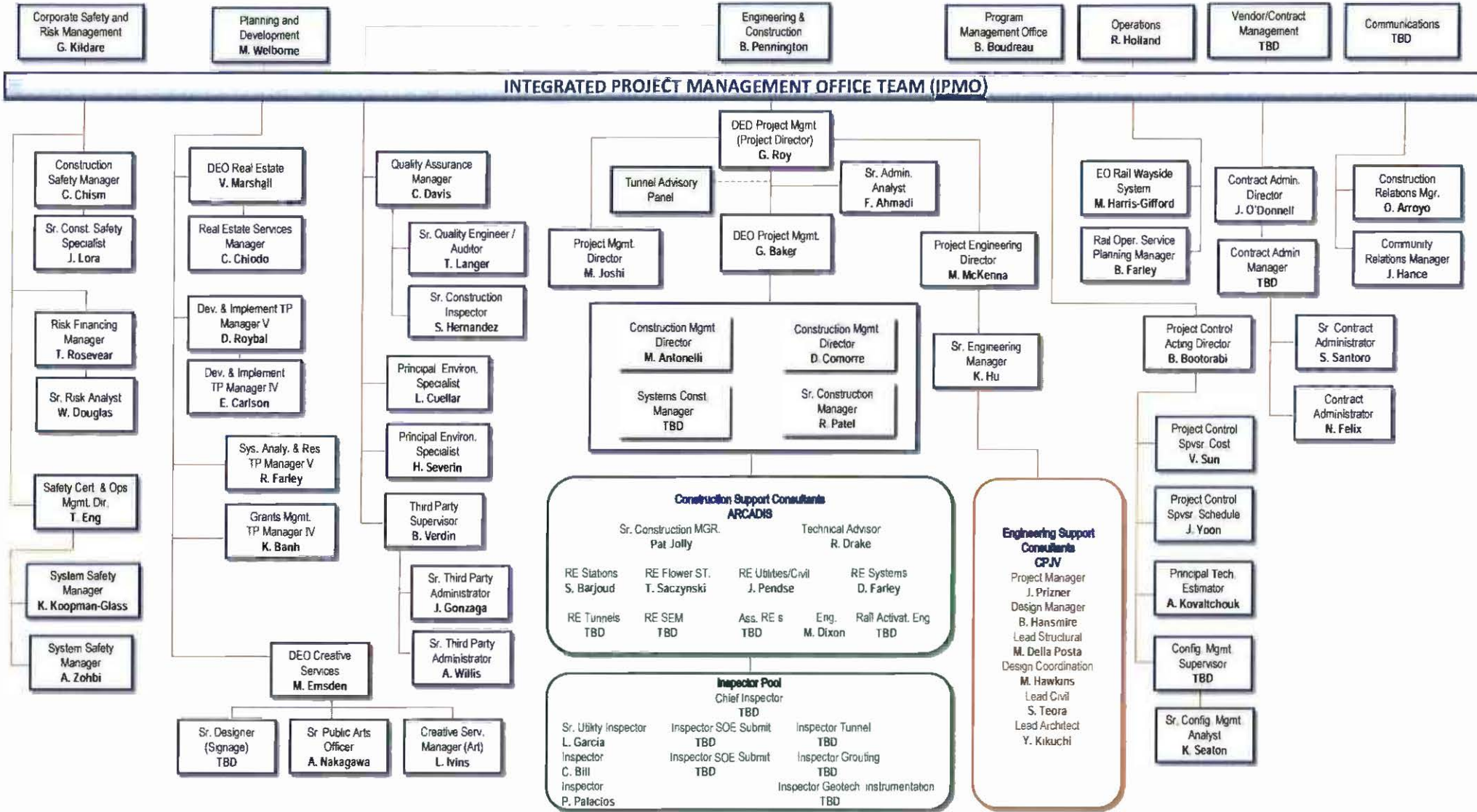


Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix

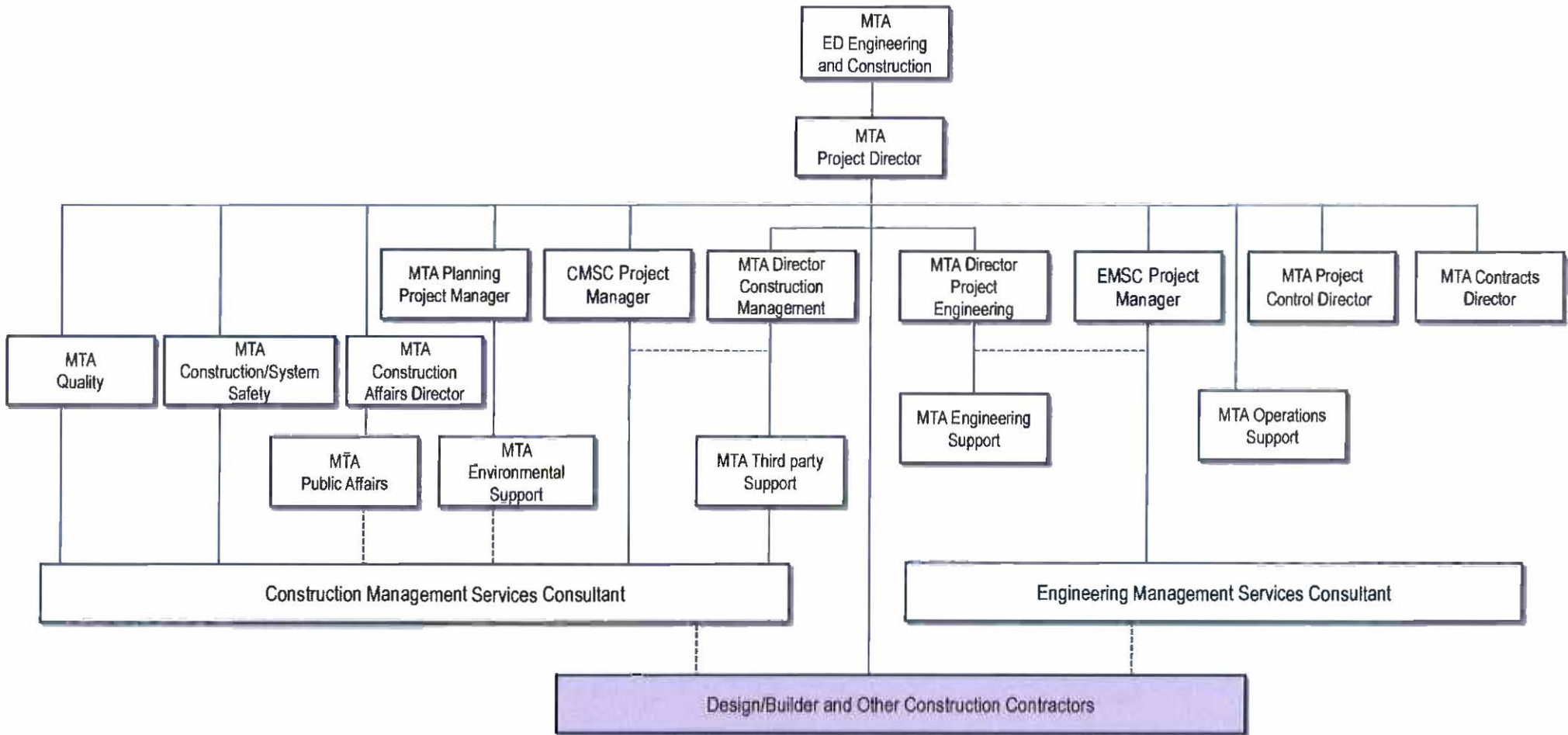


**REGIONAL CONNECTOR TRANSIT CORRIDOR
INTEGRATED PROJECT MANAGEMENT OFFICE TEAM**

Metro Executive Management Organization and Staff

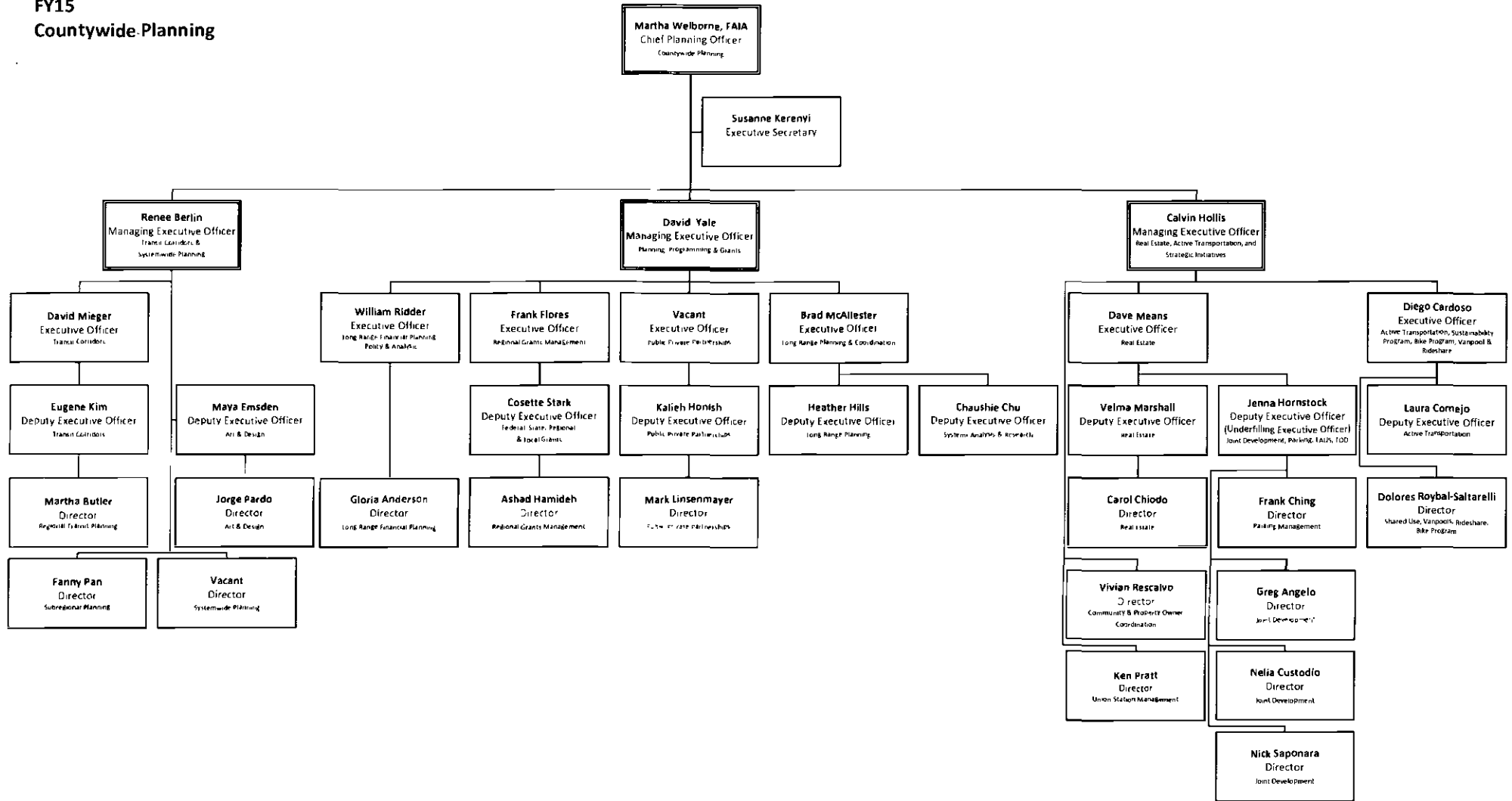


Regional Connector Transit Corridor Responsibility and Reporting Matrix

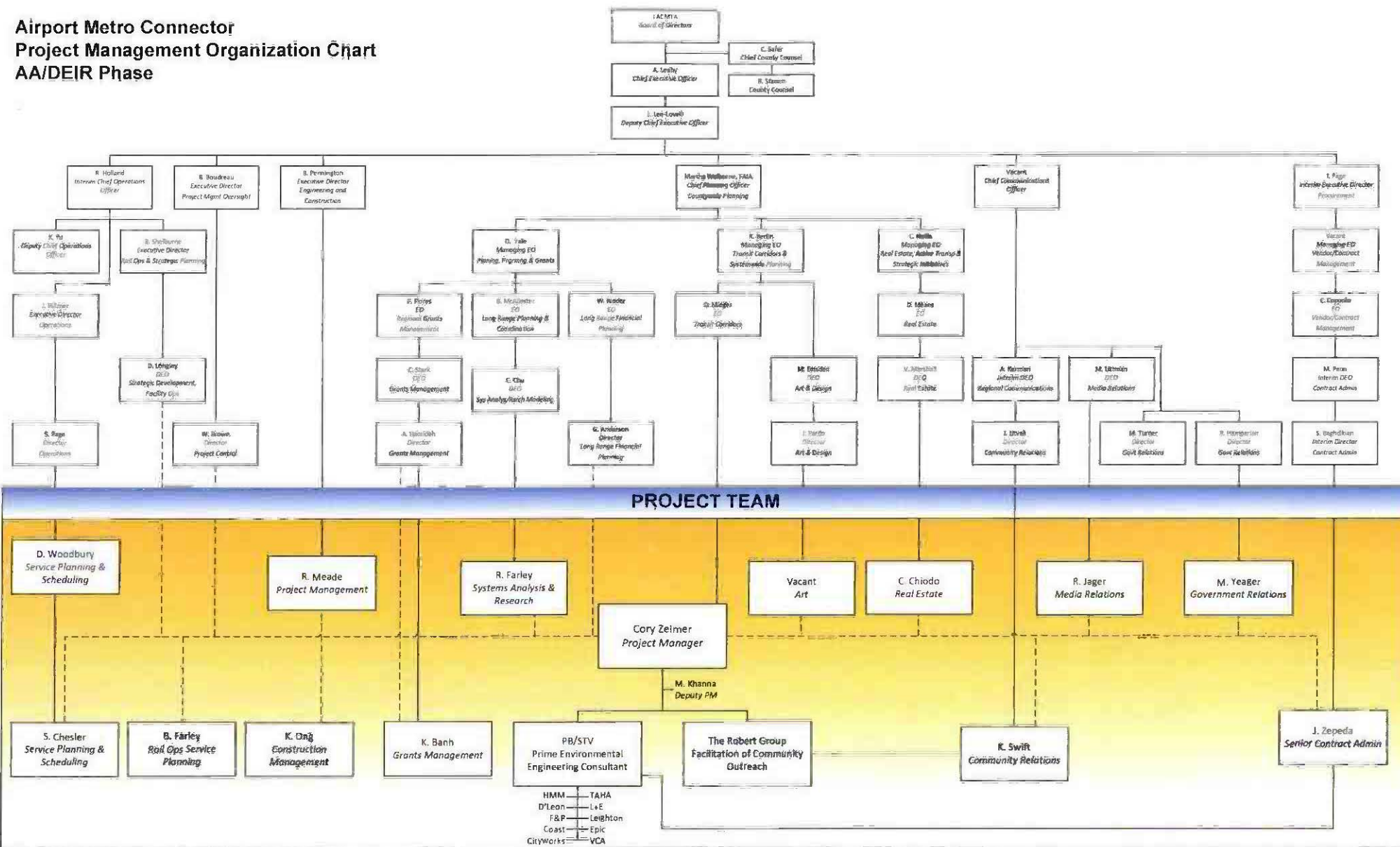


COUNTYWIDE PLANNING
ORGANIZATION CHARTS

**FY15
Countywide Planning**



Airport Metro Connector Project Management Organization Chart AA/DEIR Phase



April 30, 2015

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

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

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

Los Angeles County Metropolitan Transportation Authority
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<p>AB 6 (Wilk) R</p> <p>Bonds: transportation: school facilities.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>4/20/2015- A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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<p>AB 8 (Gatto) D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>3/24/2015- A. PUB. S. 3/24/2015- From committee: Do pass and re- refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re- referred to Com. on PUB. S.</p>
<p>AB 21 (Perea) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>1/16/2015- A. NAT. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

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

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

Los Angeles County Metropolitan Transportation Authority
 Government Relations Legislative Matrix

<p>AB 156 <u>Perea D</u></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015- A. APPR. 4/20/2015-Re- referred to Com. on APPR.</p>
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<p>AB 194 <u>Frazier D</u></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015- A. APPR. 4/14/2015- From committee: Do pass and re- refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

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

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

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

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

Los Angeles County Metropolitan Transportation Authority
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<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>SUPPORT</p>	<p>4/23/2015- A. TRANS. 4/23/2015- From committee: Do pass and re- refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p>AB 754 <u>Ridley-Thomas D</u></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015- A. PRINT 2/26/2015- From printer. May be heard in committee March 28.</p>
<p>AB 779 <u>Garcia, Cristina D</u></p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015- A. NAT. RES. 4/21/2015- From committee: Do pass and re- refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re- referred to Com. on NAT. RES.</p>

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

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

<p>AB 952 <u>Garcia,</u> <u>Cristina D</u></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.</p>
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<p>AB 1068 <u>Allen,</u> <u>Travis R</u></p> <p>California Environmental Quality Act: priority projects</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015- A. NAT. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>
<p>AB 1087 <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015- A. TRANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>

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

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

<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>4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.</p>
<p>ACA 4 <u>Frazier D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.</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 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>
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<p>SB 5 (Vidak) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>
<p>SB 8 (Hertzberg) D</p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</p>	<p>Monitor</p>	<p>2/19/2015-S. G. & F. 2/19/2015-Re-referred to Com. on GOV. & F.</p>

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

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

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

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

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

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

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

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

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<p><u>SB 491</u></p> <p>Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
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<p>SB 508 Beall D</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>Monitor</p>	<p>3/12/2015-S. T. & H. 4/2/2015-Set for hearing May 5.</p>
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Los Angeles County Metropolitan Transportation Authority
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<p>SB 516 Fuller R</p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>4/21/2015-S. T. & H. 4/21/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
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Los Angeles County Metropolitan Transportation Authority
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<p><u>SB 529</u> <u>Pan D</u></p> <p>Public transit.</p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p align="center">Monitor</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>
<p><u>SB 599</u> <u>Mendoza D</u></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p align="center">Monitor</p>	<p>4/20/2015-S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><u>SB 767</u> <u>De León D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p align="center">SUPPORT</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority
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<p>SCA 5 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. & F. 4/7/2015- Referred to Coms. on GOV. & F., E. & C.A., and APPR.</p>
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3620 (Bass)</p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 – SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</p>
<p>H.R. 3636 (Blumenauer)</p>	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p>	<p>January 2014 – SUPPORT</p> <p>Referred to the House Committee on Ways and Means</p>
<p>H.R. 5101 (Hahn)</p>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation</p>	<p>November 2014 –SUPPORT</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 5/1/2015

	of the National Freight Network Trust Fund.	WORK WITH AUTHOR Subcommittee on Highways and Transit, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 5624 (Lowenthal)	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.	December 2015 – Support-Work With Author Subcommittee Water Resources and Environment, House Transportation and Infrastructure Committee House Ways and Means Committee
S.1702 / H.R. 3486 (Lee / Graves)	Would reduce, in stages, the federal gas tax from 18.4-cents to 3.7-cents and concurrently transfer authority of federal highway and transit programs to States.	January 2014 – OPPOSE Senate Committee on

Los Angeles County Metropolitan Transportation Authority
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		<p>Finance and House Transportation and Infrastructure Subcommittee on Highways and Transit</p> <p>House Budget Committee</p> <p>House Ways and Means Committee</p>
S.1716 (Warner)	<p>Would seek to facilitate efficient investments and financing of infrastructure projects and new long-term job creation through the establishment of an Infrastructure Financing Authority.</p>	<p>January 2014 - WORK WITH AUTHOR</p> <p>Senate Committee on Commerce, Science, and Transportation</p>
HR 1124 (Waters)	<p>Tiger grants For Jobs Creation Act</p> <p>Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years</p>	<p>March 2013 - SUPPORT</p> <p>In House Appropriations and Budget Committees</p>
Omnibus Appropriations Bill For Fiscal Year 2015	<p>A short-term continuing resolution (CR), <u>H.J. Res. 124</u>, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014.</p> <p>The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.</p>	<p>Signed by President, September 19, 2014</p> <p>U.S. Senate and House passes H.J. Res 124 on</p>

		September 18, 2014
<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>
<p>Obama Administration Proposal</p> <p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</p>	<p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • \$199 billion for highways <ul style="list-style-type: none"> ◦ \$92.1 billion for the National Highway Performance Program ◦ \$13.6 billion for "critical immediate investments" • \$72 billion for transit <ul style="list-style-type: none"> ◦ \$11 billion for Capital Investment Grants ◦ \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels) • \$19 billion in dedicated funding for rail programs • \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative 	<p>Introduced – April 29</p>

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| | <ul style="list-style-type: none"> ○ \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing 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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MARK J. SALADINO
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April 22, 2015

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Marler:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 27, 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,

MARK J. SALADINO
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 March 27, 2015

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
<p>Gerlinger (MTA) v. Parsons Dillingham</p> <p>consolidated with</p> <p>MTA v. Parson Dillingham</p>	<p>BC150298, etc.</p> <p>BC179027</p>	<p>MOS-1 and CA-03-0341, CA-90-X642</p> <p>MOS-1 and CA-03-0341, CA-90-X642</p>	<p>Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD").</p> <p>MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.</p>	<p>Trial: August 25, 2015. Defendants' Motion for Summary Judgment: April 15, 2015.</p> <p>Judgment granted in favor of MTA in February 2014. Defendants have appealed. Briefing schedule has been set. Oral argument expected mid-late 2015.</p>
<p>Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. MTA</p>	<p>BC545331</p>		<p>Kiewit submitted a delay and disruption claim to MTA in the amount of nearly \$400 million. The claim is referred to as Claim 86. Kiewit's lawsuit seeks a declaration from the court that the Dispute Review Board ("DRB") has jurisdiction over Claim 86, and that the parties must proceed with the DRB process. MTA contends that Kiewit's Claim 86 is not authorized under the terms of the design-build contract, and therefore the DRB, which is a product of the contract, has no jurisdiction to hear Claim 86.</p>	<p>A hearing is scheduled for August 11, 2015 on Kiewit's motion that its Claim 86, a delay & disruption claim, be heard before the DRB.</p> <p>The parties are negotiating the terms of an agreement for binding arbitration of claims and disputes between two parties, including Claim 86, in lieu of further DRB hearings and litigation.</p>
<p>Tutor-Saliba-Perini v. MTA</p>	<p>BC123559 BC132928</p>	<p>CA-03-0341, CA-90-X642</p>	<p>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.</p>	<p>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. Motions are calendared for May 1, 2015.</p>

Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Cross-motions for summary judgment was fully briefed in July 2013. Awaiting Judge's ruling.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. All parties filed appeals in the CEQA & NEPA cases. Appeals are in briefing stage.
515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA	BS137271 CV13-0453		Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	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. Appeals are in briefing stage.
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS.

			trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. All parties filed appeals in the CEQA & NEPA cases. Appeals are 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. Appeals are in briefing stage.
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. Appeals are in briefing stage.
Wheelchair-Disability Discrimination Cases				
Jessica Romero et al. v. MTA	USDC 2:14-CV-03456		Wheelchair-disability. Federal Class Action.	Motion for Preliminary Injunction was heard on August 11, 2014. Motion denied. Plaintiffs have appealed. Appeal was heard on March 2, 2015. Appeal Court affirmed lower court on March 9, 2015. Trial set for December 1, 2015.

Melvin Spicer v. MTA	BC448847 BC506947 BC454768		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.	The motion for class certification was denied June 27, 2013. All three <i>Spicer</i> cases consolidated on December 9, 2014. Next Status Conference or Trial Readiness Conference is scheduled for May 19, 2015. Trial set for June 2, 2015. Motion In Limine regarding exclusion of Spicer's claim for personal injury was granted on February 24, 2015.
Peaches Parker v. MTA	BC498046 BC567817		Plaintiffs in this case and the following cases listed in this section all allege the same issues raised in the <i>Spicer</i> case, and unless otherwise indicated, all cases have been related to the <i>Spicer</i> case. All plaintiffs listed in this section, including the <i>Spicer</i> cases and <i>Romero</i> case listed above, are represented by the same attorney.	See <i>Spicer</i> case for status of the cases listed in this section. Only three plaintiffs (<i>Spicer</i> , <i>Galvan</i> and <i>Tatum</i>) have personal injury claims. Regarding all cases related to <i>Spicer</i> case, Judge has set Order to Show Cause on April 28, 2015 as to why all cases should not be transferred to limited jurisdiction court. Final status conference for half of cases related to <i>Spicer</i> case is set for October 22, 2015. Parties are to stipulate as to which half of cases will be tried on November 2, 2015. Peaches Parker's second lawsuit (BC567817) is deemed related to <i>Spicer</i> case on February 24, 2015, and consolidated with her prior case. Demurrer set for June 30, 2015.

Allan McDowell v. MTA	BC498047		
Francisco Galvan v. MTA	BC498048 BC545767 BC567534	Plaintiff is blind and uses a walker, not a wheelchair.	Francisco Galvan's third lawsuit (BC567534) is deemed related to Spicer case on February 24, 2015, and consolidated with prior cases. Demurrer set for June 30, 2015.
Reese Anthony Jr. v. MTA	BC498049 BC454872		
Michael Goldsmith v. MTA	BC498050 BC570307		
Ebony Allen v. MTA	BC498051		
Carla Dale Short v. MTA	BC498052 BC545874		
Bernardine Harris v. MTA	BC501547 BC545873		
Behnam Talasavan v. MTA	BC505804		
Sergio Martinez v. MTA	BC520032 BC568995		

Trina Fosha v. MTA	BC507919 BC567533			Trina Fosha's second case (BC567533) is deemed related to <i>Spicer</i> case on February 24, 2015, and consolidated with her prior case. Demurrer is set for June 30, 2015.
Veronica Lopez v. MTA	BC536506			Not to be related to the <i>Spicer</i> case, though represented by the same attorney.
Pamela Tatum v. MTA	BC520563 BC545766			Not to be related to the <i>Spicer</i> case, though represented by the same attorney. Final Status Conference scheduled for August 21, 2015. Trial set for September 8, 2015 in Department 16. Both <i>Tatum</i> cases are consolidated before Judge Robert Hess in the Stanley Mosk Court, Department 24 for discovery purposes only. Further Case Management Conference set for July 27, 2015. Judge Hess will likely order parties to ADR then.
Elizabeth Rawlins v. MTA	BC558746			

Ronnie Garcia v. MTA and Art Leahy	2:15-CV-00149-DSF-ARG			Removed to federal court on January 8, 2015. Notice of Related Case (Jessica Romero) filed on January 12, 2015. Related to Romero case (2:14-CV-03456) on January 14, 2015. Motion to dismiss Art Leahy granted on February 13, 2015. Trial date is June 21, 2016. ADR to be completed by March 28, 2016.
Oudy Wall v. MTA	BC567535			Filed on December 22, 2014. Removed to Federal Court on February 13, 2015. Motion to dismiss Art Leahy granted on March 5, 2015. Now case number 2:15-CV-001009-DSF
Jessica Romero v. MTA	BC573375			Filed on April 1, 2015. Will be removed to Federal Court.
James D. Maciel, Sr. v. MTA	VC064357		Wheelchair disability filed on October 20, 2014. Plaintiff is in <i>pro per</i> .	Demurrer and Motion to Strike were heard on March 12, 2015. Court ruled that demurrer was sustained in part but leave to amend was granted as to the Unruh Act and Disabled Persons claims. Demurrer was overruled as to ADA and Rehab Act claims.

ADVANCED LAND
ACQUISITION PROGRAM

FTA-Funded Excess Real Property and ALAP Parcels Utilization Report

March 31, 2015

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

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

Temple/Beaudry (ALAP Parcels B-102 and B-103) – NO CHANGE

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

Wilshire/La Brea (ALAP Parcel A2-362)

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

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

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

Universal City Station (C3-750 through C3-755, C3-757 through C3-776, C3-778, C3-785, C3-786; ALAP Parcels: A4-755, A4-765, A4-767, A4-772, A4-774 and A4-761) – NO CHANGE

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

North Hollywood Station (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3; ALAP Parcel: C4-815) – NO CHANGE

This site contains the Metro Red Line's North Hollywood station, a bus layover facility and a park-and-ride lot. On March 2, 2015, Metro issued a Request for Interest and Qualifications ("RFIQ") to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood. Submittals in response to the RFIQ are due on June 2, 2015. This is the first step in a multi-step process that should lead to the development of Metro's North Hollywood property.

Southwest corner of Lankershim/Chandler (Parcels C3-825 and C3-826) – NO CHANGE

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

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

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

In January 2015, the Metro Board authorized the reinstatement and amendment of an expired joint development agreement with another McCormack Baron Salazar development entity to develop Phase B of the project on the remaining 1.5-acre portion of the site situated between Alvarado Boulevard and Westlake Avenue. This portion of the site contains an at-grade subway station plaza, subway portals and a parking/kiss-and ride lot. The projected Phase B project is the same as that previously proposed and contemplates the construction of 81 affordable apartments, an unrestricted

property manager's apartment, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking structure, closure of one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue.

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 will consist of 80 apartments (79 affordable units and one manager's unit) and approximately 4,000 square feet of retail space. Construction of the development will commence in April, 2015 and is anticipated to take 16 months to complete.

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

Since November 2014, staff has been working with community stakeholders to inform them about Metro's Joint Development process, understand their concerns and seek agreement on a path forward for development of the Mariachi Plaza Station site. Based on input received from the community through this effort, Metro has determined that further input from the community is needed regarding the use of this property before proceeding with its development. As such, a prior solicitation for the development of the Mariachi Plaza station site (and the Metro property on the southeast corner of Pennsylvania/Bailey) was canceled. In addition, Metro elected not to pursue an Exclusive Negotiation Agreement and Planning Document ("ENA") with Primestor Development or any of the other proposers that submitted proposals in response to the canceled solicitation. Metro is in the process of procuring a design consultant to help facilitate the community engagement process and anticipates commencing community design charettes in the fourth quarter of 2015, after the design consultant is under contract.

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

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

This 0.14-acre vacant lot was included as part of the Mariachi Plaza Station site development solicitation. (See the update for Mariachi Plaza Station for details.) Currently, this site is leased to a local business for customer parking.

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

In March 2015, Metro and Bridge Housing Corporation/East LA Community Corporation ("Bridge/ELACC") executed a six-month, "interim" ENA with respect to Bridge/ELACC's

proposal to develop (a) a portion of the 1.24-acre Soto station site with a 49-unit affordable family apartment project over 12,000 sq. ft. of ground floor commercial space, and (b) 0.44 acres (0.29 acres of which is owned by Metro) located across the street from the station with a 39-unit affordable senior apartment project over 3,900 sq. ft. of ground floor commercial space. The interim ENA will allow Bridge/ELACC to conduct community outreach and collect community input with respect to their proposed development projects.

The Bridge/ELACC team and their development proposal were selected via a competitive procurement process for development of Metro's Soto station sites. Since November 2014, staff has been working 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 will allow the Bridge/ELACC team to continue Metro's outreach efforts. If, at the end of the six-month term, there is sufficient support for the proposed projects, staff will request Metro Board authority to proceed with a full ENA to further explore their feasibility, advance their design and negotiate the terms and conditions of a Joint Development Agreement and ground leases providing for their construction and operation.

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends ("ACOF") have entered into an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development consisting of 49 apartments (24 units of supportive housing for veterans and 25 market-rate units) and approximately 10,000 square feet of retail space on this site. In the fourth quarter of 2014, the ENA was extended to December 31, 2015 to allow ACOF to complete their CEQA and entitlement process for the proposed project prior to entering into a Joint Development Agreement and ground lease.

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

In March 2015, Metro and Abode Communities ("Abode") executed a six-month "interim" ENA with respect to Abode's proposal to develop Metro's 1.96-acre Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. The interim ENA will allow Abode to conduct community outreach and collect community input with respect to their proposed development project.

The Abode team and their development proposal were selected via a competitive procurement process for development of the Cesar E. Chavez/Soto site. Since November 2014, staff has been working 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 will allow the Abode team to continue Metro's outreach efforts. If, at the end of the six-month term, there is sufficient support for the proposed project, staff will

request Metro Board authority to proceed with a full ENA to further explore the proposed project's feasibility, advance its design and negotiate the terms and conditions of a Joint Development Agreement and ground lease providing for its construction and operation.

During the quarter, the former Metro construction trailers on this site were used by Cal Poly Pomona as a field study site and presentation space supporting university classwork related to the Boyle Heights community. The agreement with Cal Poly Pomona allowing such use expired in March 2015.

Cesar E. Chavez/Fickett (Parcels EE-276 through EE-283) – NO CHANGE

The Metro Board of Directors has authorized staff to enter into an ENA with McCormack Baron Salazar, Inc. to explore the feasibility of constructing and operating a 23,000 square foot grocery store on this 1.57-acre vacant site. Currently, this site is leased out to a community organization for parking.

Updated 5/1/15

**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY PERFORMANCE REPORT

MARCH 2015



Metro

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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	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,759	3,827	3,961	4,169	4,347	●	4,409	4,680	4,462
No. of unaddressed road calls	47	15	42		29		1	8	7
Mean Miles Between Total Road Calls (MMBTRC) **	2,292	2,443	2,863	3,013	3,173	●	3,442	3,382	3,217
In-Service On-time Performance ***	76.54%	75.82%	76.15%	80.00%	74.59%	◇	76.41%	73.22%	74.80%
Bus Traffic Accidents Per 100,000 Miles	3.72	3.66	3.56	3.38	3.69	◇	3.89	4.38	3.51
Number of "482 alleged accidents"	248	219	215		177		27	23	16
Complaints per 100,000 Boardings	3.14	3.12	3.64	3.46	3.79	◇	3.64	3.92	3.41
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.84	16.80	18.34	17.43	17.18	●	10.20	17.89	19.15
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting Indemnity & Medical combined as well. W.C. Goal has been modified from 13.25 to 10% Improvement over last FY Actual.									
Division 1									
MMBMF	3,143	3,539	3,649	3,841	3,127	◇	2,519	3,192	2,851
No. of unaddressed road calls	1	0	0		14		0	5	5
MMBTRC	1,823	1,915	2,077	2,187	2,020	◇	2,109	2,073	2,087
In-Service On-time Performance	80.10%	79.56%	77.77%	80.00%	74.23%	◇	76.33%	72.90%	74.88%
Bus Traffic Accidents Per 100,000 Miles	3.77	3.75	3.96	3.76	4.10	◇	4.17	4.19	4.63
Number of "482 alleged accidents"	19	24	26		36		8	3	4
Complaints per 100,000 Boardings	2.09	2.35	2.72	2.58	3.08	◇	2.81	3.58	2.52
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.78	16.95	19.57	18.59	16.14	●	12.42	15.88	16.80
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 2									
MMBMF	3,280	2,993	3,151	3,317	3,275	◇	3,012	3,989	3,449
No. of unaddressed road calls	6	8	1		0		0	0	0
MMBTRC	1,834	1,892	2,251	2,370	2,250	◇	2,356	2,337	2,327
In-Service On-time Performance	74.22%	74.02%	76.12%	80.00%	74.12%	◇	75.99%	70.79%	73.63%
Bus Traffic Accidents Per 100,000 Miles	4.33	4.31	4.22	4.01	4.19	◇	5.68	5.28	4.43
Number of "482 alleged accidents"	25	17	25		22		1	2	3
Complaints per 100,000 Boardings	2.28	2.01	2.40	2.28	2.24	●	2.51	2.49	1.62
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	17.45	20.29	21.72	20.64	19.62	●	5.48	32.20	13.68
* Starting July 2013, Data now reflects Indemnity and Medical Claims									

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
Division 3									
MMBMF	2,975	3,446	4,614	4,857	5,430	●	6,289	4,856	5,693
No. of unaddressed road calls	2	2	3		0		0	0	0
MMBTRC	2,195	2,575	3,732	3,929	3,742	◇	4,208	3,605	3,932
In-Service On-time Performance	77.83%	76.10%	75.12%	80.00%	73.85%	◇	75.90%	72.34%	75.17%
Bus Traffic Accidents Per 100,000 Miles	3.27	3.90	4.46	4.24	4.40	◇	5.94	5.25	5.12
Number of "482 alleged accidents"	26	28	7		1		0	0	0
Complaints per 100,000 Boardings	3.14	3.20	3.71	3.52	3.88	◇	3.20	4.03	4.32
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	19.46	13.24	15.09	14.33	11.32	●	16.36	8.76	20.87
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 5									
MMBMF	3,141	3,428	3,954	4,162	5,226	●	5,668	6,910	5,531
No. of unaddressed road calls	2	0	3		3		0	0	0
MMBTRC	1,771	2,211	2,731	2,875	3,787	●	3,878	4,531	3,733
In-Service On-time Performance	78.30%	75.89%	74.84%	80.00%	73.84%	◇	75.63%	72.54%	74.88%
Bus Traffic Accidents Per 100,000 Miles	5.64	4.50	4.82	4.58	4.72	◇	4.41	4.88	3.94
Number of "482 alleged accidents"	28	36	34		26		1	1	2
Complaints per 100,000 Boardings	2.00	2.37	2.92	2.77	2.96	◇	2.65	3.48	2.33
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.10	21.74	17.88	16.99	15.11	●	8.04	8.74	18.03
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 6									
MMBMF	12,999	11,013	7,017	7,386	9,952	●	6,764	6,034	13,375
No. of unaddressed road calls	0	0	0		0		0	0	0
MMBTRC	3,849	3,726	2,861	3,011	3,868	●	3,823	3,673	4,071
In-Service On-time Performance	78.44%	75.26%	75.44%	80.00%	71.20%	◇	70.95%	68.99%	73.16%
Bus Traffic Accidents Per 100,000 Miles	7.54	6.98	4.75	4.51	4.78	◇	7.96	5.92	2.14
Number of "482 alleged accidents"	3	1	1		2		2	0	0
Complaints per 100,000 Boardings	2.52	2.34	4.29	4.07	5.16	◇	5.87	6.63	5.27
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	9.69	11.46	35.33	33.57	23.08	●	0.00	37.20	34.16
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 7									
MMBMF	3,611	3,394	3,453	3,635	5,969	●	7,241	6,863	4,856
No. of unaddressed road calls	6	0	2		2		0	0	0
MMBTRC	1,859	1,980	2,423	2,551	4,232	●	5,028	4,545	3,840
In-Service On-time Performance	73.15%	71.96%	71.98%	80.00%	70.81%	◇	73.24%	69.86%	72.28%
Bus Traffic Accidents Per 100,000 Miles	4.32	4.06	4.60	4.37	4.63	◇	4.28	6.85	3.59
Number of "482 alleged accidents"	48	30	11		9		1	1	0
Complaints per 100,000 Boardings	3.28	3.10	3.32	3.15	3.43	◇	3.71	3.33	3.09
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	12.09	12.82	13.74	13.05	12.51	●	8.61	22.93	14.56
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 8									
MMBMF	6,518	5,957	5,292	5,571	5,518	◇	6,293	6,327	5,327
No. of unaddressed road calls	2	2	21		0		0	0	0
MMBTRC	4,924	4,348	4,717	4,965	4,795	◇	5,612	5,913	4,877
In-Service On-time Performance	78.72%	79.82%	83.65%	80.00%	84.37%	●	86.33%	83.70%	84.45%
Bus Traffic Accidents Per 100,000 Miles	2.78	2.20	1.86	1.77	1.99	◇	2.52	1.90	1.44
Number of "482 alleged accidents"	9	8	10		6		0	0	0
Complaints per 100,000 Boardings	3.57	3.75	4.28	4.06	3.59	●	3.32	3.32	3.33
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	22.18	14.80	18.34	17.42	17.55	●	5.69	18.35	35.40
* Starting July 2013, Data now reflects Indemnity and Medical Claims									

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
Division 9									
MMBMF	5,281	5,109	4,366	4,596	4,594	◇	4,346	4,392	6,825
No. of unaddressed road calls	11	2	4		0		0	0	0
MMBTRC	3,879	4,101	4,100	4,316	3,944	◇	3,951	3,791	4,078
In-Service On-time Performance	76.83%	76.04%	75.55%	80.00%	74.08%	◇	75.26%	72.41%	74.67%
Bus Traffic Accidents Per 100,000 Miles	2.10	2.29	2.24	2.13	2.14	◇	1.78	3.27	1.93
Number of "482 alleged accidents"	10	16	25		11		3	3	0
Complaints per 100,000 Boardings	4.55	5.05	5.33	5.06	6.20	◇	5.94	6.02	6.07
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	17.55	18.34	25.80	24.51	23.85	●	10.33	22.89	20.72
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 10									
MMBMF	2,653	2,999	2,931	3,085	2,871	◇	3,077	3,051	3,225
No. of unaddressed road calls	11	0	5		2		0	2	0
MMBTRC	1,727	1,947	2,145	2,258	2,258	●	2,401	2,315	2,405
In-Service On-time Performance	73.42%	71.76%	71.87%	80.00%	71.04%	◇	73.30%	71.00%	72.42%
Bus Traffic Accidents Per 100,000 Miles	4.27	4.77	3.79	3.60	4.55	◇	5.03	5.21	3.81
Number of "482 alleged accidents"	30	12	19		20		4	2	1
Complaints per 100,000 Boardings	2.74	2.56	2.93	2.79	3.07	◇	4.06	3.55	2.84
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	14.86	18.73	16.74	15.90	25.88	■	20.15	24.97	32.21
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 15									
MMBMF	4,459	4,285	4,210	4,431	4,131	◇	4,843	5,284	4,019
No. of unaddressed road calls	0	0	0		7		1	1	2
MMBTRC	2,898	2,984	3,552	3,739	3,376	◇	3,958	4,564	3,526
In-Service On-time Performance	76.95%	77.46%	78.10%	80.00%	77.18%	◇	78.45%	74.97%	76.62%
Bus Traffic Accidents Per 100,000 Miles	3.11	3.29	3.19	3.03	3.05	●	2.65	3.11	4.37
Number of "482 alleged accidents"	19	16	23		17		3	5	2
Complaints per 100,000 Boardings	3.77	3.23	4.26	4.05	4.75	◇	4.24	4.73	4.18
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	15.89	12.97	13.26	12.60	13.29	◇	2.14	13.69	8.31
* Starting July 2013, Data now reflects Indemnity and Medical Claims									
Division 18									
MMBMF	4,183	3,712	4,425	4,658	5,006	●	5,040	4,778	4,792
No. of unaddressed road calls	6	1	3		1		0	0	0
MMBTRC	2,203	2,024	2,558	2,693	3,073	●	3,469	3,090	2,995
In-Service On-time Performance	75.32%	74.21%	74.87%	80.00%	71.56%	◇	73.40%	70.80%	69.38%
Bus Traffic Accidents Per 100,000 Miles	4.25	4.03	3.45	3.28	4.04	◇	3.97	4.75	3.13
Number of "482 alleged accidents"	31	31	34		27		4	6	4
Complaints per 100,000 Boardings	4.19	3.12	4.46	4.24	4.51	◇	3.82	4.36	3.87
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	18.15	19.28	19.15	18.19	15.79	●	14.34	8.80	13.82
* Starting July 2013, Data now reflects Indemnity and Medical Claims									

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

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

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

Measurement	FY14 Target	Mar 14	Apr 14	May 14	Jun 14	FY15 Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15
Bus Systemwide															
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF) No. of unaddressed road calls	4,000	3,970	3,917	3,685	4,483	4,169		4,092	4,270	4,423	4,280		4,400	4,860	4,631
Mean Miles Between Total Road Calls (MMBTRC)	2,550	3,032	2,969	2,699	3,111	3,013	112	2,921	3,000	3,205			3,042	3,382	3,211
In-Service On-time Performance ***	80%	76.5%	77.2%	76.1%	78.3%	80%	77.9%	75.5%	73.1%	73.0%	73.9%	73.4%	76.4%	73.2%	74.8%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.10	3.60	3.24	3.14	3.57	3.38	3.09		3.56	3.74	3.79	3.88	3.78	4.23	3.51
Complaints per 100,000 Boardings	2.20	4.08	3.25	3.53	3.33	3.46	3.66	3.61	4.34	3.93	3.69	3.89	3.64	3.92	3.41
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	19.63	24.49	19.23	18.27	17.43	22.16	15.77	16.63	18.23	14.83	7.01	16.35	17.89	19.16
* Data reflects updated data for each month.															
Division 1															
MMBMF No. of unaddressed road calls	4,000	3,775	3,638	3,046	3,610	3,841		3,320	3,521	3,167	3,202	2,862		3,192	2,851
MMBTRC	2,550	2,285	2,416	1,801	2,010	2,187	2,107	1,928	1,890	2,037	2,078	1,905	2,109	2,073	2,087
In-Service On-time Performance	80%	78.9%	76.9%	76.6%	78.1%	80%	77.4%	74.7%	74.2%	72.5%	73.8%	71.3%	76.3%	72.9%	74.9%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.15	3.55		3.86		3.76				4.22			4.50	4.17	4.19
Complaints per 100,000 Boardings	1.67				2.71	2.58	3.31	2.70	2.89	3.01	2.75	3.27	2.81		
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12			21.85	19.19	18.59	20.90	2.89	23.87	17.34	15.75	19.65			
* Data reflects updated data for each month.															
Division 2															
MMBMF No. of unaddressed road calls	4,000	3,196	2,568	2,603	2,798	3,317	2,985	3,283	3,072	3,314	3,332	3,022	3,012	3,595	3,449
MMBTRC	2,550	2,251	1,995	1,795	1,895	2,373	2,258	2,108	2,155	2,277	2,288	2,192	2,356	2,337	2,327
In-Service On-time Performance	80%	75.3%	76.9%	74.7%	77.7%	80%	78.5%	74.5%	72.7%	72.9%	74.9%	73.0%	76.0%	70.8%	73.6%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.60	4.15	2.61	3.55		4.01	4.17	1.98	4.16	4.07	3.35	4.11	5.83	4.90	4.43
Complaints per 100,000 Boardings	1.43	2.25	1.68	2.05	2.45	2.28	2.45	2.23	2.31	2.74	2.01	3.04	2.51	2.49	1.82
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	24.79	19.57	27.74	26.03	20.84	21.42	24.18	14.14	13.22		35.48	5.48	32.20	13.68
* Data reflects updated data for each month.															
Division 3															
MMBMF No. of unaddressed road calls	4,000	5,015	4,552	4,771	4,011	4,857	6,900	5,331	5,021	4,626	4,555	3,973		4,856	5,353
MMBTRC	2,550	4,426	3,668	3,545	3,371	3,929	4,516	3,242	3,516	3,330	4,193	3,570	4,208	3,605	3,933
In-Service On-time Performance	80%	76.3%	73.4%	76.7%	77.0%	80%	77.2%	74.0%	72.6%	72.4%	73.0%	71.8%	75.9%	72.3%	75.2%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.27	5.16	4.27	3.63	4.04	4.24	3.91	4.77	3.09	4.13	3.99	4.01	5.27	5.04	5.12
Complaints per 100,000 Boardings	2.27	3.13	3.32	3.84	3.50	3.52	4.26	3.53	4.22	3.73	3.99	4.57		4.03	4.32
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	8.14	19.11	24.99	16.87	14.33	10.89	18.32	1.82	16.48	6.77	5.45	16.36		29.87
* Data reflects updated data for each month.															
Division 5															
MMBMF No. of unaddressed road calls	4,000	4,373	3,556	4,032	4,041	4,162	4,908	5,083	5,349	5,308	4,915	4,087	4,255	4,910	5,531
MMBTRC	2,550	2,718	2,717	2,747	3,071	3,075	3,702	3,885	3,873	4,068		3,724	3,761	3,911	3,735
In-Service On-time Performance	80%	74.7%	76.4%	74.5%	76.7%	80%	76.5%	74.5%	72.5%	73.3%	72.0%	72.1%	75.6%	72.5%	74.9%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.79	4.13	5.49	5.82	5.54	4.58		4.75	4.74	5.18	6.80	6.88	4.24	4.70	3.51
Complaints per 100,000 Boardings	1.68	4.40	2.55	2.61	2.80	2.77	2.51	3.00	3.70	2.89	2.97	3.14		3.48	2.33
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	20.58	29.36	39.12	13.89	16.99	10.85	10.92	38.92		5.40	23.27		6.74	18.09
* Data reflects updated data for each month.															

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

Measurement	FY14 Target	Mar 14	Apr 14	May 14	Jun 14	FY15 Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15
Division 6															
MMBMF No. of unaddressed road calls	4,000	5,376	5,550	5,761	5,972	7,386	11,000	12,881	8,679	8,000	8,111	8,211	6,764	6,034	19,377
MMBTRC	2,550	2,223	2,123	2,023	1,923	3,011	2,500	2,500	2,340	2,158	2,550	2,613	3,523	3,077	4,077
In-Service On-time Performance	80%	78.0%	78.0%	78.6%	79.2%	80%	74.3%	73.0%	67.9%	68.4%	71.3%	73.0%	71.0%	69.0%	73.2%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	5.79	4.39	3.13	2.20	1.51	4.51	1.00	6.85	4.15	4.01	2.4	6.84	7.96	5.92	2.1
Complaints per 100,000 Boardings	1.86	4.27	3.79	6.20	5.54	4.07	6.97	5.07	5.26	3.34	8.4	4.36	5.87	6.63	5.27
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	51.51	49.85	0.0	37.57	33.57	11.5	34.69	34.63	15.66	36.88	0.00		37.20	34.16
* Data reflects updated data for each month															
Division 7															
MMBMF No. of unaddressed road calls	4,000	2,853	3,842	3,622	4,157	3,635	3,448	3,448	3,304	3,200	3,027	2,729	2,421	2,055	4,053
MMBTRC	2,550	2,399	2,628	2,628	2,361	2,551	2,574	2,566	2,438	2,767	2,363	2,107	2,020	1,945	3,640
In-Service On-time Performance	80%	71.5%	73.1%	72.5%	75.6%	80%	73.4%	70.9%	68.8%	69.3%	70.0%	69.3%	73.2%	69.9%	72.3%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	3.42	6.80	3.42	4.20	4.16	4.37	3.75	4.77	4.93	4.66	3.8	5.35	4.56	6.50	3.80
Complaints per 100,000 Boardings	2.20	2.00	3.18	3.28	2.76	3.15	3.32	3.43	4.02	3.82	2.7	3.36	3.71	3.33	3.00
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12		17.20	19.32	19.84	15.05	10.94	13.12	8.24	12.63	8.86	14.70	8.60	22.83	14.90
* Data reflects updated data for each month															
Division 8															
MMBMF No. of unaddressed road calls	4,000	4,957	5,606	5,606	5,553	5,571	5,450	4,911	5,431	5,498	5,172	5,500	6,003	6,327	5,327
MMBTRC	2,550	2,711	5,041	3,542	5,141	4,965	4,497	4,429	4,520	4,628	4,310	4,947	5,613	5,913	4,877
In-Service On-time Performance	80%	71.6%	65.3%	83.4%	88.5%	80%	77.0%	85.3%	82.0%	82.5%	80.0%	85.0%	85.3%	88.7%	84.7%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	2.00	2.31	1.87	1.10	1.48	1.77	1.95	1.98	2.28	1.64	2.01	1.95	2.82	1.74	1.44
Complaints per 100,000 Boardings	2.66	4.51	2.89	4.03	3.03	4.06	3.81	3.68	3.91	3.95	3.16	3.30	3.26	3.26	3.30
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	19.36	19.50	18.76	17.33	17.42	13.80	16.08	17.05	25.89	11.71	13.75	5.11	18.35	35.40
* Data reflects updated data for each month															
Division 9															
MMBMF No. of unaddressed road calls	4,000	5,007	4,452	4,223	3,056	4,596	7,080	4,285	4,140	4,831	3,935	4,492	4,346	4,382	5,928
MMBTRC	2,550	4,058	4,278	3,836	5,232	4,316	4,046	3,568	3,911	4,064	3,667	3,556	3,951	3,791	4,078
In-Service On-time Performance	80%	78.6%	76.0%	75.3%	78.4%	80%	78.3%	76.3%	72.1%	72.0%	73.4%	72.2%	75.3%	72.4%	74.7%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 alleged accidents*	2.00	2.05	2.36	1.5	2.18	2.13	1.5	2.19	2.32	1.44	2.18	2.08	1.78	3.38	1.93
Complaints per 100,000 Boardings	3.58	6.38	5.49	5.45	2.38	5.06	6.48	5.84	6.73	6.07	5.85	6.80	4.94	6.02	6.07
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	32.45	47.87	22.08	13.41	24.51	46.53	20.84	15.61	27.30	22.91	29.37	10.80	22.80	20.72
* Data reflects updated data for each month															
Division 10															
MMBMF No. of unaddressed road calls	4,000	2,879	2,899	2,911	3,632	3,085	2,534	2,482	2,928	3,261	2,868	2,699	3,077	3,051	3,238
MMBTRC	2,550	2,209	2,139	2,062	2,258	2,258	1,966	2,031	2,264	2,566	2,111	2,121	2,111	2,111	2,495
In-Service On-time Performance	80%	72.5%	73.1%	73.4%	74.7%	80%	71.0%	70.4%	69.3%	68.7%	70.7%	71.8%	73.3%	71.0%	72.4%
Bus Traffic Accidents Per 100,000 Miles * Number of *482 accidents*	4.01	3.93	3.93	3.93	4.42	3.60	3.63	4.00	3.43	3.4	4.36	4.71	4.67	4.82	3.81
Complaints per 100,000 Boardings	1.81	3.93	3.93	3.93	2.34	2.79	3.14	2.55	3.35	2.73	2.96	4.00	3.55	2.84	2.84
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	15.12	20.00	20.00	19.24	5.00	15.90	48.43	17.32	19.86	25.12	35.16	9.84	20.15	24.97	32.21
* Data reflects updated data for each month															

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

Measurement	FY14	FY15													
	Target	Mar 14	Apr 14	May 14	Jun 14	Target	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Jan 15	Feb 15	Mar 15
Division 15															
MMBCMF No. of unaddressed road calls	4,000	3,955	3,924	3,138	3,756	4,431	3,972	3,516	3,720	3,766	4,175	4,373	4,311	4,215	4,019
MMBTRC	2,550	2,700	2,700	2,700	2,700	3,739	3,137	2,799	2,853	2,984	3,340	3,177	2,959	3,075	3,526
In-Service On-time Performance	80%	78.6%	79.5%	78.1%	80.0%	80%	77.5%	76.8%	75.6%	75.6%	76.8%	76.7%	78.5%	75.0%	76.6%
Bus Traffic Accidents Per 100,000 Miles *	2.76	2.74	2.82	2.2	4.03	3.03	2.25	3	3.83	3.3	3.05	2.90	3.11	3.24	4.57
Number of *482 alleged accidents*	2.29	3.17	3.88	2.22	4.28	4.05	3.04	5.05	6.18	4.67	4.94	4.89	4.24	4.73	4.48
Complaints per 100,000 Boardings	15.12	21.80	17.76	15.93	11.68	12.60	18.81	15.33	22.88	18.81	15.36	16.58	17.6	13.89	12
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	* Data reflects updated data for each month														
Division 18															
MMBCMF No. of unaddressed road calls	4,000	4,000	4,413	4,227	4,416	4,658	4,000	4,081	5,388	6,063	4,752	4,265	4,182	4,779	4,762
MMBTRC	2,550	2,673	2,545	2,540	2,540	2,693	2,524	2,385	2,300	2,000	2,085	2,328	2,480	2,000	2,333
In-Service On-time Performance	80%	75.0%	76.0%	74.8%	76.8%	80%	76.1%	73.8%	69.9%	69.8%	70.3%	70.4%	73.4%	70.6%	69.4%
Bus Traffic Accidents Per 100,000 Miles *	3.40	2.97	3.66	3.44	3.42	3.28	4.32	3.18	4.21	4.58	4.07	3.70	3.82	4.37	3.54
Number of *482 alleged accidents*	2.66	4.98	3.85	7.61	3.83	4.24	3.25	4.27	2.99	5.11	4.83	4.83	3.00	4.36	3.21
Complaints per 100,000 Boardings	15.12	20.04	22.41	16.16	16.04	18.19	19.75	15.94	29.00	17.25	14.03	12.93	14.38	13.82	11.82
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	* Data reflects updated data for each month														

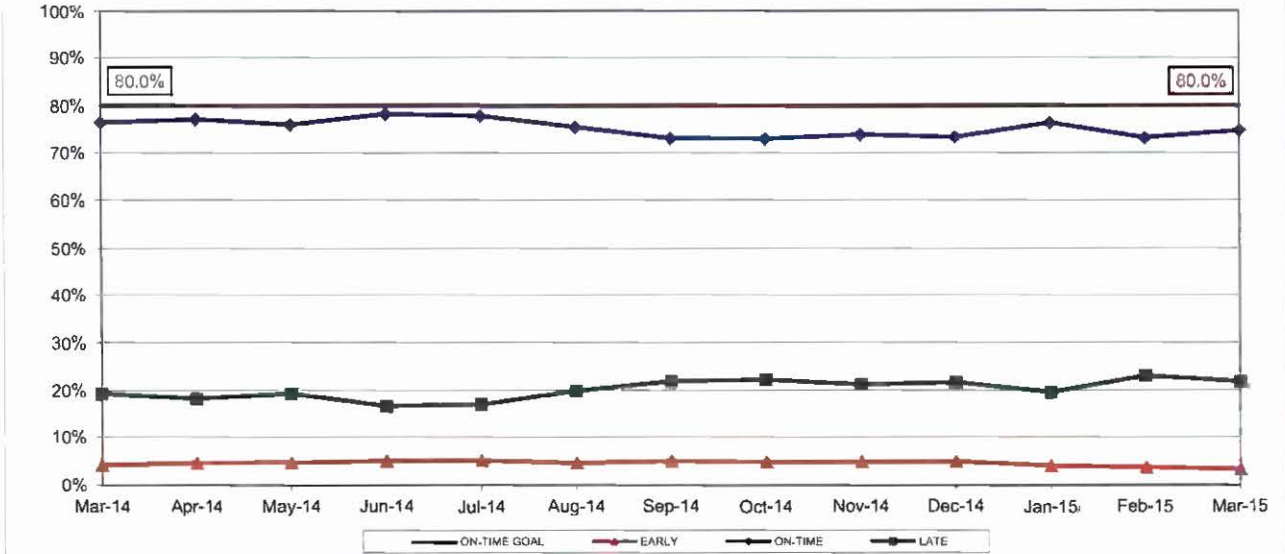
- Green - Meets Target at
- ◁Yellow - Falls below Target
- ▬Red - Falls below Target

BUS SERVICE PERFORMANCE
IN-SERVICE ON-TIME PERFORMANCE

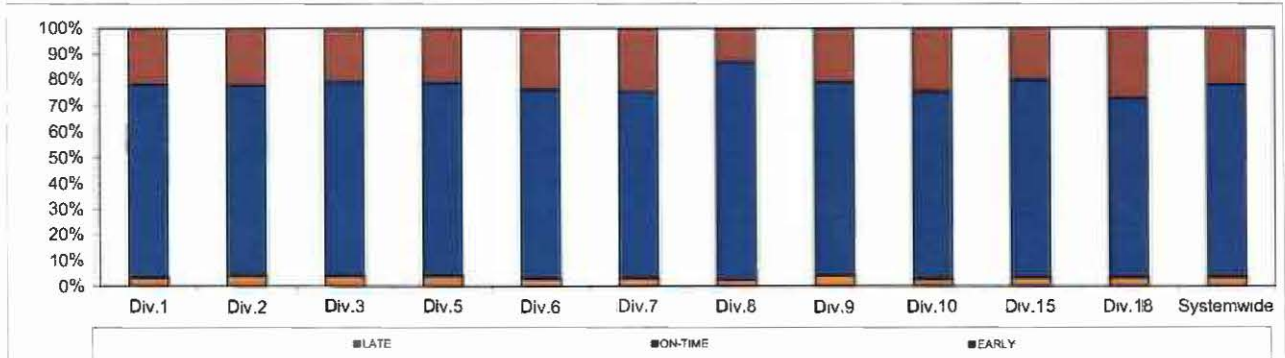
Definition: This performance indicator measures the percentage of actual buses in revenue service that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses).

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

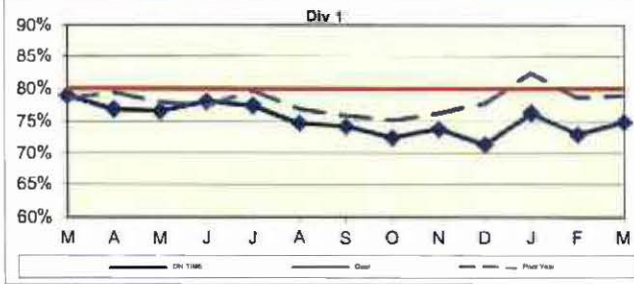
Systemwide Trend
Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

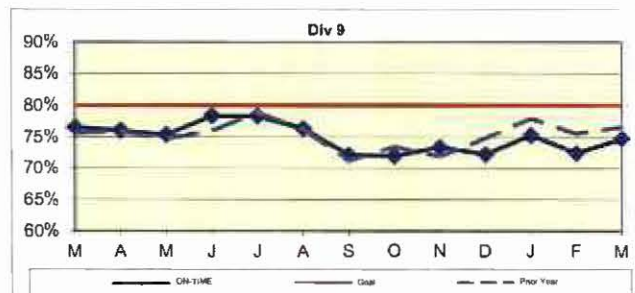
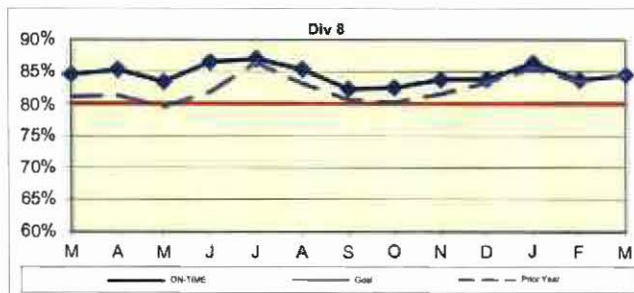
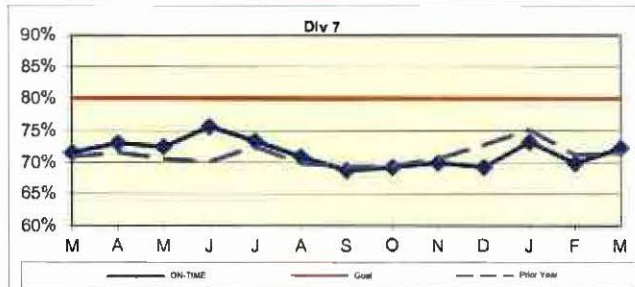
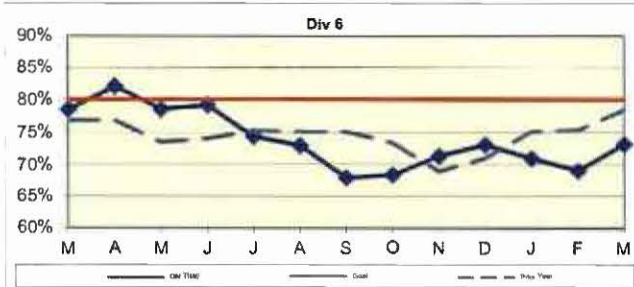
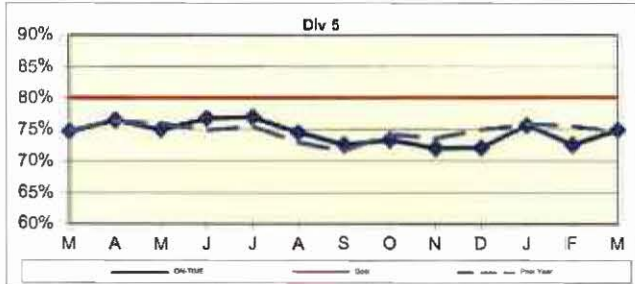
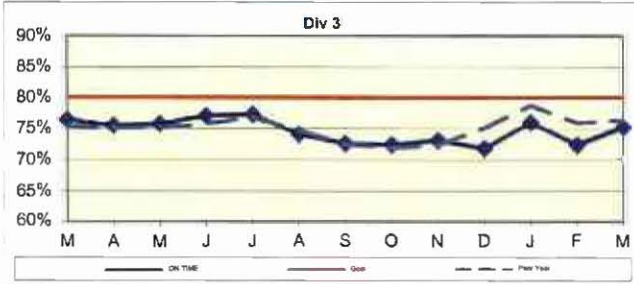


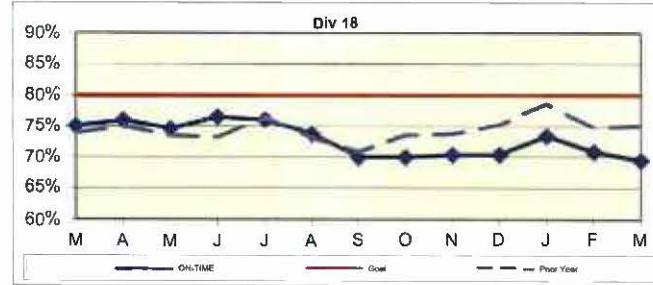
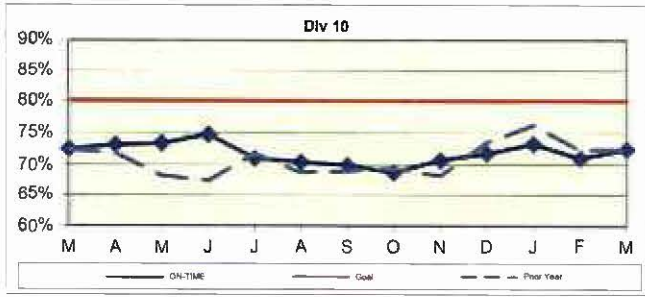
ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

	FY14	FY15-YTD	Variance
Division 1			
Early	4.54%	4.03%	-0.51%
On-Time	77.77%	74.23%	-3.54%
Late	17.69%	21.74%	4.04%

Division 2			
Early	4.71%	5.10%	0.39%
On-Time	76.12%	74.12%	-2.00%
Late	19.17%	20.77%	1.61%

Division 3			
Early	6.18%	6.19%	0.00%
On-Time	75.12%	73.85%	-1.27%
Late	18.69%	19.97%	1.27%

Division 5			
Early	6.05%	5.32%	-0.72%
On-Time	74.84%	73.84%	-1.00%
Late	19.11%	20.83%	1.72%

Division 6			
Early	7.83%	4.67%	-3.17%
On-Time	75.44%	71.20%	-4.24%
Late	16.73%	24.14%	7.41%

Division 7			
Early	5.32%	4.60%	-0.72%
On-Time	71.98%	70.81%	-1.16%
Late	22.71%	24.59%	1.88%

	FY14	FY15-YTD	Variance
Division 8			
Early	3.97%	3.34%	-0.64%
On-Time	83.65%	84.37%	0.72%
Late	12.38%	12.29%	-0.08%

Division 9			
Early	5.65%	5.38%	-0.26%
On-Time	75.55%	74.08%	-1.47%
Late	18.80%	20.54%	1.74%

Division 10			
Early	5.00%	4.21%	-0.80%
On-Time	71.87%	71.04%	-0.83%
Late	23.13%	24.75%	1.62%

Division 15			
Early	4.19%	3.72%	-0.47%
On-Time	78.10%	77.18%	-0.92%
Late	17.71%	19.10%	1.39%

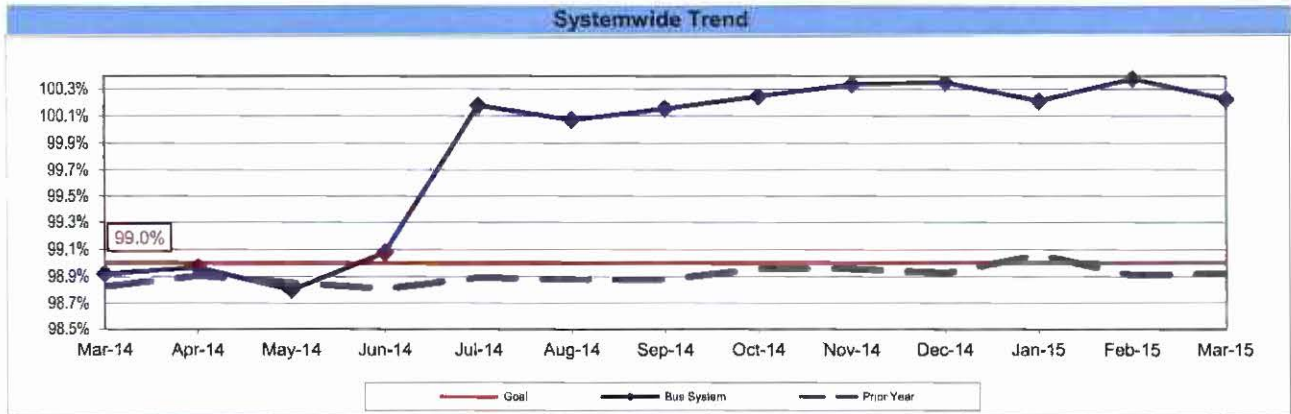
Division 18			
Early	4.99%	4.04%	-0.95%
On-Time	74.87%	71.56%	-3.31%
Late	20.14%	24.40%	4.26%

SYSTEMWIDE			
Early	5.01%	4.47%	-0.54%
On-Time	76.15%	74.59%	-1.56%
Late	18.84%	20.95%	2.10%

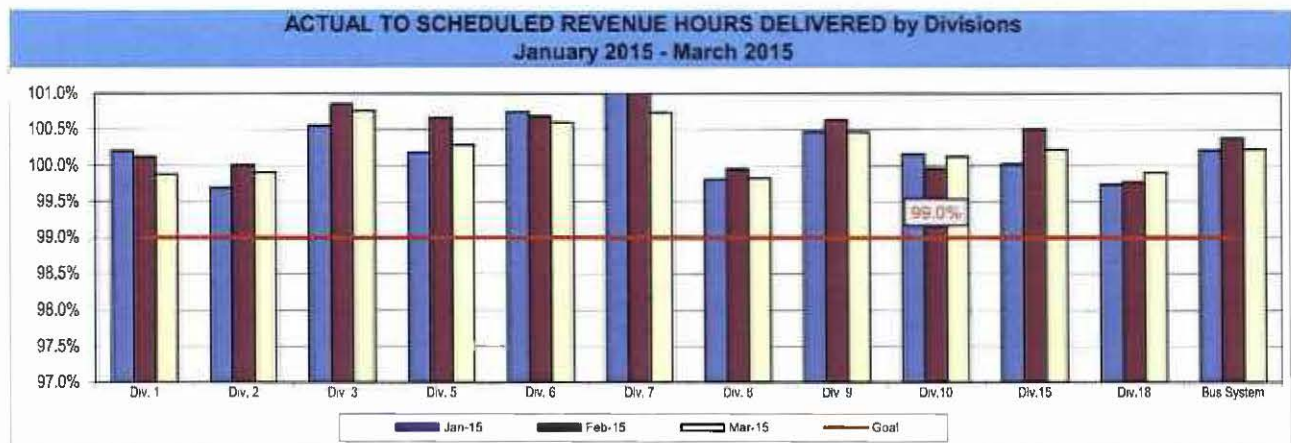
ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

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

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



Remaining At the Goal line is the target.

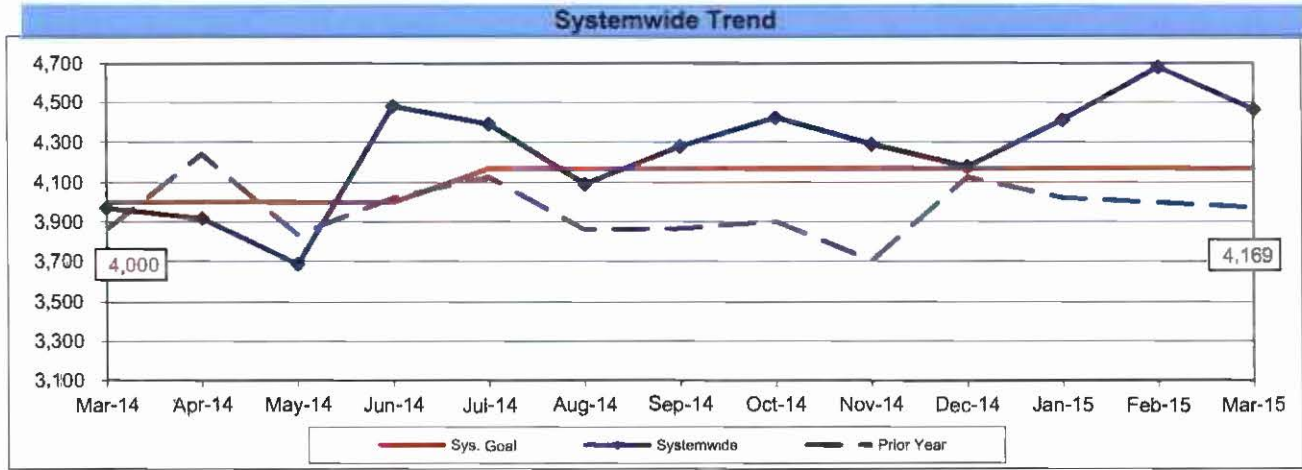


BUS MAINTENANCE PERFORMANCE

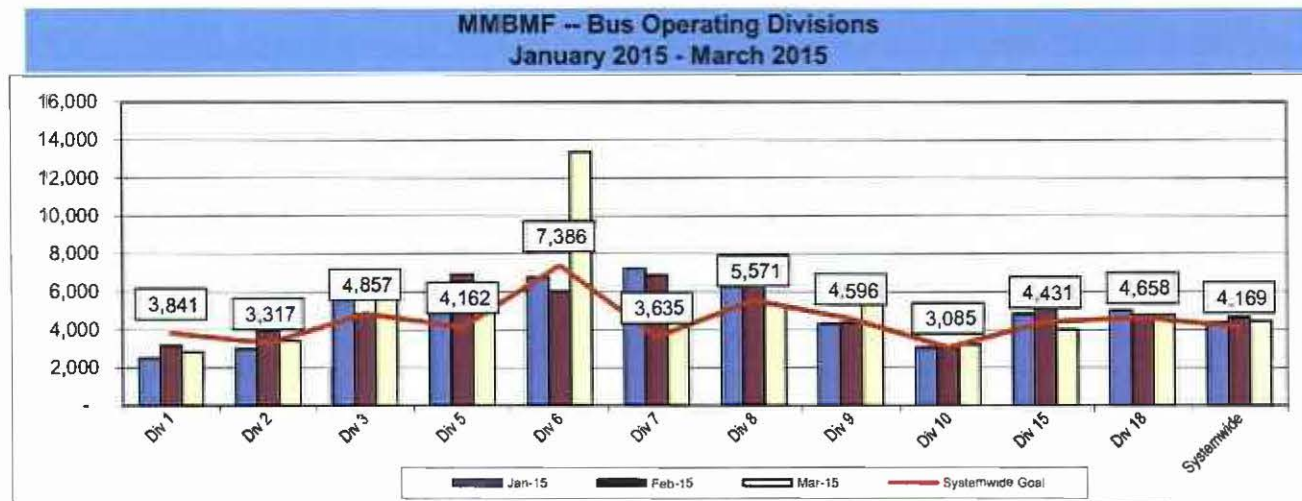
MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

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



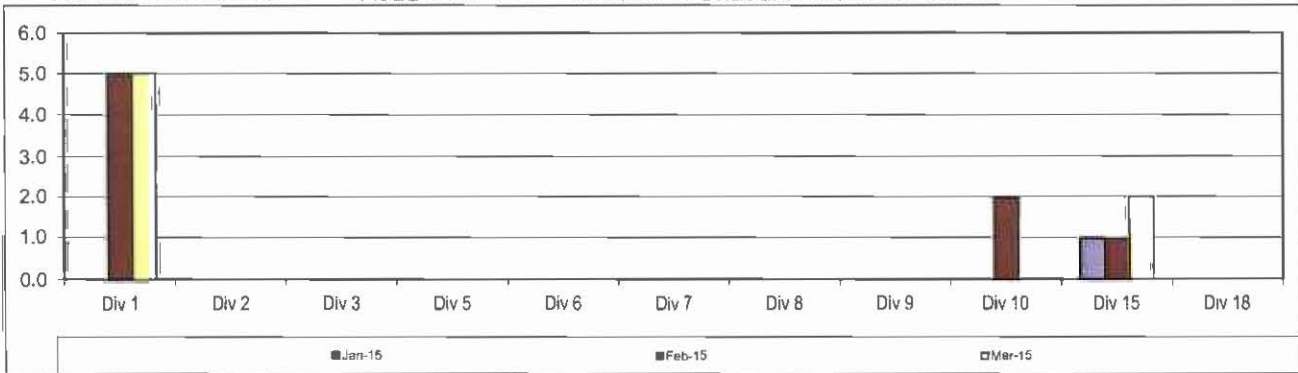
Remaining Above the Goal line is the target.



**Unaddressed Road Calls -- Bus Operating Divisions
January 2015 - March 2015**

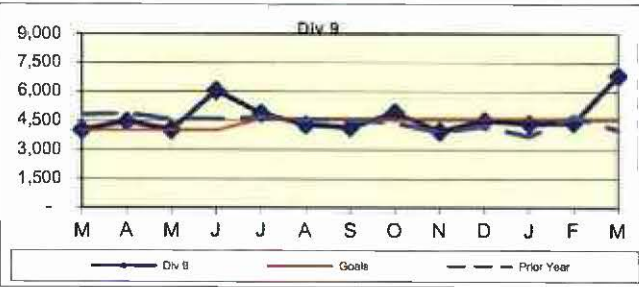
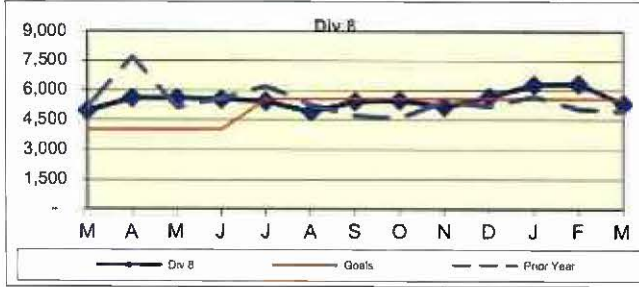
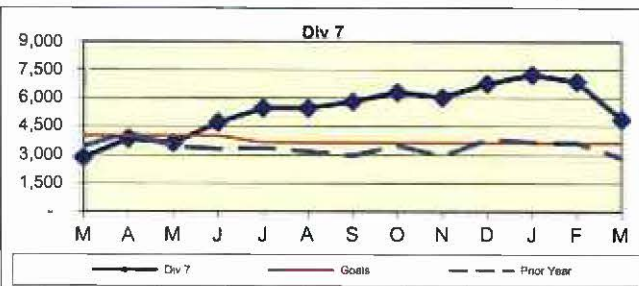
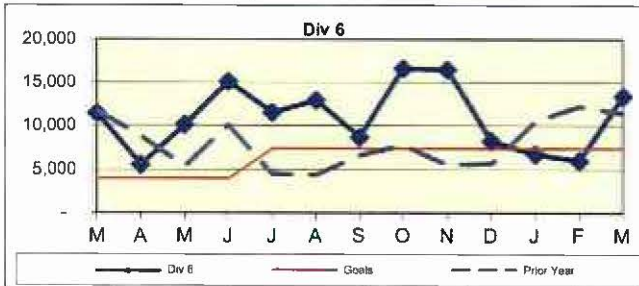
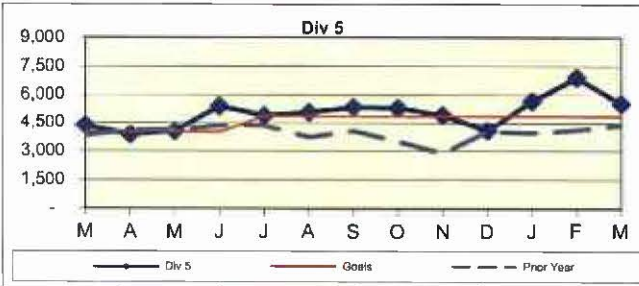
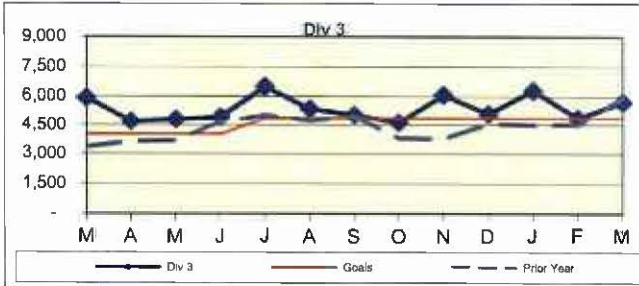
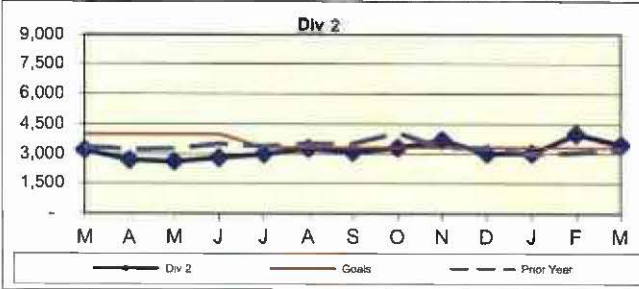
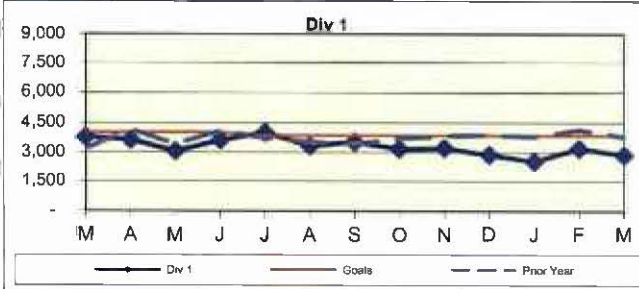
Definition: Road Calls that were not assigned in the system.

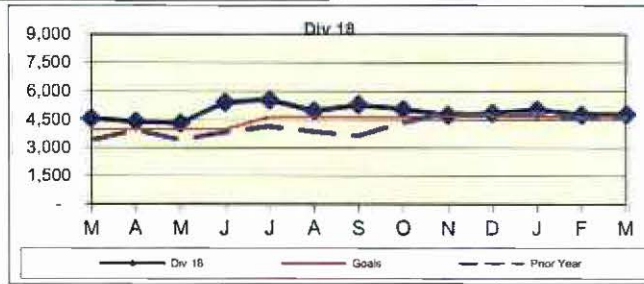
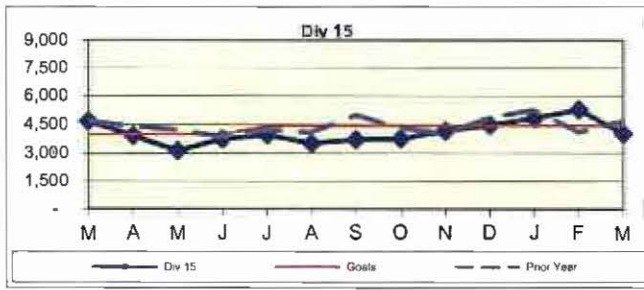
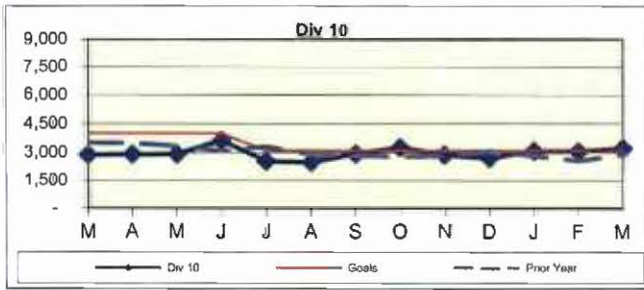
Calculation: Unaddressed Road Calls = Total Number of Unaddressed Road Calls.



Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued



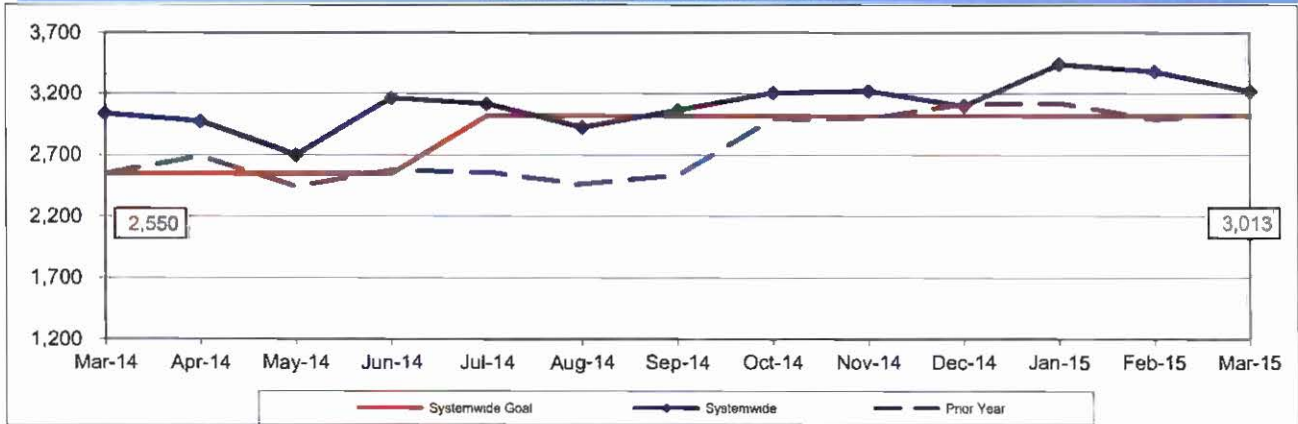


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

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

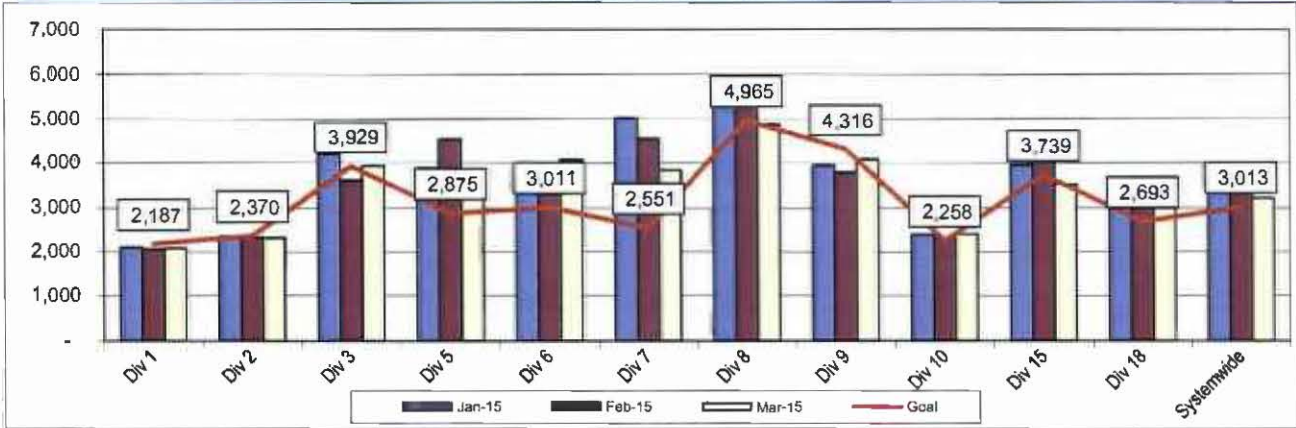
Calculation: $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

**MMBTRC -- Bus Operating Divisions
January 2015 - March 2015**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,234	93.16%
Diesel	71	2.96%
Gasoline	59	2.46%
Propane	34	1.42%
Hybrid	0	0.00%
Total	<u>2,398</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

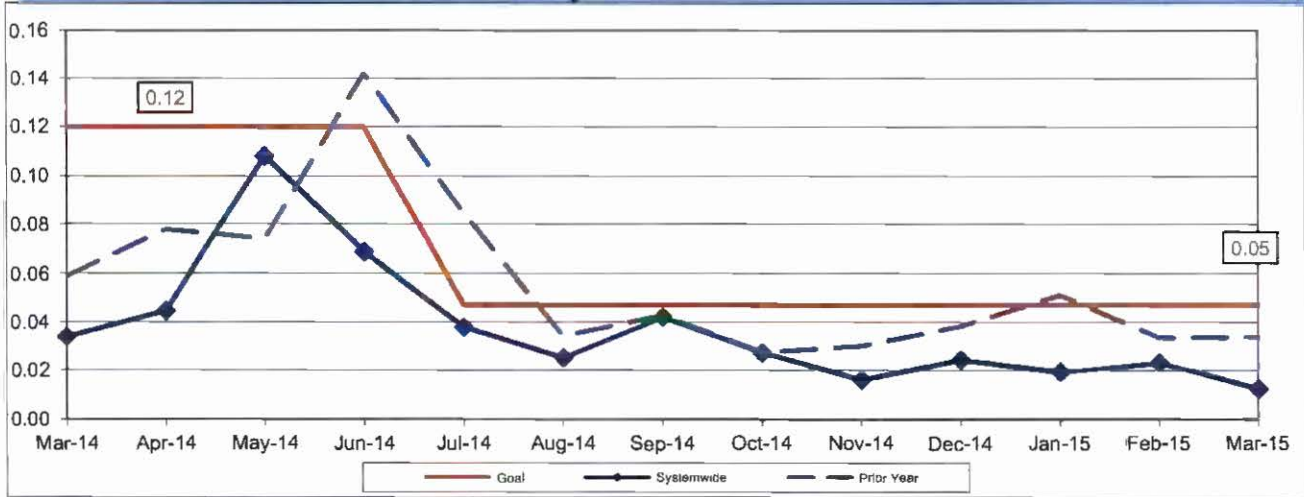
Div 1 11.7	Div 2 11.4	Div 3 5.5	Div 5 5.8	Div 6 5.9	Div 7 4.4
Div 8 7.8	Div 9 9.3	Div 10 9.1	Div 15 8.2	Div 18 6.7	

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

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

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

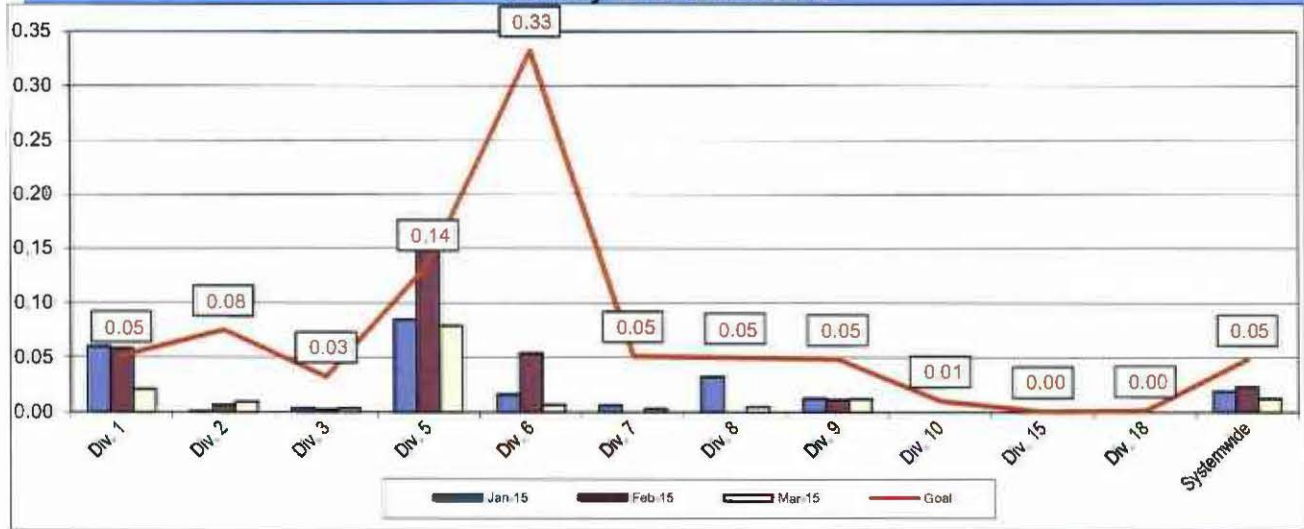
Systemwide Trend



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 15) have been involved in a pilot project to test extending maintenance critical PMP mileage periodicities. These "extended" mileages have not been officially implemented at this time; therefore, these divisions will appear not to have completed their critical PMP's in current monthly and weekly reports until the program is officially modified systemwide accordingly.

**Past Due Critical PMPs - by Divisions
January 2015 - March 2015**



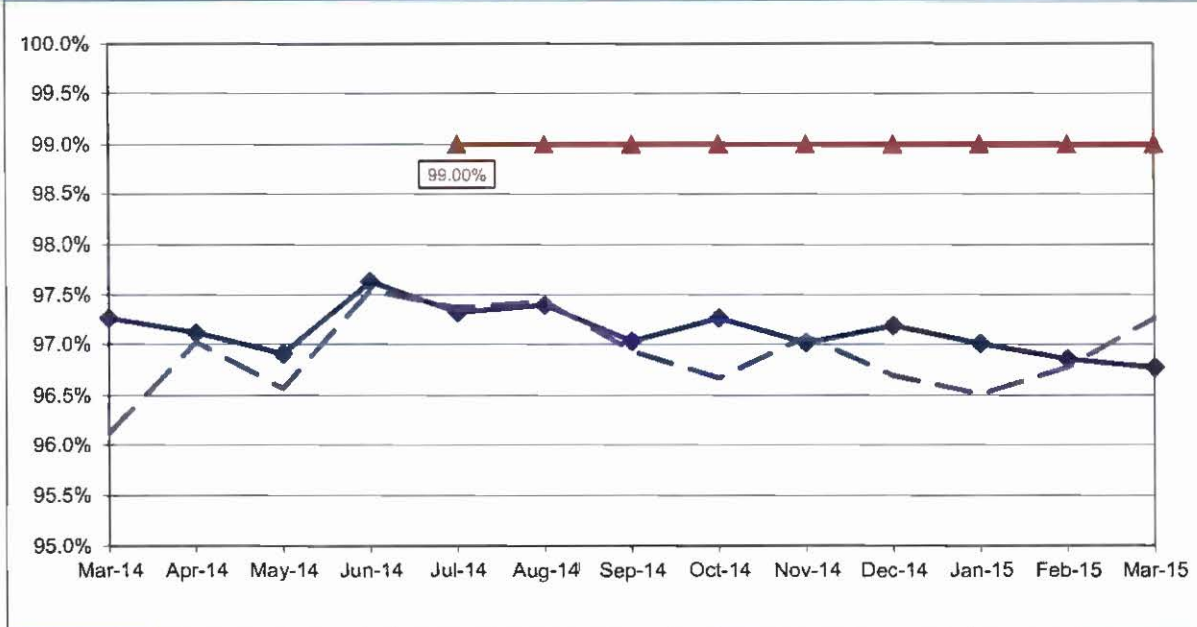
ATTENDANCE

MAINTENANCE ATTENDANCE

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

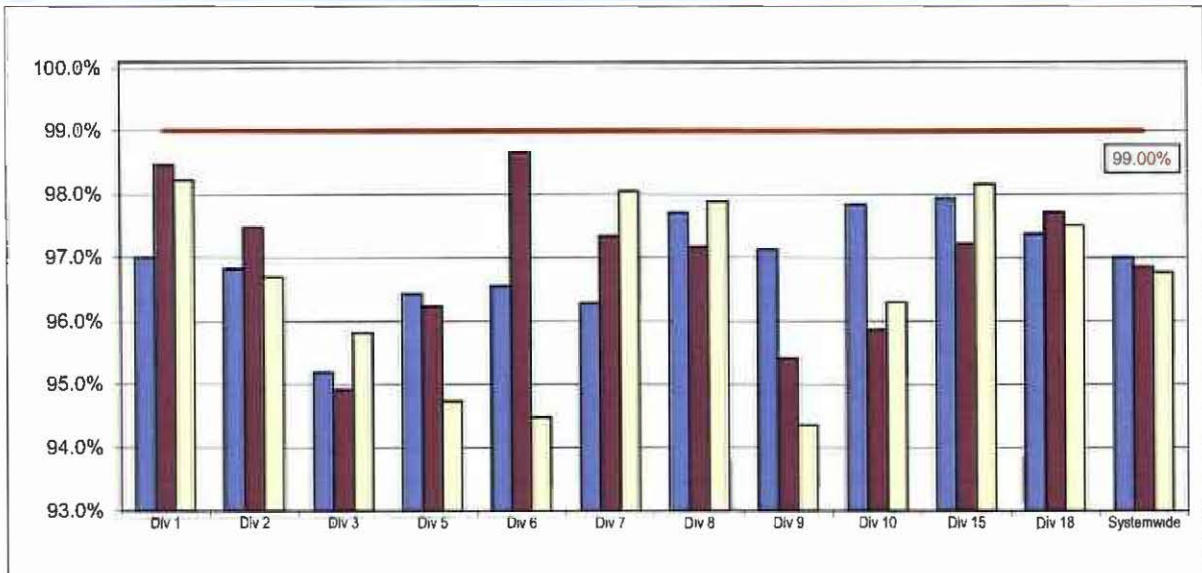
Calculation: FTEs absent / by the total FTEs assigned

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) January 2015 - March 2015

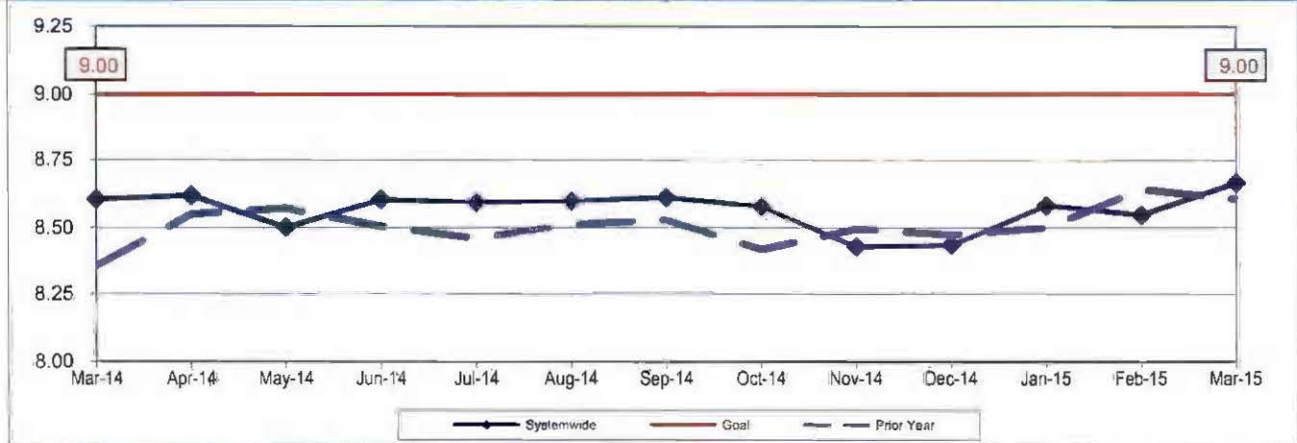


BUS CLEANLINESS

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

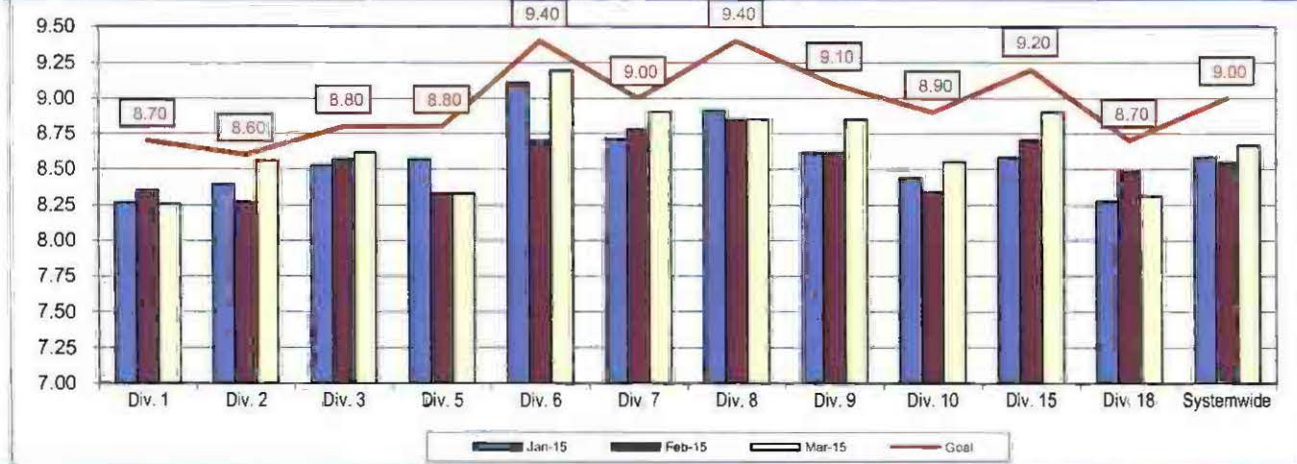
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide

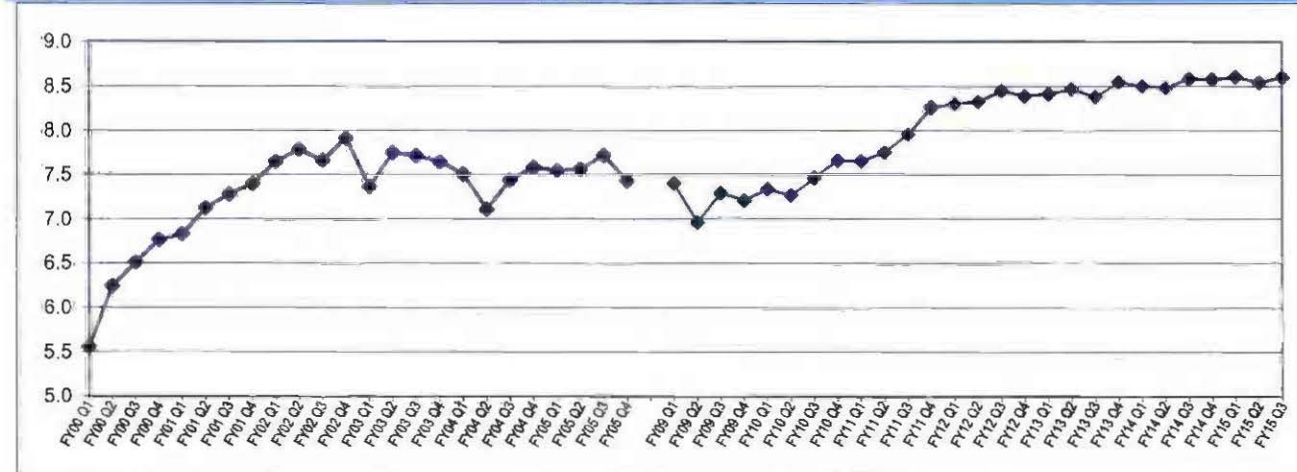


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions January 2015 - March 2015



Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY15 Q3

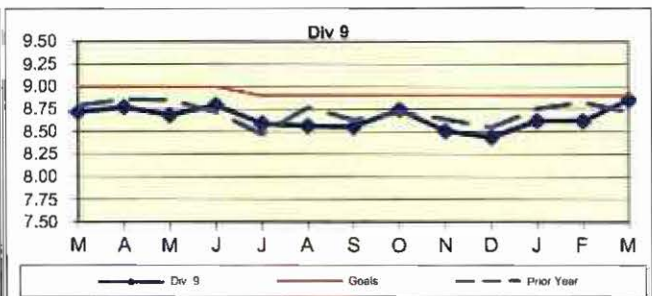
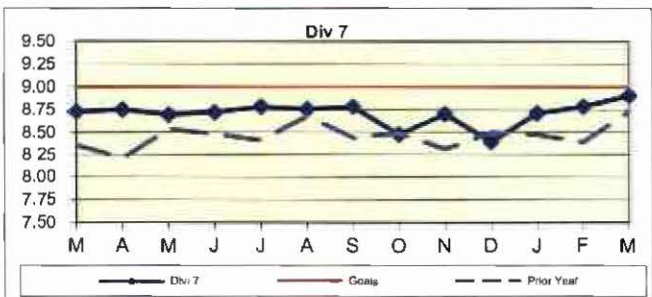
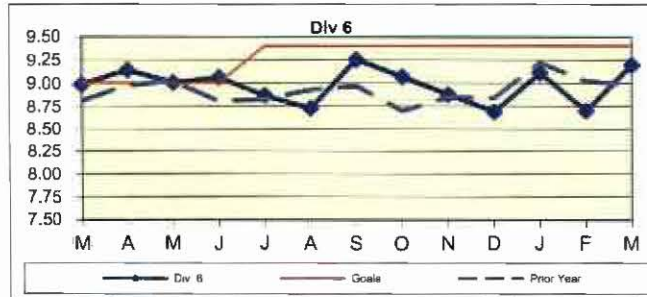
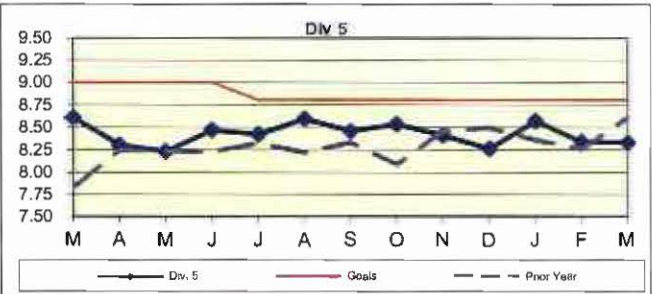
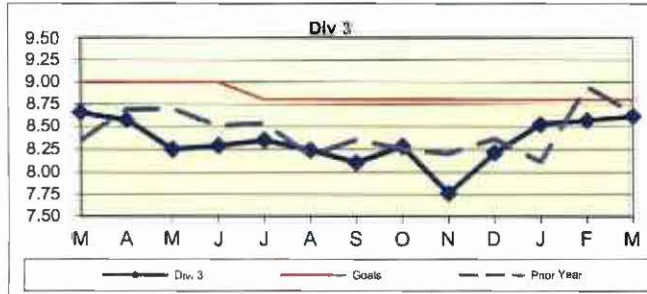
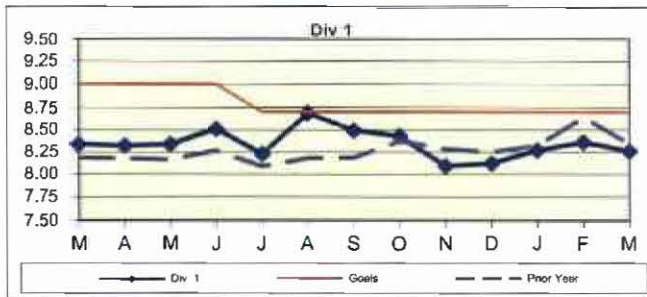


Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

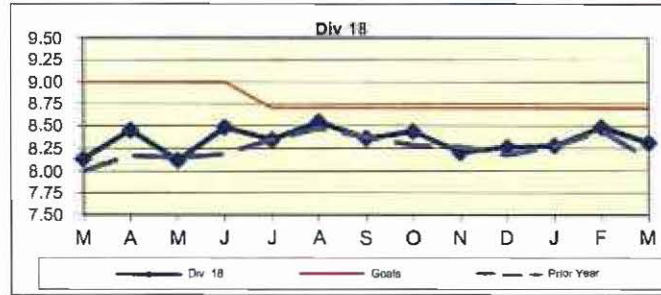
Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued



Metro Rail Scorecard Overview

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

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

Measurement	FY12	FY13	FY14	FY15 Target	FY15 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours *	10.28	10.53	14.35	9.48	9.45	●	8.84	8.80	6.49
* Starting July 2013, Data now reflects Indemnity and Medical Claims combined. For comparison purposes, historical results through FY10 have been updated reflecting Indemnity & Medical combined as well. W.C. Goal has been modified from 7.36 to 10% Improvement over last FY Actual.									
Metro Red Line (MRL)									
On-Time Pullouts	99.60%	99.37%	99.72%	100.00%	99.88%	◇	99.83%	99.42%	100.00%
Mean Miles Between Chargeable Mechanical Failures	34,810	60,225	63,099	36,000	79,719	●	97,964	67,111	65,980
In-Service On-time Performance	99.45%	99.32%	98.91%	100.00%	99.18%	◇	98.99%	99.48%	99.15%
Traffic Accidents Per 100,000 Train Miles	0.00	0.19	0.47	0.06	0.18	■	0.79	0.00	0.80
Complaints per 100,000 Boardings **	0.56	0.26	0.25	0.45	0.13	●	0.02	0.03	0.15
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Blue Line (MBL)									
On-Time Pullouts	99.48%	99.34%	99.37%	99.90%	99.32%	◇	99.90%	98.65%	98.89%
Mean Miles Between Chargeable Mechanical Failures	13,940		3	15,000	23,173	●	43,815	32,095	19,739
In-Service On-time Performance	98.31%	95.80%	95.84%	97.76%	97.19%	◇	96.55%	98.27%	96.53%
Traffic Accidents Per 100,000 Train Miles	1.35	1.45	1.46	1.35	0.58	●	1.71	0.00	0.62
Complaints per 100,000 Boardings **	1.22	0.90	0.59	1.08	0.27	●	0.05	0.20	0.09
* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line so they are reported combined for reporting purposes in the Blue Line results.									
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Expo Line (MExL)									
On-Time Pullouts (Expo Pull Outs are included in Blue Line Pull Outs)									
Mean Miles Between Chargeable Mechanical Failures (Expo MMBMBF are included in Blue Line MMBMBF)									
In-Service On-time Performance		98.47%	98.70%	100.00%	99.01%	◇	99.17%	98.69%	98.33%
Traffic Accidents Per 100,000 Train Miles		0.34	1.17	1.35	1.37	◇	1.73	2.00	1.80
Complaints per 100,000 Boardings **		2.20	1.01	1.08	0.45	●	0.12	0.26	0.24
* At this time Expo Mechanical Failures and Pull Outs cannot be separated from the Blue Line so they are reported combined for reporting purposes in the Blue Line results.									
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Green Line (MGrL)									
On-Time Pullouts	99.87%	99.71%	99.69%	100.00%	99.27%	◇	98.86%	99.26%	99.26%
Mean Miles Between Chargeable Mechanical Failures	14,708	13,297	19,513	16,000	18,549	●	14,997	22,863	18,906
In-Service On-time Performance	98.86%	98.06%	97.85%	99.80%	97.16%	◇	94.85%	98.89%	98.34%
Traffic Accidents Per 100,000 Train Miles	0.07	0.14	0.00	0.06	0.19	◇	0.00	0.91	0.00
Complaints per 100,000 Boardings **	1.06	0.63	0.62	0.90	0.31	●	0.00	0.21	0.39
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									
Metro Gold Line (MGoL)									
On-Time Pullouts	100.00%	99.88%	99.56%	100.00%	99.97%	●	100.00%	100.00%	99.74%
Mean Miles Between Chargeable Mechanical Failures	18,017	28,299	45,894	23,000	47,008	●	36,993	58,218	29,284
In-Service On-time Performance	98.68%	98.45%	98.03%	99.99%	98.94%	◇	99.41%	99.27%	99.05%
Traffic Accidents Per 100,000 Train Miles	0.42	0.22	0.24	0.41	0.46	◇	0.00	0.64	0.00
Complaints per 100,000 Boardings **	1.21	0.68	0.60	1.19	0.30	●	0.33	0.27	0.33
** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.									

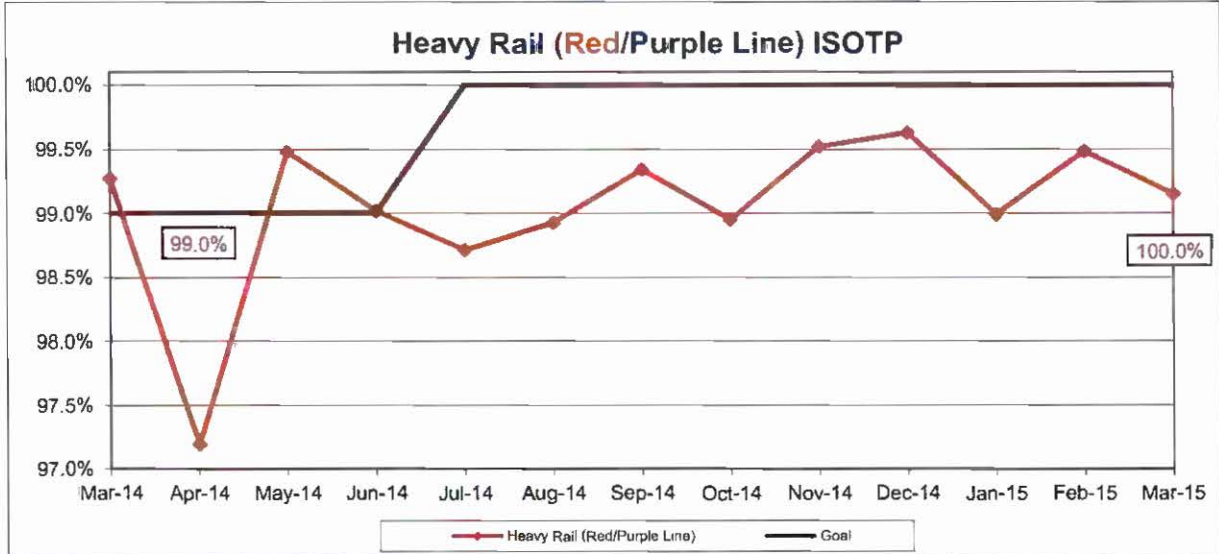
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◇ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

RAIL SERVICE PERFORMANCE

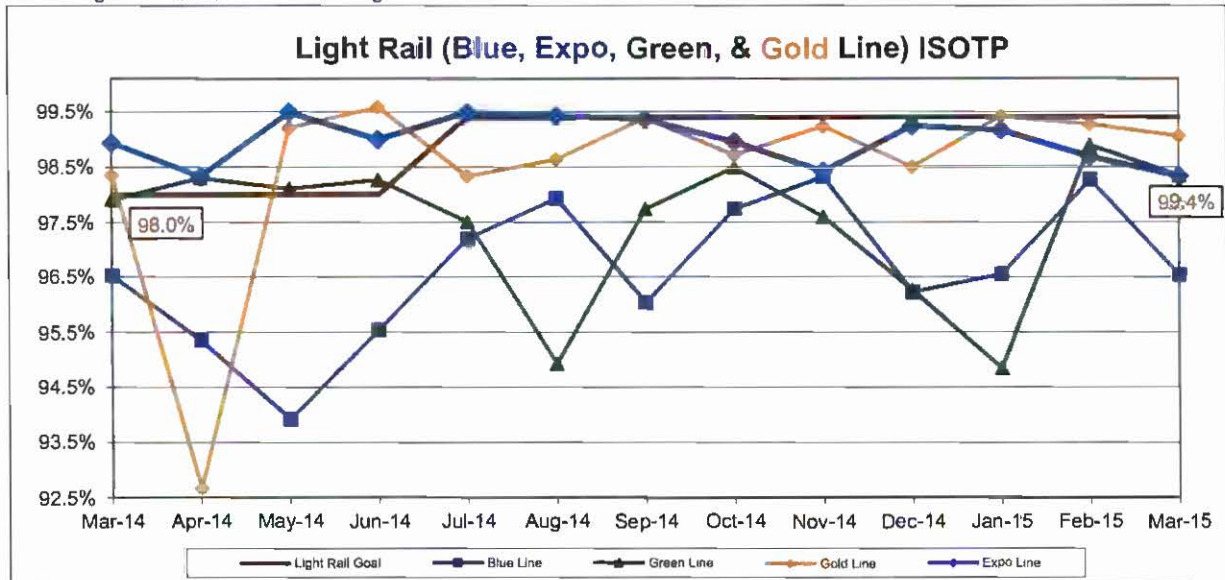
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



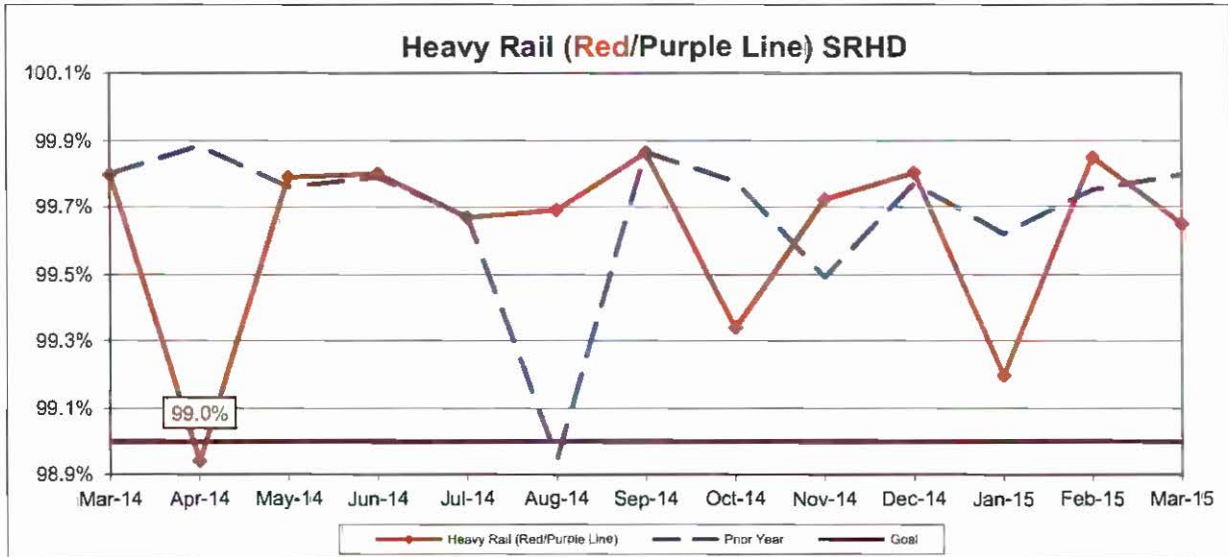
Remaining Above the Goal line is the target.



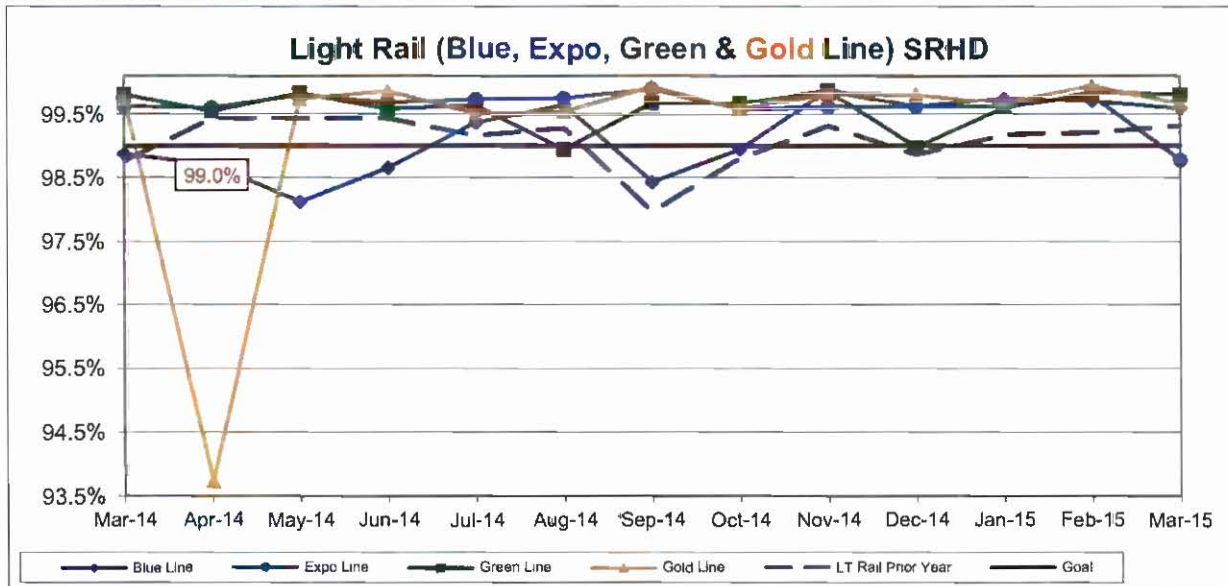
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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

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



Remaining At the Goal line is the target.

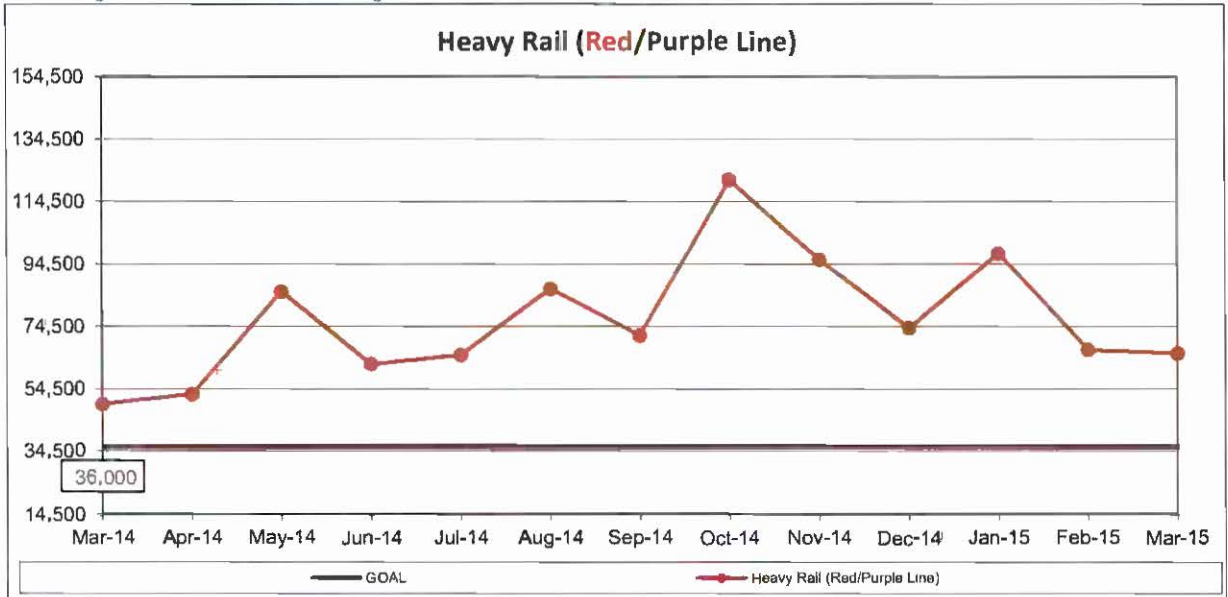


Mean Miles Between Chargeable Mechanical Failures

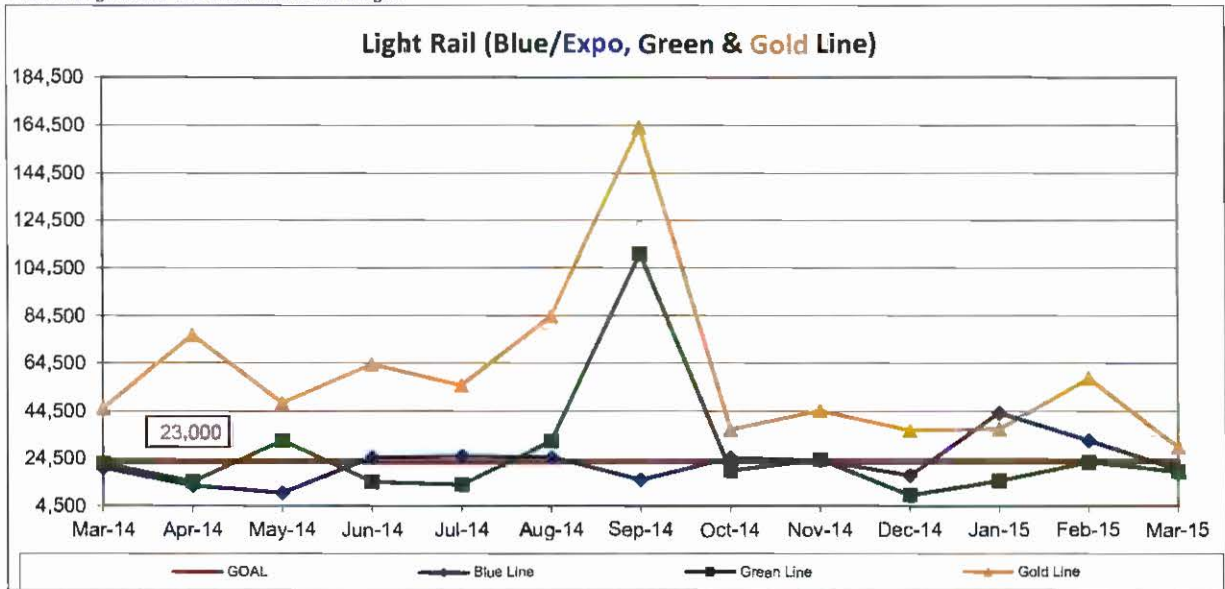
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

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

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.

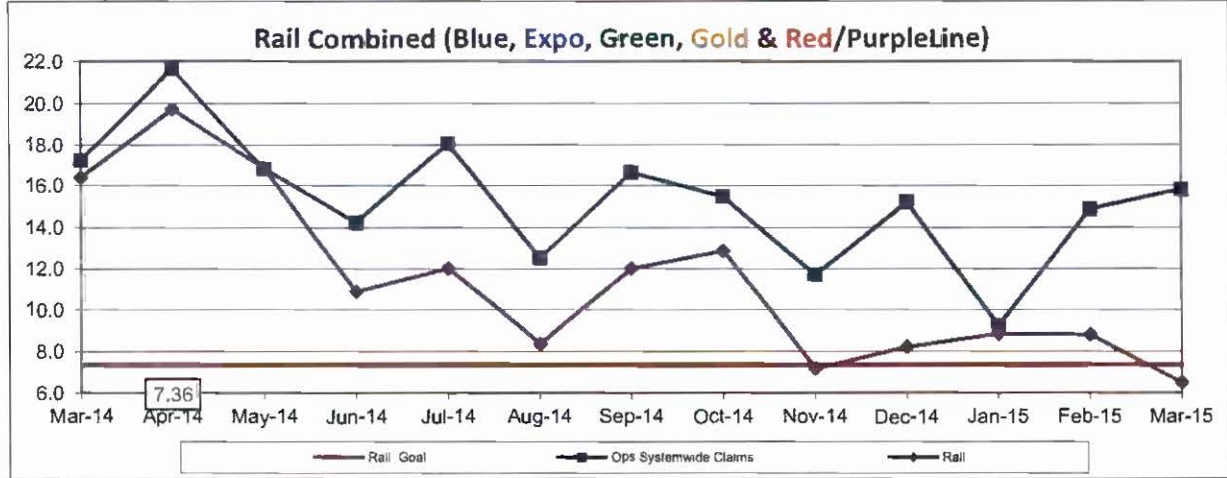


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

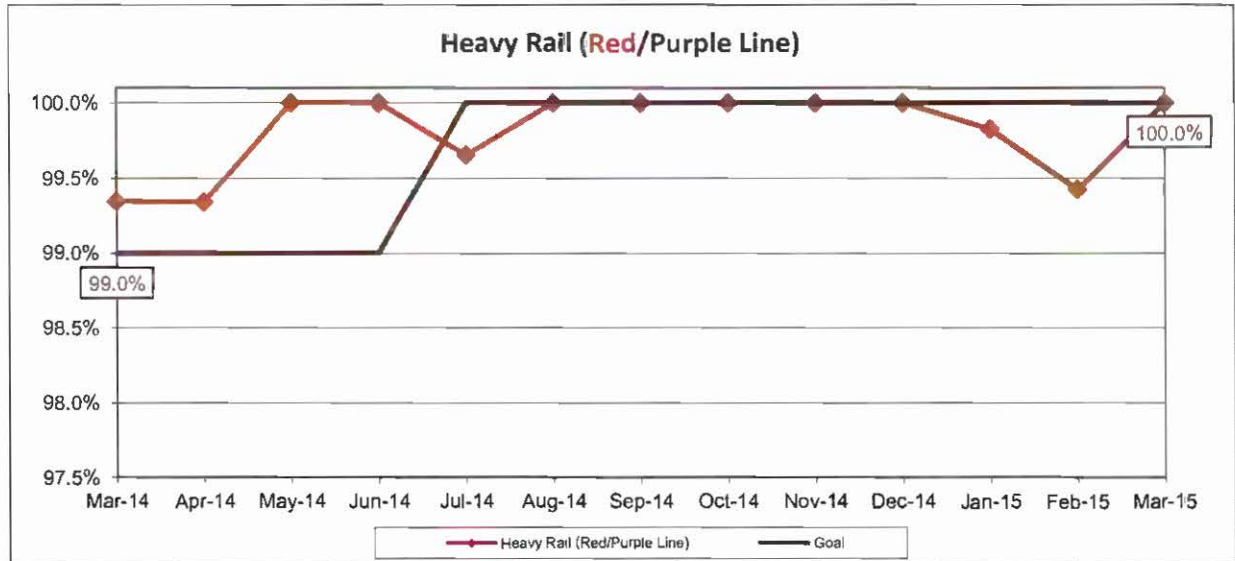
Data now reflects combination of Indemnity and Medical Claims reported in the current month.
Remaining Below the Goal line is the target.



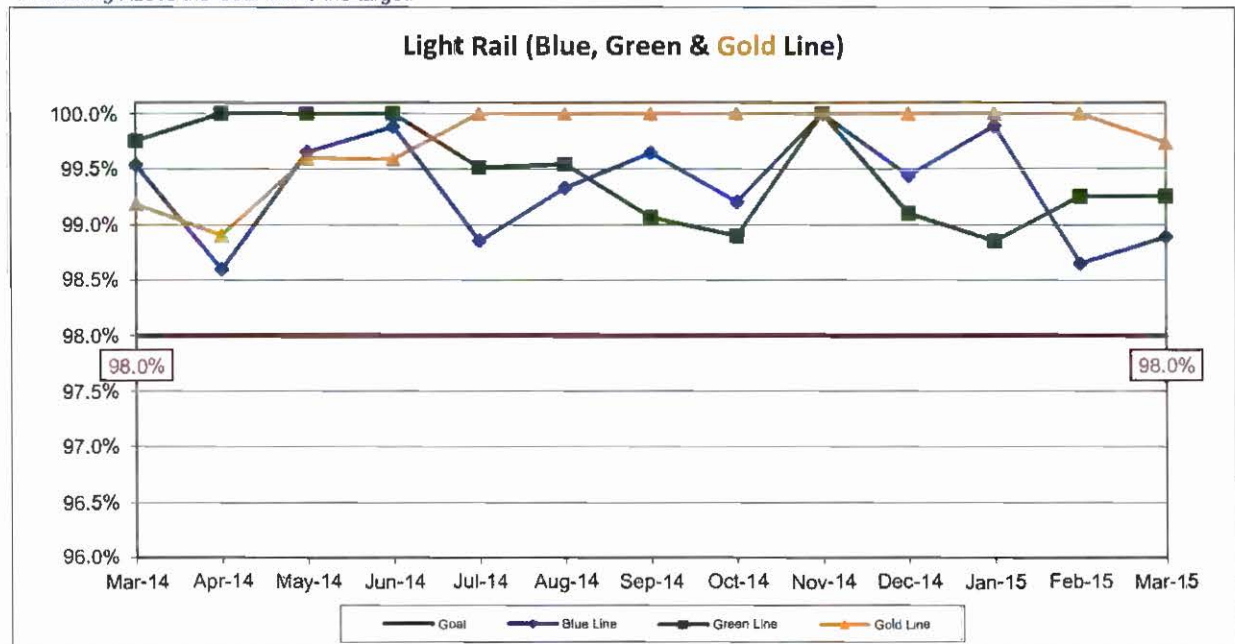
ON-TIME PULLOUTS (OTP)

Definition: Ratio of OnTime Pullouts to Total Pullouts.

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



Remaining Above the Goal line is the target.



SAFETY PERFORMANCE

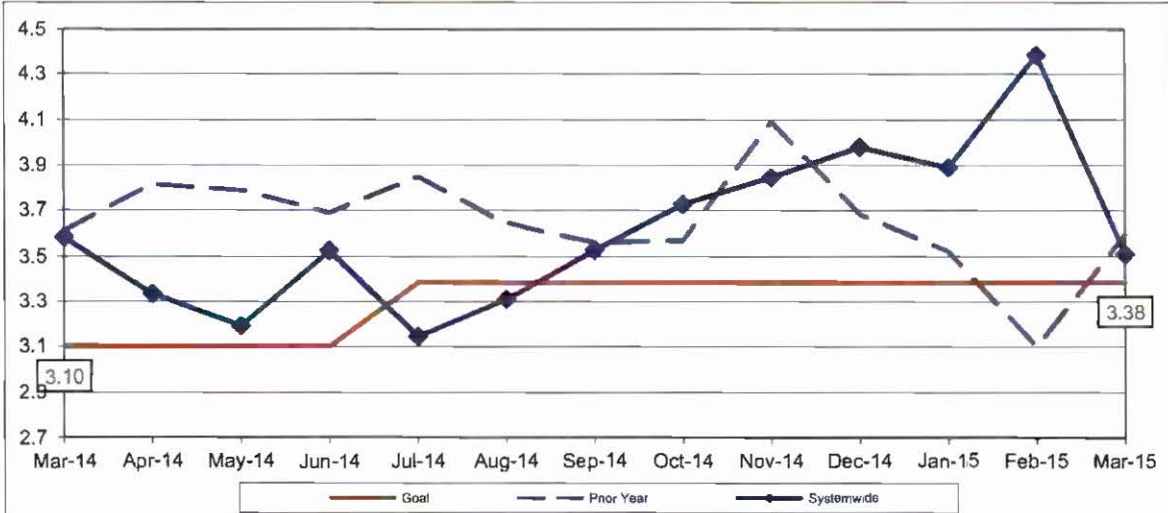
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

Systemwide Trend

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

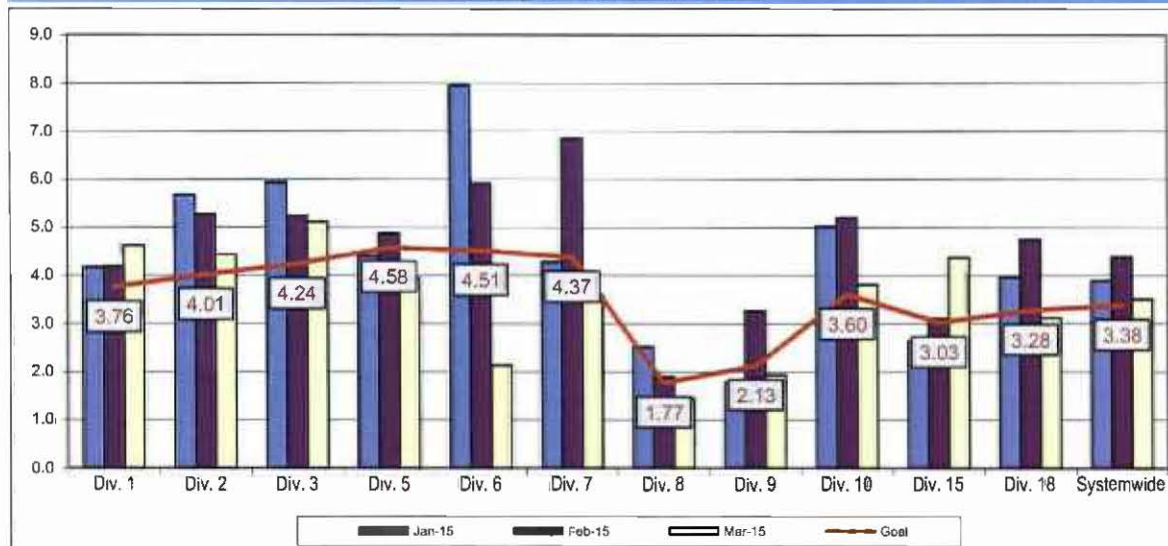


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

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

Bus Operating Divisions - by Divisions January 2015 - March 2015

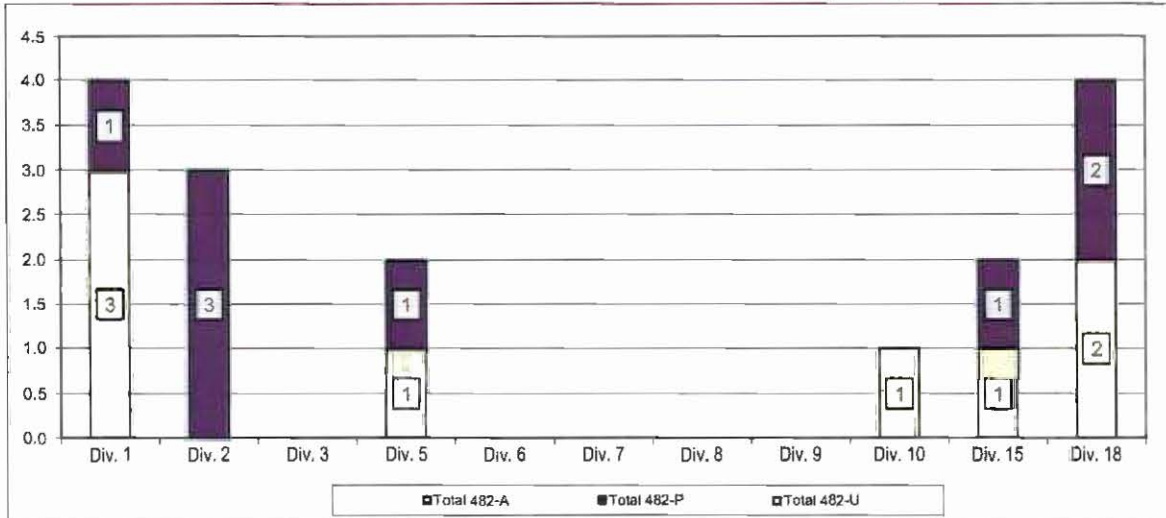


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

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

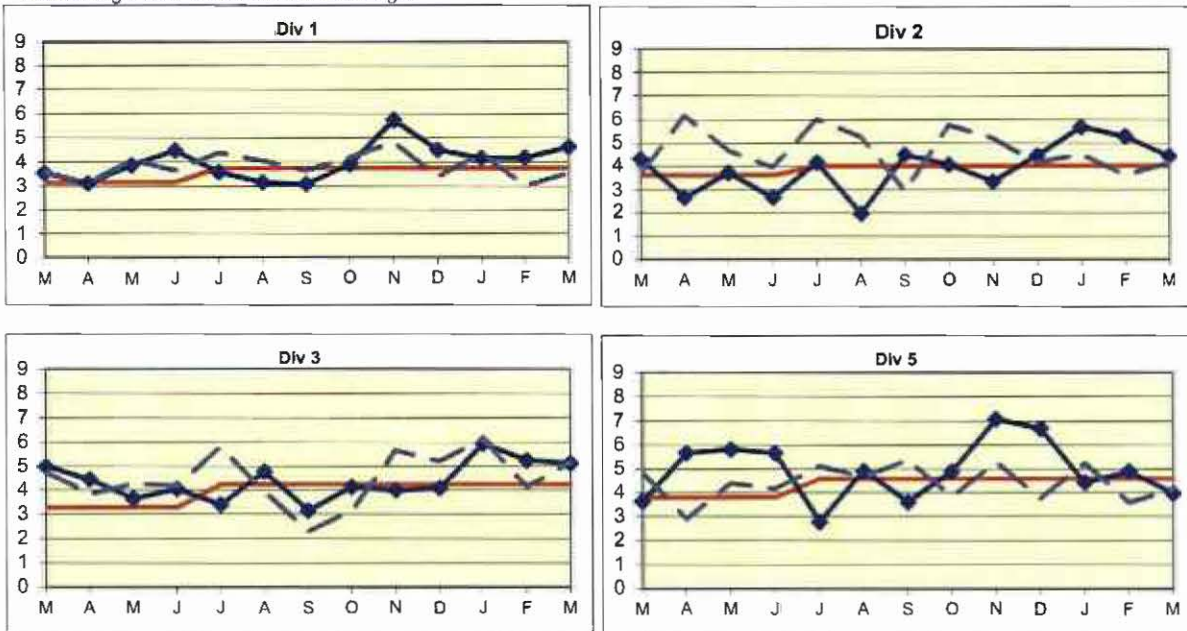
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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



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

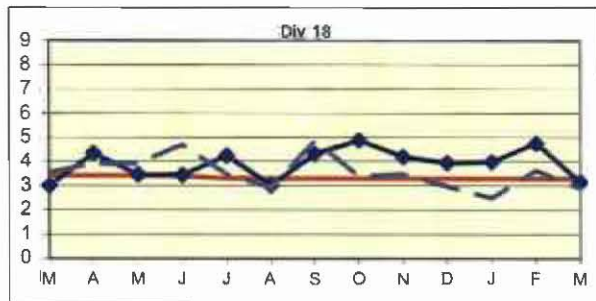
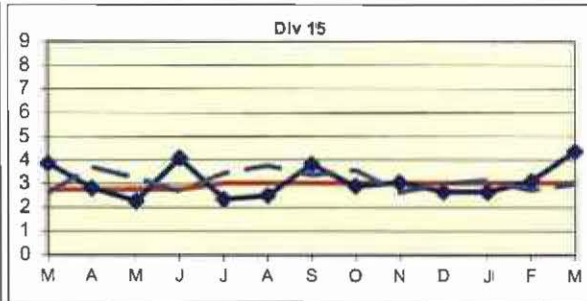
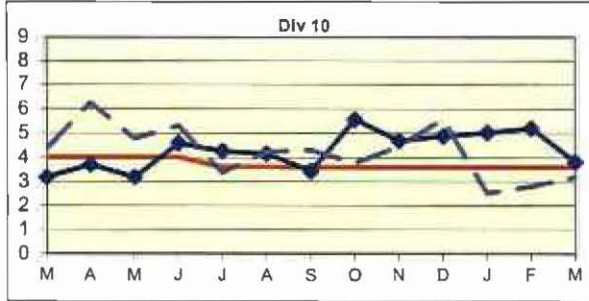
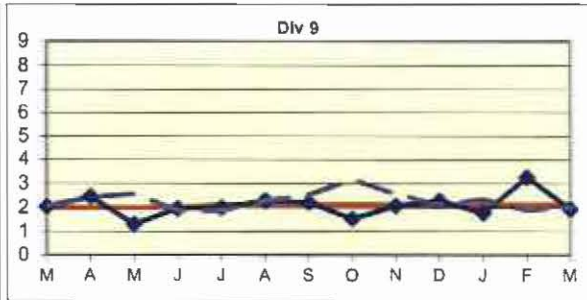
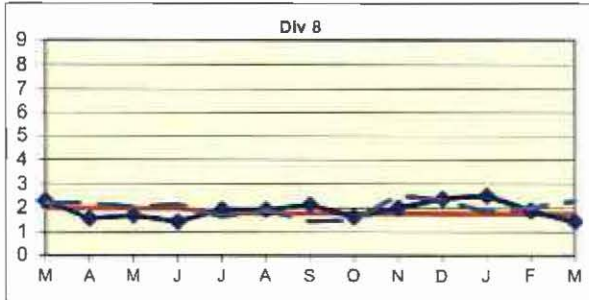
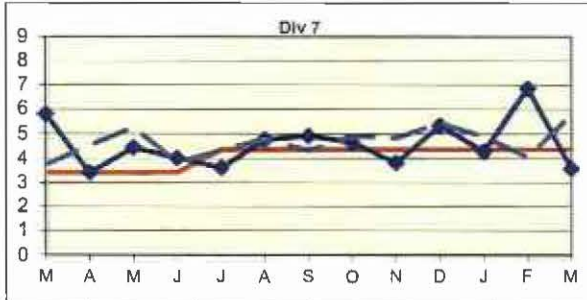
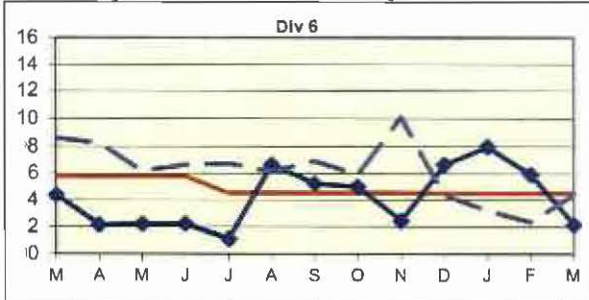
Remaining Below the Goal line is the target.



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Bus Operating Divisions

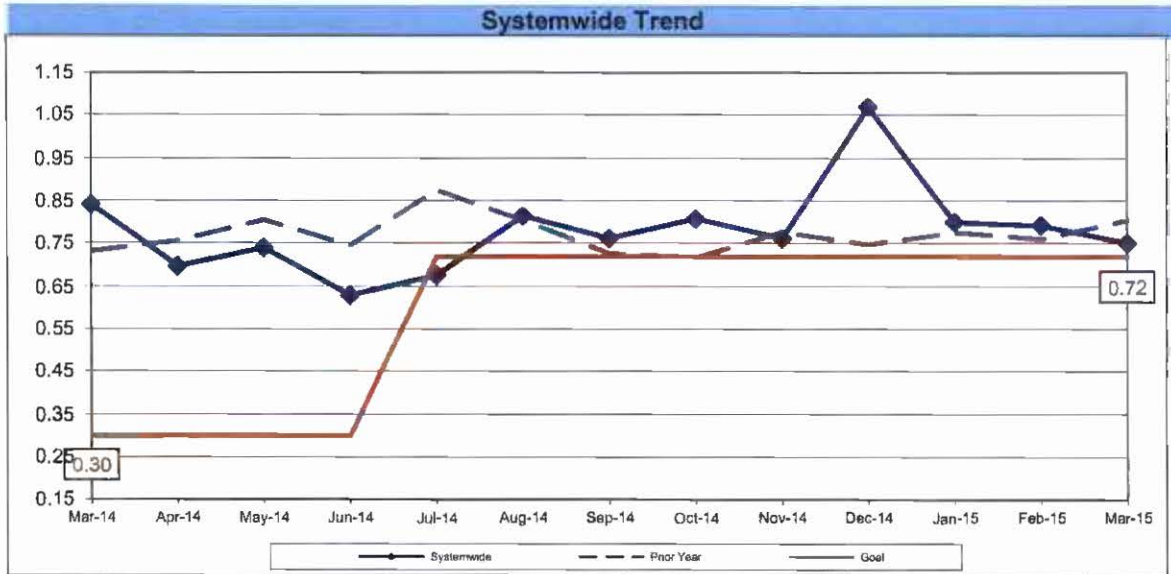
Remaining Below the Goal line is the target.



BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

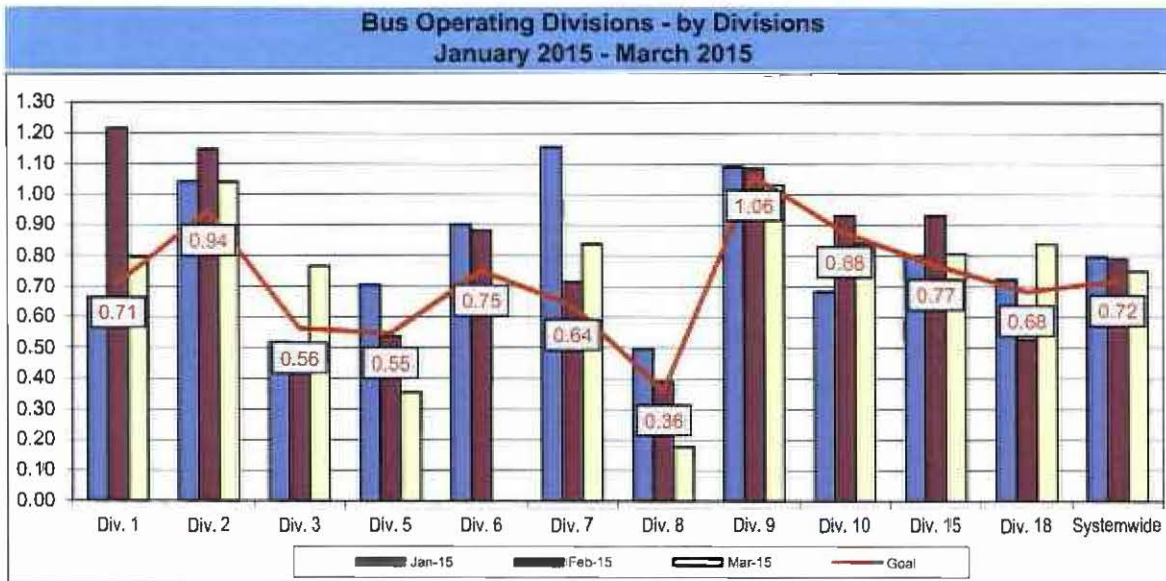
Definition: Number of Passenger Accidents for every 100,000 boardings.

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



Remaining Below the Goal line is the target.

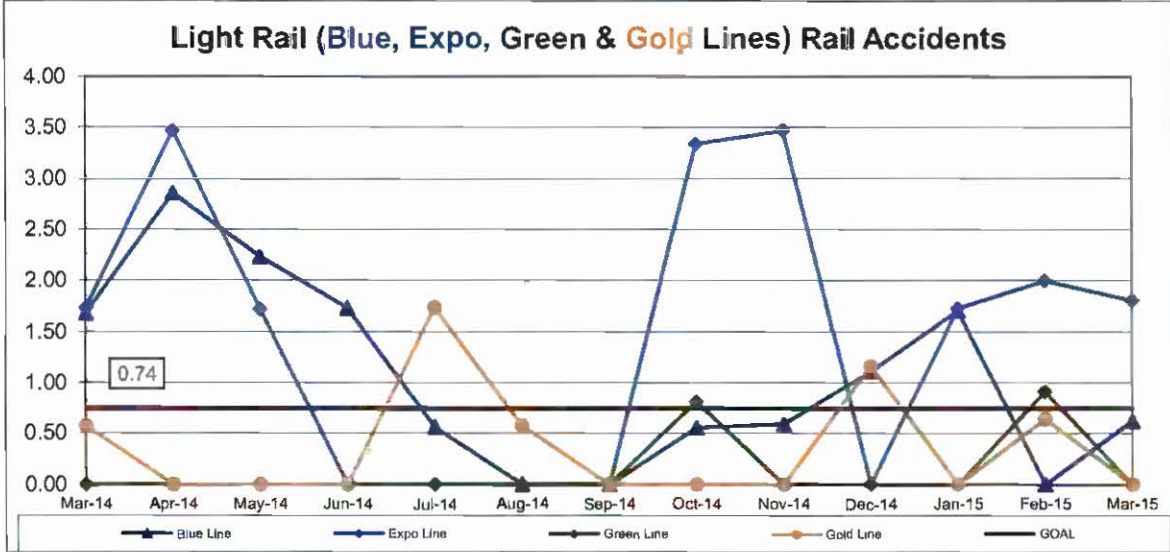
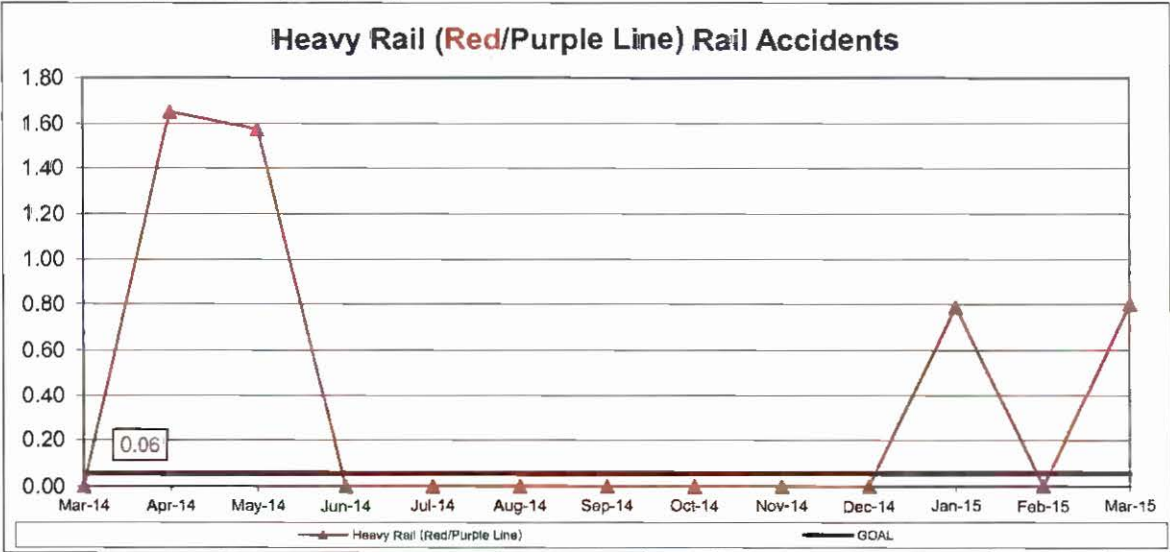
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.



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

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

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

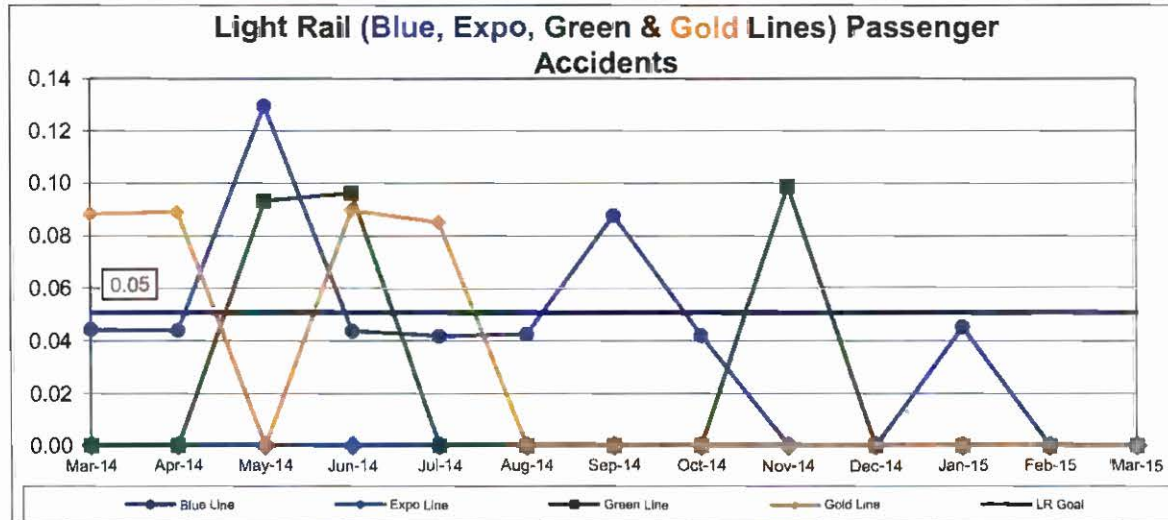
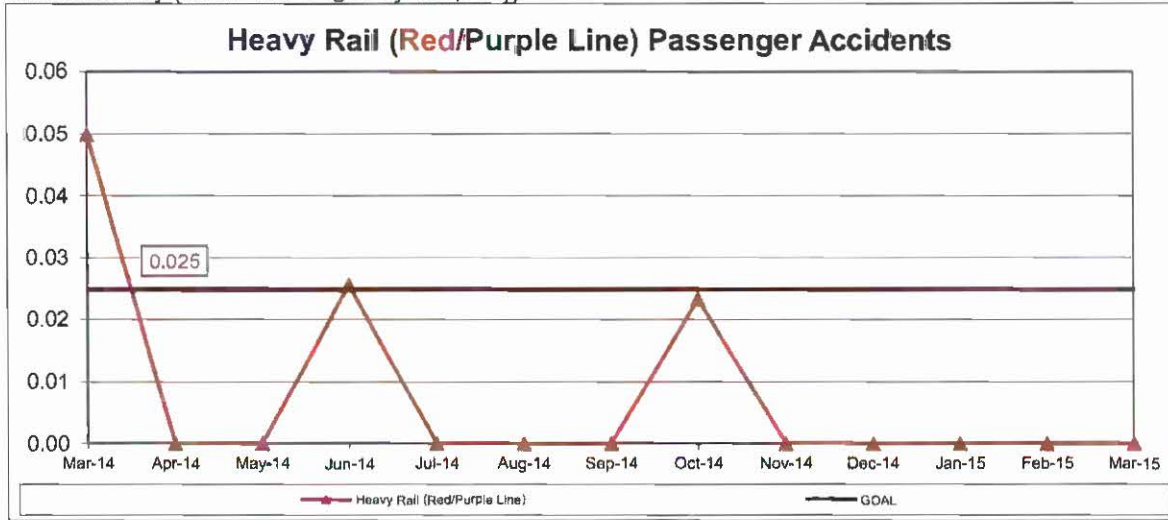


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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



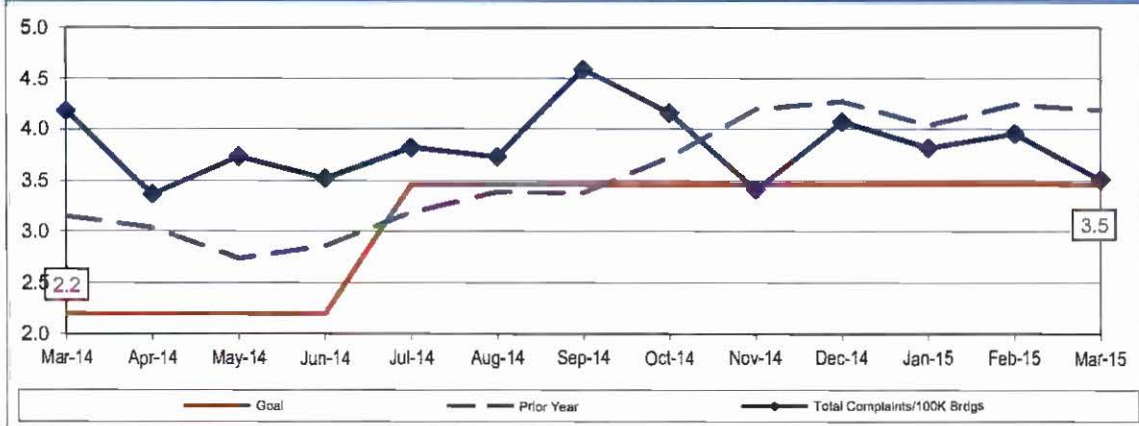
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

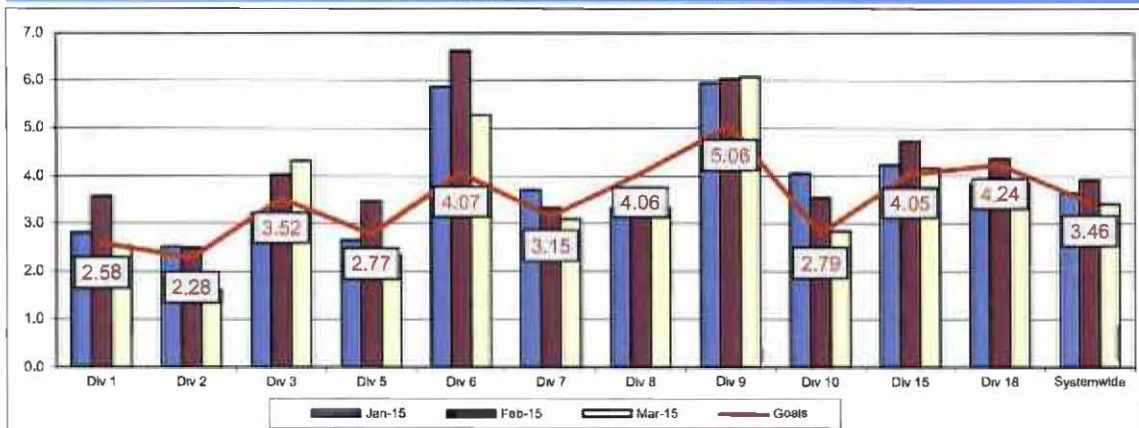
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

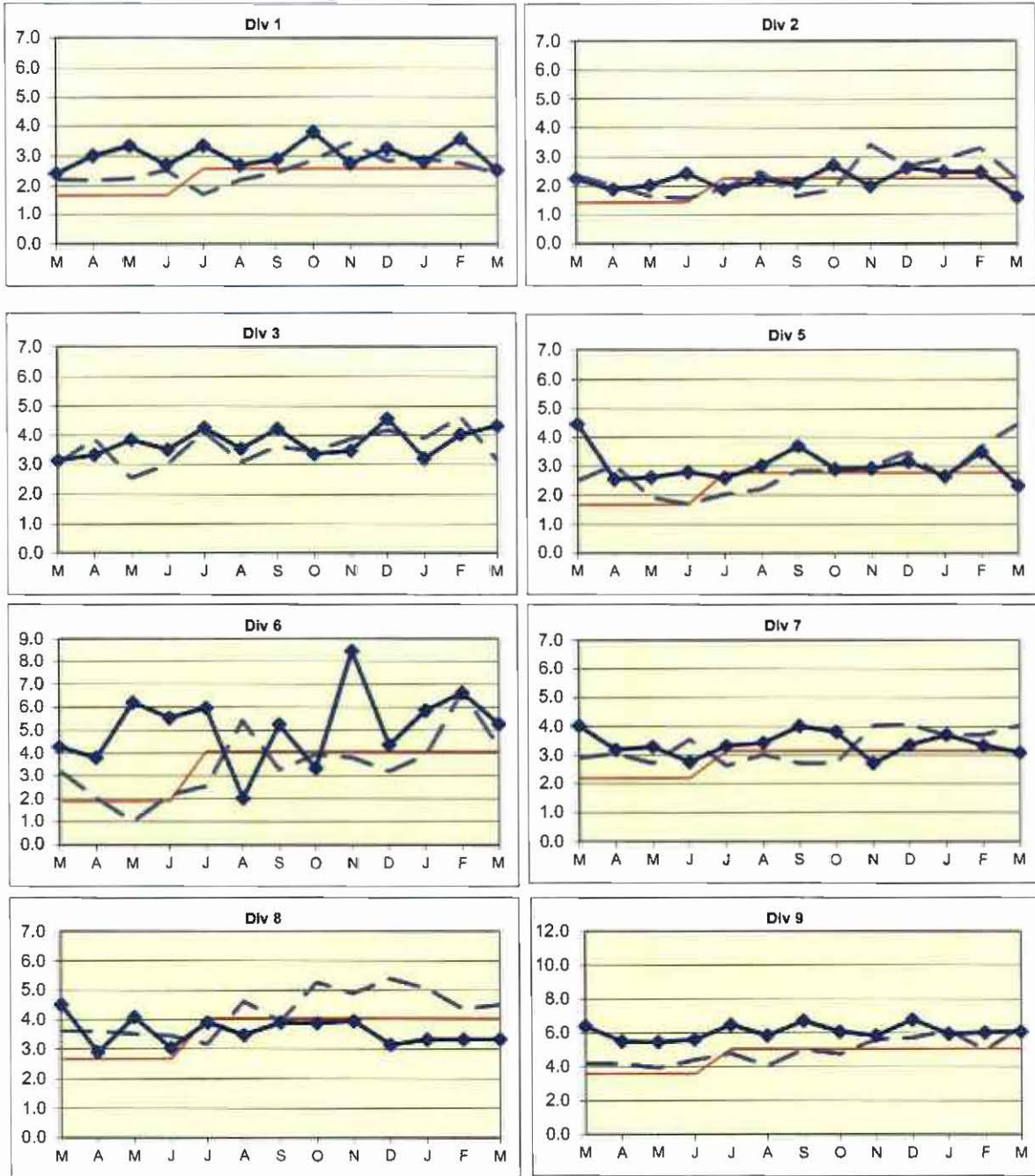
Bus Operating Divisions, by Divisions January 2015 - March 2015



COMPLAINTS PER 100,000 BOARDINGS

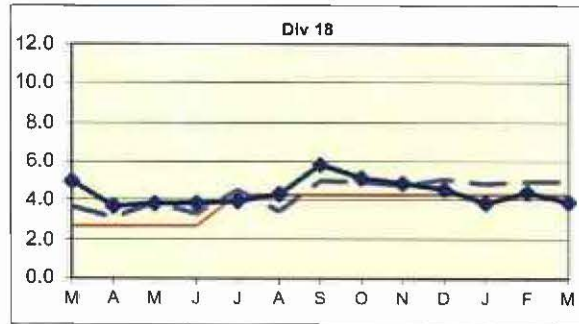
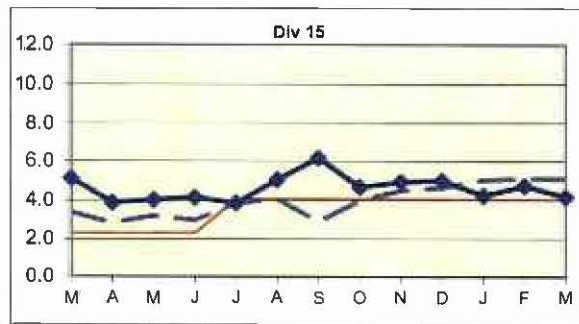
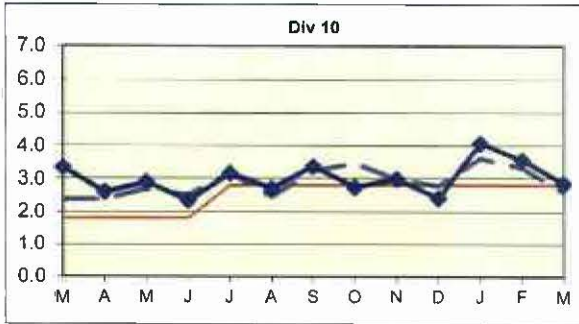
◆ Current Year
 - - - Prior Year
 — Goal

Remaining Below the Goal line is the target.



◆ Current Year
 --- Prior Year
 — Goal
 Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



WORKERS COMPENSATION CLAIMS

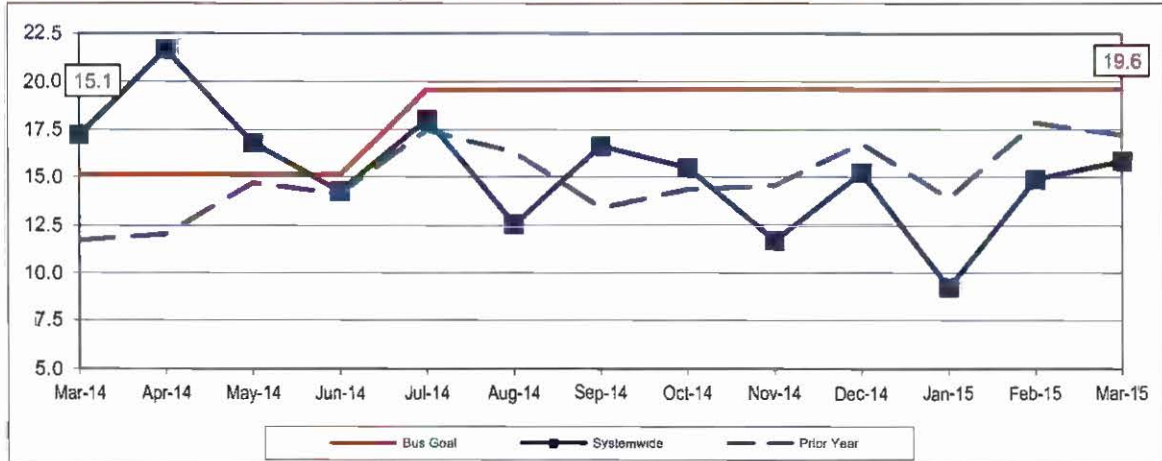
New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Metro Operations Trend

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



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

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

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

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

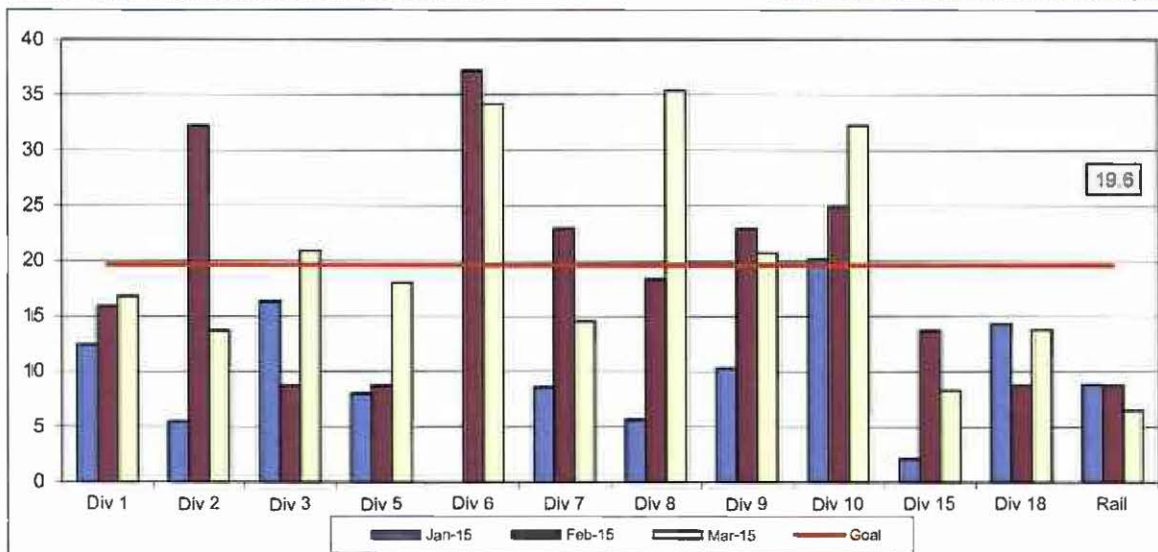
Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail by Division January 2015 - March 2015

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

Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

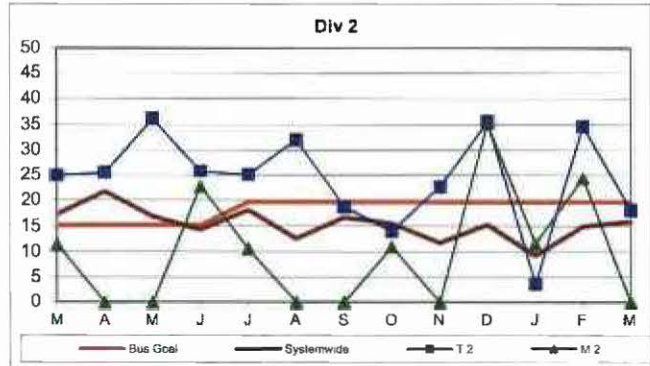
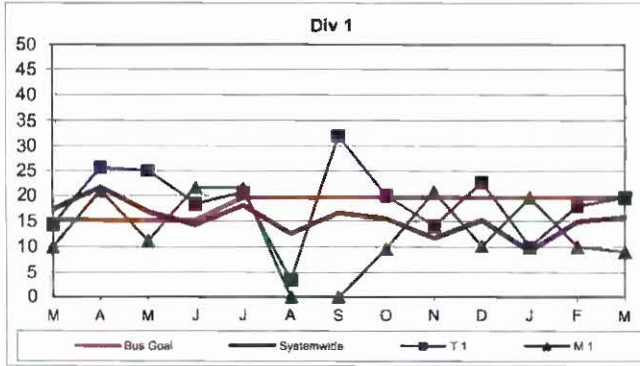


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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

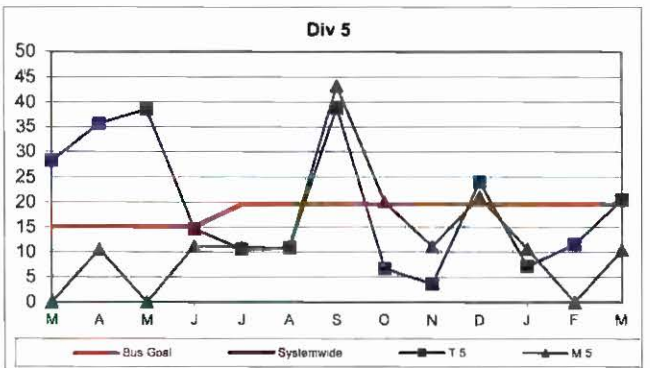
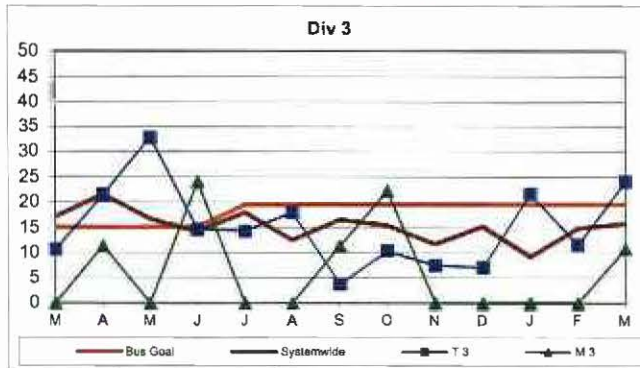
Calculation: New reported Workers' Compensation Indemnity and Medical claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

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



Remaining Below the Goal line is the target.

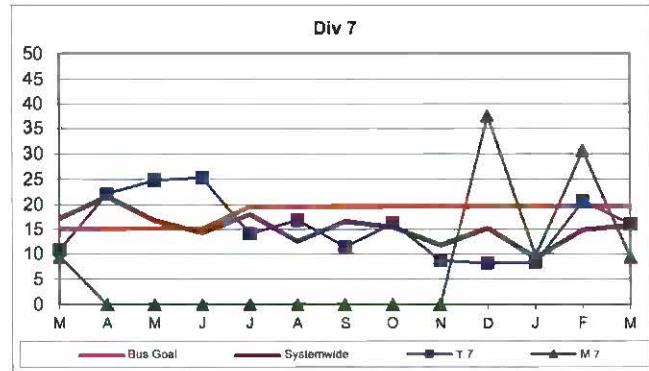
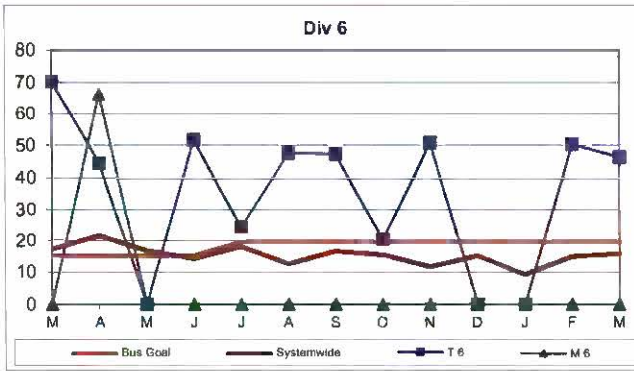
W.C. now reflects current month's data. No data lag.



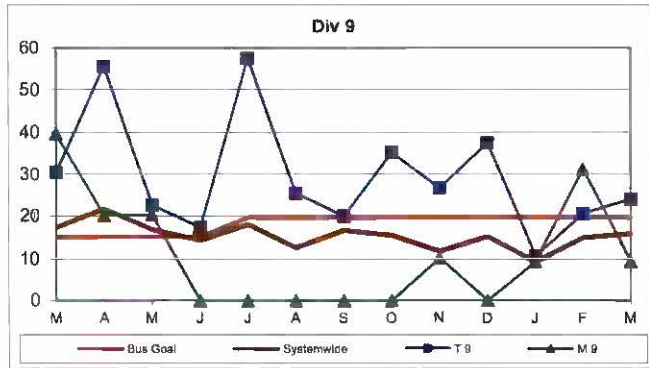
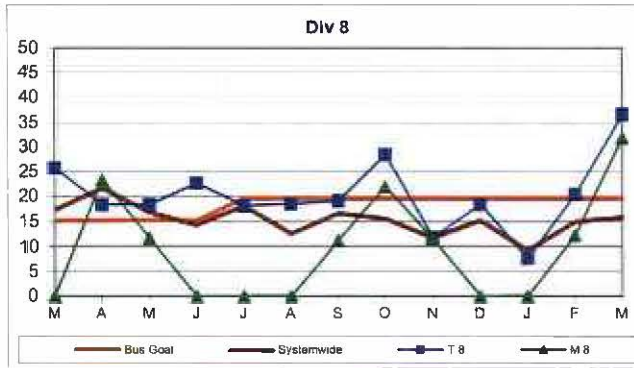
NEW REPORTED WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

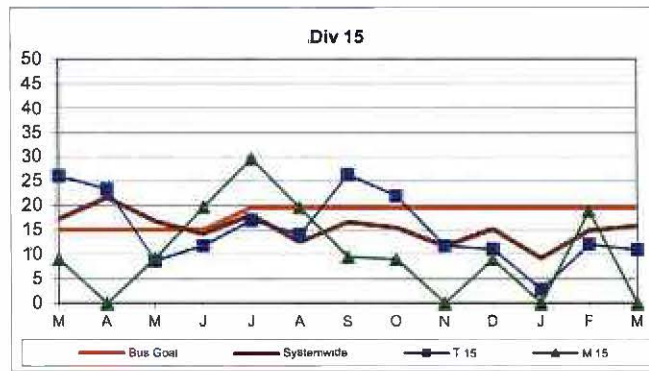
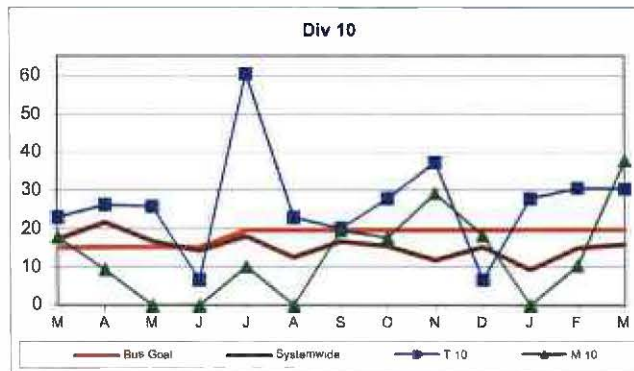
W.C. now reflects current month's data. No data lag.



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



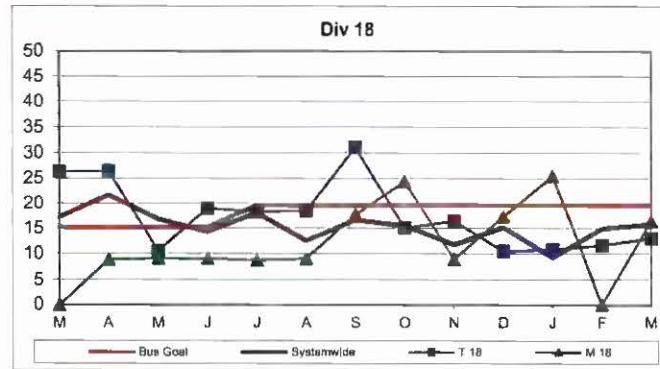
W.C. now reflects current month's data. No data lag.



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

Remaining Below the Goal line is the target.

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



OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

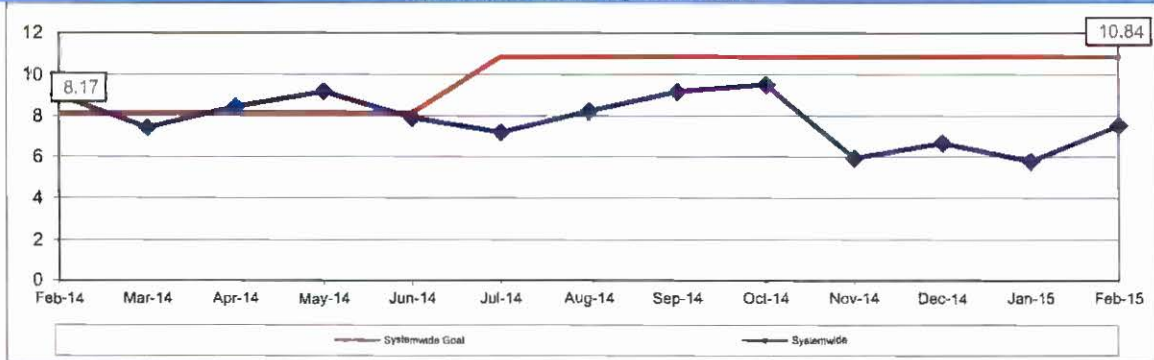
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

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

One month lag from current month

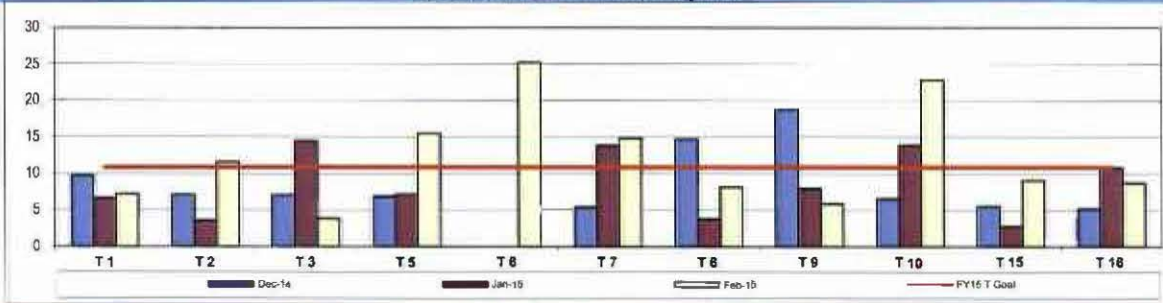
Operations OSHA Injuries Trend



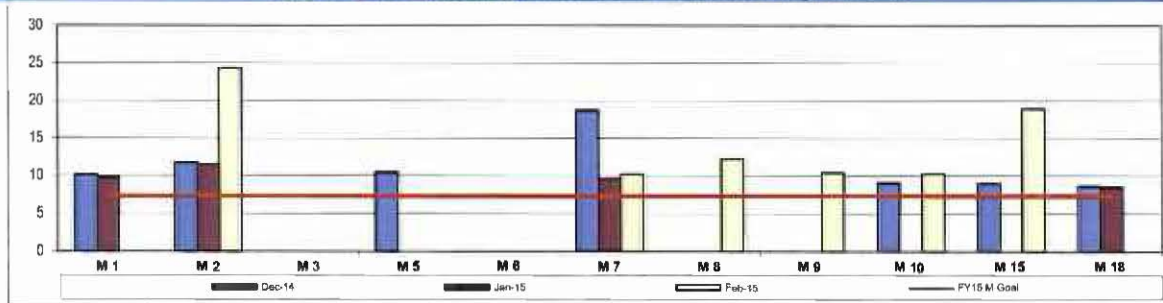
Remaining Below the Goal line is the target.

One month lag from current month

**OSHA: Bus Operating Transportation Divisions - by Division
December 2014 - February 2015**

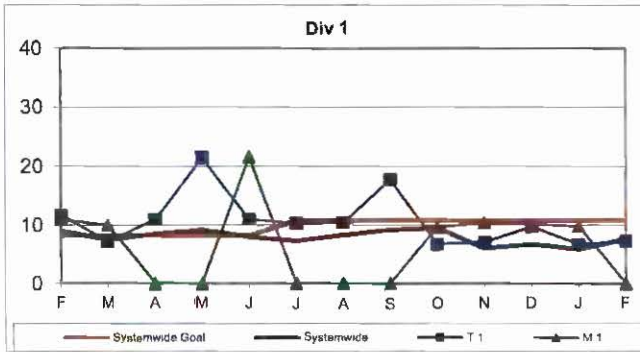


OSHA: Bus Operating Maintenance Divisions - by Division

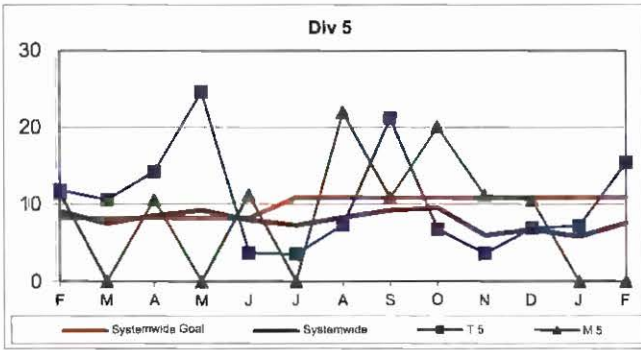
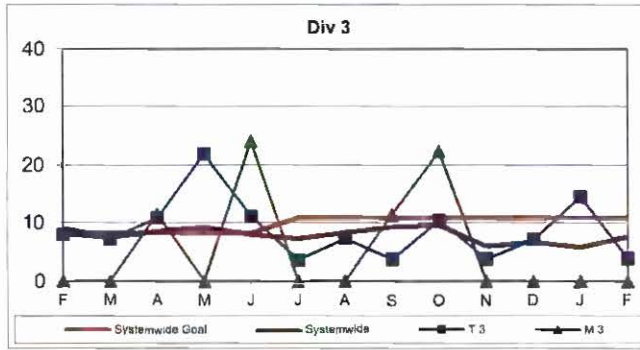
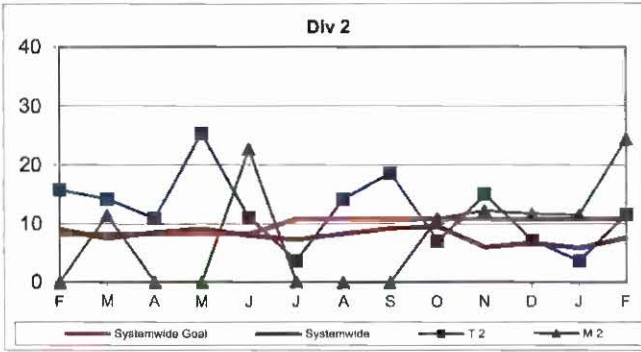


Remaining Below the Goal line is the target.
 One month lag in reporting.

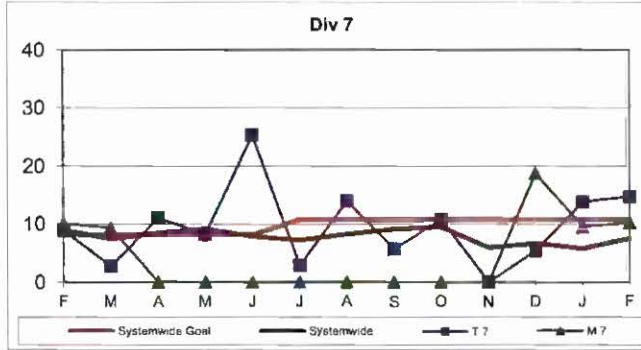
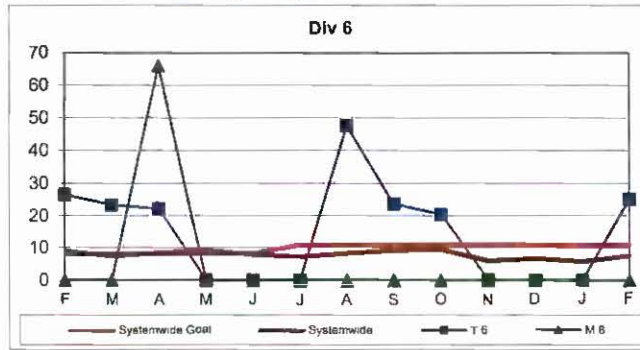
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



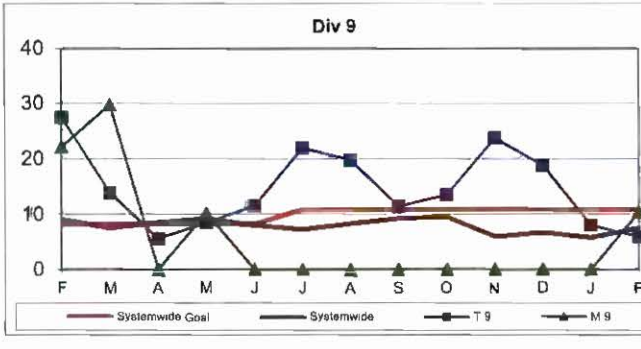
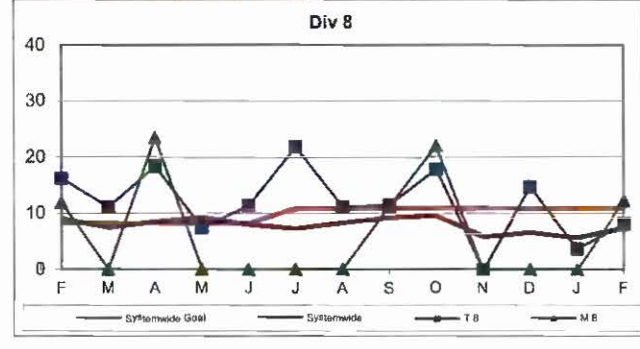
Remaining Below the Goal line is the target.
 One month lag in reporting.



One month lag in reporting.

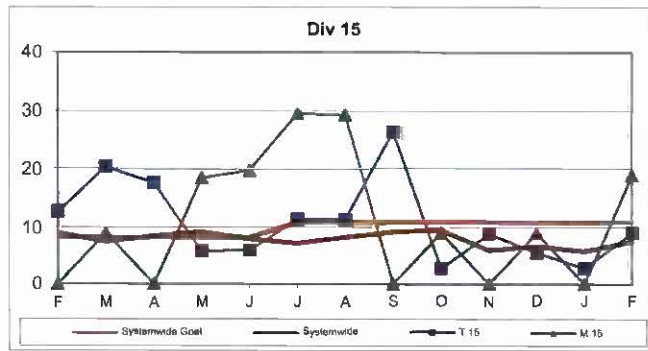
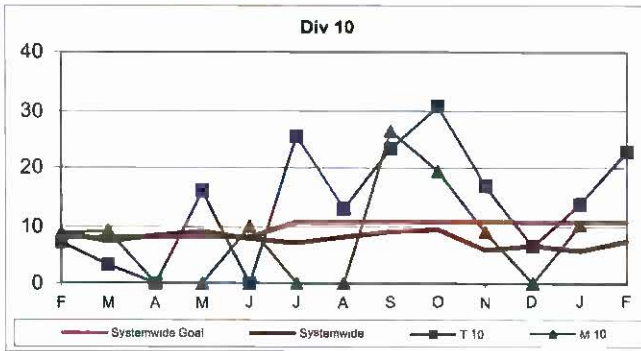


One month lag in reporting.

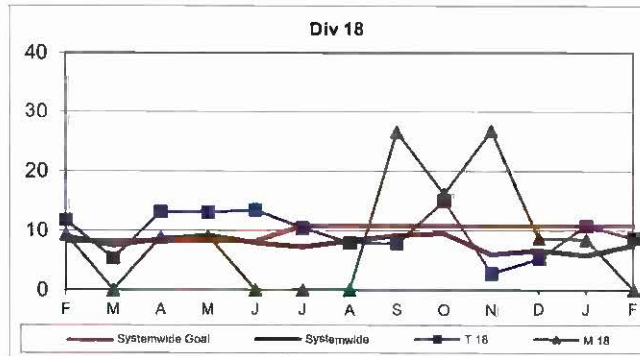


Remaining Below the Goal line is the target.
 One month lag in reporting.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS - Continued



One month lag in reporting.



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

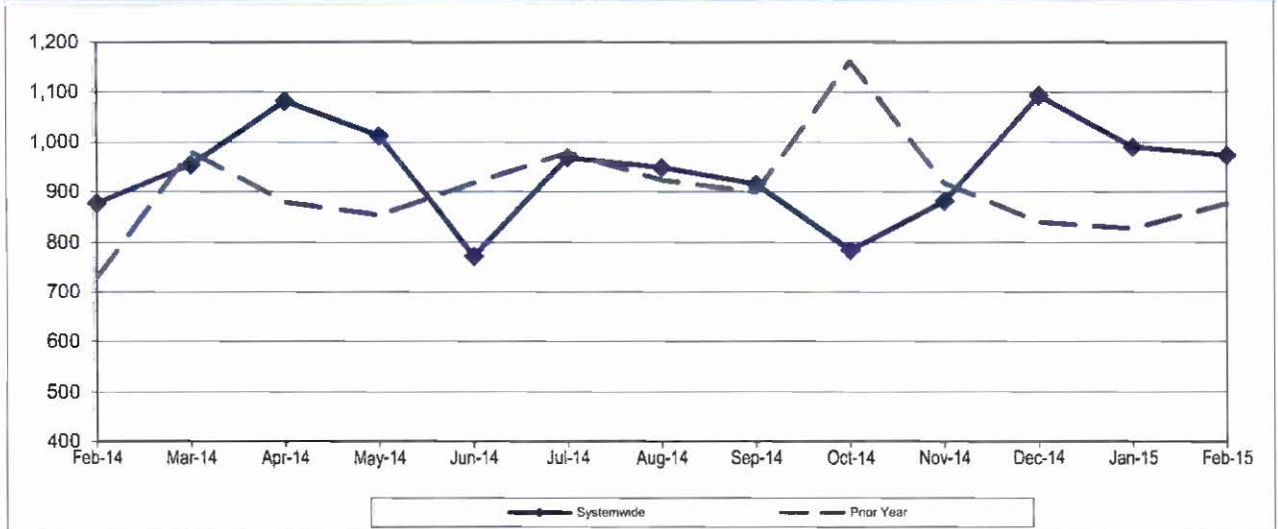
Systemwide and Bus Operating Divisions

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

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

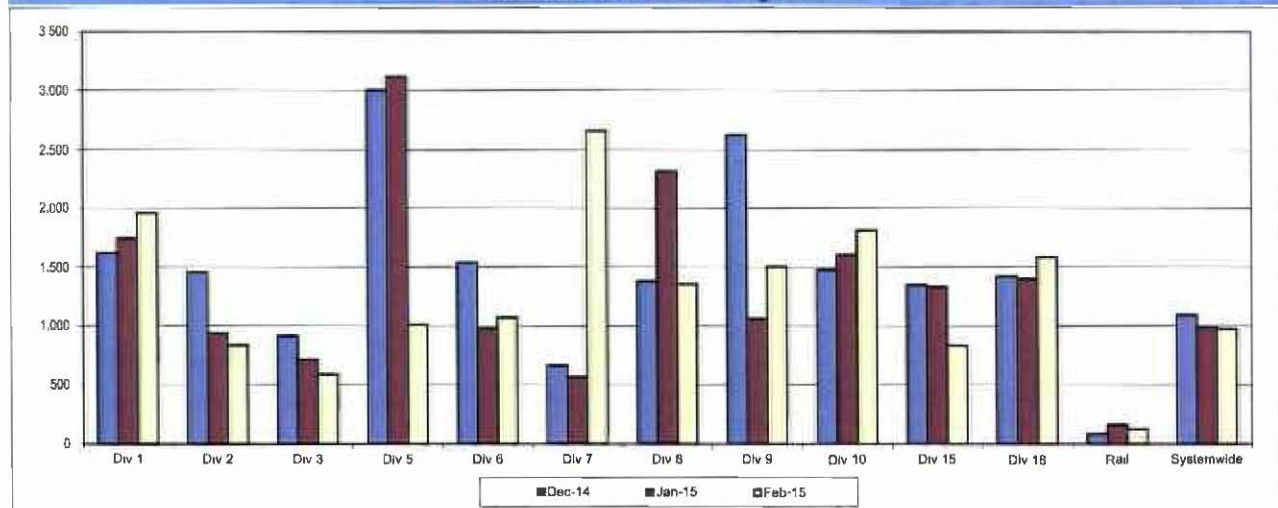
One month lag from current month

LWD Systemwide Trend



One month lag from current month

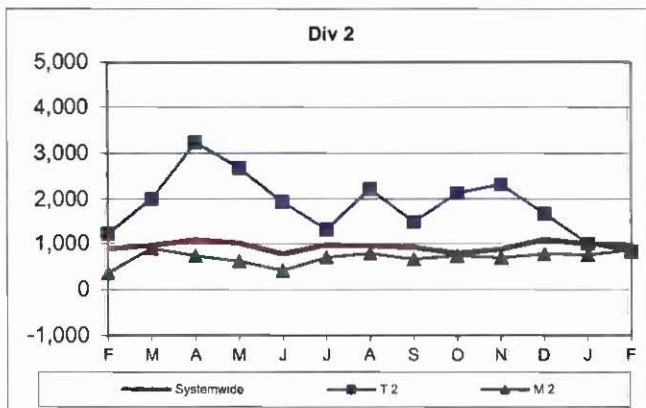
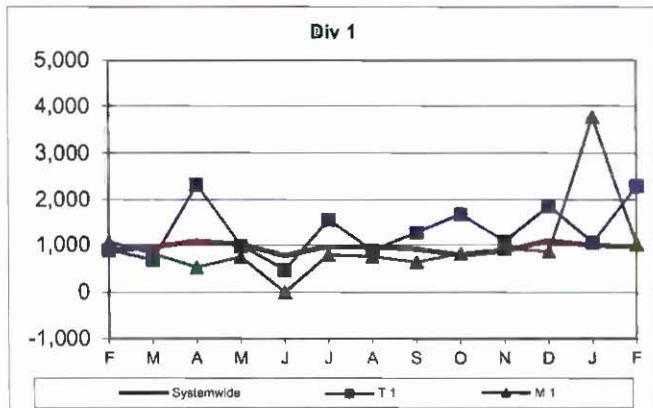
LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division December 2014 - February 2015



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

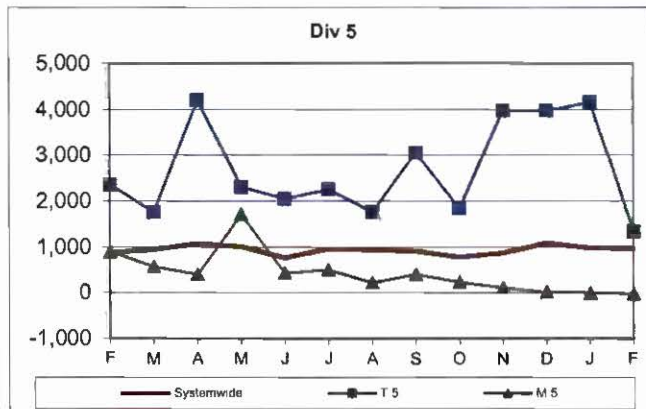
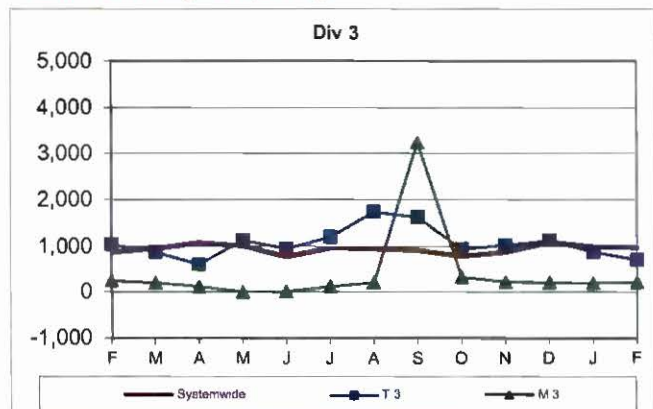
One month lag in reporting.

Lower is better.

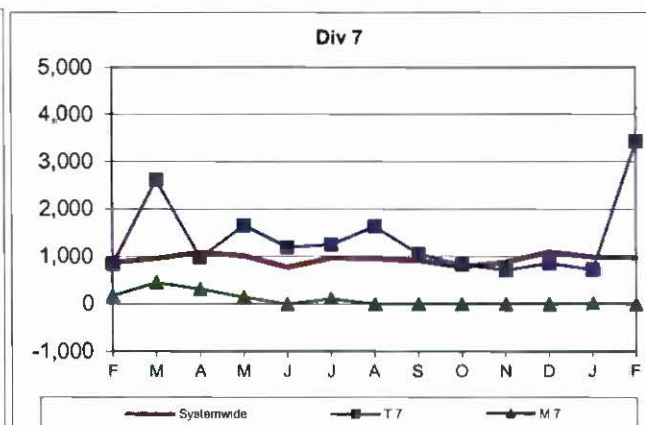
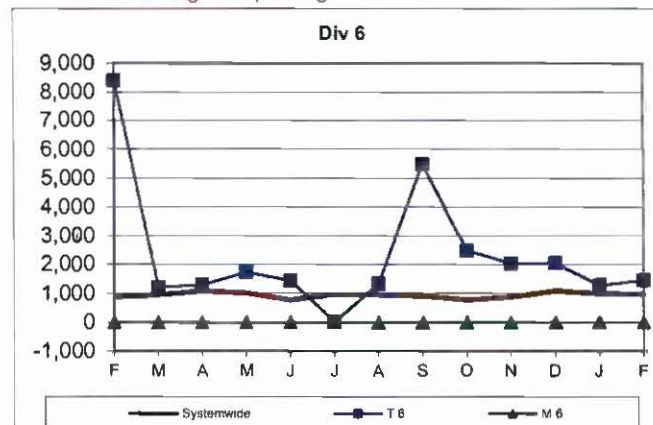


One month lag in reporting.

Lower is better.

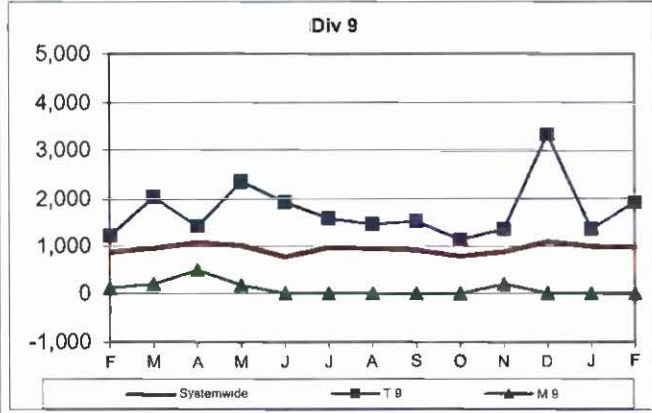
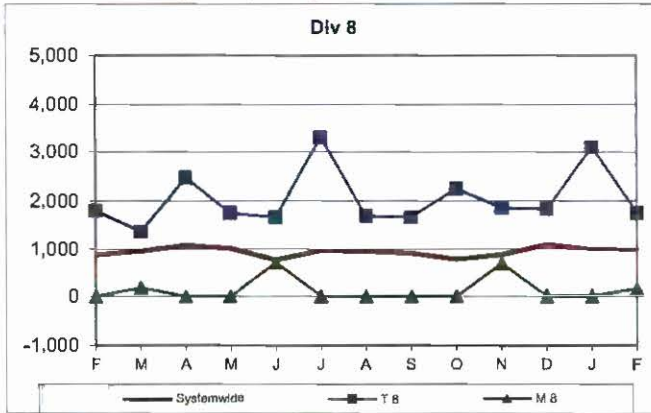


One month lag in reporting.



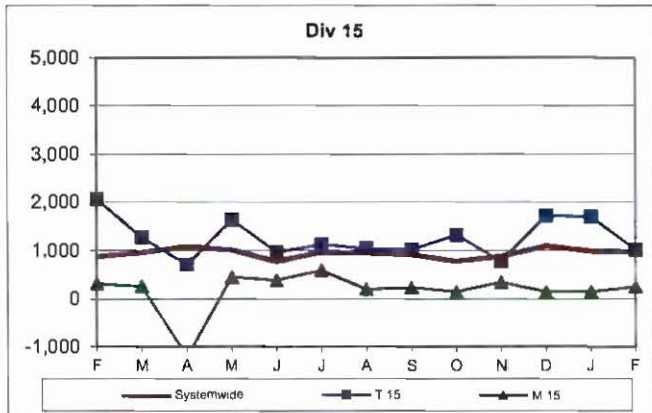
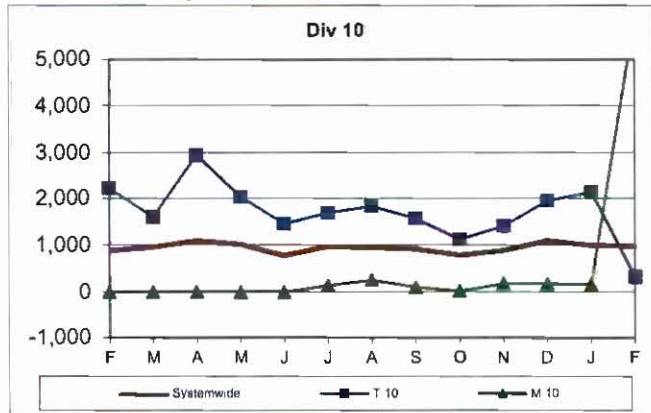
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.



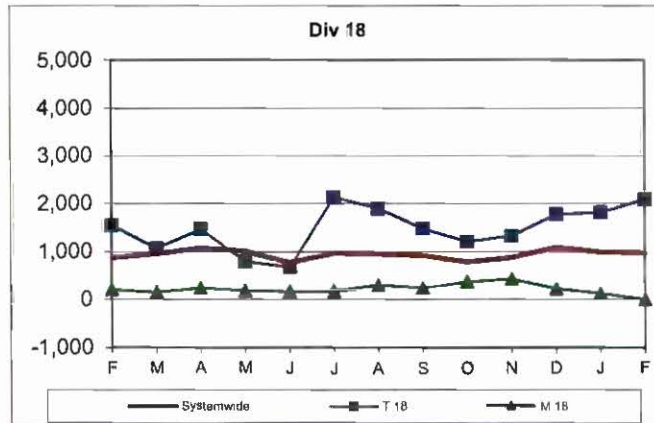
One month lag in reporting.

Lower is better.



One month lag in reporting.

Lower is better.



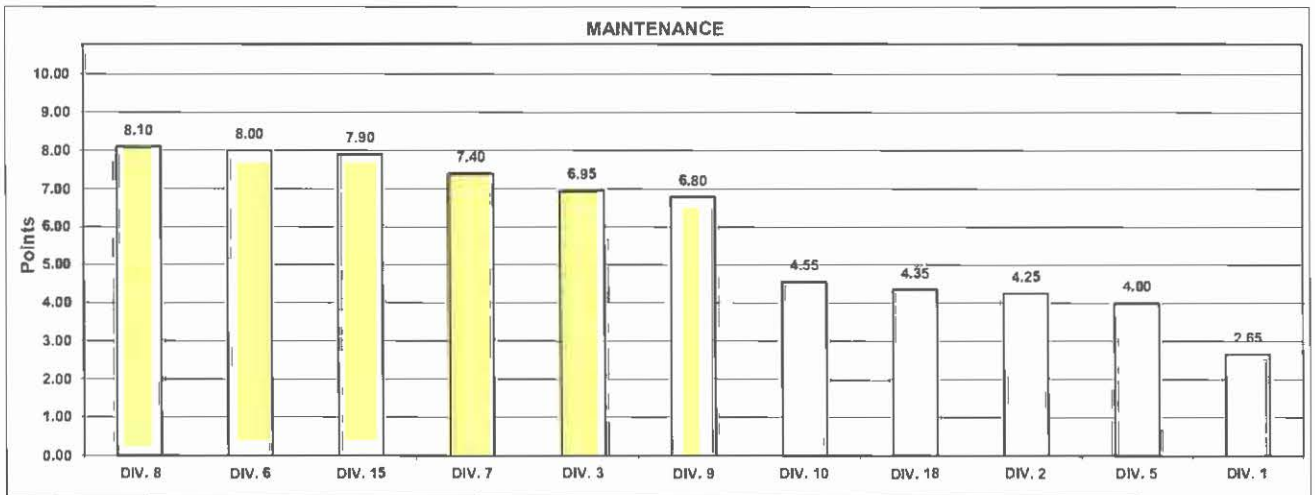
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - March 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%	74.9%	73.6%	75.2%	74.8%	73.2%	72.9%	84.4%	74.7%	72.4%	76.8%	69.4%
Points		8	5	9	7	4	2	11	6	3	10	1
Miles Between Total Road Calls	30%	2986.8	2526.6	3931.9	3732.7	4070.7	3898.8	4877.1	4078.1	2405.0	3526.2	2995.1
Points		1	2	8	6	9	7	11	10	3	5	4
Past Due PMPs	25%	0.021	0.009	0.004	0.079	0.007	0.003	0.005	0.012	0.000	0.000	0.000
Points		2	4	7	1	5	8	6	3	9	9	9
Bus Cleanliness	25%	8.28	8.56	8.62	8.33	9.19	8.91	8.86	8.86	8.55	8.90	8.31
Points		1	5	6	3	11	10	8	7	4	9	2
New WC Claims /200,000 Exp Hrs	10%	9.01	0.00	10.77	15.45	0.00	9.37	31.97	9.31	37.62	0.00	16.33
Points		8	9	4	5	9	6	2	7	1	9	3
Totals		2.65	4.25	6.95	4.00	8.00	7.40	8.10	6.80	4.55	7.90	4.35
FINAL RANKING												
	DIV.	DIV. 8	DIV. 6	DIV. 15	DIV. 7	DIV. 3	DIV. 9	DIV. 10	DIV. 18	DIV. 2	DIV. 5	DIV. 1
	Score	8.10	8.00	7.90	7.40	6.95	6.80	4.55	4.35	4.25	4.00	2.65
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th

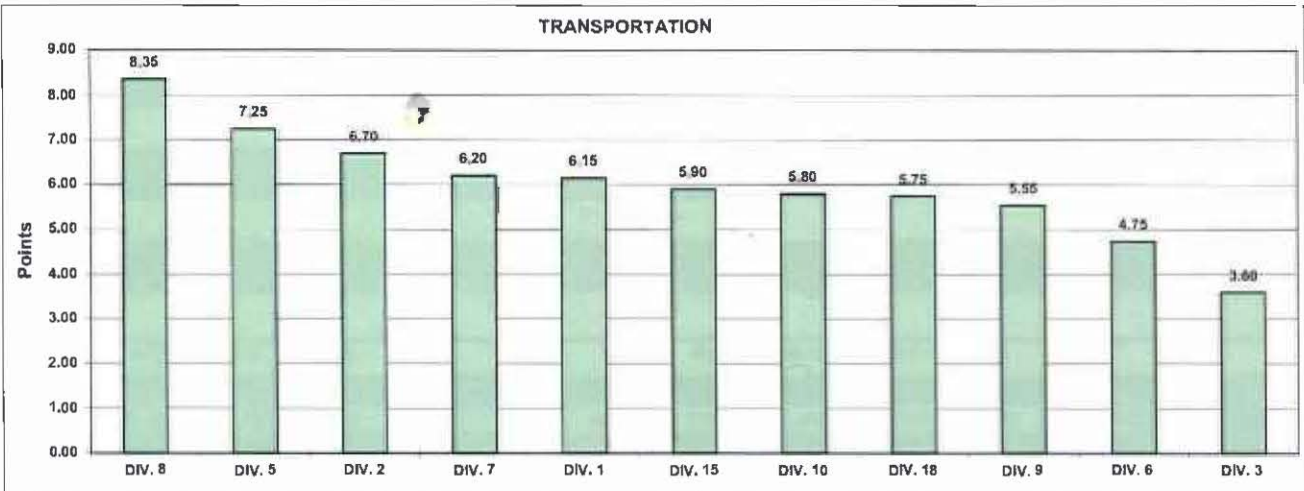


Monthly Calculations - March 2015
Metro Bus - Transportation

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 8	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18
In-Service On-Time Performance	20%	0.749	0.706	0.755	0.749	0.732	0.729	0.844	0.747	0.724	0.706	0.894
Points		8	5	9	7	4	2	11	6	3	10	1
Accident Rate	35%	4.63	4.43	5.12	3.94	2.14	3.99	1.44	1.93	3.61	4.37	3.13
Points		2	3	1	5	9	7	11	10	6	4	8
Complaints/100K Boardings	35%	2.52	1.62	4.32	2.33	5.27	3.09	3.33	6.07	2.84	4.16	3.67
Points		9	11	3	10	2	7	6	1	8	4	5
New WC Claims /200,000 Exp Hrs	10%	19.62	18.03	24.09	20.50	46.36	16.05	36.60	23.99	30.28	10.97	13.02
Points		7	8	4	6	1	9	2	5	3	11	10
Totals		8.15	6.70	3.60	7.25	4.75	6.20	8.35	5.55	5.80	5.90	5.75
FINAL RANKING												
	DIV.	DIV. 8	DIV. 5	DIV. 2	DIV. 7	DIV. 1	DIV. 15	DIV. 10	DIV. 18	DIV. 9	DIV. 6	DIV. 3
Score		8.35	7.25	6.70	6.20	6.15	5.90	5.80	5.75	5.55	4.75	3.60
Rank		1st	2nd	3rd	4th	5th	6th	7th	8th	8th	9th	10th



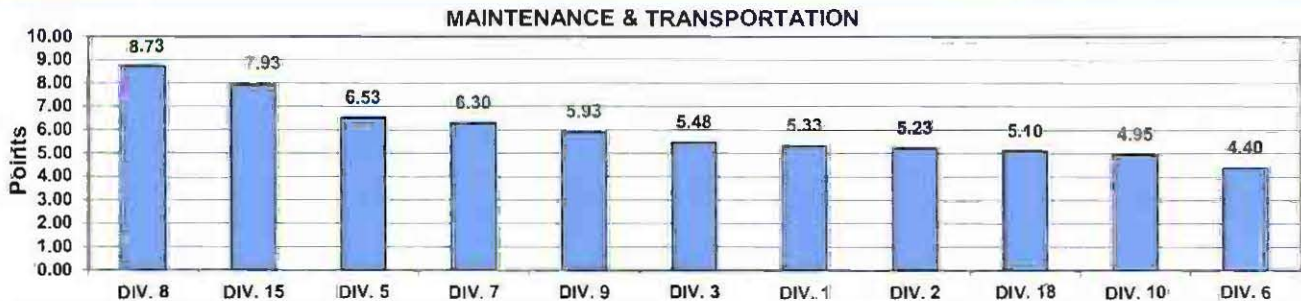
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Quarterly Calculations: FY15 - Q3 Metro Bus - Maintenance and Transportation

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

Calculation: Data reflects a cumulative total of performance data for each performance indicator for the three months in the most current closed quarter. Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance measure, 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%	0.748	0.736	0.745	0.736	0.730	0.719	0.848	0.742	0.723	0.767	0.712
Points		9	5	8	6	4	2	11	7	3	10	1
Miles Between Total Road Calls	15.0%	2089.82	2339.84	3918.15	4006.23	3855.52	4405.24	5416.26	3941.58	2374.72	3953.94	3174.34
Points		1	2	6	9	5	10	11	7	3	8	4
Past Due PMPs	12.5%	0.048	0.005	0.003	0.108	0.025	0.003	0.014	0.012	0.000	0.000	0.000
Points		2	6	7	1	3	8	4	5	10	9	10
Bus Cleanliness	12.5%	8.295	8.409	8.570	8.412	9.002	8.800	8.872	8.695	8.447	8.728	8.358
Points		1	3	6	4	11	9	10	7	5	8	2
Claims /200000												
Exp.Hrs	5.0%	12.799	11.664	3.768	7.301	0.000	16.210	15.106	16.070	16.087	6.022	14.266
Points *		6	7	10	8	11	1	4	2	3	9	5
Transportation												
In-Service On-Time Performance	10.0%	0.748	0.736	0.745	0.736	0.730	0.719	0.848	0.742	0.723	0.767	0.712
Points		9	5	8	6	4	2	11	7	3	10	1
Accidents/100k Hub Miles	17.5%	4.336	5.119	5.456	4.398	5.263	4.854	1.951	2.300	4.659	3.396	3.923
Points		7	3	1	6	2	4	11	10	5	9	8
Complaints/100K Boardings	17.5%	2.954	2.190	3.859	2.801	5.902	3.371	3.326	6.015	3.468	4.375	4.014
Points		9	11	5	10	2	7	8	1	6	3	4
Claims /200000												
Exp.Hrs	5.0%	15.822	18.413	19.338	13.239	31.580	14.914	21.763	18.311	29.435	8.533	11.834
Points *		7	5	4	9	1	8	3	6	2	11	10
Totals		5.33	5.23	5.48	6.53	4.40	6.30	8.73	5.93	4.95	7.93	5.10
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	DIV. 8	DIV. 15	DIV. 5	DIV. 7	DIV. 9	DIV. 3	DIV. 1	DIV. 2	DIV. 18	DIV. 10	DIV. 6
	Score	8.73	7.93	6.53	6.30	5.93	5.48	5.33	5.23	5.10	4.95	4.40
	Rank	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th



Financial Status

March 31, 2015

FTA Quarterly Review

May 2015



Metro

FY15 Q3 – Indicators

- FY15 Q3 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 3.2% over FY14 Q3 and 4.6% for Year-To-Date.
- March unemployment data continues downward trend:
LA 7.6%, CA 6.5% and US 5.5%
- Inflation in the Los Angeles Metropolitan Area for the period ended March '15 = 0.5% over March '15
 - Excluding Food and Energy, core inflation = 1.5%
- Price of Regular Unleaded gasoline is down 20% year over year; up 20% since 12/31
- Transit indicators – FY 15 Q3
 - Ridership versus prior year
 - Bus: -5.0%
 - Rail: -2.5%
 - Fare revenues +5.0% vs prior year



FY15 Q3 – Highlights

- **Named Phillip Washington as the Metro's Chief Executive Officer**
- **Metro's Board of Directors voted to authorize Design/Build process on Metro's Purple Line Westside Extension Section 2.**
- **Approved the award of the design to grade separate the Rosecrans/Marquardt grade-crossing – rated by the CPUC as the most hazardous grade crossing in California**
- **Opened Business Solution Center (Crenshaw) and the Business Assistance Center (Regional Connector) to assist businesses impacted by project construction.**

FY15 Look Ahead

- **FY 16 Budget Development**
 - Board conducted a Public Hearing on May 20th
- **Preparations are under way to support the Special Olympics World Games in July – the largest worldwide sporting event in 2015.**
- **Continuing to seek resolution of PEPRA/13c issues**
- **Taking delivery of 5 all-electric zero-emission buses**



Metro

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – May 27, 2015



Metro

Crenshaw/LAX Transit Project

Budget By FTA SCC

CRENSHAW/LAX TRANSIT CORRIDOR (LOP \$2,058 million)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

COST REPORT BY ELEMENT

PERIOD: MARCH 2015

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	7,357	442,904,895	13,589,439	58,101,341	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	-	301,441,907	12,533,710	72,544,222	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	66,673,000	-	6,549,923	-	-	-	66,673,000	-
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	26,524	344,044,322	7,476,981	196,752,037	4,705,913	361,476,912	12,910,913
50	SYSTEMS	125,132,000	-	169,311,000	114,425	150,342,667	8,000	191,055	-	169,436,000	125,000
60	CONSTRUCTION	1,052,622,000	-	1,353,100,000	148,306	1,245,283,713	33,608,130	327,588,655	4,705,913	1,362,990,287	9,890,287
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	21,364	113,814,684	2,376,229	108,027,440	-	127,400,000	-
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,452,422	-	82,100,000	-
80	PROFESSIONAL SERVICES	273,147,000	-	295,900,000	348,967	208,172,469	6,237,606	166,101,721	12,435,470	311,806,096	15,906,096
90	UNALLOCATED CONTINGENCY	177,157,000	-	173,500,000	-	-	-	-	(17,141,383)	147,703,617	(25,796,383)
865512 & 860003 - SUBTOTAL		1,723,000,000	-	2,032,000,000	518,636	1,649,321,767	42,221,965	613,170,238	-	2,032,000,000	(0)
ENVIRONMENTAL/PLANNING-405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING-465512		20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
405512 & 465512 - SUBTOTAL		26,000,000	-	26,000,000	-	25,549,388	-	25,549,387	-	26,000,000	-
405512, 465512, 865512 & 860003 - TOTAL		1,749,000,000	-	2,058,000,000	518,636	1,674,871,155	42,221,965	638,719,625	-	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 28-MARCH-2015.

SCC-30 budget of \$66,673,000 for the Southwestern Yard includes fundings for SCC-30, SCC-40, SCC-50, and SCC-80 Final Design scope of work.

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

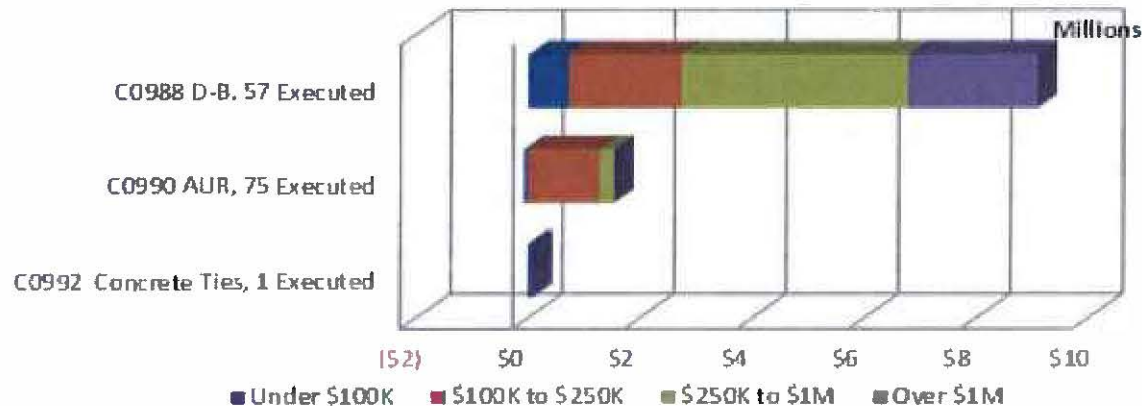
Contract C0988 - Design Builder WSCC \$ 23,042,982.95 PE# 19 (\$22,719,306.31 fund by 865512, \$323,676.64 funded by non-Crenshaw/LAX project funding)



Metro

Crenshaw/LAX Transit Project Changes by Cost Level

Contract Modifications by Cost Level



	C0988 57 Executed	C0990 75 Executed	C0992 1 Executed
Under \$100K	\$ 730,322	\$ (70,251)	\$ 81,738
\$100k to \$250K	\$ 2,016,784	\$ 1,280,184	\$ -
\$250K to \$1M	\$ 4,035,736	\$ 251,864	\$ -
Over \$1M	\$ 2,310,000	\$ -	\$ -
Total	\$ 9,092,842	\$ 1,461,797	\$ 81,738
% of Contract	0.71%	18.68%	3.78%

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

Fifty-seven (57) changes with a total value of 9.09 million have been executed since execution of Contract C0988. There are additional nine (9) changes with a total value of 0.74 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		
	29.1	Traffic Control for DWP at MLK	\$ 113,232.00	08/27/14				v	
	31	Security Guard for the Crenshaw IPMO	\$ 102,757.54	08/27/14			v		v
	35	Hazardous Material Abatement - Gourmet Foods Building	\$ 341,074.00	10/22/14	v				
	36	Hazard Material Abatement - Buildings	\$ 211,166.00	10/08/14	v				
	40.1	ADA Tactile Guidance Pathways	\$ 565,376.00	02/04/15		v			
	43	HVAC Repair/replacement LAX IPMO	\$ 119,630.00	11/25/14					v
	45	Construct Underground HDPE - Geo Cushion	\$ 697,495.00	12/30/14		v	v		
	51	UST Removal-Parcels HS-2101 , HS-2006	\$ 176,376.00	01/12/15	v				
	52	Update Roll-up Grilles and Pay Phone Kiosk	\$ 136,597.00	12/24/14		v			
53	Contaminated Soil/Slurry	\$ 240,218.00	12/29/14	v					
58.1	Extended Siding Track - Design	\$ 274,876.55	03/12/15					v	
63	Harbor Subdivision At-Grade Lighting	\$ 216,080.00	03/06/15			v			
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				
	12	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	
	33	Trench Cave-in on Victoria, Harbor Subdivision	\$ 188,946.00	02/10/14				v	
	38	Deletion of South Victoria Crossing	\$ (103,000.00)	05/29/13				v	v
40	Manhole Replacement on 67th Street	\$ 105,000.00	04/11/14				v		

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



Metro

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	\$ 239,000.00	03/24/14
	13	Fare Gates for At-Grade Construction	\$ 2,310,000.00	06/06/14
	17	Construct Century Boulevard Future Right	\$ 122,503.49	06/06/14
	18	Const Protect Future Transit Corridor - 98th	\$ 240,434.34	06/06/14
	33	Fare Gates for At-Grade Stations - Revised Steel Canopy Sections	\$ (66,254.00)	09/11/14
	60	Design Accommodations for 96th Street Station - Step 1 & 2, Part A	\$ 641,378.28	03/13/15



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)	12

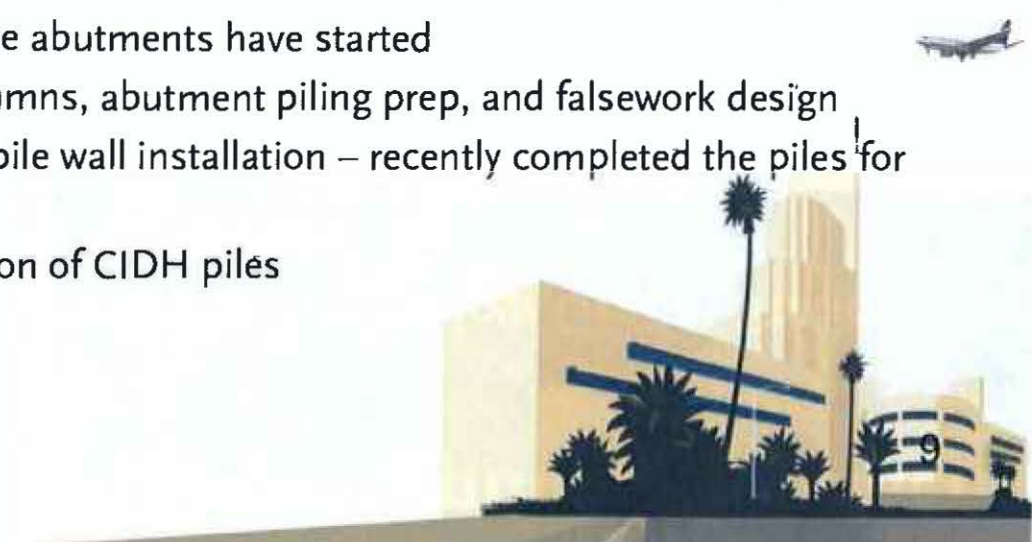
Crenshaw/LAX Transit Project

Major Project Status

- **Advanced Utility Contract C0990**
 - Substantial completion issued on August 21, 2014
 - Current contract value is \$9.29 million (18.5% increase)
 - Metro Builders reduced the value of the claim to \$3.0 million
 - Proceeding with mediation
- **Design-Build Contract C0988**
 - Expo Station: Recently completed the bypass and replacement of the 66" Sewer Line under Rodeo Rd — critical path
 - MLK Station: Utility support ongoing under the completed roadway decking
 - Vernon Station: Pile installation complete on the west side – continues on the east side
 - La Brea Station: Impact piling for bridge abutments have started
 - Century Station: Continuing bridge columns, abutment piling prep, and falsework design
 - Underground Guideway No. 1: Soldier pile wall installation – recently completed the piles for decking the 104th St intersection
 - Green Line Bridge: continuing installation of CIDH piles



Metro



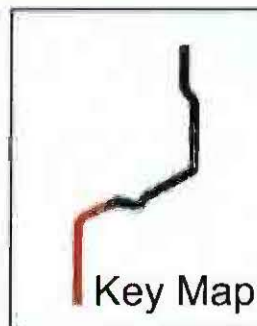
Construction Progress Status for D-B Alignment Contract Segment A

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

Green Line Bent 2 Isolation Casing



Green Line Tie-In Bridge Area Archeological/Paleontological Field Investigation



Overall View of Aviation/Century Bridge (Abutment 10 on the left)

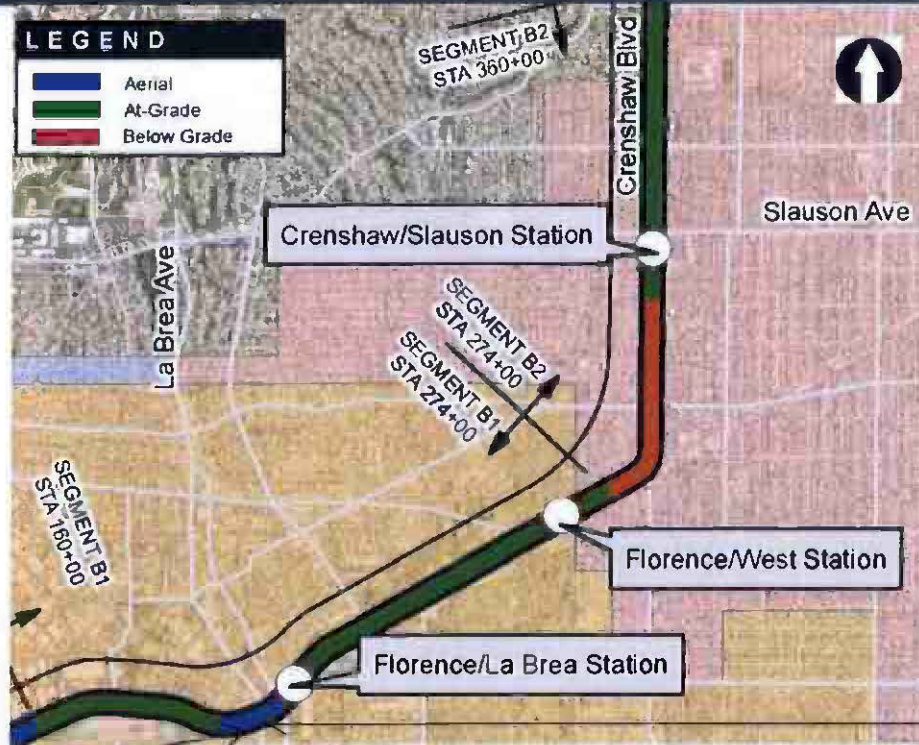


Green Line Tie-In Bridge Installation of Rebar Cage For Bent 3E CIDH

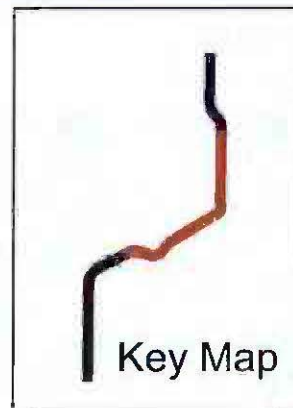
Construction Progress Status for D-B Alignment Contract Segment B

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

Pile Driving at
La Brea Bridge
Abutment 2 (East)



Pile Driving at
La Brea Bridge
Abutment 2 (East)



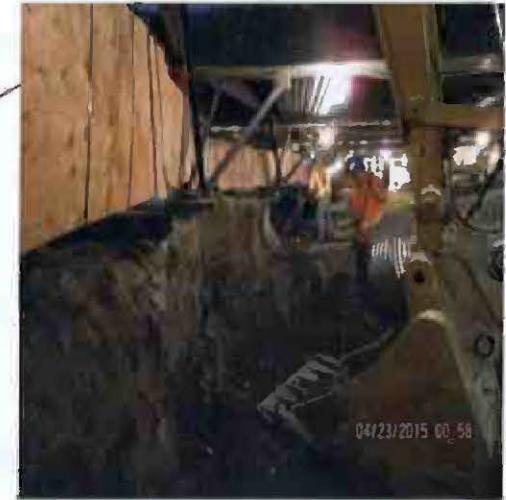
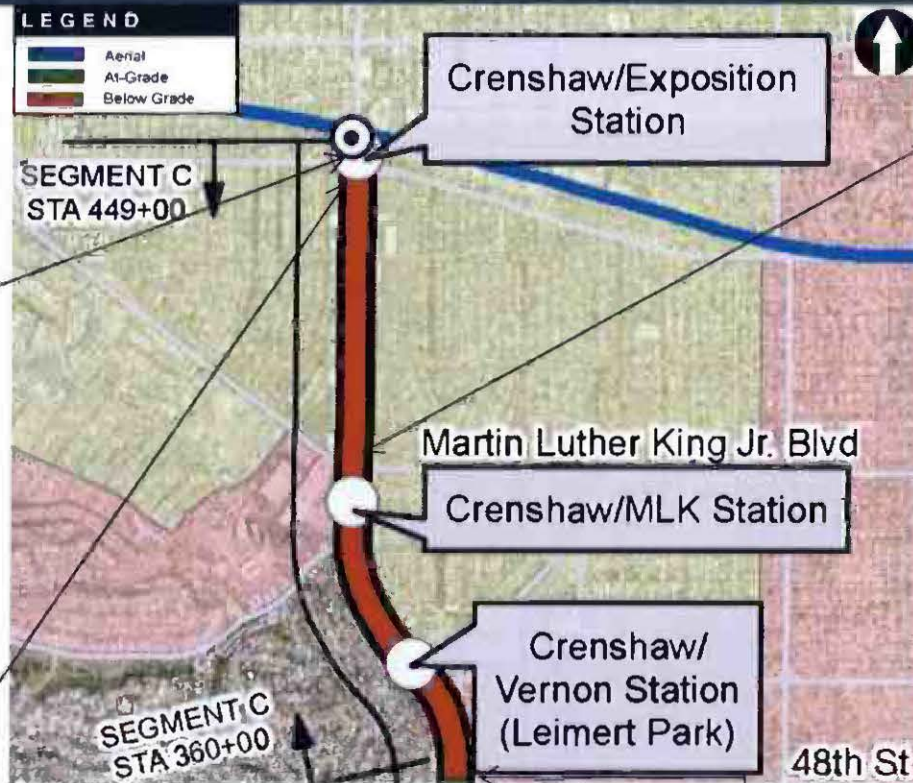
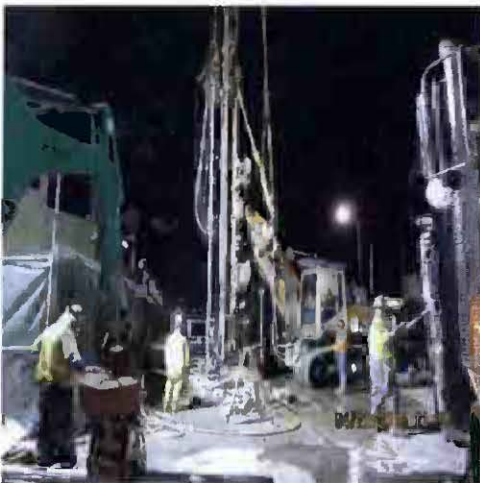
Construction Progress Status for D-B Alignment Contract Segment C

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

66" Sanitary Sewer Hobas Pipe Installed at Expo Station



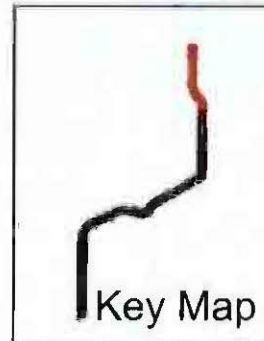
Jet Grouting SOE North Headwall, Expo Station



33" Storm Drain Replacement and Utility Hanging at MLK



Completed Gas Line Relocation At Vernon



Crenshaw/LAX Transit Project Major Project Status (continued)

- **Design-Build Contract C0991**
 - Cost Proposal opened on March 25.
 - Award of Contract C0991 requires an increase in funding for the Southwestern Yard Project.
 - Anticipate award in May 2015 with Notice to Proceed to follow in June 2015



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Lawsuit Update – Crenshaw Subway Coalition (CSC)**
 - The parties' trial briefs were timely filed in U.S. District Court. Judge Fernando Olguin has taken the matter under submission, and has not yet issued a ruling
- **Environmental Mitigation Compliance**
 - March 2015 Mitigation Measures Status Report transmitted on April 22, 2015



Metro



Crenshaw/LAX Transit Project

Major Project Status (continued)

- **Buy America Updates**

- Railroad ties under review

- **Public Outreach**

- Outreach to residents and businesses for the upcoming 14 day Vernon Ave/Crenshaw BI closure for excavation and decking
- Outreach to residents regarding the 9 day Hobas closure at Exposition BI and Crenshaw BI
- Outreach to businesses in the Vernon Av/Crenshaw BI area regarding two LADWP water service interruptions
- Outreach to LAX area businesses related to work at 111th Street and 104th St
- Outreach to Park Mesa Heights residents and businesses regarding cut-and-cover construction this summer



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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):									
Crenshaw Subdivision									
Full Takes	12	12		12	12	12	0	12	12
Part Takes (PT or SE)	10	9	1	9	9	3	5		3
TCE	10	10		10	10	4	5		5
Subtotal Parcels	32	31	1	31	31	19	10	12	20
Harbor Subdivision									
Full Takes	15	14		15	15	15	2	13	15
Part Takes (PT or SE)	19	18	1	18	17	7	7		6
TCE	3	2	1	2	2		2		1
Subtotal Parcels	37	34	2	35	34	22	11	13	22
Total CR/HS Parcels:	69	65	3	66	65	41	21	25	42
Southwestern Yard									
Full Takes	8	8		8	8	6	2	4	8
Part Takes	0								
TCE	0								
Subtotal Parcels:	8	8	0	8	8	6	2	4	8
Total SW Parcels:	8	8	0	8	8	6	2	4	8
C0990 C/LAX Advance Utility Relocations:									
Total Parcels:	0								
Total Project Parcels	77	*73	3	74	74	48	23	29	50



Metro

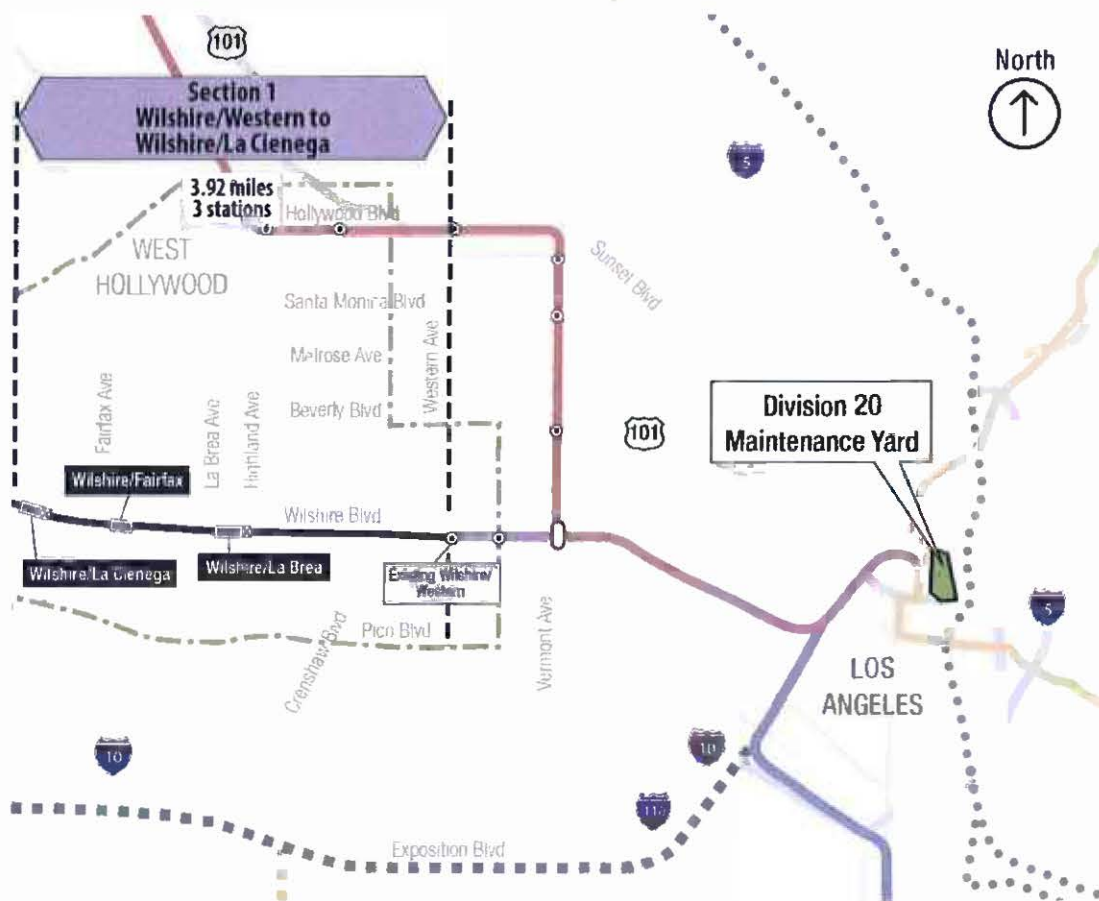


0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Westside Purple Line Extension Project
FTA Quarterly Review Meeting
May 27, 2015



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

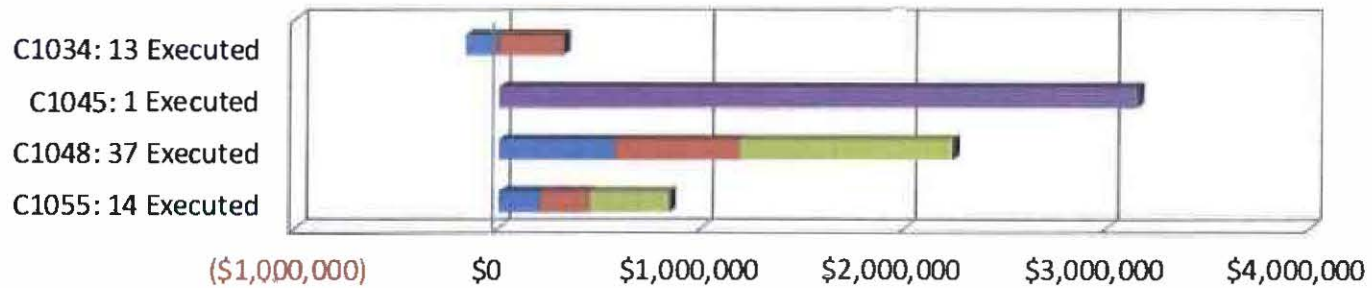
DOLLARS IN THOUSANDS

SOC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,680	1,820	380,680	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,131	-	435,131	3,150
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	-	-	37,673	-
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	729,541	151,236	747,424	1,653
50	SYSTEMS	123,579	111,625	97,466	-	111,625	-
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,642,818	153,056	1,712,532	4,803
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	175,634	97,705	135,103	-
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	200,574	115,095	410,926	-
SUBTOTAL (10-80)		2,220,629	2,413,955	2,019,027	365,856	2,404,055	(9,900)
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	86,837	54,305
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,019,027	365,856	2,821,957	-

NOTE: EXPENDITURES REFLECTS FIS INCURRED COST THROUGH MARCH 2015 PLUS PENDING INVOICES FROM PB, WEST, C1045, C1055, AND C1056

Westside Purple Line Extension Project - Section 1 Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C1034 13 Executed	C1045 1 Executed	C1048 37 Executed	C1055 14 Executed	Total
■ Under \$100K	(164,288)	-	574,448	211,526	621,686
■ \$100K to \$250K	321,000	-	616,809	242,931	1,180,740
■ \$250K to \$1M	-	-	1,050,980	390,709	1,441,689
■ Over \$1M	-	3,150,000	-	-	3,150,000
Total Contract MODs	156,712	3,150,000	2,242,237	845,166	6,394,115
Contract Award Amount	6,487,020	1,636,418,585	6,181,000	14,430,000	1,663,516,605
% of Contract MODs	2.4%	0.2%	36.3%	5.9%	0.4%

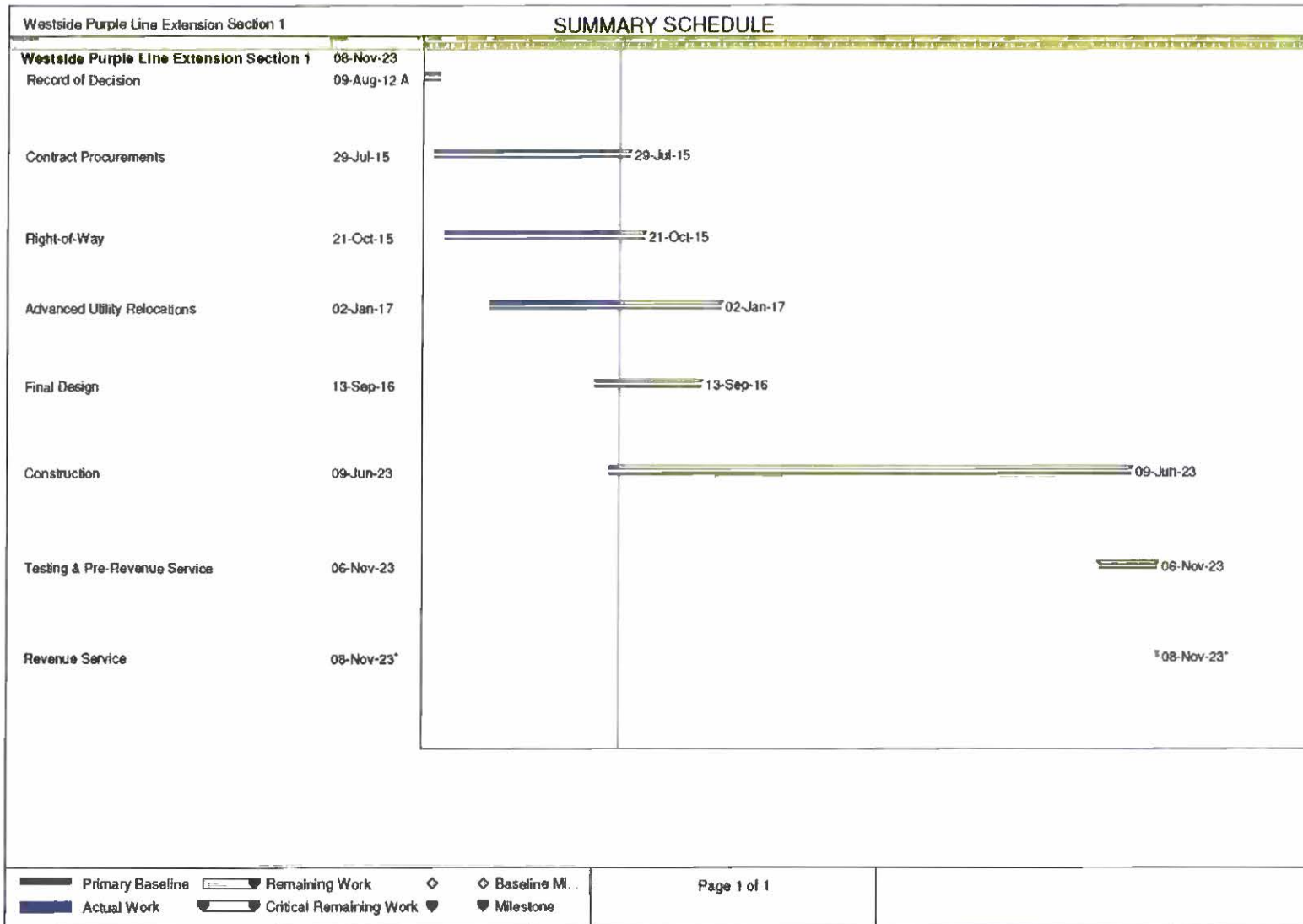
Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Westside Purple Line Extension Project – Section 1

Contract Modifications above \$100,000

Contract Number & Description	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C1034: EXPLORATORY SHAFT	7.0	SLOUGHING SOIL AND RAYMOND PILES ENCOUNTERED DURING DRILLING OPERATION	\$ 127,000	12/11/13
	10.0	SLOUGHING SOIL DURING SHAFT EXCAVATION	\$ 194,000	04/23/14
C1045: TUNNELS, STATIONS, TRACKWORK, SYSTEMS & SYSTEMS INTEGRATION TESTING	1.0	OPTION 1 CROSSOVER VENTILATION AT LA BREA & LA CIENEGA STATIONS	\$ 3,150,000	02/18/15
C1048: ADVANCED UTILITY RELOCATIONS (WILSHIRE/LA BREA)	1.0	FINAL SIGNED DRAWINGS BY LABOE, LADOT AND DWP	\$ 196,184	01/07/14
	20.0	EXTENDED OVERHEAD/COMPENSABLE DELAY	\$ 717,208	10/28/14
	22.0	DIFFERING SITE CONDITIONS AT ELECTRICAL VAULTS 677 AND 5204	\$ 105,925	10/07/14
	23.1	SCHEDULE MITIGATION & ACCELERATION	\$ 185,400	10/22/14
	28.0	RE-SEQUENCING OF WATER LINE WORK (CN-31); INTERFERING UTILITIES LA BREA/WILSHIRE (CN-35); INTERFERING UTILITIES N/S LA BREA (CN-36.1); UNIDENTIFIED DUCTBANK AT FH 34189 (CN-37)	\$ 333,772	01/12/15
	32.0	CONSTRUCTION EQUIPMENT ON STANDBY	\$ 129,300	12/11/14
C1055: ADVANCED UTILITY RELOCATIONS (WILSHIRE/FAIRFAX)	1.0	NOISE MITIGATION MEASURES	\$ 390,709	07/07/14
	12.0	NOISE & VIBRATION MONITORING PLAN	\$ 122,435	02/20/15
	14.0	CRENSHAW LAYDOWN YARD SOUNDWALL AND GATE IMPROVEMENTS	\$ 120,496	03/31/15

Westside Purple Line Extension Project – Section 1 Project Schedule Update



Westside Purple Line Extension Project – Section 1 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	15	15	15	15	5	13	109	39	5
Part Takes	2	2	2	2	2	2	0	0	2
TCE	1	1	1	1	0	1	0	0	0
Total Parcels	18	18	18	18	7	16	109	39	7

- Seven parcels are available to the C1045 Contractor, plus one Metro-owned parcel.
- All other parcels are expected to be provided within the C1045 contractual period.
- Metro is currently establishing early access dates with the environmental consultant for those parcels that can be turned over earlier. The consultant will perform the necessary abatement and/or remediation work prior to making the parcel available to the C1045 Contractor.

Westside Purple Line Extension Project – Section 1

Progress Update

Environmental Mitigation Compliance

Environmental Mitigation Compliance

- Mitigation Monitoring Reporting Program (MMRP) adopted by Metro Board on April 2012.
- Objective of MMRP to ensure compliance with all the mitigation measures identified in the FEIS/FEIR.
- Minimize or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project.

Reporting

- A summary of the mitigation measures must be filed twice yearly with the Metro Board.
- A mitigation measure field report for each mitigation measure shall be filed at least twice annually, as needed.
- The 8th Quarterly MMRP was submitted on April 29, 2015.

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



Wilshire/La Brea AUR – Contract C1048

- Substantial Completion occurred on October 27, 2014.

Wilshire/Fairfax AUR – Contract C1055

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

Wilshire/La Cienega AUR – Contract C1056

- Issued Notice To Proceed on January 12, 2015. Contractor has begun SCE power relocation work.

Other Third Party Coordination

- In January 2015, LADWP completed the cabling work at the Wilshire/La Brea Station. This was followed by SCG completing their work in March 2015 and AT&T completing their work in May 2015. This completes all advanced utility work at the Wilshire/La Brea Station. This area is now available to the Design/Build Contractor (C1045).
- At the Wilshire/Fairfax Station, AT&T and SCG are continuing with relocations of their utilities.
- At the Wilshire/La Cienega Station, AT&T has completed the work on Hamilton Drive and will begin relocation work on Wilshire Boulevard in June 2015.



C1056 Utility Relocation Westbound on Wilshire Boulevard

Westside Purple Line Extension Project – Section 1 City of Beverly Hills MOA for Contract C1045

- The City of Beverly Hills held two community outreach meetings (March 16 and 26, 2015) to gather public preferences to the construction work hour windows for piling and decking operations of the Wilshire/La Cienega Station.
- City staff reported back to the City Council on April 21, 2015 with the results of the community input . City Council was in agreement with the public response to expedite piling and decking operations for constructing the station.
- It is expected that the City Council will have an interim approval of the work hour windows prior to Metro and City staff completing the negotiations of the remaining terms of the MOA. Once negotiated, staff will return to City Council to request approval of the MOA and the issuance of a construction permit for the C1045 scope of work.

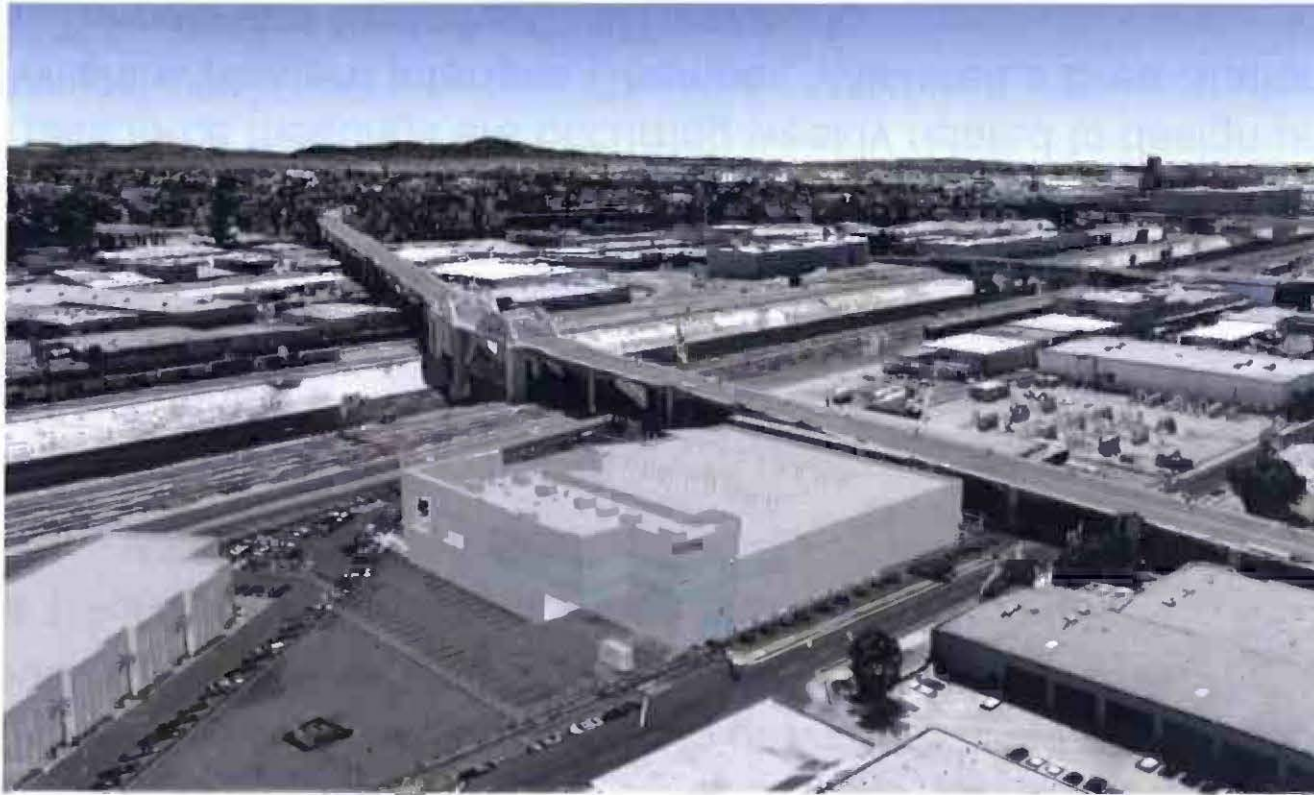
Westside Purple Line Extension Project – Section 1

Final Design/Engineering Status

C1045 (Tunnels, Stations, Systems and Trackwork) Design-Build Contract

- Design Task Force meetings continue to provide detailed coordination and over-the-shoulder reviews with priority for the following Design Units:
 - Unit 1 – Wilshire/Western Interface and TBM Retrieval
 - Unit 2 – Wilshire/La Brea Station
 - Unit 3 – Wilshire/Fairfax Station
 - Unit 5 – Tunnels
 - Unit 6 – Systems/Trackwork
- Several design activities have begun with the involvement of nearly every discipline.
- Design task force meetings are occurring weekly related to design unit packages for the Wilshire/Western Interface Chamber, Wilshire/La Brea Station (including utilities), Tunnels and Systems/Civil/Trackwork.
- “Over the shoulder” review meetings are occurring for specific Design Units to solicit early comments prior to the design submittals.

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



- Approximately 86,500 square feet
- High-Bay Maintenance and Stores, Multi-Story Offices and Maintenance Staff facilities
- Roof-top staff parking, surface parking for service vehicles and high-rail vehicle access to building
- LEED Silver Certification Design
- Contract C1078 is the last remaining contract to be awarded for the Section 1 Project
- Metro Board approval is scheduled for May 2015 and contract award is anticipated in June 2015

Westside Purple Line Extension Project – Section 1

Division 20 Turn-Back Facility

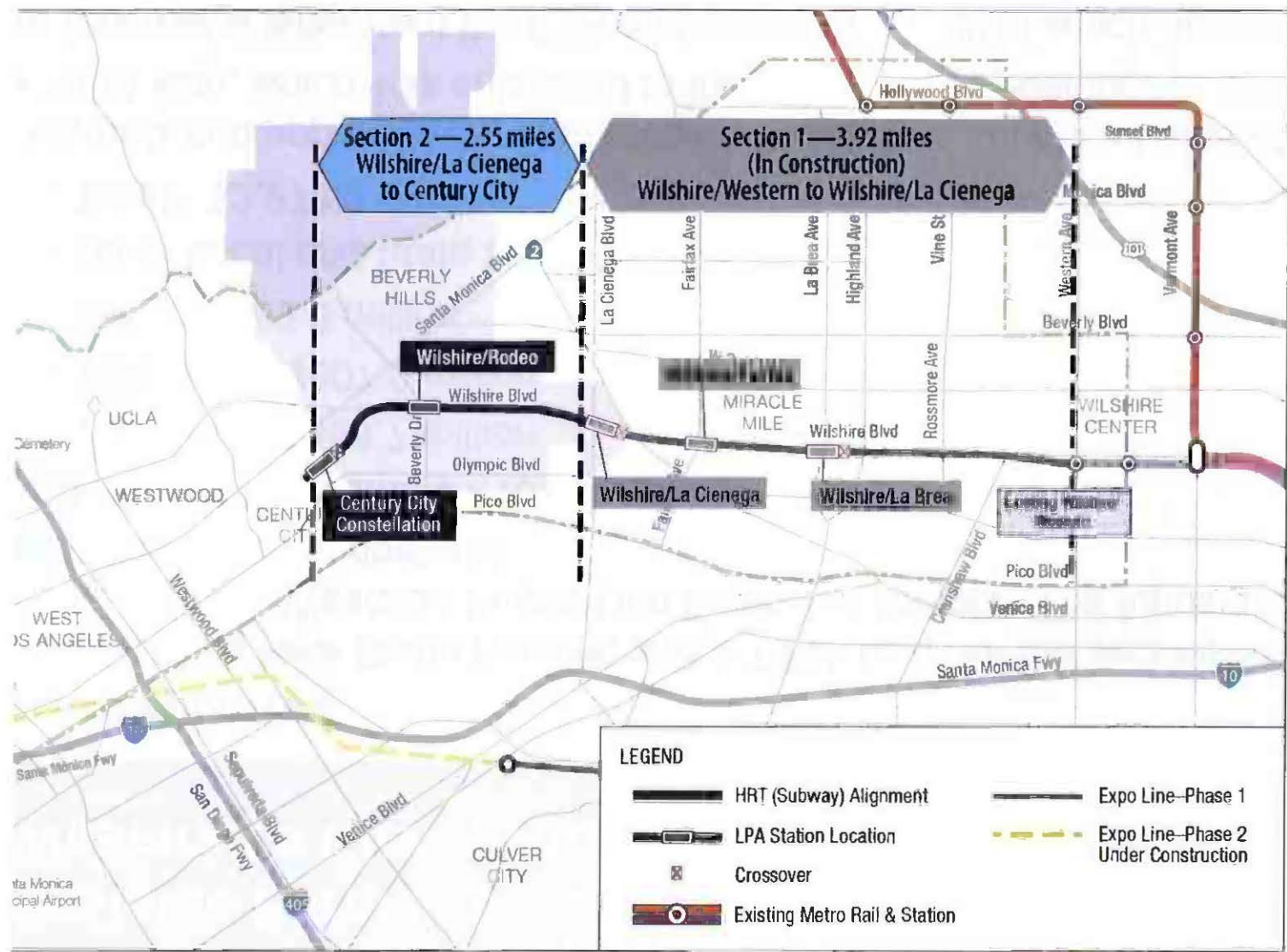
Division 20 Turn-Back

- The Division 20 Turn-Back is being studied as part of the 101 Freeway to 7th Street Corridor Coordination Study that was reported to the Planning and Programming Committee of the MTA Board in March 2015. When completed, the study 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.

Westside Purple Line Extension Project – Section 1 Top Risks and Mitigations

Risk ID	Risk Description	Risk Mitigation	Risk Score
283.1	Siteworks and Special Conditions Section 1: Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites.	Design/Build Contractor to approved traffic control plans and allow additional time for working in a congested area.	13.5
288.1	Siteworks and Special Conditions Section 1: Construction impacts including air quality, noise, and vibration have the potential for significant impacts on neighboring communities and may require costly mitigation efforts.	Design/Build Contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements.	12

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



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

Funding and Approvals

- Metro is Seeking New Starts Funding and a TIFIA Loan for the second Section (2.55 miles) of the Westside Purple Line Extension Project. The funding sources for the total Project Budget are:
 - Federal New Starts \$1,187.0 million
 - Measure R \$466.7 million
 - TIFIA Loan \$307.0 million
 - CMAQ \$169.0 million
 - Other Local and State Funds \$143.5 million
 - **Total: \$2,273.2 million**
- The Metro Board approved the staff recommendation to submit a Letter of Interest for a TIFIA loan, which was submitted to the USDOT on December 5, 2014.
- Metro received a letter from the FTA on December 31, 2014 which approved entry into the Engineering Phase for Section 2.
- In February 2015, the Metro Board of Directors approved the plan to complete Advanced Preliminary Engineering and prepare RFQ/RFP Design/Build contract solicitation documents which will be issued by the end of September 2015.

Westside Purple Line Extension Project - Section 2 Design Status

Section 2 Project Design Status

- In January 2015, the MTA Board approved the use of the Design-Build Project Delivery Method for the Tunnels, Stations, Systems, Trackwork and Utilities.
- In February, 2015, the MTA Board approved engineering services to complete Advanced Preliminary Engineering and to prepare the RFP technical documents.
- Century City Constellation Station entrance coordination meetings are ongoing with property owners for the new JMB development project and Westfield Mall expansion project.
- Potholing for utilities was completed in March 2015 for the Century City Constellation Station.
- Geotechnical boring began on March 2015 and was completed in April 2015.
- The plans to pothole for utilities for the Wilshire/Rodeo Station will be submitted to the City of Beverly Hills to receive the permits to begin potholing.
- Real estate certifications are underway.
- Advanced Preliminary Engineering (APE) is well underway to support the RFQ/RFP release by September 2015.

Westside Purple Line Extension Project - Section 2 Status

Section 2 Key Milestone Dates

- Design/Build Contract Industry Review is scheduled for June 4, 2015.
- Meetings scheduled with Prime Contractors during July 2015.
- Design/Build RFQ/RFP Package to be released September 1, 2015.
- Price Proposals due May 2, 2016.

Westside Purple Line Extension Project

Discussion



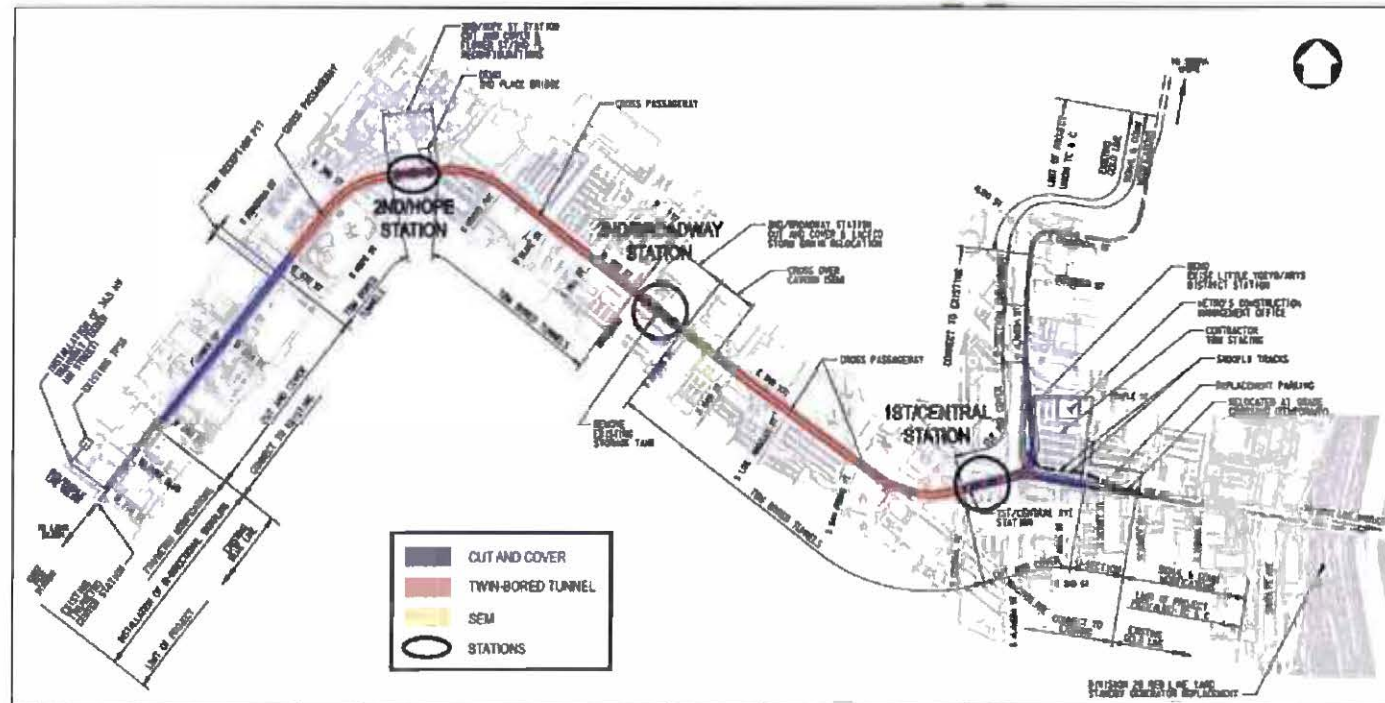
REGIONAL CONNECTOR
TRANSIT CORRIDOR PROJECT

Regional Connector Transit Corridor

FTA Quarterly Review— May 27, 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

Highlights

- AUR contract (C0981R) terminated on April 14, 2015.
- Board approved to Transfer AUR scope to RCC (C0980) on April 30, 2015.
- Exec. Partnering between RCC and Metro held on 4/22 (Key focus: 2nd/Broadway, 1st/Alameda, and Flower St. utility relocations and schedule impact).
- Final Design by RCC is on Schedule.
- Early construction activities include: Potholing and trenching at TBM Launch Pit and 1st/Central.
- Incorporating remaining AUR work into RCC's scope to mitigate impact to project schedule and substantial completion.

Cost Status

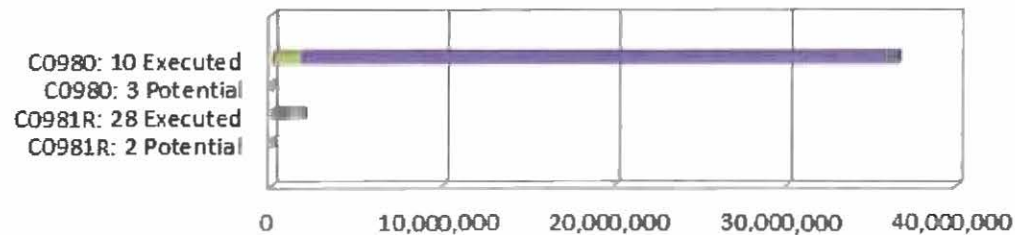
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	226,941	226,941	2,925	226,941	0
20	STATIONS, STOPS, TERMINALS, INTERNODAL	354,268	229,327	229,327	0	229,327	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	469,316	438,132	201,136	469,316	0
50	SYSTEMS	69,667	73,848	63,265	0	73,848	0
	CONSTRUCTION SUBTOTAL (10-50)	846,343	999,431	957,665	204,061	999,431	0
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	73,820	24,824	74,208	0
70	VEHICLES	16,275	16,275	0	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	258,347	170,078	127,917	258,347	0
	SUBTOTAL (10-80)	1,239,963	1,348,262	1,201,563	356,802	1,348,262	0
90	UNALLOCATED CONTINGENCY	135,399	47,555	0	0	47,555	0
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL PROJECT (10-100)	1,402,932	1,402,932	1,201,563	356,802	1,402,932	0

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

Summary of Contract Modification

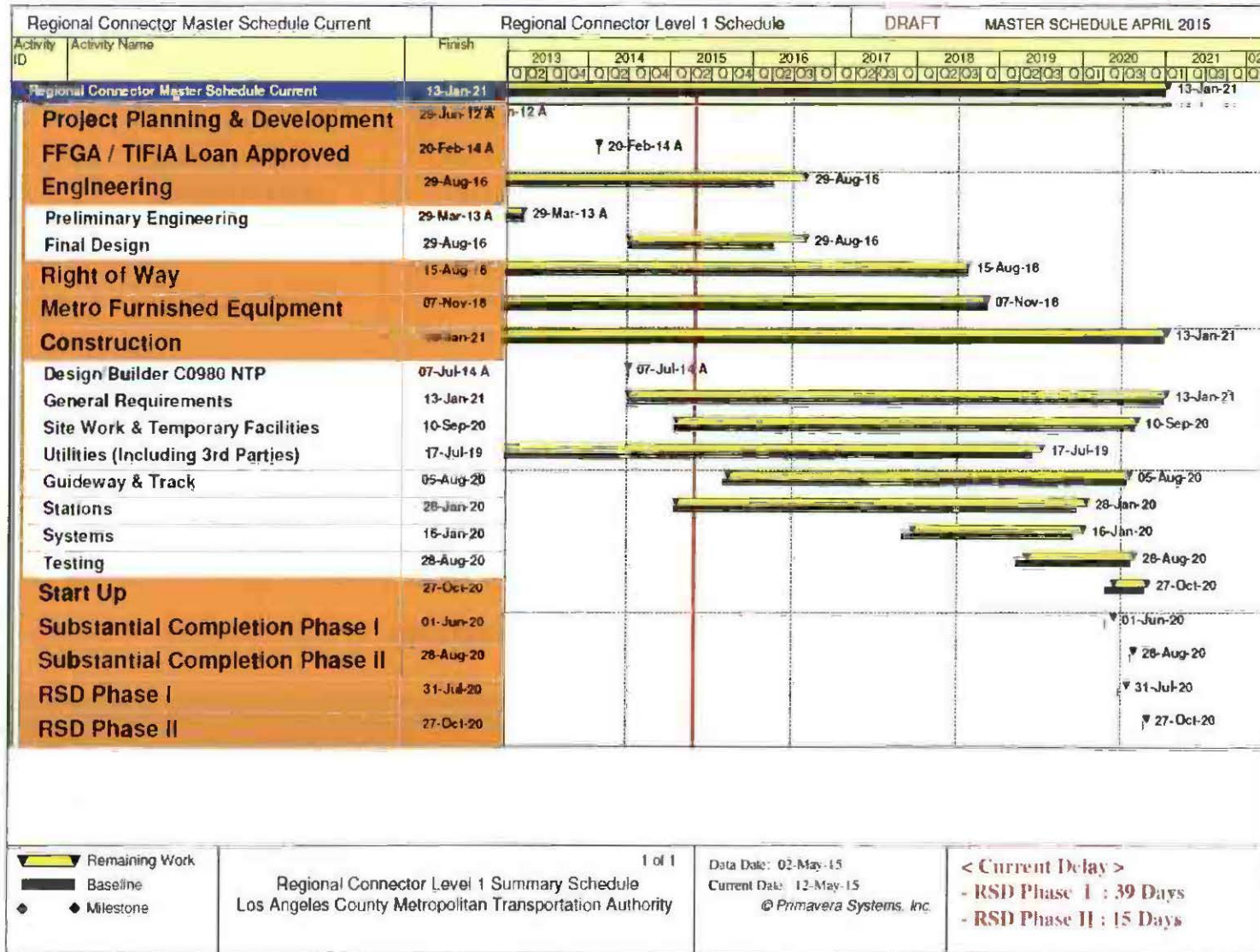
Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	10 Executed	3 Potential	28 Executed	2 Potential	
■ Under \$100K	100,000	56,601	679,862	40,690	877,153
■ \$100K to \$250K	150,528	-	372,752	-	523,280
■ \$250K to \$1M	1,491,749	-	863,000	-	2,354,749
■ Over \$1M	34,820,000	-	-	-	34,820,000
Total Contract MODs	36,562,277	56,601	1,915,614	40,690	38,575,182
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	3.9%	0.0%	7.5%	0.2%	

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

Schedule Status (Cont.)



C0980/C0981 AUR Work Transfer Status

- Metro is working with RCC, LADOT and LABOE to coordinate work in field with C0980 contract work, 3rd party utility work and LADWP power intercept work.
- Metro is exploring opportunities with RCC and LADWP to defer certain utility work to mitigate schedule impacts and to delete unneeded utility work to minimize costs and schedule impact.



Final Design/Engineering Status

Status of Final Design by RCC

- Shoofly design submitted for “AFC” review and approval.
- All station design units advanced to 85% Design phase.
- All Systems design units are at 60% Design level - Communications, OCS, and Train Control in review.
- Station Support of Excavation (SOE) Submittals at 100% - Approval by CPJV, LABOE and LADBS expected in July 2015.



Construction Status

Ongoing Construction Activities:

- Pre trenching and potholing for SOE design @ 1st & Alameda
- 1st St. street realignment
 - Storm drain relocation - ongoing
 - Street widening – ongoing
 - Tree removals – completed on 4/20/15
- DWP electrical intercept work in Flower St. - ongoing

30-Day Look ahead activities:

- Continue pile pre-trenching and potholing
 - 1st & Alameda
 - 2nd & Broadway
- Continue 1st St. widening activities
- Continue DWP intercept work in Flower St. –Anticipated completion 05/31/15

Buy America Status

Resolving Final Issues:

- Jones Mueller has provided a signed Certificate for Buy America compliance. Hydrant under review by LADWP and is expected to be approved in June 2015.



3rd Party Coordination

Ongoing Activities:

- Have obtained peak hour exemptions and night time variances for all current work and the 30+ days planned work
- Continue to schedule and coordinate 3rd Party remaining advance utility cable pulling and LADWP intercept work
- Pending LADBS Permit for TBM launch pit SOE design submitted on April 21, 2015. Anticipate LADBS permit week of May 25, 2015



LADWP work at 6th St. and Flower

Environmental Status

Ongoing Activities:

- Final Cultural Resource Monitoring and Mitigation Plan (CRMMP) - The SHPO accepted the revised final CRMMP and a copy was sent to FTA.
- Operational Noise and Vibration Mitigation - RCC submitted the “Final Vibration Test Result and Mitigation Recommendation Report” to Metro for review in March. The final report will be shared with the Colburn School and Performing Arts Center of Los Angeles County in May.
- Draft SEIS (hard copies and CDs) were delivered to the offices of FTA in Los Angeles and San Francisco. In addition one copy was sent to the DOJ in Washington DC. Anticipate comments by the end of May 2015.

Public Outreach

- Provided public notice of construction activities to the general public via e-mail, social media, project website, door-to-door distribution and at monthly community organization's meetings.
- Coordinated pre-construction survey efforts with stakeholders along the alignment.
- Regional Connector Community Leadership Council Committees met to discuss upcoming work activities, the progress of the design phase, and the status of project environmental mitigations.
- Coordinated the effort of donating 16 Cheery Trees removed from the project site to the Zenshuji Buddhist Temple for community adoption.
- Held the first bi-monthly Project Wide Construction Update Community Meeting



Real Estate Status Summary

April 30, 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	2	0	2	2	2
Part Takes	2	2	0	1	1	0	0	0	0
SSE	13	10	3	13	10	0	2	0	4
TCE/ROE	16	8	0	8	8	3	0	0	8
Sub Total Parcels:	34	23	3	25	21	3	4	2	14
Relocations	5								
Total Parcels:	34	23	3	25	21	3	4	2	14

* 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).

Real Estate Status/Right-of-Way

Central Plants:

- MTA Board approved the acquisition, FTA approved the negotiated price
- Negotiations underway to complete transaction by 6/30/15

Japanese Village Plaza – “JVP”

- JVP rejected offer; MTA Board adopted a resolution to acquire property through condemnation process in June 2014. The tenants have been named in the condemnation lawsuit by the Judge in order to acquire the right to install and monitor the monitoring devices. The Board adopted the Resolution of Necessity to include the tenants. Agreement has also been reached with several of the tenants which eliminate the requirement to include them in the eminent domain action.

Office Depot Tieback Easement

- Metro's offer was not accepted by the property owner.
- RCC is working on alternative design to avoid the Tie Back.

Litigation Update – Settlement Discussions

The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by July 2015 before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor.



Top Five Risks

Risk ID	Risk Description	Risk Mitigation	Risk Score
272	Potential Construction delay to due to late completion of Utility Relocation Work	Coordination between contracts and 3rd Parties. Develop Work Arounds. Work with Contractor to mitigate delays.	20
269	Shortage of trade Subcontractors and availability of finishing labor.	Identify Trade Subs early in the project	10.5
213	Law suits can potentially delay the Project/Stakeholder Support on Project is required for avoid delays	Negotiate with Mayor's office w/schedule. Currently Mayor is supportive of 24hr shifts. Draft SEIS to be issued in May 2015 for Public review.	10
184	Rejection of Night Time Noise ordinance may restrict working hours in residential areas for major construction works.	Monitor during construction. Seek Peak-Hour Variances, Break up work into smaller parts/areas	10
178	The 4th Street Bridge battered pile foundation runs close to the RC tunnel alignment, and thus may impact tunneling operations.	Perform topo survey of piers to properly locate (Complete) Recheck As-Builts (Complete) Possibly move bored tunnels closer together Possibly probe drill for piles prior to TBM arrival. Secure Permits from City. Conduct detailed analysis of settlement and impacts	10

Discussion/Action Items



Metro

PATSAOURAS PLAZA
BUS STATION

METRO EXPRESSLANES

May 27, 2015

FTA Quarterly Review Meeting



Metro

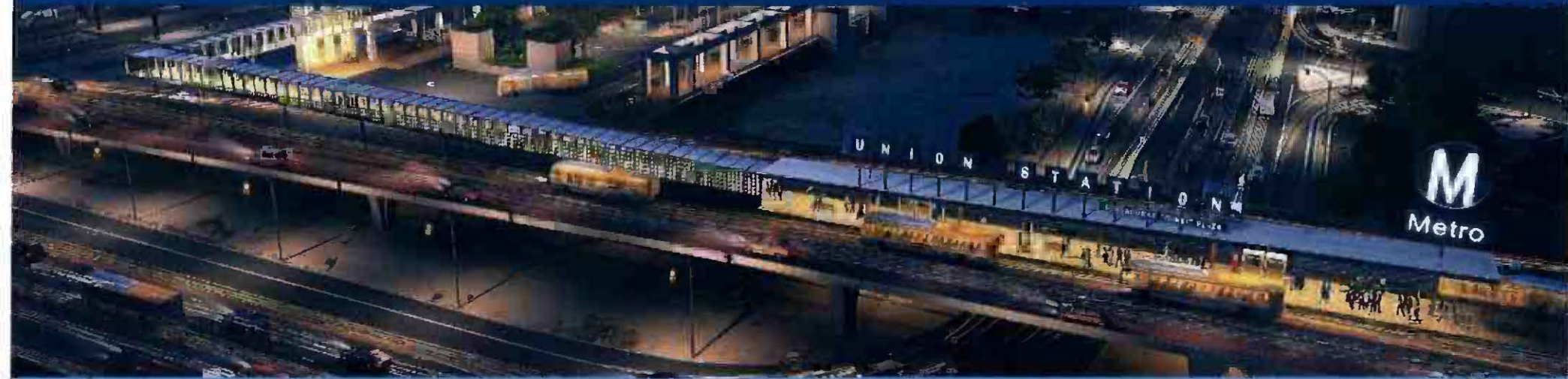
Patsaouras Plaza Bus Station

FTA Quarterly Review – May 27, 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	552,000	3,098,000	2,931,000	22,923,000	(2,931,000)
S	SPECIAL CONDITIONS	1,000,000	-	750,000	245,000	352,000	-	5,500	-	1,044,000	(294,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	6,792,000	-	7,425,000	755,000	4,331,000	353,000	3,474,000	3,460,000	10,824,000	(3,399,000)
PC	PROJECT CONTINGENCY	3,200,000	-	2,817,000	-	-	-	-	233,000	2,817,000	-
TOTAL PROJECT		30,984,000	-	30,984,000	1,000,000	24,675,000	905,000	6,577,500	6,624,000	37,608,000	(6,624,000)



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000



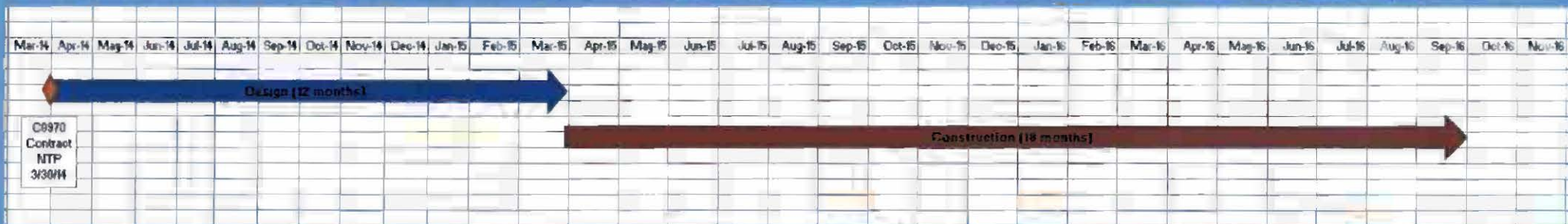
Request for Changes Submitted by Contractor

- LED Fixtures Change
- Supplemental PSR/PR
- Redesign of Various Elements
- Potential Source Change (Electrical)
- Iconic Signage Design
- Redesign of Foundations over Tunnels
- Construction Impacts



Patsaouras Plaza Bus Station

Project Baseline Schedule

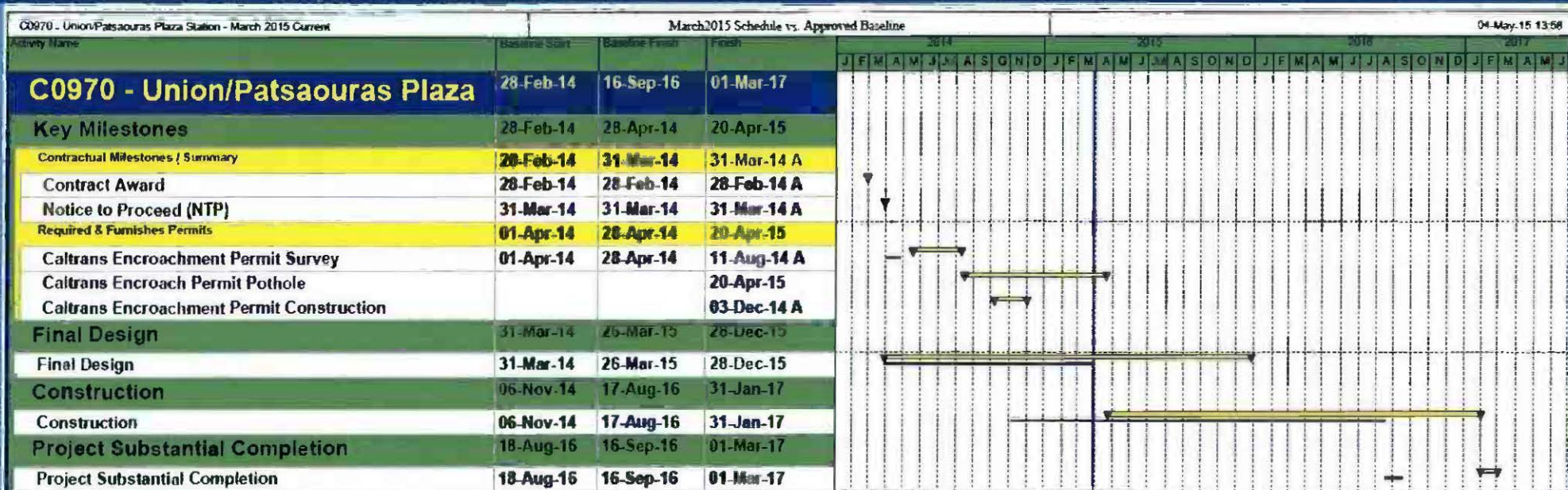


C0970 Contract Award		3/26/2014
C0970 Contract NTP		3/30/2014
Final Design	4/1/2014	4/1/2015
Major Construction	4/2/2015	10/1/2016



Patsaouras Plaza Bus Station

Project Schedule



Primary Baseline
 Remaining Work
 Actual Work
 Milestone

Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update



- Completed 100% design of Los Angeles River Busway Bridge
- Completed 100% design of Busway Station Pedestrian structure (platform/ramp/bridge) within Caltrans right-of-way
- Revising busway package to incorporate canopy and iconic signage
- Preparing revised right-of-way requirements for the project
- Developing pedestrian walkway/stairs/elevator tower within Metro right-of-way
- Resubmitted utility pot holing permit to Caltrans (4th submittal)
- Construction delayed by three months



Metro



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- Caltrans review of documents
- Caltrans approval of documents
- Quality of Contractor's Submittals
- Quantity of Contractor's Request for Changes
- Potential budget impacts
- Potential design and construction schedule delays



Metro



Patsaouras Plaza Bus Station

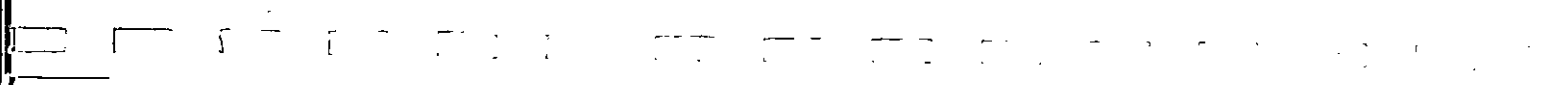
Activities for Next Quarter



- 100% Busway widening design package
- 100% Pedestrian ramp and bridge design
- Obtain Caltrans right-of-way certification
- Obtain Caltrans approval of Supplemental PSR/PR and Fact Sheets
- Obtain Caltrans potholing permit and initiate utility work
- Obtain Caltrans approval of Storm Water Data Report
- Obtain Caltrans approval of Patsaouras Bus Plaza Station design



UNIVERSAL PEDESTRIAN
BRIDGE



FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



May 27, 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 31% complete
 - Bridge Fabrication 40% complete
 - Foundation work at all three Stations in progress
- **Planned Activities:**
 - Elevator and Escalator pit construction
 - Drainage installation
 - Transformer and cable Installation
 - Bridge (Structural) Fabrication

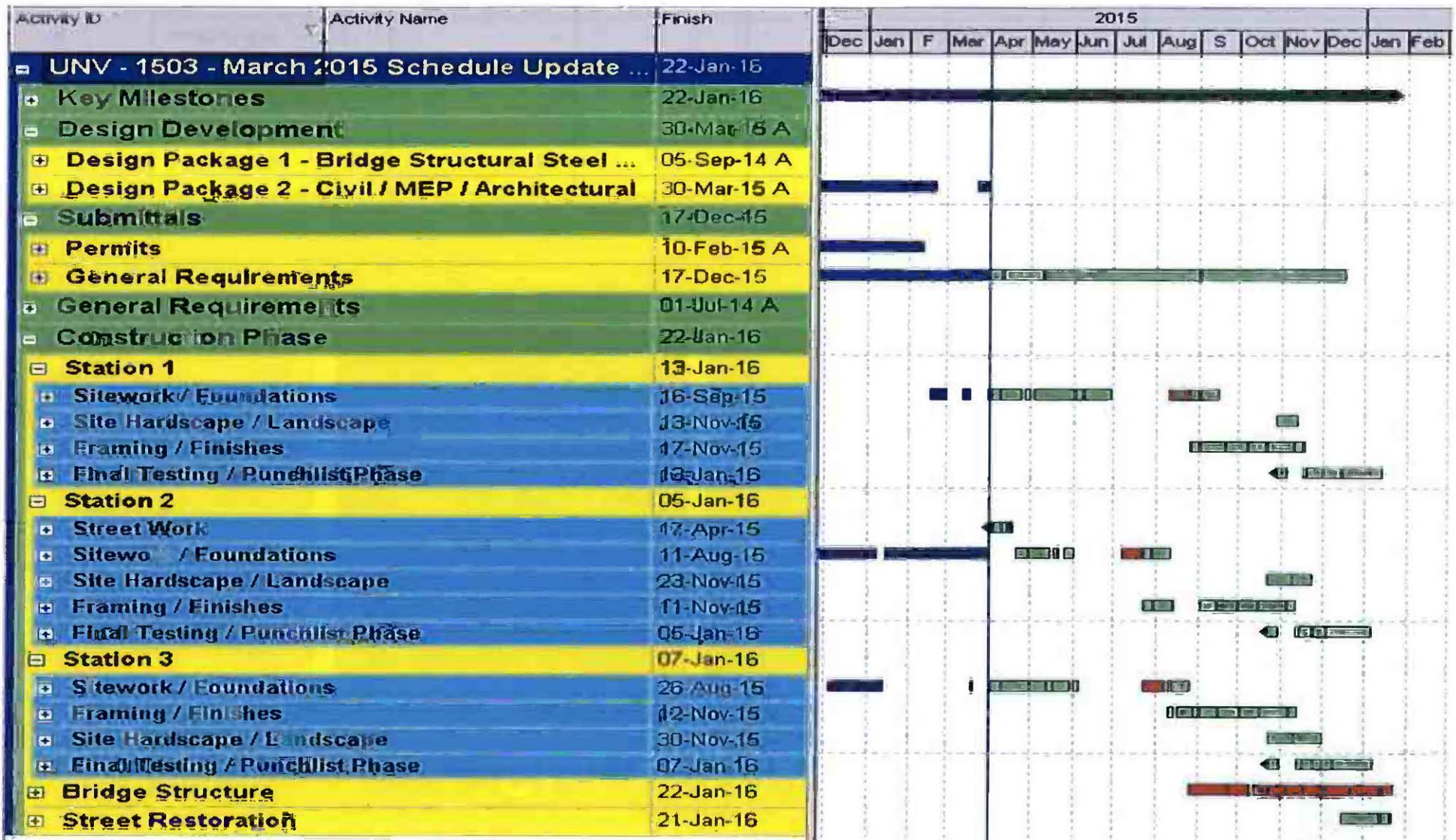


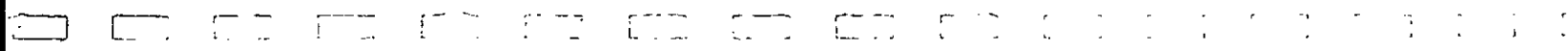
Universal Pedestrian Bridge Project Status Update



ELEM CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
			TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	21,425,000	21,559,408	6,324,228	21,619,408	-
S	SPECIAL CONDITIONS	300,000	531,958	208,953	545,000	-
R	RIGHT-OF-WAY	-	-	-	-	-
P	PROFESSIONAL SERVICES	2,775,000	3,495,454	2,758,912	4,036,075	-
PC	PROJECT CONTINGENCY	2,800,000	-	-	1,024,517	-
TOTAL PROJECT		27,300,000	25,586,820	9,292,093	27,300,000	-

Universal Pedestrian Bridge Project Schedule Update





FTA Quarterly Planning Update

May 27, 2015

Metro Planning Report

- Ballot Initiative Research Effort
- Small Starts Projects
 - Wilshire BRT
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector
 - Eastside Transit Corridor Phase 2
- TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements
- American Recovery and Reinvestment Act of 2009 (ARRA)
- TIGER VII Funding Opportunity
- 101 Freeway to 7th Street Rail Coordination Study



Ballot Measure Initiative Research Effort

Status

- February 2015 – Conducted Focus Groups
 - Two locations, two separate days
 - Two groups per location – Female and Male
 - Generally supportive and sense need for transportation improvement
- March 2015 – General Public Survey
 - 1400 survey respondents representative sample of general public
 - Tested views on transportation needs, sales tax and other revenue strategies
 - Statistics on voters – Self-reported and not voter registration
 - Cautiously optimistic – Two-thirds support needed

Next Steps

- May 2015 – Share results with Sub-regions

Wilshire Boulevard Bus Rapid Transit Phase Two Grand Opening

Phase Two Opening

- April 8, 2015 – Additional five miles of bus lanes
- Bus lanes now total 6.8 miles (first 1.8 miles opened June 2013)

Next Steps

- August 2015 – Last 0.9 miles scheduled to be completed
- Metro will be conducting All Door Boarding pilot
 - Conducted at two locations (Vermont and Westwood)
 - Start in mid-May for eight weeks

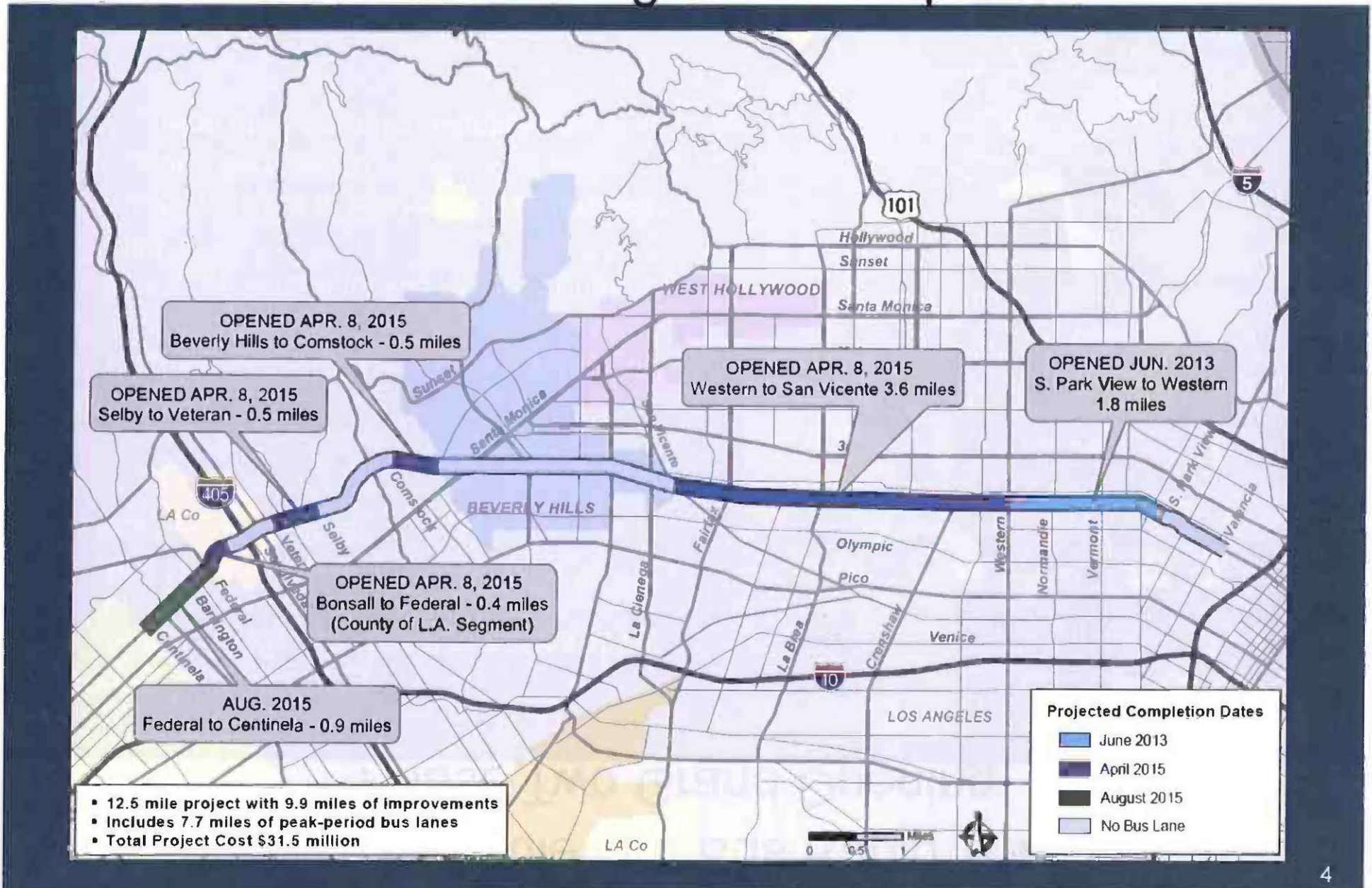


April 7, 2015 – Grand Opening Event



April 24, 2015 – Line 720 heading eastbound on the bus lane during PM peak

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 <ul style="list-style-type: none"> – Striping and sign for bus lanes to coincide with Barrington to Federal Segment (no change) 	August 2015 – Complete striping and sign for bus lanes
Barrington to Federal	Roadwork – Widen/repave/restripe <ul style="list-style-type: none"> – April 2015 – City issued change order to add work to existing San Vicente to Western contract – May 2015 – Began construction activities 	August 2015 – Complete construction
Federal to Sepulveda	Roadwork – Widen/repave/restripe <ul style="list-style-type: none"> – Construction completed February 2015 	<u>Opened for Service April 8, 2015</u>
Veteran to City of Beverly Hills	Roadwork – Restriping/signage <ul style="list-style-type: none"> – Work completed February 2015 	<u>Opened for Service April 8, 2015</u>

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

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

Wilshire Boulevard Bus Rapid Transit Construction Schedule

SEGMENTS	2013					2014					2015												
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N
S. Park View to Western Convert Curb Lanes to Bus Lanes					Complete																		
Western to San Vicente Reconstruct/Repave Curb Lanes*																							
Beverly Hills to Comstock & Selby to Veteran Convert Curb Lanes to Bus Lanes																							
Federal to Bonsall (L.A. County Segment) Final Design/Engineering, Bid & Award																							
Widening/Restriping																							
Federal to Centinela Final Design/Engineering, Bid & Award																							
Widening/Restriping																							
Other Project Improvements TPS Enhancements																							
TPS Communication Upgrades																							
Construction Outreach																							

Last Revised: 5/2015

◆ = Milestone Date

*Note: Communication Upgrade Completion (will not affect TPS Improvements); 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	\$5,120,760	\$3,327,503
Striping/Signage	\$300,000	\$672,498	\$38,242	\$450,000
Construction	\$21,633,947	\$20,447,867	\$4,266,166	\$20,447,867
TPS Comm. System Upgrade	\$4,872,721	\$4,600,000	\$1,303,669	\$4,600,000
Contingency	\$3,150,000	\$1,955,132	\$0	\$0
TOTAL	\$31,510,000	\$31,510,000	\$11,235,837	\$29,332,370

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)	May 2015 <ul style="list-style-type: none"> – Finalize funding agreement with Culver City – Culver City to issue RFP to install TPS system Completed – City of Los Angeles (75% of corridor)	August 2015 – Award contract June 30, 2016 – Complete installation
Torrance-Long Beach	Installation (35%) complete (up from 0%)	December 2015 – Complete installation
Venice	Construction 100% complete (up from 99%) May 2015 – Complete system acceptance (50% complete from 0%)	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

- Shelter Procurement
 - March 2015 – Awarded contract for 102 locations*
 - Includes 15 jurisdictions
- Funding agreement with the City of Torrance in process
 - Execution anticipated May 2015

Next Steps

- Shelter Procurement
 - December 2015 – Complete Phase 1
 - March 2016 – Complete Phase 2
- Continue working with Cities on station installation

* Phase 1 includes 78 locations, Phase 2 additional 24



Metro Rapid System Gap Closure Lines Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$15,311,768	\$23,121,925
Shelters	\$5,160,000	\$5,160,000	\$75,972	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$15,387,740	\$24,771,925

*Forecast to complete for Gap Closure shelters only

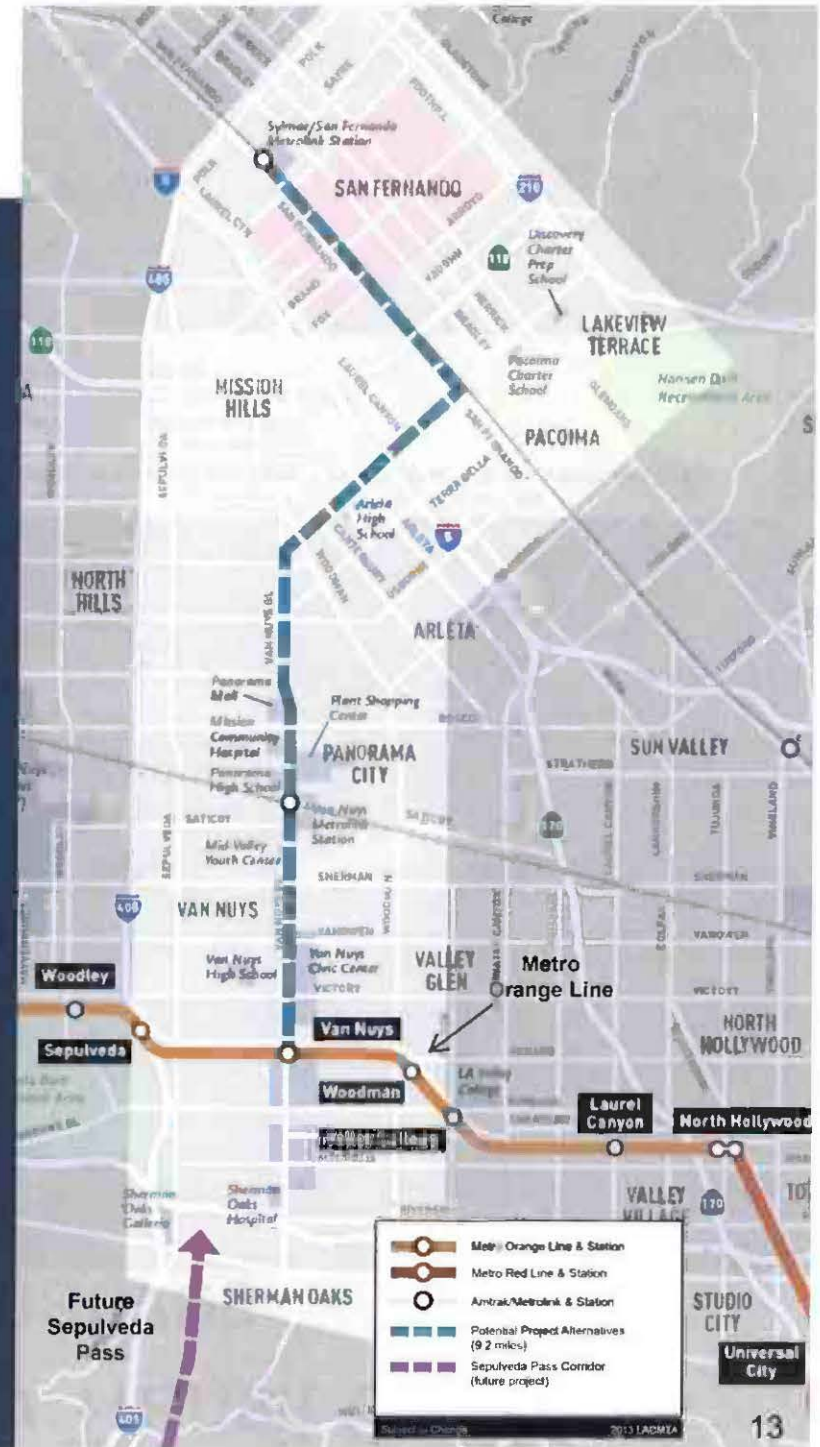
East San Fernando Valley Transit Corridor

Status

- March 2014
 - Eight Outreach meetings with impacted businesses
 - Concerns pertaining to loss of on-street parking
 - Discussions pertaining to construction duration
- April 2015 - Coordinated with FTA on SHPO process
 - Requested SHPO concurrence on:
 - APE Map
 - Study methodology (District Historical Review)
- Finalizing EIS/EIR Technical Reports

Next Steps

- Develop Administrative Draft EIS/EIR
- Continue coordination with:
 - City of LA
 - City of San Fernando
- Continue targeted outreach



East San Fernando Valley Transit Corridor LRT/BRT Alternatives

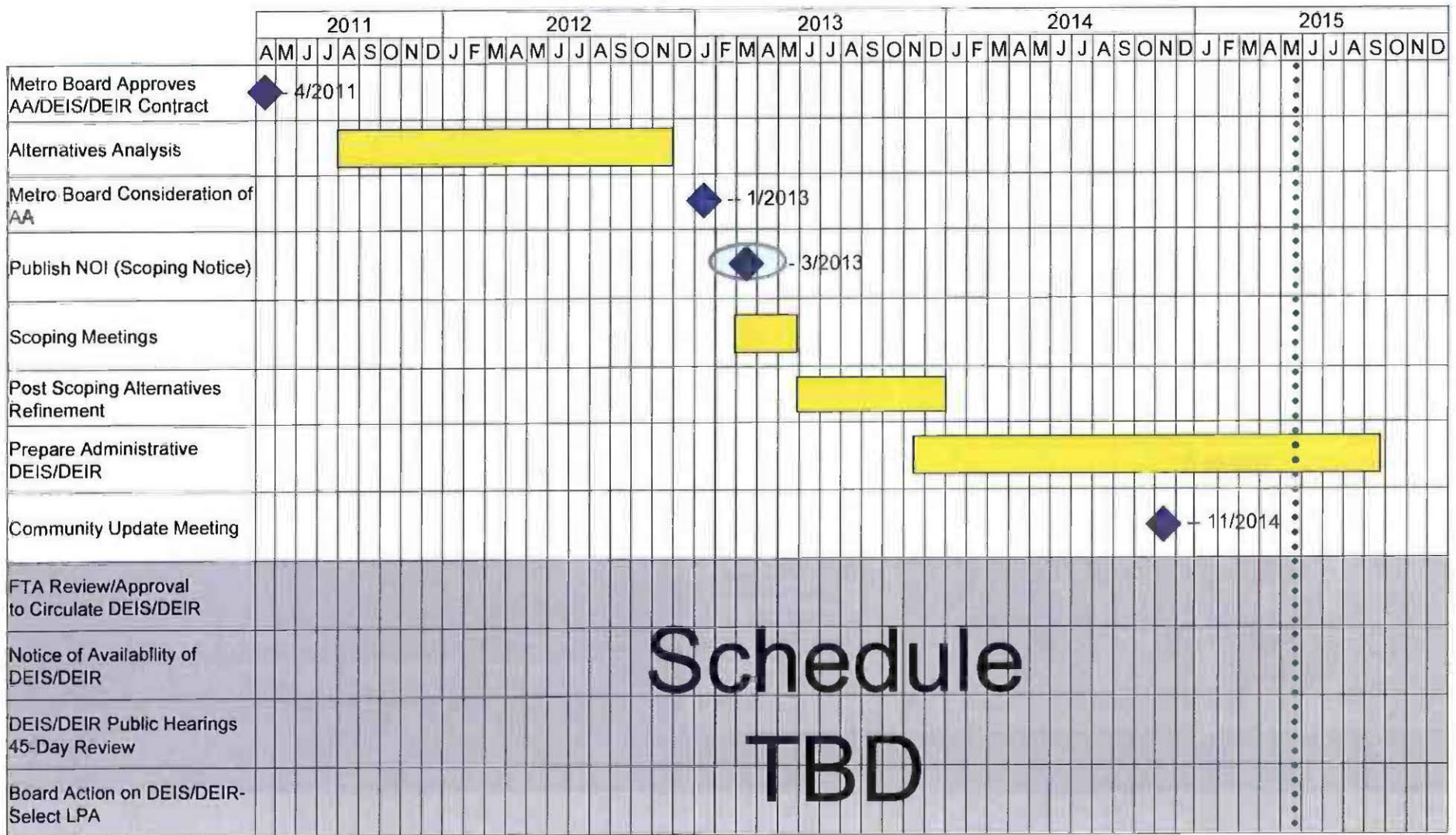


East SFV Transit Corridor – Curb or Median Running BRT
 9.2 Miles – (6.7 dedicated ROW, 2.5 miles mixed flow)
 17 to 18 Enhanced Stations
 16,700 to 19,000 Average Weekday Boardings (2040)
 Estimated Cost-\$294 million to \$402 Million (2014)
 Measure R-\$68.5 Million (2008\$)
 LRTP-\$170.1 Million



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

East San Fernando Valley Transit Corridor DEIS/DEIR Schedule



Schedule
TBD

Last Revised: 5/2015

◆ = Milestone Date

○ = FTA Action

Airport Metro Connector

Status

- March 2015:
 - 9th – Notice of Preparation comment period closed
 - 13th – Architectural RFP proposals received
- April/May 2015
 - Seeking Board authorization for Crenshaw/LAX Accommodations (to be funded by AMC project)
 - Option 1: Install Crenshaw/LAX design (minor modifications)
 - Deferred changes until after opening
 - Option 2: Eastside widening (requires 22.5 feet of property)
 - Option 3: Westside alignment (minimal property acquisition)



Airport Metro Connector

Next Steps

- July 2015 – Scheduled award for Architectural contract
- Explore funding opportunities to accelerate completion of AMC Project
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - FTA on future initiation of NEPA documentation
 - Future funding opportunities

Eastside Transit Corridor Phase 2

SR-60 LRT

6.9 Miles

4 Stations (all aerial)

16,700 Average Daily Boardings (2035)

LRTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.5 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)

Washington LRT

9.5 Miles

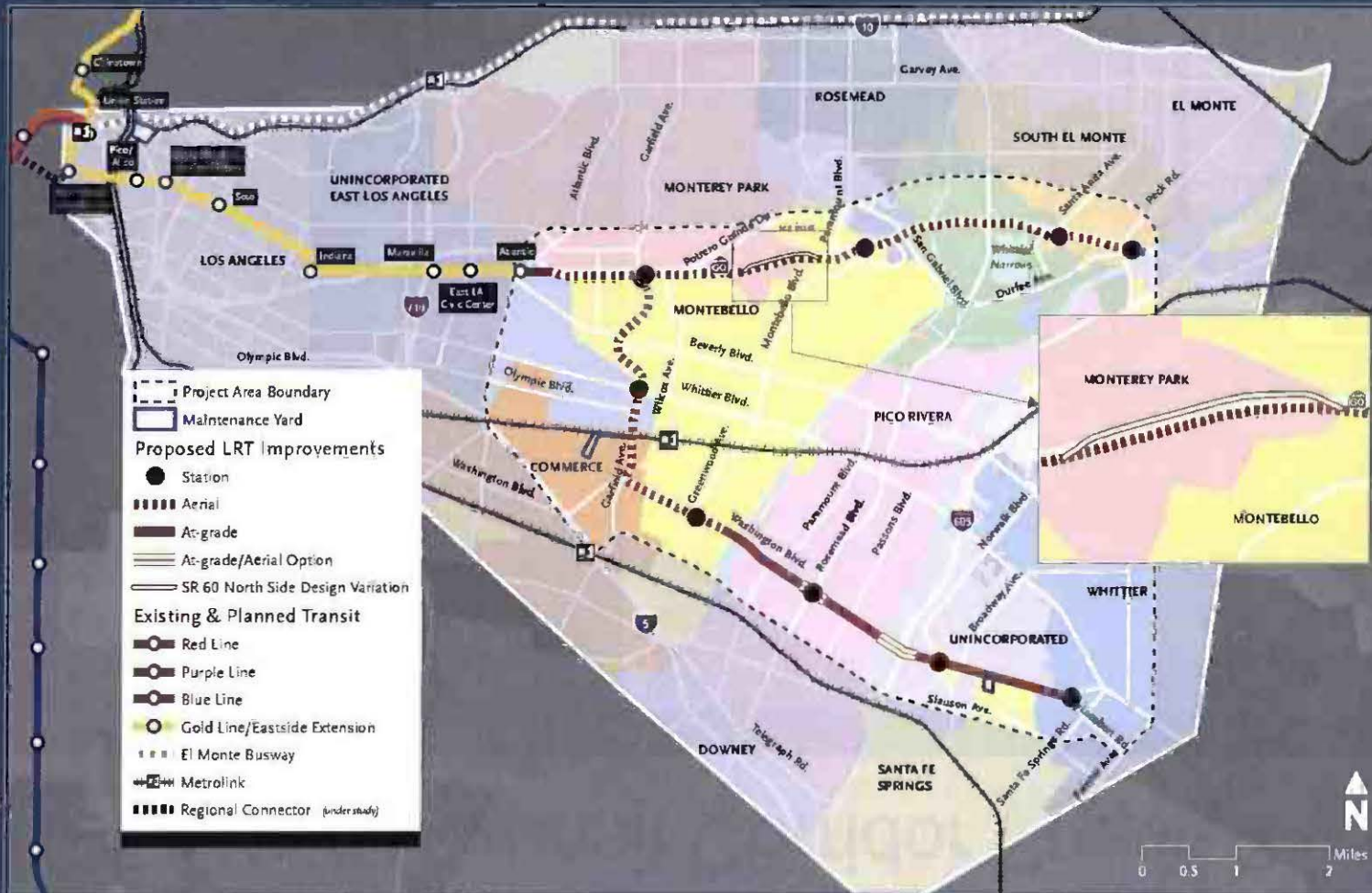
6 Stations (3 aerial, 3 at-grade)

19,900 Average Daily Boardings (2035)

LRTP-\$2.4 Billion, 2035 RSD

Estimated Cost-\$2.8-\$3.2 Billion (YOE)

Measure R-\$1.2 Billion (2008\$)



Eastside Transit Corridor Phase 2

Status

- November 2014 – Board directed Staff to:
 - Undertake Technical Study on both SR-60 and Washington Blvd alternatives
 - Investigate potential connection to West Santa Ana Transit Corridor
- Developing:
 - Contract modifications for Technical Study and related outreach support
 - Scope for feasibility of West Santa Ana Branch connector

Next Steps

- July 2015 – Board approval of contract modification (estimated)



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)

	2014		2015												2016			
	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Board Action – Approve further technical studies	◆	- 11/2014																
Board Action – Approve contract modification									◆	- 7/16/15								
Board Action – Select LPA							TBD											

Last Revised: 5/2015

◆ = Milestone Date

○ = FTA Action

Milestones

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

** November 2014 Board approved completion of further technical studies

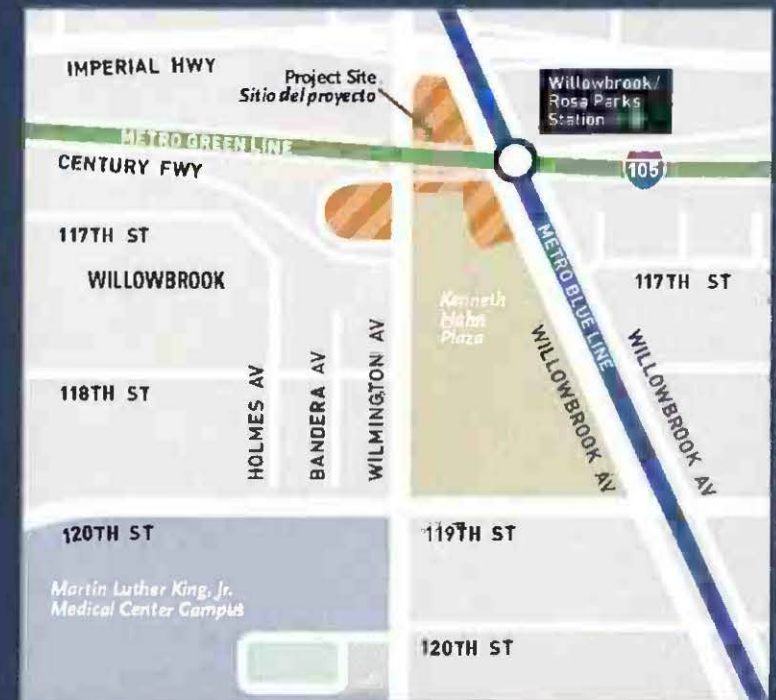
Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- Partner agencies:
 - LA County Community Development Commission (CDC)
 - Caltrans
- April 2015
 - 8th: FTIP approval for \$24.9 million of total project budget of \$66.7 million
 - 10th: Submitted Cap and Trade grant application
- May 2015
 - 1st: RFP released for Engineering/Final Design services
 - 8th: NOA/NOI for Draft Initial Study/Negative Declaration
30-day comment period (May 8 – June 8)
 - 28th: Public Hearing for Initial Study/Negative Declaration

Next Steps

- June 2015
 - 1st ATP grant application due
 - 30th: Cap and Trade approved project list published
 - Subsequent TIP amendment
- July 2015 – Completion of NEPA
- October 2015 – Award contract for Engineering/Final Design
- Continue to:
 - Work with FTA on TIGER VI SOW, Schedule, and Budget
 - Coordinate with CDC on parcel acquisition



Willowbrook/Rosa Parks Station Master Plan Implementation Project



Aerial view of proposed improvements



View of new Transit Hall from Civic Plaza

Eastside Access Improvements

Status

- April 8, 2015 – FTIP Approval
- May 2015 – Release RFP (anticipated)
 - Complete scope, engineering, and design of improvements
 - Provide construction support to the City of LA to construct improvements

Next Steps

- Determination of the project scope
 - Per stakeholder consensus
- FTA Grant Award
- July 2015 – Completion of NEPA (pending award of grant)
 - Under categorical exclusion II-C
- September 2015 – Award contract (pending grant award)



Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before



After (new bike lanes)



Metro

ARRA Project Status Summary

Project	Status	Next Steps	Completion Date
<p>1. Replace 20 MBL Traction Power Substations and Associated Electrical Support Systems</p>	<ul style="list-style-type: none"> • 20 new substations energized <ul style="list-style-type: none"> - Punch list items 95% (from 90%) complete - As-built drawings, technical submittals and Operation Manuals 95% (from 90%) complete • Completed preliminary engineering and 80% (from 75%) of engineering design for electrical support systems (HMI displays, MOS interface to SCADA, Wayside disconnect switches, transfer trip systems and ETS system) • Construction of electrical support systems 80% (from 70%) complete 	<ul style="list-style-type: none"> • June 2015 <ul style="list-style-type: none"> - Complete Engineering Design and Construction for Electrical Support systems • June 2015 <ul style="list-style-type: none"> - Complete punch list items, as-built drawings, technical submittals and Operation Manuals 	<p>September 2015</p>
<p>2. Wayside Energy Storage Substation (WESS)</p>	<ul style="list-style-type: none"> • No change from prior quarter • WESS is in continuous normal operation and its performance is being continuously monitored. 	<ul style="list-style-type: none"> • Continue monitoring the WESS operation • August 2015 – Release a final WESS Performance Evaluation Report 	<p>September 2015</p>

TIGER VII Funding Opportunity

Status

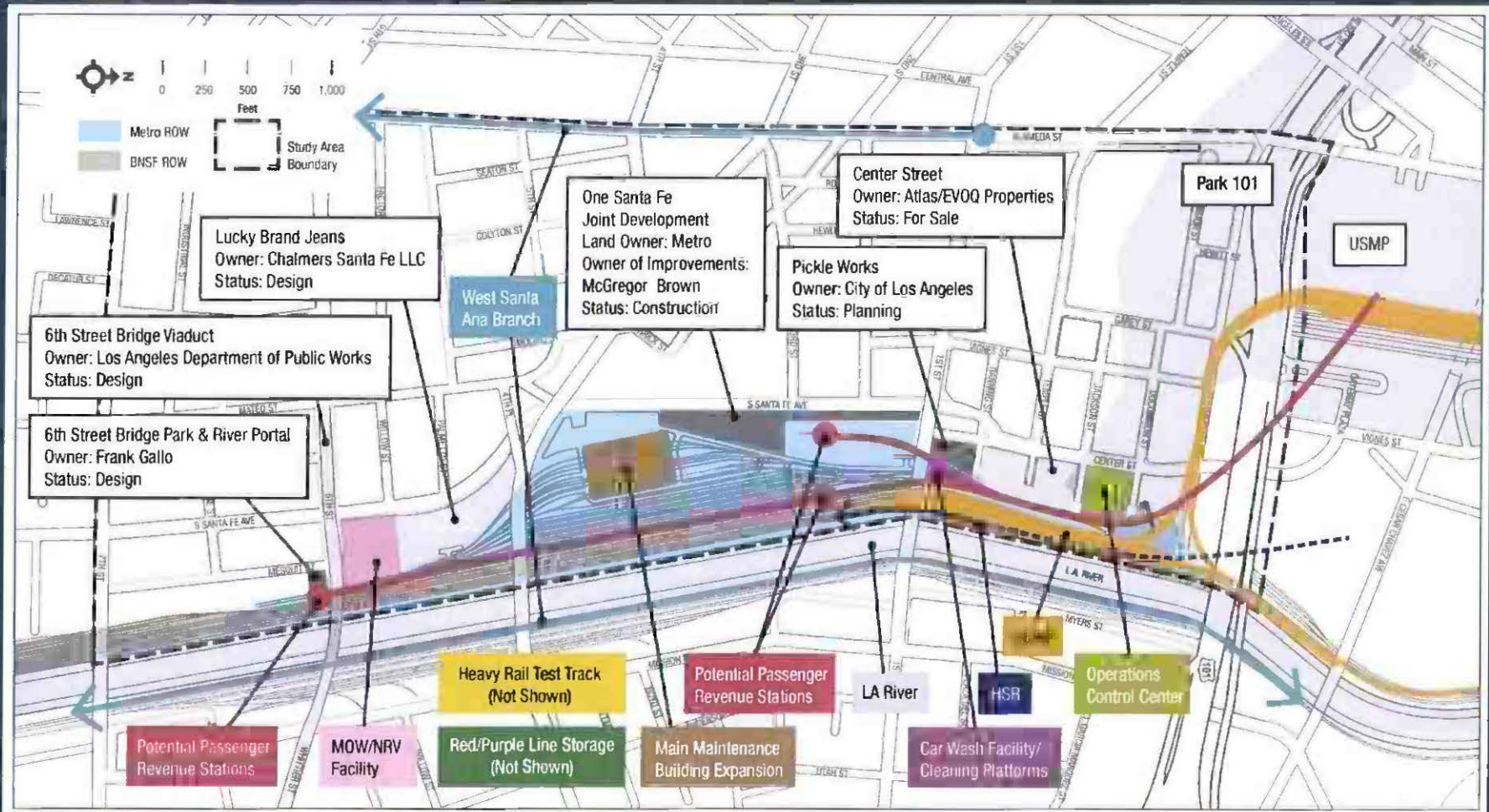
- May 2015
 - Reviewed eight potential projects and narrowed to three candidates
 - Submitted projects for pre-application review on May 4th
- Preparing three projects for consideration:
 - Rail-to-Rail Active Transportation Corridor Connections Project
 - Metro Orange Line Zero Emission Articulated Buses/Charging Stations
 - Metro Silver Line/Rapid Bus All-Door Boarding & Pre-payment System

Next Steps

- June 5, 2015 – Submit applications (by deadline)

101 Freeway to 7th Street Rail Corridor Coordination Study

A high-level vision for integrating numerous near- and long-term transportation investments and priorities in and around Division 20.



101 Freeway to 7th Street Rail Corridor Coordination Study

Goals

- Develop holistic, integrated approach to maximize limited land area and efficiently accommodate all Metro programmatic and operational needs, including Purple Line plans and schedule, and adjacent Amtrak, Metrolink and California High Speed Rail.
- Preserve opportunities for long-term growth
- Develop principled vision for integrating infrastructure into surrounding community

Status

- Preparing Final Coordination Study Report

Next Steps

- Final Report, anticipated June 2015, will likely prioritize near-term actions that include:
 - Widen portal to support future revenue service
 - Construct turnback facility/potential revenue station to accommodate reduced headways on Red/Purple Line
 - Explore opportunities for additional ROW acquisition to support long-term yard needs
 - Establish Project Manager's Roundtable to institutionalize on-going coordination between projects following completion of Coordination Study



Metro

**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: January - March, 2015

Presentation Date: May 27, 2015



Metro

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

- KI continued performing a series of vehicle-level Design Conformance Qualification tests on Pilot Cars 1 and 2 at Metro's Green Line shop (MGL).
- Delivery of the production cars remain on schedule.
- Manufacturing activities continue in Osaka. Activities are monitored by Metro's on-site inspector. Additional oversight provided by periodic visits by Metro's P3010 Project Management team.
- 77% of the CDRL have been submitted.
- Completion status: PBDR: 100% / FAIs: 100% / Qualification Tests: 70%
- Metro has been expediting the processing of Contract Modifications (CM). Out of the eleven CMs, nine have been executed by Metro, and one is in the final process of being executed.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING	ESTIMATE AT COMPLETION
Base Buy				
78 LRV's	\$263,211,780.00	\$64,719,319.55	\$198,492,460.45	\$263,211,780.00
Spare Parts	\$19,911,594.00	\$0.00	\$19,911,594.00	\$19,911,594.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90	\$1,366,776.00
Manuals	\$675,512.00	\$0.00	\$675,512.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00	\$8,714,500.00
On-Site Engineer	\$1,679,366.00	\$0.00	\$1,679,366.00	\$1,679,366.00
Vehicle Sub-Total	\$299,061,827.00	\$73,563,663.65	\$225,498,163.35	\$299,061,827.00
Contingency	\$16,078,011.00	* \$5,373,918.62	\$10,704,092.38	\$16,078,011.00
Contingency Sub-Total	\$16,078,011.00		\$10,704,092.38	\$16,078,011.00

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

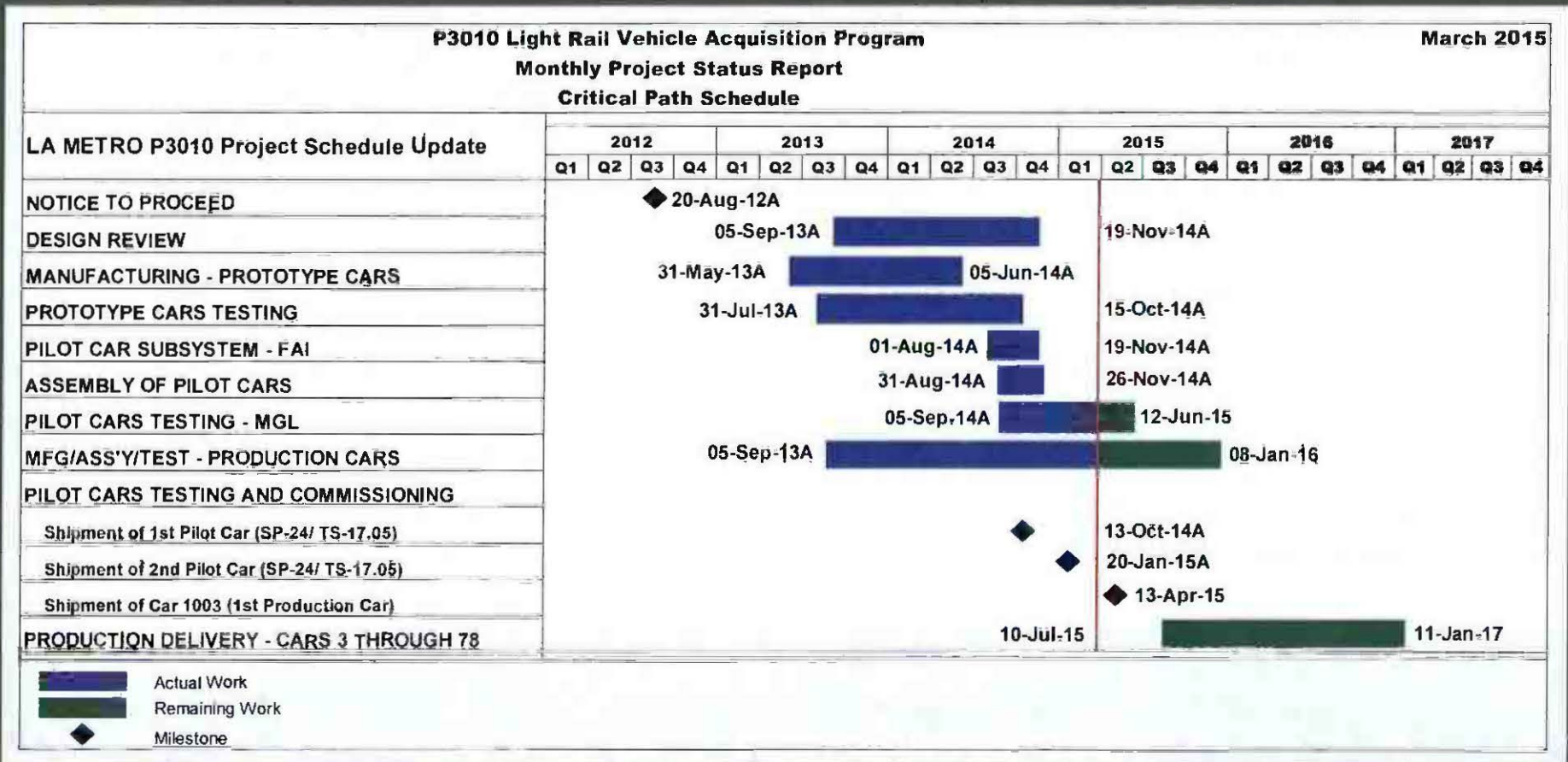
P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

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

P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



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	CM Signed by KI. Pending execution 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	-	Issued CM to KI.
16	Door Control Pushbuttons layout change to be consistent with Metro's existing fleets	428,798	LNTF issued by Metro, pending for formal negotiation.
17	Recess for Master Controller	-	LNTF issued by Metro, pending for formal negotiation.

Note: Information is accurate as of March 27, 2015.



Metro



= CM Signed by KI.

P3010 Light Rail Vehicle Acquisition Program

TOP THREE POTENTIAL RISKS

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

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

- KI to complete Qualification Testing activities.
- KI to continue performing vehicle-level qualification and post shipment tests on Pilot Cars 1 and 2 at MGL.
- KI to complete Production Conformance Testing on Cars No. 1003 (first production car) and 1004 at Palmdale.
- KI to complete assembly work on Cars No.1004 thru No.1010 and continue with Production Conformance Testing in Palmdale, CA.
- KI to ship Cars No.1003 and 1004 to Metro sites and begin performing vehicle-level qualification and post shipment tests.
- Continue to track and review CDRLs.
- Finalize negotiations and process Contract Modifications on the remaining KI change order proposals.

HEAVY RAIL VEHICLE
ACQUISITION PROGRAM

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review

May 27, 2015



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS**
 - There are no changes to the scope of this project.
- **PROJECT BUDGET**

BASE ORDER SUMMARY	HRV PROJECT BUDGET	BUDGET INVOICED TO DATE	BUDGET REMAINING	ESTIMATE AT COMPLETION
BASE ORDER 64 VEHICLES	\$233,729,000.00	\$0.00	\$233,729,000.00	\$233,729,000.00
PROFESSIONAL SERVICES	\$22,453,500.00	\$1,246,370.00	\$21,207,130.00	\$22,453,500.00
MTA ADMINISTRATION	\$8,365,000.00	\$886,988.00	\$7,478,012.00	\$8,365,000.00
VEHICLE SUBTOTAL	\$264,547,500.00	\$2,133,358.00	\$262,414,142.00	\$264,547,500.00
CONTINGENCY	\$26,453,000.00	\$0.00	\$26,453,000.00	\$26,453,000.00
CONTINGENCY SUBTOTAL	\$26,453,000.00		\$26,453,000.00	\$26,453,000.00



Metro

New Heavy Rail Vehicle Program

- **SCHEDULE (DRAFT)**
 - Metro is finalizing the RFP package for Solicitation
 - Issue RFP Package for Solicitation by end of May 2015
 - Award Contract by end of Q1 2016
 - Acceptance of Last Vehicle by end of Q2 2021
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Pre-Proposal Conference
 - Black-Out Period

FTA Quarterly Review Action Item Report – February 25, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-2/25	Open	Metro to provide the FTA/PMOC a copy of the Metro Board Report or provide a presentation addressing Metro's proposed internal hiring plan and consultant balance strategy for FY2016.	LACMTA	Bryan Pennington/ Brian Boudreau	3/25/15
3-2/25	Open	Metro to provide the FTA/PMOC a copy of the final draft Polling Survey used for the proposed Ballot Measure Initiative.	LACMTA	Martha Welborne/ David Yale	3/25/15
6-2/25	Open	Metro Project Teams to include a Baseline Schedule and Current Schedule on project schedule slide(s) for future FTA Quarterly Review Meeting presentations.	LACMTA	Charles Beauvoir Dennis Mori Girish Roy Tim Lindholm Milind Joshi	5/27/15
7-2/25	Open	Metro to hold a meeting with Metro Engineering and Construction staff and Metro Planning staff to discuss the Airport Metro Connector Station when operational issues are known and the Station Architectural Contract has been awarded.	LACMTA	Bryan Pennington/ Charles Beauvoir/ Martha Welborne	6/30/15
8-2/25	Open	Metro to provide the FTA/PMOC an updated Rail Fleet Management Plan (RFMP), including a revised Light Rail Vehicle (LRV) section, upon completion.	LACMTA	Bruce Shelburne	TBD

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Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
5-2/27	Open	Metro to develop alternative solutions to resolving Buy America compliance issues for all applicable utility owners required to implement utility relocations for Regional Connector, Westside Purple Line Extension and Crenshaw/LAX Projects, including LADWP, SCE, AT&T and Southern California Gas.	LACMTA	Sam Mayman/ Bryan Pennington/ Girish Roy/ Dennis Mori/ Charles Beauvoir	On-going to full resolution
2-2/25	Closed	Metro to provide the FTA/PMOC a copy of the revised Cultural Resources Monitoring and Mitigation Plan (CRMMP) for the Regional Connector Transit Corridor Project.	LACMTA	Girish Roy/ Heather Severin	3/25/15
4-2/25	Closed	Metro to provide the FTA/PMOC an updated Crenshaw/LAX Transit Project Southwest Yard work phasing approach based on current funding/share issues.	LACMTA	Charles Beauvoir/ Gary Baker	3/25/15
5-2/25	Closed	Metro to provide a copy of the P3010 delivery schedule to the Metro Gold Line Foothill Extension Project and Phase 2 Exposition Metro Line Project contractor(s).	LACMTA	Jesus Montes/ Annie Yang/ Rick Meade/ Julie Owen	5/27/15